



**Planning Board
Regular Meeting Agenda
February 28, 2017 - 6:30 PM**

Town Hall

A. Call to Order/Roll Call

B. Approval of Minutes

1. Consider Approval of the January 24, 2017 Regular meeting Minutes

C. Public Comments

D. Action Agenda

1. **Tree Mitigation:** Request by CalAtlantic Homes to mitigate two (2) required, on-site tree-save trees.
2. **Rezoning:** R16-09 is a request by Daniel Phillips, Madeline Phillips, and Helga Haddix to rezone 9.25 acres (portion of parcel #00902202, known as 14936 Brown Mill Road) from Rural (R) to Special Purpose Conditional District (SP-CD). The purpose of the rezoning is to allow the construction of a 80,091 sqft mini warehouse facility with 7,690 sqft of office/office flex. The rezoning is located near the corner of Beatties Ford Road and Brown Mill Road.

E. Other Business

1. Discuss membership term limits
2. Discussion for deferring recommendations

F. Adjourn

**Town of Huntersville
PLANNING BOARD
2/28/2017**

To: Planning Board Members
From: Michelle Haines
Subject: Consider Approval of Minutes

Consider Approval of the January 24, 2017 Regular meeting Minutes

ACTION RECOMMENDED:

FINANCIAL IMPLICATIONS:

ATTACHMENTS:

Description	Type
 Draft Minutes	Backup Material



**Planning Board
Regular Meeting Minutes
January 24, 2017 - 6:30 PM**

Town Hall

A. Call to Order/Roll Call

B. Approval of Minutes

1. Consider approving the December 20, 2016 Regular Meeting Minutes

A Motion was made by Adam Planty and seconded by Joe Sailers. The Motion Carried by a vote of 7 Ayes and 0 Nays. Board Members voting Ayes: Davis, Graffy, Miller, Planty, Sailers, Smith, Thomas

Absent: Bankirer, Swanick

2. Agenda Change

A Motion to add Item #8 to the Action Agenda for discussion of Urban Open Space was made by Jennifer Davis and seconded by Susan Thomas. The Motion Carried by a vote of 7 Ayes and 0 Nays. Board Members voting Ayes: Davis, Graffy, Miller, Planty, Sailers, Smith, Thomas

Absent: Bankirer, Swanick

C. Public Comments

Item D2: Bruce Andersen, 16125 Weatherly Way, Huntersville, appreciated staff's comments that this violates the plan(s), and made good sense to him. Although this is general rezoning, the Agenda states "senior". If you want to cut down on the population of senior citizens go ahead and approve a site on a major highway, because you will kill a few of them with traffic on Highway 73 at this site.

Item D3: Bruce Andersen 16125 Weatherly Way, Huntersville, stated a few days ago he went through an intersection in the rural area, which you would consider it with light traffic. With a stopwatch, it took 22 minutes for that one intersection. He was not sure what Mr. Trott would say the rating is on the letter scale, but might be far down on the list. The reason for stating this is simple; be careful how you adjust the TIA and how it might impact the future traffic on our roads. That is clearly not what we want to have happen in Huntersville.

Item D7. Bruce Andersen, 16125 Weatherly Way, Huntersville, read from his written statement (see attached Exhibit), stating the TR zoning was to set an intermediate density with comparable lot size criteria, and did not believe a text amendment affecting the entire planning area is reasonable. He was concerned, not with this particular developer, but developers in general who say if this is the cheaper way to build it, they can make more money on each lot, and will stay with the smallest lots. After discussions with Susan Irvin an overlay in the area under growth pressure makes sense by narrowing the area, and not spreading it over the whole town. Relating the overlay to transit stops also make sense, even though he hopes there will never be transit stops. The new proposal introduces a lot of change and new variables; reduces minimum lot with, adds number of lot

widths, adds a delta or change in lot widths, and adds a maximum number of lots of one size (50%). He prepared a spreadsheet (see attached Exhibit). What people really want is privacy and distance from their neighbors. What will be the result of mixed lot sizes? Will the criteria and variables result in less flexibility for a developer? The chart shows the impact on lot area of changes to the minimum lot size, the delta, and the ratio of lot depth to width. If you make lots larger but do not move the shape/size of it to be comparable it gets out of shape. For the two or three lot sizes that is the best? Given the serious impact this text amendment could have on the town, what I have described just reinforces the need for the Planning Board to be given more time to study it in detail. Susan Thomas made the point that maybe this is the time to look at the bigger picture (mentioned revisiting the 2030 Community Plan).

D. Action Agenda

1. **Text Amendment** - TA16-10 is a request by the Huntersville Land Development Ordinance Advisory Board to amend Article 6 of the Huntersville Zoning Ordinance to modify landscaping of parking lot requirements.

A Motion to Approve was made by Adam Planty and seconded by Joe Sailers. The Motion Carried by a vote of 7 Ayes and 0 Nays. Board Members voting Ayes: Davis, Graffy, Miller, Planty, Sailers, Smith, Thomas

Abstain: Swanick

Absent: Bankirer

Adam Planty included in his Motion that the text amendment is consistent with policies CD-6 and CD-7 of the 2030 Community Plan, and the Town of Huntersville Design Manual.

Amending perimeter landscaping of parking lots increases visibility into businesses without eliminating the spirit of the Ordinance in providing parking lot screening. The approved Tree and Shrub list allows developers flexibility to select a shrub type that will meet the proposed separation and height; therefore, it is reasonable and in the best public interest.

Discussion: Meredith Nesbitt, Planner I (also referred to herein as “staff”) presented the amendment and entered the Staff Report into the record, a copy of which is attached hereto as Exhibit A, and incorporated herein by reference. The current requirements for perimeter landscaping of parking lot was explained along with the proposed request. The Land Development Ordinances Advisory Board (“LDOAB”) recommending that a continuous row of evergreen shrubs at a maximum separation of 4’ on center but in no case less than what is necessary to achieve a complete visual screening depending on the variety of shrubs planted. The LDOAB also requested landscaping to be a minimum height of 2’ at installation with an expected height of 6’ at maturity except adjacent to street right of way where the expected height at maturity is at least 4’. An example was requested to which staff provided. Staff recommends approval. There was no further discussion.

2. **Rezoning:** Petition #R16-11 Lake View Senior Apartments, a request by Shawn Schreiner to rezone parcel #01313108 (+/- 8.52 acres), from Rural (R) to Neighborhood Residential (NR) District.

A Motion to Deny was made by Adam Planty and seconded by Ron Smith. The Motion Carried by a vote of 8 Ayes and 0 Nays. Board Members voting Ayes: Davis, Graffy, Miller, Planty, Sailers, Smith, Swanick, Thomas

Absent: Bankirer

Adam Planty included in his Motion that the rezoning is inconsistency with the policies of the 2030 Community Plan (CD-1, CD-2, H-1, and H-9), and 7.2 of the Beatties Ford Road Corridor and Small Area Plan. The reclassification is inconsistent with the overall character of the existing development in the immediate vicinity, which includes vacant farm land and equestrian centers, and large lot single family residential; there is no development site plan proposal associated with the general rezoning request, and the proposed facility will impact the adequacy of public facilities (roadways, transit service, police services, schools, etc.).

The property is adjacent to a historical cemetery, and is unknown if the proposal will adversely affect the cemetery; therefore, it is not reasonable, nor in the best interest of the public to rezone.

Discussion: Alison Adams, Senior Planner (also referred to herein as “staff”), presented the request and entered the Staff Report into the record, a copy of which is attached hereto as Exhibit B, and incorporated herein by reference. A summary of the project was given that provided location and adjoining zoning and land uses. Staff commented on the transportation issues with the NC73 corridor and realignment plans, and detailed the current rezoning criteria and proposed. Staff commented that the request to rezone the parcel from Rural to Neighborhood Residential is inconsistent with the 2030 Community Plan, the Beatties Ford Road Corridor and Small Area Plan, and surrounding zoning. Staff recommends denial.

The Vice Chairman called the applicant who did not appear at the meeting. There were no further questions for staff. The Vice Chairman called for a Motion (see above). The members discussed the Motion and expressed their support and concerns including the location, housing needs for senior citizens, tree canopy, open space, intensity of the proposed project, and that an apartment building is out of character for this location.

3. **Text Amendment:** Consider decision on Petition TA16-11, a request by the Town of Huntersville to Amend Article 14, Traffic Impact Analysis, of the Zoning Ordinance.

A Motion to Approve was made by Susan Thomas and seconded by Stephen Swanick. The Motion Carried by a vote of 8 Ayes and 0 Nays. Board Members voting Ayes: Davis, Graffy, Miller, Planty, Sailers, Smith, Swanick, Thomas

Absent: Bankirer

Susan Thomas included in her Motion that the amendment is consistent with policy T-7 and CD-5 of the 2030 Community Plan. It is reasonable and in the public interest to amendment to the Zoning Ordinance because the amendment clarifies the Traffic Impact Analysis process and ordinance; it provides flexibility and additional mitigation options to improve the transportation system and focuses on addressing or beginning to address the traffic concerns expressed by the citizens.

Discussion: Jack Simoneau, Planning Director (also referred to herein as “staff”), introduced Stephen Trott (also referred to herein as “Trott”) with Town’s Engineering and Public Works Department, and gave a brief description of his qualifications and employment history with the private sector and the Town. Trott highlighted and explained the major changes for the proposed TIA amendment, a copy of the presentation slides are attached hereto as an Exhibit, and incorporated herein by reference. The highlighted topics of 1) when a TIA is required (threshold), and 2) which intersections to study (changing the approach of determining an Impact Area, and changing the term in “Standards”), and 3) how to mitigate under 14.4.2 has several revisions, and the Town Board, based on engineering judgement, may still modify mitigation. Full mitigation is now defined as getting to either the adopted standard or to within

3% of the no-build condition, not back to original. The developer will have options. One option, if the developer fixes an intersection in a way that produces “surplus capacity” they can use that to offset the reduction in capacity at another intersection. Another option, the developer can choose to fund improvements on planned and/or funded Town and NCDOT projects having previously been adopted which would mitigate the proposed development impacts.

Members questioned Trott with concerns of how this would benefit the Town; how the waiving or excluding an intersection would be approached, and when would an intersection that continues to get passed over be addressed. Trott responded that the potential savings is in figuring out what to study, and the 3% rule is a better measuring stick as far as what intersections to study. Trott reminded the members that the Town can study intersections on its own, and make improvements. There is more flexibility in the proposed TIA amendment. Intersections can be studied in a TIA, and developers may not have to do anything, then why have them spend the money to study the intersection. There was a concern with the TIA process, and developers not wanting to make certain improvements.

Joe Sailors made a Motion to postpone make a recommendation to give the Board time to have a better understanding of the proposed. The Planning Director commented that he would be hesitant to agree to continue, and noted the developments waiting in the queue for this amendment. The Motion did not receive a second. Mr. Sailors withdrew his Motion.

The Planning Director explained the TIA proposal and gave an example of analyzing four intersections with a 5% increase, and the possibility with the Town Board’s approval, that a developer could do a 10% increase at two intersections to get to the 20% increase, or one intersection at 20%. This allows an accumulative amount of impacts to be allocated to one or more intersections that are deemed by Town Engineering to be more beneficial than minor fixes at multiple intersections. Cost effectiveness could also be a result.

There was further discussion about the cost effectiveness for the developer and the option most likely to fix one intersection to which Transportation staff included that each TIA will be different. What was heard from the Town Board was to do big fixes to build to the ultimate configuration at an intersection. According to the option, staff will make a recommendation to the Town Board on which option is best. The Planning Director noted that the Town Board would like to see a significant improvement at one or more intersections rather than smaller impacts at their choice, not the developers’ choice, if it is in the recommendation from staff and best for the community. The concern for the minor fixes not being done and what happens to those intersections needing minor improvements was expressed. Trott noted the Town would have all the data from the TIAs and the Town could use that information to make fixes. Transportation further noted the consideration used in which intersections to study. The developers should not have to overspend money to re-study an intersection over and over. Some intersections may be fully built-out and do not need to be studied. Jack Simoneau stated that with this change of not getting a study at 7%, and doing the number of vehicles at an intersection (30 or 50), the reality is we probably are not going to be studying that much fewer intersections. It is simply the numbers. Trott gave examples of what would create a 3% impact, which is around 30 on approach, or around 50 at intersections as it depends on whether people are making left or right turns, or straight through. Stephen Swanick stated he supported the proposal but still had concerns, another being the potential loss of mitigation percentage by not studying intersections. The Planning Director felt confident with the Engineering Department’s recommendation.

There was discussion about when in the subdivision process that the Planning Board would

hear TIA issues and make its recommendation to the Town Board, and if the proposed amendment establishes negotiations in the TIA process. The Planning Director commented that it was not negotiations, but an option added for the Town Board to modify the TIA standards based on Town engineering input. The example of the Lake Norman Charter School (Elementary) was given with an ultimate approval without fully mitigating to the TIA, and that started the discussion with the Town Board for options. The current Ordinance gives the Town Board the discretion to modify the TIA standards, and the proposal adds language to give direction on when to modify. Trott included that TIAs are not required by State law, and the Town having one is an extra tool in the toolbox to address how to fix transportation items as part of development. Impact fees are currently not legal, and the TIA addresses issues. Further questions were asked about the 3% and where did projects typically come in at, 2.9, 3.1? Staff indicated that as part of the traffic study there are projections and assumptions, and this is not an exact science. There was a question about surrounding communities, and Trott advised that other communities do different things, and have different measuring for increases and thresholds. Charlotte uses volume capacity ratio, NCDOT uses level of service based in time delay, and there are different ways to measure. The concern of the school not doing the TIA recommendations, and a new development following, which is also on the same road, and a new subdivision on the agenda, it was thought that without providing all improvements per the TIA, the traffic congestion is impacted and the developers should be made to do all recommended improvements. The Vice Chairman asked if all options and research had been done to provide the Town with the best solution, and Trott indicated that the proposal is a tool to get improvements and fixes as part of building.

It was also asked if other options or benefits were considered in preparing the amendment. The Planning Director stated there is nothing else. How will the Town know when intersections have been waived in any particular study, and Trott noted that it will be obvious what intersections are studied, or not, within a given area near a site. The Town will not study an intersection that is fully built-out.

Discussion after the Motion took place with members expressing and reiterating concerns. It was said that engineers deal with mathematics, statistics and studies, but the human factor and citizen perception should be considered and factored. There may not be a balance between developers funding intersections, citizens sitting in traffic, and engineering perceptions. Also mentioned was the overall flexibility in the proposed will be a benefit if mitigation is allocated to projects based on professional recommendations from Town staff. The work from staff was greatly appreciated. The proposal is a positive step forward and encourages discussion on how to balance the needs for the traffic situation. There was no further discussion.

4. **Rezoning:** R16-09 is a request by Daniel Phillips, Madeline Phillips, and Helga Haddix to rezone 9.25 acres (portion of parcel #00902202, known as 14936 Brown Mill Road) from Rural (R) to Special Purpose Conditional District (SP-CD). The purpose of the rezoning is to allow the construction of a 123,225 sqft mini warehouse facility. The rezoning is located near the corner of Beatties Ford Road and Brown Mill Road.

A Motion to Deny was made by Stephen Swanick and seconded by Joe Sailers. The Motion Carried by a vote of 8 Ayes and 0 Nays. Board Members voting Ayes: Davis, Graffy, Miller, Planty, Sailers, Smith, Swanick, Thomas

Absent: Bankirer

Stephen Swanick included in his Motion that the Planning Board finds that the rezoning is not

consistent with the 2030 Community Plan and other applicable long range plans. It is not reasonable and not in the public interest to rezone this property because it does not accommodate further road improvement; is not consistent with mixed use development pattern called for in the adopted plans, nor does it conform to the Zoning Ordinance in regard to the architectural improvements, buffering, and Tree Save requirements.

Discussion: Bradley Priest, Senior Planner (also referred to herein as “staff”), entered the Staff Report into the record, a copy of which is attached hereto and incorporated herein by reference. Staff provided an updated plan from the previous meeting that included changes: 1) Shared driveway on Brown Mill Road. Staff needs to understand where the line is and is this a subdivision. If it is a subdivision there are a different sets of rules and requirements, but if the line is shifted it is a recombination of two lots. The survey has the intent to recombine, but it is still showing two different property lines. 2) Buffer and landscaping. There is an 80’ buffer requirement, and the proposed, being adjacent to Residential, does not meet the requirements of the Ordinance. Proposed are alternate buffers, and no note on the plans requesting waivers. The applicant intends to do 20’ buffers throughout the perimeter of the property, and the question is will the 20’ meet the intent of the Ordinance. The 80’ buffer is completely opaque, and there is a concern that new planting will not take place on this property. Along the street the 80’ buffer can be reduced if you create architecture and street capability. The office portion of the building is very good with the windows, roof line change, architectural patterns and a front door, however there is a long wall expanse that does not have a relationship to the street. Staff gave examples of buildings previously approved. Staff would prefer the 80’ buffer to be in place on this site. 3) Access for Piedmont Natural Gas is better delineated. Staff would like to know if Piedmont Gas is okay with the access as located on the site plan. 4) Storm Water: The Concept Plan with Mecklenburg County is still being reviewed, and the impervious calculations can have an effect on the plans. They did not include the gravel area as impervious. 5) The use categories need to be clarified. This is a Special Purpose District, and a lot of uses are allowed but not compatible with adjacent properties; i.e. heavy industrial, recycling facility. The note says office, mini-storage, and no other uses are planned at this time, but that is not a prohibitive note. Staff wants clear uses proposed, and what is not allowed. 6) The property is in the path of the future NC73 realignment, and 7) the mixed use portion of the development per the Beatties Ford Road Corridor Small Area Plan, and the 2030 Community Plan for this area to be a mixed use node. Staff gave further examples for the members of mixed use buildings oriented to the street.

Staff recommends denial of the request. It is inconsistent with the approved Comprehensive Transportation Plan for NC-73 realignment; inconsistent with Policies CD-1, CD-3, CD-5, and CD-6 of the Huntersville 2030 plan; inconsistent with the mixed use recommendations of the Beatties Ford Road Corridor Small Area Plan; insufficient buffer widths, and unresolved site plan issues.

The applicant was called and Robert Watson, 18903 Cove Side Lane, Cornelius, responded to staff’s elevation recommendation in that the front has changed, and the façade will be broken into three different pieces on the long piece. The setback on the east side, where the dog/pet business is located, they have an agreement for a 20’ setback. They have a 70’ setback and that will give 90’ between the two facilities. They have a barking problem and thought it would help quiet the noise down. The site on the west, there is an agreement with the property owner for a 15’ setback. Most of that is unusable property (Duke right of way). The bottom could be an 80’ setback. The south side is 200-300’ setback. They do not know what that is between all the right of ways there. The facility had 120,000 square feet, and with the reductions it is about 90,000 square feet. The TIA study will be less vehicles

than thought before. There are three trees to work around, and it has not been decided whether to mitigate them, or how to do them. As far as any other uses there, we will not allow any other uses besides the storage facility. The units are very usable for small businesses; they like these type of facilities. Mr. Watson owns two other ones and they are very popular to the small business people to come and store their stuff there, i.e. contractors leaving their equipment there instead of their house. Since 2000, the population went from 20,000 people in Huntersville up to about 58,000 currently, and there has been no storage facility built since that time, and the population is still growing. This is about a 4 million dollar project, and for tax purposes for the Town is worth very well. All the property surrounding the facility is commercial. Across the street is a gas station, and the pet place, and on the west side there are bound to put commercial there, and there is basically no residential what so ever. There may be residential on the back side, but there is a 500' easement with the gas line and Duke. The facility will be great looking, and he has built two of them; one in Cornelius that is beautiful and the applicant plans on doing the same with this facility.

A member of the Board talked with the applicant about concerns with the rezoning plan, and having staff comments addressed and the plans updated. There were no questions made to the applicant; however, the applicant responded by indicating that they have an agreement with the pet business about having a 20' buffer on their side, and the façade on the front has been redone, and will be turned into staff tomorrow (1/25/2017). There is 2,000 square feet of office going in, and there are 6 different office buildings on the front. On the far side, that will be a façade and not an operating door, but it will be all inside storage. The front has been re-done as staff recommended. It was asked if the applicant would be providing phone and internet in the units, to which the applicant replied, yes there will be wireless but they will not be providing phones. The units are very popular for small businesses.

Buffering and Tree Save requirements were noted as not conforming with the Ordinances, and Mr. Watson indicated they will do what is required and recommended by staff. As far as buffering, they will plant trees. Bradley Priest noted the two issues with the buffer; one is the width, and the other is the landscaping in the buffer. Staff noted the Duke Power right of way creates an issue for landscaping under the powerlines (7' height maximum). From Gilead Road it is visible, and the only thing there is a 6' fence. There is a fence that goes around the perimeter of the property, except for Brown Mill Road side. Mr. Watson commented the fence on the front is a wrought iron fence, and they are working with Duke and Piedmont Gas for the fence on the backside.

It was requested for staff to address the driveway and two lot issue, and if the applicant understood staff's concern. Staff stated, in the applicant's defense, there has not been an opportunity to speak with applicant about this issue since receiving the plans. Staff expressed concerns with applicant being able to address all concerns before the Town Board agenda. Site plan issues can be addressed and worked out, and it is assumed the applicant would like to ask for the same buffer widths, but the transportation plans, Small Area Plans and other plans create a conflict, and those issues may not change. The applicant noted that is using an 80' buffer all the way around, and with the right of ways, the property is about 1/3 usable then shown now. There are two architects working on the plan now. The applicant is trying to utilize as much space as possible. To pull another building out of the plan is not feasible. The two lot scenario will be one lot. Staff noted that the intent is when drawing a property line that there is an easement for sharing the driveway. There is a note on the plan to recombine the lots but the rezoning plan still shows two property lines. Robert Lowrance (Cornelius) stated he helped put the project together, and is a Broker, and clarified what staff needs for the recombination.

Discussion after the Motion consisted of concerns with the alignment plans of NC73, traffic issues; Small Area Plans, and that this property is a difficult parcel to work within. There are not many storage facilities in the area, but this location is not the right location. There was no further discussion.

5. **Rezoning:** Petition #R16-05, a request by Crescent Communities to rezone approximately 224-acres from Transitional Residential (TR) to Neighborhood Residential-Conditional District (NR-CD). NR-CD zoning is requested to create a 382-lot single-family subdivision located northeast of Ervin Cook Road and Gilead Road (west of Wynfield). Property is currently, farmland, vacant and several single-family homes.

A Motion to Deny was made by Stephen Swanick and seconded by Adam Planty. The Motion Carried by a vote of 7 Ayes and 1 Nays. Board Members voting Ayes: Davis, Graffy, Planty, Sailors, Smith, Swanick, Thomas

Nays: Miller

Absent: Bankirer

Stephen Swanick included in his Motion that the Planning Board recommends denial based on incomplete mitigation of the traffic impact of this development. It is not reasonable nor in the public interest to approve a rezoning plan that would have a material negative impact on the Town that is already severely congested. The Motion acknowledges there are many positive aspects in the rezoning, but the Planning Board cannot endorse such as compromise to traffic conditions.

