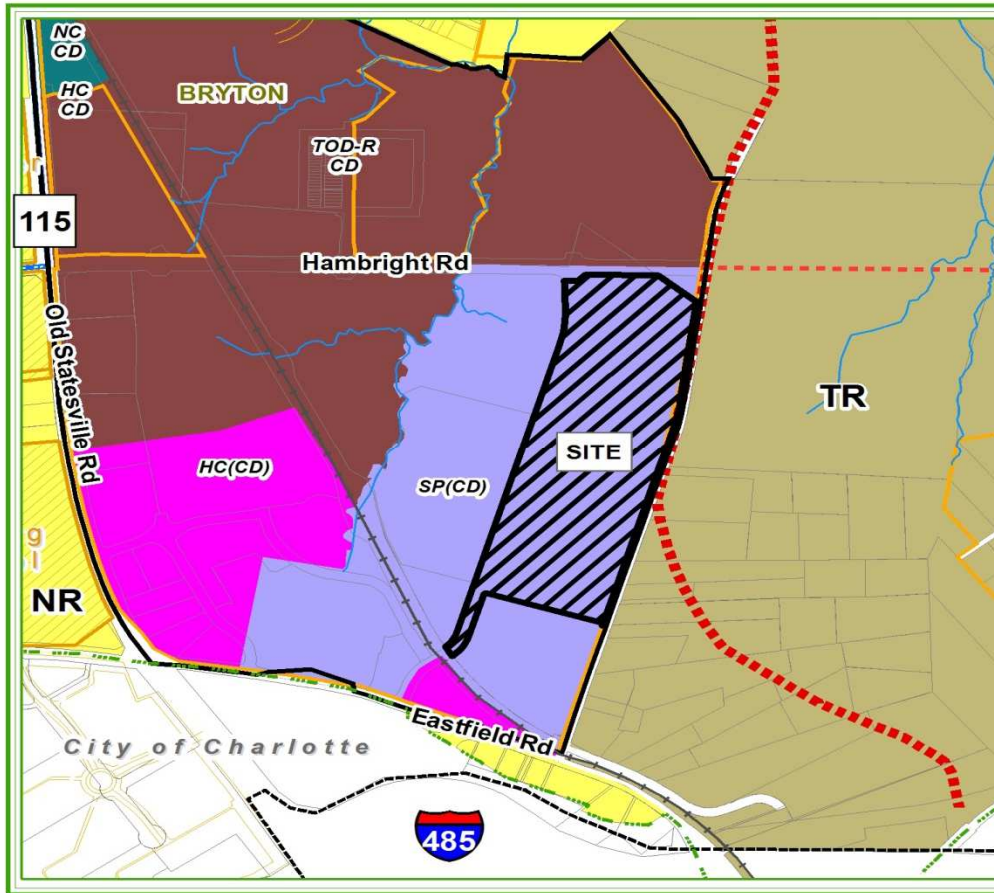


## Bryton – Corporate Center Subdivision Sketch Plan

### PART 1: PROJECT SUMMARY

Application is Attachment A and Site Plan is Attachment B.



**Applicant:** Foundry Commercial.

**Property Owner:** American Asset Corp.

**Property Address:** Abuts Corporate Center Drive, Hambright Road & Everette Keith Road.

**Project Size:** 35.95-acres

**Parcel Number:** 019-13-105.

**Current Zoning:** Special Purpose Conditional District (SP-CD)

**Current Land Use:** vacant.

### PART 2: SITE PLAN DESCRIPTION AND ISSUES

1. The proposed subdivision sketch plan has 5 lots on 35.95-acres, as shown in the hatched area above. The subdivision sketch plan also includes an existing 13.4-acre lot south of Savoy Drive, which is an existing lot of record, created in 2012 when the two (2) new streets were platted. The new lots range in size from 6.4-acres to 7.8-acres.
2. This subdivision sketch plan is a proposal to create five (5) new lots, one (1) new street, add additional area into public right-of-way and dedicate land for a (section) of public greenway. The buildings, vehicle loading areas, parking lots and other aspects of the site will be reviewed based on all applicable regulations and is not a part of this action.
3. Adjoining Zoning and Land Uses  
North: Transit Oriented Development-R Conditional District (TOD-R-CD) – vacant property.  
South: Highway Commercial Conditional District (HC-CD) & Neighborhood Residential (NR) – vacant.  
East: Transitional Residential (TR) – several large-lot, single-family homes & vacant.

West: Special Purpose Conditional District (SP-CD – commercial (Frankie’s Fun Park) & vacant.