Discussion: David Peete, Principal Planner (also referred to herein as “staff”) entered the Staff Report, which is attached hereto as an Exhibit, and incorporated herein by reference. Staff presented both the rezoning and sketch plan together, and described the location, zoning and density, including the right of way to be dedicated along Gilead Road and Ervin Cook Road, and approximately 14 acres to be dedicated to Mecklenburg County for future greenway along east boundary. There are four (4) private accesses to the future McDowell Creek Greenway provided, and an easement corridor for future greenway along west boundary. There is a large amount of floodplain that will facilitate the greenway. Staff corrected the amount of block length waivers is only three, and is misstated in the Staff Report. There is a large amount of open space.

Discussion was made about the county obtaining land and building the greenway, to which staff indicated that the County is ready to do the project. If they are not able to obtain the land on the west side of the creek they will make decisions to move the project forward.

Staff is supportive of the three block length waivers. There are 20’ buffers provided but it is not specifically stated that they are to be undisturbed. There are miscellaneous redline comments to address. The Planning Board made previous recommendations: 1) dedication of the floodplain to the County has been clarified (western), and it will be sufficient for the County purposes. The east side dedication will be prescriptive. More on-street parking has been provided by the applicant. The applicant will not commit to a full 10’, but will commit to a recess on the garages. The building elevations have not been offered at this stage, and will be provided at the preliminary stage. Staff noted the site plan is in good shape, and the project will be an asset to the community.

Questions for staff included parking for the greenway and if the amount of cars would be an issue for the neighborhood to which staff indicated there is no specific on-street parking

being provided in the neighborhood for the greenway. Staff is not concerned for greenway parking. The County is building a park nearby and would consider providing parking. Another question was to show the location of the block length waivers, which staff did and explained. Staff supports the waivers. The streets meet all cross sections, on-street parking, and the Fire Marshall has not expressed any issues.

Stephen Trott (also referred to herein as “Trott”) addressed the Traffic Impact Analysis (“TIA”), and showed a comparison chart (see Exhibit attached). Trott described the chart columns. The applicant has proposed to provide funding, based on the last plan, 1.5 million dollars to be contributed to the CIP that was adopted by the Town Board on December 19, 2016. That would be to widen Gilead Road between McCoy Road and Wynfield Creek Parkway to include a culvert with an estimated total expense of 6.5 million for that project. That project is to be submitted in the current call of projects by the Charlotte Regional Transportation Planning Organization (“CRTPO”). There are multiple on-site and off-site intersections. The Ervin Cook Road and Gilead Road intersection is considered on-site. It is recommended to not include that intersection as an intersection that would be counted toward the total since that intersection would need to be improved regardless. Ervin Cook Road is a thoroughfare, with very little traffic today, but is to connect to Hugh Torrence Parkway and Birkdale Commons Parkway in the future. When that occurs it will be more than just this development’s traffic. It is recommended that there be left and right turn lanes at the two site entrances. Based on the proposed TIA language, and the addendum, if doing one big fix it makes the most sense to do improvements at Gilead and McCoy Road; taking the four lane section further toward the site. The intersection at Ervin Cook and Gilead Road is not considered, and leaves the other four intersections (Wynfield Creek, Bradford Hill, Ranson and McCoy). If adding a through lane at the Gilead and McCoy Road intersection with 100’ of pavement, it would not be effective, and in order to get useable space it would have to go to at least Binnaway Drive (next neighborhood entrance). Trott described the improvements needed in the intersection area including 500’ of storage for the left turn lane, and adding two through lanes. The developer is proposing a financial contribution option. The contribution will be applied by the Town toward the cost of certain transportation improvements identified in the Town’s CIP projects. The applicant will fix along Ervin Cook Road, and Ervin Cook and Gilead Road intersection. The cost amount for required improvements to meet the current ordinance was questioned, and if those intersections are in the CIP, and Trott showed the location of the CIP project along Gilead Road, and it being at a cost of 6.5 million. Trott also noted that the funds for the left turn lanes on Ervin Cook Road could be escrowed for when improvement is needed and the road is further built and connected. Trott would support the escrow, if chosen to do so. There was a discussion about the connection for Ervin Cook Road to the north of the project, and when turn lanes will be needed (both left and right). It was noted that the second left turn lane to McCoy Road was not included on either column on the chart, and Trott had indicated there be 300’ of storage for that turn lane. The cost benefit of doing that, if not one big solution at McCoy, that (the second left turn lane) would be down on the list of ones to choose to provide a capacity increase. In looking at the proposed ordinance, if looking at that intersection, this is one that staff looked at to mitigate. There was a concern expressed about people traveling through the Business Park as a short cut to McCoy Road to go left on Gilead Road. At peak traffic in the afternoon the traffic will be backed up beyond the bridge on McCoy Road. Until a serious collision or fatalities, the traffic will not set off a red light with NCDOT, and the left turn lane would be important. There were no more questions for Town staff.

James Martin with Crescent Communities (also “Crescent”) thanked the Board and staff and stated there has been a lot of back and forth with the site plan. Mr. Martin showed the site with the existing tree canopy and clear area, and the density is very much in line with 1.6

units/acre. The surrounding densities were also shown. Crescent is phasing this project into three phases, and will better coordinate that with the TIA. The timing in the upper right hand corner is anticipated for home construction to start in late 2018 – early 2019. Full build out of the community will be quite some time. Mr. Martin gave a brief timeline for Phase 1 from plat recordation to home construction. There are varied lot sizes throughout to make a mixture in the community of different price points, lot sizes and design layout. In looking at the transportation improvements in three different buckets, the first bucket is from the Town Board CIP that incorporated McCoy, Binnaway, Ranson, Wynfield and just west of Wynfield (see attached Exhibits). Mr. Martin showed the 6.5 million estimated projected cost, and funding from a private developer's funding of 1.5 million. It was not sure if the intent of this project of 382 lot community would bear the brunt of the 1.5 million, but Crescent committed to contributing that amount to the project. The Town recognizes the traffic concerns in that area without the project; there are a lot of projects that feed that area. Crescent's contribution is a reach for them to do in light of the other improvements Crescent is doing. That is not to say that other developments (after Crescent) may not also want to choose the option available in the revised draft TIA of contributing to the CIP project too, and making the 1.5 million grow. CRTPO is funding 3 million and 2 million from Authorized Bonds. The turn lanes on Gilead Road to Ervin Cook Road (both in and out) are there to serve this project; however, there is other land including the Cook Regional Park, and when the Park is developed they will have the benefit of those turn lanes that Crescent is providing, both in and out. The same thing can be said on Ervin Cook Road. The project fronts a good bit of the Ervin Cook Road, which goes just to the north of the property and stops. The road is planned to be a thoroughfare, and Crescent will provide a 100' right of way section with bike lanes, sidewalks and tree lined roads to serve the project. It is always anticipated that when a project fronts a road you will improve the road; many times it is not to that degree. Even though it serves nothing today, in the future it may, but Crescent is building that section with turn lanes, which may cost another 1.4 million. Mr. Martin spoke about the greenway on Torrence Creek and future greenways of Mecklenburg County Park and Rec. It is a great amenity and also another way to move people from point A to point B. The easement area granted to the County allows them to move the trail from the west side of McDowell Creek to the east side, which is important. Going to the west in their original plan was to put the greenway on the west in different phases. To the west is very low and a trail or boardwalk would have to be built up. Putting the greenway on the east side, it can be paved. The County kept it on the west with the boardwalk being Phase 1. Phase 2 will go to the northern point of the site where it ties into Wynfield. It also allow the county to extend the greenway, and within the current flood study that is active, they are able to build the bridges from Wynfield over to the east side trail (if moved to the east side of the creek). By moving the trail and building Phase 1, it will save the County 1.2 million, and an estimated savings of \$40-60,000.00 per year in maintenance cost. Crescent has worked closely with the County. Phase 2 is estimated to start 2019-2020, and that will connect to the Treatment facility and Birkdale Commons Parkway. In Phase 2 you will be able to go from Rosedale Shopping Center, on two trails, and go to Birkdale without entering your car. The CIP project was discussed again, pointing out the 23% contribution of the total cost. Crescent thought it was a good part in trying to improve that area. Mr. Martin showed the cross sections for Ervin Cook Road. Crescent is making some architectural commitments in the homes; recessed garage behind the front plain of the home; a minimum of two stair risers for the front entry, which lifts the foundation; 30 year architectural shingles with 8" overhangs; landscaping; and 6.8' or 8' front doors. Mr. Martin asked for questions.

The members questioned the applicant about the contribution amount, and Crescent's choice of mitigating verses making improvements per the TIA, and if a commitment would be made for McCoy Road improvements. Mr. Martin explained that the Town was looking at Gilead

Road improvement before this project. Instead of Crescent doing Band-Aid fixes, it will contribute to a larger project that the Town was already going to study and needed funding from private development. Anytime Crescent can piggy back a project and pay into that project is always better. For one development of 382 lots to contribute 23% of the estimated cost that is enough to ask from one community to do. This land is broken up with several different owners but we combined that to make one cohesive project as opposed to be developed in a bunch of smaller developments, which could have less impact on traffic requirements. Mr. Martin reiterated the intersections included in the CIP, and that Crescent is willing to commit to the 1.5 million contribution to the CIP. The Vice Chairman called for further questions, and there were none.

Discussion after the Motion: The members expressed concern with the developer contributing funds to the CIP without giving a comparison of cost for the TIA improvements. Traffic should be mitigated, and only one option was being provided. Trott commented that NCDOT has not weighed in, but they have talked about the concept of McCoy and Gilead and mitigate the other intersections, and NCDOT felt it was reasonable. Some members will not support the project due to the TIA.

6. **Sketch Plan:** A request by Crescent Communities to subdivide approximately 234-acres - proposed to be zoned Neighborhood Residential-Conditional District (NR-CD). The Sketch Plan would create 382 new single-family lots located northeast of Ervin Cook Road and Gilead Road (west of Wynfield).

A Motion to Deny was made by Stephen Swanick and seconded by Susan Thomas. The Motion Carried by a vote of 7 Ayes and 1 Nays. Board Members voting Ayes: Davis, Graffy, Planty, Sailers, Smith, Swanick, Thomas

Nays: Miller

Absent: Bankirer

Stephen Swanick included in this Motion that the denial is based on the application being complete but does not comply with all the applicable requirements, and therefore the Planning Board recommends denial based on the incomplete nature of the required and necessary mitigation to the traffic impacts.

7. **Text Amendment:** Consider a decision on Petition TA 16-07, a request by LStar Managment, LLC, to amend Article 3.2.2(d) Transitional Residential District, to reduce lot size, width, and side yard setbacks.

A Motion to Approve was made by Joe Sailers and seconded by JoAnne Miller. The Motion Failed by a vote of 2 Ayes and 6 Nays. Board Members voting Ayes: Miller, Sailers

Nays: Davis, Graffy, Planty, Smith, Swanick, Thomas

Absent: Bankirer

Jose Sailers included in his Motion to Approve based on staff's recommendation, and is consistent with the 2030 Community Plan. It is reason and in the public interest for the overall density area being able to reduce subdivision design flexibility, being able to reduce development costs.

Discussion: Jack Simoneau, Planning Director (also referred to herein as "staff") gave the update for TA16-07 from the last meeting and showed what other communities do in a Transitional Residential ("TR") area. The Towns of Cornelius and Davidson were given as

comparison examples, a copy of which is attached hereto as an Exhibit, and incorporated herein. The two communities to the north do not have a minimum lot size requirement, and the Town does have it in its TR district. All other surrounding areas were researched by the Planning Department. The Planning Director commented that the purpose of the TR district is to be a buffer between the urban area and rural area and to create rural and neighborhood compounds and set aside natural vistas. There are multiple sections in the Ordinance that talks about the quality of open space to create. These are the things to protect when designing subdivisions. There is a minimum 80' buffer on state roads, and the map shown indicates to everyone where the buffers are required. The TR zone establishes a fairly significant amount of open space.

The proposed is to reduce lot size from 12,000 square foot average to 7,500 square feet with no lot under 6,000 square feet. Lot with shall average at least 60', but in no case less than 50'. Side yard setbacks shall be at least 5', and the maximum density allowed will remain at 1.5 units per acre provided there is a least 40% open space. Staff gave an example of Arbmere and Beckett subdivisions with 10'-18' separations. At the last meeting there was concern about how much to do in the TR, and solution proposed by the developer is to include a qualifier that says if any part of the subdivision is located within a distance of one and one half miles of a transit station the lot sizes shall average 7,500 square feet, with no lot less than 6,000 square feet with side yard setbacks of 6' for lot widths from 50-64', and 7' for lot widths from 65-79', and 8' for lot width over 80' and the rear yard setback shall be a minimum of 25'. Staff showed the TR area for the east and west side of I77, and noted that not all of the TR on the eastern side would qualify and basically none of the TR on the western side would quality for this standard. The applicant is trying to minimize the footprint of what developments could use this lot size requirement. Mr. Simoneau made it clear that it is 100% the Planning Department's position that anywhere in TR should qualify. The applicant hearing concerns from the Planning Board tried to narrow the window. Staff does not recommend this, and is comfortable with its proposal. The issue of spot zoning was raised and staff described spot zoning, and gave an example of a singular parcel in TR with a rezoning request to NR, which after time would create and encourage more spot zoning in the district. The units per acre (1.5) should not change within the TR zoning district.

The other concern was that the proposed would not create a variety of lot sizes, and the applicant proposed lot widths at least 60' (excluding cul-de-sacs), but in no case less than 50' wide. They are allowing a variety of lots widths to occur if being 1 ½ miles of a transit station. Also, another alternative was to drop the distance to a transit station, and anyone in the TR could qualify for the standards. Staff is comfortable with the original proposal, and in terms of the lot size variety staff sees value in having a variety of lot sizes. The Planning Director noted that the applicant's recent proposal provided for the side yard setback initially to be a minimum of 5', but in the recent proposal the smallest being 6', to which the applicant confirmed. The proposal is not that much different than what is in Davidson who used to consider a 10' separation and now considering a 15' separation with different lot sizes.

It was noted from the Board that the area is to be transitional and with the text amendment it is close to being Neighborhood Residential (NR). The Planning Director commented that NR has no minimum lot size and the lots can be tiny. The Rural ("R") and TR there will not be that type of impact because there will be 7,500 square foot lots, and NR there could be only 4000 (+/-) square foot lots. In NR, the only open space required is what is called, Urban Open Space ("UOS") and those pocket of UOS are within a ¼ mile of every lot verses the TR that requires at least 40% open space, including buffers. There is a huge difference from NR to TR. The question to staff was asked about any other method or process that a developer could achieve approval with the proposal they've made on a specific development,

and staff responded that if a developer wanted to have lots less than 12,000 square feet the only option would be to submit a rezoning request for NR. A Special Use Permit would be an option, not recommended.

Staff identified the watershed area on the west side of I77, which includes percentages of impervious area. There is a critical watershed area as well where the impervious limits goes from 6% to 12% impervious lot coverage. In the TR, if a development was approved at 1.5 units per acre, and reduced the minimum lot size from 12,000 to 7,500 square feet, in all likelihood you will have less impervious area in that subdivision because you will not have to have as long of streets to serve all the lots. There will be the same number of lots currently and proposed; the number of units will not increase. The number of lots, streets and impervious was discussed with the members to provide more understanding. It was also questioned by the Board when the 2030 Community Plan should be revisited, and Mr. Simoneau responded that generally plans are updated every 7-9 years (2018-2021). In this particular instance the Planning Director did not see this as chipping away at the 2030 Community Plan, and felt this is being consistent with the Plan as it gives better opportunity to protect the trees, gives more opportunity to reduce impervious lot coverage, and gives a variety of house/lot sizes. There is nothing in the 2030 Community Plan that staff could identify that this change is adverse to. In fact, the environmental section of the 2030 Community Plan there are many things that this supports. From the examples sent to the Board members prior to the meeting, there were several "hamlets" with open space. Staff noted the examples were Serenbe and Baxter (see attached Exhibits), which both have commercial components. The examples showed the units were about 1.5 per acres. Other examples of were sent of Davidson, and staff also gave the examples of Olmstead, Beckett, and also mentioned Bailey Springs (in Cornelius). Some members of the Board felt that the reduction from 12,000 to 7,500 square foot average is a substantial change, and questioned if there was an economic driver due to demand for smaller units. Staff stated the applicant can address that, but included that there is an aging population that may not want to care for the larger homes, as well as younger adults not wanting to care and maintain large lots. Staff responded to a question about the proposal being for land that cannot be developed due to topography because now (proposed amendment) the undevelopable land would be counted toward open space. The Planning Director stated that you will still have 1.5 units per acre, and there are some pieces of land in Huntersville that have a lot more topography issues and so smaller lots will get away from the steeper slopes. If looking at the goals for open space, it is to keep the development off of steep slopes; that is what you want to do. This will not make a difference in a lot of the parcels in TR.

The Vice Chairman call Susan Irvin, Attorney at Law, 19726 Zion Avenue, Cornelius, who stated she is a Zoning Attorney and represents LStar. She has not been working on this case the entire time, and was here on a different case when this case went to public hearing. One thing heard from the Town Board was a concern that all of the lots would be the average proposed of 60' wide lots with 5' setbacks, and it would start to look like a NR neighborhood. Doing work in Davidson, Cornelius and Huntersville, she spoke with the applicant and thought it would be a good idea to create some security so that all lots are not 60', and all setbacks are not 5', but instead to have a built in requirement for different lot sizes. The old language was taken from the Davidson Ordinance, and saying that even though the average is 60', all the lots cannot be 60' wide. You cannot have more than 50% of any one lot width, and the next size would have to be 10' up from that so there is a significant difference in lot sizes. For a big neighborhood that is over 50 lots you have to have three different lot sizes. This is for built-in required adversity. There was also a concern with the 5' setbacks, and that is where the sliding setback came in, starting at 6'. The larger lots would have a larger setback. The amendment does not increase the number of homes, but

increases the amount of open space. One of the experts in rural planning came down from Maine for a zoning case in Davidson, Randall Arndt, who wrote a book called *Rural by Design*. One of the main premises of the book is that the concept of a small house on a large lot taking up an entire neighborhood is an old concept. The new concept proposes to try to start to cluster some of the homes together to have more meaningful open space in the rural areas. The rural area in Huntersville and TR has to have an 80' setback off state roads, and you already have a buffer from the street, and you will have more meaningful open space in the neighborhood. The changes the applicant is fine with the original proposed amendment, but the additional proposed changes by the applicant (1, built-in requirement for different lot sizes, and 2) sliding scale setback), will create different lot widths and how they look, and that was the intent of the proposal. She offered to answer questions and introduced Bruce Andersen, and noted they came up with the overlay idea by tying it to a transit station, which the Planning Director disagreed with the idea of having two different lot standards in one zoning category.

After hearing the public comments from Bruce Andersen, the Vice Chairman called for further questions for staff. There were no further questions about the amendment were asked. The Vice Chairman called for a vote on the Motion to Approve (see above Motions), and discussion was primarily not in favor of the Motion because of concerns of consistency of the 2030 Community Plan; the change is substantial; level of detail of the overall development plan to some of the examples given versus simply changing the ordinance to change lot sizes; the consistency of the request has been changing; smaller lot sizes may appeal to people who are aging; clustering; the TR area is topographically challenging (in Bryton) but does not need to change the entire TR area; and concerns about this spreading to the Rural area with small lot sizes. Opinions in favor of the Motion included that the town needs lot variety; large lots are a lot to maintain; however, nobody wants to live in a small house on a small lot right next to the neighbor, and if done right there will be scattered lots with open space. Some members had an issue with the amendment across the entire TR zone (broad brush), and would rather rezone parcels as they come instead opening the floodgates. The spirit of the amendment is attractive to provide opportunities to citizens, tree save, but there is a lot at stake with a broad sweeping change. There is a mechanism in place that could allow this style of community. There was no further discussion.

A Motion to Deny was made by Ron Smith and seconded by Adam Planty. The Motion Carried by a vote of 6 Ayes and 2 Nays. Board Members voting Ayes: Davis, Graffy, Planty, Smith, Swanick, Thomas

Nays: Miller, Sailors

Absent: Bankirer

Ron Smith included in his Motion to Deny for the general concerns over the alignment with the 2030 Community Plan, and the magnitude of the request is substantial and should require further review by the Board and other bodies. Stephen Swanick wanted to add that the Planning Board is not opposed to the spirit of the amendment, but feel it should not be addressed with a broad brush at this time.

8. Discussion of Urban Open Space

Absent: Bankirer

Alison Adams, Senior Planner, gave reference materials to the members for review, and requested if any questions to contact her about the proposed text amendment. Susan Thomas, a member of the subcommittee, thanked staff for their efforts and gave a brief

history of the subcommittee's efforts to clarify, and give options. She is supportive of the proposed amendment. No recommendation was required.

E. Other Business

F. Adjourn

Approved this _____ day of _____, 2017.

Chairman or Vice Chairman

Michelle V. Haines, Board Secretary

**Town of Huntersville
PLANNING BOARD
2/28/2017**

To: Planning Board Members
From: David Peete, AICP, Principal Planner
Subject: Cato Subdivision Tree Mitigation Request

Tree Mitigation: Request by CalAtlantic Homes to mitigate two (2) required, on-site tree-save trees.

ACTION RECOMMENDED:

Final Action on tree mitigation request.

FINANCIAL IMPLICATIONS:

ATTACHMENTS:

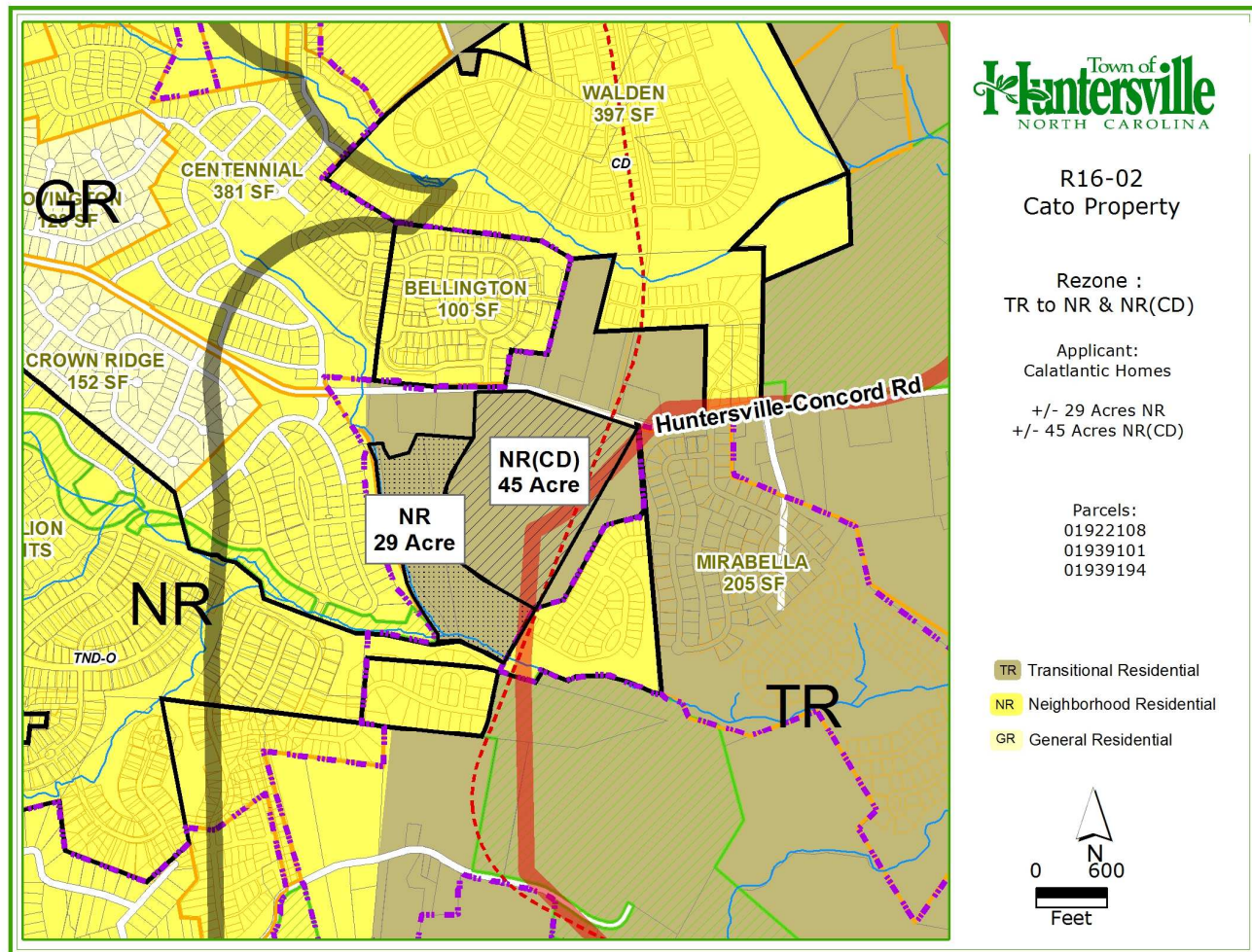
Description	Type
☐ Mitigation Staff Report	Cover Memo

Cato Subdivision Required Tree-Save Mitigation Request Staff Analysis

Project Description

Request by CalAtlantic Homes to mitigate the 10% Specimen Tree-save requirement per Article 7.4.2 (f) of the Huntersville Zoning Ordinance.

Location

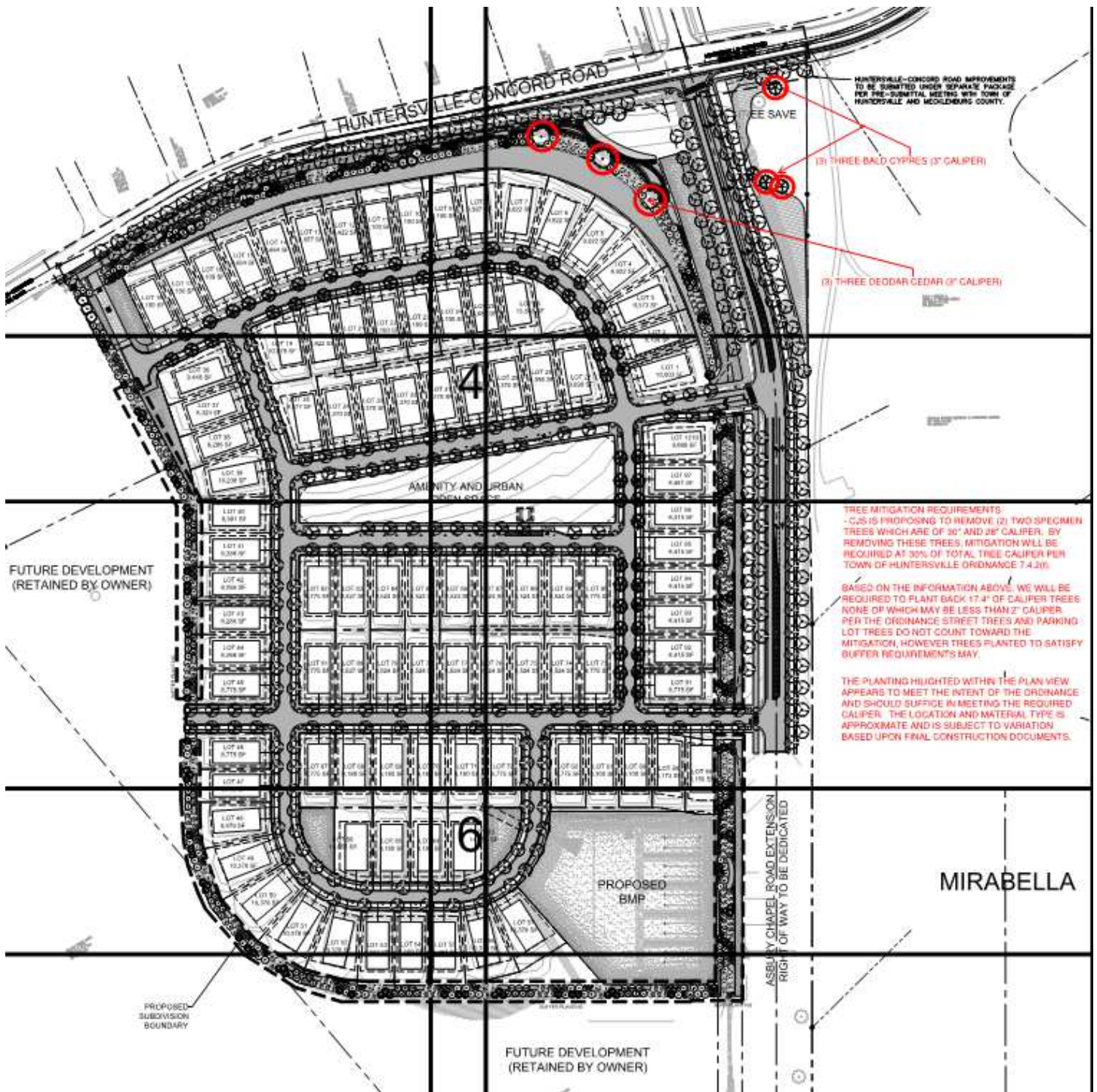


Site Plan Description

The proposed site plan depicts the following information:

1. Zoning – was Transitional Residential (TR), but was rezoned to Neighborhood Residential – Conditional District (NR-CD) on July 18, 2016, along with a Subdivision Sketch Plan.
2. Project size – 45 acres
3. Proposed Land Use: Single-Family Residential.
4. Plan permits 98 single-family units.

The proposed mitigation plan is as follows (the 6 circles represent location of the mitigation trees):



Items Relevant to the Mitigation Request

- Article 7.4.2(f) of the Huntersville Zoning Ordinance requires that developments zoned Neighborhood Residential must save at least 10% of “specimen trees” on site. Specimen trees are large maturing tree species 24 inches in caliper or greater...or small maturing trees 12 inches in caliper or greater.
- The Cato Subdivision has 44 specimen trees on site, 10% required to be saved, equals five (5) trees.
- During CD-Rezoning and Sketch approval, several of the five (5) trees to be saved were located near the proposed thoroughfare alignment. It was thought that they could be saved during development. As detailed, Preliminary Plans were developed, it was apparent that several trees could not be saved as they relate to the approved thoroughfare alignment. There are several areas elsewhere on the plan that these mitigation trees may be planted.
- Article 7.4.2(f)(2) of the Zoning Ordinance states “For Specimen Tree Mitigation, the developer may mitigate the removal of protected trees by planting new trees on the site whose caliper (DBH) equals 30% of the total caliper of trees (DBH) to be removed above the ordinance requirement”.
- In addition, Article 7.4.2(f) of the Zoning Ordinance also states that “Where circumstances prevent locating the required tree plantings or preservation standards on site and approval by the Planning Board is granted, the developer will contribute to a Tree Fund/Bank set up by the town for the planting and maintenance of such trees elsewhere in the community. The amount of the contribution is based on the total cost of the required mitigation trees plus that of their installation. A combination of planting and contribution in lieu of planting is acceptable.

Staff Recommendation

Staff can recommend approval of the mitigation request, however the proposed locations are not ideal. Staff would recommend utilizing large-maturing shade trees in the approved Park in the center of the development. Staff would also accept a mitigation fee paid to the Town for use in other tree-planting applications.

**Town of Huntersville
PLANNING BOARD
2/28/2017**

To: Planning Board Members
From: Brad Priest, Senior Planner
Subject: R16-09: Blythe Landing Mini Storage

Rezoning: R16-09 is a request by Daniel Phillips, Madeline Phillips, and Helga Haddix to rezone 9.25 acres (portion of parcel #00902202, known as 14936 Brown Mill Road) from Rural (R) to Special Purpose Conditional District (SP-CD). The purpose of the rezoning is to allow the construction of a 80,091 sqft mini warehouse facility with 7,690 sqft of office/office flex. The rezoning is located near the corner of Beatties Ford Road and Brown Mill Road.

ACTION RECOMMENDED:

Consider making an updated recommendation to the Town Board on February 28, 2017

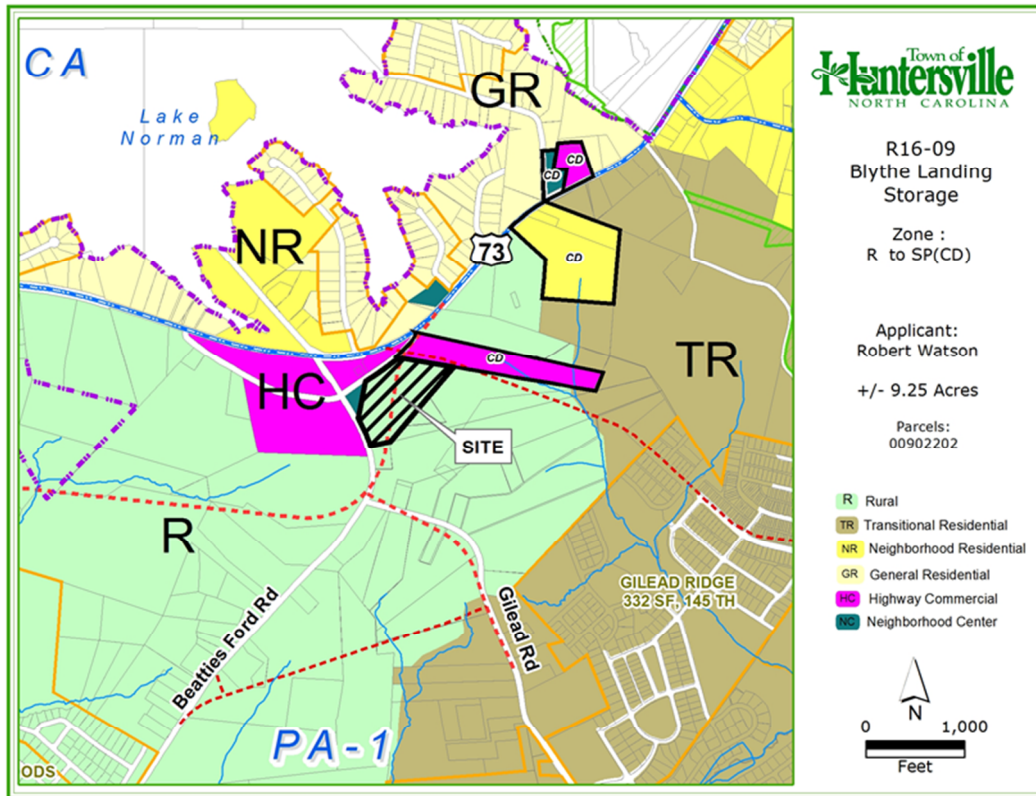
FINANCIAL IMPLICATIONS:

ATTACHMENTS:

Description	Type
☐ Staff Report	Staff Report
☐ Town Attorney Email - Thoroughfares	Staff Report
☐ Updated Rezoning Plan - Received 2 22 17	Exhibit
☐ Front Building Elevations - Brown Mill Road	Exhibit
☐ Storage Building Elevations in Rear	Exhibit
☐ Boundary Survey	Backup Material
☐ Neighbor Letter of Support	Backup Material
☐ Request for December Planning Board Continuance	Backup Material
☐ Request for Planning Board Continuance	Backup Material
☐ Neighborhood Meeting Invitation List	Backup Material
☐ Neighborhood Meeting Summary	Backup Material
☐ Portions of Beatties Ford Road Small Area Plan	Backup Material
☐ TIA Determination - No Need	Backup Material
☐ Application	Backup Material

Petition R16-09: Blythe Landing Mini-Storage

PART 1: PROJECT SUMMARY



Applicant: Bob Watson

Property Owner: Daniel Phillips, Madeline Phillips, and Helga Haddix

Property Address: 14936 Brown Mill Road

Project Size: 9.38 acres (portion of existing parcel)

Parcel Numbers: Portion of 00902202

Existing Zoning:

Rural (R)

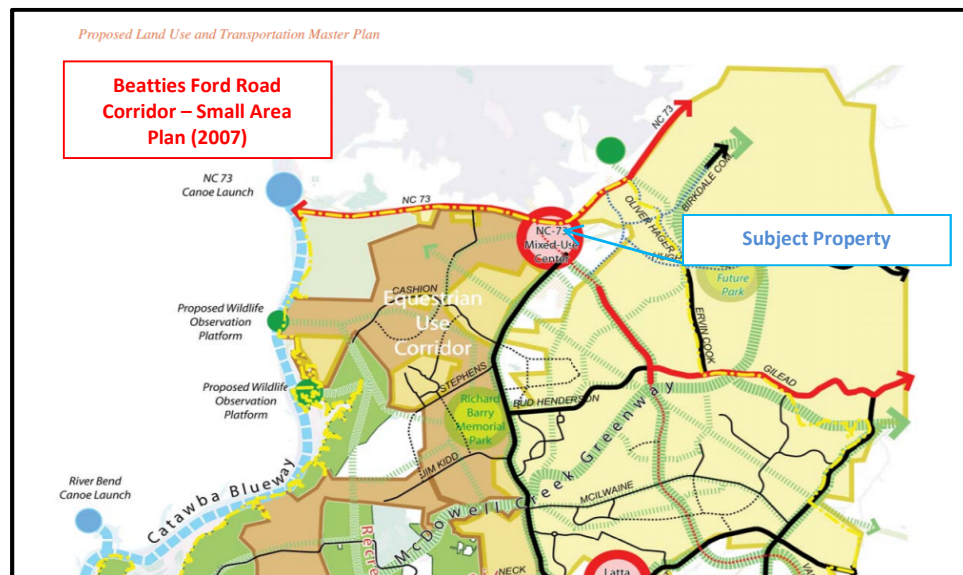
Proposed Zoning:

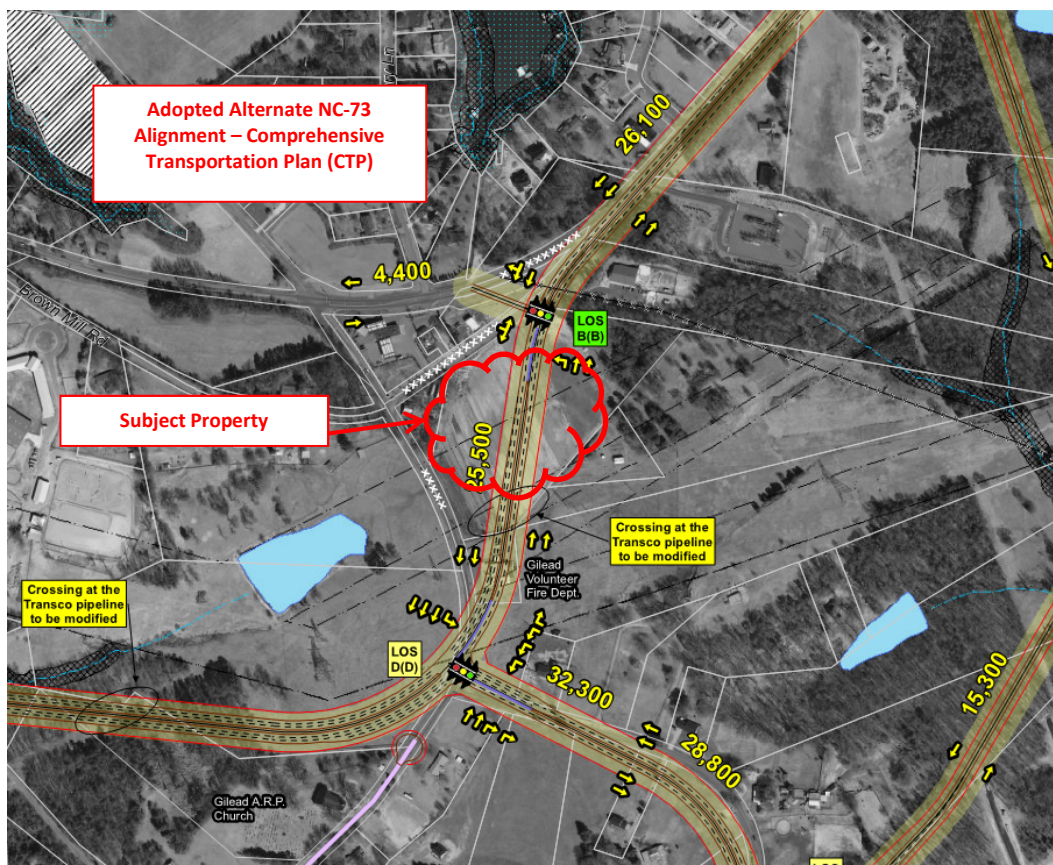
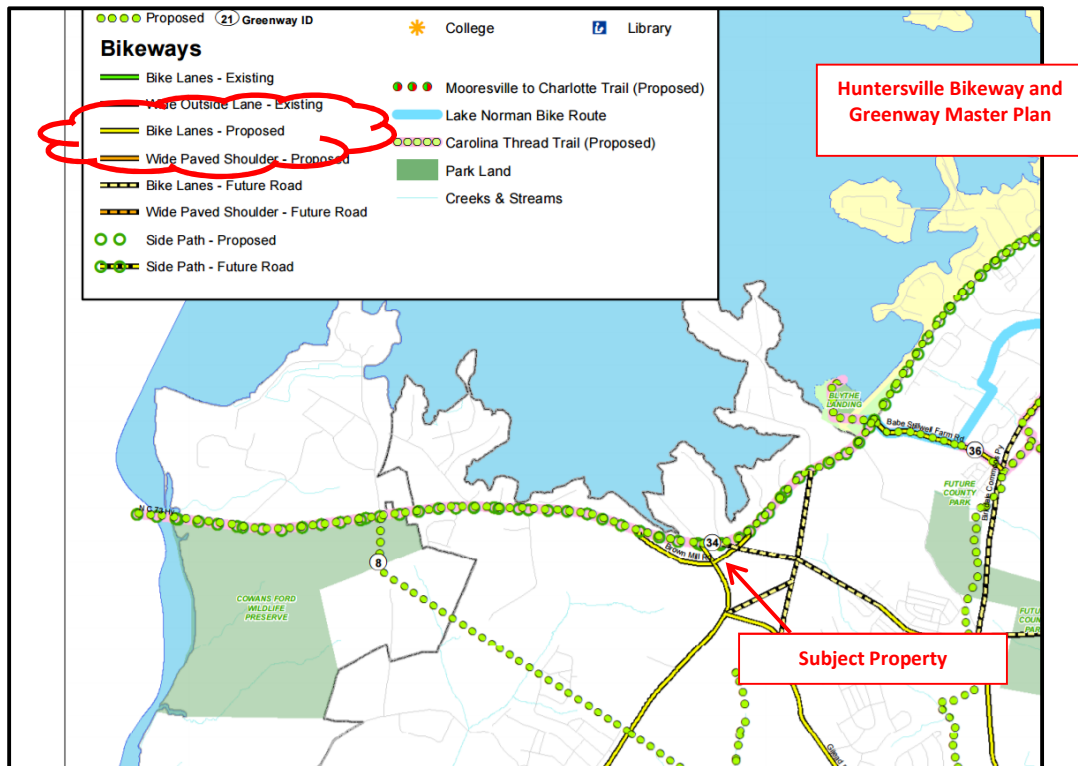
Special Purpose Conditional District (SP-CD)

Application Summary:

- Daniel Phillips, Madeline Phillips, and Helga Haddix have proposed to rezone a portion of their property at 14936 Brown Mill Road from Rural (R) to Special Purpose Conditional District (SP-CD). The purpose of the rezoning is to develop a 142,407 sqft mini storage facility with 3,845 sqft of office.
- UPDATE 2/22/17:** Recently, the plan has been updated with many changes along Brown Mill Road. Rather than being predominately ministorage, the buildings proposed there are now office and office flex space (office with accessory warehousing). The buffers have been updated to provide more detail as well. In response, the Town Board at their 2/20/17 meeting sent the application back to the Planning Board for further review and recommendation. The Town Board will revisit the application on March 6, 2017.
- Adjoining Zoning and Land Uses
 - North: Neighborhood Center (NC), Old Store Market, Highway Commercial (HC), Grease Monkey Automotive Oil Change Service
 - South: Rural (R), Huntersville Fire Station #1, Single Family Residential, Piedmont Natural Gas Regulator Facility
 - East: Highway Commercial Conditional District (HC-CD), Pet Paradise Grooming Facility, Rural (R), Vacant Land
 - West: Highway Commercial (HC), Farm Land, Rural (R), Vacant Land and Horse Stables

4. Mini-storage facility uses are only allowed under the Town of Huntersville Zoning Ordinance in the Special Purpose (SP) zoning district, therefore the application for the ministorage facility development is to rezone to SP-CD.
5. The applicant proposes to recombine a portion of the 11.29 acre tract with the Old Store property at the southeast corner of Brown Mill Road and Beatties Ford Road. As currently proposed only 9.28 acres are proposed to be rezoned for the mini-storage facility and office.
6. **UPDATE 2/22/17:** The subject parcel is located in an area studied by the Beatties Ford Road Corridor Small Area Plan (BFRCSAP). The plan calls for the area around the intersection of NC-73 and Beatties Ford Road to be developed as a "Mixed-Use Center". The applicant has expanded the office component of the development to include all the frontage area along Brown Mill Road. With that change staff believes part of the intent of the BFRCSAP has sufficiently been met, to provide pedestrian oriented development along the street. Staff is supportive too of the mini-storage in the rear due to the location of utility areas that make traditional commercial development more difficult to establish.
7. Per the Huntersville Greenway and Bikeway Master Plan both Beatties Ford Road and Brown Mill Road are bikeway routes with proposed bike lanes. Please see the Greenway and Bikeway map below. To accommodate the bikeway plan, the applicants have proposed to add bike lanes along their frontages of Beatties Ford Road and Brown Mill Road. Please see the proposed rezoning plan below on page 3.
8. The property in question lies in the path of the proposed NC-73 Realignment on the Comprehensive Thoroughfare Plan (CTP). This alignment was recommended by the Town Board by 3-2 vote on September 6, 2011 and adopted by the Mecklenburg-Union Metropolitan Planning Organization (MUMPO, now the Charlotte Regional Transportation Planning Organization (CRTPO)) on November 16, 2011. Please see the adopted NC-73 realignment added to the CTP on page 3 below. This alignment is currently considered one of two options for the final NC-73 location. Please see page 6 below for discussion of the environmental study status and the NC-73 alignment selection process.
9. A neighborhood meeting for this application was advertised for and held on September 28, 2016. An invitation list, attendance list and summary report for the meeting are included in the agenda packet.