4. A neighborhood meeting was held on October 5, 2017. The meeting summary is provided (Attachment C).
5. In 2005, an illustrative plan for this property was approved as part of the overall Bryton Conditional District rezoning. The rezoning plan allows for 1,104,000 square feet of (light) industrial and this subdivision will not exceed the permitted amount.
6. In addition, in December 2012, a sketch plan was approved for two (2) new roads to serve the Special Purpose (SP) portion of Bryton. This Sketch Plan created both Bryton Corporate Center Drive and Savoy Drive., The creation of these two (2) public roads created 3 lots for the area zoned SP.
7. There are 41 specimen trees on the site and 5 are proposed to be saved (see Attachment B, Sheet SUB 5.0). Bryton is permitted to mitigate trees on a project-wide basis, rather than for each individual site, therefore, greater tree removal may occur on some sites.
8. A water quality concept plan is being reviewed by Mecklenburg County Engineering (LUESA), and their approval is required. The applicant is proposing several sand filters (a water quality measure) throughout the subdivision.
9. A “Willingness to Serve” letter from Charlotte Water is required and has not been provided.
10. To address Urban Open Space, two (2) plazas were proposed and are shown on Sheet SUB 2.0 (see Attachment B). However, continued discussion between the Applicant and Staff has led to the applicant looking to build a section of Carolina Thread Trail greenway (from the adopted Greenway Master Plan) which will run along the railroad right-of-way on the southern boundary of Lot 1 (south of Savoy Drive). This section of greenway will be built to Mecklenburg County standards and dedicated for their maintenance. The details of the greenway will be required as part of the Preliminary Plan set.
11. A buffer is required along both Hambright Road and Everette Keith Road since Hambright Road is a thoroughfare and Everette Keith Road separates non-residential uses from residential uses. The applicants have requested to use the Alternate Buffer Yard Plan option, as outlined in Article 7.5.7 of the Zoning Ordinance. As stated in Article 7.5.7, “unusual topography or elevation of a development site, soil or other sub-surface condition on the site, or the presence of existing vegetation, the Zoning Administrator may alter the buffer yard requirements as long as the existing features of the development site comply with the spirit and intent if this Article”. The Applicant and Staff have been working on an alternate buffer yard plan and will approve such plan prior to the Planning Board meeting.
12. The block length between Savoy Drive and the proposed new street is greater than 1,500 ft.; therefore a block length waiver would be required to approve the new street alignment. Article 5 allows for greater blocks lengths “where longer blocks will result in an arrangement of street connections, lots and public space more consistent with this Article and Article 7 of these regulations”... Since an off-set street connection may one-day result, the proposed street location is located in a location that will avoid “intersection lock-up”.

### **PART 3: TRANSPORTATION ISSUES**

A Traffic Impact Analysis (TIA) was prepared by Kimley-Horn Associates as part of the overall Bryton Development in 2006.

#### **Nearby Improvements.**

Numerous road improvements have been completed. Improvements with an impact on this proposed subdivision include the construction of Hambright Road, Bryton Corporate Center Drive and Savoy Lane.

#### **Cross Sections and Future Road Connections.**

One new road is proposed between proposed lots 5 and 6 and its cross-section is required for this subdivision. The proposed new road will be similar to Savoy Drive, with the exception that the right-of-way will be slightly wider, due to grading issues. The adjoining public streets are fully constructed, however, only Everette Keith Road is 100% public. The other three (3) roads are in process of becoming public via Town of Huntersville or NCDOT.

No additional off-site road improvements are required for this proposed Sketch Plan.

#### **PART 4: PLANNING STAFF ANALYSIS**

Section 6.200 of the Subdivision Ordinance outlines the “general requirements and policies to be used in the design, review, and approval” of subdivisions in the Town of Huntersville. The following staff findings are provided for the Board’s consideration of the Bryton – Corporate Center Drive Subdivision Sketch Plan.

##### **1. Consistency with adopted public plans and policies.**

There is no small area plan to reference for this subdivision, however, due to its size; the Bryton Conditional District Rezoning Plan represents a comprehensive, long-term guide for development of this acreage. The proposed subdivision sketch plan is consistent with the approved conceptual plan.

In addition, the following sections of the 2030 Huntersville Community Plan apply to this request:

- **Policy E-2: Location of New Development.** Avoid locating new development in areas of significant environmental, scenic or cultural resources.  
Comment: The site does not have any significant environmental, scenic or cultural resources present, as far as staff can determine.
- **Policy T-6: Pedestrian Connections.** Support the installation of sidewalks, bikeways and greenway trails connecting residential, commercial, employment, recreational and institutional uses.  
Comment: All existing public streets have sidewalks on both sides and the proposed new street will also provide sidewalks on both sides. Along Everette Keith Road, a sidewalk will be installed on the west side of the right-of-way. A section of Master Plan greenway will be constructed just north of the railroad right-of-way as part of this subdivision to serve as Urban Open Space.
- **Policy T-8: Street Connectivity.** Promote and require street connectivity in the Town of Huntersville among residential, commercial, employment, recreational and institutional uses.  
Comment: The proposed subdivision is surrounded on three (3) sides by existing public streets and one (1) new public street will be constructed to provide another connection to Everette Keith Road.
- **Policy PF-2: Adequate Public Facilities Ordinance (APFO).** Continue use of “Adequate Public Facilities Ordinance (APFO)” to ensure that demand generated by existing and future growth and development for police, fire and parks & recreation capital facilities can be met by available supply of facilities.  
Comment: An APFO application was not required, as all of Bryton – as originally approved in 2005 / 2006, was accounted for in the original “baseline” APFO level of service for the Town.