- Article 7.5 of the Zoning Ordinance requires that developments in the Special Purpose (SP) zoning district establish an 80 foot buffer adjacent to properties not zoned SP or CB. The applicant is requesting a modification of the buffer requirements under the conditional district rezoning provision of Article 11.4.7 (K), which states: “In approving a conditional zoning district, the Town Board may modify standards established in the zoning or subdivision ordinance provided the spirit of the regulations are maintained.”
 - Staff is comfortable with the reduction to 20 feet along the southern and northeastern portion of the property. To the south, the surrounding properties are inundated with utility easements and right of ways that will make development very difficult. Therefore a significant buffer to the south may not prove useful. To the northeast the Pet Paradise conditional district rezoning requires a 30 foot undisturbed buffer on the adjacent property. Thus with the 30 foot existing buffer plus the 20 proposed, a significant opaque screen between uses will be established.
 - The remaining concern with the 20 foot buffer to the south is that some of the planting is proposed immediately on top of a gas line. It remains questionable on whether or not the gas companies will allow such plantings. According to their ROW planting guidelines online, “low shrubbery” is allowed in the right of way”, but it is still unclear if that includes 7 foot shrubs and shrubs located directly over the line as proposed.
- Mecklenburg County is reviewing the rezoning plan for storm water concept plan conformance. The concept plan has not been approved.
- Staff has reviewed the submitted plan and has a few minor deficiencies still outstanding. It is recommended that final comments be addressed on an updated rezoning plan.

PART 3: TRANSPORTATION ISSUES – UPDATE 2/22/17

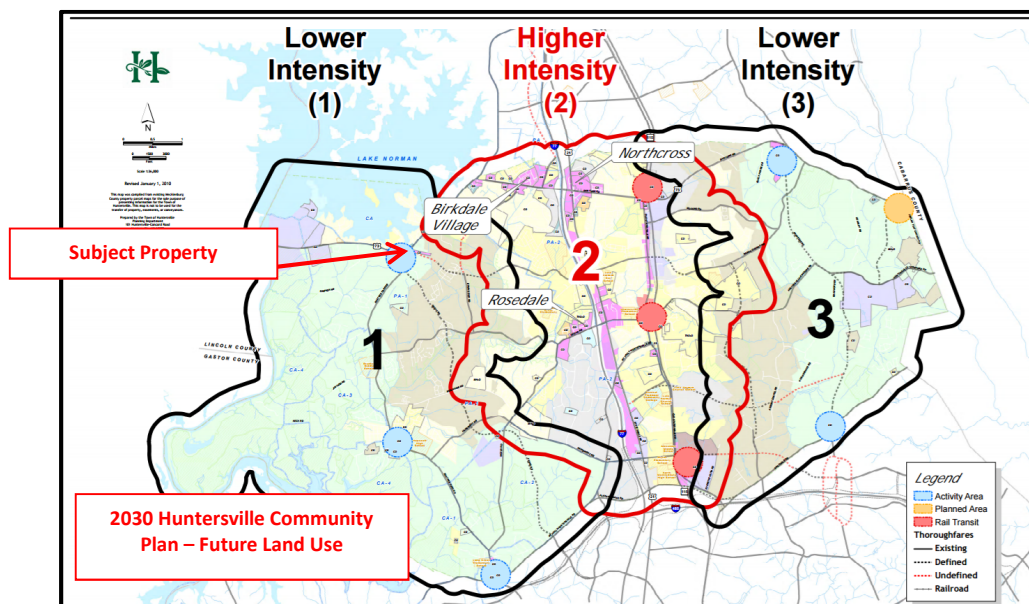
- The property proposed to be rezoned currently lies directly within the path of the adopted realignment of NC-73 on the Comprehensive Transportation Plan (CTP).

PART 5: REZONING CRITERIA

Article 11.4.7(d) of the Zoning Ordinance states that “in considering any petition to reclassify property, the Planning Board in its recommendation and the Town Board in its decision shall take into consideration any identified relevant adopted land-use plans for the area including, but not limited to, comprehensive plans, strategic plans, district plans, area plans, neighborhood plans, corridor plans, and other land-use policy documents”.

STAFF COMMENT – Staff finds the proposed use consistent with the following policies of the 2030 Huntersville Community Plan:

- Policy CD-2: Focus higher intensity development generally within 2 miles of the I-77 and NC 115 corridor or within the identified nodes and centers.** The proposed development is located in the activity area “node” identified in the 2030 plan. Please see the 2030 future land use map below.
- Policy T-6: Pedestrian Connections.** The applicant is installing bike lanes along their frontage, consistent with the Huntersville Greenway and Bikeway Master Plan.



STAFF COMMENT – Staff finds the proposed use not consistent with the following policies of the 2030 Huntersville Community Plan:

- Policy CD-1: Land Use/Transportation Integration.** This policy calls for the continued integration of land uses and transportation elements along with consistency with adopted long range plans. As described below on page 8, the proposed development lies directly in the path of the approved NC-73 realignment. Therefore the proposed land use plan fundamentally conflicts with current approved transportation plans.

- **Policy CD-5: Infrastructure.** This policy calls for adequate public infrastructure to either exist or be made available to support all new development. Similar to the concern above, the proposed development lies directly in the path of the NC-73 realignment. The approval and construction of this development could impede the construction of the NC-73 realignment, thus hindering the extension of public infrastructure to the area.

STAFF COMMENT – Staff finds the proposed use not consistent with **the Adopted Comprehensive Transportation Plan (CTP)**

- The widening and improving of NC-73 in the area of Beatties Ford Road (State Project number R5721) is scheduled for construction on the North Carolina Transportation Improvement Program (NCTIP) for the year 2023. The drafted updated CTP proposes moving the construction start date up to 2021. The property proposed to be rezoned currently lies directly within the path of the adopted realignment of NC-73. This alignment was recommended by the Town Board and then adopted into the Comprehensive Transportation Plan (CTP) by the Charlotte Regional Transportation Planning Organization (CRTPO) in November 2011. The North Carolina Department of Transportation (NCDOT) has recently begun conducting an Environmental Study for R5721 and will study the environmental and historical impacts of two potential alternatives; the expansion and improvement of the current alignment of NC-73 and that of the new realignment alternative adopted. Please see the study alternative map below on page 7. The alternative that ultimately is found to present the most benefit with the least level of negative impact will be chosen. The first draft of the study is scheduled to be released in the summer of 2018 and be ultimately approved in the summer of 2019. Staff does not recommend approving the intensification of any property within an approved thoroughfare alignment. However if after having studying both alignments, and the original NC-73 alignment is ultimately chosen, then the proposed development would no longer be in conflict with the updated plans.
- **UPDATE 1/30/17:** It has been mentioned in conversation with staff that NCDOT officials are preliminarily voicing their opinion on which alignment is preferred. According to NCDOT there have been no cost estimates done yet for either of the alignments and no preference has been observed nor communicated at this time. It is still expected that the environmental assessment will be complete in the Summer of 2018, at which time it is possible a preference and selection of the alignment could be deduced, but not finalized
- **UPDATE 2/13/17:** During the Town Board meeting on February 6, 2017 (when the application was deferred) the question arose on whether or not state law conflicted with the ability of the Town to consider the thoroughfare when making rezoning decisions. Bob Blythe sent planning staff the following response for clarification on the matter. The email is also attached in your agenda packet for reference.
 - “This is in reference to the question of a potential thoroughfare alignment affecting a proposed rezoning of property which would be affected by the thoroughfare. There seems to be a thought that there is a state law, either by statute or by court ruling, that the location of the road cannot be considered by the decision makers in a rezoning case. I believe that the genesis of this opinion is the fairly recent North Carolina Supreme Court case of Kirby, et.al. v. North Carolina Department of Transportation. Although you can never say with certainty how a court might rule in a different case, I do not believe that Kirby stands for this proposition at all. This case arose out of the so-called Map Act, a North Carolina statute that permits NCDOT to establish a thoroughfare alignment after public hearing, etc., and then to record that corridor in the county Register of Deeds. At that point certain restrictions become placed on the use of the property within the corridor including (with certain exceptions) the right to obtain a building permit. The court in essence held that the imposition of these restrictions had the effect of affecting the value of the property, and therefore constituted a taking for which the landowner was entitled to compensation. The court did not find the MAP Act unconstitutional. (The legislature did adopt legislation in the 2016 session cancelling all outstanding Map Act corridors, and placing a moratorium on new corridors until July 1, 2017). Note that the possible thoroughfare here is not a corridor under the MAP Act. In any event, I don’t see that the proposed alignment constitutes a legal restriction on the use

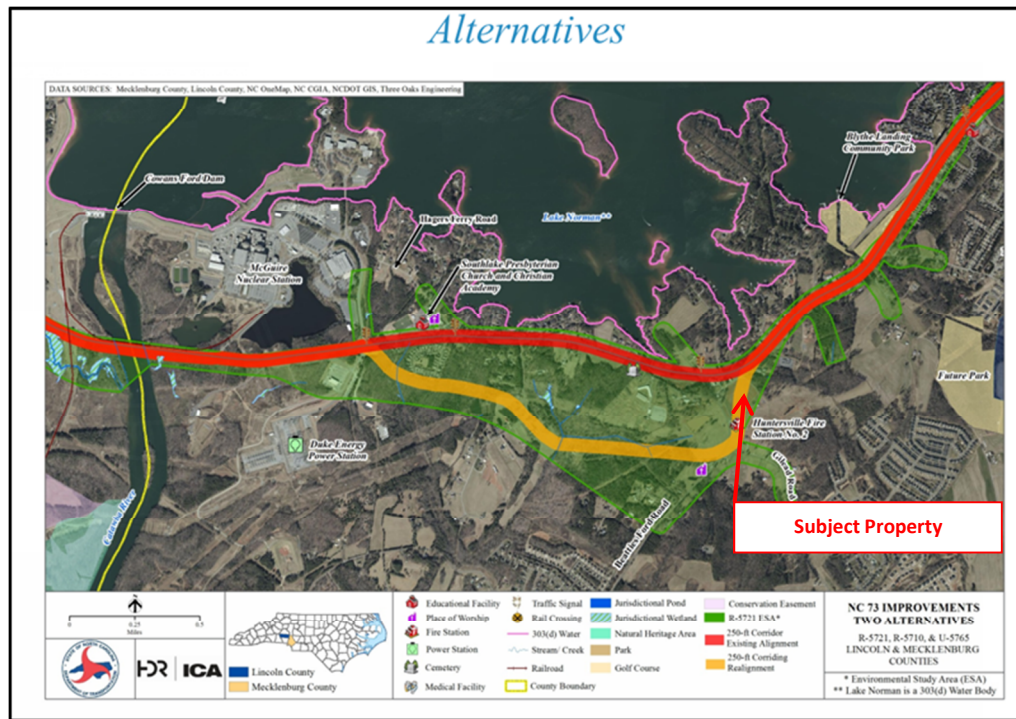
of the property. From a zoning standpoint, it can still be used for whatever is presently permitted. And I see nothing that precludes the Board from taking the existence of the possible alignment into consideration in their deliberations in their legislative capacity.”

Article 11 Section 11.4.7(e) of the Zoning Ordinance states that: “in considering any petition to reclassify property the Planning Board in its recommendation and the Town Board in its decision should consider:

- Whether the proposed reclassification is consistent with the overall character of existing development in the immediate vicinity of the subject property.**

STAFF COMMENT:

Although there is no Special Purpose (SP) zoning anywhere in the area of the proposed development, commercial activity is common near NC-73 and Brown Mill Road to the north, with a gas station and oil change facility both zoned Highway Commercial (HC). The Old Store retail building at the corner of Brown Mill Road and Beatties Ford Road is also a commercial operation along that street frontage. Therefore with the buildings along Brown Mill Road now broken up into two separate buildings, having added architectural detail, and now providing street door connections, and the mini-storage reserved for the rear of the site, staff finds the development consistent with the overall character of adjacent development.



- The adequacy of public facilities and services intended to serve the subject property, including but not limited to roadways, transit service, parks and recreational facilities, police and fire protection, hospitals and medical services, schools, storm water drainage systems, water supplies, and wastewater and refuse disposal.**

STAFF COMMENT:

- In regard to the adequacy of the roadway system, per Huntersville Transportation Staff, the proposed use as currently submitted will not create enough vehicle trips to necessitate the submittal of a Traffic Impact Analysis (TIA).
- Since the property proposed has less than 10,000 of office proposed, the Adequate Public Facilities Ordinance does not apply to this development.

3. Whether the proposed reclassification will adversely affect a known archeological, environmental, historical or cultural resource.”

STAFF COMMENT:

Planning staff has no indication that the request will adversely affect known archeological, environmental resources.

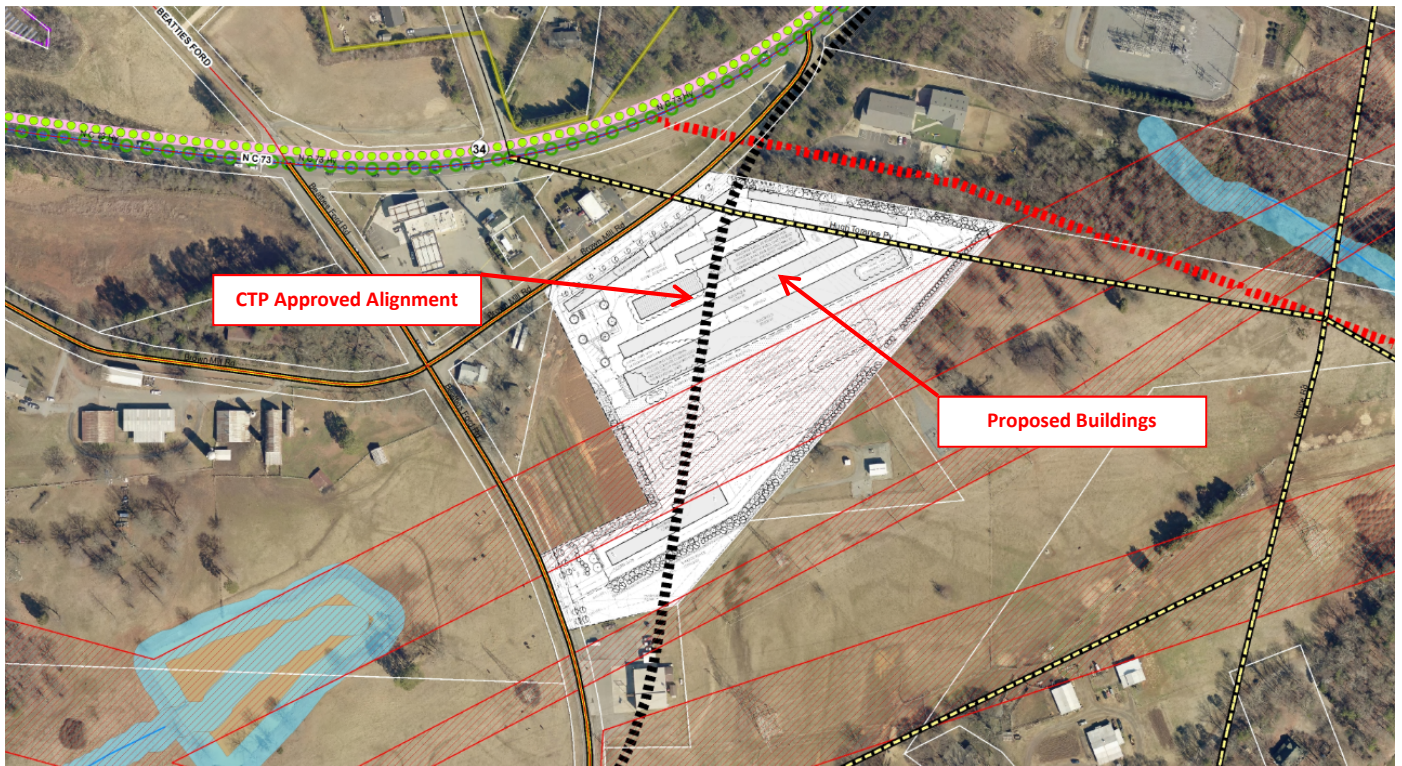
PART 7: PUBLIC HEARING – UPDATE 11/8/16

The Public Hearing was held on November 7, 2016. Two individuals from the public spoke in opposition to the plan due to the conflict with adopted plans and the Town’s ordinances. Discussion in the hearing centered on the outstanding site issues and the status of the NC-73 realignment. Specific items that were mentioned which needed to be addressed were: the new zoning line needed to be clarified and the question on whether or not the application showed a subdivision needed to be answered. STAFF COMMENT: The plan includes a label that states the intent is to recombine the corner parcel on Brown Mill Road with the proposed development parcel, thus only shifting the property line to the east (no subdivision). However, if that is the intent it needs to be clarified on the plan as separate and additional property lines are shown which causes confusion.

PART 6: STAFF RECOMMENDATION – UPDATE 2/22/17

Staff recognizes and appreciates the fact that the overall design and conformance to the ordinance has significantly improved since the beginning of the review process. The applicant has been very responsive to staff recommendations when possible. However at this time staff recommends denial of the application for the following reasons:

- The plan is in conflict with the adopted Comprehensive Transportation Plan (CTP) for the NC-73 realignment. The CTP approval of this alignment included much time and public participation; both by the Town of Huntersville and by the Charlotte Regional Transportation Planning Organization (CRPTO). Staff does not recommend approving a conditional district rezoning where buildings are proposed in the alignment of the adopted future thoroughfare. Please see the overlay of the proposed plan and the CTP below on page 9. There have been no conditional rezonings approved where buildings were located in future thoroughfare alignments.
- The plan is inconsistent with policies CD-1 and CD-5 of the Huntersville 2030 plan which recommends consistency with approved transportation plans and infrastructure as described above.



PART 7: PLANNING BOARD RECOMMENDATION – UPDATE 2/13/17

On December 20, 2016 the Planning Board recommended that the Town Board defer the application until its February 6, 2017 meeting per the applicant's request.

On January 24, 2017 the Planning Board unanimously recommended denial of the application based on it not being consistent with the Huntersville 2030 plan, the Beatties Ford Corridor Small Area Plan, and long range transportation plans.

PART 8: CONSISTENCY STATEMENT - R 16-09: Blythe Landing Mini-Storage

Planning Department	Planning Board	Board of Commissioners
Approval: N/A	APPROVAL: N/A	APPROVAL: In considering the proposed rezoning of Petition R16-09, Blythe Landing Mini-Storage located on Brown Mill Road, the Town Board finds that the rezoning is consistent with the Town of Huntersville 2030 Community Plan and other applicable long range plans. We recommend approving the conditional rezoning plan for the Blythe Landing Mini-Storage as shown in Rezoning petition R16-09. It is reasonable and in the public interest to rezone this property because... <i>(Explain)</i>
DENIAL: In considering the proposed rezoning of Petition R16-09, Blythe Landing Mini-Storage, Planning Staff finds that the rezoning is not consistent with Policies CD-1 and CD-5 of the Huntersville 2030 Community Plan or the adopted Comprehensive Transportation Plan. We recommend denial of R16-09. It is not reasonable and not in the public interest to rezone this property because it does not accommodate for future road improvements.	DENIAL: In considering the proposed rezoning of Petition R16-09, Blythe Landing Mini-Storage on Brown Mill Road, the Planning Board finds that the rezoning is not consistent with the Town of Huntersville 2030 Community Plan and other applicable long range plans. It is not reasonable and not in the public interest to rezone this property because it does not accommodate future road improvement; is not consistent with mixed use development pattern called for in the adopted plans, nor does it conform to the Zoning Ordinance in regard to the architectural improvements, buffering, and Tree Save requirements.	DENIAL: In considering the proposed rezoning of Petition R16-09, Blythe Landing Mini-Storage on Brown Mill Road, the Town Board finds that the rezoning is not consistent with the Town of Huntersville 2030 Community Plan and other applicable long range plans. We recommend denial of Rezoning Petition R16-09. It is not reasonable and not in the public interest to rezone this property because..... <i>(Explain)</i>

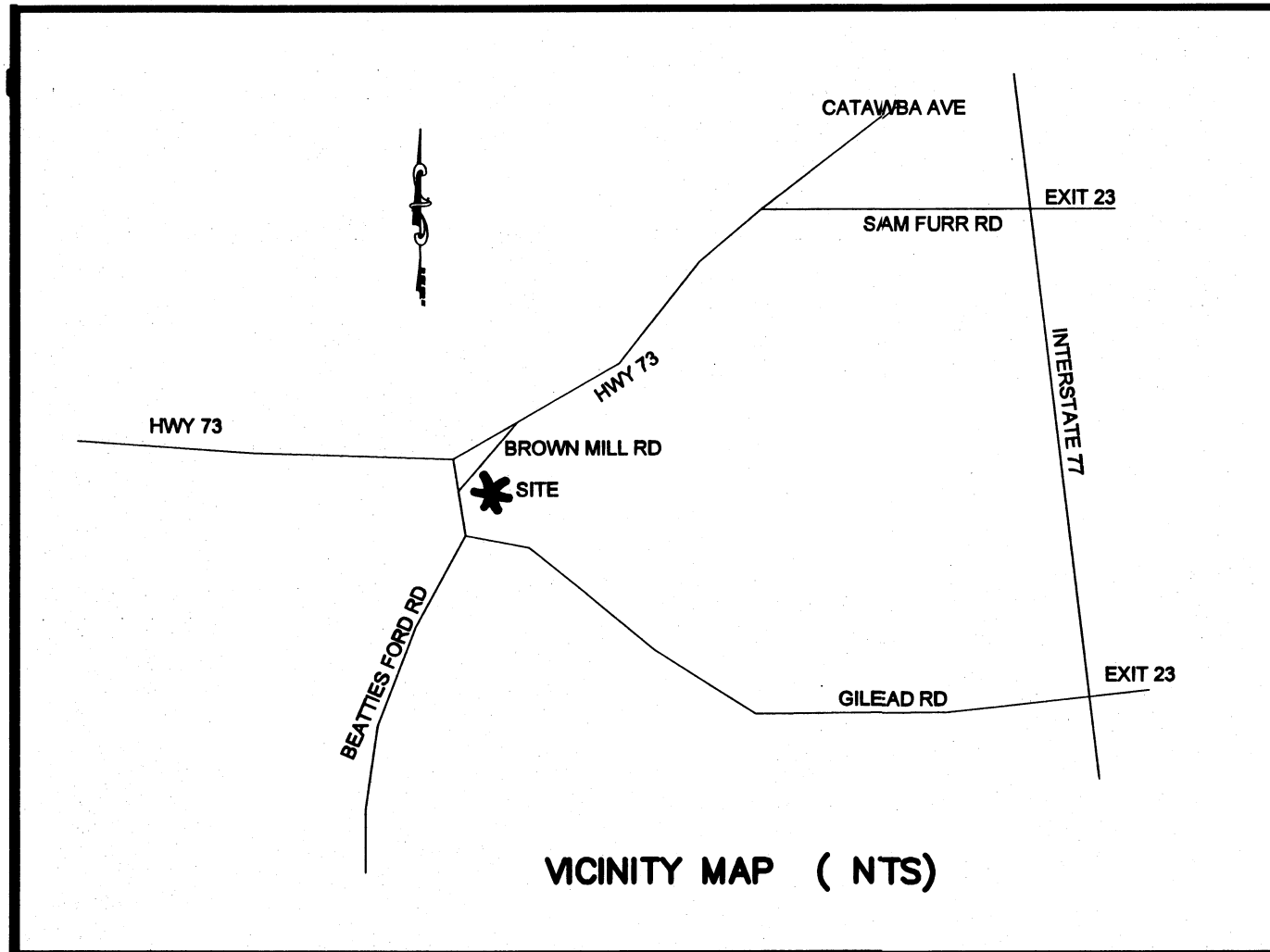
From: Bob Blythe
Sent: Monday, February 13, 2017 5:26 PM
To: Bradley Priest
Cc: Jack Simoneau
Subject: Potential road alignment in rezoning

Brad,

This is in reference to the question of a potential thoroughfare alignment affecting a proposed rezoning of property which would be affected by the thoroughfare. There seems to be a thought that there is a state law, either by statute or by court ruling, that the location of the road cannot be considered by the decision makers in a rezoning case. I believe that the genesis of this opinion is the fairly recent North Carolina Supreme Court case of Kirby, et.al. v. North Carolina Department of Transportation. Although you can never say with certainty how a court might rule in a different case, I do not believe that *Kirby* stands for this proposition at all. This case arose out of the so-called Map Act, a North Carolina statute that permits NCDOT to establish a thoroughfare alignment after public hearing, etc., and then to record that corridor in the county Register of Deeds. At that point certain restrictions become placed on the use of the property within the corridor including (with certain exceptions) the right to obtain a building permit. The court in essence held that the imposition of these restrictions had the effect of affecting the value of the property, and therefore constituted a taking for which the landowner was entitled to compensation. The court did not find the MAP Act unconstitutional. (The legislature did adopt legislation in the 2016 session cancelling all outstanding Map Act corridors, and placing a moratorium on new corridors until July 1, 2017). Note that the possible thoroughfare here is not a corridor under the MAP Act. In any event, I don't see that the proposed alignment constitutes a legal restriction on the use of the property. From a zoning standpoint, it can still be used for whatever is presently permitted. And I see nothing that precludes the Board from taking the existence of the possible alignment into consideration in their deliberations in their legislative capacity.

Bob

Robert B. Blythe
Town Attorney
Town of Huntersville
P.O. Box 664
Huntersville, NC 28070
Direct Line: 704-766-2239



DANIEL E PHILLIPS
00902203
11207/274
14906 BROWN MILL RD
HUNTERSVILLE, NC 28078

DANIEL E PHILLIPS
00902202
30057/713
14936 BROWN MILL RD
HUNTERSVILLE, NC 28078
(PORTION OF PARCEL TO BE
COMBINED WITH PARCEL
00902203) 1.67 AC

DANIEL E PHILLIPS
00902202
30057/713
14936 BROWN MILL RD
HUNTERSVILLE, NC 28078
9.62 AC

PET PARADISE LAKE NORMAN LLC
00902212
30939/789
PB 57 PG 814
151020 BROWN MILL RD
HUNTERSVILLE, NC 28078

KITTY B SOESBEE
00902214
2822/491
PB 55 PG 591
6215 GILEAD RD
HUNTERSVILLE, NC 28078

TRANSCONTINENTAL GAS PIPE LINE CORP
00902216
7842/608
PB 26 PG 88
15612 BEATTIES FORD RD
HUNTERSVILLE, NC 28078

KITTY B SOESBEE
00902214
2822/491
PB 55 PG 591
6215 GILEAD RD
HUNTERSVILLE, NC 28078

HUNTERSVILLE FIRE DEPT
00902204
2883/332
15600 BEATTIES FORD RD
HUNTERSVILLE, NC 28078

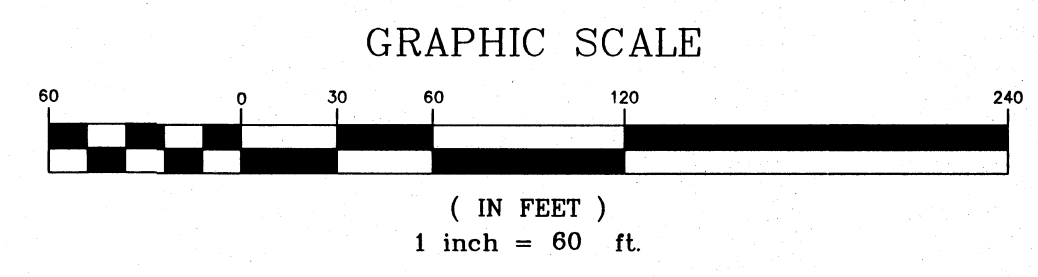
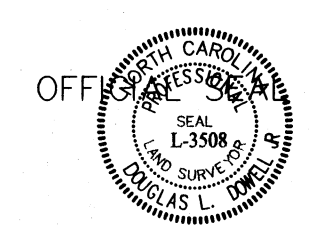
NOGS MONUMENT
"CASHION" NAD 83 / 2011
N 810.61659
E 1428.99727
ELEV = 771.60
COMBINED GRID
FACTOR = 0.99994446

SURVEYORS CERTIFICATION

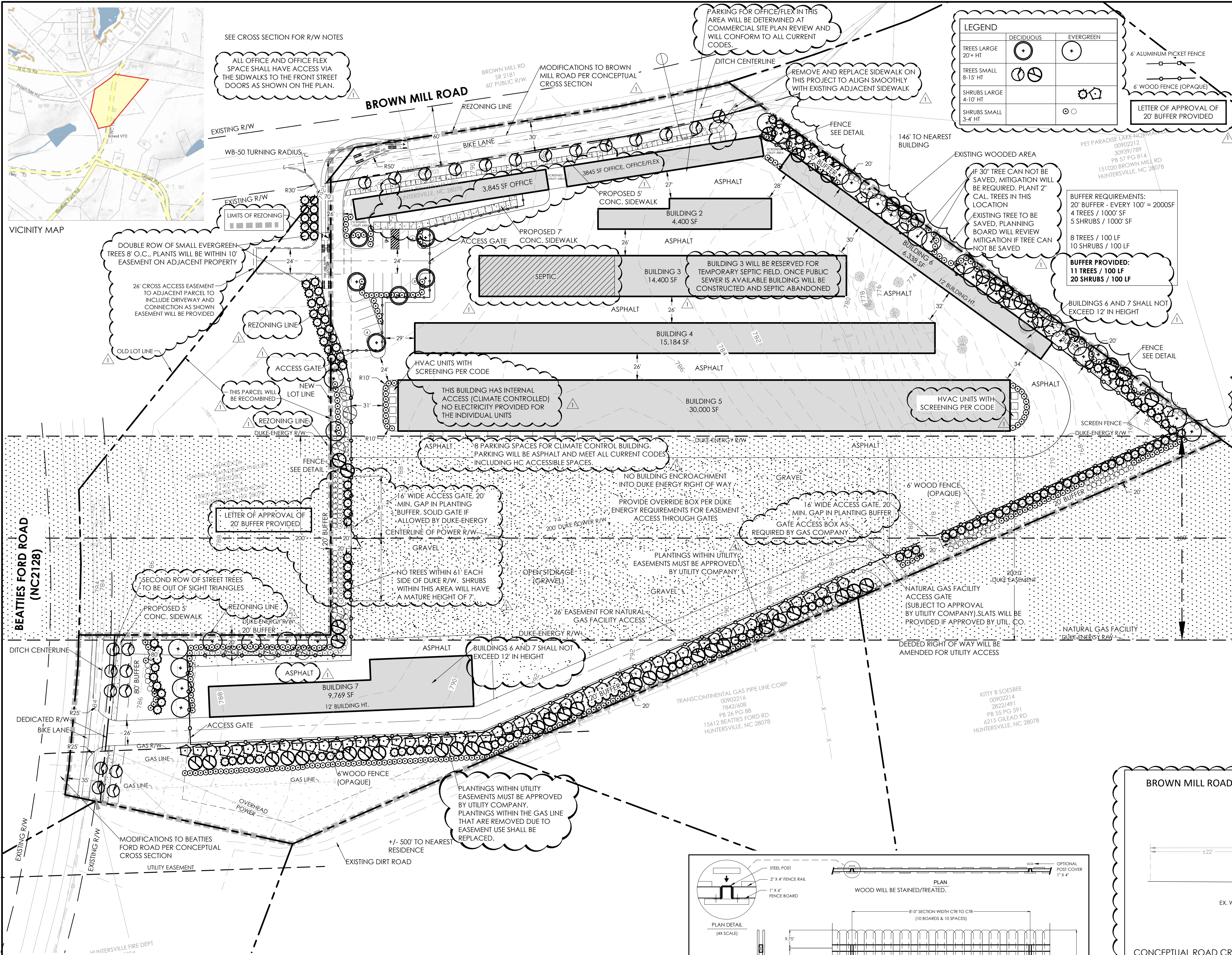
I, DOUGLAS L. DOWELL, JR. CERTIFY THAT THIS MAP WAS
DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY
MADE UNDER MY SUPERVISION DEED DESCRIPTION RECORDED
IN BOOK 3005Z, PAGE 713; THAT THE RATIO OF
PRECISION AS CALCULATED BY LATITUDES AND
DEPARTURES IS 1:10000. (THAT THE BOUNDARIES NOT
SURVEYED ARE SHOWN AS BROKEN LINES PLOTTED FROM
INFORMATION FOUND IN BOOK _____, PAGE _____);
THAT THIS MAP WAS PREPARED IN ACCORDANCE WITH
G.S. 47-30, AS AMENDED.

WITNESS MY HAND AND SEAL THIS 4 DAY OF
JANUARY, A.D. 2017.

Douglas L. Dowell Jr
REGISTERED LAND SURVEYORS
L-3508
REGISTRATION NUMBER



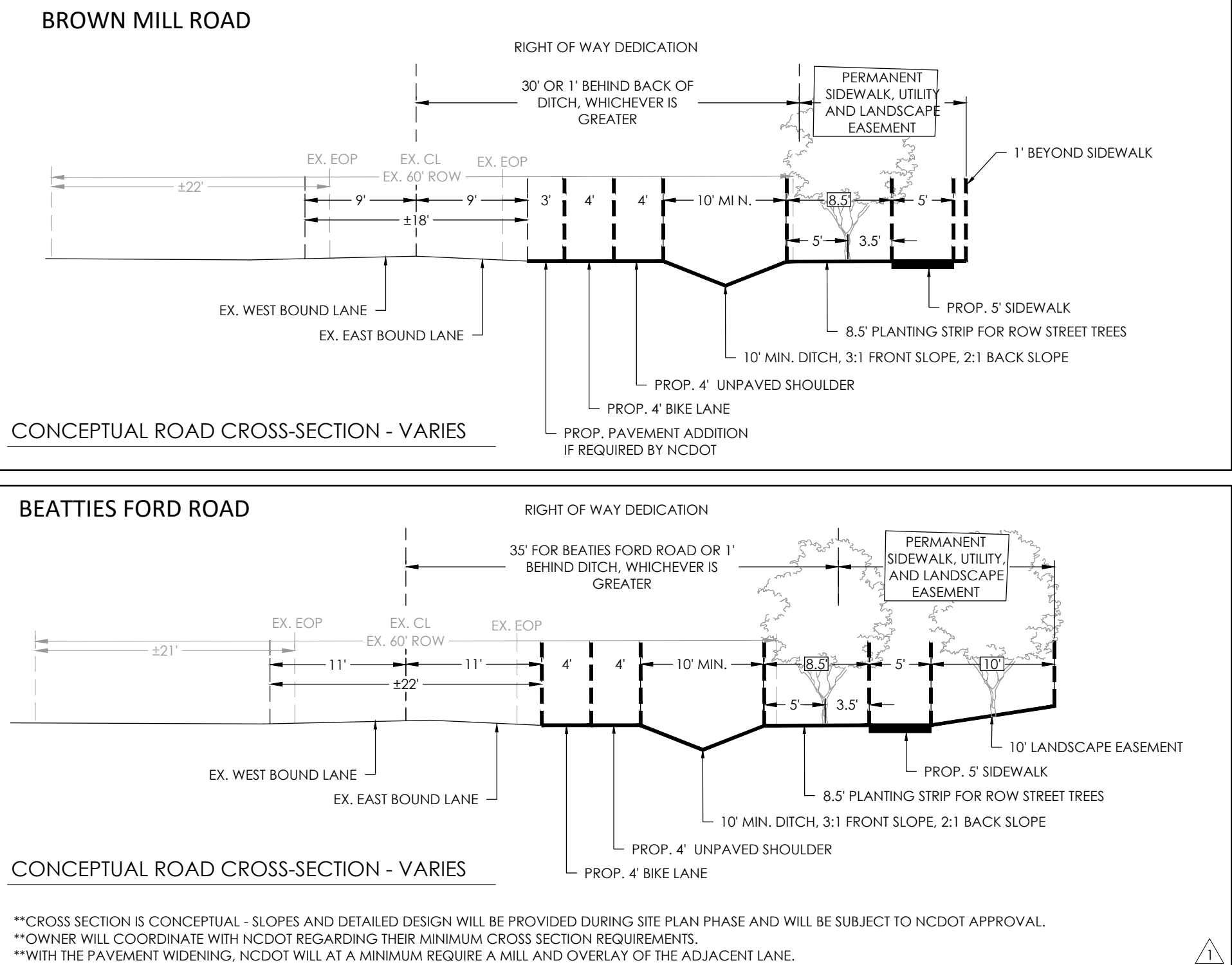
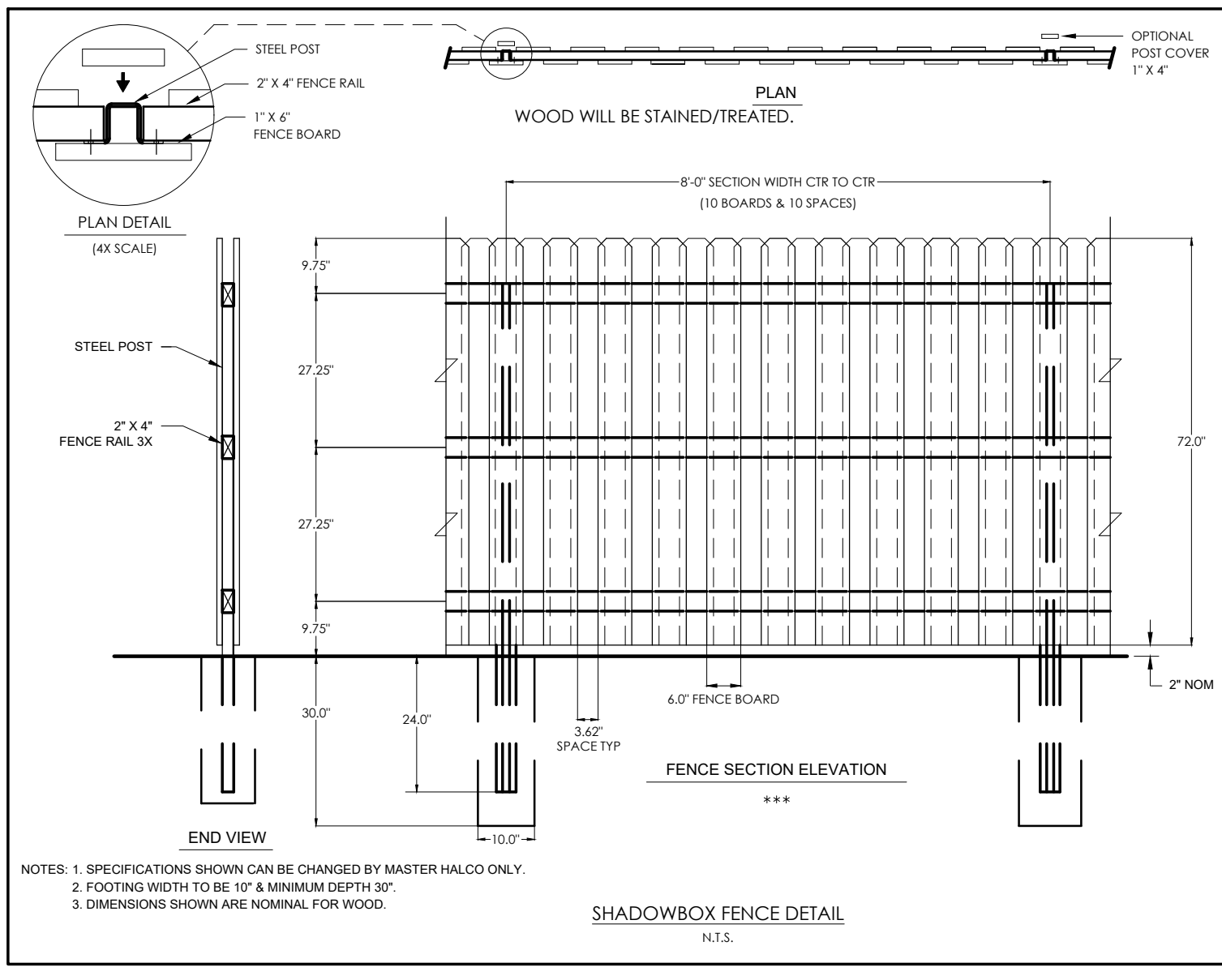
ENGINEER
SEAL
DLD
DRAWN BY:
JAN 4, 2017
DATE PREPARED
REVISIONS
NO: 1
NO: 2
NO: 3
NO: 4
SHEET 1 OF 1
JOB NUMBER 16-1098
SCALE Horz: 1" = 60' Vert:
BOUNDARY TOPOGRAPHIC SURVEY OF BROWN MILL ROAD SELF STORAGE TOWN OF HUNTERSVILLE, MECKLENBURG CO., NC
OWNER: BLYTHE LANDING MINI STORAGE LLC
Computer File: 16098 B WATSON DOWELL & CO., P.C. Engineering • Surveying • Planning 344 Railing Hill Road, Suite 103 • P.O. Box 3504 • Mooresville, N.C. 28117 (704) 664-5177 Fax EMAIL: leland7856@aol.com C - 2177



SITE DATA	
LOCATION:	15614 BEATTIES FORD ROAD (PID # 00902202) HUNTERSVILLE, MECKLENBURG COUNTY 28078
EXISTING ZONING:	R (RURAL DISTRICT)
PROPOSED USE & ZONING:	MINI STORAGE & SPDC (SPECIAL PURPOSE CZ)
CONTACT:	HENSONFOLEY (JAY HENSON) 704-875-1615
ITEM	PROVIDED
LOT AREA	11.29 AC
MIN. FRONT SETBACK	15' BUILDING
MIN. SIDE SETBACK	15' BUILDING
MIN. REAR SETBACK	15' BUILDING
MAX. BUILDING HEIGHT	2 STORIES
FEMA MAP NUMBER	3710462100K
FEMA EFFECTIVE DATE	08/02/2015
SOIL TYPE	CeB2 HaB
BUILDING - LOT TYPE	HC

IMPERVIOUS SUMMARY			
ITEM	SQUARE FOOT	ACRES	PERCENTAGE OF TOTAL SITE
TOTAL SITE AREA	491,792 SF	11.29 AC	N/A
NEW BUA	5,958 SF	0.14 AC	1.21 %
EXISTING PERVIOUS	485,834 SF	11.15 AC	98.79 %
PROPOSED BUILDING (BUA)	54,026 SF	1.24 AC	10.99 %
PROPOSED PAVEMENT (BUA)	120,257 SF	2.76 AC	24.45 %
PROPOSED CONCRETE (BUA)	2,545 SF	0.06 AC	0.52 %
PROPOSED GRAVEL (BUA)	95,854 SF	2.20 AC	19.49 %
TOTAL BUA	278,640 SF	6.40 AC	56.66 %
TOTAL PERVIOUS	213,152 SF	4.89 AC	43.34 %
**WATERSHED:	MOUNTAIN ISLAND LAKE (PA-1)		

ZONING CODE SUMMARY		
ITEM#	ITEM	PROVIDED
1	BUILDING SIZE	#80,091 SF STORAGE #58,471 SF OUTDOOR STORAGE (BOATS/TRAILERS, ETC.) 30,000 SF CLIMATE CONTROLLED STORAGE (BLDG 3) IS INCLUDED WITHIN THE 83,936 SF @ .25 SPACE PER 1000 SF = 8 SPACES #7690 SF OFFICE, OFFICE FLEX @ 1 SPACES/500 SF = 15 SPACES
2	PARKING SPACES REQUIRED	16 SPACES
3	PARKING SPACES PROVIDED	30 SPACES
4	HANDICAP SPACES	1 SPACES (1 VAN)
5	BUILDING HEIGHTS	1 STORY (12' AND 15')
6	BUILDING TYPE	HIGHWAY COMMERCIAL



- GENERAL NOTES**
- BUILDINGS**
- THE BUILDINGS WILL BE LOCATED WHERE GENERALLY DEPICTED ON THE PLAN. THE PROJECT SHALL NOT EXCEED 90,000 SQUARE FEET.
- PARKING**
- PARKING WILL BE LOCATED AS GENERALLY DEPICTED ON THE PLAN. THERE ARE APPROXIMATELY 25 PARKING SPACES SHOWN IN THE MAIN PARKING FACILITY. PARKING FOR THE GARAGE BUILDINGS WILL BE AT EACH UNIT.
- BUFFERS AND SETBACKS**
- A 60' BUFFER WILL BE PROVIDED ALONG BEATTIES FORD ROAD.
 - A 26' BUFFER WILL BE PROVIDED ON THE EAST, SOUTH AND WEST.
 - PLANT MATERIAL IS CONCEPTUAL TO ILLUSTRATE LOCATION OF REQUIRED SCREENING. FINAL PLANTING PLAN WILL BE SUBMITTED TO MEET THE INTENT OF ORDINANCE DURING SITE PLAN PROCESS. A SCREEN FENCE (OPAQUE) SHALL BE PROVIDED IN ADDITION TO THE BUFFER TO MITIGATE THE REDUCTION OF THE 80' BUFFER ALONG ALL ADJACENT RESIDENTIAL ZONED PROPERTIES. BUFFER PLANTING WILL EXCEED 7.5 OF THE ORDINANCE.
- DRIVEWAY AND ROADWAY IMPROVEMENTS**
- A 26' DRIVEWAY IS PROPOSED ONTO BEATTIES FORD ROAD AND BROWN MILL ROAD. THE DRIVEWAY SHALL BE AS APPROVED BY NCDOT AND THE TOWN OF HUNTERSVILLE.
 - ANY ROADWAY IMPROVEMENTS WILL BE PROVIDED AS REQUIRED BY NCDOT AND THE TOWN OF HUNTERSVILLE. IMPROVEMENTS TO BEATTIES FORD ROAD AND BROWN MILL ROAD SHALL BE PER CONCEPTUAL THE CROSS SECTION.
- LIGHTING**
- LIGHTING WILL BE AS ALLOWED WITHIN THE TOWN OF HUNTERSVILLE ORDINANCE ARTICLE 8.26 AND APPROVED DURING THE SITE PLAN PHASE.
- TRASH**
- TRASH WILL NOT BE PROVIDED IN A DUMPSTER FACILITY ON SITE. ROLL OUT SERVICE SHALL BE PROVIDED FOR THE OFFICE ONLY.
- WATER/SEWER**
- SEWER WILL BE PROVIDED THROUGH AN ON-SITE SEPTIC SYSTEM (AT BUILDING 3) ON A TEMPORARY BASIS. SEWER EXTENSIONS ARE IN PROCESS BY CLT WATER. WATER WILL BE TAPPED INTO THE EXISTING WATER LINE ON BROWN MILL ROAD OR BEATTIES FORD ROAD.
- ENVIRONMENTAL**
- EROSION CONTROL PLANS WILL COMPLY WITH CURRENT ORDINANCES AND BE APPLIED FOR DURING THE SITE PLAN PROCESS.
 - WATER QUALITY, POST CONSTRUCTION, AND STORM WATER MANAGEMENT WILL COMPLY WITH THE CURRENT ORDINANCES AND WILL BE APPLIED FOR DURING THE SITE PLAN PROCESS.
- RIGHT OF WAY**
- BEATTIES FORD ROAD AND BROWN MILL ROAD RIGHT OF WAY WILL BE DEDICATED AS SHOWN.
- EASEMENTS**
- A 26' EASEMENT WILL BE PROVIDED TO THE EXISTING GAS FACILITY.
 - MAINTENANCE EASEMENTS TO WATER QUALITY DEVISE SHALL BE PROVIDED.
- HOURS OF OPERATION**
- THE HOURS OF OPERATION FOR THE STORAGE FACILITY WILL BE 24 HOURS A DAY. ACCESS IS RESTRICTED BY GATE AND KEYPAD.
- ARCHITECTURAL**
- THE BUILDINGS SHALL BE AS SHOWN ON ELEVATIONS.
- TREE PROTECTION**
- TREE PROTECTION/TREE SAVE AREA WILL BE PROVIDED. IF TREE IS NOT HEALTH OR CAN NOT BE SAVED (4) 2" CALIPER TREES WILL BE PLANTED IN EAST BUFFER
- BIKE LANE**
- A 4' BIKE LANE WILL BE INSTALLED ALONG PROPERTY FRONTAGE WITHIN BEATTIES FORD ROAD AND BROWN MILL ROAD.
- USES**
- OFFICE, OFFICE FLEX, AND STORAGE (FLEX SPACE IS DEFINED AS OFFICE WITH ACCESSORY WAREHOUSE SPACE)
 - ALL OTHER USES PERMITTED IN THE SPDC ZONING PROCESS ARE NOT ALLOWED.
- SIGNAGE**
- ALL SIGNS SHALL COMPLY WITH THE TOWN OF HUNTERSVILLE CODE.
- WATER QUALITY**
- THE STORM DRAINAGE SYSTEM SHALL CONSIST OF OVERSIZED PIPES FOR UNDERGROUND DETENTION AND A DRY WELL OR UNDERGROUND SAND FILTER SHALL BE UTILIZED FOR WATER QUALITY.
- REZONING**
- THIS IS A REZONING PLAN AND AS SUCH IS TO BE GRAPHICALLY REPRESENTATIVE OF WHAT IS PROPOSED. THE FINAL ENGINEERING PLAN WILL HAVE MINOR CHANGES.
- FIRE PROTECTION**
- FIRE ACCESS AND HYDRANT SPACING SHALL BE DESIGNED AT THE TIME OF ENGINEERING DESIGN. ALL APPLICABLE CODES AND ORDINANCES SHALL BE FOLLOWED.
- HVAC / UTILITY EQUIPMENT**
- ALL BUILDING UTILITY EQUIPMENT SHALL BE BEHIND BUFFER SCREENING AND NOT VISIBLE FORM ADJACENT PROPERTIES. HVAC UNITS LOCATED ON PLAN WITH REQUIRED SCREENING
- PAVEMENT MATERIAL**
- ALL VEHICULAR DRIVES/ISLES AND LOADING AREAS SHALL BE ASPHALT. ONLY 58,471 SF OF THE OPEN STORAGE AREA SHALL BE USED FOR STORAGE OF LARGE VEHICLES (RVs, BOATS) AND BE OF GRAVEL.