In addition to the above, the Lake Norman Economic Development Commission (LKNEDC) has expressed support for this project as a means to provide much-needed light industrial “flex space” that is in high demand and will support both business “incubator” sectors of the local economy, but will also provide allied-business opportunities for Huntersville’s existing light-industrial base.

##### **2. Conformity.**

The proposed Special Purpose (SP) lots will be adjacent to other SP-zoned parcels along the west. However, the proposed lots are on the eastern boundary of the Bryton development and therefore require the creation of a buffer along Everette Keith Road to separate the light industrial use from the adjoining low-density residential..

##### **3. Access between Adjoining Properties.**

The proposed subdivision will create one (1) new street and will have curb-cuts along the new street, as well as on existing Bryton Corporate Center Drive and Savoy Drive. No curb-cuts will be permitted from Hambright Road or Everette Keith Road.

**4. Relation to topography.**

Some grading has occurred in the middle of the site, as it was used by Frankie's Fun Park to level their site. Additional grading will be required on this site in order to accommodate the large building footprints, truck-loading areas and associated parking lots.

**5. Mature trees and natural vegetation.**

The proposed project is not required to save tree canopy, as Bryton has 100 percent coverage ability, but must – over the entire project – save the required percentage of trees. This requirement is being met.

**6. Access to parks, schools, etc.**

Not Applicable.

**7. Discourage through traffic.**

Bryton Corporate Center Drive, Hambright Road, Savoy Drive and the proposed new street will be appropriately-sized for light-industrial traffic. None of this traffic is intended to use Everette Keith Road.

**8. Relationship to railroad rights-of-way.**

Not Applicable.

**9. Half streets.**

Not Applicable.

**10. Parallel streets along thoroughfares.**

Not Applicable.

**11. Public School and Public Park Sites**

The parcels associated with Bryton – Corporate Center Drive Subdivision Sketch Plan have not been identified for a school or park site.

**12. Public Facilities**

The parcels associated with Bryton – Corporate Center Drive Subdivision Sketch Plan have not been identified for a public facility.

**13. Proposed street names**

One (1) new street is proposed, to be located between Bryton Corporate Center Drive and Everette Keith Road. No street name has been approved at this stage. A Mecklenburg County -approved street name will be required as part of Preliminary Plan.

**14. Easements.**

Easements have been identified and the plans have been sent to the respective Engineering and Utility Departments.

**15. Proposed water and sewerage system.**

Water and sewer will need to be extended to the development. A "Willingness to Serve" letter from Charlotte Water is required and has not been provided.

**16. Restrictions on the subdivision of land subject to flooding.**

No floodplain has been identified on this site.

**17. Reserved.**

## 18. Open Space

The proposed development complies with open space requirements for Bryton.

## 19. Impact of Development on Public Facilities

Under the provisions of the APF Ordinance, all residential development greater than twenty (20) lots are required to receive a “Determination of Adequacy (DOA)” for the following public facilities: fire vehicles, fire station, police station, police vehicles, indoor park and recreation facilities, parks acreage. An APFO application was not required, as all of Bryton – as originally approved in 2005 / 2006, was accounted for in the original “baseline” APFO level of service for the Town.

### PART 5: STAFF RECOMMENDATION

Town Staff has reviewed the proposed Sketch plan and finds:

1. The Subdivision Sketch Plan Application is complete.
2. Compliance with applicable requirements has been satisfied, with the following exceptions:
  - Incorporate Town Staff-approved Alternate Buffer Yard Plan;
  - A block-length waiver is required for new road placement, which can be supported by staff;
  - A note and graphic depiction of the section of greenway that will be provided;
  - Provide “Willingness to Serve” letter from Charlotte Water;
  - Address all remaining redline comments on the subdivision sketch plan.

**Once the above items are addressed, staff can recommend approval of the proposed Subdivision Sketch plan.**

### PART 6: PLANNING BOARD RECOMMENDATION

Planning Board meeting was held on October 24, 2017 and the Planning Board recommended approval by unanimous (9-0) vote to recommend approval of the subdivision sketch plan, as presented, subject to the conditions listed in Staff’s recommendation (Part 5, above) and with the additional condition that a storm water plan would be provided for LUESA’s review and approval.

### PART 7: ATTACHMENTS AND ENCLOSURES

#### Attachments

- A - Application
- B - Bryton – Corporate Center Drive Sketch Plan
- C - Neighborhood Meeting Summary

### PART 8: DECISION STATEMENTS

In considering whether to approve an application for a subdivision sketch plan, the Planning and Town Board must complete the following (a full version can be found in [Section 6.320.5](#) of the Subdivision Ordinance).

- Is the application complete (lacking any particular requirement)? *If no member of the Board moves that the application is incomplete, then this inaction is taken as an affirmative finding that the application is complete.*
- Does the application comply with all the applicable requirements? *A statement must be made that the application complies or does not comply that includes the support documentation of the particular motion.*
- Lastly, the Board must make a motion to approve or deny based on the previous statements.