HensonFoley
Landscape Architecture | Civil Engineering | Surveying
8712 Lindholm Dr Suite 202A, Huntersville, NC 28078
p: 704.875.1615 | f: 704.875.0959 | www.hensonfoley.com
NC ENGINEERING BOARD LICENSE # C-3781
NC SURVEYING BOARD LICENSE # S-3899
NC LAND SURVEYING BOARD LICENSE # L-1850

BLTYE LANDING MIXED-USE FACILITY
PARCEL ID: 00902202
HUNTERSVILLE, NC

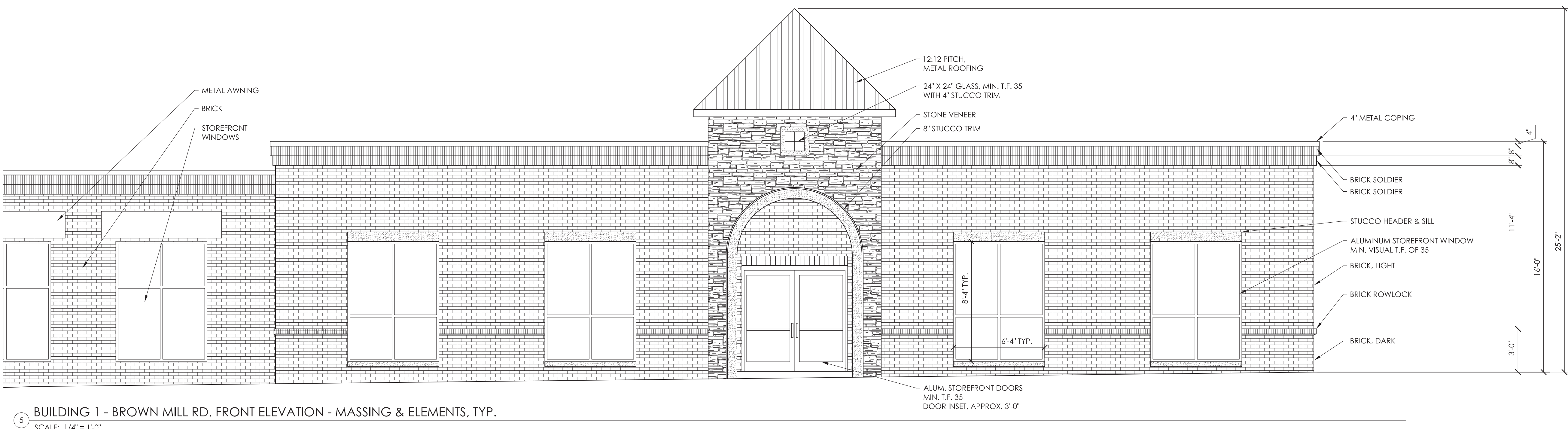
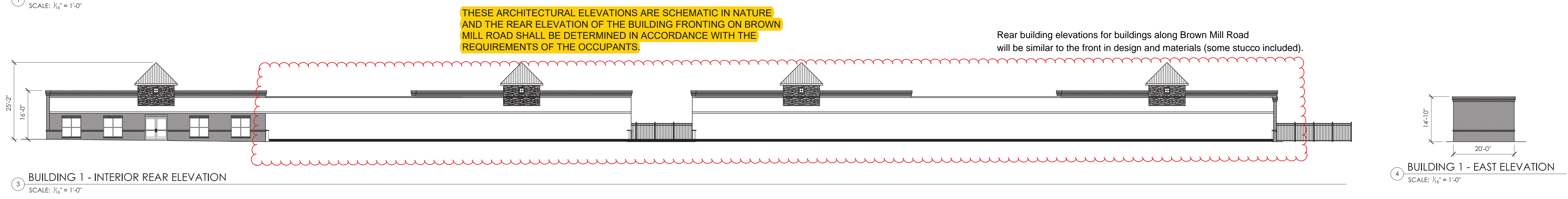
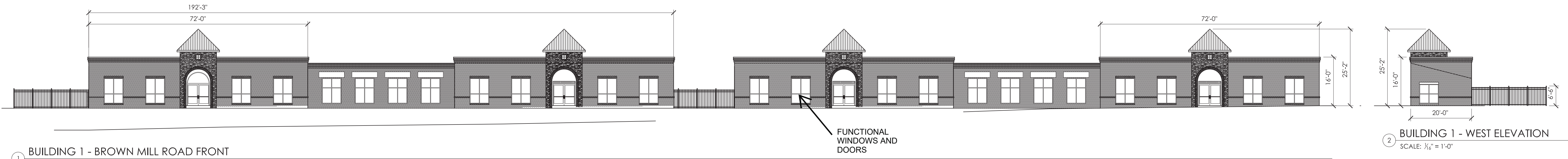
ZONING SITE PLAN

REVISIONS:

2017-02-08	- PER TOWN
2017-02-17	PER TOWN
2017-02-20	PER TOWN

Z01 - ZONING SITE.DWG
PROJECT NUMBER: 216088
DATE: 02/10/2017 DRAWN BY: JAH

Z01 OF **01**



JAMES R. BASINGER, PE
545 PLEASANT VILLAGE LN.
CHINA GROVE, N.C. 28023
704.796.1445 (mobile)
704.973.9413 (fax)
engineering | design | consulting

Basinger
Design Co.

SEAL

PRELIMINARY
FOR ZONING
APPROVAL

PROJECT INFO:
BROWN MILL RD.
SELF STORAGE
TOWN OF HUNTERSVILLE, MECKLENBURG CO., NC
FOR PARCEL NO. 00902202

OWNER INFO:
BLYTHE LANDING MINI STORAGE, LLC

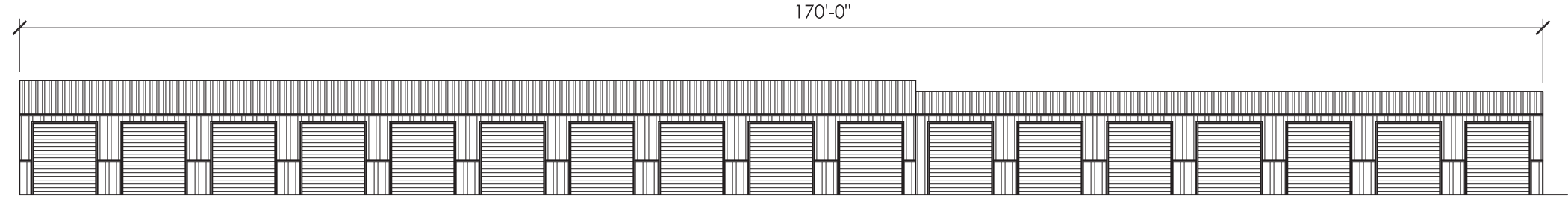
REV	DESCRIPTION	DATE

PROJECT NO.
16052
SCALE (U.N.O.)
DATE
1.9.2017
DRAWN BY:
JRB

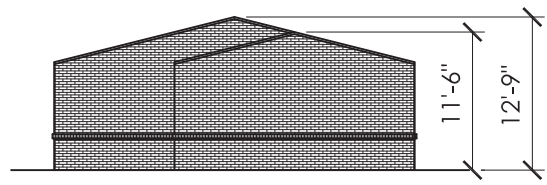
PLAN NORTH
N

SHEET TITLE:
ELEVATIONS

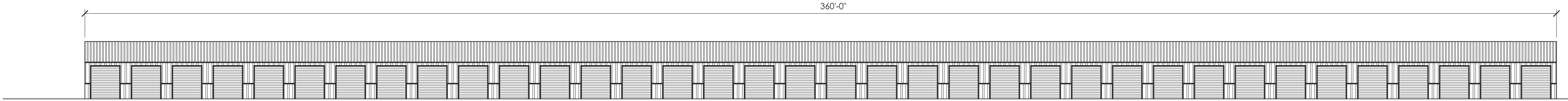
SHEET NO.:
B-1



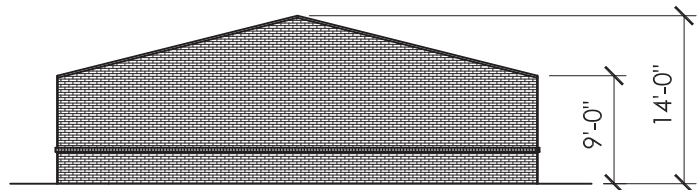
1 BUILDING 2 - INTERIOR SIDE ELEVATION
SCALE: $\frac{1}{16}" = 1'-0"$



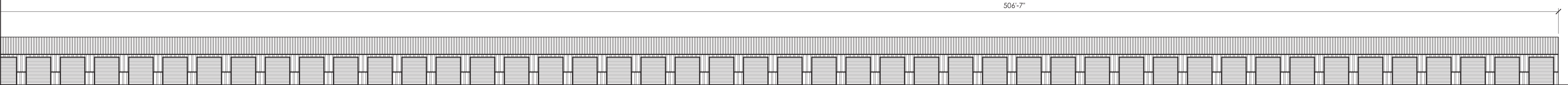
2 BUILDING 2 - INTERIOR FRONT/REAR
SCALE: $\frac{1}{16}" = 1'-0"$



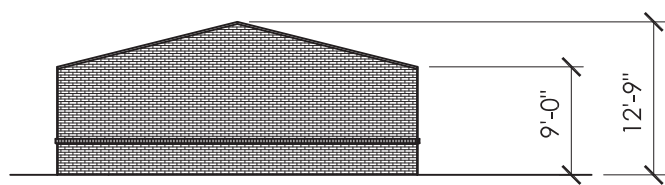
3 BUILDING 3 - INTERIOR SIDE ELEVATION
SCALE: $\frac{1}{16}" = 1'-0"$



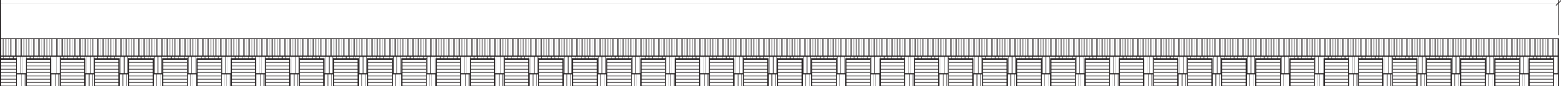
4 BUILDING 3 - INTERIOR FRONT/REAR
SCALE: $\frac{1}{16}" = 1'-0"$



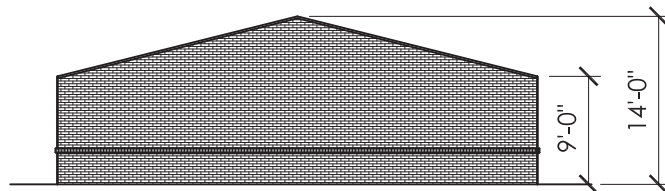
5 BUILDING 4 - INTERIOR SIDE ELEVATION
SCALE: $\frac{1}{16}" = 1'-0"$



6 BUILDING 4 - INTERIOR FRONT/REAR
SCALE: $\frac{1}{16}" = 1'-0"$

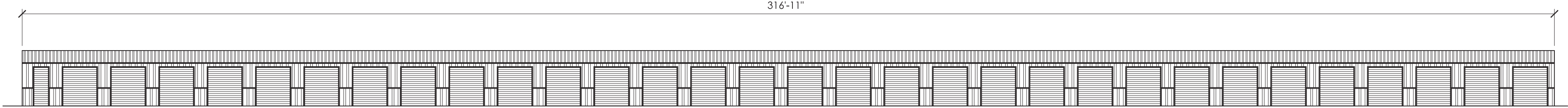


7 BUILDING 5 - INTERIOR SIDE ELEVATION
SCALE: $\frac{1}{16}" = 1'-0"$

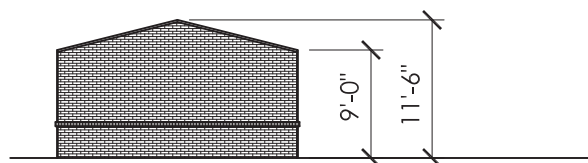


8 BUILDING 5 - INTERIOR FRONT/REAR
SCALE: $\frac{1}{16}" = 1'-0"$

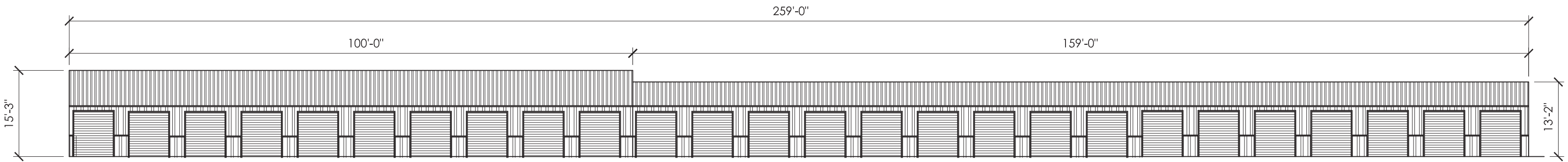
BUILDINGS 5 AND 6
WILL BE 12' MAX.
JAH-02/10/17



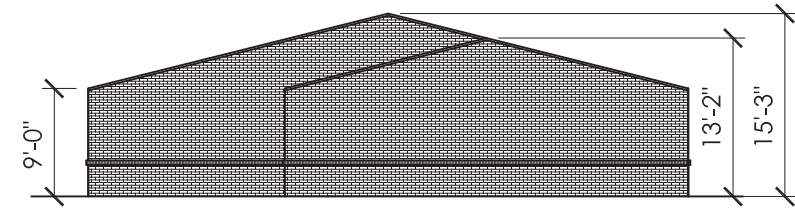
9 BUILDING 6 - INTERIOR SIDE ELEVATION
SCALE: $\frac{1}{16}" = 1'-0"$



10 BUILDING 6 - INTERIOR FRONT/REAR
SCALE: $\frac{1}{16}" = 1'-0"$



11 BUILDING 7 - INTERIOR SIDE ELEVATION
SCALE: $\frac{1}{16}" = 1'-0"$



12 BUILDING 7 - INTERIOR FRONT/REAR
SCALE: $\frac{1}{16}" = 1'-0"$

JAMES R. BASINGER, PE
545 PLEASANT VILLAGE LN.
CHINA GROVE, N.C. 28023
704.796.1445 (mobile)
704.973.9413 (fax)
engineering | design | consulting

Basinger
Design Co.

SEAL

PRELIMINARY
FOR ZONING
APPROVAL

BROWN MILL RD.
SELF STORAGE
TOWN OF HUNTERSVILLE, MECKLENBURG CO., NC
FOR PARCEL NO. 00902202

PROJECT INFO:

OWNER INFO:
BLYTHE LANDING MINI STORAGE, LLC

DATE

REV | DESCRIPTION

PROJECT NO.

SCALE (U.N.S.)

DATE

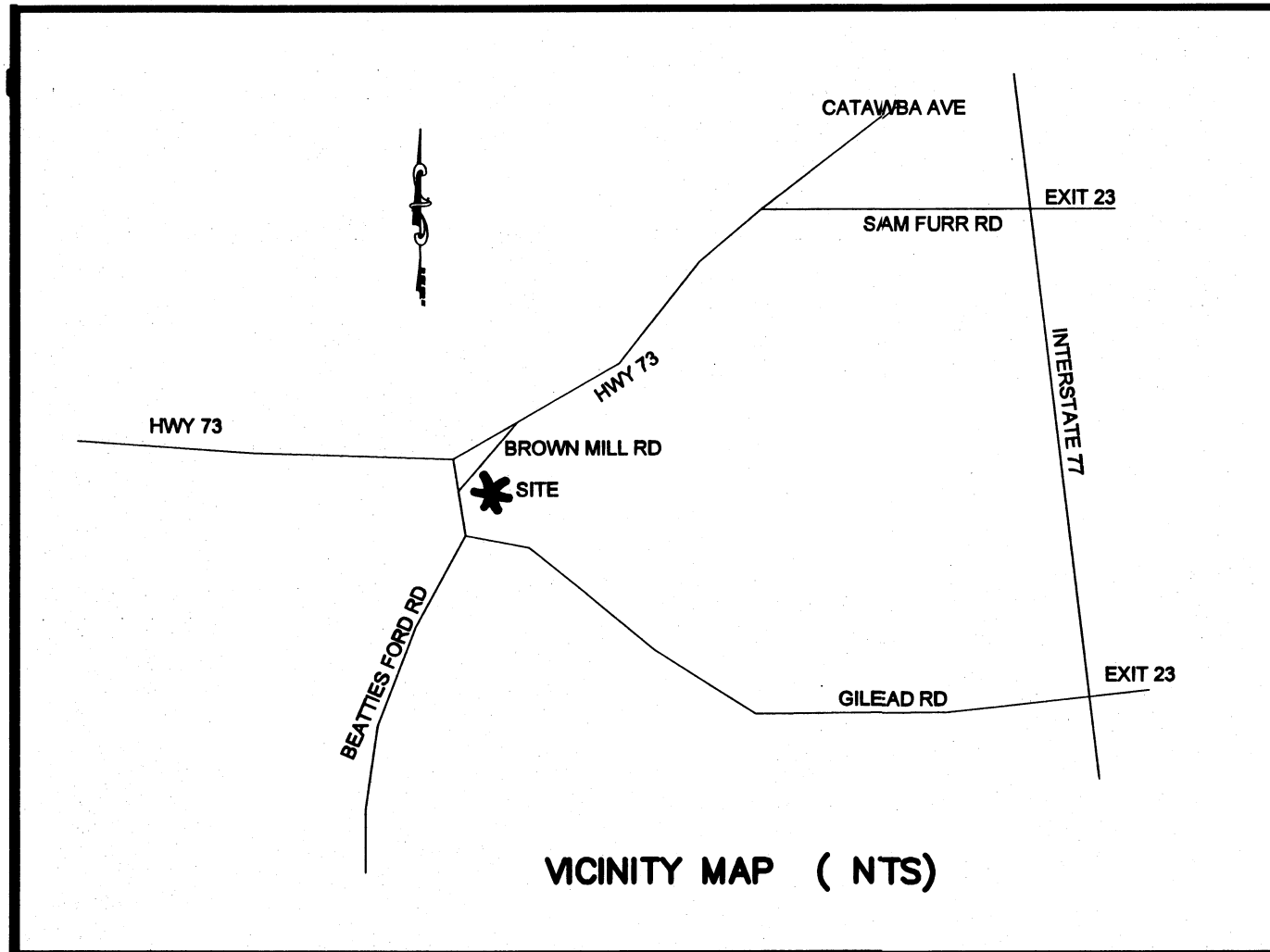
DRAWN BY:

SHEET TITLE:

ELEVATIONS

SHEET NO.:

B-2



DANIEL E PHILLIPS
00902203
11207/274
14906 BROWN MILL RD
HUNTERSVILLE, NC 28078

DANIEL E PHILLIPS
00902202
30057/713
14936 BROWN MILL RD
HUNTERSVILLE, NC 28078
(PORTION OF PARCEL TO BE
COMBINED WITH PARCEL
00902203) 1.67 AC

DANIEL E PHILLIPS
00902202
30057/713
14936 BROWN MILL RD
HUNTERSVILLE, NC 28078
9.62 AC

PET PARADISE LAKE NORMAN LLC
00902212
30939/789
PB 57 PG 814
151020 BROWN MILL RD
HUNTERSVILLE, NC 28078

KITTY B SOESBEE
00902214
2822/491
PB 55 PG 591
6215 GILEAD RD
HUNTERSVILLE, NC 28078

TRANSCONTINENTAL GAS PIPE LINE CORP
00902216
7842/608
PB 26 PG 88
15612 BEATTIES FORD RD
HUNTERSVILLE, NC 28078

KITTY B SOESBEE
00902214
2822/491
PB 55 PG 591
6215 GILEAD RD
HUNTERSVILLE, NC 28078

HUNTERSVILLE FIRE DEPT
00902204
2883/332
15600 BEATTIES FORD RD
HUNTERSVILLE, NC 28078

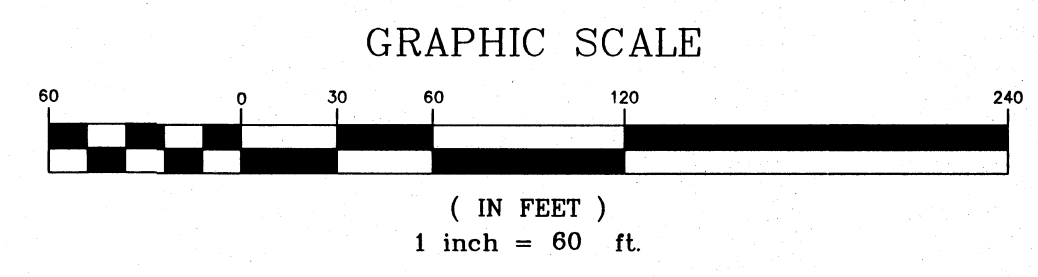
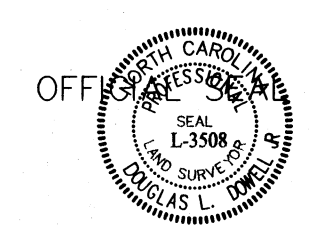
NOGS MONUMENT
"CASHION" NAD 83 / 2011
N. 810.81859
E. 1428.99727
ELEV = 771.60
COMBINED GRID
FACTOR = 0.99994446

SURVEYORS CERTIFICATION

I, DOUGLAS L. DOWELL, JR. CERTIFY THAT THIS MAP WAS
DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY
MADE UNDER MY SUPERVISION DEED DESCRIPTION RECORDED
IN BOOK 3005Z, PAGE 713; THAT THE RATIO OF
PRECISION AS CALCULATED BY LATITUDES AND
DEPARTURES IS 1:10000. (THAT THE BOUNDARIES NOT
SURVEYED ARE SHOWN AS BROKEN LINES PLOTTED FROM
INFORMATION FOUND IN BOOK _____, PAGE _____);
THAT THIS MAP WAS PREPARED IN ACCORDANCE WITH
G.S. 47-30, AS AMENDED.

WITNESS MY HAND AND SEAL THIS 4 DAY OF
JANUARY, A.D. 2017.

Douglas L. Dowell Jr
REGISTERED LAND SURVEYORS
L-3508
REGISTRATION NUMBER



ENGINEER
SEAL
DLD
DRAWN BY:
JAN 4, 2017
DATE PREPARED
REVISIONS
NO: 1
NO: 2
NO: 3
NO: 4
SHEET 1 OF 1
JOB NUMBER 16-1098
SCALE Horz: 1" = 60' Vert:
BOUNDARY TOPOGRAPHIC SURVEY OF BROWN MILL ROAD SELF STORAGE TOWN OF HUNTERSVILLE, MECKLENBURG CO., NC
OWNER: BLYTHE LANDING MINI STORAGE LLC
DOWELL & CO., P.C. Engineering • Surveying • Planning 344 Railing Hill Road, Suite 103 • P.O. Box 3504 • Mooresville, N.C. 28117 (704) 664-5177 Fax EMAIL: leland7856@aol.com C - 2177



Corporate Headquarters
5130 University Boulevard West
Jacksonville, Florida 32216
Phone :: 904.363.3330
Fax :: 904.363.3314
www.petparadiseresort.com

January 10, 2017

Mr. Robert Watson
Blythe Landing Mini Storage

Re: Proposed Self-Storage Facility, Brown Mill Road and Beatties Ford Road,
Huntersville, Mecklenburg County, North Carolina (Parcel ID No. 00902202) (the
"Project")

Dear Mr. Watson:

Pet Paradise-Lake Norman, LLC, a Florida limited liability company ("**Pet Paradise**"), is the owner of a valid and subsisting leasehold interest in the real property and improvements located at 15020 Brown Mill Road in Huntersville, North Carolina, and operates a pet boarding and daycare business at that location.

You have provided to us copies of the following plans prepared by HensonFoley, Inc. regarding the above-referenced Project (the "**Plans**"):

1. Zoning Site Plan dated December 12, 2016 (Sheet Z01, Project No. 216088); and
2. Zoning Storm Plan dated December 12, 2016 (Sheet Z02, Project No. 216088).

This letter is to advise you that Pet Paradise has no objection to construction of the Project in accordance with the Plans.

Sincerely yours,

PET PARADISE-LAKE NORMAN, LLC

By: American Pet Resort, LLC, its Manager

By: William L. Joel
William L. Joel, Senior Vice President

Bradley Priest

From: Robert Watson <robertewatson@gmail.com>
Sent: Friday, December 02, 2016 9:15 AM
To: Bradley Priest
Cc: Robert Lowrance; Jack Simoneau
Subject: Re: FW: BOC Agenda Items?

We will need a extension. We are looking at about 10 days before we can summit. Can you see where that fits in.

Thanks Bob

On 12/1/16, 4:49 PM 4:49 PM, Bradley Priest wrote:

Hey Bob,
Please find an email below from Jack that highlights the timeline for the project. Long story short, we're just not going to have enough time to review the updated plan if it's submitted next week before the agenda packets need to go out to the Planning Board (December 13). Review the dates below and let me know if you have any questions. Thanks!

Bradley D. Priest

Senior Planner
Town of Huntersville
(704) 766-2214
105 Gilead Road - Third Floor
Huntersville, NC 28070
www.huntersville.org

From: Jack Simoneau
Sent: Tuesday, November 29, 2016 12:22 PM
To: Bob Blythe; Bradley Priest
Cc: Janet Pierson; Michelle Haines; Stephen Trott
Subject: RE: BOC Agenda Items?

Bob, Brad,

I just spoke with Danny and advised him **that if the revised site plan for Blythe Landing Mini Storage is not ready by December 2,** then we will follow the below schedule:

December 20: Planning Board-staff request the Planning Board recommend deferral by the Town Board at their next meeting (January 17). The purpose of the deferral is to allow time for the plan to be revised.

January 17: Town Board take action to defer until February 6.

January 24: Planning Board take action.

February 6: Town Board take action

Please let me know if there are any questions.

From: Robert Watson <robertewatson@gmail.com>
Sent: Tuesday, November 08, 2016 1:20 PM
To: Bradley Priest; Robert Lowrance
Cc: Stephen Trott; Jack Simoneau
Subject: Re: R16-09 Staff Report - Planning Board Deadline

Brad , I spoke with Jay Henson and he agrees with you to be resubmitted in December. I am getting together with Jay Friday to handle.

Please continue for a month

Thanks Bob Watson

On 11/8/16, 9:50 AM 9:50 AM, Bradley Priest wrote:

Hey Bob/Robbie,
Good morning. As you heard last night there was some concern in regard to the outstanding deficiencies of the Blythe landing rezoning plan from both the Town Board and Planning Board. The thought was conveyed that perhaps the item should be continued by the planning board for a month or so until the plan can be updated and resubmitted closer to conformance with the ordinance.

The agenda deadline for the November 15 planning board meeting is this morning. Obviously we are not going to have time for you to address the comments and resubmit them today, me review them and update the staff report. Therefore the plan and the recommendation from staff will need to go before the planning board as is under the regular scheduled project timeline. However if you'd like the planning board to continue the item for a month or two, please let me know and I'll put that request in to them by way of the staff report. Either way is fine by staff and you have the right do both. I just need to get your request either way immediately please, as the staff report needs to be finalized today. If you have any questions, please let me know or give me a call. Thanks!

Bradley D. Priest
Senior Planner
Town of Huntersville
(704) 766-2214
105 Gilead Road - Third Floor
Huntersville, NC 28070
www.huntersville.org

From: Bradley Priest
Sent: Monday, October 31, 2016 6:32 PM
To: Robert Watson (robertewatson@gmail.com); Robert Lowrance

Cc: Stephen Trott
Subject: R16-09 Staff Report

Hey Bob and Robbie,
Please find attached our staff report for the public hearing on November 7. Many of the comments from the first submittal were not addressed in the second submittal so a lot of the issues we discussed have ended up being on the staff report. If you'd like to discuss before the public hearing, please let me know. Thanks!

Bradley D. Priest
Senior Planner
Town of Huntersville
(704) 766-2214
105 Gilead Road - Third Floor
Huntersville, NC 28070
www.huntersville.org

--
Robert Watson
President, Recovery Resolution Specialists

704-807-1733 www.recoveryresolutionspecialists.com

This email is confidential. If you are not the intended recipient, you must not disclose or use the information contained in it. If you have received this email in error, please reply immediately and inform the sender that you have received it in error. Recovery Resolution Specialists disclaims any and all liability for unauthorized use of this email or the information contained herein. Recovery Resolution Specialists recommends you scan all attachments with antivirus software, as we accept no responsibility for damages caused by viruses or malware that may be transmitted with this email.

GILEAD RIDGE HOMEOWNERS ASSOC., INC

P O BOX 79032
CHARLOTTE NC 28271

EPCON HUNTERSVILLE LLC

500 STONEHENGE PKWY
DUBLIN OH 43017

BECKETT HOMEOWNERS ASSOCIATION OF

PO BOX 11906
CHARLOTTE NC 28220

Parcel ID 00102313

Ownership 1. COLEMAN, PAIGE K
2. CONTASTATHES, PETER J

Mailing Address 17229 PENNINGTON DR
HUNTERSVILLE NC 28078

Land Area 0.88 AC

Legal Desc L3 M50-165

Deed 29520-71

2. **Parcel ID** 00102316

Ownership 1. MORROW, MARTHA WOODSIDE

Mailing Address 117 WINGFIELD DR
UMATILLA FL 32784

Land Area 1.924 AC

Legal Desc NA

Deed 08080-103

3. **Parcel ID** 00902101

Ownership 1. GML VENTURES LLC,

Mailing Address 7450 E PROGRESS PL
GREENWOOD VILLAGE CO 80111

Land Area 1.103 AC

Legal Desc NA

Deed 30321-899

4. **Parcel ID** 00902102

Ownership 1. MDHB PROPERTIES LLC,

Mailing Address PO BOX 795
LINCOLNTON NC 28093

Land Area 1.773 AC

Legal Desc NA

Deed 29907-805

5. **Parcel ID** 00902105A

Ownership 1. C/O PENNINGTON &LOTT/, JOHN PILLER
2. CROWN ATLANTIC COMPANY LLC,

Mailing Address PMB 353 806285 4017 WASHINGTON RD
MCMURRAY PA 15317

Land Area 0.152 AC

Legal Desc M33-133

Deed 11268-610

6. **Parcel ID** 00902105B

Ownership 1. CROWN ATLANTIC CO LLC,
Mailing Address PMB 353 4017 WASHINGTON RD
MCMURRAY PA 15317
Land Area 0 AC
Legal Desc CELL TOWER
Deed NA

7. Parcel ID 00902202

Ownership 1. PHILLIPS, MADELINE
2. PHILLIPS, DANIEL E
3. HADDIX, HELGA
Mailing Address 14720 BROWNS MILL RD
HUNTERSVILLE NC 28078
Land Area 11.29 AC
Legal Desc NA
Deed 30057-713

8. Parcel ID 00902203

Ownership 1. PHILLIPS, MADELINE
2. HADDOX, J
3. PHILLIPS, DANIEL E
Mailing Address 14720 BROWNS MILL RD
HUNTERSVILLE NC 28078
Land Area 0.75 AC
Legal Desc NA
Deed 11207-274

9. Parcel ID 00902204

Ownership 1. HUNTERSVILLE FIRE DEPT INC,
Mailing Address 15600 BEATTIES FORD RD
HUNTERSVILLE NC 28078
Land Area 1 LT (1.082 GIS Acres)
Legal Desc NA
Deed 02883-332

10. Parcel ID 00902212

Ownership 1. PET PARADISE-LAKE RE LLC,
Mailing Address 5130 UNIVERSITY BOULEVARD W
JACKSONVILLE FL 32216
Land Area 11.236 AC
Legal Desc M57-814
Deed 30939-789

11. Parcel ID 00902214

Ownership 1. SOESBEE, KITTY B
2. SOESBEE, JAMES R
Mailing Address 6215 GILEAD RD
HUNTERSVILLE NC 28078
Land Area 20.271 AC
Legal Desc L1 M55-591 THRU 593
Deed 2822-491

12. Parcel ID 00902216

Ownership 1. TRANSCONTINENTAL GAS PIPE LINE, CORP
Mailing Address PO BOX 2400 MD 46-4

Address TULSA OK 74102

Land Area 1.307 AC

Legal Desc L1 M26-88

Deed 07842-608

13. Parcel ID 01313103

Ownership 1. PHILLIPS, DANIEL E (B/W)
2. PHILLIPS, MADELINE T

Mailing Address 14720 BROWNS MILL RD
HUNTERSVILLE NC 28078

Land Area 22.71 AC

Legal Desc NA

Deed 06780-074

14. Parcel ID 01313104

Ownership 1. PHILLIPS, DANIEL E
2. PHILLIPS, MADELINE T

Mailing Address 14720 BROWNS MILL RD
HUNTERSVILLE NC 28078

Land Area 15.3 AC

Legal Desc NA

Deed 06780-074

Mayor John Aneralla

15705 Framingham Lane

Huntersville, NC 28078

Phone: 704-895-0586

janeralla@huntersville.org
[g](#)



Commissioner Melinda Bales

15426 Ranson Road

Huntersville, NC 28078

Phone: (704) 728-9643

mbales@huntersville.org



Commissioner Dan Boone

317 Southland Road

Huntersville, NC 28078

Phone: 704-948-1685

dboone@huntersville.org



Commissioner Mark Gibbons

13818 Bramborough Road
Huntersville, NC 28078
Phone: 704-948-5320
mjgibbons@huntersville.org

Commissioner Charles Guignard

P.O. Box 1766 (201 Sherwood Drive)
Huntersville, NC 28070
Phone: 704-875-1407
cguignard@huntersville.org



Commissioner Rob Kidwell

7603 Rolling Meadows Ln
Huntersville, NC 28078
Phone: (704) 941-8250
rkidwell@huntersville.org



Commissioner Danny Phillips (Mayor Pro Tem)

14720 Brown Mill Road
Huntersville, NC 28078
Phone: (704) 622-2611
dphillips@huntersville.org

Hal Bankirer, Chairman	17206 Linksvie Lane	hbankirer@aol.com
Jennifer Davis, Vice Chairman	7530 McIlwaine Road	jenniferdavis078@gmail.com
Catherine Graffy	15120 Pavilion Loop Drive	cgraffy@outlook.com
JoAnne Miller (ETJ Member)	13900 Asbury Chapel Road	joannebmiller@bellsouth.net
Adam Planty	12327 Cross Meadow Road	aplanty2@gmail.com
Joe Sailers	9332 Westminster Drive	jwscws@bellsouth.net
Ron Smith	15902 Gathering Oaks	ronsmith@celgard.com
Stephen Swanick	12903 Heath Grove Drive	stephen.swanick@gmail.com
Susan Thomas	10215 Lasaro Way	set0525@bellsouth.net

[101 Huntersville-Concord Rd](#)

Post Office Box 664

Huntersville, North Carolina 28070

(704) 875-6541

(704) 948-6020 - fax

[e-mail](#)

Greg Ferguson, Town Manager

[e-mail](#)

Gerry Vincent, Assistant Town Manager

[e-mail](#)

Janet Pierson, Town Clerk

[e-mail](#)

Brad Priest, Planning Department Project Coordinator

Date: 9-28-16 Time: 6:00 to 7:00 pm

Blythe Landing Storage
Neighborhood Meeting Report

Brad,

The following people attended the Blythe Landing Storage Neighborhood Meeting:

Kitty and James Soesbee
6215 Gilead Road
Huntersville, NC 28078

They like the project and would like to see some trees add around the property. Also, they didn't want their fence touched. They liked and welcomed the project.

Gilead Fire Department
Henry Cook

Want to make sure that the firetrucks line of site entering Beatties Ford Road was not obscured by any building or landscaping. No other concerns were expressed.

Williams Gas Pipeline (Tranco)
David Chastain 704-975-2635
Mike Fitzpatrick 704-975-2643
236 Transco Road
Mooresville, NC 28115

They were there to introduce themselves to the development group and explain the steps involved with locating the pipeline and row. No concerns were expressed.

Dan Boone
Town of Huntersville
Town Commissioner

Liked the project no other concerns were expressed.

Brad Priest
Town of Huntersville
Planning Department Project Coordinator

Blythe Landing Storage
Development Group

Robert Watson	704-827-1733
Kimberly Sailors	704-239-6268
Robbie Lowrance	704-575-4520

Focused Growth Corridors and Nodes:

Future growth within the study area should be directed to areas with existing infrastructure capacity or locations where infrastructure extensions or improvements can be made most logically and economically. These locations include:

- Vance Road Corridor Extension
- Long Creek Community (as specified by the Beatties Ford / Mt. Holly-Huntersville Small Area Plan)
- NC 73 Corridor

Open Space Preservation: The character of the built environment and its relationship to the natural landscape forms the image and identity of Huntersville. The Town is at a critical juncture regarding the need to develop a Comprehensive Open Space and Protection Strategy. Growth within the study area is occurring at rapid levels. As land development continues to encroach on previously undeveloped land areas within the Beatties Ford Corridor Study Area, the supply of existing open space is reduced. This condition increases the need to preserve open space, while at the same time making open space protection more expensive due to rising land values resulting from this increased demand for land development.

Six of Mecklenburg County's fourteen nature preserves are located within the study area. Yet there is no strategic guidance for open space conservation on a regional level. The Open Space Framework and Implementation section of this report provides specific recommendations and approaches to this issue.

Mixed and Multiple Uses: A mixture of land uses, housing, jobs and incomes creates a more balanced community, reduces traffic and creates a better fiscal balance. Use of a village land use classification pattern that reduces reliance on the automobile by allowing a variety of land uses is also a valuable tool in promoting this type of community. The building blocks of a village are neighborhoods which incorporate housing, shops, employment, schools, parks and civic facilities essential

to the daily life of residents.

New mixed-use retail and office centers should be located at the north (NC 73) and south (Mt. Holly - Huntersville Road) ends of the corridor in "hamlet" centers. A hamlet can be defined as a discernible place with a focal point and boundary that maintains and fosters primarily residential, institutional (i.e. places of worship, schools) or recreational activities. 50% or more of its land is dedicated to open space (either a preserve or reserve). It is organized in accordance with a pedestrian scale. Its boundary is typically an agricultural or natural area.

There are a number of uses that are compatible within the neighborhood core as permitted in the Town's Neighborhood Residential (NR) District zoning classification. To enhance these neighborhoods, a percentage of retail in the neighborhood core should be prescribed within the zoning code. Design elements and standards should also be established to ensure retail viability of the core.

Design elements should include:

- Architectural detailing of storefronts
 - Main street shops
 - On street parking
- Building heights two- four stories
- Streetscapes with human and architectural interest
- Mixed use: residential or office over retail
- Site planning for new commercial and mixed-use development is to employ a village-grid development pattern that can easily be adapted or transition between residential, open space, mixed-use and civic uses over time.
- Public/civic open space with green linkages to adjacent neighborhood and parks



Above: Sketch of the Holly Bend Plantation on Neck Road, on the National Register of Historic Places.

6.3.2 Architectural Framework for Community Design

Design standards for commercial development are to reference the rural and historical features of the Beatties Ford Road Corridor. New commercial and civic structures are recommended to be composed of brick and employ Neoclassical/Palladian details in the style reminiscent of Federalist civic architecture, such as that of the historic churches in the area. Regional precedents of Federalist civic buildings (or older Georgian Colonial precedents) are to be found throughout Virginia and the Carolinas, and it is worth mentioning those structures that have been preserved in downtown Alexandria, Virginia, Old Salem in Winston-Salem, and Edenton, N.C. (a fine example is St. Paul's Episcopal Church in Edenton, the oldest brick church in use in North Carolina). The buildings defining the

William J. Bowman Square in Vermillion are contemporary examples in Huntersville that incorporate references to Federalist architecture. The Hopewell Presbyterian Church will serve as the precedent for Federalist period architecture in the study area. Like many of the historic, rural homes in the area, this architecture emphasizes the human scale and exhibits stately restraint in building massing and in the handling of architectural elements and ornamental details.

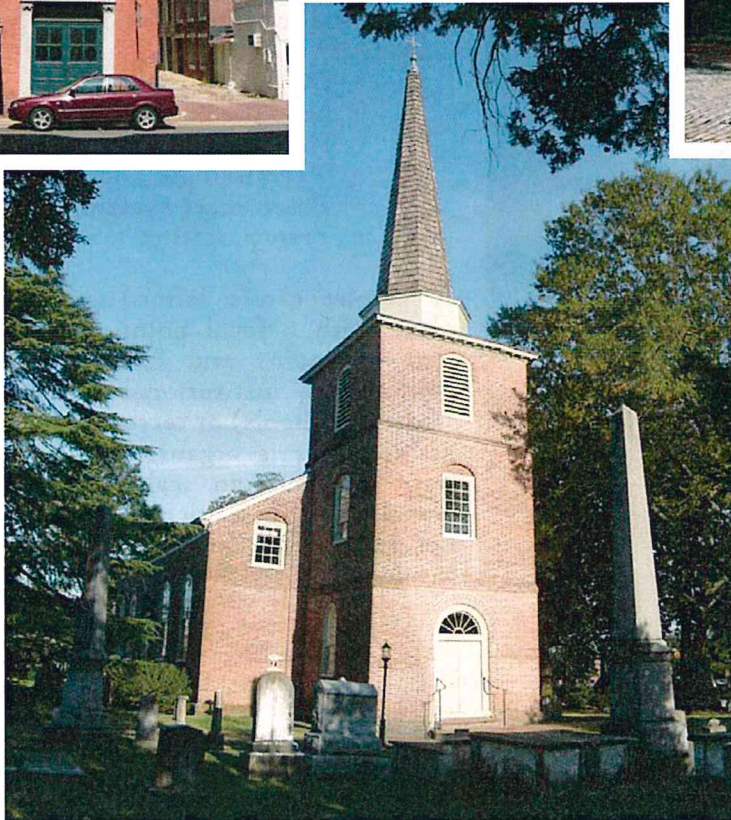
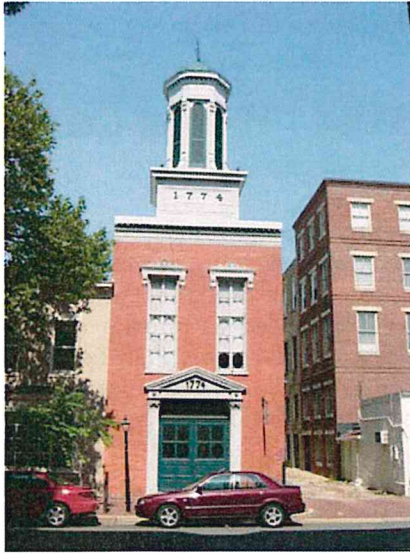
In order to honor the historic heritage of the Corridor, building elements shall employ the following features and physical guidelines:

- Signage, lighting, and awnings are to be integrated into frieze band above the first story
- Primary building materials are to be masonry, wood, and/or fiber cement board
- Building elements such as frieze, cornice, and columns are to have architecturally correct proportions
- Wood frame windows & mullions
- Significant buildings are to be emphasized by unique architectural features such as towers, clerestory windows, pyramid roofs, and deep overhangs
- Tower elements, either freestanding

SUGGESTED ARCHITECTURAL MATERIALS

Material used for future enhancements of BFR Corridor should reflect the rich historical heritage of the region. Natural materials such as brick, stone, and wood should be used as they reflect a continuity with the historical framework of the area.





Above and left: Examples of civic structures and treatments. Above left to right: a firehouse in Alexandria, Virginia; intersection monument, Alexandria, Virginia; Freemason Street in Norfolk, Virginia.

Left: The oldest brick church in use in North Carolina - the St. Paul Episcopal Church in Edenton, N.C., exhibiting the character of late Georgian architecture.

Below: The Historic Hopewell Presbyterian Church.

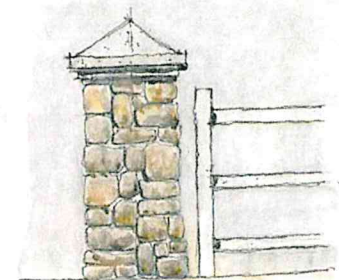


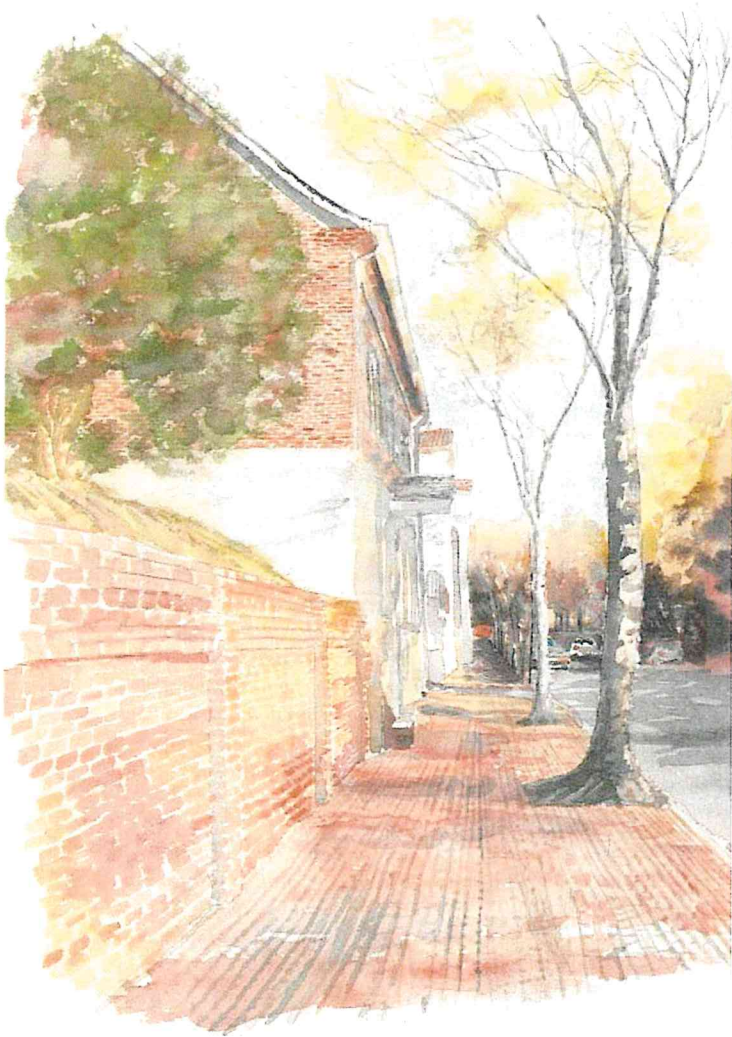
or part of a larger building, are located to terminate street vistas, emphasize significant street intersections, and highlight major open spaces

- Masonry details, such as rowlock sills, reveals, stretcher coursing, and corbels, are used to highlighting major building elements
- Traditional storefronts with wood mullions, solid or glass transom, and wood or masonry base
- Entrances are to be defined by features such as awnings, overhangs, lintels,

pediments, porches, and recessed facades

- Wide (10'+) sidewalks with textured bands and joint spacing to relate to the building's column/bay spacing
- Split rail wood fencing with stone columns to reflect local historic features (example of a gateway pillar illustrated at right)





6.4 Mixed Use / Hamlet Centers

At the May 10th open house, public consensus favored the adoption of a mixed-use/hamlet center development concept for those areas designated as appropriate locations for commercial uses. A mixed-use/hamlet center development pattern would require that the following issues be addressed:

- Density/scale
- Land use pattern
- Functional relationships
- Overall image and identity
- Green space system
- Transportation

A "hamlet" can be defined as a discernible place with a focal point and boundary that maintains and fosters residential, commercial, institutional (i.e. places of worship, schools) or recreational uses and activities. It is organized in accordance with a pedestrian scale to permit and encourage non-vehicular transportation options (i.e. walking and biking).



Old Salem in Winston-Salem (left) is an example of a district demonstrating the character of a potential Hamlet Center. The streetscape for the Long Creek Hamlet Center (above) draws from the character of Old Salem and honors the brick vernacular architecture of the BFRCSAP Corridor. At right is a detail of the base rustication of the Cedar Grove Plantation House.



Below are structures that represent the rural heritage of the BFRCSAP corridor; pictured left to right are: a cabin in the Long Creek Community, the Historic Torrance Store, the well of the McCoy-Nisbit House.



6.4.1 Beatties Ford Road/Highway 73 Development

A mixed use commercial center containing retail, multi-family residential, and civic uses is proposed at the northern end of the study area where Beatties Ford Road, Vance Road and NC 73 intersect. The location and composition of this center will be subject to final determination of the road network recommended by this plan by MUMPO and the Town.

6.4.2 Latta Village:

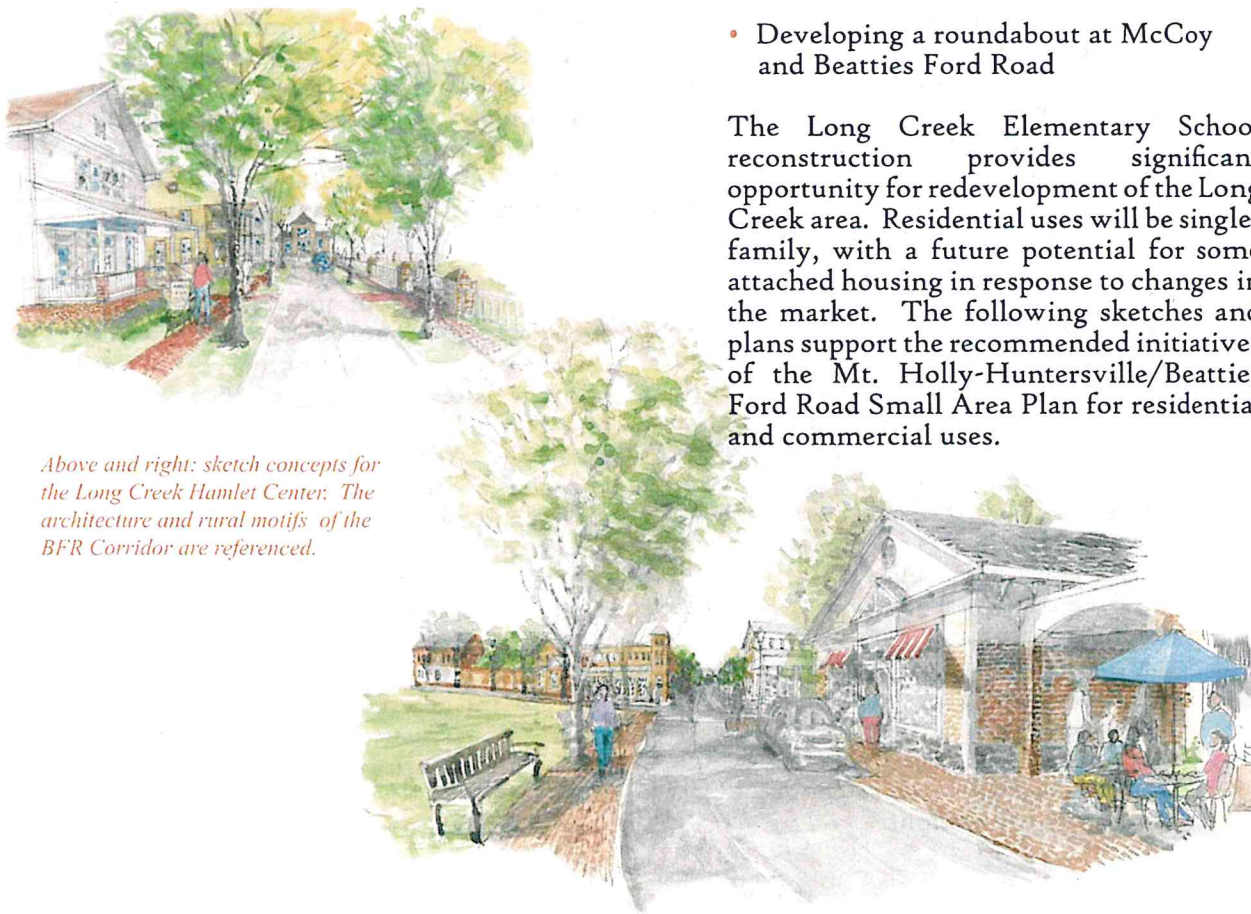
On January 16, 2007, the Town Board approved a commercial center with approximately 100,000 square feet on 23 acres. The approved plan is anchored by a 55,600 square feet grocery store. An internal grid pattern has been established with the introduction of public streets that provides connections to the Hopewell High School property and Hambright Road .

6.4.3 Long Creek Community:

In 2005, The Town of Huntersville retained the services of Gemini Studios, Warren Associates and the Littlejohn Group to prepare a market based vision for the intersection of Mt. Holly-Huntersville and Beatties Ford Road. The focus of the plan was to create a new "urban village" centered on the Long Creek Elementary School. The plan identified a number of initiatives that are relevant to The Beatties Ford Road Corridor Small Area Plan, including:

- Focusing retail development on Mt. Holly- Huntersville Road (25,000 - 50,000 square feet demand by the year 2015)
- Making the Long Creek Elementary School the focal point of the future Long Creek hamlet center
- Increasing residential development
- Developing a roundabout at McCoy and Beatties Ford Road

The Long Creek Elementary School reconstruction provides significant opportunity for redevelopment of the Long Creek area. Residential uses will be single-family, with a future potential for some attached housing in response to changes in the market. The following sketches and plans support the recommended initiatives of the Mt. Holly-Huntersville/Beatties Ford Road Small Area Plan for residential and commercial uses.



Above and right: sketch concepts for the Long Creek Hamlet Center. The architecture and rural motifs of the BFR Corridor are referenced.



6.5 Open Space and Preservation

During the public participation process for the BFRCSAP, preservation of the historic, rural heritage of the Corridor was a primary concern raised by stakeholders and the public. Continuing preservation of the natural lands and farms of the Corridor will not only preserve the qualities that make the Corridor distinct, protecting the quality of life for the Town of Huntersville, but also serve the greater region through recreation, education, and the continued conservation of the region's air and water quality, local wildlife and ecological diversity. Conservation planning presents physical solutions and policies for smart growth that should not be misconstrued as "anti-growth". Conservation strategies are necessary mechanisms of responsible civic management and planning to sustain the economy, resources, public health and future growth of the region. To help gather public support and resources to implement a conservation vision, this plan proposes an open space framework for the BFR Corridor with two primary aims: (1) to designate specific areas for preservation and (2) to build a cohesive open space network, presenting a conceptual framework for integrating these pristine areas with the community. The following framework will highlight and strengthen community assets that the Town of Huntersville, Mecklenburg County and their citizens can support and protect for generations.

6.5.1 Open Space Preservation

The primary goal of this plan is to create a preservation vision for the BFR Corridor. Preservation of the area's historic and rural lands is not only important for preserving the character and quality of life of the Corridor, it is necessary for the preservation of regional assets, namely, the distinct natural communities that still exist in these lands and the critical watersheds, aquatic and riparian habitats that convey and filter water to the inlet of the drinking water supply system for the Town of Huntersville and other communities served by Mountain Island Lake.

Six of the fourteen nature preserves in Mecklenburg County are located within the study area. A number of natural heritage sites are located both inside and outside the County owned nature preserves. Added to these protected areas is a Duke Energy facility just south of NC 73 and adjacent to the Catawba River, which provides conservation areas that function as a waterfowl refuge along the river. These nature preserves form an almost unbroken string of preservation lands along the Catawba River, creating a dominant green border of natural open space to permanently encompass most of the meandering western edge of the study area. With the exception of a few subdivisions, farm house clusters and the CMUD Waste Water Treatment Plant,

Traffic Impact Analysis (TIA)
**Application for Determination
of TIA Need**

Article 14.2 of the Zoning Ordinance requires that a Traffic Impact Analysis (TIA) be performed for any residential subdivision, multifamily site plan, or non-residential development, or portion thereof, which is expected to create fifty (50) or more peak hour vehicle trips or 500 or more daily trips.

In order to determine whether a TIA will be required for your proposed development, please fill out the form below and submit to the Planning Department. A "Determination of TIA Need" will be made within 10 working days.

Applicant: Robert Watson

Project Name: Blythe Landing Storage

Location: Old Mill Road & Beatties Ford Road

Project Description (including square footage for each proposed land use):

Storage w/office-Detail
116,300 SQFT total

Robert Watson 7-25-16
Applicant's Signature Date

Please feel free to contact the Planning Department @ (704) 875-7000 if you have any questions.

Project file#:	
Date Submitted:	<u>7/26/16</u>
Daily Trips Anticipated:	<u>291</u>
Peak Hour Trips Anticipated:	AM <u>16</u> PM <u>30</u>
TIA Required (Yes/No):	<u>No</u>
Date of Determination:	<u>7/26/16</u>
<div style="border: 1px solid blue; padding: 5px; margin-top: 10px;">Determination based on 116,300 feet of self storage use (mini warehouse #151).</div>	

General Application

Incomplete submissions will not be accepted. Please check all items carefully.

1. Application Type

Please indicate the type of application you are submitting. If you are applying for two (2) actions, provide a separate application for each action. In addition to the application, the submission process for each application type can be found at

<http://www.huntersville.org/Departments/Planning/PermitsProcess.aspx>

- ☐ CHANGE OF USE
- ☐ COMMERCIAL SITE PLAN
- ☒ CONDITIONAL REZONING
- ☐ GENERAL REZONING
- ☐ MASTER SIGNAGE PROGRAM
- ☐ REVISION to _____
- ☐ SPECIAL USE PERMIT

SUBDIVISION CATEGORIES: *Per the Huntersville Subdivision Ordinance*

- ☐ SKETCH PLAN
- ☐ PRELIMINARY PLAN
- ☐ FINAL PLAT (includes minor and exempt plats)
- ☐ FINAL PLAT REVISION
- ☐ FARMHOUSE CLUSTER

2. Project Data

Date of Application August 1, 2016

Name of Project Blythe Landing Storage Phase # (if subdivision) _____

Location 14936 Brown Mill Road, Huntersville, NC 28078

Parcel Identification Number(s) (PIN) 009 02 202

Current Zoning District Rural Proposed District (for rezonings only) Special Purpose

Property Size (acres) 9.25 acres Street Frontage (feet) 415' Brown Mill Road 140' Beatties Ford Road

Current Land Use Farm

Proposed Land Use(s) Self Storage

Is the project within Huntersville's corporate limits?
Yes ☒ No ☐ If no, does the applicant intend to voluntarily annex? _____

3. Description of Request

Briefly explain the nature of this request. If a separate sheet is necessary, please attach to this application.

Indoor and outdoor storage

4. Site Plan Submittals

Consult the particular type of Review Process for the application type selected above. These can be found at <http://www.huntersville.org/Departments/Planning/PermitsProcess.aspx>.

5. Outside Agency Information

Other agencies may have applications and fees associated with the land development process. The Review Process list includes plan documents needed for most town and county reviewing agencies.

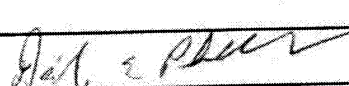
For major subdivisions, commercial site plans, and rezoning petitions please enclose a copy of the Charlotte-Mecklenburg Utility *Willingness to Serve* letter for the subject property.

6. Signatures

*Applicant's Signature  Printed Name Robert Watson

Address of Applicant 19607 W. Catawba Avenue, Cornelius, NC 28031

Email robertewatson@gmail.com

Property Owner's Signature (if different than applicant) 

Printed Name Daniel Phillips

Property Owner's Address 14720 Brown Mill Road, Huntersville, NC 28078 Email phil3147@bellsouth.net

* Applicant hereby grants permission to the Town of Huntersville personnel to enter the subject property for any purpose required in processing this application.

Robert Watson	Robert Watson	704-807-1733	robertewatson@gmail.com
Development Firm	Name of contact	Phone	Email
Trachte, Inc.	Jamie Lindau	608-327-3119	jlindau@trachte.com
Design Firm	Name of contact	Phone	Email

If Applying for a General Rezoning:

Please provide the name and Address of owner(s) of fee simple title of each parcel that is included in this rezoning petition. If additional space is needed for signatures, attach an addendum to this application.

If Applying for a Conditional Rezoning:

Every owner of each parcel included in this rezoning petition, or the owner (s) duly authorized agent, must sign this petition. If signed by an agent, this petition MUST be accompanied by a statement signed by the property owner (s) and notarized, specifically authorizing the agent to act on the owner (s) behalf in filing this petition. Failure of each owner, or their duly authorized agent, to sign, or failure to include the authority of the agent signed by the property owner, will result in an INVALID PETITION. If additional space is needed for signatures, attach an addendum to this application.

Signature, name, firm, address, phone number and email of Duly Authorized Agent by owner needed below:

If Applying for a Subdivision:

By signature below, I hereby acknowledge my understanding that the Major Subdivision Sketch Plan Process is a quasi-judicial procedure and contact with the Board of Commissioners shall only occur under sworn testimony at the public hearing.

Contact Information

Town of Huntersville
Planning Department
PO Box 664
Huntersville, NC 28070

Phone:
Fax:
Physical Address:
Website:

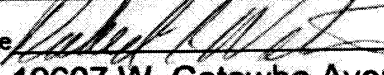
704-875-7000
704-992-5528
105 Gilead Road, Third Floor
<http://www.huntersville.org/Departments/Planning.aspx>

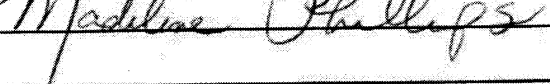
5. Outside Agency Information

Other agencies may have applications and fees associated with the land development process. The Review Process list includes plan documents needed for most town and county reviewing agencies.

For major subdivisions, commercial site plans, and rezoning petitions please enclose a copy of the Charlotte-Mecklenburg Utility Willingness to Serve letter for the subject property.

6. Signatures

*Applicant's Signature  Printed Name Robert Watson
Address of Applicant 19607 W. Catawba Avenue, Cornelius, NC 28031
Email robertewatson@gmail.com

Property Owner's Signature (if different than applicant) 
Printed Name Madeline Phillips

Property Owner's Address 14720 Brown Mill Road, Huntersville, NC 28078 Email phil3147@bellsouth.net

* Applicant hereby grants permission to the Town of Huntersville personnel to enter the subject property for any purpose required in processing this application.

Robert Watson	Robert Watson	704-807-1733	robertewatson@gmail.com
Development Firm	Name of contact	Phone	Email
Trachte, Inc.	Jamie Lindau	608-327-3119	jlindau@trachte.com
Design Firm	Name of contact	Phone	Email

If Applying for a General Rezoning:

Please provide the name and Address of owner(s) of fee simple title of each parcel that is included in this rezoning petition. If additional space is needed for signatures, attach an addendum to this application.

If Applying for a Conditional Rezoning:

Every owner of each parcel included in this rezoning petition, or the owner (s) duly authorized agent, must sign this petition. If signed by an agent, this petition MUST be accompanied by a statement signed by the property owner (s) and notarized, specifically authorizing the agent to act on the owner (s) behalf in filing this petition. Failure of each owner, or their duly authorized agent, to sign, or failure to include the authority of the agent signed by the property owner, will result in an INVALID PETITION. If additional space is needed for signatures, attach an addendum to this application.

Signature, name, firm, address, phone number and email of Duly Authorized Agent by owner needed below.

If Applying for a Subdivision:

By signature below, I hereby acknowledge my understanding that the Major Subdivision Sketch Plan Process is a quasi-judicial procedure and contact with the Board of Commissioners shall only occur under sworn testimony at the public hearing.

Contact Information

Town of Huntersville	Phone:	704-875-7000
Planning Department	Fax:	704-992-5528
PO Box 664	Physical Address:	105 Gilead Road, Third Floor
Huntersville, NC 28070	Website:	http://www.huntersville.org/Departments/Planning.aspx

5. Outside Agency Information

Other agencies may have applications and fees associated with the land development process. The Review Process list includes plan documents needed for most town and county reviewing agencies.

For major subdivisions, commercial site plans, and rezoning petitions please enclose a copy of the Charlotte-Mecklenburg Utility Willingness to Serve letter for the subject property.

6. Signatures

*Applicant's Signature Robert Watson Printed Name Robert Watson

Address of Applicant 19607 W. Catawba Avenue, Cornelius, NC 28031

Email robertewatson@gmail.com

Property Owner's Signature (if different than applicant) Helga Haddix (AIF)

Printed Name Helga Haddix, by Gardner Haddix, Attorney In Fact

Property Owner's Address 2291 McCloud Street, Denver, NC 28037 Email Kyridgerunner@bellsouth.net

* Applicant hereby grants permission to the Town of Huntersville personnel to enter the subject property for any purpose required in processing this application.

Robert Watson	Robert Watson	704-807-1733	robertewatson@gmail.com
Development Firm	Name of contact	Phone	Email
Trachte, Inc.	Jamie Lindau	608-327-3119	jlindau@trachte.com
Design Firm	Name of contact	Phone	Email

If Applying for a General Rezoning:

Please provide the name and Address of owner(s) of fee simple title of each parcel that is included in this rezoning petition. If additional space is needed for signatures, attach an addendum to this application.

If Applying for a Conditional Rezoning:

Every owner of each parcel included in this rezoning petition, or the owner (s) duly authorized agent, must sign this petition. If signed by an agent, this petition MUST be accompanied by a statement signed by the property owner (s) and notarized, specifically authorizing the agent to act on the owner (s) behalf in filing this petition. Failure of each owner, or their duly authorized agent, to sign, or failure to include the authority of the agent signed by the property owner, will result in an INVALID PETITION. If additional space is needed for signatures, attach an addendum to this application.

Signature, name, firm, address, phone number and email of Duly Authorized Agent by owner needed below.

If Applying for a Subdivision:

By signature below, I hereby acknowledge my understanding that the Major Subdivision Sketch Plan Process is a quasi-judicial procedure and contact with the Board of Commissioners shall only occur under sworn testimony at the public hearing.

Contact Information

Town of Huntersville	Phone:	704-875-7000
Planning Department	Fax:	704-992-5528
PO Box 664	Physical Address:	105 Gilead Road, Third Floor
Huntersville, NC 28070	Website:	http://www.huntersville.org/Departments/Planning.aspx

Town of Huntersville
PLANNING BOARD
2/28/2017

To: Planning Board Members
From: Chairman Bankirer
Subject: Term Limits

Discuss membership term limits

ACTION RECOMMENDED:

FINANCIAL IMPLICATIONS:

**Town of Huntersville
PLANNING BOARD
2/28/2017**

To: Planning Board Members
From: Chairman Bankirer
Subject: Discussion for Deferrals

Discussion for deferring recommendations

ACTION RECOMMENDED:

FINANCIAL IMPLICATIONS: