

Mayor
Christy Clark

Mayor Pro Tem
Jennifer Hunt

Commissioners
Alisia Bergsman
Amanda Dumas
Edwin Quarles
LaToya Rivers
Nick Walsh



Town Manager
Anthony Roberts

Deputy Town Manager
Jackie Huffman

Assistant Town Manager
Bobby Williams

Town Attorney
Emily Sloop

Town Clerk
Janet Pierson

AGENDA
Regular Town Board Meeting
March 4, 2025 - 6:00 PM
TOWN HALL (101 Huntersville-Concord Road)

Live stream available via YouTube [@townofhuntersvillenc28078](https://www.youtube.com/@townofhuntersvillenc28078)

- 1. Pre-meeting - None**
- 2. Call to Order**
- 3. Invocation/Moment of Silence**
- 4. Pledge of Allegiance**
- 5. Announcements**
- 6. Public Comments, Requests, or Presentations**
 - 6.A. Proclamation for Women's History Month. *(Mayor Christy Clark)*
- 7. Agenda Changes/Adoption of Agenda**
- 8. Consent Agenda**
 - 8.A. Approve the minutes of the February 4, 2025 Regular Town Board Meeting. *(Janet Pierson)*
 - 8.B. Adopt Resolution to acquire property necessary for the construction of the Gilead Road West project. *(Stephen Trott)*
 - 8.C. Accept Street for Maintenance in the Beltway 77 Subdivision. *(Kevin Fox)*
 - 8.D. Accept Street for Maintenance in the Biltmore Park Subdivision. *(Kevin Fox)*
 - 8.E. Accept Streets for Maintenance in the Magnolia Walk Subdivision. *(Kevin Fox)*

- 8.F. Accept Streets for Maintenance in the Oaks at Skybrook North. *(Kevin Fox)*
- 8.G. Accept Streets for Maintenance in the Pines at McIwaine Subdivision. *(Kevin Fox)*
- 8.H. Accept Streets for Maintenance in the Torance Subdivision. *(Kevin Fox)*
- 8.I. Call a public hearing for Tuesday, April 1, 2025, at 6:00 p.m. at Huntersville Town Hall, for the Dellwood Drive Traffic Calming request. *(Lora Mastrofrancesco)*

9. Public Hearings

- 9.A. Conduct public hearing on Petition #R24-16, a request by Cottage Properties of Lake Norman, LLC to rezone +/- 8.77 acres located at 15533, 15513, and 15501 NC Highway 73 from General Residential to Neighborhood Residential Conditional District to develop a single-family residential development. *(Brad Priest)*
- 9.B. Conduct public hearing on Petition #R24-13, a request by Mission Properties, LLC to rezone +/- 19.08 acres located at the intersection of Stumptown Road and Statesville Road from Neighborhood Residential to Highway Commercial-Conditional District. *(Jesse James)*
- 9.C. Conduct public hearing on Petition #R24-15, a request by Station South LLC, to rezone +/- 21.29 acres located on Old Statesville Road (Parcels 01103213, 01121101) from Corporate Business - Conditional District to Transit Oriented Development-Residential-Conditional District for a mixed-use development. *(Jesse James)*

10. Other Business

- 10.A. Consider approving Fire Station No. 4 Park Master Plan. *(Michael Jaycocks)*
- 10.B. Discuss Board of Commissioner Committee Assignments and existing appointed Advisory Boards and Committees. *(Anthony Roberts)*
- 10.C. Consider approving legislative priorities. *(Mayor Pro Tem Jennifer Hunt)*

11. Closing Comments

12. Adjourn

General Meeting Information

Town Board:

The Town of Huntersville Mayor and Board of Commissioners are elected for two-year terms. Huntersville operates under the council-manager

form of government, which establishes the Town's policies that are carried out by the Town Manager and staff. For more information, visit www.huntersville.org.

Meeting Time, Place and Agenda:

All meetings of the Board are open to the public and the public is invited and encouraged to attend. The Board meets in the Town Hall at 6:00 p.m. on the first and third Tuesday of each month (unless otherwise posted). Agendas are published Thursdays before the meeting on our website. The Board reserves the right to deviate from the agenda.

Public Comment and Public Hearing Policy:

Persons desiring to address the Board during the public comment period or a public hearing shall sign up via the speaker sign-up sheet no later than five (5) minutes prior to the designated meeting start time. Once the meeting has begun, a person may not sign up to speak. Persons who have signed up to speak shall be allowed to speak for up to three (3) minutes. The Mayor shall have the discretion to shorten the allotted speaking time depending on the number persons registered to speak and in consideration of the length of the agenda. *(Public Comment and Public Hearing Policy - Amended February 19, 2024)*

Special Accommodations:

Please contact the Town Clerk, 72 hours prior to the meeting, for special accommodations to attend this meeting and/or if this information is needed in an alternative format. Janet Pierson can be reached at clerk@huntersville.org or 704-875-6541.



A PROCLAMATION FOR WOMEN'S HISTORY MONTH

WHEREAS, Women's History Month is a dedicated month to reflect on the often-overlooked contributions of women to United States history. From Abigail Adams to Susan B. Anthony, Sojourner Truth to Rosa Parks, the timeline of women's history milestones stretches back to the founding of the United States; and

WHEREAS, American women of every race, class, and ethnic background have made historic contributions to the growth and strength of our Nation in countless recorded and unrecorded ways; and

WHEREAS, American women have played and continue to play critical economic, cultural, and social roles in every sphere in the life of the Nation by constituting a significant portion of the labor force working inside and outside of the home; and

WHEREAS, American women have played a unique role throughout the history of the Nation by providing the majority of the volunteer labor force of the Nation; and

WHEREAS, American women were particularly important in the establishment of early charitable, philanthropic, and cultural institutions in our Nation; and

WHEREAS, American women have served our country courageously in the military; and

WHEREAS, American women have been leaders, not only in securing their own rights of suffrage and equal opportunity, but also in the abolitionist movement, the emancipation movement, the industrial labor movement, the civil rights movement, and other movements, which create a more fair and just society for all.

NOW, THEREFORE, I, Christy Clark, Mayor of Huntersville, do hereby proclaim March as "**WOMEN'S HISTORY MONTH**" in Huntersville, North Carolina.

IN WITNESS WHEREOF, I do hereby set my hand and cause the Seal of the Town to be affixed, this the 4th day of March, 2025.

Christy Clark, Mayor



Request for Board Action

March 4, 2025

To: The Honorable Mayor and Board of Commissioners

From: Janet Pierson, Town Clerk

Subject: Approval of Minutes

EXPLAIN REQUEST:

Consider approving the minutes of the February 4, 2025, Regular Town Board Meeting.

ACTION RECOMMENDED:

Approve Minutes

FINANCIAL IMPLICATIONS:

N/A

ATTACHMENTS:

1. Draft Minutes

**TOWN OF HUNTERSVILLE
TOWN BOARD MEETING
MINUTES**

**February 4, 2025
6:00 p.m. – Huntersville Town Hall
101 Huntersville-Concord Road**

PRE-MEETING

None

**REGULAR MEETING
TOWN OF HUNTERSVILLE
BOARD OF COMMISSIONERS**

The Regular Meeting of the Huntersville Board of Commissioners was held at the Huntersville Town Hall, 101 Huntersville-Concord Road, at 6:00 p.m. on February 4, 2025.

GOVERNING BODY MEMBERS PRESENT: Mayor Christy Clark; Commissioners Alisia Bergsman, Amanda Dumas, Jennifer Hunt, Edwin Quarles, LaToya Rivers and Nick Walsh.

Mayor Clark called for a moment of silence.

Mayor Clark led the Pledge of Allegiance.

ANNOUNCEMENTS

- Black History Month Celebration is February 15.
- CATS will host Microtransit meetings on February 6 at Huntersville Town Hall and February 12 at Huntersville Gateway Park & Ride.
- Ways to connect with us – website, social media pages, Town of Huntersville app and newsletter.

PUBLIC COMMENTS

Black History Month Proclamation. Mayor Clark proclaimed the month of February as Black History Month.

A PROCLAMATION FOR BLACK HISTORY MONTH

WHEREAS, in 1976, Black History Month was formally adopted to honor and affirm the importance of Black history throughout our American experience, which dates thousands of years and includes some of the greatest, most advanced and innovative societies that we can all draw inspiration from; and

WHEREAS, the second week of February was chosen to coincide with the birthdays of Frederick Douglass and Abraham Lincoln, was celebrated by Black people in the United States; and

WHEREAS, the Huntersville Board of Commissioners takes pride in recognizing February 2024 as Black History Month, celebrating

the many notable contributions that people of African descent have made to our community, state, and country; and

WHEREAS, the omission of much of the history and contributions of Black people from textbooks and other literature has impeded awareness and appreciation; and

WHEREAS, the celebration of Black History Month is a positive way of recognizing the culture and history of Black people vital to the core beliefs and values of this society; and

WHEREAS, Black people living and working in Huntersville - from the time of legalized slavery to the present day - have shown a steadfast determination to live freely and equally and to press the town and the community to make manifest an equitable Huntersville where race is not a determining factor of outcomes; and

WHEREAS, the contributions of Black people have played significant roles and made lasting contributions to our Town's history and the history of our economic, cultural, spiritual and political development, while working tirelessly to contribute to every aspect of American society including business, education, politics, science, and the arts.

NOW, THEREFORE, I, Christy Clark, Mayor of Huntersville, do hereby proclaim the month of February as "**BLACK HISTORY MONTH**" in Huntersville, North Carolina.

IN WITNESS WHEREOF, I do hereby set my hand and cause the Seal of the Town to be affixed, this the 4th day of February, 2025.

Random Acts of Kindness Week. Mayor Clark proclaimed the week of February 9 through February 15 as Random Acts of Kindness Week.

A PROCLAMATION FOR RANDOM ACTS OF KINDNESS WEEK

WHEREAS, The Town of Huntersville recognizes the value of acts of kindness that are performed without prompting or reason and how these acts can positively impact the person offering kindness, the person receiving the act of kindness, and those witnessing; and

WHEREAS, acts of kindness can be performed by any person regardless of age, origin, education, gender, religious beliefs, lifestyle, or abilities for the good around them; and

WHEREAS, kind individuals can create a more caring community and help to perpetuate genuine acts of kindness within their city, state, and even throughout the world; and

WHEREAS, we seek to cultivate thoughtful and compassionate residents by teaching our youth to make a difference through random acts of kindness; and

WHEREAS, the positive effects of kindness are contagious, which creates a domino effect of "paying it forward"; and

WHEREAS, Random Acts of Kindness Week is recognized as an international celebration intended to encourage all of us to practice acts of kindness in our homes, schools, businesses, and communities.

Now, Therefore, I, Christy Clark, Mayor of Huntersville, do hereby proclaim the week of February 9 through February 15 as "**RANDOM ACTS OF KINDNESS WEEK**" in Huntersville, North Carolina.

In Witness Whereof, I do hereby set my hand and cause the Seal of the Town to be affixed, this the 4th day of February, 2025.

National Engineers Week Proclamation. Mayor Clark proclaimed the week of February 16 through February 22 as National Engineers Week.

A PROCLAMATION FOR NATIONAL ENGINEERS WEEK

WHEREAS, engineers use their scientific skills and specialized knowledge and skills in creative and innovative ways to fulfill society's needs; and

WHEREAS, engineers help solve major technological challenges of our time - from designing efficient building systems to rebuilding towns devastated by natural disasters; and

WHEREAS, engineering has been called the invisible or stealth profession because everything around us and things we use every day have been engineered in some way, yet we may not see the engineers behind the scenes or know much about engineering; and

WHEREAS, founded in 1951, National Engineers Week (EWeek) is dedicated to ensuring a diverse and well-educated future engineering workforce by increasing understanding of, and interest in, engineering and technology careers; and

WHEREAS, EWeek is a formal coalition of more than 70 engineering, education and cultural societies, with more than 50 corporations and government agencies dedicated to raising public awareness of engineers' positive contributions to quality of life; and

WHEREAS, EWeek promotes recognition among parents, teachers and students of the importance of a technical education and a high level of math, science and technology literacy, and motivates youth to pursue engineering careers in order to provide a diverse and vigorous engineering workforce.

Now, Therefore, I, Christy Clark, Mayor of Huntersville, do hereby proclaim the week of February 16 through February 22 as **"NATIONAL ENGINEERS WEEK"** in Huntersville, North Carolina.

In Witness Whereof, I do hereby set my hand and cause the Seal of the Town to be affixed, this the 4th day of February, 2025.

BeeJay Caldwell said good evening Mayor, the Honorable Christy Clark, Town Manager, Commissioners, ladies and gentleman, this is a proposal that I've already submitted to the aforementioned people and I have a copy for some of you if you want to have one. I'll be delighted to take your name and get you a copy and what it's about. It's about the historic Torrence Lytle High School, the cafeteria portion. Thank you for the opportunity to allow me to come before you with a request and a solution for that request. Years ago, under another board, I submitted some information, but I did not get a response. I certainly hope I'll get a response this time. Pottstown residents are under the gun or shall I say, our backs are against the wall, to move forward or give input to officials on what we would like to see with the 31 acres. We appreciate the opportunity to have input, but could we take a moment and move backwards before moving forward. Fifty-nine years ago, the negro high school closed and the Historic Landmarks Commission tried to sell it and their best efforts yielded no tangible results. During this time, the Town government carved out the Waymer Center from the school's campus. Ten years ago in 2015, Mecklenburg County and Huntersville officials slated Waymer Center for demolition. Thanks to former students and the county commissioners, it was refurbished in 2021 and now is one of the most used facilities in the county from sun-up to sun-down and well into the evenings and the highly used ball field is leased by the Town of Huntersville Parks and Rec. With that designation in mind, these positives make the site and the community in it vital, even though Pottstown has gentrified. To some, gentrification is just a word, but to residents it is tragic, horrifying, and a traumatic place to live along with that trauma for us. We have no control over it, which puts us at the scene of a daily psychological nightmare. Residents are dismayed that the bird in the hand that has been allowed to deteriorate while the bird in the bush is being pressed. It's having us pressed against the back and that's our backs against the wall and that's the 31 acres. Attached is a proposal that you will have to read and seriously consider, and we hope that you will get back with me so that I can give some information back to the residents. And regarding Huntersville Rosenwald School No. 2 for black children, residents and former students are disappointed that after a year it is still not available to us and we hope that soon it will be. *Proposal attached hereto as Exhibit No. 1.*

AGENDA CHANGES

Commissioner Quarles made a motion to adopt the agenda. Commissioner Bergsman seconded the motion. Motion carried unanimously.

CONSENT AGENDA

Approval of Minutes – January 7, 2025. Commissioner Dumas made a motion to approve the minutes of the January 7, 2025 Regular Town Board Meeting. Commissioner Rivers seconded the motion. Motion carried unanimously.

Approval of Minutes – January 21, 2025. Commissioner Dumas made a motion to approve the minutes of the January 21, 2025 Regular Town Board Meeting. Commissioner Rivers seconded the motion. Motion carried unanimously.

Ordinance – Road Closures for Hello Huntersville. Commissioner Dumas made a motion to adopt Ordinance approving the 2025 Hello Huntersville road closures for the planned event at Veterans Park. Commissioner Rivers seconded the motion. Motion carried unanimously.

Ordinance attached hereto as Exhibit No. 2.

Ordinance – Road Closures for Spring Car/Truck Show. Commissioner Dumas made a motion to adopt Ordinance approving the 2025 Spring Car/Truck Show road closures for the planned event at Veterans Park. Commissioner Rivers seconded the motion. Motion carried unanimously.

Ordinance attached hereto as Exhibit No. 3.

Attainable Housing Program. Commissioner Dumas made a motion to approve the Town of Huntersville Attainable Housing Program. Commissioner Rivers seconded the motion. Motion carried unanimously.

Construction Contract – New Electric Substation. Commissioner Dumas made a motion to award construction services contract for New Electric Substation to Draw Enterprises and authorize the Town Manager to execute all documents. Commissioner Rivers seconded the motion. Motion carried unanimously.

Contract attached hereto as Exhibit No. 4.

Amended Meeting Schedule. Commissioner Dumas made a motion to adopt amended 2025 Huntersville Town Board Regular Meeting Schedule moving the Tuesday, April 15 meeting to Tuesday, April 22. Commissioner Rivers seconded the motion. Motion carried unanimously.

Amended Meeting Schedule attached hereto as Exhibit No. 5.

Call for Public Hearing – Petition #R24-13. Commissioner Dumas made a motion to call a public hearing for Tuesday, March 4, 2025, at 6:00 p.m. at Huntersville Town Hall on Petition #R24-13, a request by Mission Properties, LLC to rezone +/- 19.08 acres located at the intersection of Stumptown Road and Statesville Road from Neighborhood Residential to Highway Commercial – Conditional District. Commissioner Rivers seconded the motion. Motion carried unanimously.

Call for Public Hearing – Petition #24-15. Commissioner Dumas made a motion to call a public hearing for Tuesday, March 4, 2025, at 6:00 p.m. at Huntersville Town Hall on Petition #R24-15, a request by Station South LLC to rezone +/- 21.29 acres located on Old Statesville Road from Corporate Business – Conditional District to Transit Oriented Development Residential – Conditional District for a mixed-use development. Commissioner Rivers seconded the motion. Motion carried unanimously.

PUBLIC HEARINGS

Petition #R24-11 Birkdale. Mayor Clark called to order public hearing on Petition #R24-11, a request by DDRTC Birkdale Village, LLC to rezone +/- 12.36 acres at 8710 Lindholm Drive from Highway Commercial

– Conditional District to Highway Commercial - Conditional District for commercial, hotel, office and multi-family uses.

Brian Richards, Planning Director entered the Staff Report into the record. *Staff Report and Staff PowerPoint attached hereto as Exhibit No. 6.*

We're here to speak about R24-11, a request by Birkdale Village to rezone from Highway Commercial – Conditional District to Highway Commercial – Conditional District to allow for 150 multi-family units, 26,715 sq. ft. of commercial, 122,300 sq. ft. of office, 125 room hotel and two associated parking decks utilizing the Urban Workplace building types.

A little brief history. Birkdale Village was originally rezoned in 1996. We don't have an image of the original rezoning there, but it's very similar to the R97-23. Then there was a small revision again in 01 and finally in 22 there was an application which was ultimately denied. I want to give a little brief history on that.

When that application first came in, R22-01, the original form of that was for 350 multi-family units, 25,000 sq. ft. of commercial, 150,000 sq. ft. of office and 125 room hotel and two associated parking decks. Through the public process, there was also an application for a special use permit, as well as a text amendment. Throughout that process, the applicants, Birkdale Village, decided to withdraw from the special use permit as well as the text amendment application, which caused us to go back to another public hearing with a revised application that the board at that time deemed a significant change. The new application had just a rezoning for one building and one parking deck. Ultimately, staff changed its position from support on the original to not in support with the second, due to a number of factors. Again, that's a brief history lesson and I've heard some folks say there's some confusion as to why we were against that previously, but for it now, but that's why that had changed over time.

At the beginning of Birkdale, we used to do rezonings and subdivisions a little bit differently. They were two separate processes. Now they're combined. In 1999 you see the original format, a small revision in 01 and they came back to the board in 21 for a revision for the center where you see some of the activities today.

You see here slated to start construction late 26, probably start in 27, are the improvements along Sam Furr Road. As part of this application, the applicant is requesting height modifications primarily for the office component is up to 115', for the multi-family building 85', for the hotel 90' and then for the two decks 85' and 55' in height. Currently today, the maximum allowed is 48'.

We all know parking is a challenge out there at Birkdale. Today, the required parking spaces are 1,384 spaces. Existing on the ground today are 1,940. With the addition of the two decks and revisions to other onsite parking, they're going to offer 2,409 spaces. This is based on the second version of the applicant's plan. They have been continuing to work on these plans and modify them some, so you're going to see when they do their presentation a slightly higher number. Again, they know that's a concern, so they wanted to address that, so you'll see a higher parking number. Staff does have to write our report on a snapshot in time, so that second version was in at our due date, so I had to write my report on that. We have been working with them to get a higher number of parking spots.

A little history, the 2040 Plan calls for this area to be in the higher intensity area. It's that red number two in the middle. The 2040 Plan calls this also for some additional intensification in a mixed-use node, so we have these mixed-use centers that allow for a lot of mixtures of uses and more intensity. These

are also located in our Town Core. The types of buildings and the locations are consistent with the envisioned goals of the 2040 Plan.

Here's some renderings that are proposed. This is the office building that's located at the intersection of Townley and Lindholm is another version of what could be built there. They're not giving us exact architecture renderings because they know when the market comes to fruition that there's going to be some slight modifications in there, but these are just representative of what these buildings could look like. Here's a version of what could be proposed for the multi-family building. This does have ground floor retail on this building. And then lastly, the hotel with some additional ground floor amenities there. Do note that they're showing some entrances on here. These are just graphic representations. There will not be entrances or cars on those spots due to some safety concerns.

There are several articles in the 2040 Community Plan that do not support this, including LU-5.1 and LU-11. There are also multiple policies that support this. I won't go through this long list of items here, but we're here to answer any questions you might have on those. Staff is in support of this. The applicant is prepared to have a presentation.

Susan Irvin, Irvin Law Group, said I would like to take a minute to introduce our Jamestown development team. Frances Bohn is the Director of Development and Construction for North America for Jamestown. Mike Lant is a senior VP for Jamestown. We also have Brittany Johnson and Maureen Smith here and with Irvin Law Group, myself and Robert Irvin.

Thank you for listening to our presentation tonight. I will try not to repeat what Brian has said. I will say that for the most part he's absolutely correct in his Staff Analysis about where we got to where we are. The one thing I would say that the 2040 Plan, some of the policies that he stated were not supportive of the plan. I think you could interpret them also as being supportive of the plan. That's one thing about the 2040 Plan, there are a lot of policies. I'd like to ask Frances to go through some of the slides. This is our agenda. Frances is going to go through our market review and we're going to hit these high spots here.

Frances Bohn said thank you for letting us speak today. I've been at Jamestown for 14 years. Jamestown is a vertically integrated design focused company. You may know us from some of our larger projects – One Time Square, Chelsea Market in New York, Ghirardelli Square in San Francisco, Ponce City Market in Atlanta. We also have asset classes throughout the world in a lot of different markets and a lot of different product types.

We acquired North American Properties this past October. We felt it was a really great marriage of our DNA of placemaking community hub centers, really activating that ground plain and so we're super excited about all of the properties that they were involved in prior that now we get to combine and team up on with everything. And this is one of those. Again, some of our representative projects that we have. We don't have to spend too much time on these. Geographically close Optimist Hall in Charlotte, Raleigh Iron Works in Raleigh, Colony Square and Ponce City Market, some of our larger adaptive reuse, just kind of showing our expertise in these mixed-use environments with really complex surroundings. And then the Forum and Avenue, which are similar to in scale to Birkdale Village.

Birkdale Village, just want to take just a quick moment. In this past year after the 2022 renovations with the plaza, we had 100 community events, over 75,000 people to the property. Those generated profits that went to a ton of contributions to a lot of local charities, and so really big community benefit. We like to partner with a lot of our retailers on that respect. But again, kind of reinforcing, which will take

me to the next slide, the community benefit and community gathering places that we like to create and this property just won this past fall, the Gold Award at ICSC, which is an international award, not an easy thing to come by. This property actually won it at the very beginning, about 20 years ago. Won it again just for the kind of success of the placemaking that has occurred and the embracing of the property by the community. So just a little background on that.

Ms. Irvin said this slide is really just giving you some perspective on what's around this property. You can see it's very close proximity to I 77, the CATS Park and Ride, Northcross, Northpointe Executive Park, Birkdale Place across the street in Birkdale Landing and Birkdale Crossing. This project is strategically located. As Brian said, what we're asking for is a height modification. The old Birkdale regulations were 48' in height. This Class A office building, Brian had said 115'. That was our prior submittal. When we met with the community and some of the comments that were made, we have worked on reducing the height to 100', so that will be the next submittal. Another thing that we heard at the community meeting were concerns about parking, so we have worked with the brokers and done a lot of research and are going to be able to make the parking deck available. You'll see the Deck A available to the public 24/7, 7 days a week except for the second level, which is residential now and will remain reserved for residential.

The other variation that we're asking for is originally the zoning allowed a hotel, it was later removed and we're asking to put that back in and 150 multi-family units, which really translates to our 2040 Comp Plan. And the Huntersville Comp Plan really does a great job of contemplating that there will be people moving to Huntersville and dealing with that growth. The way the Comp Plan deals with the growth is that it is able to move the growth into dense areas, and this is one of the more dense areas in Huntersville, into a node, so that really that use, that strategy essentially what it does is it distributes that growth within that dense node and has a more efficient traffic pattern, so there is less sprawl and less traffic when the node urban planning is used. And that's one of the things the Huntersville Comp Plan does very well. It is a very advanced plan in that regard. This is a way to deal with the future growth in Huntersville. I'm going to ask Frances to step back in.

Ms. Bohn said just a quick overview. Mixed-use office building, so ground floor retail there. Six stories of office. We have reduced that to a 100' height request, mixed-use residential building, 150 units, six stories, also ground floor retail in that building. And then a full-service hotel, five stories, 125 keys, parking below. And then again, the parking deck. There are currently four parking decks on property. Two of those would be removed and rebuilt. And so that's what these Parking Decks A and B represent. Both of the two that exist today are two-story. We would go back, one of them would go back at seven stories in its highest spot and then the second would go up to four as requested.

Ms. Irvin said one thing I just want to add, as a result of our community meeting too, we've kind of gone back to the drawing board and we'll ask for the option in the future to add two levels to Parking Deck B if the need arises to provide additional parking. So that's another modification that will come in the revision.

Ms. Bohn said again, graphic representation of what we just spoke about. So kind of in the foreground, hotel component, Class A office just behind that, with the seven-story, again on one side it's seven stories, six stories on the other, for Parking Deck A 537 spaces, Parking Deck B again replaces the existing parking deck that's there today, and then the 150-unit residential building as well. Some of the parking numbers that Brian referenced may look a little bit different here. We have met with several folks, are still massaging everything from a programmatic standpoint and are targeting, or right now the plan is 518 new spaces. And so the reserves that you see on here, parking gets really confusing, but the

reserve spaces here are for the new residential new public, as Susan mentioned kind of in that first deck there will not be any reserved parking for office or anything. The only reserved parking will be for the multi-family on Level Two in both decks, but ground floor of both decks will remain open to the public and then upper floors will be open to public as well, except for those residential.

Just a few community benefits. I won't read through all of this because I think we're probably tight on time. So again, the parking, we hear that from everybody. We really do believe that the parking decks will allow for a central location. There are several access points with those decks in the way that they're being designed currently to allow for folks to get easily in and out of them while providing the additional density of spaces needed kind of in a central location. So, we do feel that that's a huge community benefit. We are proposing 10 affordable residential units within those 150 additional units. The green building options to reduce carbon footprint, we've had a lot of success with this in the past on some of our other projects. That's something that we would love to incorporate into this project as well across all of the product types. EV charging stations, currently we do not have any EV charging stations on property, so we'd like to add those and a few other things that just again, we feel really further benefit creating this community hub for the area on property.

Ms. Irvin said obviously a huge economic development benefit to the Town of Huntersville. Birkdale is the No. 1 taxpayer in Huntersville now based on the Town's financial audit. This project would add \$200 million in direct construction spending, \$212 million in employment benefits annually. And we say a \$200,000 additional annual property tax to the Town. That is not the total ad valorem tax, that is just the portion of the ad valorem tax that would go to the Town of Huntersville. And it is also reduced by the amount of tax that the Town of Huntersville already gets now for the retail that is in those spaces that would be replaced by the office building and replaced by the mixed-use residential. We have been very conservative in giving you this \$200,000 number. New resident worker spending. Obviously, having onsite office employees really increases the business for the tenants. It also helps drive dinnertime and weekend businesses because you'll have the residents there and the hotel not only provides occupancy and sales tax dollars, but the people who stay at the hotel will for events and for corporate and wedding events, will be using the vendors who are in Birkdale so Birkdale really becomes an amenity for the office and the office and the hotel provide customers for those tenants.

The transportation and traffic, I think Brian had a great slide for this. Highway 73 is expanding from four to six lanes and there'd be a third lane added by NCDOT coming out of Birkdale on Lindholm. This is a synchronized street. This is their design for synchronized street. A TIA was conducted that traffic impact would be minimal. And again, the reason is that this is a mixed-use development, so that's one of the benefits of the mixed-use development is a very efficient circulation of traffic. The TIA concluded that there were no additional improvements required to mitigate the future impact. I will say that Brian mentioned the 73 improvements would be at the end of 2026. The projected timeline here would be if this project is approved, that groundbreaking would happen at the earliest around 2027. The parking deck construction is prioritized and the entire development is done in a phased approach over time. This is parking solutions and one of the things we heard at the community meeting loud and clear were concerns about parking in the Greens. And we want to say that Jamestown has worked and will continue to work with the Town to come up with parking solutions for the Greens neighborhood. These are just some of the solutions under consideration. Jamestown wants to continue to work with the Town and for instance, participate in barricade and other safety solutions during events.

Mayor Clark asked the Board if they had any questions.

Commissioner Hunt said I think it would be good to explain the Class A office demand since this is up and just explaining what Class A office space is, the benefits of it, etc.

Ms. Irvin said I have a letter from one of the brokers that I could also submit for the record. It's not something that we have in the PowerPoint presentation, but it is a summary of kind of the Class A office benefits and it's really kind of the description depending on the age, the location and a central location, very high level finishes, high level tenants and amenities. Basically, they want to attract the top tier employees and they also want to have a very high level of finishes for their clients. This letter also talks a little bit about the need for Class A office. And it's on this slide as well, that they're currently nationally executive return to work orders. A lot of large employers are implementing return to work five days a week. Locally, the big five in Charlotte are also implementing return to work. Class A, you're seeing right now rising rents, low vacancy, because there's a very high level of demand.

Ms. Bohn said what we are seeing and what we have seen is kind of a flight to quality. And so that's where this Class A office comes in. Now that folks are kind of after five years in some cases coming back to work as a mandate, a lot of the employers are finding ways to incentivize all of those employees to come back and attract new talent. And the way to do that separate from salary and bonus and all of that is through the office space. And so they're looking for Class A office space with incredible amenities, whether it's adjacency to trail systems, greenways, F and B offerings and retail offerings, the finishes, just kind of the entire community. There's a strong interest and locally, I mean that's across the board nationally. Locally, there's been an interest in, especially in this north kind of cluster and submarket, where folks maybe are having to go back to an office that is in a more urban setting, 30 to 45 minutes away, residents in the northern submarket are really looking for some place where they can have kind of a live, work, play all within a 15 minute radius. And so they don't have to go downtown anymore, they don't have to go.....they can kind of come in, they can have smaller floor plates, which allows them to have a better amenity package, pay higher rents in that case. And so you're seeing kind of that flight to quality across all of those different boards.

Commissioner Walsh said just quick follow-up to the Class A office space and maybe Brian knows it. Where else in Huntersville do we have Class A office space?

Mr. Richards said currently there are none in our market.

Commissioner Hunt said can you tell me how many security personnel you have on site and if you would be willing to employ more.

Ms. Bohn said I know we're including more. I don't know what our current total staff is.

Maureen Smith said I don't know the exact number of security that we do have on site, however we do intend on adding more and also including hopefully more HPD to assist.

Commissioner Hunt said can you talk about the process that determined the number of parking spots that you were adding.

Ms. Bohn said that's based on a number of factors. Obviously, code requirements, but also just market factors for the different product types. Office has one particular typical requirement that we factored in, hotel the same, residential the same, and then we blended them to understand the existing capacity as well.

Commissioner Hunt said related question, but if the project is denied again, are you going to add more parking.

Ms. Bohn said if the project is denied again, no, probably not.

Commissioner Hunt said Susan already mentioned that because it's a mixed-use development that impacts the TIA report. Can you further explain those results or is Stephen here to explain those results.

Mr. Richards said Stephen is here and while he comes up, we did defer the TIA to the NCDOT with a small supplement and he can explain.

Stephen Trott, Director of Engineering, said the Town deferred the traffic study to NCDOT as pretty much all the intersections that would've been studied are on a state road and also within the TIP project. With all those factors, the study was deferred to them to scope and review.

Commissioner Hunt said can you explain those a little bit, like the results. Are those in?

Mr. Trott said yes. Their report came in later last year. Based on the results of the study, no additional improvements were recommended in that study. One of the key assumptions in that study was that the TIP project was complete at the time of build-out of the development. I'm not sure if that will occur or not. It's one of the many assumptions in the traffic study.

Commissioner Hunt Chief Graham, if you could come and answer a question, please. Can you address any of the crime statistics we have in Birkdale and maybe provide some context for those.

Chief Graham said sure. We had a public records request for the last five years so I actually have some of the statistics here. Our five-year yearly average is 106 crimes in that area. We had 141 last year down from 150 the year before that. We're down 11 percent in that area for the year. Part One crimes versus Part Two, which your Part One is going to be more violent crimes versus Part Two. Property crimes are 122. Last year persons were 11 crimes against society, which would be like drug charge or something like that was one. And then the other small was just a number of seven makes up the total 141. Quite a few traffic things in and around, but it's actually down as well over the last few years. We only had like seven inside the actual Birkdale. Most of those are going to be at the entrance to Lindholm Home and Sam Furr and Sam Furr and Birkdale Commons Parkway.

Commissioner Hunt said Jackie, can you confirm the audit numbers that Susan mentioned?

Jackie Huffman, Deputy Town Manager, said we have bonds outstanding. Because we have bonds outstanding we have to comply with disclosure requirements that requires us to disclose our Top 10 taxpayers list. Mecklenburg County shares with us who appears on that list and Birkdale Village at the end of our FY24 most recently audited year, the assessed value was \$160 million. They do appear on our Top 10 list. In fact, they're No. 1.

Commissioner Quarles said at the Birkdale Community Meeting, some of the neighbors claim that all these improvement will make traffic worse and the people in the area do not want this. Some of the neighbors probably haven't heard about Town One. So, would you be able to explain what is Town One?

Mr. Richards said Town One is a recently approved mixed-use development down on Hambright Road and Mt. Holly-Huntersville. And they're going through their preliminary plan, which is their construction

plan now. It's very similar to Birkdale, just a different scale, a different location. They will also have a mixture of office, retail, multi-family and then they're going to have some light flex space in the back.

Commissioner Quarles said as a Planner, do you think that will relieve some of the pressure off of Exit 25 and Exit 23?

Mr. Richards said sure. When you start having mixtures of land uses and employment opportunities, folks do have the opportunities to live, work and play there. Again, as the applicants have stated, folks tend to come in in the morning, they'll stay there. If you have places to eat, they have a tendency to stay as opposed to moving off campus to go places to do their dry cleaning, shopping, those types of things. A lot of folks, again, with the return to work we're starting to see the demand for these lifestyle centers. They're popping up all over the country as it has been the trend for the last 30 years. Birkdale just happened to be one of the very first ones. It's constantly studied by the ULI and other associations for its success. You do see it winning two awards, which is pretty unusual for a development to win one at its infancy and then at its maturity win a second award.

Commissioner Quarles said we touched on Class A office space, but you mentioned the full-service hotel. What is the difference between a full-service hotel and a limited-service hotel?

Ms. Bohn said full-service is restaurant that provides three meals a day, bar, your room service is available as an option as well, which is why you need that full-service restaurant. You typically also have a conference amenity meeting space and whatnot. Limited-service would be maybe a coffee shop, if that. Sometimes they'll have like a little market with sundries and things like that. Nothing fresh, so much more limited in their offering. Typically no meeting space, things like that.

Commissioner Quarles said similar to Commissioner Walsh's question on Class A office space, where's the nearest full-service hotel in our area?

Ms. Bohn said I don't believe we have one until we get to Charlotte Proper. It may be helpful just to explain a little bit of what we're proposing with this hotel, which would be something in line with an autograph collection for those of you familiar. So, it's an elevated experience. It is full-service, everything that we just mentioned, and it's not something that's offered anywhere near here. It would be along the lines of Grand Bohemian and that brand is in Charlotte, which is an autograph brand, something along those lines. So, I would say Charlotte Proper.

Commissioner Quarles said as a retired entrepreneur, I just think business. And in my opinion, I think we have the best chocolate factory in town as well as bakery, but full-service hotel, I've been to one before and they had snacks. But will they sell for takeout and to compete against our chocolate?

Ms. Bohn said no, it's something that kind of stays within. It's not your traditional retailer. It's something for the hotel itself, if that makes sense. And so you may have an opportunity to have chocolates in your room, for example, or a unique experience, which is in line with that autograph collection. Why we really like that idea is that it is really catered around the specific location and the needs in that particular location and also the identity in that location. And this is a really special place. It's not Charlotte, it's not Raleigh, it's not a lot of different places. And so it's kind of bringing all of that. It would be a highlight of a local chocolatier, for example, and you get a chocolate on your bed at night, something like that. It's not a retail operation.

Commissioner Rivers said in regards to business, I know we spoke on the Class A office spaces. In the history of Birkdale, what is the turnover rate for your businesses within Birkdale Village?

Ms. Bohn said from a turnover rate perspective, I would say we're pretty consistent. A little blip from Covid, of course, but we actually, from a lifestyle center, as Brian mentioned, fared really well. Everything is outdoors, so our turnover is really not very high. We are 100 percent leased currently from a retail perspective, which we're very excited about and proud of, but that goes to why it's such a, we feel, successful location.

Commissioner Rivers said in regards to the traffic, we know in the history Birkdale has been here for over 20 years. When did the traffic become such an issue between 73 and Birkdale would you say? Has it been around like 10 plus years or if you had to just give an analysis there.

Mr. Richards said that is a very loaded question and depends on where you came from, I would say. Personal history, I came from the Tampa Bay area and some time in Atlanta. That was a lot of traffic. We moved here, we heard about traffic, and I was like this is not traffic. As we continue to grow, as we know we're just getting ready to approach 70,000 folks of Huntersville residents and the Charlotte area continues to mature. It's in the eye of the beholder. I would say most of the time you've probably seen a real uptick in the last 10 years.

Commissioner Bergsman said I know during your presentation you mentioned prioritizing parking as you do the build out. I am curious if you can be a little bit more specific in what you plan on including in Phase One and when the parking decks will be incorporated.

Ms. Bohn said the first parking deck, which is the taller one, would be prioritized first before anything else is done. We expect that to take about eight months or so to complete. Once that's back online, we would continue with the office, hotel, the second parking deck would come towards the end, again trying to minimize the disruption in each phase, and then multi-family.

Commissioner Bergsman said we've talked a lot about Class A office space already, but can you also talk a little bit about what kinds of tenants look for Class A office space, particularly in the suburban markets.

Ms. Bohn said you see a lot of those financial folks, real estate folks, engineers, architects, law firms. It's oftentimes not that there aren't, it's oftentimes not one huge tenant like a tech tenant. Sometimes it is. But it's typically those kind of smaller footprint, but financial kind of focused groups. Here in this location we have a lot of services as well that can take up some of those components. And then there's really, I would say kind of the design and engineering group is actually a good chunk of it. NASCAR is an option here that we've studied from a trend standpoint. There's a huge, much larger than we expected or anticipated community here of that. And so the corporate side of that, separate from the industrial where some of them are now, that when everybody thinks NASCAR, not to get too detailed, but they think of some of the big brands, but there are a ton of support companies that go into all of that as well that also need space, but they're not necessarily a 100,000 sq. ft. tenant, but they need to be close proximate wise.

Ms. Irvin said also corporate headquarters for a regional company or a corporate division of a national company.

Commissioner Bergsman said what impact, in your opinion, do you feel that this project will have on local small businesses and non-profits in our community?

Ms. Bohn said from a community standpoint, it's kind of two questions. From a community standpoint and a give back, we already do that. And I think bringing more focus, more density to the property only exponentially grows that ability to give back. From a retail standpoint and a support standpoint, while there may be some slight growing pains during different phases of construction, this is not our first rodeo. We've done this a lot. We work with our tenants every single time to make sure they're successful through this progress. But I don't think that's any different from what we do today. We really support our tenants. I mean, to have 100 percent occupancy I think is, we don't have that across the board. And so that's really special and speaks to the engagement of the local community in terms of fostering this. We have about half of our tenants that are local, either local companies or local franchises of larger companies on property, which speaks again to kind of supporting those folks. A lot of those community events that I mentioned earlier are in support with a lot of our different retail tenants. But we also feel that the density that, I mean hotel having people come in here, those are new clients for all of our retailers. Same thing with the office. I mean, I think we expect it, we know it will be very beneficial for all of our existing tenants.

Commissioner Bergsman said did you say half of the current?

Ms. Bohn said just about half. I think the last report I saw was like 47 percent or 48 percent.

Commissioner Bergsman said ADA parking spaces. Do you have an idea if there will be on-street ADA parking spaces through this and where they will be in the garages as well?

Ms. Bohn said I know we have them because they are code required. I can't tell you specifically where they are all located right now, but we will absolutely have that, we just haven't developed the plans that far.

Commissioner Bergsman said the reason I was asking is because I had heard that we may have lost some, I don't know if this is accurate or not, if we had lost some ADA spaces in the last couple of years from some of the improvements on the on-street.

Ms. Bohn said there may have been some displaced by the plaza redevelopment, but those should have been replaced in other areas on property. I can check that.

Commissioner Bergsman said kind of on that ADA and safety standpoint, do you have plans to have more visible crosswalks to make it a little bit more pedestrian friendly safety wise?

Ms. Bohn said I think this came up in one of the community meetings as well, just to clarify there are some crosswalks on property today that are holdovers from prior developments, like when the plaza was redone some of those crosswalks aren't necessary anymore because there's not really a crossing there anymore. And so some of those have been tried to be removed, but you can still see the remnants of them. There are planned crosswalks in some of the other areas at actual intersections to kind of remove people kind of walking in between the lanes. I think we'll add more. We can do that in the short term and the long term. Some of the short term ones may go away and then come back as part of that redevelopment, but yes we will add to all of that.

Commissioner Bergsman said do you have a breakdown of the cost, specifically for the parking garages and how much it costs to build those?

Ms. Bohn said I'm not going to claim to do math. It's been a long day in my head. But typically, it's about \$35,000 to \$40,000 a space in a precast deck. If anybody wants to contribute to that, that would be great. Susan just reminded me, we do offer free valet for any ADA parking needs currently on property and that would maintain, just to go back to your prior question.

Commissioner Bergsman said in the Staff Report it was mentioned from the 2040 Community Plan Land Use Policy 8.2. It talks about height limit modifications as an incentive for exceptional design. I'm just curious how staff evaluates whether a proposed height increase or project meets that specific standard.

Mr. Richards said when we take these into consideration, we talk about what public benefit can be there or obviously they have the aesthetics of the building, but it's also the public experience, the crosswalks, the sidewalks. We just mentioned that some of those need to get fixed up. We're more than happy to work with them and bring in Heather to work on a mobility plan for there to make sure we've got good effective crosswalks for folks to walk around. We do have the Vision Zero plan that's going to be coming up later this year. So we look at that, how things are impacting on the public space, transportation impacts, public streetscapes, parking facilities. And again, we do expect Birkdale to contribute to the pedestrian bridge over 73, and they're in talks about contributions to the Townley bridge as well. So those are all things that are all considered when we evaluate these projects.

Commissioner Bergsman said the only other question I have for staff, and I think Mayor Pro Tem may have asked about this earlier. We've heard from the applicant that if this is denied, there's probably not going to be a parking garage built. I am curious, are there other options for this particular shopping center for a parking garage? I mean, is that something that typically a town could do or what realistic options are out there?

Mr. Richards said outside of decking there is, or removal of buildings to install parking, there is no available space to be built upon. There is a 70 percent maximum built upon area. The village is at that 70 percent limit, so you'd have to go tear something down or go vertical again. That would be a business decision for them to do.

Commissioner Rivers said maybe Stephen could possibly give me just an update on transportation in regards to, there was a concern about tractor trailers and delivery trucks going into the residential areas. Have we gotten anywhere or is there any updates?

Mr. Roberts said I guess your question is on tractor trailer trucks. I think Bobby had mentioned to me that staff has reached out to, I'm going to say North American Properties, to let their tenants know about truck traffic. But there's no way to eliminate Lowe's home deliveries, if someone moves into a house with transfer truck, those are going to happen. I can't write a ticket for that I guess is what I'm saying. But all we can do is ask North American properties to let the tenants know to avoid neighborhoods. Typically, 18 wheelers don't want to drive in neighborhoods. I've drove one before, so I will tell you that's not what they prefer to do, but we have notified them.

Commissioner Dumas said I think it was Axios reported that office space rental sales were down significantly in 2024. I saw that we got a really good detailed email from a realtor saying that that's different or that he's getting, or they're getting a lot of requests. But are you saying that that's different with Class A?

Ms. Irvin said yes, I think that is one of the big chain differentiators, because if you think about it, in this market there isn't any Class A number one. Number two, the trend is to have more satellite Class A. As

Frances said, people want to avoid if they have to go back to the office five days a week, they don't want to drive down to Charlotte and go to the office and drive home. So, this is one of the ways that corporations, the Class A type of users are trying to, number one attract top tier employees, but they also want to provide that service for their clients so that their clients don't have to drive down to Charlotte. The second thing is that there's that kind of sub-market demand. And so it's different than just say your suburban office, it could be a medical office building or it could be just a general office building, which isn't going to have the kind of finishes. It's not going to have what you're looking at really as a Class A office. It's just a different market. And I think the letter that they wrote was really more geared toward what the demand is for Class A, specifically locally. And I think I was reading through it before we got here, and I think they did a really good job of talking about really the local demand and how there's not just a market trend, but it's something that they're seeing locally.

Commissioner Dumas said do you think there's a possibility that since building won't start until 2027 that you'll miss the return to office opportunities?

Ms. Irvin said first of all, my experience has been, I've had people even ask me, some of my old law partners, is there any space up there. They's have to make the move. They have to create that space. Everyone plans, they don't plan to do it tomorrow. They're planning to do it two years out.

Ms. Bohn said I would also say that the office trends in general, we're on the leading edge of that. That is not something that happens overnight. We absolutely see that continuing through for several years.

Commissioner Dumas said the last application was declined, but clearly still more work and more people visit Birkdale, even with that decline. We've heard that you do not plan to move forward with additional parking spaces if we decline. What would you move forward with?

Ms. Bohn said we have no plans for anything else.

Commissioner Dumas said for staff, what can be moved forward with in this plan?

Mr. Richards said perhaps they wanted to build a Class A office space above the existing Barnes and Noble. They could build a 48' tall building there today as part of the original rezoning from Birkdale.

Commissioner Dumas said do you have an idea of the hotel brand or a name or do you know who would come in on that?

Ms. Bohn said that would be that autograph. Not specifically them, because we can't talk about any of that. It would be similar to that autograph brand. It's not a particular brand that we can speak to at the moment, but that is the intent is for that autograph line and so again, kind of a very locally unique and curated brand.

Commissioner Dumas said clearly parking, we've all talked about it. Of the spaces you mentioned earlier, does that include the negated spaces where the hotel would potentially go?

Ms. Irvin said there will be three levels under the hotel and that is not really apparent from the drawing.

Ms. Bohn said if you go with these spaces, yes, take into account the ones that are removed and replaced.

Commissioner Dumas said is there a consideration of also adding spaces to the other two garages that are not currently in this plan?

Ms. Bohn said not currently. We can look into it. Those are currently under repair. We're spending literally millions of dollars to repair them currently, which is why if some of you have been in there, you may see some of the spaces are blocked. That's because we're doing construction to make them safe and continue keeping them safe. Right now, I would say there are not plans for that.

Commissioner Dumas said I've heard from folks that are frustrated and upset that Dicks and Barnes and Noble are going out and the perception is that you are asking them to leave and can you tell us about a little bit of that transition.

Ms. Bohn said as we mentioned, there is some timeline here relative to start and how all of that phasing happens. There are leases that I'm not at liberty to speak to relative to that, but I can tell you from some of our other properties where we have them as tenants, there have been discussions about downsizing potentially into new prototypes that they have and so it is not by any means we don't want to see them go. It is an open conversation and if we can kind of relocate them somewhere else on property, we are completely open to that. Candidly, we've had super early discussions with them, but it doesn't make sense to go into negotiations if we don't know if we can build.

Commissioner Walsh said I think I've heard the answer to most of my questions. Just one quick one. I'm trying to keep track of all the number of parking spaces, but from the original submittal for the multi-family, what was it versus what it is?

Mr. Richards said today they're allowed 320. Those exist. They were asking for an additional 350. Today they're asking for 150.

Mayor Clark said during construction obviously there will be staging locations, there will be vehicles coming and going. There'll be an impact to the current parking situation. What is the plan to kind of help mitigate that as people will still want to come visit Birkdale, but then they won't be able to park because there'll be storage containers or they'll be blocked off for traffic, etc.

Ms. Bohn said we know this is a huge concern. We have been engaged in conversations with many of the adjacent owners to look at opportunities there. From a construction standpoint, we've had success on a lot of our other properties with having construction park elsewhere offsite. They find space miraculously and that kind of limits that component. One of the reasons why we're prioritizing Parking Deck A is that again, that duration, taking it down and bringing it back up gets a lot of that capacity in right away and minimizing that component versus doing everything simultaneously. We're adding a satellite valet kind of on this, what I think is plan east and do east as well an additional satellite valet location for valet. We'd offer free valet during that period, but again with the adjacent owners, we're also looking at potentially a shuttle or some sort of shared parking agreements as well.

Commissioner Quarles said this is a comment. We've received quite a few emails and many of these people here have not been in one of our public hearings before, so just some things I want to say based on the emails. What I've done is I've taken every email and pulled pieces together because I want them to understand how the process really is going to go. The Mayor did a great job explaining we're not going to make a decision tonight, but it's something that I must say so they can understand how the entire process will work. Some was giving us a history lesson in some of our emails, but I want to share with many that my wife's great, great, great grandfather founded our church in 1868.

My great uncle was given the keys to Huntersville for his experience and his knowledge and the history of this town. We also have a historian here, BeeJay Caldwell. She's a historian of the town of Huntersville. Huntersville is attractive. Birkdale is attractive and is vibrant. It's so vibrant that as I did my research and to study before we had this public hearing, I went to a website of one of the tenants who talked about how vibrant Birkdale Village is. It's vibrant and that's why on Saturdays and Sundays or Fridays it's very busy. When we have the Christmas tree lighting there, you have a plethora of people parking all the way as far as Hickory Tavern and walking to Birkdale Village. In some of the emails they talked about population. In 2005, the estimated population of Huntersville was 35,000 people. The town experienced rapid growth in 2000's that almost doubled from the 1990's. We're coming up on 2030 and the estimated growth in Huntersville will be 80,000 people.

Progress stops for no man, no person, no town, and we have to do the right thing and someone emailed and said, Edwin explain responsible growth. Well, is this project responsible growth. Well, we will see. I do think it's intentional growth. We need responsible growth, we need intentional growth. Constituents have reached out to this Board and talked about traffic, parking, crime and taxes. They want each of them fixed. However, some have reached out to us and said, pause or wait. There's a cost when you wait. Of all the emails we received that was an opposition of this project, not one mentioned anything about the benefits this project will bring to our town.

This was mentioned in the public group with Birkdale and I think a lot of this was left out intentionally when people were getting the support for those to oppose this project. Just yesterday I was at Cheesecake Factory and I was talking to the waitress about this Birkdale rezoning project and the lady beside me jumped into my conversation and said I heard they're adding 150 more apartments. Well, I asked her what else are they planning on doing. She said, all I know is the apartments. I don't think that's fair to our tax paying citizens. Leaders of the past have failed us, our town. We didn't have adequate infrastructure. A rapid growing town such as Huntersville that didn't have a full-time fire department and spent zero dollars to hire full-time police since 2017. I'm going somewhere with this. Then having town owned roads that need widening, traffic calming and other repairs. Citizens, since this past year we have more road construction in this town than ever before.

We now have a full-time fire department and this town is starting to retain and staff up its police force to keep us safe. The residents who have emailed and said I've been here one to 20 years, yours and your family's life was a game of roulette. We hear all the time, why didn't the police notify us of this crime in Birkdale. Well, if they were properly staff, they probably could have told you about those crimes in Birkdale. Thankfully, there was no gas explosions with the colonial pipeline that runs through our town or a 20 car crash on I-77 between Exit 23 and Exit 28 or multiple alarm fire in Birkdale on the day this town didn't have enough firefighters because they were part-time to sit in the seats of the trucks. In deciding this proposal, there's more than just an inconvenience. We are here. We need more businesses to take the load off of us. This project may not be the right one, but what development is. I know my family didn't think Birkdale was when it was being developed.

This project failed last time because commissioners and I've heard someone, I think Brian mentioned about a Townley bridge or something. This project failed last time because commissioners didn't ask the former applicant to bring some skin to the game so that we can take some of the burden off of our taxpaying citizens. There would be some negotiations with the residents' best interests at heart. The failure to government was not responsible, it was politics. If one wants to play politics, go to Raleigh or DC and stop misleading our people. We vow to sit at the table and have the tough talks. We already have meetings set for this coming Friday with some of the residents and some of you are sitting in here

right now. We also have had meetings prior to this meeting with some of the residents. Some may not want to play ball or compromise, some may want to grandstand to get his point across.

Regardless, this Board has a proven record to show that we care. We voted against development projects. We voted for development projects. We've gotten developers and communities to agree when they were so far apart. We also had developers pull their applications. This Board, we are also only the third municipality out of 552 municipalities in the state to ever be recognized for civility by the North Carolina League of Municipalities, which recognizes us for our professionalism and our ability to seek common ground and listen past our own perceptions. We will look for common ground in trying to find a win-win. We must vote on the merits and what's best for all of Huntersville and no decision should ever be made until all the information is given and studied. This is not the same proposal and it is not the same company. The applicant was NAP. This applicant is Jamestown.

Some will tell you that Jamestown is NAP because they have some of the same employees. When I was a logistics manager at First Union, the bank bought out Wachovia, but it kept the name Wachovia because Wachovia had the better reputation. The bank also kept most of its employees. As I wrap up, if you hear someone talk about taxes in Huntersville and they say that it's too high, know that Huntersville is the 16th largest municipality in the state as far as population and of the top 25 in population, Huntersville has the lowest tax rate. Birkdale is the highest tax generator in Huntersville. That goes back to what I said earlier, intention of growth. For every email I received, I responded and I said I would love to sit down and talk with you. I ask you if you want facts and not any misleading rhetoric, please reach out to us. We're here to serve Huntersville. You can see it is very serious to our town. We want to do the right thing. It's going to be tough, but we want to hear you as well.

Mayor Clark called for public comments.

Peter Romaniello said I'm scrapping everything that I wrote because I was listening to everything that was being said. I found it very interesting that the developers said that if this is not accepted, that they're going to do absolutely nothing to address parking, and we keep hearing over and over again that parking is a major issue. As a business owner, I own my business. If I don't listen to my customers' needs, if I don't listen to my patrons' needs, then I'm not a good business person. If they're saying that they're not going to do anything and the parking is one of the major issues that people have that stops them from going to Birkdale Village, expanding the area is only going to make it worse. And one of the things I want to bring up really quickly is that when this was brought up last time with R22-01, they had mentioned that the existing parking deck was reviewed by an engineer and it only had two more years of being safe. That was two years ago. If they're saying that they're not going to do anything to address parking and they're not going to fix a parking deck that already has been deemed that it needs to be fixed, now what are we talking about here. We have to hold them accountable, but more importantly they should care about their patrons. If they're not going to do anything and they have a garage that is already deemed unsafe, I don't know how we can trust them with anything else that they plan to do.

Suzanne Villar (Phyllis Twitter deferred her time) said thank you for the opportunity to comment on the rezoning of Birkdale Village and thank you for listening carefully to the comments from your constituents. We'll try not to be repetitive, but topics mentioned more than once represent widespread concerns across Huntersville. I don't want to focus on parking tonight except to point out that the Town has heard complaints about parking problems since the first redevelopment buildings were completed. In November of 2022 the Planning Department was quoted in an article in Business Today defending the parking in the Village saying minimum parking requirements have been satisfied. Yet the parking problems and complaints have gotten worse ever since, spilling into adjacent neighborhoods with

hundreds of retail customers, parking on residential streets and creating well-documented dangerous situations on a regular basis. This suggests that the Town's minimum parking requirements are inadequate for the conditions inside Birkdale Village and need to be reevaluated before any additional construction is permitted anywhere, let alone before hundreds and hundreds more residents, guests and vehicles are permitted in the very limited space of Birkdale.

Not only is parking insufficient, but roads inside Birkdale Village are not designed to handle the current traffic load and the Town can't widen the streets. We now experience traffic congestion inside Birkdale Village, not just on Sam Furr. I have numerous screenshots of red and yellow traffic backups in the Village from my phone navigator that happened at random times during the day and during the week. I'll be glad to share them with anyone who's interested. Contrary to claims that were made by Jamestown at the December 16 residents meeting, the last rezoning was not denied on a technicality, but rather because it failed to meet several key requirements of the 2040 Plan, including LU-5.1, which allows more intense development only when transportation infrastructure already exists. And I've already told you we can't handle the traffic load even if we had more parking. There's no way to move cars through the Village and LU-11.2 encourage new buildings to respect the general spacing of structures, building masses and scale of existing buildings.

This new Jamestown rezoning proposal like the last, fails both of these requirements. It's important to note that Jamestown, like NAP before them, knew before undertaking this Birkdale Village project that the current zoning for this property limits buildings to just 48' in height. Raising building heights to 115' or even just 100' would not be by right and will certainly destroy the appearance of this neoclassical development that's been the crown jewel of Huntersville for years and has brought worldwide recognition to the Town. Approving taller building heights will create Manhattan style shade canyons and seriously diminish the exposure of many retail shops around the perimeter of the development. The solution to these issues does not lie in approving more high density development. As the old saying goes, insanity is doing the same thing over and over again and expecting different results. Shoehorning a hotel, additional apartments and unneeded Class A office space into a very confined space with inelastic streets hoping to increase revenue is a lot like putting a goose into a cage and force feeding it, hoping to get more golden eggs. Two things are going to happen. You're going to end up with a little bit of pate of foie gras and you're definitely going to kill your golden goose. This is the wrong project and the wrong time and Birkdale Village is the wrong place.

Madeline Basden said I just wanted to let everyone know I grew up in this community for the past 21 years. I'm 33, so not my whole life, but I relocated here and the vision that this community has had in the schools that I attended, I grew up in Birkdale as a teenager and then it kind of dwindled down and then got bought out by new management and has really trusted my growth in our community and who we are today. I will say I reside in Huntersville, but I also work in Birkdale, so I'm there 50 plus hours a week and so the biggest concern we hear from our customers is the parking. I believe that this project really presents additional parking as the option and I think that's a great opportunity for us as well as the corporate partners we see on a regular basis. They're coming from all areas that are not staying in the Birkdale area, they're not staying in Huntersville. They're taking Ubers from Charlotte and they're coming to Birkdale to shop with us and be a part of our community of we have a project that can service them in a better way with a beautiful boutique hotel and other opportunities. I think that's the vision that our customers are looking for and just it aligns with the vision of our community. I also think there is that younger generation that has hope and vision for our community and I think this project presents that, so not only as a resident of Birkdale but as an employer that works there 50 plus hours a week, this is not a beach umbrella. It can't just go up overnight. There has to be vision and there's a project and I think this project, they've done a really amazing job of listening to the residents and giving them what

they're asking for, but also they're bringing business and hope and vision to our community and I think that's how communities grow. I think the economic impact that this project invests in us.

William Bowles said I live in Birkdale. We moved here five years ago and it was the Village that caused us to look for a home in Birkdale. It was the quaintness of it. It was the shops, the restaurants, seeing families just wandering around and even letting their teenagers just kind of go by themselves and get together with other teenagers and go to get coffee, go get ice cream, whatever, just hang out. I don't see that with this development. I'm trying to get my head around this and saying who does this benefit. Does it benefit the residents of Birkdale and Huntersville or does it benefit the developers. And to me it benefits the developers. I don't see it benefiting us. We voted for you folks to represent us – our interests, our needs and so forth, not that of the developers. I pray that you'll keep that as your strongest consideration when you decide what to do with this right here.

Kerry Edelstein (Casey Childers deferred time) I live in Birkdale Greens. I want to thank you. Those were great questions and I want to address some of the things you said because they're the same questions I've been asking. You're going to hear a lot from my neighbors tonight I suspect about infrastructure and parking and traffic and all that. All of that's true. I endorse everything that's been said. I walk into Birkdale mostly, so I'm not the person to carry the parking torch personally. I want to talk about partnerships and what it takes to have a good partnership, to have responsible growth. One of the things that strikes me in all this, whether it was NAP or Jamestown, is that this started off on a very dysfunctional foot. That's why you're hearing so much frustration and anger.

I've probably been to 8 to 10 meetings at this point over the years. We have seen this developer, this owner, show up unprepared, unable to answer some basic questions. One of the questions I've been asking is what's the cost to the Town. We can't do any sort of thoughtful cost benefit analysis if we only know the revenue to the town, but we don't know the hidden costs like increased infrastructure or more public servants and police officers and firetrucks and things like that that are all a part of increased growth and they've also failed to meet any of their deadlines. It's still a half-built construction site that we've been promised would be finished for three, four years now and it's not finished yet in 2025. And I was actually really excited when Jamestown bought NAP because they have a cool history. I thought this is a group that has revitalized and created Chelsea Market, sold it to Google.

Maybe Google could be a partner in all of this. Maybe they could anchor this office space. I was excited about Ghirardelli Square. Could we have the next optimist hall in our space. I came into this really wanting to feel positive and when I went to the December meeting, I found myself disappointed because all the things we've been talking about all this time weren't presented to us as part of the plan. They've had two years to do that and there were no improvements made. That's not the sign of a good partner. The big thing that struck me is that we've been talking about aesthetic continuity and design continuity for four years now, and one of the things that struck me in what Frances proposed, and by the way I actually really enjoyed your presentation, that was very well done, is the idea that Jamestown is design focused and those designs might be lovely, but they don't match Birkdale, they don't fit with Birkdale.

They clash the existing beautiful design of Birkdale and there's been no discussion of that over the years. There's been no discussion about inside the Village infrastructure. I can't tell you how many times I've been walking my dog and I've seen cars drive over my neighbor Brian and Christine's lawn because they can't get through already before we've done any of this addition. Here's my philosophy on all of this. To me, I love change. I actually work in the world of using data to drive change. That's what I do for a living. But change comes with responsibility and rigor and partnership. It should bring optimism, joy, and

opportunity. And you're hearing a lot of sentiment tonight that's anger and frustration and negativity. We need to reverse that. I want to come back to a point one of you made, which was what instead, if this were to be denied what instead, so I'm going to give you a what instead vision.

Let's play with the idea of Birkdale Village. It's in the name, the idea of a village. What if instead we had a small business village, a food entrepreneur village, an artist village, an empty nester village for all of the people who raised their kids here and are now empty nesters. What if we had a library, a gym, a farmer's market, all these things that build community and build a village. These are the things we could do. We're not trying to be South Park. We don't have the infrastructure for transport that South End has. We're a village, we're Birkdale Village and I want to reject this proposal so we can get back to imagining what instead, what could be better to be the best version of ourselves.

Merlin Villar said I want to talk about traffic and making a bad traffic situation even worse by bad timing. Right now, Highway 73 is often congested to the point of standstill. We know because we have to use it to get anywhere. That's with today's traffic. Right across Sam Furr from Birkdale Village is Birkdale Place. They will be opening soon and leasing over 200 apartments, multiple retail locations and restaurants and offices. All of these will use Sam Furr to enter and exit. At that point, we will have hyper congestion. The 2040 Plan as well as slides from your recent retreat continually use the term responsible growth. There's nothing responsible about allowing and even encouraging more traffic onto an undersized highway. DOT has done nothing but add dates and slide dates since I've been living here 13 years. They've had plans to widen Sam Furr, but I will bet anyone on this day is that it's not going to start when they say it's going to start. At this point, no one, not even DOT knows exactly when the widening project will start, much less when it'll be completed.

Yet you continue to signal your support for more development and increased traffic along Sam Furr. If this rezoning is approved, you're multiplying congestion without some guarantee that the work won't start until the widening of Sam Furr is complete. You were all elected with the promise of responsible development. Dumping this much traffic on an already clogged artery is not responsible. This project should not be approved until the Sam Furr widening is complete. The developer does not care about traffic congestion on Sam Furr. You should. You are the only people who can stop this. We the voters, your constituents, are depending on you as our elected officials to not make a bad situation worse. Please do not grant this rezoning request without ironclad control. Let me add one more thing about parking. I'm sure none of you know this, but I know it all too well. Fin and Fino, which is where Dresslers used to be, their valet parks in our neighborhood, every car they pick up. That means there's a problem.

Eric Willoughby said I'm here to support the Birkdale rezoning request and I'd like to begin with a quote I read recently. Change is inevitable but personal growth is a choice. The buildings around us will always get taller, the roads will always get wider and our town will continue to grow. That is the reality we live in and we cannot stop it, however we can control how we respond to it. When it comes to reactions, we've seen two primary groups emerge. One group accepts the fact that change is inevitable and works hard to ensure that it benefits as many people as possible while unfolding in an orderly manner. The other group unfortunately, has chosen to blow this out of proportion. They've chosen to demonize their neighbors and spread false message in an attempt to derail the inevitable.

They've placed partisanship over partnership, choosing to divide our community over something as simple as an office building, a hotel and some parking decks, rather than constructively working together for the good of our town. Huntersville is our home. So many of you have come to raise your children, grow your businesses, and achieve personal success. Now, I understand that people have their concerns about parking, property taxes, taller buildings and traffic. Let's address those directly. Parking.

This proposal would increase Birkdale's parking capacity and would meet the requirements under Article 5. That's just the reality of this. When it comes to property taxes, the revenue generated by new shops, hotels, and businesses would dramatically lower your property tax bill. Taller Buildings. This is simply a part of the change that I was talking about earlier. Huntersville is not turning into Manhattan anytime soon. That building is five, six floors. We're not in Manhattan. When it comes to traffic on Highway 73, that is not an issue this Board has much control over. Like many mentioned, it's all up to DOT.

Rose Hamilton said unlike many here I'm a relatively new member to Birkdale and I actually relocated a few months ago from New Jersey. First, thank you for the work you're doing. I really appreciate all the things I'm hearing and all the facts tonight and I appreciate the work that you do in giving the chance for us to have an opportunity to speak tonight as well. I want to share with you something important. When I was deciding where to move, I spent two years researching to come here and I made a very intentional move coming out of a project very similar just like this, moving out of a city that was right about exactly the same amount of miles where we are between here and Charlotte and I watched eight years of this kind of activity going on.

We lived through it, we lived through the parking challenges, we lived through all the issues that got us to a pretty frustrating place and it got me to want to actually move. When I came to Birkdale Village, it had this amazing energy, a balance of charm, vibrancy, local shops, restaurants, and spaces that felt built for people to be together. It was more than just a shopping area, it was the heart of the neighborhood. We've talked a lot about that already tonight. But since getting here and settling in, I'm seeing a sense of this place being chipped away. Several of the key stores that made the village feel special have been replaced and the newest structures don't really even fit the feel and the look. It just doesn't make sense. It feels very temporary and out of alignment the existing work that we've done. I've heard from many, as many have said tonight, that there are many who share the concerns and don't even want to come to Birkdale. One of the most pressing issues is parking, of course. Even though I still enjoy visiting the Village, parking is often a challenge and everybody's talked about that already, so I'm not going to say much more about that. I'll just skip past it. We need sustainable solutions here to ease the parking burden and it sounds like there's others having to invest in this big, enormous, huge project. Otherwise, the very businesses and experiences that make the Village special will not continue to be available.

Roger Mitchell said I wish I had this guy's speech because that's really what I wanted to say. I'm concerned about this. We just had this discussion two years ago and the previous board saw fit to say it wasn't a good fit. I live in the Birkdale subdivision. Sam Furr Road is a nightmare today. I understand there's new lanes coming that'll be sometime in the future. I beg you guys to put the infrastructure in place before you bring us more traffic. Sam Furr Road is a nightmare. There are times on a Saturday, a Friday, a Tuesday afternoon when you pull out of Sam Furr Road and it's traffic lights all the way to I-77. Please give that some consideration when you're giving your thought to this.

Julia Kiewit said thank you for hearing our comments regarding the proposed development in Birkdale. Since moving to Huntersville three years ago, I purchased a home in the neighborhood right behind the Village. I did so because I love the area, but I'm concerned that proposed development doesn't meet criteria for smart development. It should be safe, managed, accessible, required, and timely. Safe. The increased traffic density from the proposed development will further erode safety. When emergency vehicles struggle to get around corners in our neighborhood because of overflow retail parking, those seconds can mean a matter of life and death. Our streets cannot afford an increased parking burden. Managed. Any new development that is approved should come with corresponding confidence that it will be managed and completed. Unfortunately, projects approved in 2021 are still incomplete.

How will the new development be managed. Accessible. New development should be accessible to everyone in our community. The prior round of development wiped out many curbside parking spots and all of the handicapped parking in the Village circle. We don't need more development at the expense of accessibility for any of our residents. Required. While I'm pro-development, it should correspond to an increased market demand. Currently, there are numerous office buildings in Huntersville with available space and right across 73 a hotel, office space and apartments are under construction that haven't even come online for inventory yet. Timely. Finally, a good thing at the wrong time is the wrong thing and the timing of this project makes it the wrong thing with construction that would be overlapping with the widening of Sam Furr, making it nearly impossible to enter and exit either of the only two Birkdale access points. The proposed development project does not fulfill the criteria of safe, managed, accessible, required or timely. Please do not harm the delicate balance between growth and overdevelopment by approving this project.

Errol Genois said I've been a resident of Birkdale Village for 23 years. I consulted my crystal ball on the issue of rezoning Birkdale Village. It simply revealed that the Town Board of Commissioners and Mayor must reject the request for rezoning Birkdale Village because the number of proposed parking spaces supplied by the new parking garage, hotel, high rise apartments will total even less than the current parking spaces available. Acceptance of the request for rezoning will as a result leave shoppers with only one choice. That is to park on residential streets in Birkdale Village in front of our homes. Moreover, parking by non-residents on residential streets will cause unacceptable traffic congestion. Use your power to protect and to serve our community, not destroy it. Furthermore, I request the Board of Commissioners and Mayor to recognize the unavoidable threat of rezoning to the livability of Birkdale community and to therefore unanimously reject the proposal to rezone Birkdale Village. A unanimous rejection of the rezoning proposal will protect the following rights of homeowners: (1) to park in front of their own homes; (2) to feel safe from an invasion of unknown visitors; and (3) to secure streets for fire, police and medic during life-threatening emergencies. Your approval of rezoning will demonstrate a total rejection of your support for the rights of homeowners to continue to live and secure their investments in their homes in Birkdale Village.

Nick O'Shaughnessy said I've lived in the Birkdale Greens since 2002, so I'm a long-term resident. I'm surprised to see the same graphics this evening as were presented and denied two years ago, and they still show the traffic circle that was illegally removed and which caused a lot of traffic issues, but now I'll get to my little speech. In 2023, the Birkdale Village expansion proposal was rightfully denied by the Planning Board and the Town Board because it was the blatant violation of zoning regulations, excessive height requests, and its inconsistency with the Huntersville 2040 Community Plan. The critical issues from 2023 are still not resolved. In fact, this 2025 proposal is even worse and more of a violation. The 2023 denial, a single-story office building was at 110' was deemed too tall.

The 2025 proposal, now we have three massive structures and the office tower similarly a moving target because it is shown on the drawings at 115', but now according to Susan Irvin is now 100'. The target seems to be an ever moving object. The hotel at 90', the multi-family at 85' each drastically exceeding the height restrictions, which are still the same. It still says Urban Workplace is 45', so the two parking decks at 85' and 55' both exceed the ordinance limits. So what's changed? The Planning staff appeared to have done a 180 degree flip flop, which raises red flags for me. The same planning staff COD on YouTube stood firm in 23 against 110' building and is now fully supporting a project with even taller structures. What is the justification?

Brian Rice (Shannon Rice deferred time) said like many here, I support responsible development that strengthens our community and aligns with the Huntersville 2040 Community Plan. While I understand the intent behind the proposed Birkdale Village expansion, there are significant concerns that I believe deserve careful consideration. Like my other friend, a lot of these things have been spoken and so in the interest of time I won't restate them.

First, the project is happening at the same time as the Sam Furr Road expansion. We've already talked about that. We know the traffic issues that that's going to create. I won't go into that. We also heard about the increased tax revenue, but I think we heard from Kerry who also cited, but what are going to be the actual infrastructure costs. We really don't know. The traffic study, I think Merlin talked about the traffic study. This doesn't take into account the full picture. It doesn't take into account that there are other developments just across the street that haven't been completed yet, but they have been approved.

The parking still remains a concern. I did want to clarify in that initial development, there were 78 parking spots that were eliminated. They were not replaced with anything. And to put that in context, when we talked about the tractor trailers going through the development, the reason that is, and I live on the corner so I know because you can see the trail and you can see the tire tracks on the sidewalk. It's because when they took out those parking spaces, they made the radius so narrow that the tractor trailers can't go around Birkdale Commons Parkway. That's the reason why they have to come up around Birkdale. They come through Bridgeton and then they come around, they go over the sidewalk and then they go into eeZ or some of the other places. That's why that's happening.

One other thing is I did hear, and I'm very supportive, that Jamestown wants to support their tenants. I just ask, are they going to support their neighbors, because we're their neighbors. I saw a full PowerPoint of all kinds of bullets of all the things that are going to help with parking. They haven't done it yet. It was the same issue that we had two years ago. They didn't come to the table then, why should we expect that they're going to come to the table now. I guess it all comes down to trust. I want to be clear. I support growth that is well planned and beneficial to our town. However, responsible development means finishing approved projects, which we talked about weren't finished, allowing the Sam Furr expansion to be completed. That is a choice that you can make. Ensure any new proposal truly aligns with Huntersville's long-term needs and the needs of its neighbors and tenants. I respectfully ask that you reject this proposal in its current form and request a development plan that fully considers our infrastructure, economic, and community needs.

Mary Ann Turetsky (Brad Kerbs deferred time) said we have already sacrificed the heart of our village, the green space that once defined it. We lost open site lines that allowed us to see from the front entrance to the lights of the movie theater. Instead, we now have massive buildings, a jumbo screen flashing ads all day, a half-built brewery and a collection of little trailers that they like to call their jewel boxes. But that's not all. Besides the parking spaces, they drove out little businesses that we had shopped at for 15 years. Why? Because the developers doubled their rents and they had to relocate. Now we have high end stores that most people can't afford to shop in.

Let's talk about the biggest blunder of all, the removal of the rotary, which made a smooth way out of the Village. Without it everybody talked about how much of a nightmare the traffic is. As if that weren't enough, crime has surged. Frequent smash and grab robberies and shoplifting incidents plague our area. Some sitting commissioners don't think that shoplifting is a crime, but I happen to. Our Village is no longer the self-welcoming, safe-welcoming place it once was.

We did not vote for you to represent Jamestown. We voted for you to represent us and this community. While executives of Jamestown retreat to their golf club communities and beachfront properties in other states, we are the ones left to deal with the fallout of their overbuilding and greed. And make no mistake, this is their cycle. They develop, they profit, they abandon, and in a few years they're going to sell us off without a second thought. We will then just be another Northlake Mall. By then, it will be too late.

This is your moment to stand with us. We are all watching. We're all counting on you to protect what's left of our Village. Please do not sell us out again. It's time to demand better.

Sue Gilbert (Marissa Gilbert deferred time) said my husband and I own the Nothing Bundt Cakes bakery, which is located at 8830 Lindholm Drive in Huntersville. My husband and I are deeply concerned about the rezoning request by Jamestown. We agree that the parking is terrible. These two parking decks I do think would help. However, the additional building center planned, in particular the 125-room hotel encompasses almost the entire parking lot, which is in front of the strip center that I am in. This hotel would block the visibility to our guests in Birkdale. It would divert traffic around our business and most importantly it would eliminate almost all the parking lot for our customers, employees, not only for Nothing Bundt Cakes, but also for Chipotle, Visionworks, Chase Bank that are also located in our building. We've been located here for the past 11 years, and we have tried to be active in our community. We have donated to almost every single charity you can imagine. We try to give back and have always wanted to support our community, and now we're hoping that you will do the same for us.

We were very excited when we heard that the Cheesecake Factory and the Apple Store were coming to Birkdale. We thought this would bring in more guests, more people into our bakery. But what we found is that we've had a significant decrease in sales. Our sales have been down more than 25 percent, and this is we credit to the lack of parking. We have customers that call and cancel their orders at the last minute because they can't find a parking space. There's not even a space that we could walk the cake out to them to their car because people get so mad if you even stop, you've got people honking and other people getting out, arguing with our customers. We've had women come in crying because they've been yelled at trying to find a parking space. We have people coming in yelling and cussing us out and they vow they'll never return to Birkdale because of traffic and the lack of available parking spots.

While this sounds so great to have all these new office buildings and more retail, where are the employees going to park? Because I can tell you that the Cheesecake Factory alone probably employs 40 people per shift. The Apple Store probably 30 people per shift. That's 70 people right there. My building has just on a regular day, 28 to 30 people. On weekends we have about 40. This is just employees, but that entire building, that's 40 employees. Where are they going to park? What about the hotel employees? Where are they going to park? Now you're saying this is going to be some boutique hotel. Is it going to have conventions? Is it going to have wedding receptions? Is it going to host proms? Where will all these people park?

I'm not against renovations and let's update it, but for Jamestown to say that you give us all or you get nothing, I don't believe that. I think they're trying to push your feet to the fire and say you do this or we're not doing anything. I don't believe that. This is a company that wants to make money. They will do it in bits and pieces if they have to to get it done. What I would like to propose is that you do it responsibly. Do certain sections. Maybe allow the parking garage to go in. See if that helps relay some of the parking nightmare that we are experiencing. If it does, then we do a phase two, then maybe allow a retail building. But how many people are going to work in that retail building. And then if they have

their customers coming in every day, what's that another 150, 200 people coming into their offices each day. It does not make sense.

Then you have not only the hotel, but then you're going to have apartments and that's at least 1.5, so 1.5 people average because we don't know if it's a one bedroom or two bedroom, but we'll say at least 1.5 cars per person for that apartment complex. This is not just we're adding 500 more parking spaces. They're all going to be taken. This is not a solution at all. And if you come up there on the weekends, you will see. I mean, they have done a great job with the town green and lots of people want to go there, but this is not a solution.

Kim Zarsadiaz (Janelle Schmit deferred time) said I live in the Greens at Birkdale Village. I prepared something, but everybody has said everything. I just want to say that I am for responsible development. And like so many people have said, we need to know that this developer is going to be a good neighbor to us and we need to know that you guys are going to support us. We were there first and we support Birkdale Village. I don't think there's any segment of people that supports that commercial project more than the 500 homes that live right next to it. I eat dinner over there several times a week, lunch a couple times a week. I buy every single piece of clothing I own for me and my husband over there.

I've lived there for 25 years. I was one of the first residents in that community, and we own two homes. We just need to know they're going to be a good neighbor. You guys were voted to support the Town of Huntersville residents.

I do support responsible development. I think it's needed. We need to grow with the times, but we need to do it right. We have people parking on our streets. It takes me as long to get out of my neighborhood as it does to get to Charlotte or the east side of Charlotte. That's not proper. But I like what I saw. It's pretty, but I want it to match what's already there. It looks disjointed now. It looks like we have little house trailers sitting in the middle. It's painted white and black in the middle and brick on the outside, and it just looks like no thought went into it.

Dawn Snow (Doreen David deferred time) said the pending proposal is not new. It's almost identical to the original 2022 application except it's worse because it includes eliminating an entire parking lot, 90 plus parking spaces, in order to build a hotel. The previous proposal was denied because it was not in the spirit of the regulations and due to the building height and the structures substantially exceeding the maximum 48' limit for Urban Workspace and for not complying with several of those 2040 policies. And one of those policies is the Land Use Policy 5.1 is to allow for more intense development only where transportation infrastructure already exists.

Birkdale Place, which is currently being constructed, will be using the same two intersections as Birkdale Village. There's already a bottleneck for anyone driving down Highway 73. The widening of 73 is going to last years and it's going to require lane closures, staging, and redirecting traffic. That's going to create even more of a traffic nightmare. You don't really need a traffic study to figure out that there's going to be major gridlock. And even though Jamestown has stated that they will participate in the Townley Extension, this extension should be in place before development given that our main exit out of the neighborhood would be bottlenecked. Not only will our quality of life and property values suffer, but safety will be jeopardized when first responders cannot get to a fire or some medical emergency. The other Land Use Policy that was reason for denial was 11 to protect the existing housing stock and LU-12.3 to blend new development with existing neighborhoods.

This is because Birkdale's unique character is derived from the fact that it was modeled after a small town. A max building height of 48' was put into place to be in compliance with the pedestrian oriented development standards and to create a friendly human scale that's like the character of a village. Both the scale and architecture have to be right to maintain character, but the sheer size and mass alone of the five proposed structures would be two times the height of other neighboring buildings. This would destroy the remaining aesthetics and ambience of the Village and would be completely out of context and scale. Furthermore, why would the town even consider removing an existing parking lot to add a 90' hotel that will be out of context and scale when one will be right across the street at Birkdale Place and there's going to be two others at Rubbermaid in Northcross.

The staging of materials that will take place along with the 90 plus parking spaces that will be lost will severely impact the businesses right there that rely on that parking lot. And let's not ignore the fact that there's no designated parking for this full-service hotel. With demand for office space lagging and vacancy rates rising, what justifies the need for this massive 100' Class A office building with lots of glass that will be completely out of place and why must it be in Birkdale Village where it'll not respect the character or blend with the Village or neighborhood. This totally goes against this Land Use Policy. Lastly, referencing an analogy by Jeff Bezos, approving this proposal is a one-way door decision because it has significant and irreversible consequences. Please do not let the potential tax revenue outweigh all the negative and far-reaching consequences that this will lead to. It should be denied for all the same reasons it was denied before and it should be an easy decision.

Tom Barrett said I feel like I'm coming at it with a different perspective. I work with Cool Kids Clubhouse. We work with kids with pediatric cancer. We're in Huntersville. We started in 2020. Everything was good. Everyone wants to support kids with cancer, so we were doing very well. But then we lost a lot of our staff. COVID came up, so we lost people. We had to stop our in-house programs. Then we lost staff. One of our staff members died. Another one moved on. Birkdale Village and their management company really sustained us through things from giving us opportunities to do events there with Bar Taco, Fin and Fino, and they've really carried us through financially. So, they helped. We've had a good partnership with them and they've really helped make a difference in the 496 kids that we deal with in the North Carolina area, so just wanted to come and show support.

Kim DiBenedictis said I am an original homeowner, 24 years or something crazy like that, and I'm sure the owners of the farming communities were mortified that we were taking over and ruining it just as how we are now thinking this developer is going to ruin Birkdale Village. So, I understand that we're all kind of in the same change and growth and worried and scared, but ultimately I think trust is such big thing.

I just don't know if I can really trust because the problem stems from the parking by them taking our parking away, by them taking the circle away, by them building things in the center. All of a sudden we have parking problems because of what they were doing. And now for them to say, makes me so angry for them to say that if they don't get what they want, they're not going to do anything for us for the parking. They were the ones that, well, not them, NAP originally were the reason. That's my biggest frustration.

That's not even what I was going to share, but I just wanted to throw that out there right now that I'm just upset and I just want to be able to have you protect us because I don't really trust these people. I don't know that they're really caring for us. I think they're caring for their pocketbook, and I just worry about that a lot.

I do appreciate the fact that Birkdale Village didn't grow tired and become an eyesore. I do appreciate that the developer saw value in our property and what it offered to the Birkdale Village homeowners and the neighboring towns and citizens from Mooresville, Cornelius, Charlotte, etc. But when is too much now. Now is too much. The requested changes are just not right. I support responsible growth, but definitely not this rezoning. The heights are ridiculous. The buildings and offices are ridiculous. It is beautiful, but it doesn't belong here.

David Krug (Derek Partee deferred time) said I own Out Parcel 8B. That is right at the entrance to Birkdale Village, the eastern entrance. I purchased the out parcel from Birkdale Village in 2005 and I built a multi-tenant building that includes Nothing Bundt Cakes, Visionworks, JP Morgan, Chase and Chipotle. None of those out parcels include parking. I am totally dependent upon common area parking in front of my building and I pay monthly cam charges for it.

The declaration, which is recorded, of the conditions reserves both exclusive and non-exclusive surface parking in front of my building. I'm protesting the hotel portion of the petition because I believe the construction of a hotel violates the intent of the declaration of easement, covenants, conditions and restrictions which were recorded when this project was first developed. To construct the hotel on the parking directly in front of my building would eliminate 120 spaces.

Birkdale Village has offered to reserve 17 of these spaces, but that would still eliminate 107 spaces. I'm told by Brian Richards and Anthony Roberts this has never been brought up, but that Huntersville plans a median that would prohibit customers from our entrance off Lindholm Drive and would require customers to drive past the current entrance to the intersection of Townley and Lindholm, then turn left, then drive down to the end of the hotel, then turn left at the western corner of the hotel and drive down what is currently a parking lot that they intend to eliminate. I think you folks all have the plan that shows that.

Also, if you Google Earth, you'll see that every day those 124 spaces are full. Where are people going to park there. Underground parking, structured parking for us doesn't work. There's no way my tenants can survive the loss of the parking, the loss of the access, and the loss of visibility.

The declaration further states that the declarant's intention and objective in building those improvements is to enhance the value of the owner's property, which will inure to each owner. Tell me how eliminating 107 to 124 parking spaces is going to increase that value. My tenants can't survive, but because Birkdale Village doesn't own the building, they would suffer no consequences when that building is shut down, shuttered. The median is an inconvenience, but so long as the hotel is not built, customers could at least drive up to the intersection, turn left at Townley and then immediately turn into the current existing parking deck. The median with the hotel is a complete killer. Please don't allow the construction of a hotel that will destroy my tenants' businesses and ruin my property.

Amber Kovacs (Jamie Wideman deferred time) said I used to sit there where Commissioner Dumas is, so I'm pretty familiar with this project and because our minutes were shortened and somehow the prior board always appears to be a topic to discredit and you seem to have some questions, I'll just email you my original speech. First, I'd like to say I'm not running again, so this isn't political for me. No desire to be there again. I do believe in continuity and due to the lack of changes that this new company has presented, I still believe this project is not for the best. The previous board did in fact take this seriously, but of course I can only speak for me and there was another commissioner in here and you can ask them their feelings on the project as well. It was suggested that we didn't put in the work and we didn't ask the applicant to put skin in the game.

I'd like to clarify some things that happened over this very long process. When I look around this room, I can name almost every person here tonight that was involved the last time. First, last name, I can tell you what their jobs were and why every specific topic they talk about is so important. I put in the work. I followed up after every meeting where I took detailed notes and called, met with them, or emailed them to get more information. I also sat down with them and said, if things can't work out the way that you're asking, what is a compromise we can find in the middle.

The absolute greatest concern over all things was parking and how to get in and out of their home. Can you imagine if you were basically roadblocked every single day. So, we talked about the Townley Road Extension and I said, I don't know, I can't demand it, but I can talk about it. So on the flip side, I went to the applicant and talked about it and I was told absolutely not. That is so cost prohibitive for us, we would never even consider that. So that's where it ended for me. When the residents were not able to find a compromise because everything revolved around the dollar that the applicant can make, then I have to do my job as a commissioner and listen to the residents that elected me because these people aren't residents. They don't live here and they frankly don't care about the outcome other than what goes into their bank account. If you have questions or concerns about the last process, reach out. Don't assume you know.

Ultimately, I'm asking that you hear these residents and businesses that are here tonight and don't rely on the fuzzy math that's presented by someone paid a lot of money to present it to you. Look at it, do your own work. They can tell you what's being added, but they're leaving out the things that they're taking out. You heard our business owners almost in tears talking about how they won't survive this. We've had small businesses that are residents of our very town kicked out because they don't fit a vision. You guys are such proponents of small business, but they're going to be here and these small business and franchise owners are telling you they can't survive it, so listen.

The math, the price tag, it's all too much. They're telling you that there's going to be a \$200,000 tax increase and I know Commissioner Walsh, you always love to hear that, but we also have to talk about the \$10 million price tag that would go on the Townley Road Extension to make it so they are not roadblocked into their neighborhood. It's a long time. That's 50 years to make that tax increase worthwhile. I don't really think that's worth it.

This applicant has already shown their lack of concern for residents and the Birkdale businesses by saying that they're not going to fix parking unless this goes through. They threatened you with either an approval or no fix for a cause, and that right there should tell you that they're not being responsible business owners for the people that are relying on these businesses to survive. And that should tell you where your vote should go.

Frank Logano said I live on Devonshire Drive. Most of the time when I leave my neighborhood I come out and turn onto Sam Furr. We can do all these studies and I did a lot of models in my business world, but the end result was well after you do the study, what's the result. Someone said, you don't have to do the traffic impact analysis to know using that as a tool what the study is, you can come out at 2:00 in the afternoon on a Tuesday afternoon and it's bumper to bumper. The result I go with is the actuals. And what did the actual say. In the 2022 traffic impact analysis it gave F mark, so I'll quantify the traffic a little bit. It gave F marks for levels of service in the PM afternoon for all the intersections on Sam Furr.

The Staff Report said a traffic report wasn't required. I don't know why for this, but they did one and I happened to get a copy of it. That one done two years, three years later, gave those same levels of

service as D's, which I'm surprised it's worse from my experience yet you had F's and then D's. I think they're all still F's. The other thing about traffic impact analysis, I think we should take a look at that. Those numbers were done based on four hours of measurement of traffic on a Tuesday afternoon in May. Doesn't feel like enough with the magnitude of what we're asking here. I do think there's a lot of other points, but everybody's done a great job. One individual that mentioned it, you have the right slide up, the right slide because the real question, it's simple, what's the vision you want for Huntersville and for this key property in Huntersville? This says the original vision for Birkdale Village. Is it Birkdale Village or is it going to be Birkdale City? And that's the real question.

There being no further comments or questions, Mayor Clark closed the public hearing.

Petition #R24-14. Mayor Clark called to order public hearing on Petition #R24-14, a request by Linda Long to rezone +/- 64.5 acres located at 12705 Commerce Station Drive from Corporate Business to Corporate Business Conditional District to develop an industrial and flex space warehouse development.

Staff Report and Staff PowerPoint attached hereto as Exhibit No. 7.

Brad Priest, Assistant Planning Director, said Petition 24-14 is a conditional rezoning application for Commerce Station Industrial. The property owner is Linda W. Long and so briefly, here's the subject property here at the eastern side of Commerce Station Business Park. Commerce Station dead ends in the very end and this parcel is at the end there and is proposed to be developed. It is +/- 64 acres in size. It's currently zoned Corporate Business. You can see through the middle of the property those two red lines. Those are two thoroughfares that are going through the property. That will come up in our discussion in just a moment. Context map, just again to give you a context of where this is in relation to existing development, it's south of the construction and debris landfill Greenway Waste to the north and then again at the end to the south you can see some flex warehouse building at the end of Commerce Station Drive.

Just some highlights of this plan. It is a four-lot subdivision that is proposed for Lot 1 and Lot 2 to be flex space distribution warehouse type of uses. Currently there's a note on the plan that caps the space at 500,000 sq. ft. for Lots 1 and 2. I don't think that includes Lots 3 and 4. We're getting clarification on the applicant on that.

Whenever you see a rezoning come in that's CB to CB, that means there's not really a change of use or an intensification proposed. Really the sole purpose of this application is to ask for modifications and for site design constraints. The main one being a swim buffer modification. If you look on the map on the area that's highlighted in red, that's highlighted as an intermittent stream categorized as an intermittent stream and in our ordinance, there should be a buffer around that stream. Since there is not, the applicants are looking to somewhat encroach into that water quality buffer. The ordinance says that with mitigation and a conditional rezoning that encroachment can take place. And so that's a big reason why this application is coming before us, not necessarily because of the uses. The uses are the same that would be allowed in Corporate Business, but to enable that encroachment into the swim buffer.

Another highlight of this plan I want to draw attention to, it's not necessarily pertinent for the project but for the landfill in the back. Highlighted there, the applicants have proposed to fully stub for that private drive access on the west of the property that gives access to Lot 1 on the top. They would stub to the Greenway Waste property to the north. They've been working with Greenway Waste to move their main entrance from where it currently is on Holbrooks Road to this private drive which connects to Commerce Center Drive, which connects to Verhoeff Drive, getting the landfill off of more of a

residentially constructed street and more to a commercial street. So that would be something that the staff would work with the landfill separately, but this is accommodating that potential connection in the future.

Something to consider, the modifications that are proposed, we mentioned the swim buffer. To the right you'll see the area in red, the encroached intermittent stream there that would be piped and covered over there. CB buffer disturbances along Verhoeff Drive and along that Everette Keith thoroughfare, there's required 80' buffers. They're asking to remove the existing vegetation and replant. They're also asking for a modification for the design of the private drive sidewalk to remove the requirements to have sidewalk on one side and they're asking for a block length modification to have a longer block length for Commerce Station Drive.

Site plan design considerations, we mentioned the thoroughfares on the property. Verhoeff Drive is shown there as frontage. This is Verhoeff Drive here and here is Everette Keith Drive here that they're accommodating. This pretty much matches the existing alignment that's on the Comprehensive Transportation Plan. We're good with that. However, the alignment may be in flux soon. The Town is looking to take this to the MPO to request and to study looking at shifting the alignment. It's been in the same alignment for I believe 20 some years now and we've got a lot of questions about the alignment and potentially shifting it, so the Town is studying it currently, so this is kind of a floating alignment. We're working with the applicant now to try to come up with some options and to make sure that the change in alignment won't necessarily disturb the site plan in a way that would make significant changes. So that's currently in discussion.

Open space, we're working with them to establish open space and there's a note on the plan we'd like to work with them on as well that allows significant flexibility to the site plan. We'd like to hone that down just a little bit so we can get the spirit and intent of the plan that's shown and make sure that sticks when it actually comes to construction.

The 2040 Plan, I just highlighted some of the ones that the Plan does support. It's in an area that is already zoned CB so it can handle the infrastructure. We're using the Future Land Use Character Area Map for the Employment Center character. It's certainly going to do that warehouse and distribution, but also we wanted to point out Land Use 11.2 protect existing housing stock. There's a lot of residential development along Holbrooks Road, so being able to get a lot of those trucks off of Holbrooks Road and onto commercial streets and the commercial thoroughfares would go a long way to keep the residential character of those neighborhoods. That's something the Town's been looking to do for a while, so that stub would make that happen.

Opportunities that we're working with them on. Connectivity and short block lengths, we have a few recommendations on how the private drive could be designed to shorten the block length, provide connectivity and kind of meet the recommendations of the 2040 Plan. Flexibility and getting that higher design as was mentioned in the previous rezoning application, one of the things that the applicant will need to do with the rezoning is provide for mitigation or in other words if you're disturbing the stream, what can they do to make water quality better in different ways since you're maybe reducing it with the encroachment of the buffer. The ordinance outlines specific ways, but one of the things that we're encouraging and the applicant is looking for ways to do this is finding an onsite application or somewhere nearby an application that would contribute to the increase in water quality, the betterment and benefit of water quality.

There's some discussion that Cane Creek nearby that Mecklenburg County is actually proposing to make that a project to update and put in better buffers and take out the erosion and do things like that. If the applicant can get the county to work with them to earmark that to better water quality, then that would be a great way that Huntersville can locally make this a win-win scenario. We're working with the applicant on that.

Staff is supportive of the application. We recommend approval with some design changes that we mentioned through the presentation. The Planning Board will hear this item on the 25th of this month.

Commissioner Walsh said you mentioned the stub street to the landfill. Have we had conversations with them and are they committing to moving their entrance? Is there a timeframe?

Mr. Priest said there is not a timeframe. The applicant has been discussing it and if you'll notice a little bit of their stormwater pond and their disturbance goes onto Greenway Waste property, so they've had discussions and they've been working easements and permissions and they've been discussing making that stub. There has not been a timeframe of when they need to make that come out. However, in 2016 when the landfill was rezoned and a special use permit was approved, there was a condition put on there that within a year of that stub being put there, the entrance is supposed to move. That's currently the expectation. We would expect that to happen and work with them to make that happen as soon as possible.

Commissioner Walsh said nothing with that stream would preclude that connection being made?

Mr. Priest said no, that would not. That would bring it up. Grading would be necessary to bring that stub as close to the property line as possible.

Commissioner Walsh said then on the block length, obviously that's a long block length, are you guys working with them on some traffic calming, a circle, something to potentially slow traffic down or break it up somehow?

Mr. Priest said we haven't had very specific ones on the traffic calming, but to break up that block, yes we wanted to try to get that private drive to look and function as much as a public street as possible. We need urban open space. One recommendation would be to put urban open space on that corner, but as far as traffic calming in regard to maybe raising the intersection to slow it, that's something else we can look into when we get into the nuts and bolts of it. But that's a good point. We can discuss that.

Commissioner Hunt said I don't know if this is a better question for Rusty Rozzelle, but if we're able to keep the funds and restore another stream like the one you mentioned, is this going to offset or improve whatever we're losing at this particular site?

Mr. Priest said that is the hope and that is what we want to do. Currently in the ordinance you can submit mitigation credits, which is essentially a calculation based on how much buffer you're disturbing. They come up with a cost and you put it in a fund, and it goes anywhere in Mecklenburg County. What we're doing here in discussing briefly with Rusty Rozzelle, what he always likes to do is try to make sure it's an apples to apples match. How much stream are you disturbing, how much buffer are you disturbing. Then whatever the mitigation is, we want to make sure it matches exactly. That would be the hope here. We're disturbing X, so what can we do to Cane Creek or whatever stream locally to better that water quality there and make those numbers match.

Mayor Clark called on the applicant.

Robert Irvin said I'm from the Irvin Law Group. Tonight with me we have Robert McCall from GTIS and then we have Chase Kerley from Crescent Communities and we also have the team from SeamonWhiteside. We have Chad Berwick and Trey Little here. First, I wanted to let the applicant give a rundown of what their company's all about and highlight light, some of the things, some of the practices that they do and will do on this project.

Applicant PowerPoint attached hereto as Exhibit No. 8.

Chase Kerley said Crescent Communities are a mixed-use master plan residential and commercial developer headquartered here in Charlotte. We just had our 60th birthday. We develop multi-family, residential, commercial office, industrial projects like this and life sciences. I lead our industrial as well as life sciences business line in the southeast and then Robert McCall with GTIS based out of New York. We are not just developers. We are trusted, experienced place makers with a great proven track record of delivering both high quality and impactful projects. We delivered over 30 million sq. ft. of commercial development with very strong economic engines behind them to create job growth, track investments. We do build to prioritize sustainable developments like this that does respect the environment, but with strong design and capital partnership and then best in class architecture that enhances both the community and the project itself.

We aren't here just asking to build four walls and a roof. We with careful planning and execution on our team as well as with the Town's team intend to build opportunities and partnerships to invest in Huntersville and Huntersville's future as well as economic hubs. We think this project is very supportive in that manner.

Crescent's footprint, we do projects just like Axial Commerce Station, which is what we're calling this one. We have built many across the country, but also just been recognized as the National Association of Office and Investment Industrial Properties developer of the year and that's across the country. And so with that commitment, us building vision, quality and partnerships like with GTIS, we have been able to earn those type of marks that we are very proud of and happy to celebrate that both with projects we have done and those that we're continuing to do in front of us like this one today.

I don't have many other notes other than to kind of give reference images of some projects we have done. This project is in Cabarrus County. We're actively developing in Iredell, Mecklenburg near the airport, as well as in Rock Hill and some other precedent images of projects we have delivered in this market and nearby to give similar images as well as projects that GTIS has done that gives examples of what the architectural elements and quality and commitments that we intend to develop for this project.

Robert McCall said similar to Crescent, we are an active developer in the industrial and residential space. Our footprint may be a little bit larger than Crescent and it's nationwide. There's some representative images here from Phoenix and Atlanta. We have a project that we just broke ground on in Gastonia. We also have a project just across the North Carolina, South Carolina border in Cherokee County that we're developing.

Our industrial business is pretty similar from an architectural perspective to what Crescent's doing. One of the things that we're very much focused on in conjunction with Crescent is not just building a warehouse but building a warehouse that the town is going to be proud of and somebody that wants to

own it long-term will be an architecturally beneficial addition to the town. And we are trying to do that in conjunction with what already exists with Commerce Station and make sure that we fit into that existing infrastructure. We know there's more opportunity for future development in that park and we want to support that in the future.

Mr. Irvin said I think Brad did a great job of showing where this project is. You can see the Greenway Landfill project right above the property and then to the west of the property you'll see Southwire, Reynolds, more warehouse industrial type uses. And then there's a Town of Huntersville utility station to the edge. Like Brad said, the current zoning is CB and we're requesting a CB conditional and the types of uses that are permitted are exactly what we are proposing here. Like Brad said as well, not to harp on it too much, but we're here mainly for the stormwater mitigation process and we're going through the Town's conditional rezoning process to have a public process to go through this and do what's best for the town.

Here it is again, you can kind of see the site plan overlaid and see how it fits into relation with the other buildings and the surrounding properties. A little bit more project information, it's 452,750 sq. ft. It's warehouse distributive business, current zoning Corporate Business and we're asking for Corporate Business Conditional.

This just is kind of a recap summary of some of the things that Brad talked about. We're working with him. Some of the mitigation fees in our conversations with the county, it seems like we're going to be able to hopefully earmark some of those mitigation funds for the Cane Creek project in Huntersville and keep some of that mitigation to benefit Huntersville.

This was kind of an idea to show you how the lots were broken up. Once again, Brad stealing my thunder, taking the 2040 Plan slides and you see it's in an Employment Center and Employment Centers contain a mix of uses, office, industrial, institutional and so this project is fitting in with that theme.

Mr. Kerley said Crescent has a strong history of being involved in sustainability. Our namesake used to be Crescent Land and Timber and so we do like to integrate wood within any projects we do. This project will be sort of a lead shell ready condition, but otherwise a lot of articulation, a lot of integrated wood within the facade of the building to break that up, bring some harmony. The design of this building, yes, it's to attract investment, but it's also predominantly to attract employment and so people like to work where they like to go to and so we like to make the building as attractive as possible, integrating color, material, texture, variation of the building facade as well.

Mr. Irvin said I think this is some of the most important information here. It's a \$50 million plus project when you take into account the land acquisition, hard costs, leasing costs, soft costs, financing contingency, but more importantly the economic benefits that come with this. Currently this is in the ETJ, so there's no tax benefit. The estimated Huntersville property tax after this is completed is about \$132,000 a year. The construction benefits that we calculated were a little bit over \$58 million. The construction jobs created were 237 during the construction process and then after construction there'll be 250 plus jobs. It's a great fit for the Employment Center.

Just a quick rundown of the public benefits that this project provides. Like we said, the access road up to the Greenway Landfill to take some of that landfill traffic off of the residential Holbrooks Road and bring it more to Industrial Commerce Station. Dedication of the right-of-way of Everette Keith and Verhoeff Drive consistent with the CRTPO. Elevated architectural designs, access to the currently landlocked

Baucum properties to the south/southeast of the property. And then traffic improvements to Meacham Road and US 21.

Commissioner Dumas said one of your last slides said that you expect 250 or so employees after construction. That was one of my questions just because that's an employment zone as you mentioned and that's important. How do you know that if you don't know what's going to be there? You know it'll be a warehouse, but how can you estimate the number of employees yet?

Mr. Irvin said there are calculations based on square footage and types of uses.

Mr. McCall said for a manufacturing use, typically you have roughly one job per 1,000 sq. ft., so if we ended up with all manufacturing users, we may create more than 450 jobs here. If it's distribution, it's closer to one job for every 2,000 or 2,500 sq. ft. A mix of those ultimately gets the 250 plus. Our goal would be to get only manufacturers. That would be great for the town. It would also be great for our investment. We can't 100 percent control who ultimately is going to lease it, but the expectation is that we would get some mix of manufacturing and distribution.

Commissioner Dumas said this might be about zoning and I can't remember off the top of my head. A storage facility couldn't come in then? No. Okay. For those who are watching Ryan shook his head no. You mentioned sustainability. Would you consider putting solar panels?

Mr. McCall said we would. That's a complicated answer because a lot of it requires cooperation in a lot of cases with the utility provider and how willing the utility provider is to allow you to be a generator and a seller of power because you are taking business away from them. But if we can provide that benefit, not only from a sustainability perspective, but we can also figure out a way to deliver power more economically to our tenants, that makes a lot of sense to do so. It's certainly a consideration. The challenges that at least GTIS has had in other places is the utility company isn't necessarily the most flexible to work with, but you certainly have our word that we would try to make that happen.

Commissioner Bergsman said I'm just curious on one of the slides that you had up, I saw that one of the materials was described as thermally modified wood planks and I'm just not familiar with what that is.

Mr. Kerley said that is wood products. I think it's just how it's treated so that it can last and create a stain that so it's not weathered over time. I think it's just more weatherproofing the material.

Commissioner Bergsman said it's not a product that would need regular maintenance.

Mr. Kerley said not regular. Everything will require some maintenance, but our investment goals are not to create regularly maintaining building materials, so it should be something that is cosmetically consistent but also sustainable.

There being no further comments or questions, Mayor Clark closed the public hearing.

Petition #R24-16. Mayor Clark called to order public hearing on Petition #R24-16, a request by Cottage Properties of Lake Norman, LLC to rezone +/- 8.77 acres located at 15533, 15513 and 15501 NC Highway 73 from General Residential to Neighborhood Residential Conditional District to develop a single-family residential development.

Brad Priest, Assistant Planning Director, said the applicant has requested that the public hearing be continued until April 1 to allow time for them to address some of staff's comments on the site plan.

Commissioner Rivers made a motion to continue the public hearing on Petition R24-16 to April 1 at Town Hall at 6:00 p.m.

Commissioner Hunt seconded the motion.

Motion carried unanimously.

Petition #ANNEX24-03. Mayor Clark called to order public hearing on Petition #ANNEX24-03, a request by Paul and Ruth Walters Family, LLC, to annex 15.677 contiguous acres into the Town of Huntersville.

Becca Prichard, Planner I, entered the Staff Report into the record. *Staff Report attached hereto as Exhibit No. 9.*

Tonight we're here to talk about a petition for a contiguous voluntary annexation – Annexation 24-03 Courtyards at Walters Farm. The applicant is the Paul and Ruth Walters family LLC. The property is 15.677 acres. It's comprised of three parcels, two full parcels and a portion of one. These properties are under the Rezoning 23-07 that was approved in October 2023.

There being no comments or questions, Mayor Clark closed the public hearing.

OTHER BUSINESS

Petition #ANNEX24-03. Petition #ANNEX24-03 is a request by Paul and Ruth Walters Family, LLC, to annex 15.677 contiguous acres into the Town of Huntersville.

Commissioner Hunt made a motion to adopt the Ordinance approving Petition ANNEX24-03, a request by Paul and Ruth Walters Family, LLC to annex 15.677 contiguous acres into the Town of Huntersville.

Commissioner Quarles seconded the motion.

Motion carried unanimously.

Annexation Ordinance attached hereto as Exhibit No. 10.

Purchase Agreement for Surplus Property. On January 21, 2025, the Town Board authorized the advertisement for upset bids for the sale of approximately 1.68 acres of surplus property. The Town did not receive any upset bids for the property.

Commissioner Walsh made a motion to approve the purchase agreement for the sale of approximately 1.68 acres of surplus property.

Commissioner Rivers seconded the motion.

Commissioner Walsh said during the last town election, the individuals who comprise this Board made a commitment to attainable housing. While no one sitting up here is naive enough to think we're going to solve this local and national problem, we're following up our words with action. As part of the budget

process for the current year, we committed \$150,000 towards attainable housing. This past month we approved a small infill development that will include one attainable unit. In our last meeting, we in essence donated two Town owned properties to Habitat so they could create attainable housing units. On tonight's Consent Agenda, we approved the Town of Huntersville Attainable Housing Program. With this motion, we are partnering with a local developer to create an attainable housing co-op building, leveraging Town owned land to make this happen. Moving forward, we will continue to look at other opportunities to address the fundamental shortage of attainable housing in Huntersville.

Motion carried unanimously.

Purchase Agreement attached hereto as Exhibit No. 11.

CLOSING COMMENTS

Mayor Clark wished a happy Black History Month.

There being no further business, Commissioner Bergsman made a motion to adjourn. Commissioner Rivers seconded the motion. Motion carried unanimously.

Approved this the ____ day of _____, 2025.



Request for Board Action

March 4, 2025

To: The Honorable Mayor and Board of Commissioners

From: Stephen Trott, Director of Engineering

Subject: Resolution to Acquire Property for the Gilead Rd West Project

EXPLAIN REQUEST:

Acquisition of property for the construction of the Gilead Road West project by process of eminent domain. Parcel ID's include 009-061-03, 009-61-11, 009-061-17, 017-165-11, 015-102-28.

ACTION RECOMMENDED:

Adopt resolution.

FINANCIAL IMPLICATIONS:

General Fund

ATTACHMENTS:

1. Exhibit A



**RESOLUTION OF THE TOWN OF HUNTERSVILLE TO ACQUIRE PROPERTY
NECESSARY FOR THE CONSTRUCTION OF THE GILEAD ROAD WEST PROJECT**

Resolution No. R-2025-9

WHEREAS, the Town of Huntersville (the "Town") has determined that the acquisition of property is necessary for the construction of Gilead Road West (the "Project"); and

WHEREAS, the statutory powers of the Town include the power to acquire real property (N.C.G.S. § 160A-11 and § 160A-240.1), including the power of eminent domain (N.C.G.S. Chapter 40); and

WHEREAS, the Town has certified that the parcel ("the Property"), represented on Exhibit A, is needed for the Project; and

WHEREAS, on June 21st, 2022 the Town Board authorized the acquisition of the Property at a price not to exceed the Property's appraised value and permitted Administrative Adjustments; and

WHEREAS, the Town could not acquire the property by negotiations at the authorized price.

NOW THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The Town Board approves and authorizes the acquisition of the necessary Property as described on Exhibit A by instituting and pursuing acquisition by the process of Eminent Domain according to the procedures contained in Chapter 40A, including but not limited to, giving notice of intent to the property owner, executing and filing a complaint and declaration of taking, and depositing the amount estimated to be just compensation with the Clerk of Superior Court of Mecklenburg County; and
2. The Town Board hereby authorizes the Town Manager, acting on advice of counsel, to take any actions necessary to carry out the provisions of this Resolution; and
3. This Resolution shall be effective as of the date its adoption.

Adopted this 4th day of March, 2025

ATTEST:

Janet Pierson, Town Clerk

Christy Clark, Mayor

APPROVED AS TO FORM:

Emily Sloop, Town Attorney

EXHIBIT A - PARCEL INDEX

PARCEL #	PARCEL ID #	PROPERTY OWNER NAME
1	009-061-03	Gail E. Gale
1A	009-061-11	Douglas Ramsey Kerns, Jody Gale Kerns
5	009-061-17	Douglas Ramsey Kerns, Jody Gale Kerns
31	017-165-11	D&K Carolina LLC, C/O Michael Amiri
39	015-102-28	Florencio Gonzales Navarrette, Maria Mora Plascencia



Request for Board Action

March 4, 2025

To: The Honorable Mayor and Board of Commissioners

From: Kevin Fox, Director of Public Works

Subject: Accept Street for Maintenance in the Beltway 77 Subdivision

EXPLAIN REQUEST:

It is recommended that the Town of Huntersville accept the streets listed below for maintenance, which are located in the Beltway 77 Subdivision.

Street Name	From	To	Approx. Length
Beltway Industrial Drive	Alexandriana Road	Hambright Rd	3765-ft

ACTION RECOMMENDED:

Approve acceptance of streets

FINANCIAL IMPLICATIONS:

Powell Bill

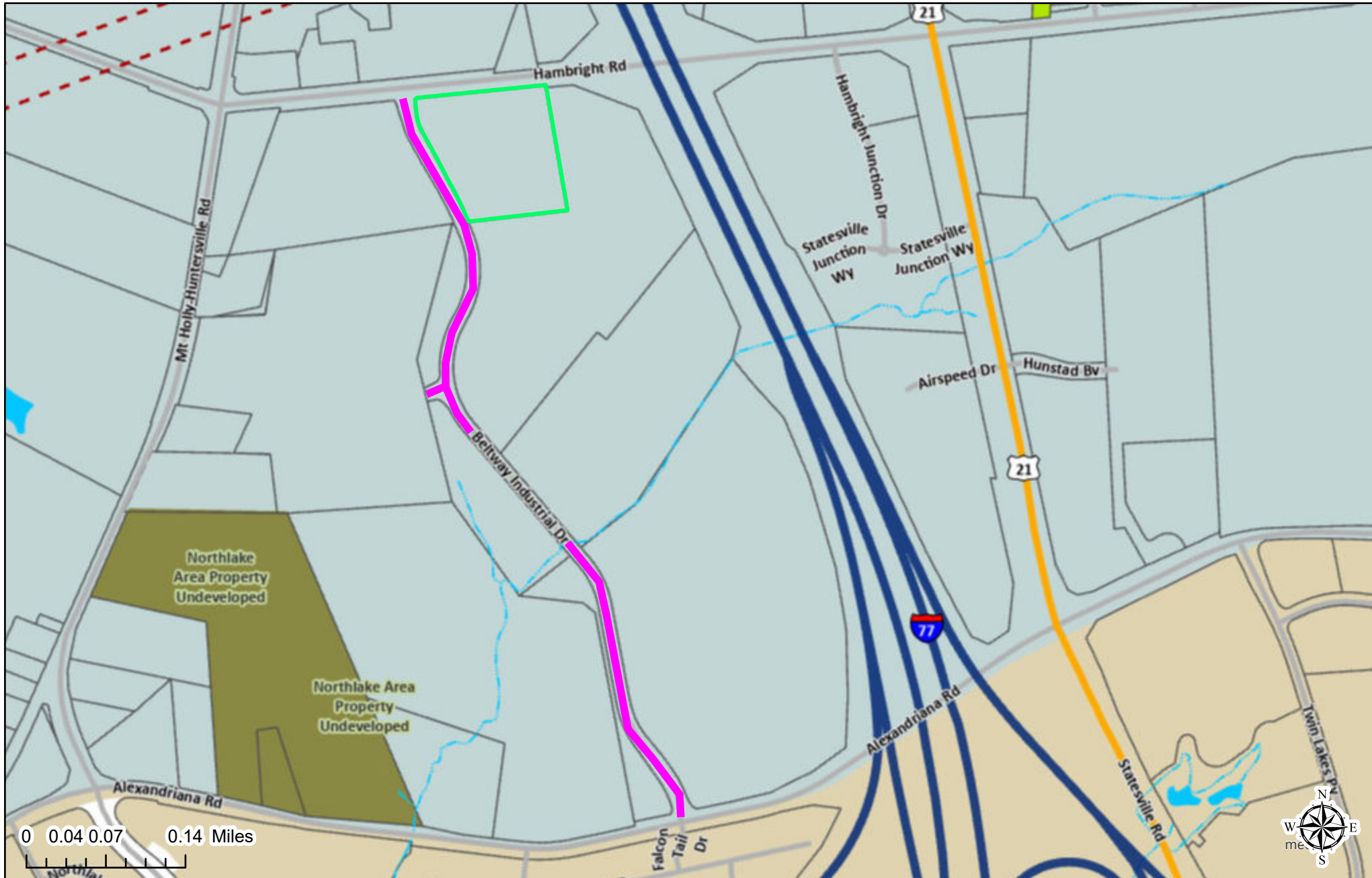
ATTACHMENTS:

1. Beltway 77 - Map
2. Beltway 77 - Aerial

Polaris Map – Mecklenburg County, North Carolina

Beltway 77

Date Printed: 2/5/2025 2:42 PM



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Polaris Map – Mecklenburg County, North Carolina

Beltway 77

Date Printed: 1/22/2025 4:46 PM



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Request for Board Action

March 4, 2025

To: The Honorable Mayor and Board of Commissioners

From: Kevin Fox, Director of Public Works

Subject: Accept Street for Maintenance in the Biltmore Park Subdivision

EXPLAIN REQUEST:

It is recommended that the Town of Huntersville accept the street listed below for maintenance, which is located in the Biltmore Park Subdivision.

Street Name	From	To	Approx. Length
Robert St	Edna Dr	120-ft W of Edna Dr	120-ft

ACTION RECOMMENDED:

Approve acceptance of Street

FINANCIAL IMPLICATIONS:

Powell Bill

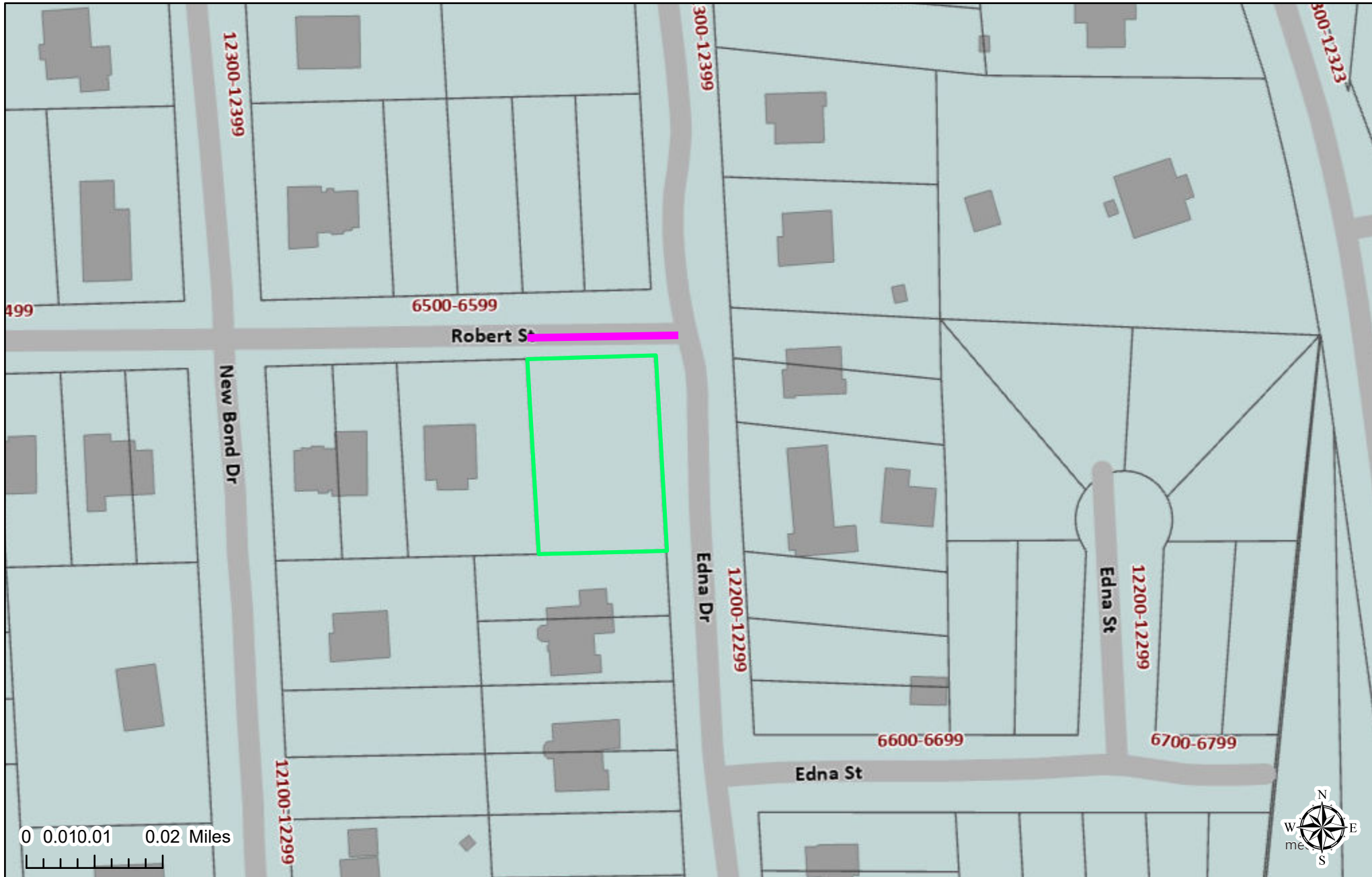
ATTACHMENTS:

1. Biltmore Park - Map
2. Biltmore Park - Aerial

Polaris Map – Mecklenburg County, North Carolina

Biltmore Park

Date Printed: 2/5/2025 1:46 PM

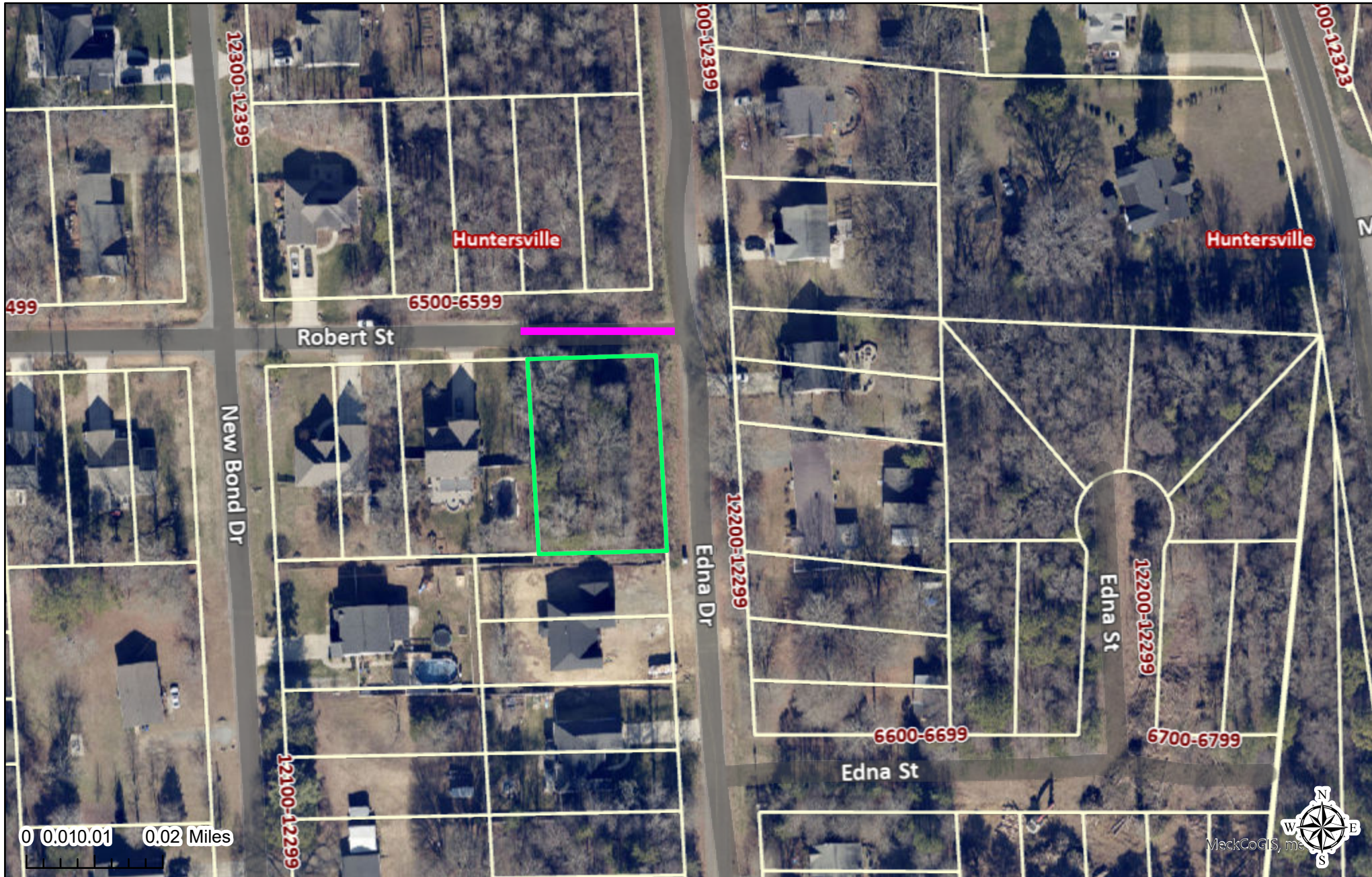


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Polaris Map – Mecklenburg County, North Carolina

Biltmore Park

Date Printed: 2/5/2025 1:47 PM



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Request for Board Action

March 4, 2025

To: The Honorable Mayor and Board of Commissioners

From: Kevin Fox, Director of Public Works

Subject: Accept Streets for Maintenance in the Magnolia Walk Subdivision

EXPLAIN REQUEST:

It is recommended that the Town of Huntersville accept the streets listed below for maintenance, which are located in the Magnolia Walk Subdivision.

Street Name	From	To	Approx. Length
Magnolia Walk Dr	Statesville Rd	Carolina Hickory Dr	1255-ft
Heath Grove Dr	Magnolia Walk Dr	215-ft SW of Surreykn Ln	1035-ft
Sweetbriar Rose Ct	Cul-de-sac	Heath Grove Dr	900-ft
Bluejack Oak Ct	Heath Grove Dr	Cul-de-sac	1095-ft
Lottingly Dr	Bluejack Oak Ct	170-ft NE of Bluejack Oak Ct	170-ft
Carolina Hickory Dr	Heath Grove Dr	End of Road	1740-ft
Waterlily Star Ct	Cul-de-sac	Carolina Hickory Dr	260-ft
Red Buckeye Ln	Pear Hawthorne Dr	Carolina Hickory Dr	540-ft
Pear Hawthorne Dr	End of Road	Carolina Hickory Dr	450-ft
Sweet Crabapple Ln	Red Buckey Ln	Carolina Hickory Dr	270-ft

ACTION RECOMMENDED:

Approve acceptance of Streets

FINANCIAL IMPLICATIONS:

Powell Bill

ATTACHMENTS:

1. Magnolia Walk - Map
2. Magnolia Walk - Aerial

Polaris Map – Mecklenburg County, North Carolina

Magnolia Walk

Date Printed: 1/24/2025 9:32 AM



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Magnolia Walk

[illegible]

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Request for Board Action

March 4, 2025

To: The Honorable Mayor and Board of Commissioners

From: Kevin Fox, Director of Public Works

Subject: Accept Streets for Maintenance in the Oaks at Skybrook North

EXPLAIN REQUEST:

It is recommended that the Town of Huntersville accept the streets listed below for maintenance, which are located in the Oaks at Skybrook North Subdivision.

Street Name	From	To	Approx. Length
English Laurel Ct	Huntersville-Concord Rd	Willow Pin Ln	740-ft
Willow Pin Ln	End of Road	Stephen Pace TI	665-ft
Whispy Vines Ln	Wild Olive Dr	Willow Pin Ln	740-ft
Wild Olive Dr	Cul-de-sac	Bowmore Dr	1050-ft
North Bridge Dr	Whispy Vines Ln	Cul-de-sac	1175-ft
Bowmore Dr	End of Road	North Bridge Dr	650-ft
Stephen Pace TI	Willow Pin Ln	215-ft SE of Skybrook Oaks Dr	1515-ft
Cherry Mill Ct	Cul-de-sac	165-ft NW of Stephen Pace TI	540-ft

ACTION RECOMMENDED:

Approve acceptance of Streets

FINANCIAL IMPLICATIONS:

Powell Bill

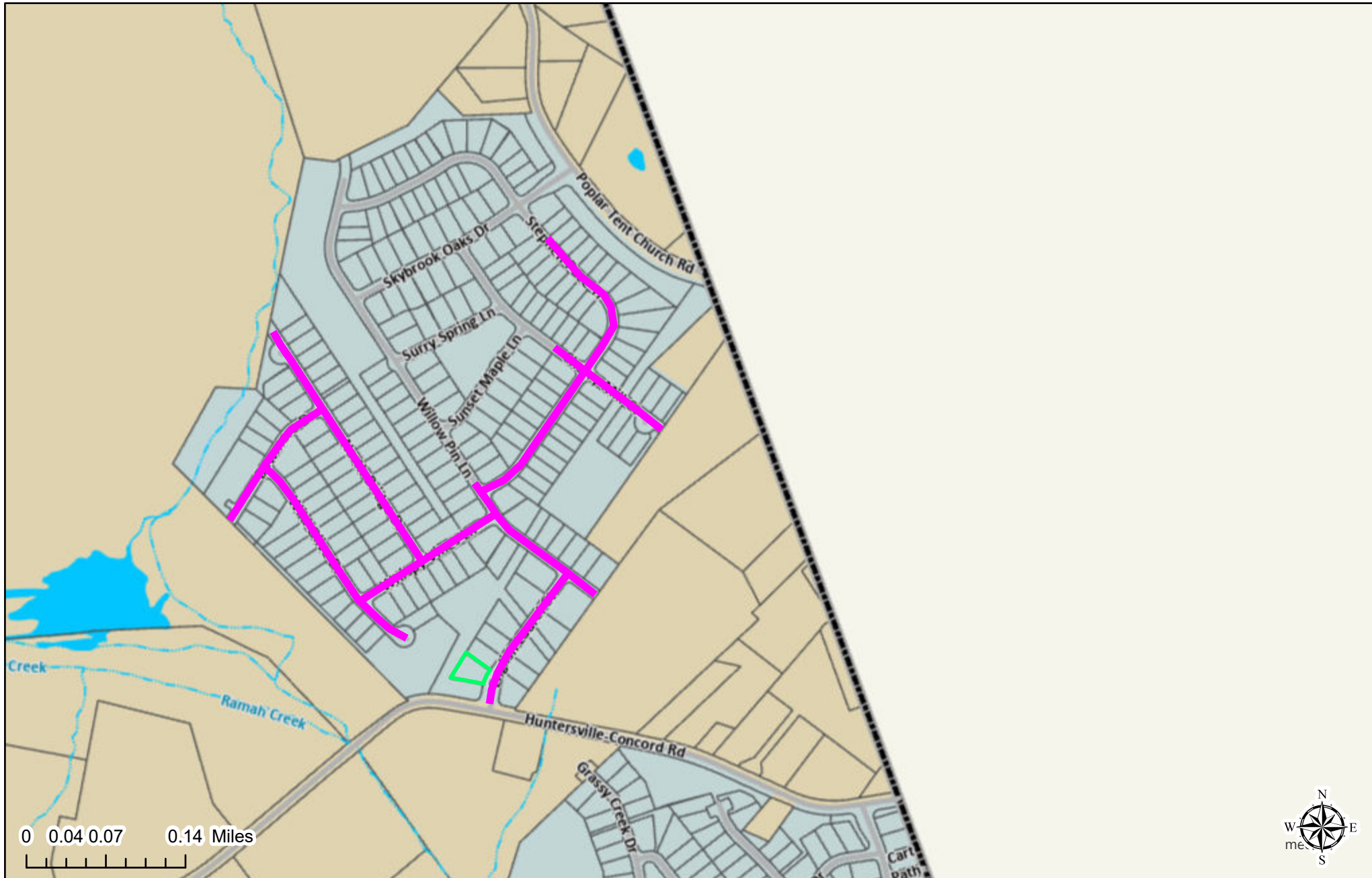
ATTACHMENTS:

1. Oaks at Skybrook North Maps 1-5 & 8 - Map
2. Oaks at Skybrook North Maps 1-5 & 8 - Aerial

Polaris Map – Mecklenburg County, North Carolina

Oaks at Skybrook North, Maps 1-5 & 8

Date Printed: 2/3/2025 12:41 PM

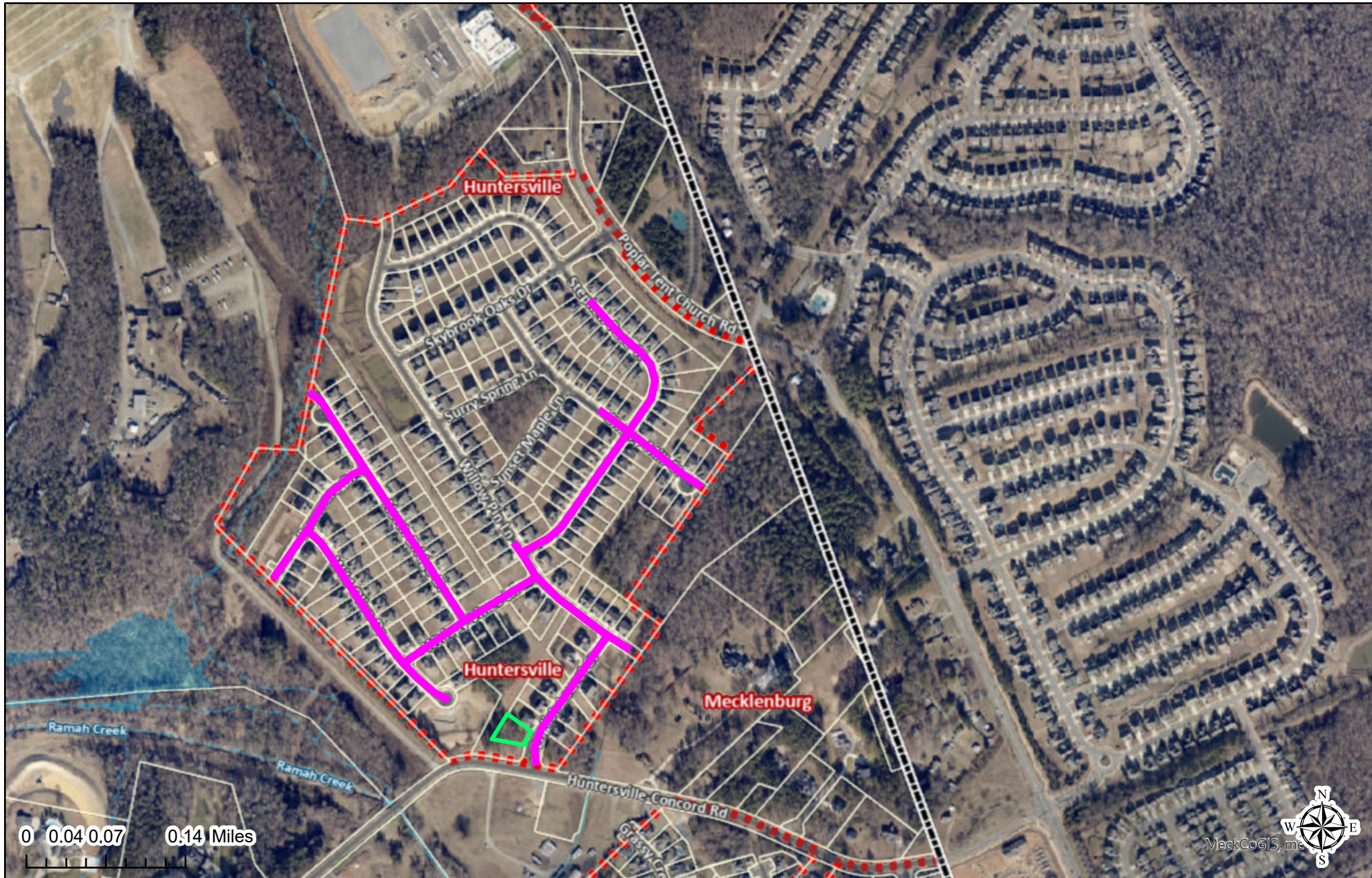


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Polaris Map – Mecklenburg County, North Carolina

Oaks at Skybrook North, Maps 1-5 & 8

Date Printed: 2/3/2025 12:43 PM



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Request for Board Action

March 4, 2025

To: The Honorable Mayor and Board of Commissioners

From: Kevin Fox, Director of Public Works

Subject: Accept Streets for Maintenance in the Pines at Mclwaine Subdivision

EXPLAIN REQUEST:

It is recommended that the Town of Huntersville accept the streets listed below for maintenance, which are located in the "The Pines at Mcllwaine" Subdivision.

Street Name	From	To	Approx. Length
Dumphries Drive	Aberdeen Park Drive	Approx. 280-ft E of Galashield Dr	1355-ft
Aberdeen Park Drive	Dumphries Drive	Mcllwaine Road	1715-ft
Capdwell Berry Drive	End of Road	Aberdeen Park Drive	150-ft

ACTION RECOMMENDED:

Approve acceptance of Streets

FINANCIAL IMPLICATIONS:

Powell Bill

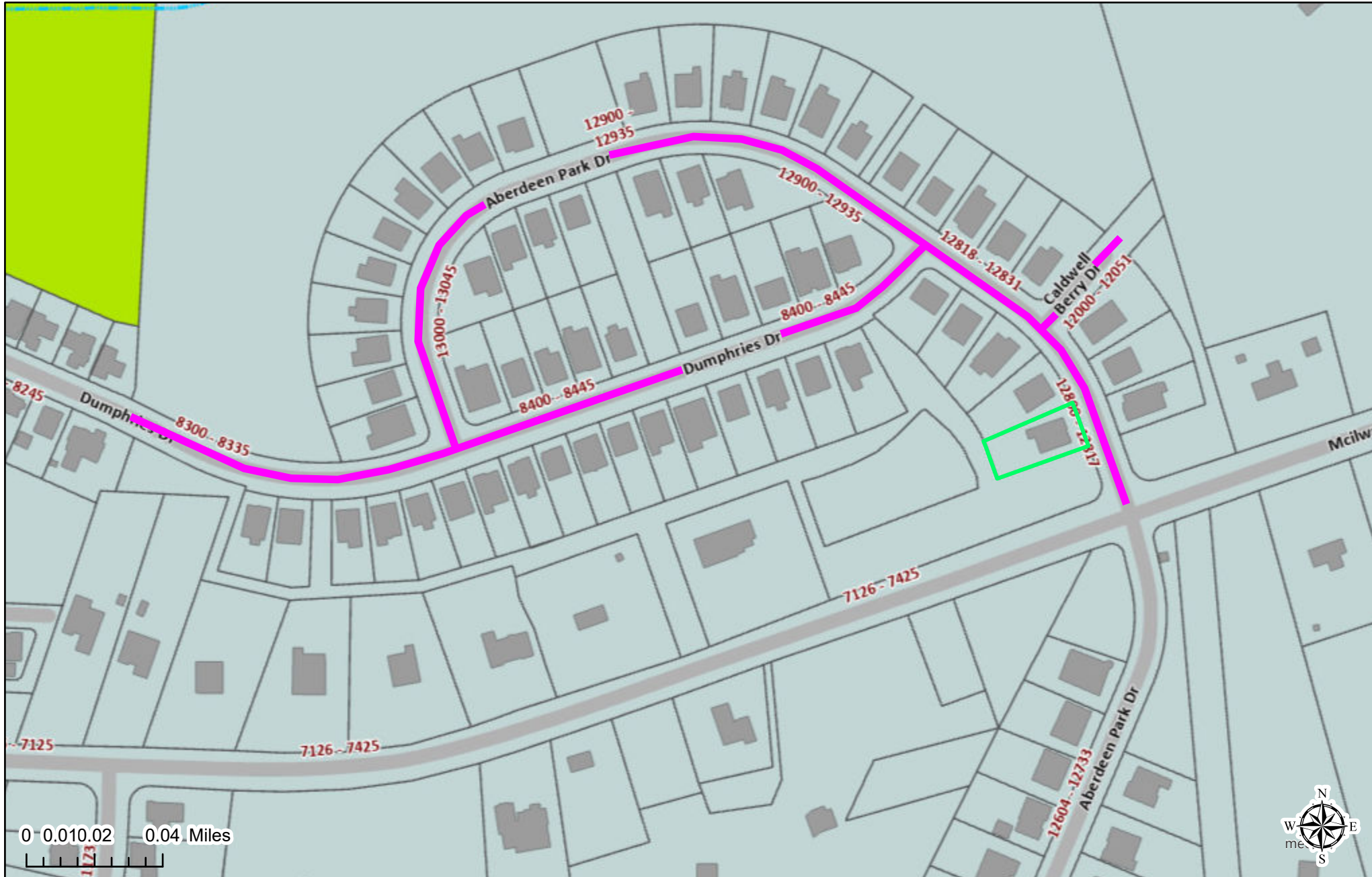
ATTACHMENTS:

1. The Pines - Map
2. The Pines - Aerial

Polaris Map – Mecklenburg County, North Carolina

The Pines

Date Printed: 1/23/2025 4:05 PM

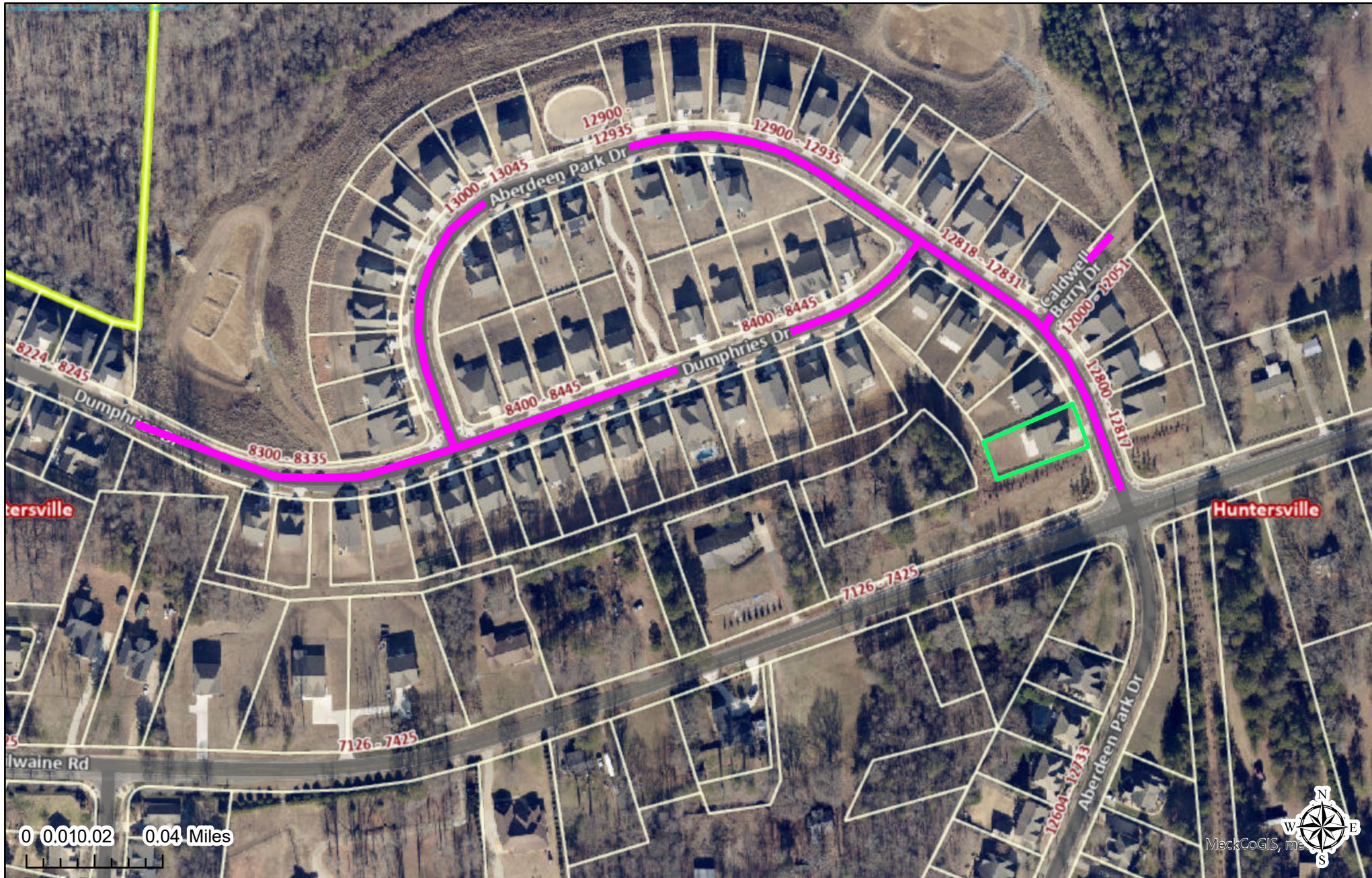


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Polaris Map – Mecklenburg County, North Carolina

The Pines

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Request for Board Action

March 4, 2025

To: The Honorable Mayor and Board of Commissioners

From: Kevin Fox, Director of Public Works

Subject: Accept Streets for Maintenance in the Torance Subdivision

EXPLAIN REQUEST:

It is recommended that the Town of Huntersville accept the streets listed below for maintenance, which are located in the Torance Subdivision.

Street Name	From	To	Approx. Length
Old Store Road	End of Road	200-ft S of Bassinger Dr	1835-ft
Bassinger Drive	Old Store Rd	Old Store Rd	790-ft
Golden Rock Lane	Bassinger Dr	250-ft S of Bassinger Dr	250-ft

ACTION RECOMMENDED:

Approve acceptance of Streets

FINANCIAL IMPLICATIONS:

Powell Bill

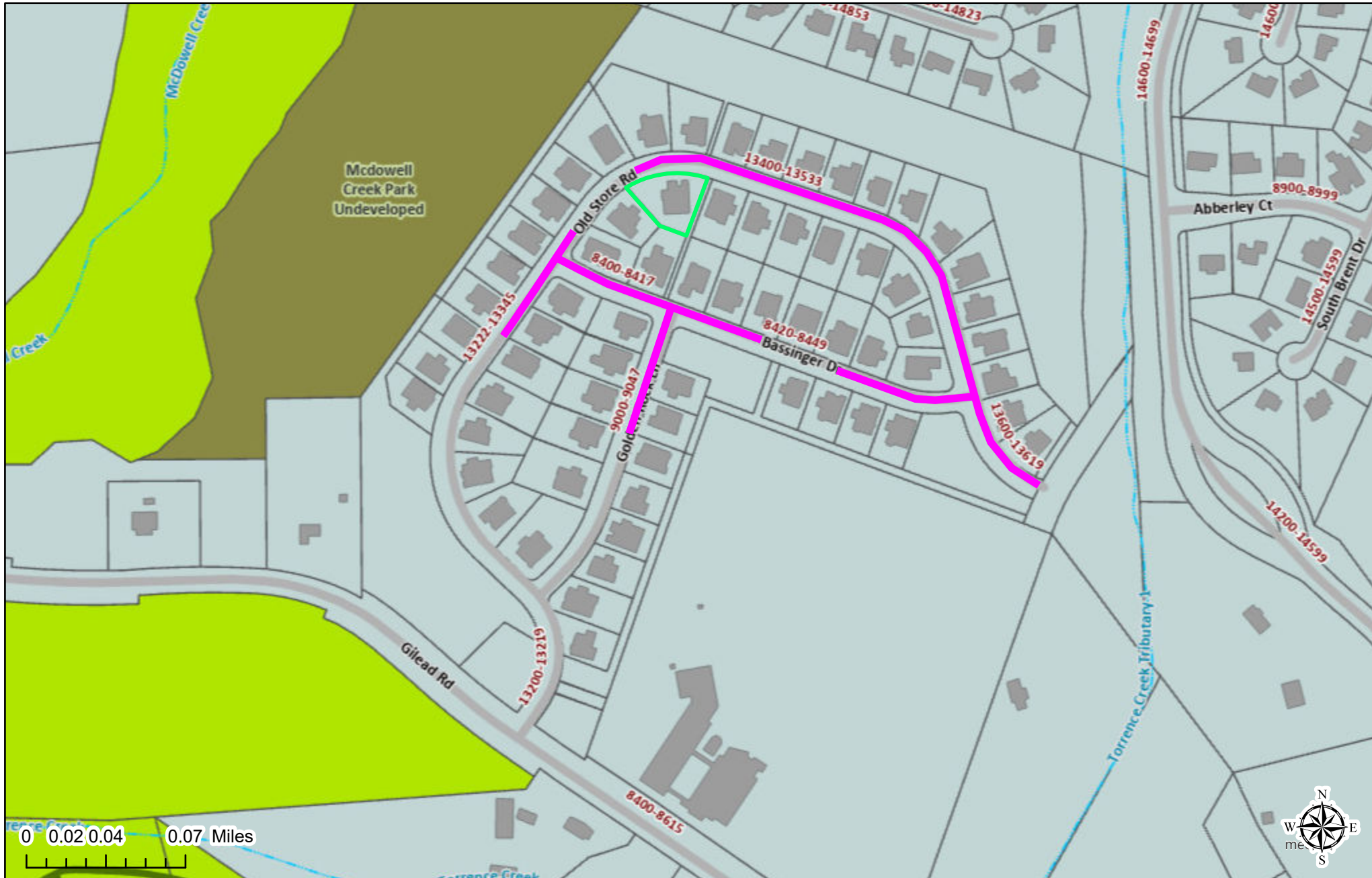
ATTACHMENTS:

1. Torance - Phase 1 Map 2 & Phase 2 - Map
2. Torance - Phase 1 Map 2 & Phase 2 - Aerial

Polaris Map – Mecklenburg County, North Carolina

Torance - Phase 2

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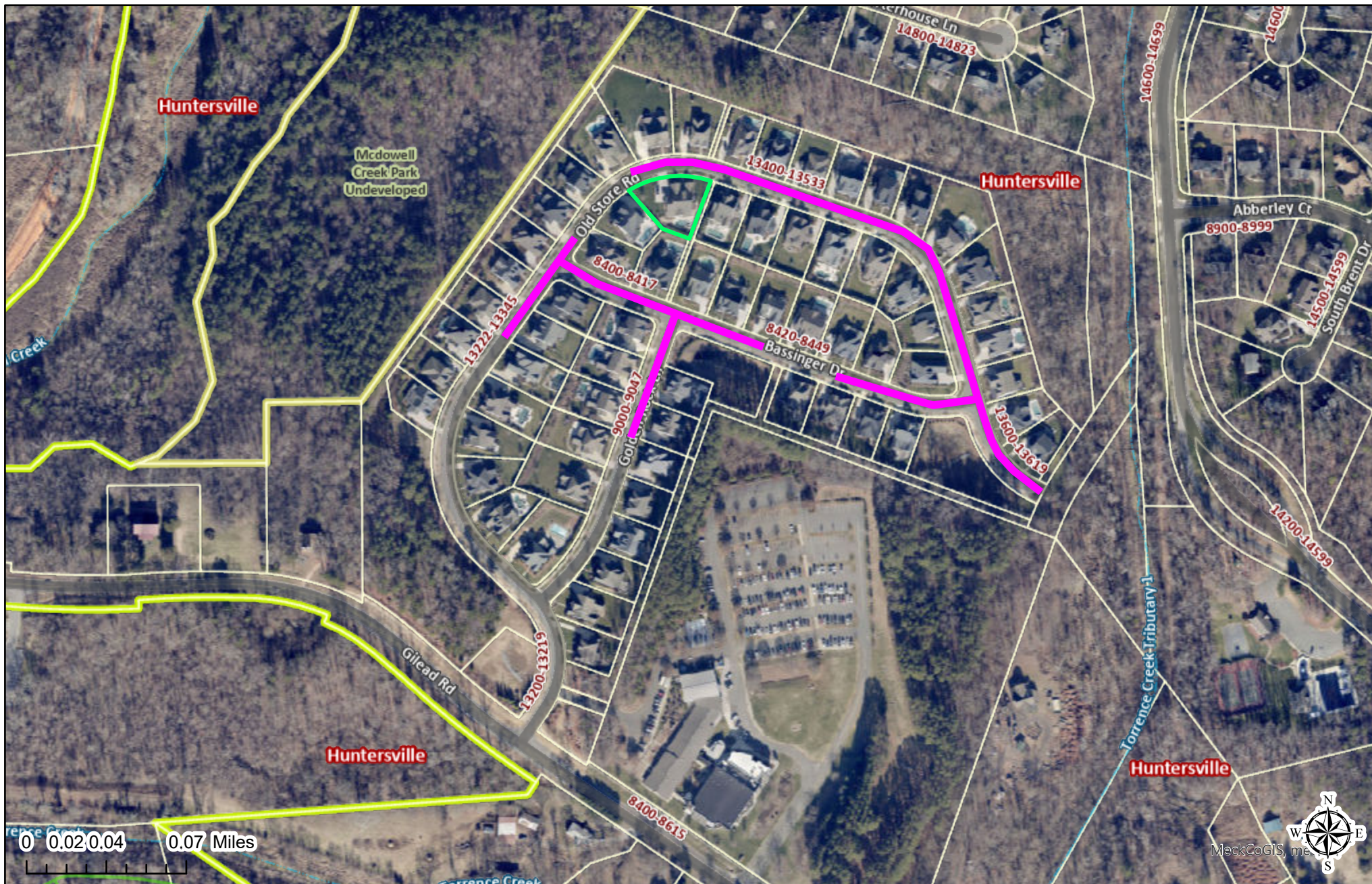


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Polaris Map – Mecklenburg County, North Carolina

Torance - Phase 2

Date Printed: 1/23/2025 4:20 PM



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Request for Board Action

March 4, 2025

To: The Honorable Mayor and Board of Commissioners

From: Lora Mastrofrancesco, Transportation Engineer/Project Manager

Subject: Call a Public Hearing for Traffic Calming on Dellwood Dr

EXPLAIN REQUEST:

Call a public hearing for Tuesday April 1, 2025, at 6:00 p.m. at Huntersville Town Hall, 101 Huntersville-Concord Road, Huntersville, NC 28078, for the Dellwood Dr Traffic Calming request.

ACTION RECOMMENDED:

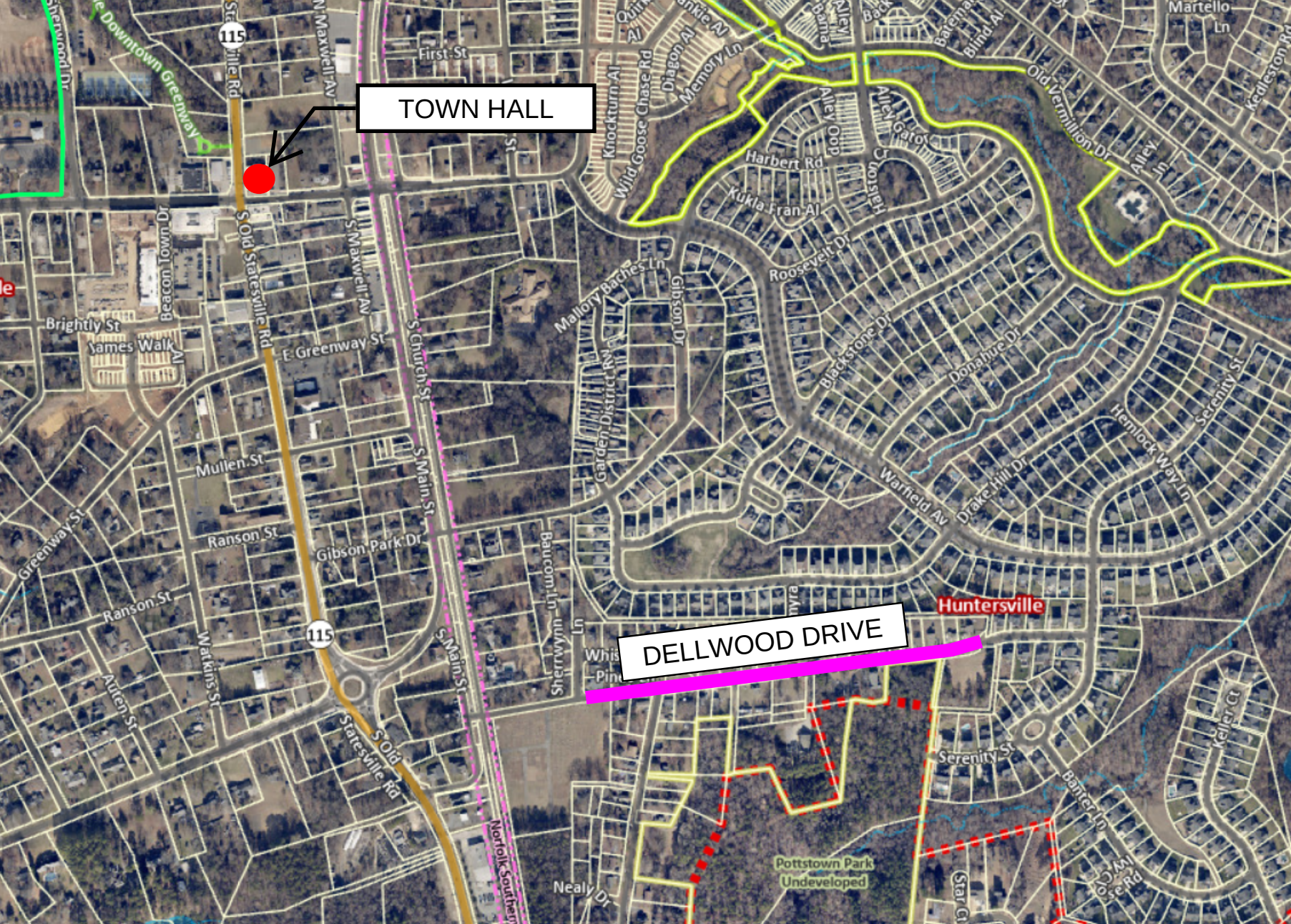
Approve the request to Call a Public Hearing

FINANCIAL IMPLICATIONS:

N/A

ATTACHMENTS:

1. Vicinity Map - Dellwood Dr



TOWN HALL

DELLWOOD DRIVE

Huntersville

Pottstown Park
Undeveloped



Request for Board Action

March 4, 2025

To: The Honorable Mayor and Board of Commissioners

From: Brad Priest, Assistant Planning Director

Subject: Conduct Public Hearing on Petition #R24-16: Blythe Landing Residential

EXPLAIN REQUEST:

Petition #R24-16 is a request by Cottage Properties of Lake Norman, LLC to rezone +/- 8.77 acres located at 15533, 15513, and 15501 NC HWY 73 (Parcel IDs 00182117, 00182116, 00182115) from General Residential to Neighborhood Residential Conditional District. The purpose of the rezoning is to develop a single family residential development.

ACTION RECOMMENDED:

Conduct a public hearing.

FINANCIAL IMPLICATIONS:

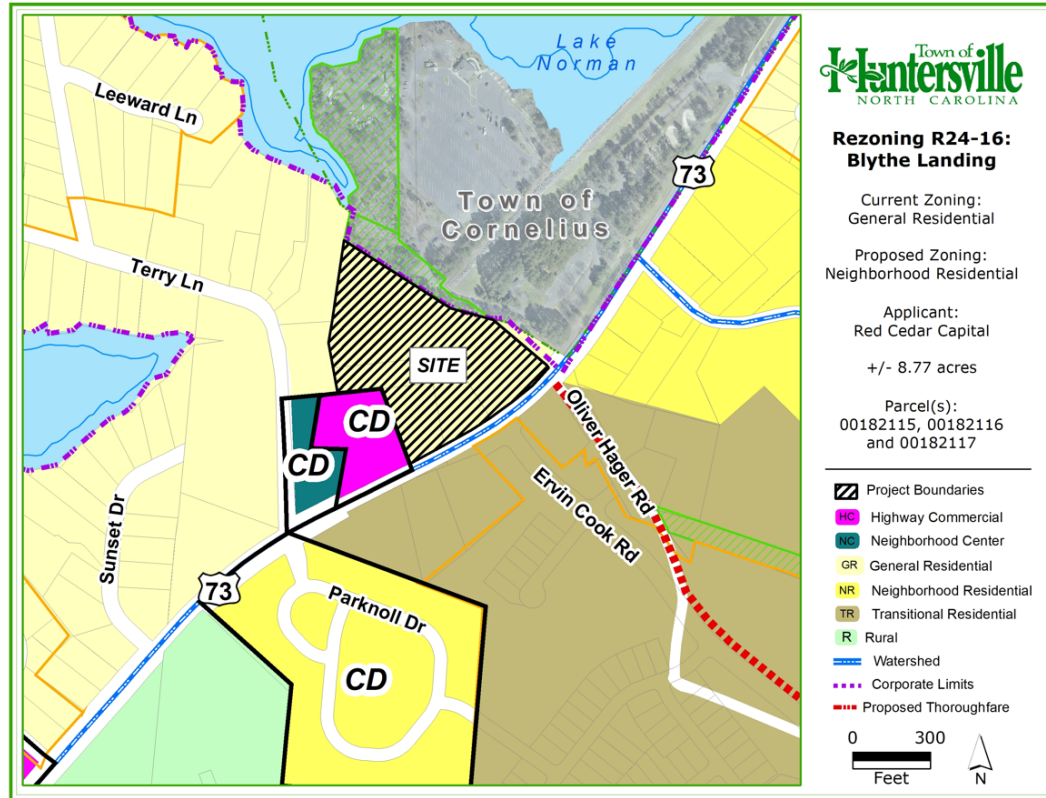
N/A

ATTACHMENTS:

1. R24-16 Blythe Landing Staff Report - PH - 3 4 25
2. Blythe Landing_Rezoning Plans_01.21.2025
3. Rezoning Engineering Comment Summary - Blythe Landing CSP-500047
4. R24-16 Blythe Landing Community Meeting Report Package
5. TIA Determination - Blythe Landing Subdivision - 11-4-24 Completed
6. Signed_Blythe Landing_TOH - General Application_10.31.2024

Petition R24-16 Blythe Landing Residential

PART 1: PROJECT SUMMARY



Applicant: Ryan Cox, Red Cedar Capital

Property Owner: Cottage Properties of Lake Norman, LLC.

Property Address: 15501, 15513, and 15533 NC Highway 73.

Project Size: (+/-) 8.77 acres

Parcel Numbers: 00182115, 00182116, 00182117

Current Zoning: General Residential (GR)

Current Land Use: Existing Single Family Residential along NC Hwy 73

Proposed Zoning: Neighborhood Residential Conditional District (NR-CD)

Proposed Land Use: Single Family Residential Subdivision

- Purpose: Petition #R24-16 is a request by Cottage Properties of Lake Norman, LLC to rezone +/- 8.77 acres located at 15533, 15513, and 15501 NC HWY 73 (Parcel IDs 00182117, 00182116, 00182115) from General Residential to Neighborhood Residential Conditional District. The purpose of the rezoning is to develop a single-family residential development.
- Adjoining Zoning and Land Uses.
 - North: Lake Norman, Blythe Landing Park in the Town of Cornelius
 - South: Neighborhood Residential Conditional District (NR-CD) single family residential subdivision, Courtyards at Huntersville. Transitional Residential (TR) single family residential subdivision, Whitaker Pointe.
 - East: Blythe Landing Park, Town of Cornelius
 - West: General Residential (GR) Terry Lane single family residential development. Highway Commercial Conditional District (HC-CD) Burgess Supply retail/office, and Neighborhood Commercial Conditional District (NC-CD) hair salon use.
- A neighborhood meeting was held on Monday January 6th, 2025. The invitation list, invitation, attendance list, and summary of the meeting are included in the agenda packet for review. Several adjacent property owners attended the meeting to discuss the potential project and ask questions of the applicant.

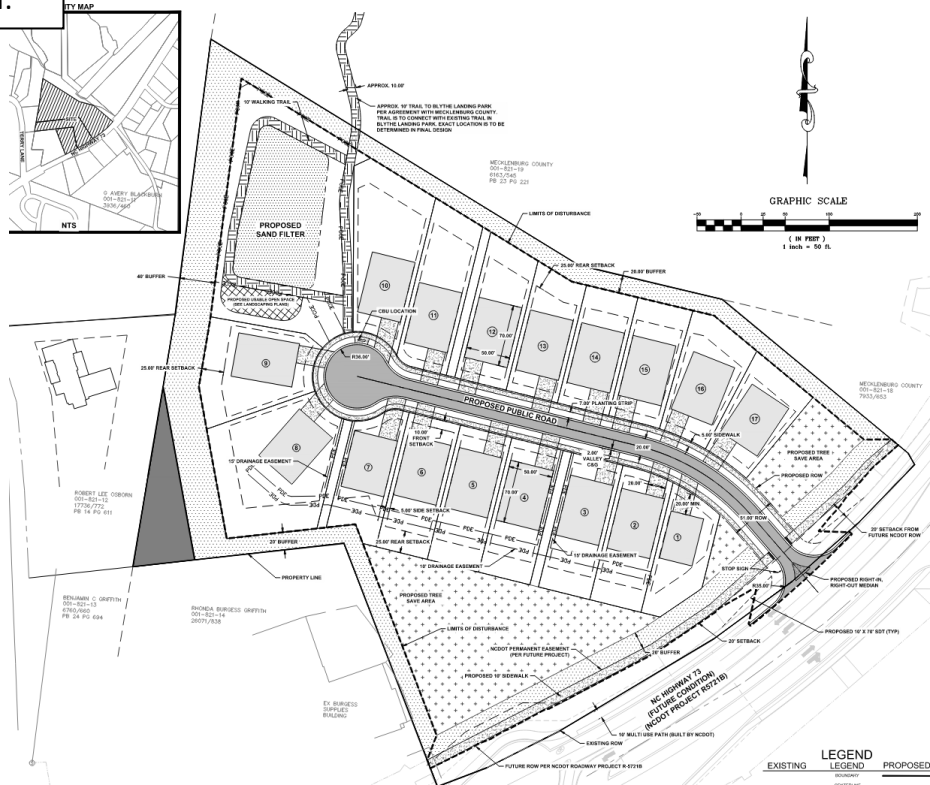
4. Planning staff certifies that notice for this rezoning petition was sent via a postcard to adjoining property owners; a legal ad was placed in the Charlotte Observer; and posting of a rezoning sign along NC Hwy 73 in front of the property.

PART 2: REZONING/SITE PLAN

Site Plan Description

- The applicants are proposing to develop a 17-lot residential subdivision.
- The density of the development will be 17 lots on 8.77 acres = 1.93 units per acre.
- Most of the lots are between 8,000 and 10,000 ft² in size.
- Mecklenburg County has agreed in principle to allow the subdivision to have a direct trail access to the park.
 - **UPDATE 2/20/25:** The updated plan shows the proposed trail connecting to an existing trail that runs through the park.
- No natural or agricultural open space is required in the development. Urban open space is required within a ¼ mile of every proposed lot. The applicants are proposing to connect to the adjacent park and create a hybrid mini-park near the storm water control structure to meet open space requirements. See open space issue discussion below.
- The access to the development would be a right in / right out vehicular movement only along NC Hwy 73.
- The proposed development is more than 2 times the density of the adjacent Terry Lane subdivision to the west. Therefore a 40-foot buffer is required along that property's frontage. A 20-foot buffer is required along the rest of the property lines.

Rezoning Plan:



Rezoning Issues:

- Modifications:
 - Cul-de-sac: Article 7.150 of the Huntersville Subdivision Ordinance states that cul-de-sacs when permitted may not exceed 350 feet in length. The applicants are proposing an estimated 600-foot-long cul-de-sac. Therefore, the applicants are requesting a modification of this requirement through the conditional rezoning process as permitted in Article 11.4.7 k. Staff supports the modification due to the size and location of the development. With existing development to the west, Blythe Landing Park to the east, and the lake to the north, there's no practical opportunity to connect or stub for the future. In addition, with the placement of a valuable pedestrian connection at the end of the street into the park, the plan can meet the connectivity ordinance to the extent practicable.
 - UPDATE 2/20/25: Notes are on the site plan requesting a modification to allow a 15-to-35-foot build to line. That modification is not listed with the rezoning notes sheet, however. Please see build to line issue discussion below on page 4.
- Open Space: Article 7.11.1 C requires urban open space in all major subdivisions (except in the Rural zoning district). Article 7.11.1 e states that storm water ponds (BMPs) can only comprise 25% of the urban open space and that the BMP "must add to the overall quality of the open space, rather than detract from the area devoted to the BMP". With the proposed open space at the end of the cul-de-sac comprised mostly of the BMP, the applicants are proposing to meet the intent of the open space requirements by connecting a trail to the park and create a public space around their storm water pond to the extent practicable. Staff is currently working with the applicant on the design of these two public spaces (park connection and pond space). Staff is supportive of these two spaces to meet the intent of the ordinance. However, questions that remain are; where will the path into the park lead and connect to? What material is the path going to be constructed with and can it easily be maintained? How is the open space going to be designed? See Policy 8.2 of the 2040 Plan discussion in Part 4 below for staff recommendation concerning the open space.
 - UPDATE 2/20/25: The updated plan shows the trail connecting to the existing trail in the park. This location is acceptable to staff. However, several issues remain:
 - A written notice or agreement from Mecklenburg County has not yet been received giving permission for the trail.
 - The material of the trail has not been labeled. Staff recommends a formal and paved material be used not a natural one that is difficult to maintain.
 - The water quality pond (BMP/SCM) has not been improved with hardscape and structure as described below on page 6.
 - A "Plaza" has been added to the front of the development on the updated plan. Plazas are usually more urban gathering areas that connect buildings to the street. Staff recommends a plaza would not be appropriate at this location in a single-family home development. However, this area is currently proposed as a tree save area. If the applicants wanted to design this site as a mini-park, with a playground, mature tree save, decorative fencing from NC-73, staff recommends this area could also qualify as an urban open space.
 - Staff would find either a further improved BMP/SCM area or an improved mini-park acceptable to satisfy the urban open space requirement.
- Conditional Notes: No conditional notes were included in the plan. Notes regarding modifications, commitments, phasing, etc. are recommended to be submitted with the plan for review.
 - UPDATE 2/20/25: Rezoning notes were added to the plan on sheet CZ-302, but many do not seem applicable for this proposed development. Updated notes are recommended.
- Tree Save: A tree survey was submitted but it is unclear what trees are proposed to stay, and which are proposed to be removed. The ordinance requires 10% of the site area to be saved which totals .87 acres of required tree canopy area. On sheet CZ-300 a general note states only .77 acres are proposed to be

saved/undisturbed. It is also unclear currently if the specimen tree requirements (10% of individual specimen trees) are being met.

- **UPDATE 2/20/25:** An updated tree survey has been submitted, however trees that are counted as saved are being disturbed within their canopy dripline. Such disturbed trees may not be counted as tree save per Article 7.4.2 C. Thus, the plan requires update to determine if the code required tree save area is being protected.
- **Build-to-line:** The Huntersville Zoning Ordinance requires build-to-lines for the front of lots. The plan shows a 10-foot front setback for the lots but also a 15-30 foot build-to-line. Staff recommends the subdivision be modified to a 20-30 foot build-to-line for the front. This will allow the minimum 20-foot-long driveway from the street if the garages are flush with the front of the house.
 - **UPDATE 2/20/25:** Build to lines (BTL) were updated, however they are now 15-35, with notes requesting a modification. A 15-foot build to line would not allow driveways to be the minimum 20 feet in length if flush with the front of the home. A 15-foot BTL may be acceptable if the garages are recessed from the front a minimum of 5 feet as recommended in the Huntersville 2040 Plan, policy LU 9.1 (discussed on page 6 below). Also, a smaller range would be recommended to keep the homes in a more uniform line.
- **Driveways:** Article 8.16 of the Zoning Ordinance requires lots 60 feet wide or less have a max 14 feet of driveway width at the sidewalk. The proposed driveways exceed the driveway maximum width.
- **Minor Site Plan Comments:** Several minor site plan comments remain unresolved. Staff recommends these comments be addressed on the updated rezoning submittals.

PART 3: TRANSPORTATION ISSUES

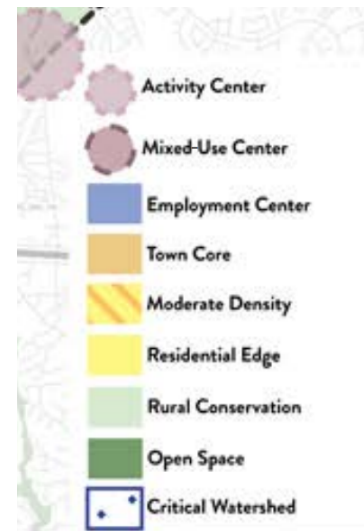
Traffic Impact Analysis (TIA)

- A Town TIA for the proposed project is not required as it did not generate the trip thresholds needed for an analysis. Please find the TIA Determination and an Engineering memo from Engineering attached in the agenda packet.

PART 4: 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”.

2040 Huntersville Community Plan – “Moderate Density”



Moderate Density

This area is meant to accommodate a mix of conventional residential subdivisions with larger lots and traditional neighborhood development with a mix of lot sizes, including smaller unit types and occasional attached housing. Average gross density is generally 1-3 units per acre. It may have some smaller-scale commercial or nonresidential activity at key intersections. Exact density of future development should vary based on context and site constraints including potential conflicts with adjacent development, access, and the presence of natural and/or cultural resources.

STAFF COMMENT – The 2040 Huntersville Community Plan **DOES SUPPORT** this project through the following sections:

- **Policy LU 1.1:** Utilize the Future Land Use Map during development approval process to ensure compatibility with long range plans.
 - **STAFF COMMENT:** The property proposed is in the Medium Density Character Area of the Huntersville 2040 plan as shown above. The proposed single family residential development with a proposed density of just under 2 units/acre would fit right in the middle of this character area's recommended density.
- **Policy LU 5:** Focus more intense development in locations that can support growth
 - **STAFF COMMENT:** The proposed development is on NC Hwy 73, a major thoroughfare, that is scheduled to be widened in 2029.
- **Policy LU 11.1:** Protect existing housing stock from potential negative impacts of development.
 - **STAFF COMMENT:** Appropriate buffers (40 feet wide) are proposed along the western perimeter of the property line; adjacent to larger existing residential lots. No modifications to the buffers or grading in the buffers is currently proposed.
- **Policy EOS 8:** Improve access to parks
 - **STAFF COMMENT:** The applicants are proposing to provide a direct pedestrian connection to Blythe Landing Park. The agreement for the connection is still being finalized with Mecklenburg County.

STAFF COMMENT – The 2040 Huntersville Community Plan **DOES NOT SUPPORT** this project through the following sections:

- **Policy LU 7.1:** Connectivity and short block length recommendations.
 - **STAFF COMMENT:** The current plan shows a cul-de-sac only development. Cul-de-sacs (turn around only streets) are discouraged in the ordinance and are not permitted to be longer than 350 feet long. A network of intersecting streets, and stubs to vacant properties are preferred methods of street layout for a site. However, due to the location and size of the site along with the location of existing adjacent development, staff recommends flexibility for this policy. Although a vehicular connection is not practical, the applicants are proposing to add a pedestrian connection at the end of the cul-de-sac to access the adjacent public park. At this time, the agreement with Mecklenburg County to access the park, locating where the path goes, and its construction material have not yet been finalized. With these logistical items confirmed, staff would recommend the proposed pedestrian connection would meet this policy to the extent practicable.
- **Policy LU 8.2:** Achieve higher design standards through flexibility.
 - **STAFF COMMENT:** The applicants are currently requesting flexibility to the zoning ordinance to exceed the maximum length of a cul-de-sac. Also, the current plan does not show conforming urban open space. The ordinance only allows storm water structures to comprise 25% of an urban open space, therefore the storm water area near the connection to the park (which would be mostly storm water structure) would have difficulty meeting the standards of the ordinance as an urban open space. Therefore, the applicants are also seeking flexibility here. For this flexibility, staff is working with the applicant to provide an excellent design for the connection to Blythe Landing Park. Staff recommends the storm water area at the end of the cul-de-sac be landscaped and improved with walkable hardscape and structures to provide a garden-like “mini-park” for the residents. Such an improvement would provide an appealing entrance for the residents to the park, establish a garden like sitting area to enjoy, and create a terminated vista to the cul-de-sac that would be visually appealing. See the picture of the urban open space at the corner of Sam Furr Road and Birkdale Crossing Drive (beside Hickory Tavern) as a general example. Staff recommends that with the addition of a similar variation appropriate to this development, this policy could be met.
 - **UPDATE 2/20/25:** An additional area near the front of the development has been submitted as an urban open space on the updated plan. Staff recommends with appropriate improvement and design as a mini park, this could also be an excellent open space. (see open space comment above on page 3).
 - To satisfy this policy, staff recommends the following:
 - One of the open space areas proposed are improved over and above the minimum standards to provide an excellent urban open space.
 - The connection to Blythe Park is finalized and remains open to the public/neighborhood. The updated landscaping plan shows the path to be gated, which staff does not support.
- **Policy EOS 3:** Prioritize tree canopy preservation.
 - **STAFF COMMENT:** The current plan shows a removal of tree canopy over the maximums of the ordinance and seems to propose tree save mitigation. Updates to the calculations shown however are expected with the addition of a more detailed tree survey for the site.
- **Policy LU 9.1:** Residential design principles
 - **STAFF COMMENT:** This policy recommends residential development include front porches and recessed front loaded garages. These principles emphasize the architecture of the home, encourage outdoor

interaction in the front of the home, and decreases the visual focus on plain garage doors. No elevations or concepts of the exterior product have been submitted for review. Although the NC State Statutes do not permit municipalities to have architectural ordinances for single family homes, submitting designs that utilize these principles is another way to demonstrate consistency with the Huntersville 2040 Plan for a conditional rezoning.

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:

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

STAFF COMMENT:

Staff recommends that the reclassification to Neighborhood Residential Conditional District (NR-CD) would be consistent with the overall character of adjacent development for the following reasons:

- The development is more than 2-times as dense as the adjacent Terry Lane development to the west. However, the proposed number of lots is small, and they are buffered from the adjacent subdivision as required by ordinance with a 40-foot opaque buffer. With such a buffer the effect on adjacent properties should be minimal.
- The Courtyards at Huntersville senior living development to the south and west is also zoned NR-CD with even higher densities, at about 4 units/acre.
- The Whitaker Pointe subdivision immediately south is zoned TR but has similar lot sizes to the proposed development.
- The developments to the west are old Mecklenburg County commercial rezonings that are consistent with the low intensity commercial uses originally approved. These properties would be screened by a 20-foot buffer from the residential lots.

2. 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, stormwater drainage systems, water supplies, and wastewater and refuse disposal.

STAFF COMMENT:

- A Transportation Impact Analysis (TIA) is not required for this development.
- Staff has no other indication that the proposed use will adversely affect the adequacy of public facilities.

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, or cultural resources.

PART 5: STAFF RECOMMENDATION

The application to intensify the property is consistent with the character area recommendations of the Huntersville 2040 Plan. Therefore, staff supports the basis of the rezoning. However, there are design concerns that staff continues to work with the applicant on and thus does not recommend approval at this time. Upon addressing them as described above, staff could recommend approval.

PART 6: PUBLIC HEARING COMMENTS

A Public Hearing is scheduled for March 4, 2025.

PART 7: PLANNING BOARD RECOMMENDATION

Planning Board is scheduled for March 25th, 2025.

PART 8: TOWN BOARD CONSIDERATION

Town Board consideration is scheduled for April 22nd, 2025.

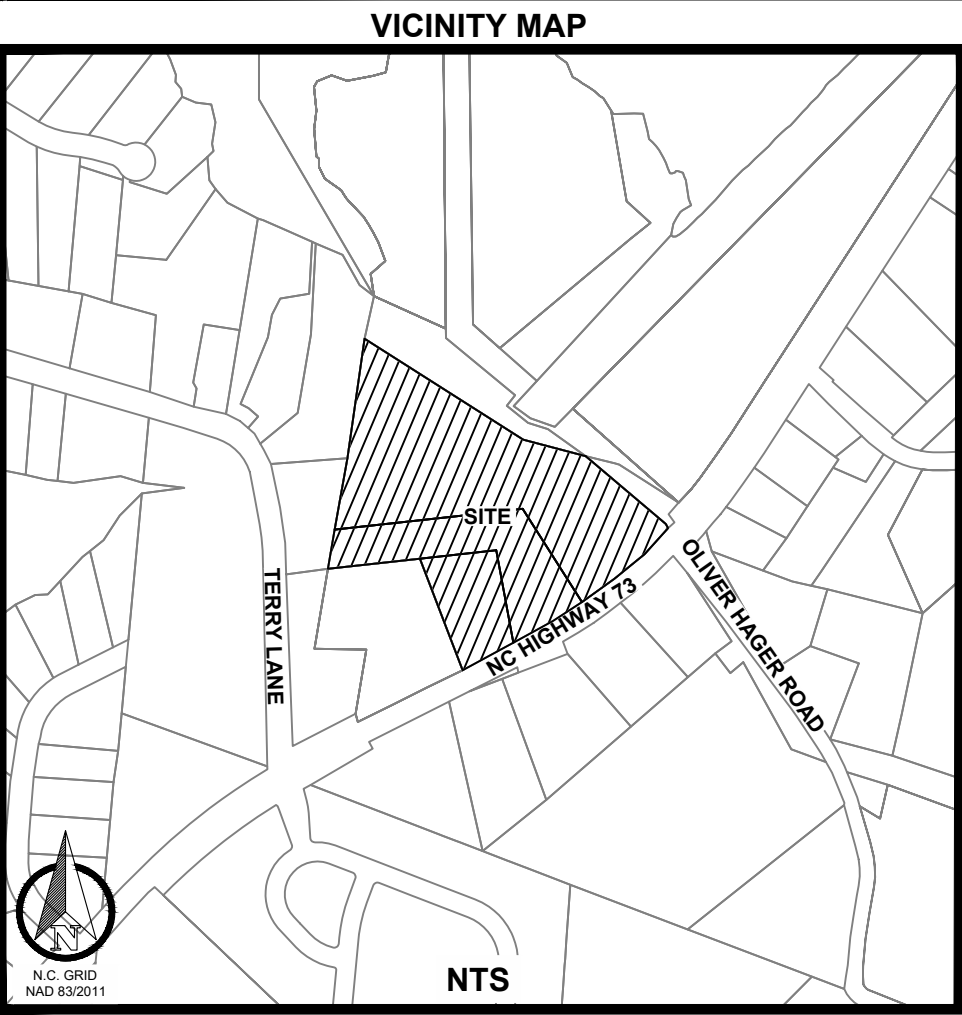
PART 9: ATTACHMENTS/ENCLOSURES

Attachments

- Rezoning Application
- R24-16 Rezoning Plan
- Neighborhood Meeting Report
- Engineering Report
- TIA Determination

PART 10: CONSISTENCY STATEMENT – R24-16 Blythe Landing Residential

Planning Department	Planning Board	Board of Commissioners
APPROVAL: N/A	APPROVAL: In considering the proposed rezoning application R24-16, Blythe Landing Residential, the Planning Board recommends approval based on the Plan being consistent with <u>(insert applicable plan reference)</u>. <u>It is reasonable and in the public interest to approve the Rezoning Plan because... (Explain)</u>	APPROVAL: In considering the proposed rezoning application R24-16, Blythe Landing Residential, the Town Board recommends approval based on the Plan being consistent with <u>(insert applicable plan reference)</u>. <u>It is reasonable and in the public interest to approve the Rezoning Plan because... (Explain)</u>
DENIAL: In considering the proposed rezoning application R24-16 Blythe Landing Residential, staff recommends denial of the application as it is inconsistent with Policies LU 7.1, LU 8.2, and EOS 3 of the Huntersville 2040 Plan. It is not reasonable and in the public interest to approve the Rezoning Plan because the plan does not provide required open space and exceeds the maximum length for cul-de-sacs.	DENIAL: In considering the proposed rezoning application R24-16, Blythe Landing Residential, the Planning Board recommends denial based on the Plan being <u>(consistent OR inconsistent) with (insert applicable plan reference)</u>. <u>It is not reasonable and in the public interest to approve the Rezoning Plan because... (Explain)</u>	DENIAL: In considering the proposed rezoning application R24-16 Blythe Landing Residential, the Town Board recommends denial based on the Plan being <u>(consistent OR inconsistent) with (insert applicable plan reference)</u>. <u>It is not reasonable and in the public interest to approve the Rezoning Plan because... (Explain)</u>



BLYTHE LANDING
SINGLE- FAMILY RESIDENTIAL
REZONING PLAN
HUNTERSVILLE, NC

PROJECT TEAM

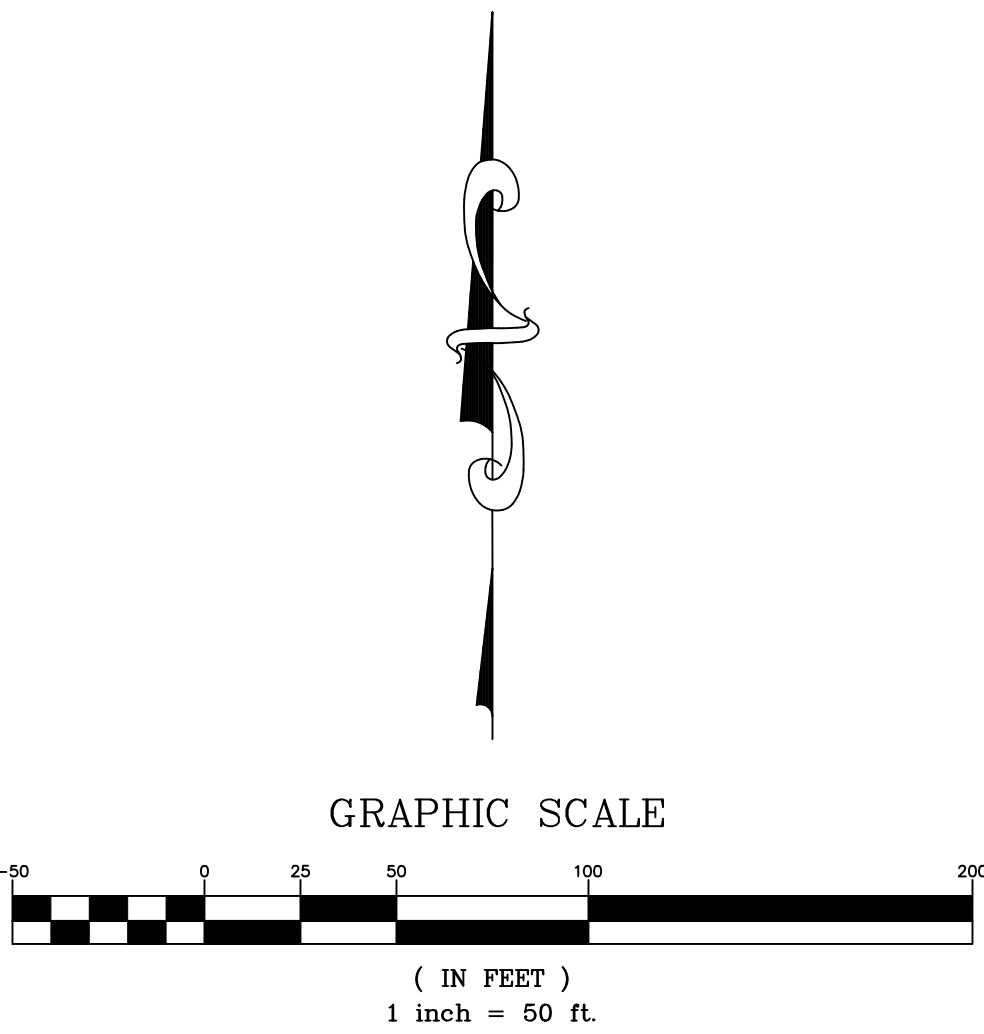
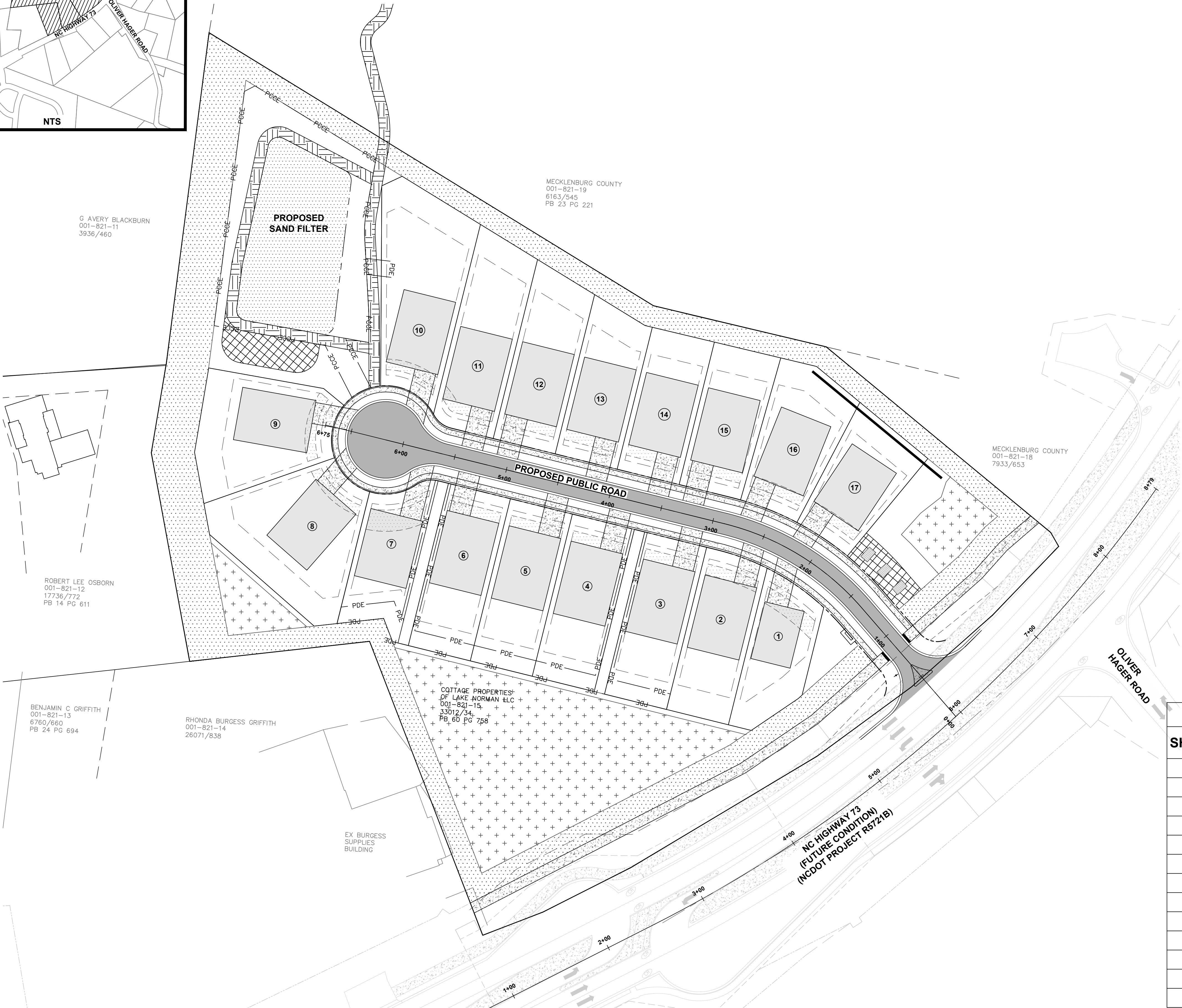
DEVELOPER
RED CEDAR CONSTRUCTION, LLC
JON GRABOWSKI
313-600-7248

DESIGNER
K2 ENGINEERING NC, PLLC
PATRICK MURPHY, PE
980-800-6160

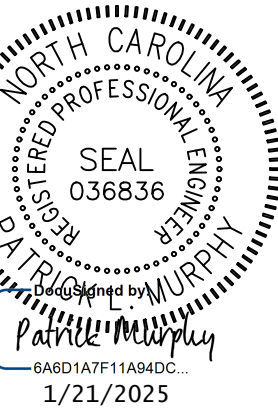
SURVEY
DOWELL & COMPANY PC
DOUGLAS DOWELL JR
704-660-9697


1096 DAVID TAYLOR DR STE 120 #103
CHARLOTTE, NC 28262
FIRM LICENSE #: P-2488

BLYTHE LANDING SINGLE FAMILY



SHEET LIST TABLE	
SHEET NUMBER	SHEET TITLE
CZ-000	COVER SHEET
CZ-100	SURVEY
CZ-101	EXISTING SURFACE SLOPE ANALYSIS
CZ-102	EXISTING TREES
CZ-300	SITE PLAN
CZ-301	SITE DETAILS
CZ-302	REZONING NOTES
CZ-500	GRADING PLAN
CZ-501	MAJOR DRAINAGE BASINS
CZ-502	MINOR DRAINAGE BASINS
CZ-600	UTILITY PLAN
CZ-700	LANDSCAPING PLAN
CZ-800	FUTURE NCDOT PLAN

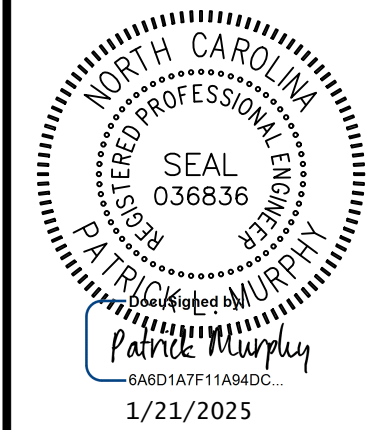


NO.	DATE	BY	DESCRIPTION

COVER SHEET	MJS DRAWN BY JANUARY 2025	1" = 50' SCALE	NA PROJ. #
	DATE		

SHEET NO.
CZ-000

BLYTHE LANDING SINGLE FAMILY



NO.	DATE	BY	DESCRIPTION

SURVEY

AS NOTED DRAWN BY	NA SCALE
AS NOTED DATE	NA PROJ #

SHEET NO.

CZ-100

NUMBER	DIAMETER	TYPE	NUMBER	DIAMETER	TYPE	NUMBER	DIAMETER	TYPE
101	18"	PINE	226	12"	PINE	346	12"	PINE
102	16"	PINE	227	16"	PINE	347	12"	PINE
103	16"	PINE	228	12"	PINE	348	14"	PINE
104	14"	PINE	229	16"	PINE	349	12"	POPLAR
105	18"	PINE	230	14"	PINE	350	12"	PINE
106	12"	PINE	231	18"	PINE	351	14"	POPLAR
107	3'-20"	OAK	232	14"	PINE	352	12"	PINE
108	30"	OAK	233	18"	POPLAR	353	12"	SWEET GUM
109	16"	OAK	234	14"	PINE	354	12"	POPLAR
110	24"	OAK	235	12"	PINE	355	12"	POPLAR
111	27"	OAK	236	14"	PINE	356	12"	POPLAR
112	16"	PINE	237	16"	PINE	357	16"	PINE
113	12"	PINE	238	14"	PINE	358	12"	PINE
114	14"	PINE	239	14"	SWEET GUM	359	12"	SWEET GUM
115	13"	PINE	240	16"	PINE	360	18"	POPLAR
116	14"	PINE	241	12"	PINE	361	12"	SWEET GUM
117	16"	PINE	242	12"	PINE	362	12"	PINE
118	16"	PINE	243	12"	PINE	363	12"	SWEET GUM
119	24"	PINE	244	12"	PINE	364	14"	PINE
120	14"	PINE	245	12"	PINE	365	12"	PINE
121	12"	PINE	246	12"	PINE	366	12"	PINE
122	12"	PINE	247	12"	PINE	367	14"	PINE
123	12"	PINE	248	12"	PINE	368	12"	PINE
124	12"	PINE	249	12"	PINE	369	14"	PINE
125	14"	PINE	250	12"	PINE	370	14"	PINE
126	12"	PINE	251	12"	PINE	371	14"	PINE
127	12"	PINE	252	14"	PINE	372	14"	PINE
128	14"	PINE	253	12"	PINE	373	14"	PINE
129	16"	PINE	254	12"	PINE	374	14"	PINE
130	12"	PINE	255	14"	PINE	375	12"	PINE
131	14"	PINE	256	14"	POPLAR	376	12"	PINE
132	12"	PINE	257	12"	PINE	377	12"	SWEET GUM
133	12"	PINE	258	12"	PINE	378	16"	CEDAR
134	12"	PINE	259	12"	PINE	379	15"	ELM
135	12"	PINE	260	12"	PINE	380	18"	CEDAR
136	16"	PINE	261	10"	PINE	381	16"	HICKORY
137	16"	PINE	262	12"	PINE	382	12"	OAK
138	28"	OAK	263	12"	PINE			
139	24"	OAK	264	20"	OAK			
140	18"	PINE	265	12"	PINE			
141	16"	PINE						
142	14"	PINE	NUMBER	DIAMETER	TYPE			
143	24"	POPLAR	266	14"	PINE			
144	12"	PINE	267	12"	PINE			
145	12"	SWEET GUM	268	12"	PINE			
146	14"	POPLAR	269	12"	PINE			
147	12"	POPLAR	270	16"	PINE			
148	12"	SWEET GUM	271	12"	PINE			
149	12"	POPLAR	272	14"	PINE			
150	20"	PINE	273	12"	PINE			
151	16"	PINE	274	12"	PINE			
152	14"	PINE	275	12"	PINE			
153	14"	PINE	276	12"	POPLAR			
154	12"	PINE	277	12"	PINE			
155	16"	PINE	278	12"	PINE			
156	14"	PINE	279	14"	PINE			
157	12"	PINE	280	12"	PINE			
158	12"	PINE	281	12"	PINE			
159	12"	PINE	282	12"	PINE			
160	12"	PINE	283	16"	PINE			
161	12"	PINE	284	14"	PINE			
162	14"	PINE	285	14"	PINE			
163	18"	OAK	286	14"	PINE			
164	14"	PINE	287	16"	PINE			
165	2'-12"	PINE	288	14"	PINE			
166	18"	PINE	289	12"	PINE			
167	16"	POPLAR	290	12"	PINE			
168	14"	PINE	291	16"	PINE			
169	16"	POPLAR	292	12"	PINE			
170	16"	PINE	293	12"	PINE			
171	16"	PINE	294	14"	PINE			
172	14"	PINE	295	12"	PINE			
173	14"	PINE	296	12"	PINE			
174	18"	ELM	297	12"	PINE			
175	18"	SYCAMORE	298	12"	PINE			
176	22"	PECAN	299	16"	PINE			
177	14"	PECAN	300	12"	PINE			
178	24"	MAPLE	301	16"	PINE			
179	18"	MAPLE	302	14"	PINE			
180	22"	MAPLE	303	12"	PINE			
181	18"	MAPLE	304	14"	PINE			
182	18"	PECAN	305	12"	PINE			
183	20"	PECAN	306	12"	PINE			
184	32"	OAK	307	12"	PINE			
185	22"	PINE	308	14"	PINE			
186	16"	CEDAR	309	16"	PINE			
187	16"	MAPLE	310	16"	PINE			
188	16"	MAPLE	311	16"	SWEET GUM			
189	30"	OAK	312	16"	PINE			
190	42"	OAK	313	14"	PINE			
191	19"	OAK	314	12"	PINE			
192	52"	OAK	315	12"	PINE			
193	24"	PINE	316	12"	PINE			
194	16"	PINE	317	12"	PINE			
195	12"	PINE	318	12"	SWEET GUM			
196	14"	PINE	319	12"	PINE			
197	16"	PINE	320	12"	SWEET GUM			
198	22"	PINE	321	12"	PINE			
199	16"	PINE	322	14"	PINE			
200	12"	PINE	323	16"	PINE			
201	14"	PINE	324	16"	PINE			
202	26"	OAK	325	14"	PINE			
203	18"	PINE	326	14"	PINE			
204	18"	PINE	327	12"	PINE			
205	18"	PINE	328	14"	PINE			
206	16"	PINE	329	16"	PINR			
207	16"	OAK	330	16"	SWEET GUM			
208	18"	OAK	331	12"	PINE			
209	12"	PINE	332	12"	PINE			
210	18"	POPLAR	333	12"	PINE			
211	14"	POPLAR	334	12"	PINE			
212	14"	PINE	335	12"	PINE			
213	12"	PINE	336	12"	PINE			
214	18"	SWEET GUM	337	12"	PINE			
215	14"	PINE	338	12"	SWEET GUM			
216	18"	SWEET GUM	339	14"	PINE			
217	16"	PINE	340	12"	SWEET GUM			
218	14"	PINE	341	12"	SWEET GUM			
219	14"	PINE	342	14"	POPLAR			
220	18"	OAK	343	16"	POPLAR			
221	14"	SWEET GUM	344	12"	PINE			
222	16"	SWEET GUM	345	12"	PINE			
223	16"	SWEET GUM						
224	16"	SWEET GUM						
225	16"	PINE						

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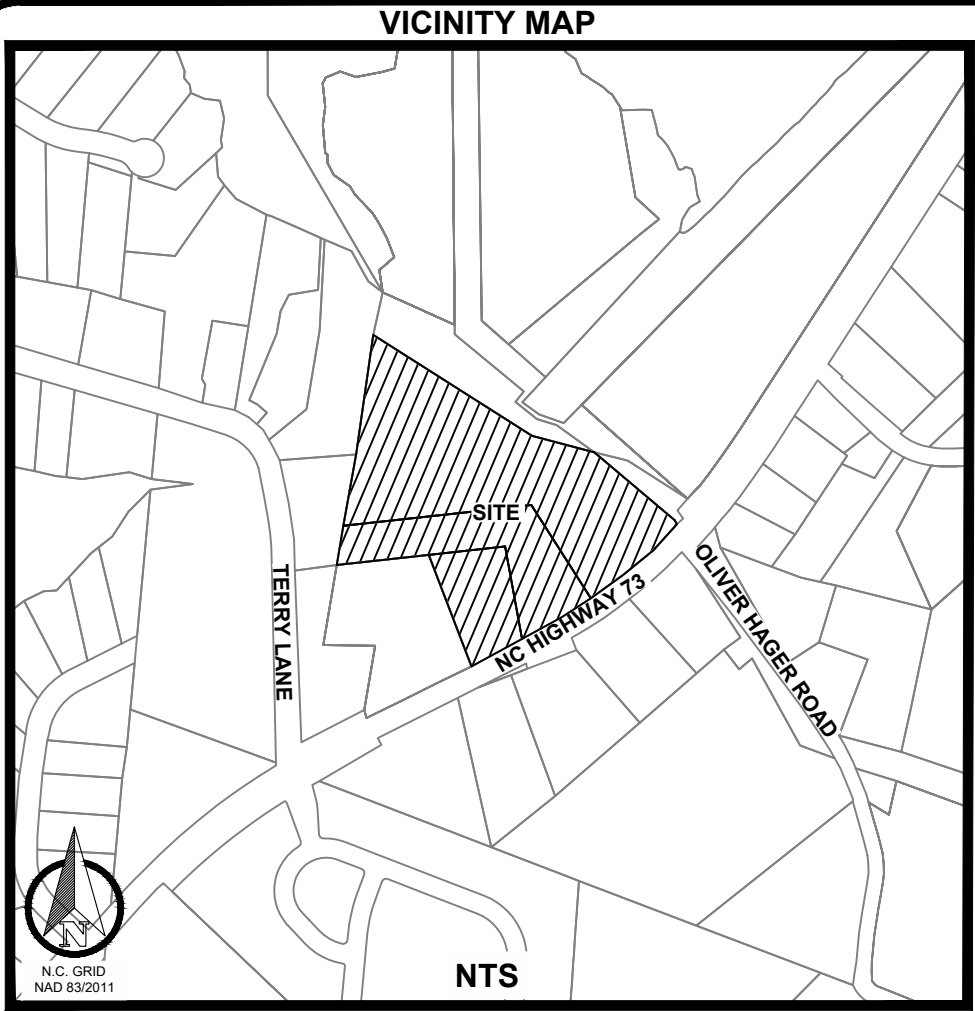
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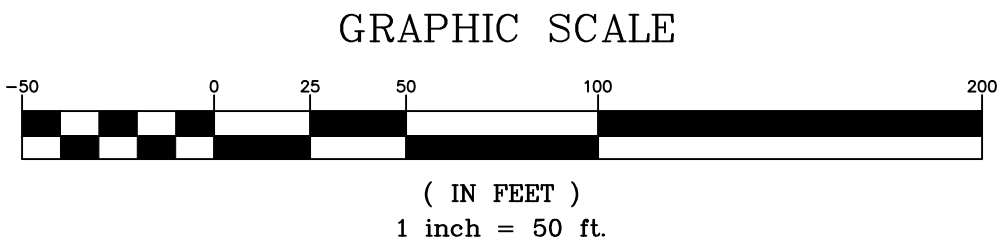
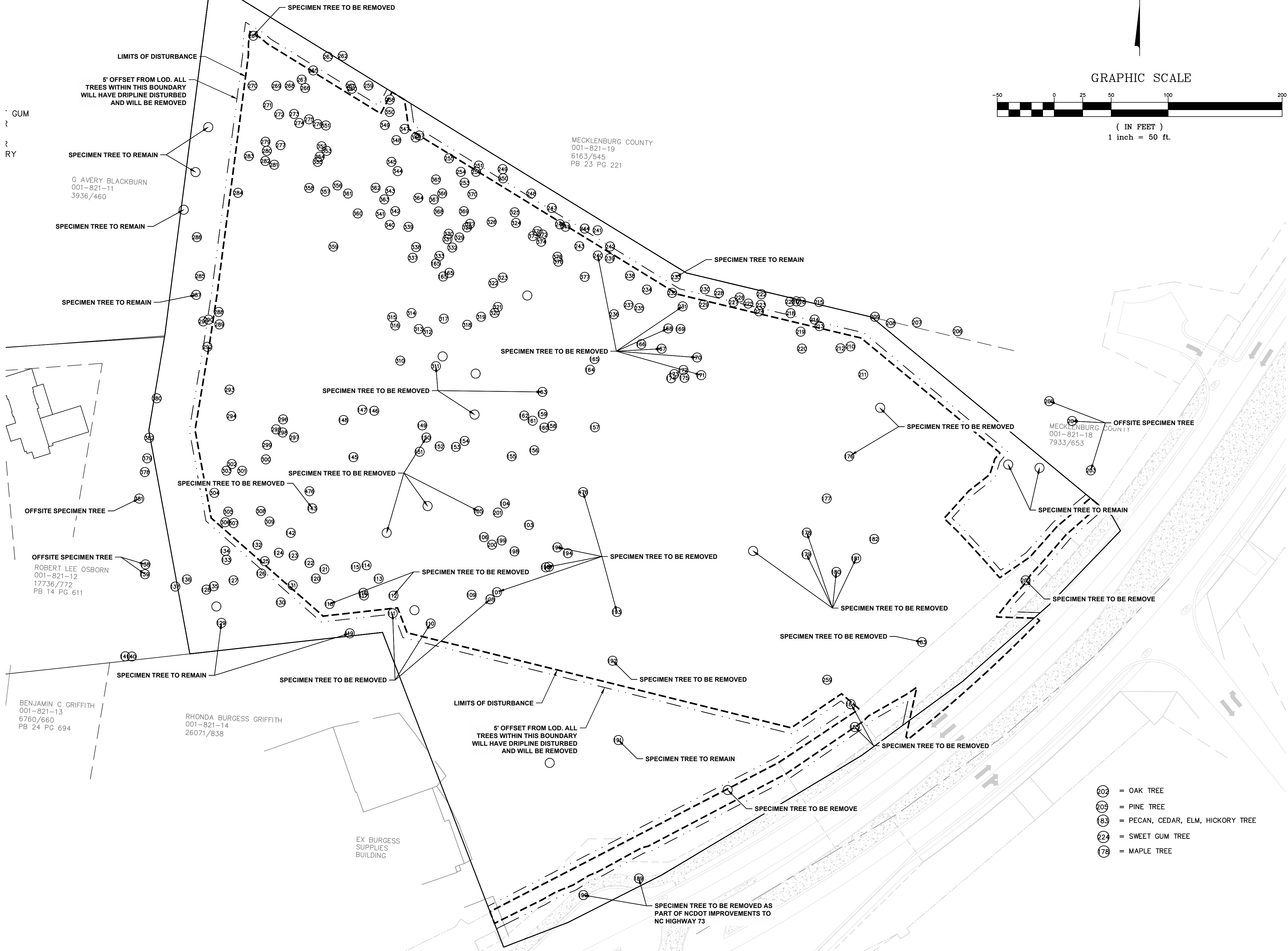


EXISTING TREE SUMMARY

EXISTING SPECIMEN TREES	51 TREES
SAVED SPECIMEN TREES	10 TREES (19.61%)
EXISTING HERITAGE TREES	0 TREES
SAVED HERITAGE TREES	NA

GUM
R
GUM
GUM
GUM

GUM
RY



- 002 = OAK TREE
- 009 = PINE TREE
- 083 = PECAN, CEDAR, ELM, HICKORY TREE
- 024 = SWEET GUM TREE
- 078 = MAPLE TREE



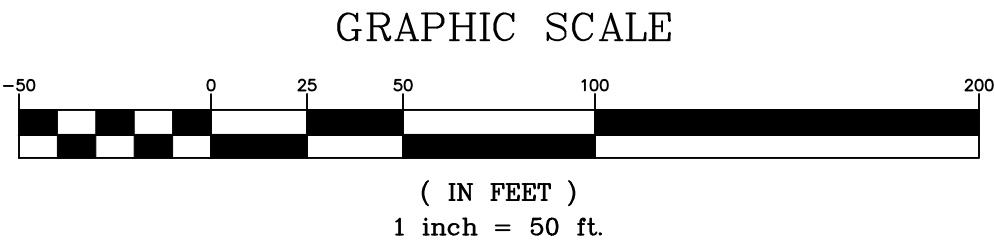
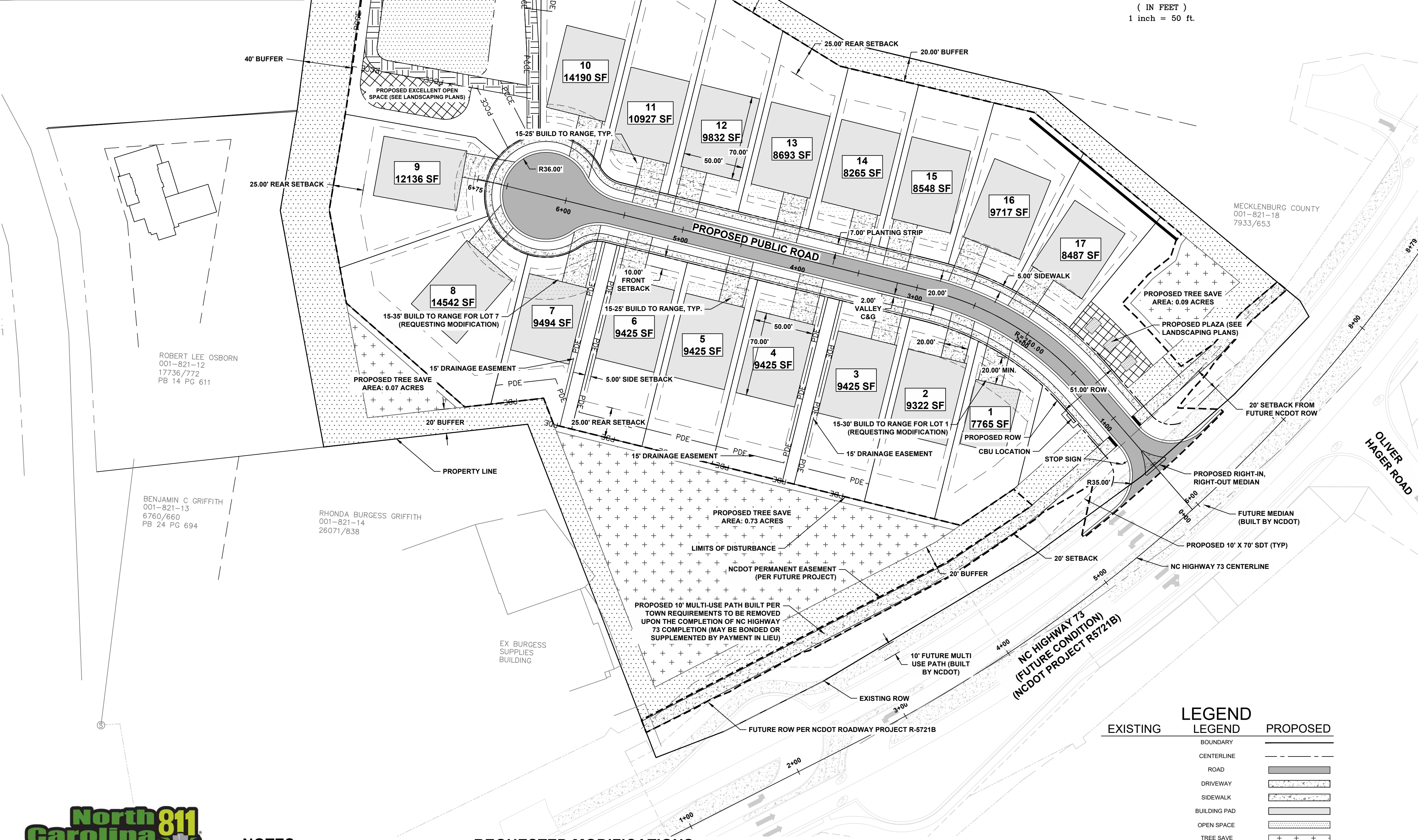
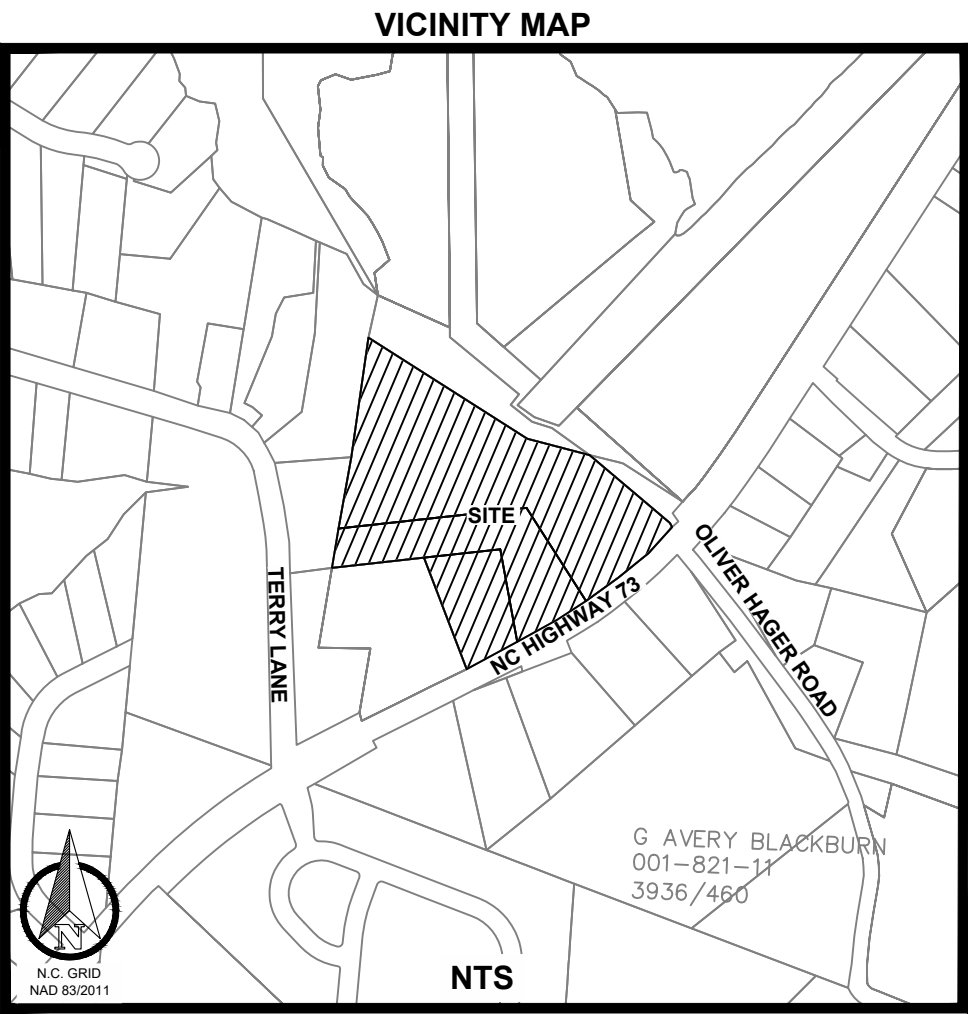
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- ALL PAVEMENT CUTS, CONCRETE, OR ASPHALT ARE TO BE REPLACED ACCORDING TO STANDARDS OF THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION AND LOCAL UTILITY SPECIFICATIONS.
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BLYTHE LANDING SINGLE FAMILY



NO.	DATE	BY	DESCRIPTION

EXISTING TREES	1" = 50' SCALE	NA PROJ. #
	MJS DRAWN BY JANUARY 2025 DATE	



SITE DATA

PIN:	001-821-17, 001-821-16, 001-821-15
EXISTING ZONING:	GENERAL RESIDENTIAL (GR)
PROPOSED ZONING:	CONDITIONAL NEIGHBORHOOD RESIDENTIAL (NR CD)
EXISTING USE:	SINGLE FAMILY
PROPOSED USE:	SINGLE-FAMILY
TOTAL SITE AREA:	8.77 ACRES APPROX.
PROPOSED DENSITY:	APPROX. 2 UNITS PER ACRE
PROPOSED # OF UNITS:	17 LOTS
MINIMUM SETBACKS:	BOUNDARY: 20' FRONT: 10' SIDE: 5' REAR: 25'
PROPOSED BUILDING HEIGHT:	TBD
WASTE MANAGEMENT:	TBD
OPEN SPACE REQUIRED:	YES
URBAN OPEN SPACE PROVIDED:	GREENWAY, PLAZA, AND EXCELLENT OPEN SPACE
MINIMUM TREE SAVE REQUIRED:	10% OF SITE AREA (APPROX. 0.88 ACRES)
APPROX. TREE SAVE PROVIDED:	0.89 ACRE

SITE DATA

Total Area (acres, square feet)	8.77 ACRES APPROX
Total Disturbed Area (acres, square feet)	8.24 ACRES APPROX
River Basin	CATWABA RIVER
Stream Classification	N/A
PCO19 Applicable	☒ Yes ☐ No
Principal Uses(s) (Z.O. Article 3)	SINGLE FAMILY HOME
Building Type (Z.O. Article 3, 4 and 8.10)	DETACHED HOUSE
Zoning District (Z.O. Article 3)	GR (EXISTING) NR CD (PROPOSED)
Overlay District, if applicable (Article 3 Z.O.)	LN-O (CRITICAL AREA)
Percentage of Impervious Allowed (Article 3 Z.O.)	50% BUA W/ STRUCTURAL BMP
Percentage of Impervious Shown	27% BUA
Lot Count	17
Total number of dwellings (detached/ attached)	17
Mixed-use/# of live/work units	0
Total area of residential	8.77 ACRES APPROX
Total area of non-residential (square feet)	0
Lot size range	7,765-14,542 SF(0.18-0.33 ACRES)
Number of lots within each range (Use more lines if needed)	7,500-10,000 SF 13 LOTS 10,000-15,000 SF 4 LOTS
Lot widths range (Z.O. Article 3)	50-60' WIDE 16 LOTS (AT SETBACK) 60-70' WIDE 1 LOTS (AT SETBACK)
Setbacks and Build-to-lines (Z.O. Article 3, 4 & 8.)	
Front BTL range or Setback	BLT 15-35'
Corner setbacks	N/A
Rear setbacks	25'
Right side setback	5'
Left side setback	5'
Watershed Information (Z.O. Article 3 and S.O. Section 7.290)	
Is the property in a regulated watershed district?	☒ Yes ☐ No
Watershed District	LN-O (CRITICAL AREA)
Low Density/High Density	HIGH DENSITY
Percentage of allowable impervious area	50%
Percentage of impervious area shown on plans	27%
Amount of lot area set aside for future impervious by homeowner	175 SF PER LOT
FYI if you are proposing to develop a residential subdivision inside the MIL-O or LN-O Watershed Districts you shall reserve 1% of the lot area but not less than 150 sq/ft impervious area per lot to allow for addition of future impervious area by the homeowner/occupant.	
List all modifications from the approved sketch plan and any conditions of the rezoning plan, if the property is subject a conditional rezoning plan.	N/A
Project Timetable	
Proposed Start of Grading	TBD
Proposed Start of Construction	TBD
Proposed Occupancy	TBD
Other	TBD



NOTES

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 4. SHORING WILL BE ACCORDING TO OSHA TRENCHING STANDARDS PART 1926 SUBPART P, OR AS AMENDED.
1. NO KNOWN WETLANDS OR STREAMS KNOWN AT THIS TIME. DEVELOPER TO VERIFY PRIOR TO CONSTRUCTION PLANS BEING APPROVED
 2. NO KNOWN HISTORIC, ARCHEOLOGICAL, OR CULTURAL FEATURES KNOWN AT THIS TIME. DEVELOPER TO VERIFY PRIOR TO CONSTRUCTION PLANS BEING APPROVED.
 3. NCDOT PROJECT R-5721B IS SHOWN ONLY FOR REFERENCE AND MAY BE DIFFERENT AT TIME OF CONSTRUCTION
 4. IF THIS PROJECT IS CONSTRUCTED PRIOR TO THE NCDOT REFERENCED PROJECT THAN THIS PROJECT WILL CONSTRUCT A RIGHT IN RIGHT OUT THAT CONNECTS TO EXISTING NC-73 EDGE OF PAVEMENT.

REQUESTED MODIFICATIONS

1. BLOCK LENGTH INCREASE FROM 300' TO 612'
2. BUILD TO LINE INCREASE TO 30' FOR LOT 1 AND 35' FOR LOT 7

BLOCK LENGTH TABLE	
STREET NAME	BLOCK LENGTH
PROPOSED PUBLIC STREET	*612 FT
*REQUESTING MODIFICATION FOR BLOCK LENGTH	

EXISTING	LEGEND	PROPOSED
BOUNDARY	---	---
CENTERLINE	---	---
ROAD	---	---
DRIVEWAY	---	---
SIDEWALK	---	---
BUILDING PAD	---	---
OPEN SPACE	---	---
TREE SAVE	---	---
POCKET PARK	---	---
LOT LINE	---	---
RIGHT OF WAY	---	---
SETBACK	---	---
RETAINING WALL	---	---
MAJOR CONTOUR	---	---
MINOR CONTOUR	---	---



BLYTHE LANDING SINGLE FAMILY



SITE PLAN			NO.	DATE	BY	DESCRIPTION

SHEET NO.

CZ-300

REZONING NOTES

Red Cedar Blythe Landing

1. Rezoning Petition. These rezoning notes comprise the development standards (“Development Standards”) associated with the rezoning petition (the “Rezoning Petition”) filed by Red Cedar (“Petitioner”) on _____, 2024 (the “Filing Date”) as Rezoning Petition #24. _____ (the “Rezoning Plan”) for that approximately 8.77 acre tract of land, identified on this Site Plan as Blythe Landing Single-Family Residential (the “Project”) in connection tax parcel numbers 001-821-17, 001-821-16, and 001-821-15 (the “Property”). The purpose of the Rezoning Petition is to convert the zoning classification of the Property from the General Residential District (GR) to Neighborhood Residential Conditional District (NR (CD)) in accordance with the provisions of the Town of Huntersville Zoning Ordinance (the "Ordinance").
2. Development Standards. Development of the Property will be governed by these Development Standards, which are part of the Rezoning Petition, and the applicable provisions of the Ordinance in place on the date of the filing of the Rezoning Plan. Unless the Rezoning Plan establishes a more stringent standard(s), or unless otherwise noted on the Rezoning Plan or in these Development Standards, the regulations established under the Ordinance in place on the date of the filing of the Rezoning Plan govern development of the Property as shown on the Rezoning Plan.
3. Schematic Nature of Rezoning Plan. The configuration, placement, and size of the buildings and proposed improvements, including parking areas, driveways, common areas and storm ponds, shown on the Rezoning Plan are schematic in nature and exact locations, size, number or quantity and configurations of buildings and improvements may be modified during design, engineering and construction phases of the development so long as such modification is compatible with the approximate layout and location of lots and improvements shown on the Rezoning Plan. The exact alignments of the internal drives and internal public streets have not been determined and are subject to final design and engineering plans, and minor modifications or alterations of these alignments may take place during design development and construction phases. Major amendments are determined by staff for all CD Rezoning and Sketch plans.
4. Phasing. The development of the Property as generally depicted on the Rezoning Plan is intended to be built in one phase, but may be phased, as determined during the course of construction. Any proposed phasing must align with required infrastructure and stormwater improvements; provided, however, each phase or sequence of improvements in the Project will meet all Ordinance requirements. Utilities, infrastructure, and grading shall be delivered to each individual Phase as each is developed.
5. Vested Rights. This Rezoning Plan is a site-specific development plan and approval thereof constitutes vested rights in the Rezoning Plan pursuant to the provisions of the Ordinance. Notwithstanding any other provisions of these Development Standards, if, at some point, modifications are made to the Ordinance by the Town Board, Petitioner may voluntarily agree to apply such modifications to the Rezoning Plan in a manner consistent with the Ordinance as it changes from time to time, and without pursuing a rezoning. Such modifications to the Ordinance shall in no way impact the Petitioner’s vested rights. Due to the size of the project, phasing, and level of investment, approval of this conditional rezoning shall constitute establishment of vested rights in the landowner (and its successors or assigns) for a period of five years as permitted by N.C. Gen. Stat. § 160D-108.1.
6. Permitted Uses. The Property may be developed for the use of a single family residential neighborhood, including related permitted uses, uses permitted with conditions and accessory uses permitted in the C1 Zoning District and as shown on the Rezoning Plan, subject to the development standards associated with such uses. Any labelling on the Rezoning Plan may be an indication of the current intention on the part of Petitioner but shall not restrict the Property in a manner that conflicts with the provisions of

these Development Notes.

7. Access. To the extent permitted by applicable driveway permit requirements, any changes to the driveway, access points and road connection may cross the setback and shall not require a rezoning of the Property but shall otherwise comply with applicable driveway permit requirements.
8. Frontage Improvements. Petitioner shall be required to install streets trees and other improvements along the street frontage as specifically shown on the Rezoning Plan and as required by any applicable driveway permit and, as required by the Zoning Ordinance, Subdivision Ordinance and applicable Huntersville/NCDOT TIA.
9. Landscaping/Buffers. Except as modified herein, landscaping and buffers shall be in accordance with the Ordinance.
10. Amendment. Future amendments to the Rezoning Plan and/or these Development Standards may be applied for by the then owner of owners of the Property in accordance with the provisions of the Ordinance; provided, however, in the event any portion of the Property is conveyed to a third party, Petitioner may request an amendment to the Rezoning Plan without the written consent of any other owner of all or any portion of the Property unless such amendment constitutes a change in the building or use of the portion of the Property owned by such owner, provided Petitioner provides for such amendment right in the recorded private restrictive covenants that govern the Project. All requirements in connection with the amendment will be calculated on the Property as a whole in the same manner such requirements were calculated at the time of the initial approval. This note shall be shown on the final plat when recorded.
11. Stormwater Design. The stormwater designs shown on the Rezoning Plan shall be finalized during the construction phase and shall be completed as a part of the infrastructure improvements.
12. Binding Effect of the Rezoning Documents and Definitions. If this Rezoning Application is approved, all conditions applicable to the use and development of the Site imposed under these Development Standards and the Rezoning Plan will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of Petitioner and the current and subsequent owners of the Site and their respective successors in interest and assigns. Throughout these Development Standards, the term “Petitioner” shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of Petitioner or the owner or owners of the Site from time to time who may be involved in any future development thereof.
13. Elevations. The elevations are submitted as examples only, and are not the actual elevations for this Project. Staff may approve elevations submitted during construction that are generally consistent with the renderings included with the Rezoning Plan.
14. Requested Modifications to Standards

a. Design elements that exceed the requirements of the Ordinance have been included in this Rezoning Plan to achieve exceptional design. Town Board approval of this Rezoning Plan constitutes approval of unique design elements shown on the Rezoning Plan that are minor changes from the Ordinance, including, but not limited to:

i. Parking lot connectivity, vehicular and pedestrian connections and stubs to adjoining properties as shown on the plan;

ii. Block length;

b. Yard Restrictions. In every instance, the side yard, setback and rear yard for each parcel developed within the Project shall comply with at least the minimum standards of the

- Ordinance. Within the parameters of these minimum standards, setbacks will be utilized in a manner to encourage pedestrian activity.
- c. Driveways and Streets. All streets shall be public streets in accordance with the requirements of the Ordinance. All streets and highway improvements, to the extent required by the TIA, will be constructed in accordance with standards established by the governmental authorities having jurisdiction over their maintenance and operation.
- d. Open Space. Open space will be designed to incorporate natural drainage ways and wooded areas.
- e. Elevations and Perspectives. Conceptual elevations and perspectives showing the general theme of the architecture within the Project have been submitted with the Rezoning Plan. The architectural design within the project shall be in keeping with this general theme.



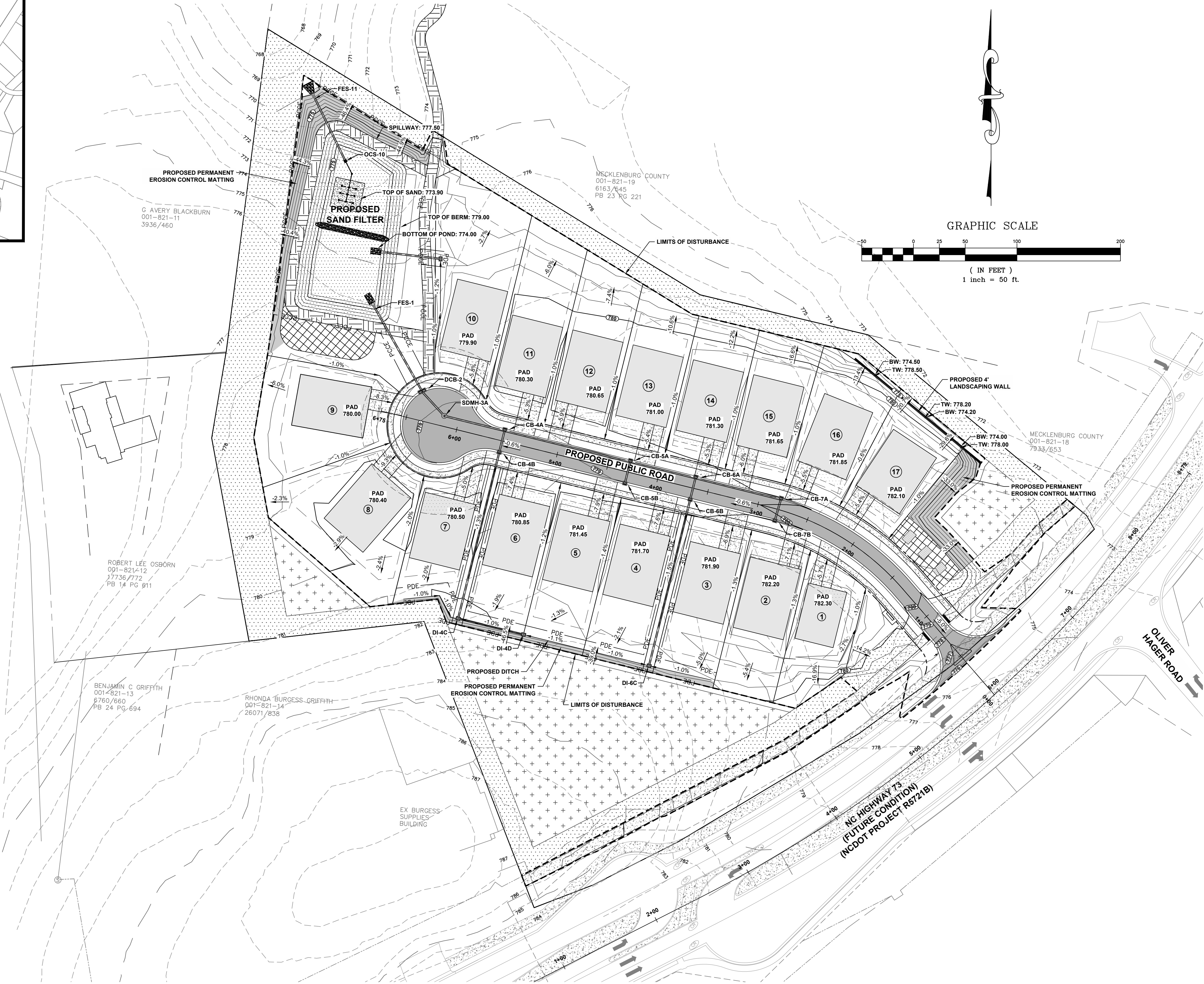
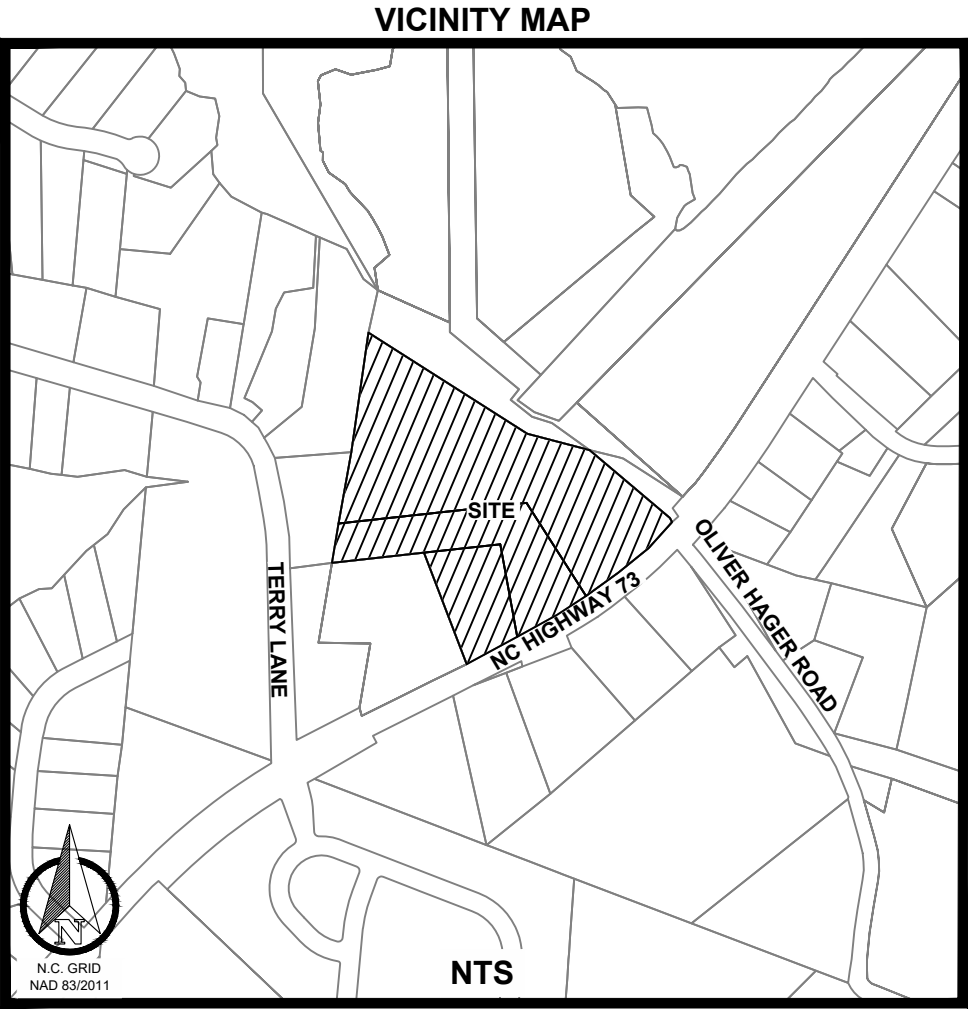
BLYTHE LANDING SINGLE FAMILY



REZONING NOTES				NO.	DATE	BY	DESCRIPTION
MJS DRAWN BY		1" = 50' SCALE					
JANUARY 2025 DATE		NA PROJ #					

SHEET NO.

CZ-302



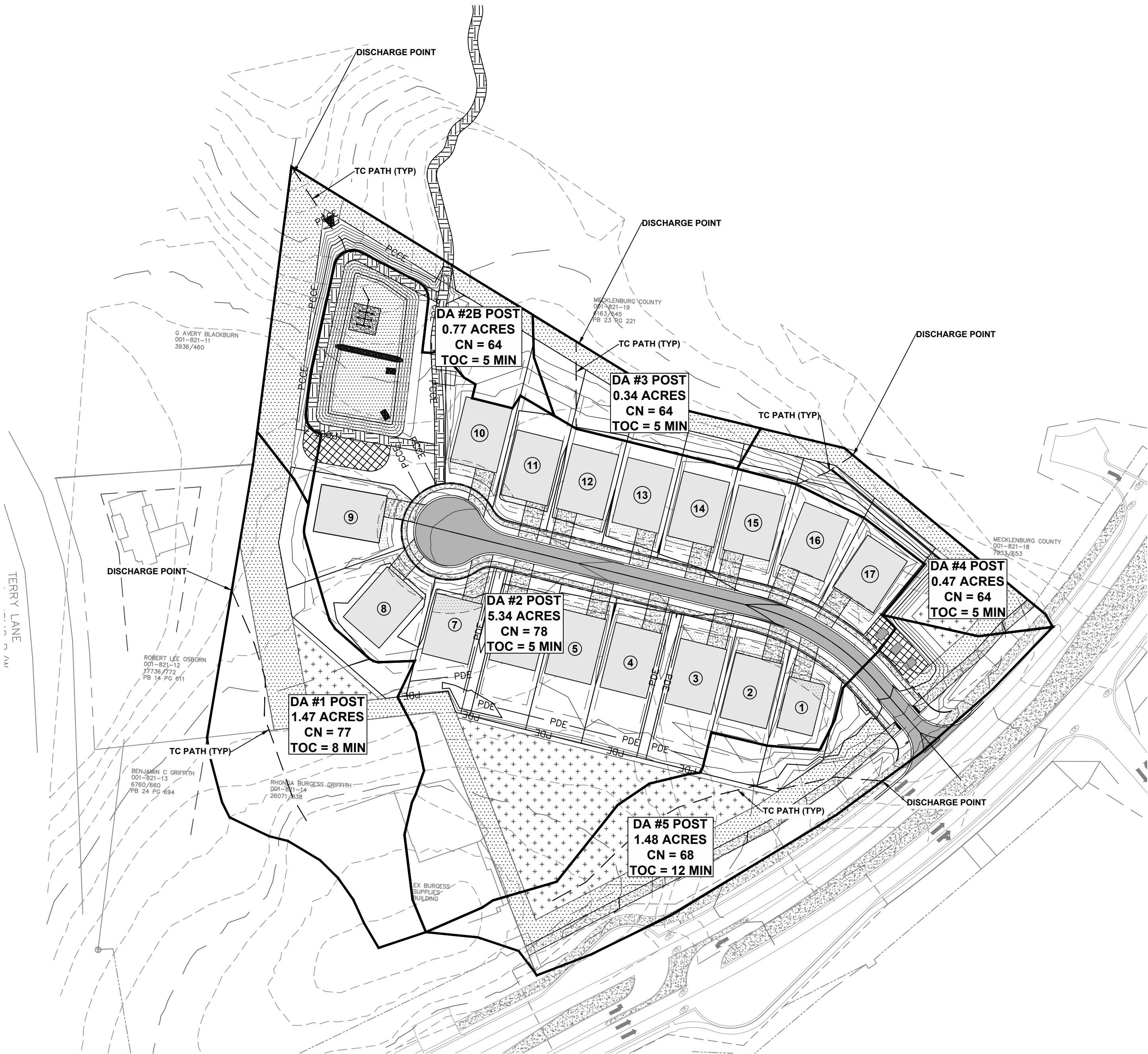
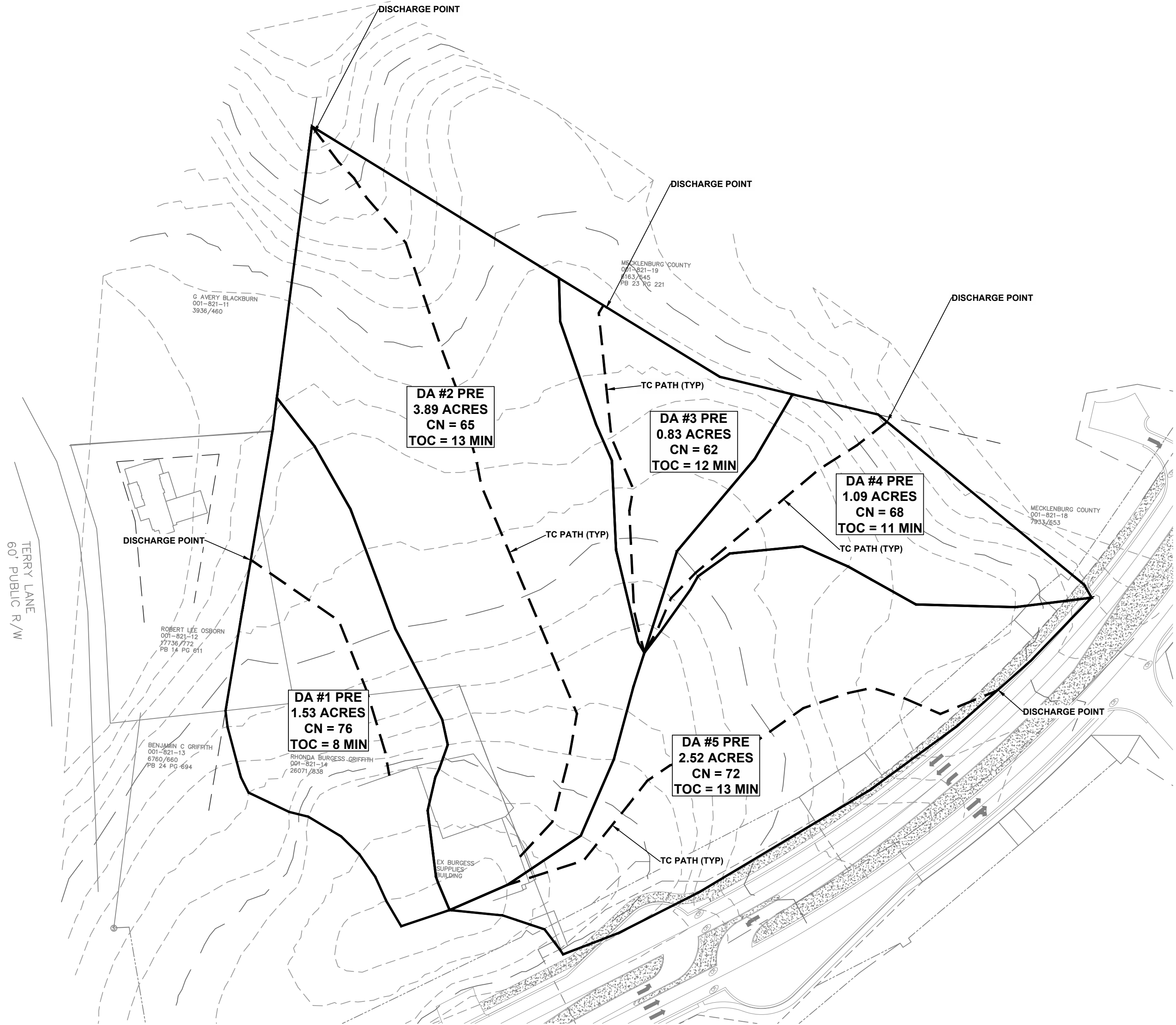
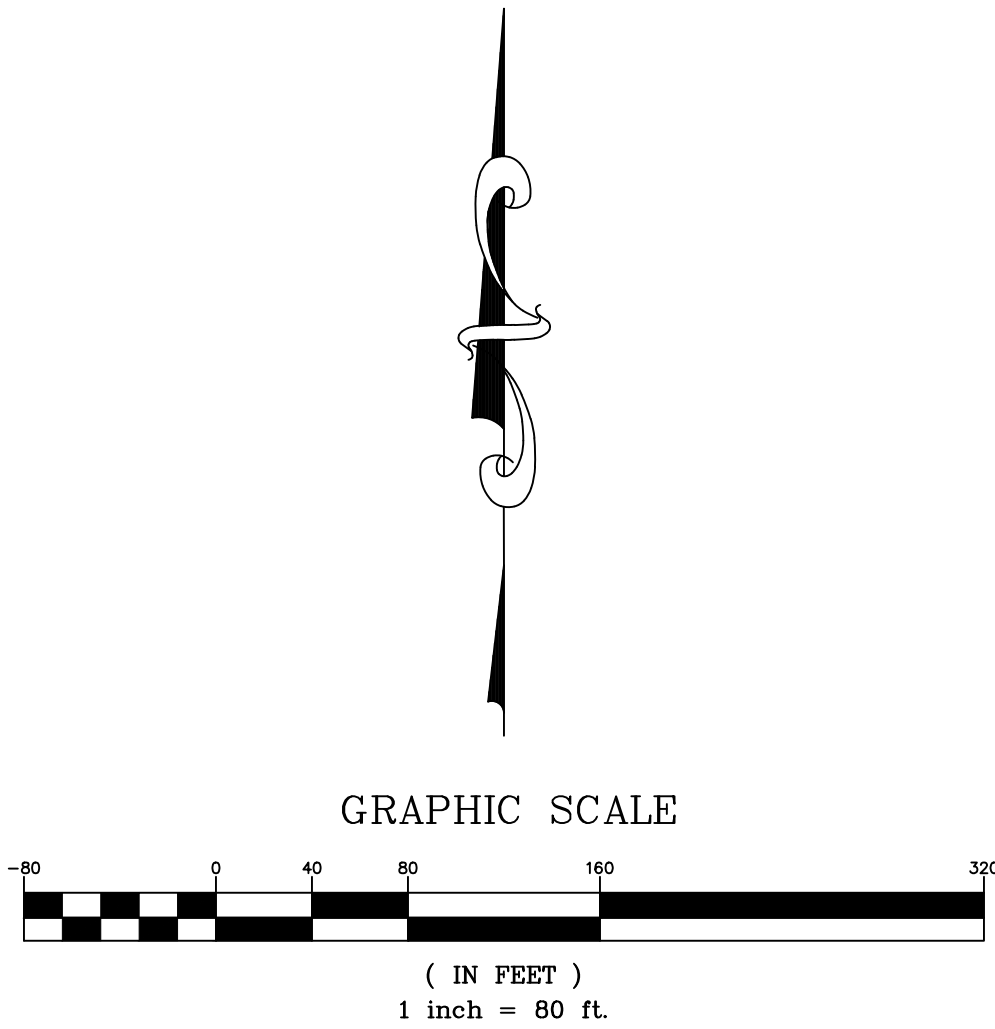
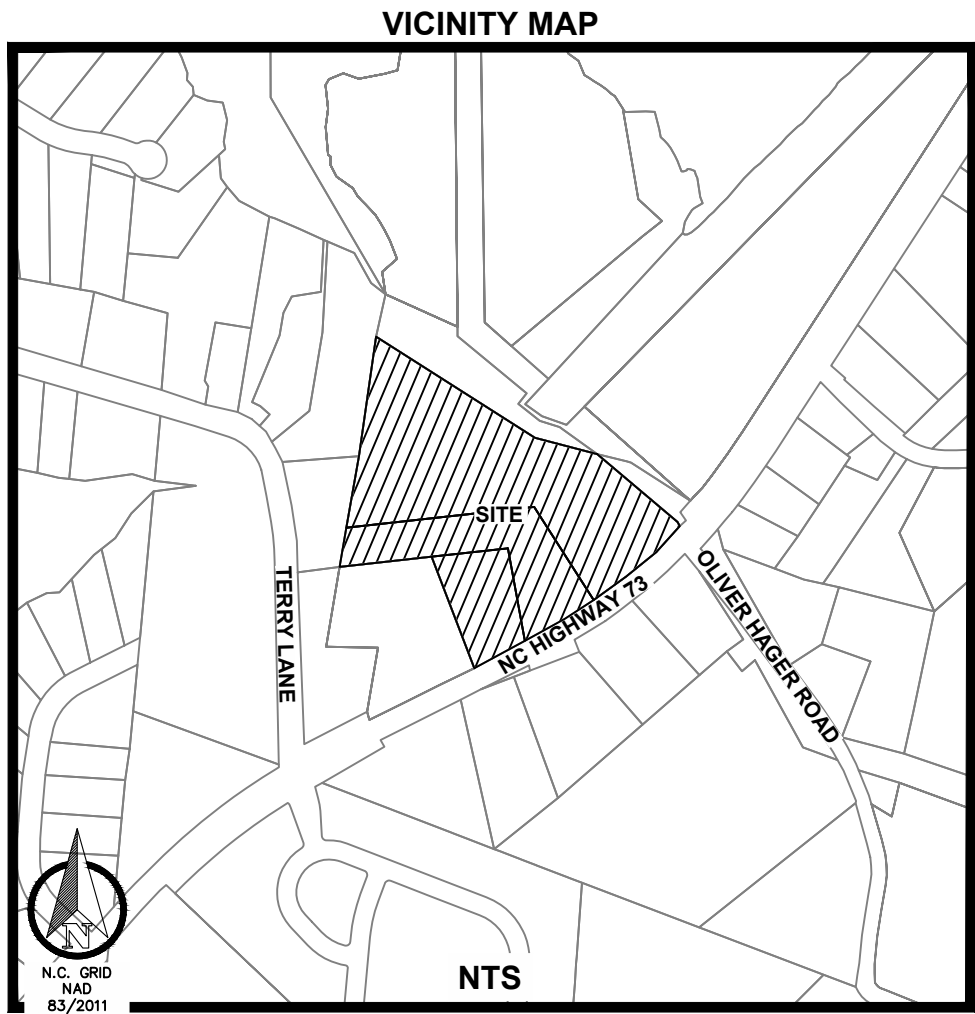
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BLYTHE LANDING SINGLE FAMILY



NO.	DATE	BY	DESCRIPTION

GRADING PLAN	MJS DRAWN BY	1" = 50' SCALE	NA PROJ. #
	JANUARY 2025 DATE		



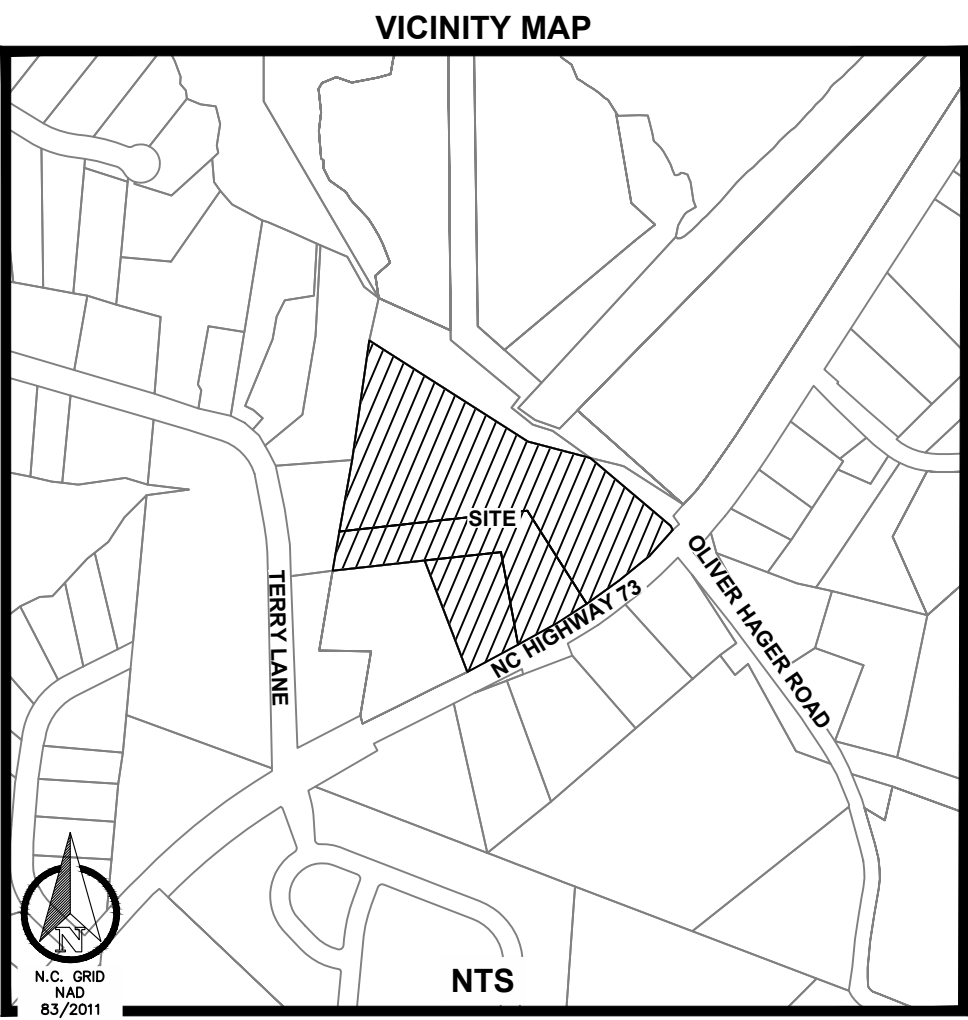
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BLYTHE LANDING SINGLE FAMILY

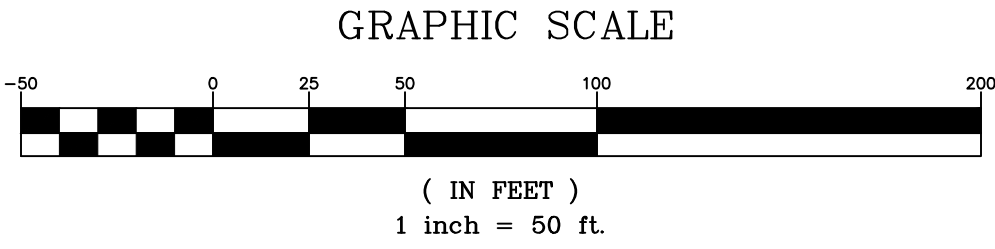
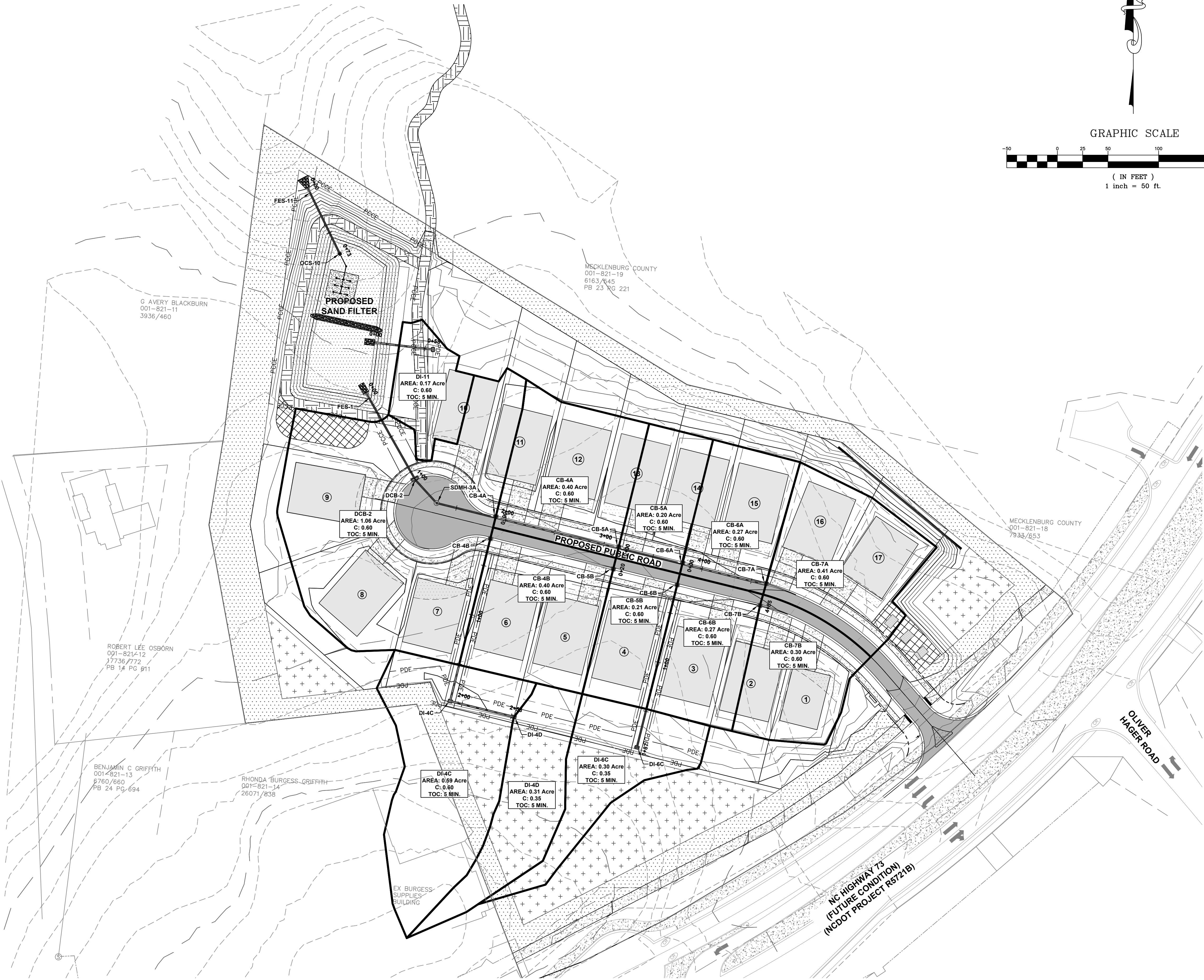


NO.	DATE	BY	DESCRIPTION

MAJOR DRAINAGE BASINS	1" = 80' SCALE	NA	PROJ. #
MJS DRAWN BY	JANUARY 2025 DATE		



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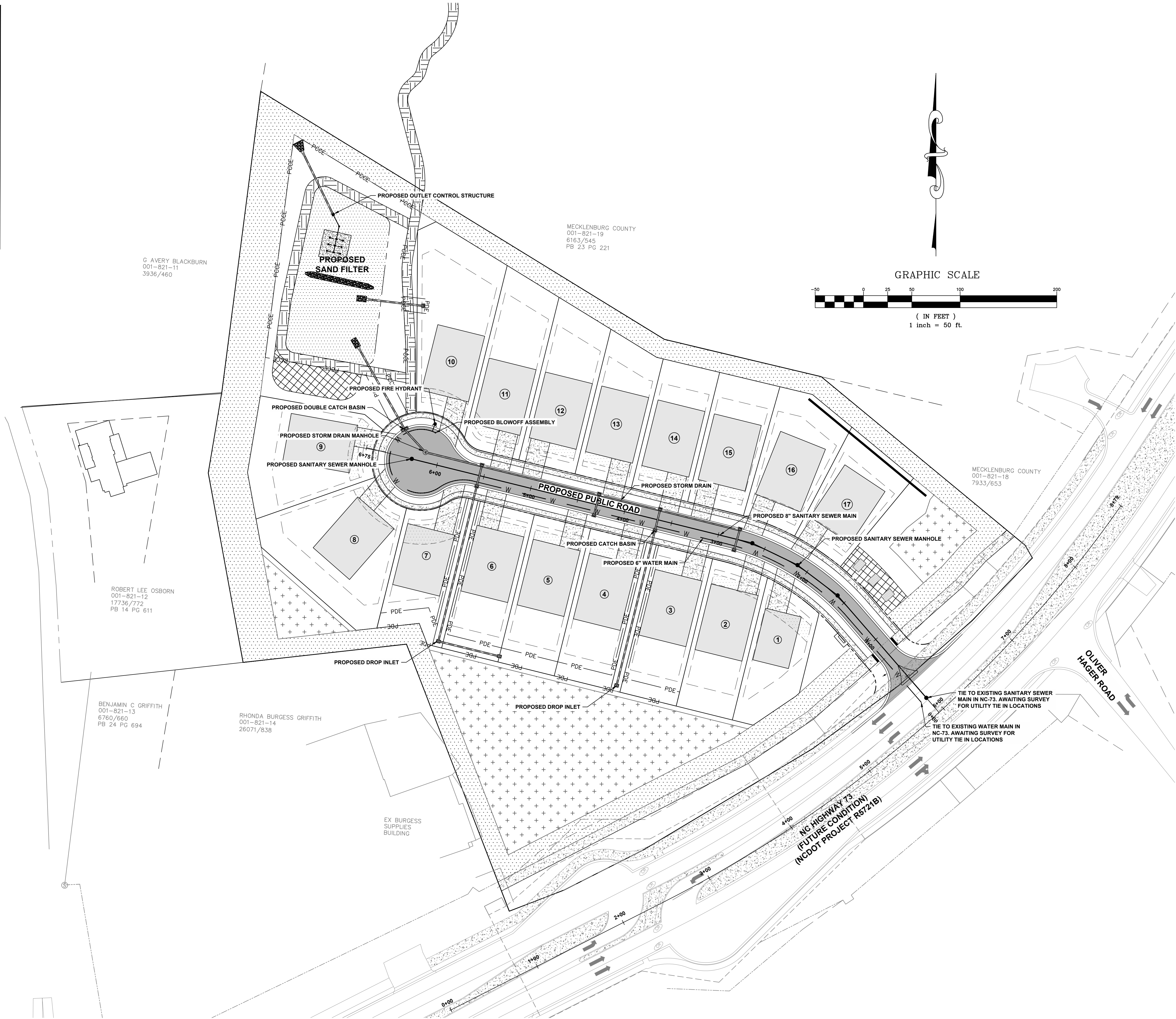
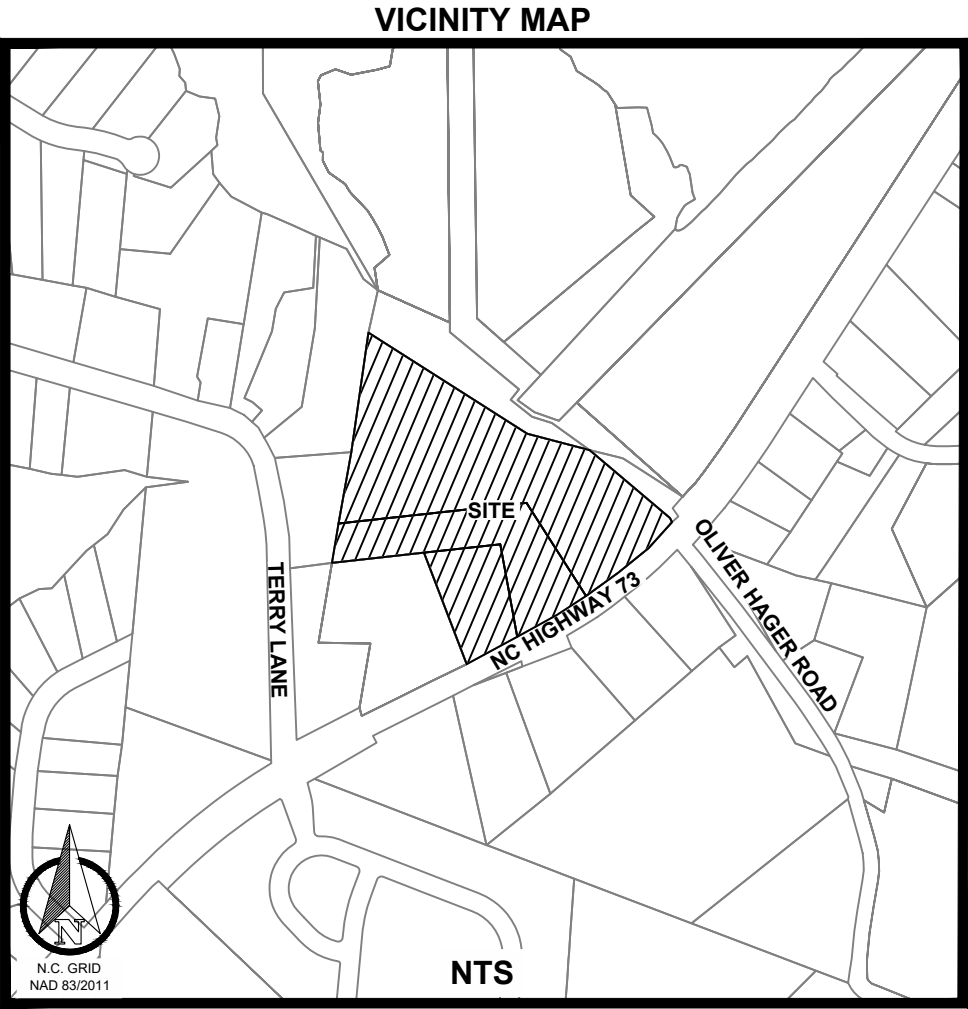


BLYTHE LANDING SINGLE FAMILY



NO.	DATE	BY	DESCRIPTION

MINOR DRAINAGE BASINS		1" = 50' SCALE	NA PROJ. #
MJS DRAWN BY	JANUARY 2025 DATE		



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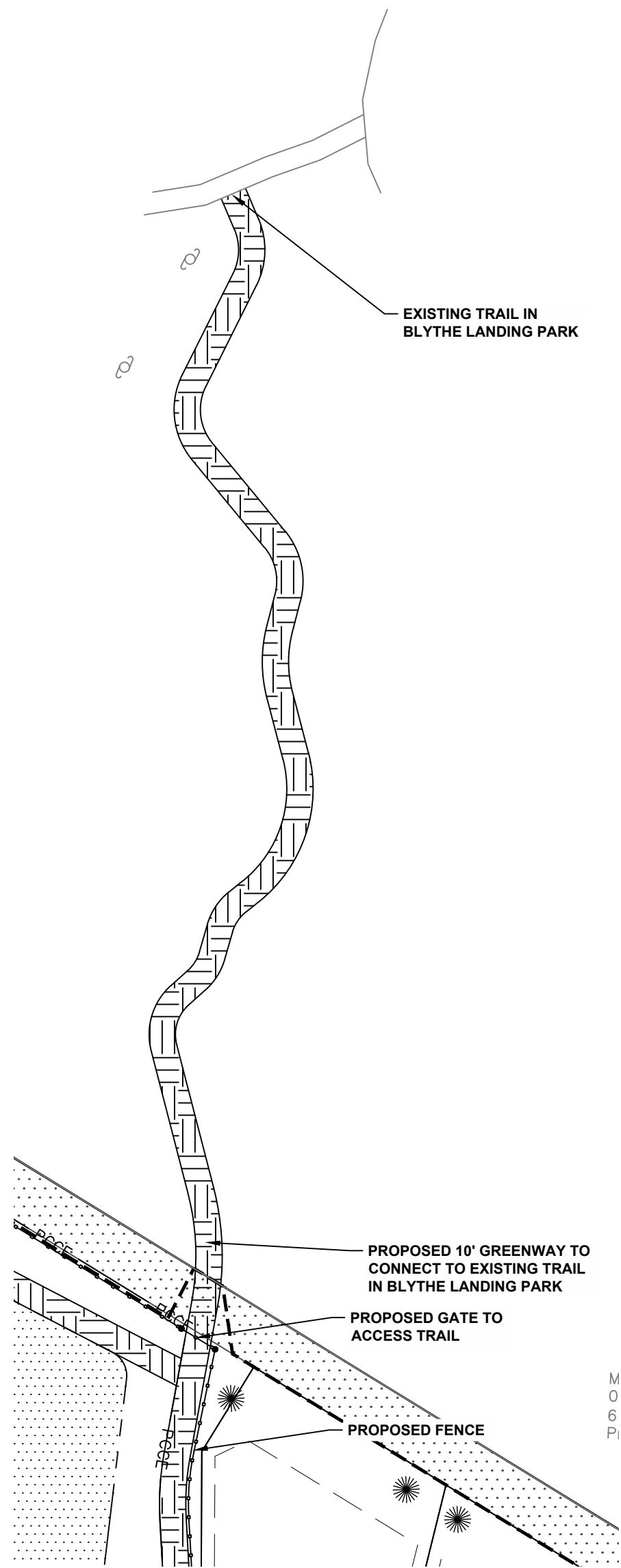
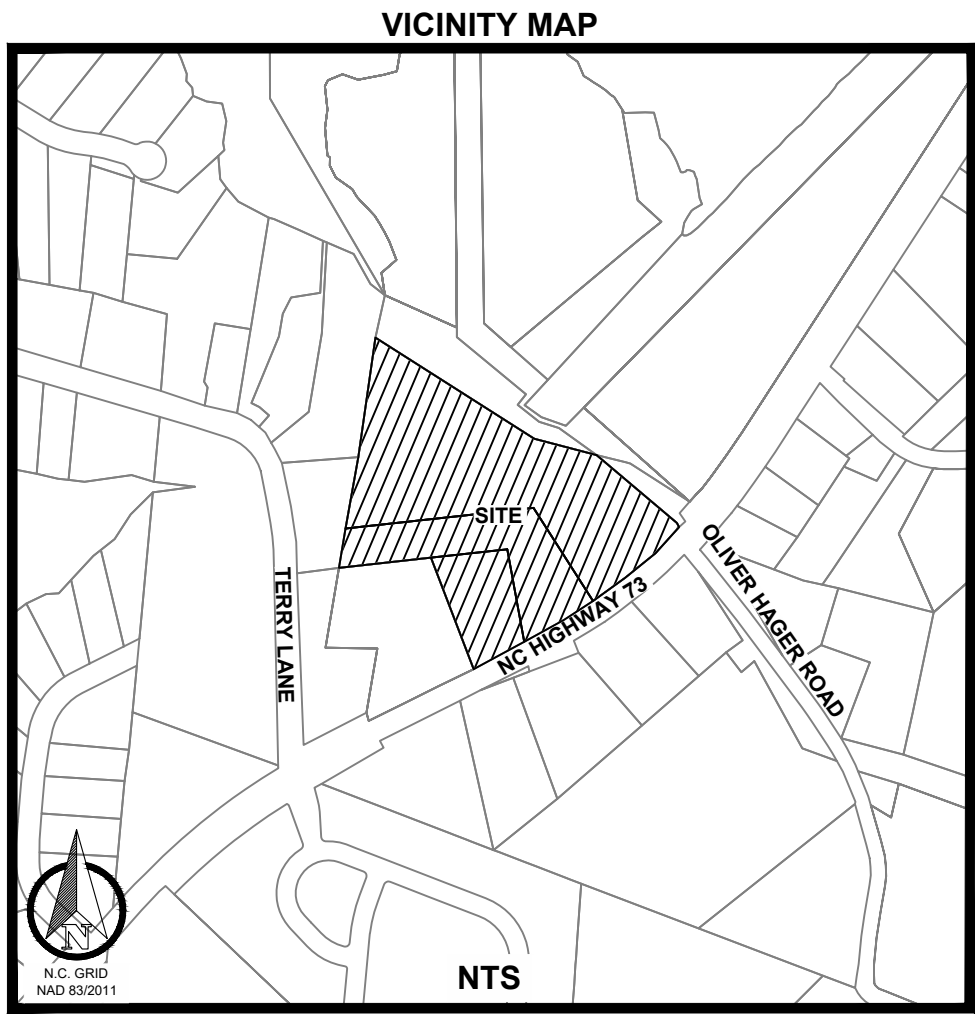


BLYTHE LANDING SINGLE FAMILY



NO.	DATE	BY	DESCRIPTION	UTILITY PLAN	
				MJS DRAWN BY JANUARY 2025 DATE	1" = 50' SCALE NA PROJ. #

SHEET NO.
CZ-600



- THE CONTRACTOR IS FULLY RESPONSIBLE FOR CONTACTING APPROPRIATE PARTIES AND ASSURING THAT EXISTING UTILITIES ARE LOCATED PRIOR TO CONSTRUCTION.
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TREE SAVE SUMMARY

REQUIRED TREE SAVE (10%)	0.88 ACRES
TREE SAVE PROVIDED	0.89 ACRES
UNDISTURBED TREE SAVE PROVIDED	0.89 ACRES
REPLANTED TREE SAVE REQUIRED	0.00 ACRES
REPLANTED TREE SAVE PROVIDED	0.00 ACRES

RESIDENTIAL LOT TREES CALCULATION

REQUIRED FRONT YARD TREES	18 TREES
PROVIDED FRONT YARD TREES	18 LARGE TREES
REQUIRED REAR YARD TREES	22 TREES
PROVIDED REAR YARD TREES	22 TREES

STREET TREE PLANTING SUMMARY

STREET	FRONTAGE (FT)	REQUIRED TREES	PROVIDED TREES
PUBLIC ROAD	+/- 559	38 TREES	38 LARGE TREES

EXISTING TREE SUMMARY

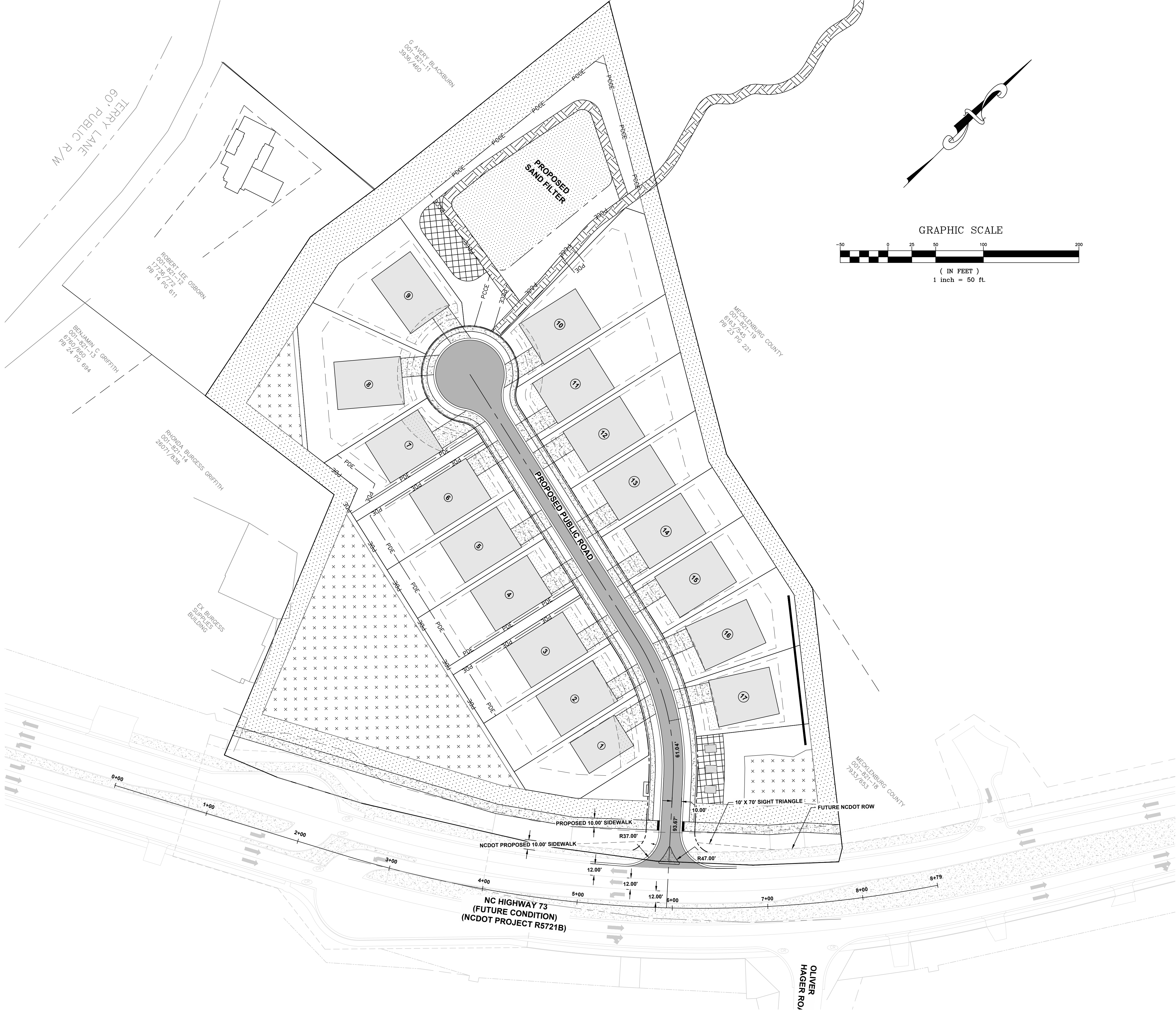
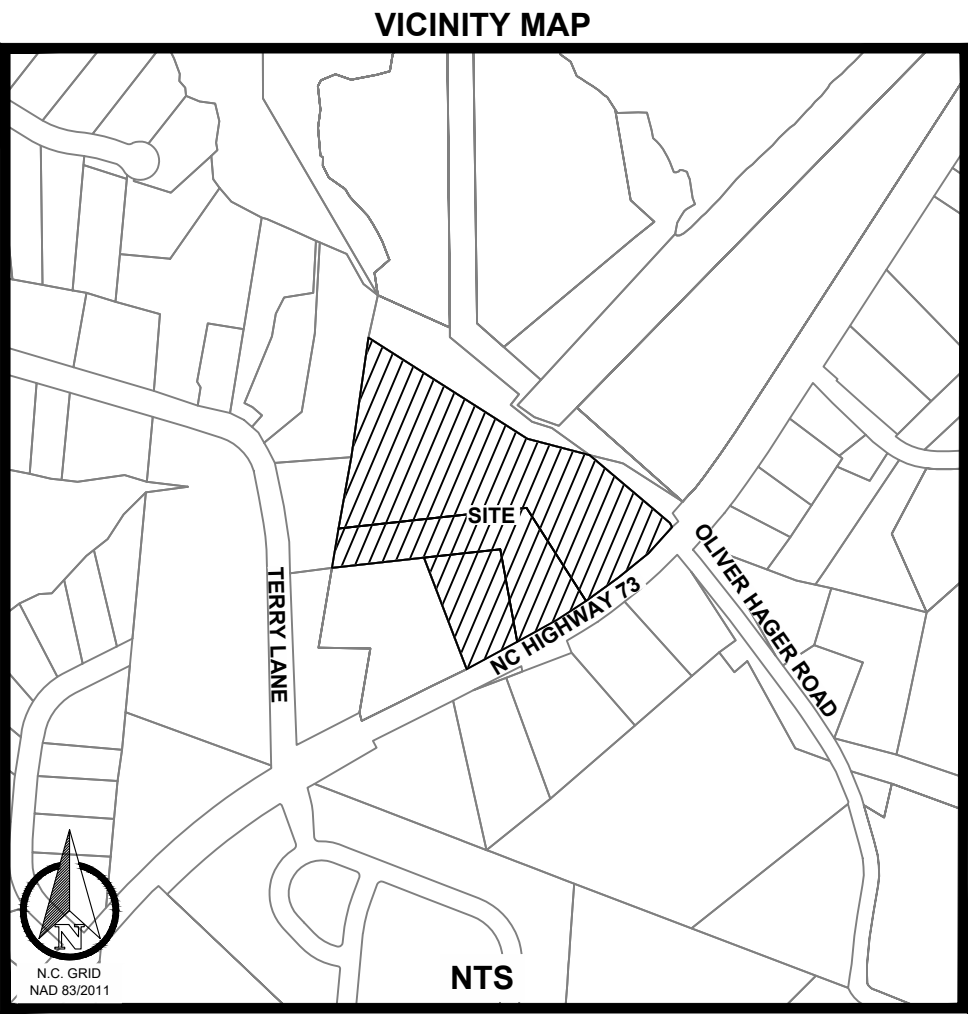
EXISTING SPECIMEN TREES	51 TREES
SAVED SPECIMEN TREES	10 TREES (19.61%)
EXISTING HERITAGE TREES	0 TREES
SAVED HERITAGE TREES	NA

TREE INSTALLATION NOTES:

- CONTRACTOR TO COORDINATE TREE TYPES WITH CITY ARBORIST PRIOR TO INSTALLATION
- TREES AND SHRUBS MUST BE SELECTED BASED ON THE PRE-APPROVED SPECIES LIST
- CONTRACTOR TO MARK ALL UTILITIES AT TIME OF INSTALLATION AND MINOR SHIFTS IN THE LOCATION OF TREES CAN BE MADE (WITH CITY APPROVAL) IF THE NEED ARISES
- ALL TREES TO BE STRAPPED DOWN FOR ONE YEAR. AT SUCH TIME ALL STRAPS CAN BE REMOVED
- THERE WILL BE A MINIMUM ONE YEAR WARRANTY ON ALL TREES AND SHRUBS
- ALL EXISTING VEGATED BUFFER AREAS TO BE PROTECTED AND PRESERVED
- EXISTING TREES WITHIN THE BUFFER CONSIST OF AT LEAST 5 2" CALIPER MIXED HARDWOOD TREES EVENLY DISTRIBUTED EVERY 100 LINEAR FEET. AT LEAST 40% OF THE EXISTING TREES ARE LARGE MATURING AND 25% ARE EVERGREEN AT A MINIMUM. SUPPLEMENTAL TREES WILL BE PROVIDED IN ANY VOID AREAS OF THE BUFFER.

USABLE OPEN SPACE NOTES

- ALL USABLE OPEN SPACE, INCLUDING RECREATIONAL AREAS, WILL BE CONVEYED TO A HOMEOWNERS ASSOCIATION FOR MAINTENANCE.
- USABLE OPEN SPACE AREAS SHALL INCLUDE ONE OR MORE OF THE FOLLOWING AND SHALL BE PROVIDED PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY:
 - ENHANCED LANDSCAPING
 - BENCHES
 - NATURAL SURFACE TRAIL



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BLYTHE LANDING SINGLE FAMILY



NO.	DATE	BY	DESCRIPTION	FUTURE NCDOT PLAN	
				MJS DRAWN BY JANUARY 2025 DATE	1" = 50' SCALE NA PROJ. #



Town Engineering Rezoning Comment Summary
R24-16 Blythe Landing (CSP-500047)
15513 NC 73 HWY (PID 00182115, 00182116, 00182117)
Huntersville, NC 28078

General Project Information

This proposed rezoning is located immediately northwest of the Intersection of Ervin Cook Rd and NC-73 and consists of 17 Detached Single-Family Homes. Future NCDOT improvements (NCDOT Roadway project R-5721B) have been considered by the applicant.

Engineering Staff Comments

Traffic Impact Analysis (TIA):

- 1) A TIA was not required as part of this proposed rezoning due to not meeting trip generation thresholds.

Transportation and Stormwater:

- 1) A median along NC 73 to restrict site access to right-in/out may be required by NCDOT.
- 2) Other minor comments to be addressed.

Red Cedar Blythe Landing (R24-16)

Community Meeting Report

Date: January 6, 2025

Time: 6:00pm – 7:00pm

Location: Huntersville United Methodist Church – Isaiah Room, 14005 Stumptown Road, Huntersville 28078

Roster of Persons in Attendance: **See attached sign-in sheets**

Agenda:

1. Applicant presentation & rezoning description
2. Neighborhood attendees' question & answer session

Applicant and the attendees discussed the following comments and questions:

General Discussion

Discussions surrounding BMP pond design and location, BMP pond located at the low point on the property.

Discussion regarding the walking trail at the rear of the property around the BMP pond and then connecting into the trail in Blythe Landing.

Many of the attendees did not like the location of the trail and suggested that it be removed or at least moved to a more suitable location. Some recommended that the trail be moved to the front of the property closer to Sam Furr Road to connect into Blythe Landing.

Neighbors are concerned because there are kids coming into their neighborhood and ringing doorbells. They are concerned that this project could invite more kids venturing into their neighborhood.

Discussion regarding the design of urban open space on the property and how that differs from “standard” open space.

Most neighbors agreed that sidewalks on the front of the property would be better because they could then connect to the sidewalks already in place and people can walk East into Town towards Birkdale Village etc.

There was a notice question about HOAs and whether Hawthorne management company was notified. The Applicant has included the approved notice list in the attached Community Meeting Package.

Questions

***Answers in bold**

Why is the path required to Blythe? **The path is a request from the Town to add a pedestrian element and benefit to the project as part of the conditional rezoning. The intent was to give**

people the option to walk into Blythe Landing as an amenity. This request is part of the Town's desire to hold developers to a higher standard of design and to go "above and beyond" the Ordinance requirements. This trail is perceived as benefit to the project and the Town but the Applicant and Town will explore alternate location options for the trail to address concerns from neighbors.

What is the price point? **Price point will be around \$800k for the majority of lots with a couple lots closer to the \$600k range to provide some additional housing options. The lot & house sizes will also be varied to give the project diversity in design.**

What about the adjacent commercial property, will this be part of the project? **This property will remain, it is not a part of the Applicant's project.**

Have you thought of a different layout? **This project was originally introduced to the Town as a 20+ unit project. The Applicant revised their plan to better conform to the Huntersville 2040 Plan and Planning Staff comments. This current layout is ideal because of the density and the location of the BMP. The Applicant also reduced the number of units to 17 lots with increased variety and more open space to accommodate the property location and the 2040 Plan.**

Will there be a key fob for trail access, or some other security mechanism to keep unwanted people off the trail? **The Applicant is willing to explore options to keep unwanted visitors from using the trail into Blythe Landing. The Applicant is also open to considering different locations for the trail.**

Would there ever be a consideration besides a tree buffer? What about a fence? **The Applicant is open to including a fence or alternative buffer as long as it complies with the Ordinance and Planning Staff's recommendations.**

What about the grade of the BMP? **The BMP slopes toward Lake Norman and flows with the current drainage on the property.**

Where is the spillway located? **The spillway is located at the back of the BMP near where the trail crosses the property into Blythe Landing.**

What is the spillway made out of? **The spillway is made from riprap to protect soil from erosion in concentrated flow areas.**

Is there focused drain management that could exacerbate the area with sediment issues? **The Applicant is working with the Town and experts to ensure that stormwater and drain management meets all the Ordinance Standards and works properly.**

NCDOT plans for the widening of Sam furr, when will they be starting? **The widening of Sam Furr (STIP Project R-5721) is scheduled to begin in 2026-2027. Right of Way acquisition is under way and almost complete and the widening will create 2 additional lanes from N.C. 16 to West Catawba Avenue. Plans are available on NCDOT's website.**

Will the entrance to the project be right-in right-out only? **Yes, after the improvements to Sam Furr Road are complete the project will be right-in right-out only as Sam Furr Road will be a "Synchronized Street."**

Who will maintain the bmp & open space area? **The developer/owner will maintain the BMP and open space area until that obligation is passed along to the new buyers/property owners.**

What is the rezoning schedule moving forward? **The Public Hearing is scheduled for February 4, the Planning Board is scheduled for February 25, and the Town Board final vote is scheduled for March 18.**

COMMUNITY MEETING
SIGN IN SHEET
January 6, 2025, 6:00pm to 7:00pm
R24-16 Blythe Landing Rezoning
Location: Huntersville United Methodist Church
14005 Stumptown Road, Huntersville, NC 28078

ATTENDEE NAME
Matt & Kris Wolfinger
Mark Hager
MIKE CHRISTENSEN LOOKOUT POINT HOA PRESIDENT
Rae Potter

December 18, 2024

SUBJECT: Notice of community meeting for information related to a Conditional Rezoning of the properties located at 15501, 15513, 15529, 15533 & 15527 NC Highway 73, Huntersville, NC 28078, having Parcel ID Numbers of 00182115, 00182116, and 00182117. The Applicant for the subject property is Red Cedar Capital.

To Whom It May Concern:

Recipients of this letter meet the notification requirements of the Town of Huntersville as being adjacent landowners with at least a portion of their properties located within 250 ft. of the subject properties, and neighborhood organizations registered with the Town of Huntersville within 2,000 ft. of any portion of the rezoning site. The purpose of the meeting is to provide an opportunity for the Applicant/Developer to describe the proposed project and to answer any questions you may have. The Applicant/Developer is requesting approval from the Town for a Conditional Rezoning of the current zoning of General Residential (GR) to the proposed zoning of Neighborhood Residential (NR) to construct single family residential homes.

MEETING DETAILS:

January 6, 2025

6:00 P.M. to 7:00 P.M.

Huntersville United Methodist Church

14005 Stumptown Rd.

Huntersville, NC 28078

You are welcome to attend the above-mentioned community meeting. There will be an additional opportunity to ask questions about the proposed development.

Sincerely,

Ryan Cox

Red Cedar Capital

Vice-President of Acquisitions



ownr1stnme	ownrfrstnm	ownr2lstnm	ownr2frstn
BODENSTEIN	MICHAEL		
BROWN	STEVE MARVIN	WILSON-BROWN	CYNTHIA
BRUNO	HERMAN	ROOP	CARRIE
CITY OF CHARLOTTE		C/O REAL ESTATE DIVISION	
COTTAGE PROPERTIES OF LAKE NORMAN LLC			
COTTAGE PROPERTIES OF LAKE NORMAN LLC			
DUKE POWER CO		C/O TAX DEPT - PB05B	
GRIFFITH	BENJAMIN C	GRIFFITH	RHONDA B
GRIFFITH	RHONDA BURGESS		
HAGER	R MARK	HAGER	LEIGH A
LOEHDE	JASON	TIRUVALLUR	VEENA
M/I HOMES OF CHARLOTTE LLC			
M/I HOMES OF CHARLOTTE LLC			
MALMSTROM	CHAD A		
MECKLENBURG COUNTY		C/O REAL ESTATE /FINANCE DEPT	
MECKLENBURG COUNTY		ATTN CFO	
MOHAMMADI	MEISAM SHIR	QUACKENBOS	MARIA PILAR
MULLIGAN	LINDA C		
RIOS	JENNIFER J	FORERO	JOHN A RIOS
WOLFINGER	MATTHEW A	WOLFINGER	KRISTINA R
YOUNG	JAY	YOUNG	MARGARET
BIRKDALE HOMEOWNERS ASSOC INC		C/O ASSOVIATION MGMT GROUP	
GILEAD RIDGE HOMEOWNERS ASSOC		C/O COMMUNITY ASSOCIATION MANG	
GILEAD RIDGE HOMEOWNERS ASSOC INC			
GRIER'S GROVE HOMEOWNERS ASSOC INC		C/O COMMUNITY ASSOC MANAGEMENT	
LOOKOUT POINT OWNERS ASSOC INC			
ONE HUNDRED NORMAN PLACE		HOMEOWNERS ASSOC INC	
ONE HUNDRED NORMAN PLACE HOMEOWNERS ASSOC INC			
REGENCY VILLAGE LLC		C/O FIRST COLONY CORPORATION	
STERLING POINTE HOMEOWNERS		ASSOCIATION INC	
STERLING POINTE HOMEOWNERS		ASSOCIATION INC	
THE GLENS LLC			

THE HOMEOWNERS ASSOCIATION OF STILLWELL VILLAGE INC			
WOOD DUCK COVE OWNERS ASSOC			
HERMAN BRUNO			
PATEL	VALLABHBHAI	PATEL	HANSA V
PATEL	VALLABHBHAI	PATEL	HANSA V
KEELAN	THOMAS M	KEELAN	LYNN C
LAPIETRA	RAFFAELE	THE RAFFAELE AND CLEMENTINA LAPIETRA LIVING TRUST	
PLISZKA	DANIEL JOSEPH	PLISZKA	MOLLY INGRAM
MAPEL	DAVID	MAPEL	JOANN
HOGAN	SUZETTE	HOGAN	MICHAEL
NORMAN SHORES, LLC			
WHITAKER POINTE HOMEOWNERS ASSOCIATION, INC			
COOK FARM			
THE GLENS AT BIRKDALE COMMONS, LLC			
BIRKDALE GROVE			
COURTYARDS OF HUNTERSVILLE CONDOMINIUM		C/O HENDERSON PROPERTIES	



RED CEDAR

Blythe Landing Rezoning – R24-16

Community Meeting

January 6, 2025

CREATING LONG-LASTING DEEPLY-ROOTED COMMUNITIES.

RED CEDAR



Originally founded in 2020, Red Cedar Homes has quickly become one of Charlotte's fastest growing homebuilders.

Built on a foundation to provide homeowners with thoughtfully designed floorplans, designer fixtures and finishes all at an attainable price point.

PRICE LEADER IN THE FIRST TIME HOMEBUYER MARKET

LOCATED IN EMERGING LOCATIONS THROUGHOUT CHARLOTTE & THE GREATER CHARLOTTE AREA

Expansion into the Triad, Raleigh, & Jacksonville, FL, and Knoxville, TN markets in 2024, 2025 & 2026.

THOUGHTFULLY DESIGNED HOMES

DURABLE & TREND FORWARD FIXTURES & FINISHES

Pre-selected, curated design packages.

In-house distributor of high-quality cabinetry, flooring, and counter-tops, contributing to lower house costs and higher profit margins.

SUSTAINABLY SMART FEATURES & OFFERINGS

Energy-Star appliances, Wireless Access Points, Z-Wave Thermostats, and more – Q4 2024.

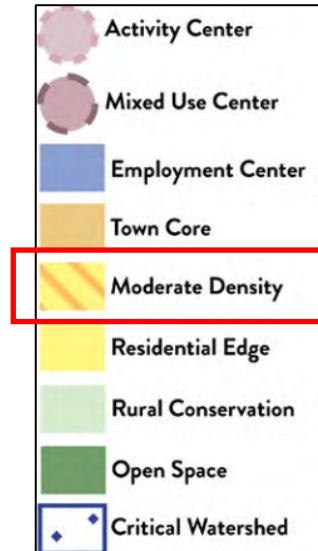
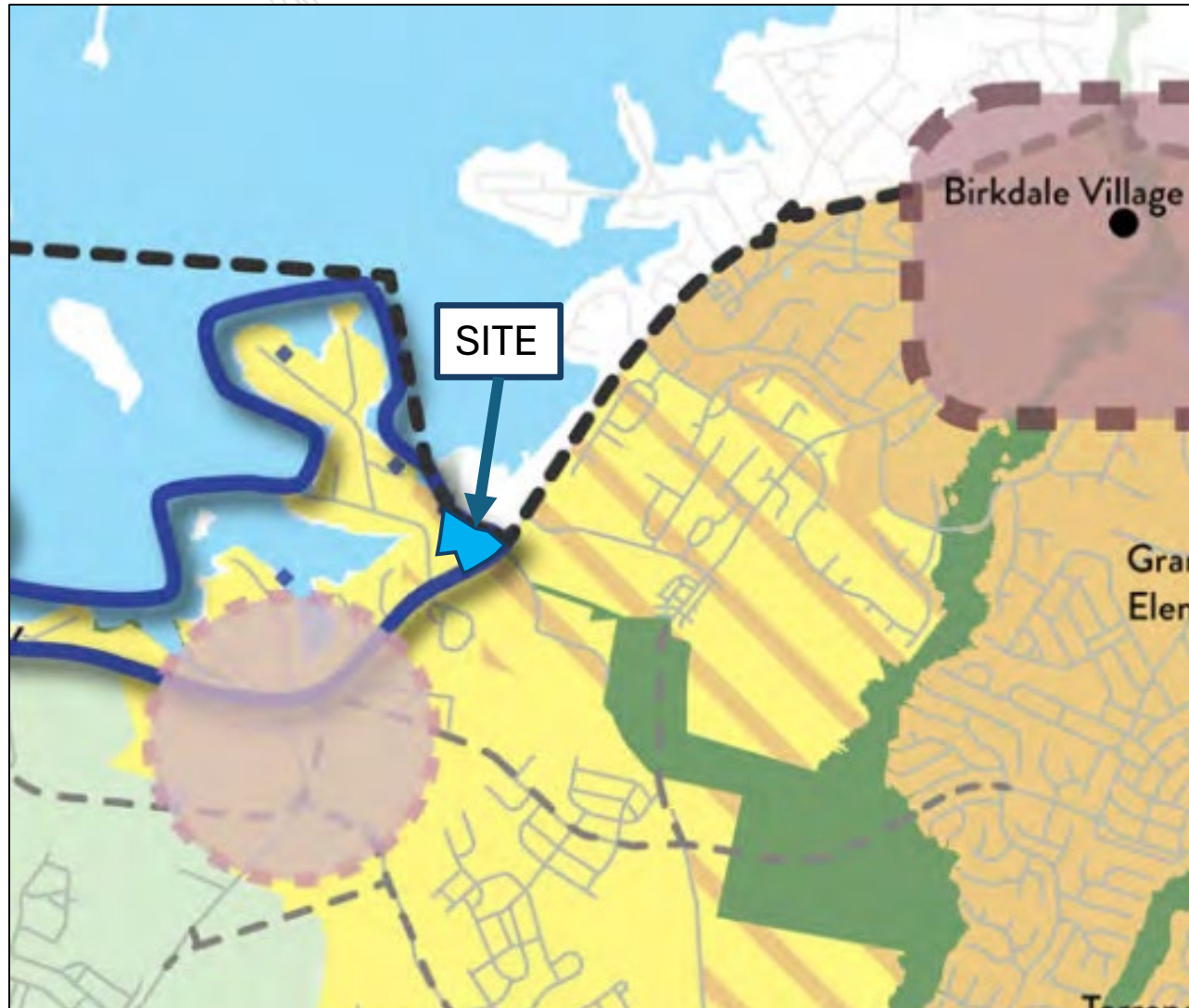
INVITING EXTERIORS & CURB APPEAL





Huntersville 2040 Community Plan

Future Land Use Map



Moderate Density

This area is meant to accommodate a mix of conventional residential subdivisions with larger lots and traditional neighborhood development with a mix of lot sizes, including smaller unit types and occasional attached housing. Average gross density is generally 1-3 units per acre. It may have some, smaller-scale commercial or nonresidential activity at key intersections. Exact density of future development should vary based on context and site constraints including potential conflicts with adjacent development, access, and the presence of natural and/or cultural resources.





Huntersville Zoning Ordinance: Permitted Uses Comparison

General Residential

(a) Permitted Uses.

Uses permitted by right.

- single family homes
- family care home

Neighborhood Residential**

(a) Permitted Uses.

Uses permitted by right.

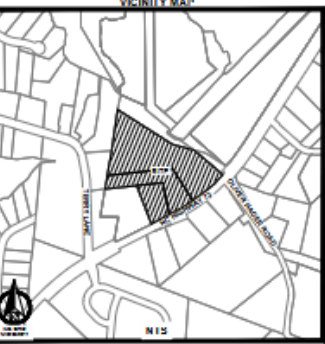
- bed and breakfast inns
- boarding or rooming houses for up to four roomers
- congregate housing designed within the "civic" building type
- family care home
- single family homes

**Note: Conditional zoning proposed limits permitted use to single-family residential



Initial Concept Plan

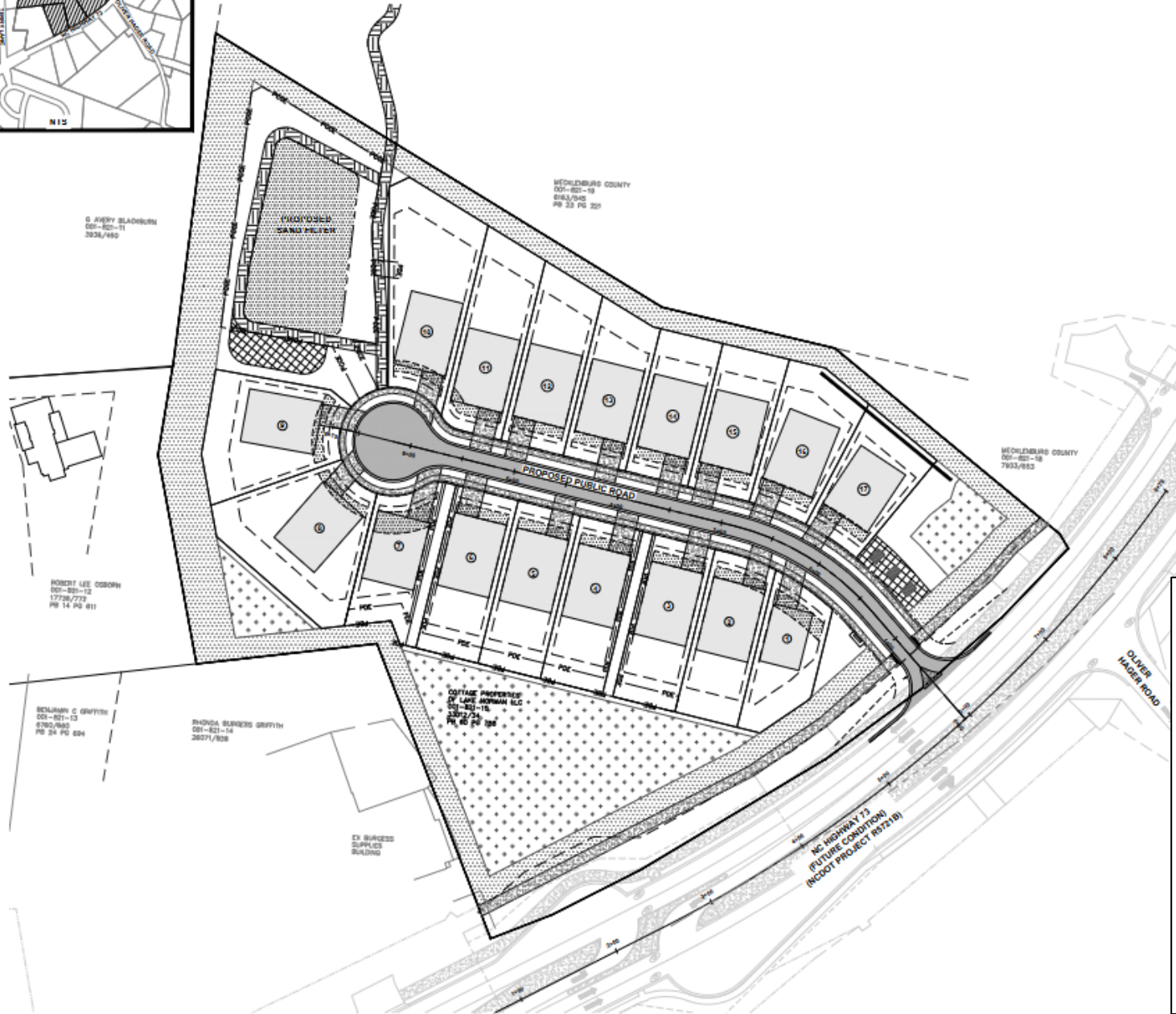




BLYTHE LANDING
SINGLE-FAMILY RESIDENTIAL
REZONING PLAN
HUNTERSVILLE, NC



RED CEDAR



Site Information

- Current Zoning: General Residential (GR)
- Proposed Zoning: Neighborhood Residential (NR)
- 8.77 acres
- 17 Single-Family Residences
- 2 lots per acre
- Trail and Pocket Park



Concept Elevations





Huntersville 2040 Community Plan Project Policy Compatibility



Land Use Policy Recommendations

LU-1

Policy LU-1: Encourage a development pattern that follows the Future Land Use Map.

LU 1.1: Utilize the Future Land Use Map during development approval process to ensure compatibility with long-range plans.

LU-2

Policy LU-2: Encourage residential development that follows the pattern outlined in the future land use map.

LU 2.1: Higher intensity residential uses will be focused generally within two miles of the I-77/NC-115 corridor and future activity centers in the eastern and western areas of Huntersville's zoning jurisdiction.

LU-10

Policy LU-10: Encourage a diversity of housing options.

LU 10.2: Continue to encourage a mix of lot sizes in new developments.

Environment & Open Space Policy Recommendations

EOS-1

Policy EOS-1: Support the preservation and enhancement of the natural environment, along with its scenic and cultural assets.

EOS 1.1: Support and enhance regulations pertaining to open space design and protection.





Upcoming Schedule (Tentative)

Public Hearing: February 4, 2025

Planning Board: February 25, 2025

Town Board Vote: March 18, 2025



Thank You!

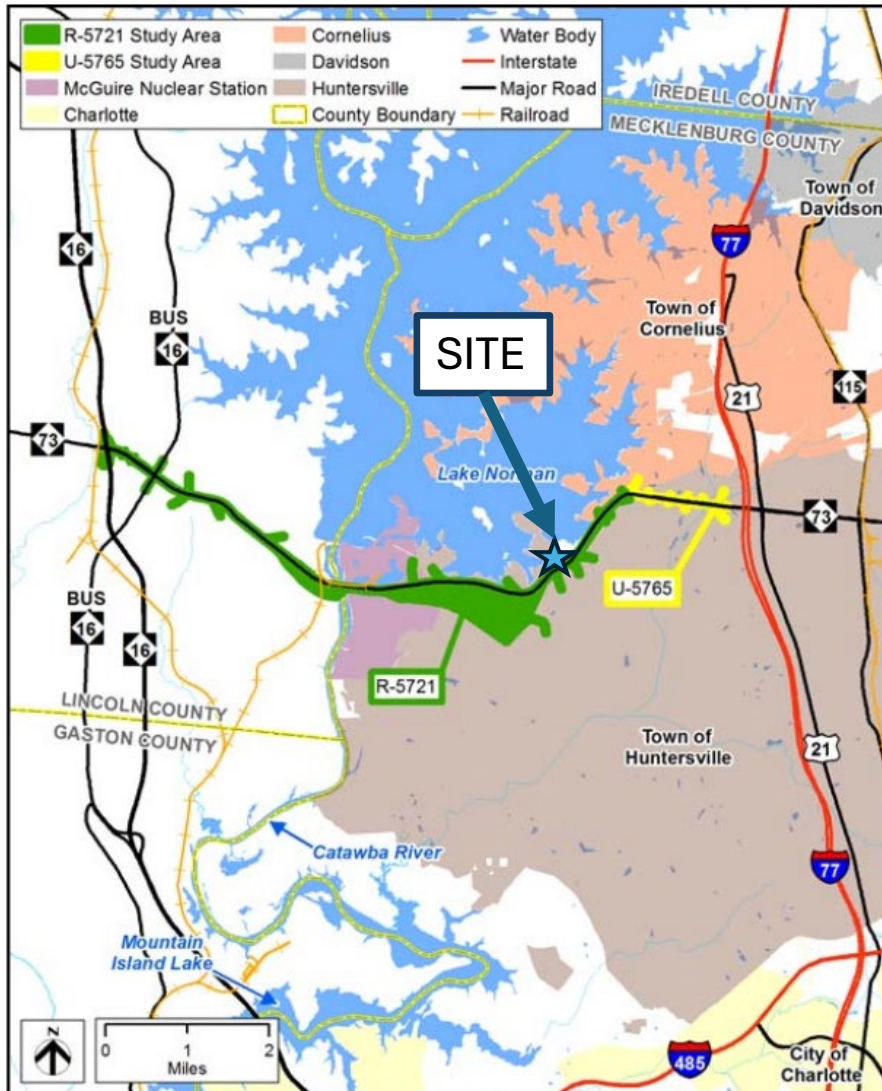
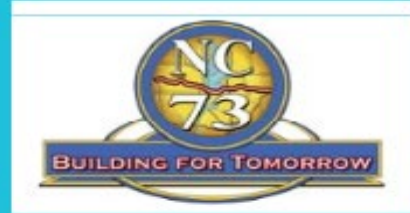
Questions





STIP Project Nos. R-5721 and U-5765

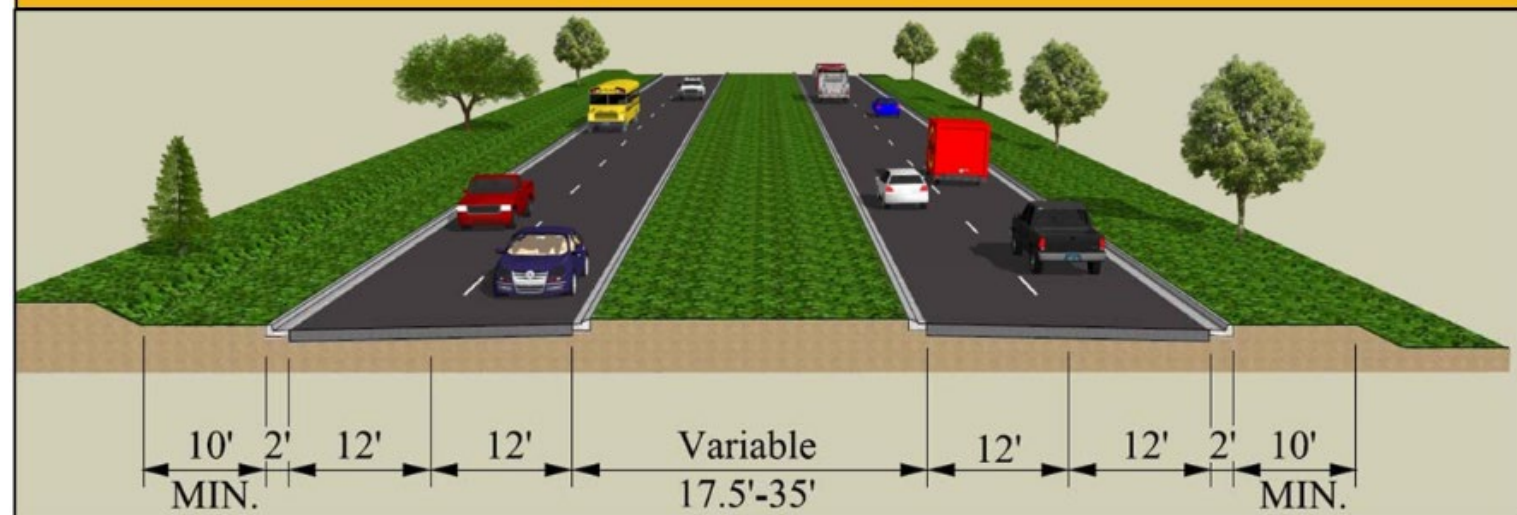
N.C. 73 Improvements From N.C. 16 to Northcross Drive (S.R. 2316)



STIP Project R-5721

- Widen N.C. 73 (Sam Furr Road) to multi-lanes from N.C. 16 to West Catawba Avenue
- Right of Way acquisition is currently underway
- Construction to begin in 2026-2027

Proposed Typical Section from N.C. 16 Business to West Catawba Avenue*





PROJECT UPDATE MEETING MAP

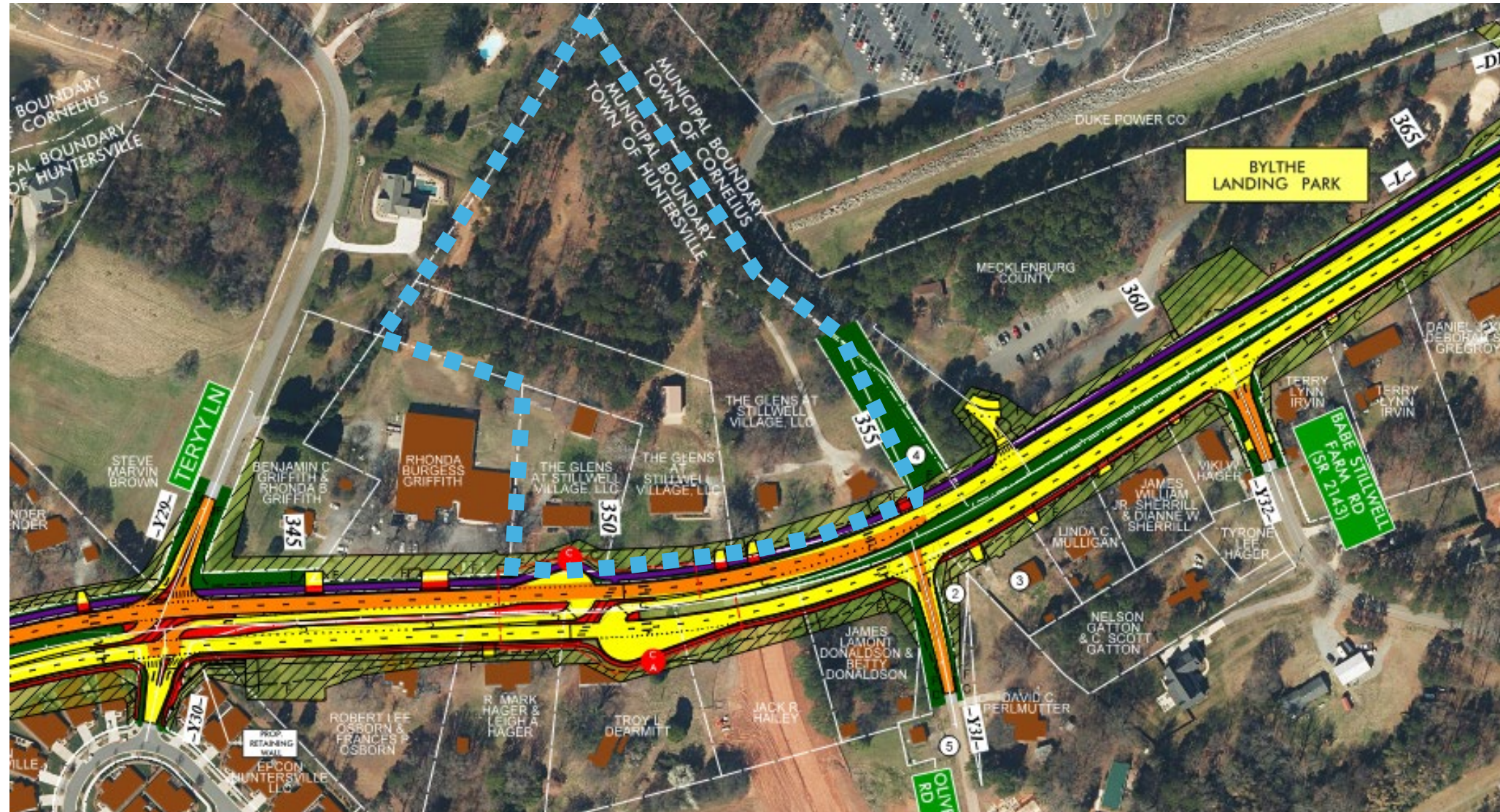
TIP PROJECT NO. R-5721B

MECKLENBURG COUNTY

IMPROVEMENTS TO N.C. 73 FROM BEATTIES FORD ROAD
TO SR 5544 (WEST CATAWBA AVENUE)

November, 2023

(MAP 1 OF 2)





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 one hundred (150) or more peak hour vehicle trips or 1,500 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: Red Cedar Capital

Project Name: Blythe Landing

Project Address: 15533 NC Hwy 73, Huntersville, NC 28078

Project Description (including square footage for each proposed land use):
Proposed rezoning from GR to NR for the development of 17 single family detached units. Project is a
compilation of 3 total parcels for a combined 8.77 acres.

Applicant

Printed Name Red Cedar Capital Phone 704-807-1418

☐ Corporation ☒ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

Signature *Ryan Cox* dotloop verified
10/31/24 11:52 AM EDT
JTCQ-XKGF-4W7M-HUZ5

Title Vice President - Acquisitions Email ryan@redcedarco.com

Contact Information

Town of Huntersville Engineering Department
(704) 766 - 2220

For Town Staff Use Only

Project File # _____

Date Submitted 10/31/24

Daily Trips Anticipated 198

Peak Hour Trips Anticipated AM 15 PM 19

TIA Required (Yes/No) No

Date of Determination: 10/31/24

Comments: Determination based on 17 single-family detached housing units.



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. In addition to the application, the submission process for each application type can be found at <https://www.huntersville.org/528/Permits-Process>

- ☐ Change of Use
- ☐ Commercial Site Plan
- ☒ Conditional Rezoning
- ☐ General Rezoning
- ☐ Master Signage Program
- ☐ Special Use Permit
- ☐ Revision to
Original Project # _____
- ☐ Other _____

SUBDIVISION CATEGORIES: Per the Huntersville Subdivision Ordinance

- ☒ Sketch Plan
- ☐ Preliminary Plan
- ☐ Final Plat (Includes Minor Subdivision)
- ☐ Exempt Subdivision
- ☐ Final Plat Revision
- ☐ Farmhouse Cluster

2. Project Data

Date of Application 10/31/2024

Name of Project Blythe Landing Phase # (if subdivision) N/A

Project Address 15501, 15513, 15533 NC Hwy 73, Huntersville, NC 28078

Parcel Identification Number(s) (PIN) 00182115, 00182116 & 00182117

Current Zoning District GR Proposed District (for rezoning only) NR

Property Size (acres) 8.77 Street Frontage (feet) 670

Current Land Use single family residential

Proposed Land Use(s) single family residential

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

3. Description of Request

Provide a detailed summary. (i.e. RTAP identify what you are revising). Additional sheets may be added.

This project proposes to rezone the referenced parcels from GR to NR and develop for 17 single family detached units.

4. Site Plan Submittals

Consult the particular type of *Review Process* for the application type selected above. These can be found at <https://www.huntersville.org/528/Permits-Process>.

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. Applicant

Printed Name Red Cedar Capital Phone 704-807-1418
☐ Corporation ☒ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____
☒ By signature below, I hereby acknowledge, as/on behalf of (circle one) the applicant my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners ~~except through sworn testimony at the public hearing.~~ (Applicable for Special Use Permits and Subdivisions)
 Signature  dotloop verified
10/31/24 12:06 PM EDT
Y1M5-QYSA-G3OR-IHDF
 Title Vice President - Acquisitions Email ryan@redcedarco.com
 Address of Applicant 4705 Entrance Drive, Suite D, Charlotte, NC 28273

7. Property Owner (if different than applicant)

*Printed Name Cottage Properties of Lake Norman, LLC Phone N/A
☐ Corporation ☒ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____
☒ By signature below, I hereby acknowledge, as/on behalf of (circle one) the owner my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners ~~except through sworn testimony at the public hearing.~~ (Applicable for Special Use Permits and Subdivisions)
 Signature  dotloop verified
10/31/24 5:48 PM EDT
ZFTN-T8YL-DLR0-YHT5
 Title Jay Young Email ybuilder@bellsouth.net
 Address of Property Owner 16100 Terry Lane, Huntersville, NC 28078
 * Property owner hereby grants permission to the Town of Huntersville personnel to enter the subject property for any purpose required in processing this application.

Every owner of each parcel included in this application, or the owner (s) duly authorized agent, must sign this application. If signed by an agent on behalf of the Owner, this application **MUST** be accompanied by a notarized Limited Power of Attorney signed by the property owner (s), specifically authorizing the agent to act on the owner (s) behalf in signing this application. 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 APPLICATION**. **If additional space is needed for signatures, attach the Town of Huntersville Signature Addendum Form.**

8. Development/Design Firm Contact Information

Red Cedar Capital	Ryan Cox	704-807-1418	ryan@redcedarco.com
Development Firm	Name of Contact	Phone	Email
K2 Engineering NC	Patrick Murphy	704-280-5669	pmurphy@k2engineeringnc.com
Design Firm	Name of Contact	Phone	Email

Contact Information

Town of Huntersville Planning Department	Phone:	704-875-7000
PO Box 664	Fax:	704-992-5528
Huntersville, NC 28070	Physical Address:	105 Gilead Road, Third Floor
	Website:	https://www.huntersville.org/228/Planning-Department



Request for Board Action

March 4, 2025

To: The Honorable Mayor and Board of Commissioners

From: Jesse James, Principal Planner

Subject: Conduct Public Hearing on Petition #R24-13 Mission Properties

EXPLAIN REQUEST:

Conduct a public hearing on Petition #R24-13, a request by Mission Properties, LLC to rezone +/- 19.08 acres located at the intersection of Stumptown Road and Statesville Road (Parcels 01714405, 01714406) from Neighborhood Residential to Highway Commercial-Conditional District for a commercial and multi-family development.

ACTION RECOMMENDED:

Conduct a public hearing

FINANCIAL IMPLICATIONS:

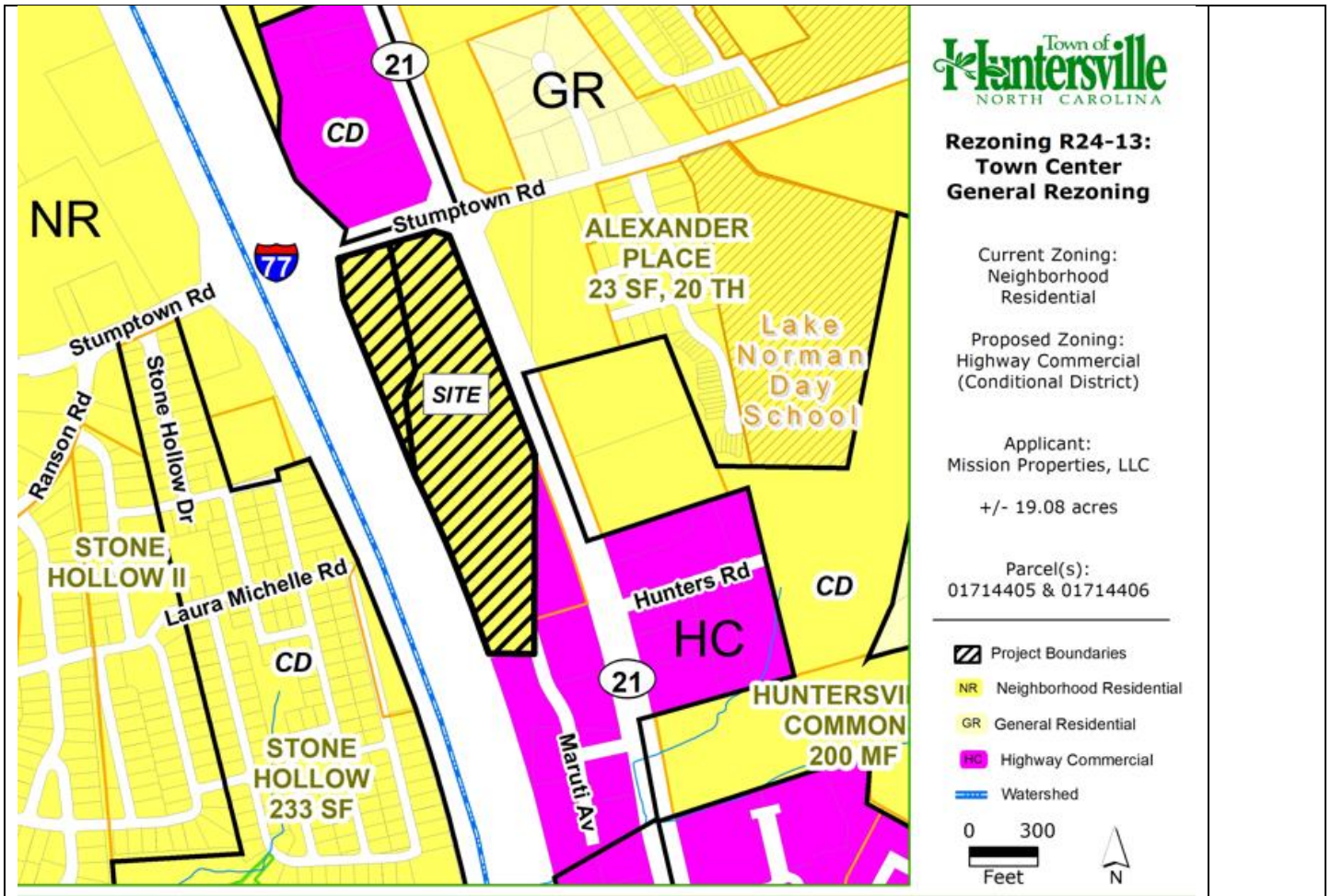
N/A

ATTACHMENTS:

1. R24-13 PH 3-4-25 Staff Report
2. Mission Stumptown Road - General Application (1)
3. Mission Stumptown Road Rezoning-Sketch Plans 3rd Submittal 021025
4. R24-13 Mission Stumptown Community Meeting Report Package 12.16.24.1
5. Rezoning Engineering Comment Summary - Mission Stumptown (RZ 24-13)

Petition R24-13 Mission Stumptown

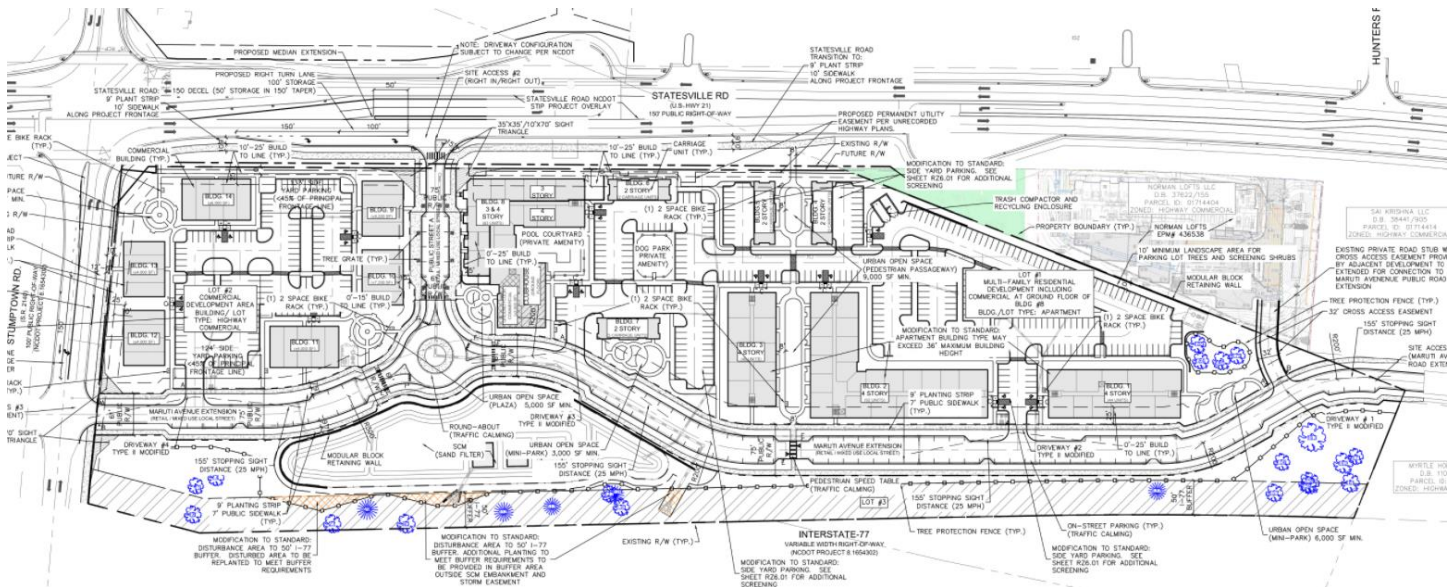
PART 1: PROJECT SUMMARY



1. Purpose: Rezone approximately 19.08-acres at 14435 Stumptown Road (PINs 01714405&01714406) from Neighborhood Residential (NR) to Highway Commercial-Conditional District (HC-CD) to permit a commercial and multi-family development.
2. The existing NR zoning primarily allows for residential development. The applicant's intention is to mirror the zoning designation to the north and south of the subject parcels and to allow for a mix of multi-family and commercial development which HC zoning would allow.
3. Adjoining Zoning and Land Uses.
 - North: Stumptown Road(minor thoroughfare) and Highway Commercial-Car Dealership with servicing.
 - South: Highway Commercial-Multi-Family Housing
 - East: Neighborhood Residential- Single Family Residential
 - West: Interstate I-77

- A neighborhood meeting was held on Thursday, December 12, 2024. Questions asked by residents and the responses from the applicants are summarized in the Neighborhood Meeting Report (see Attachment).
- Notice for this rezoning petition was sent via letter to adjoining property owners; a legal ad placed in the Charlotte Observer; and posting of rezoning signs on the property along Stumptown Road and Statesville Road.

PART 2: REZONING/SITE PLAN



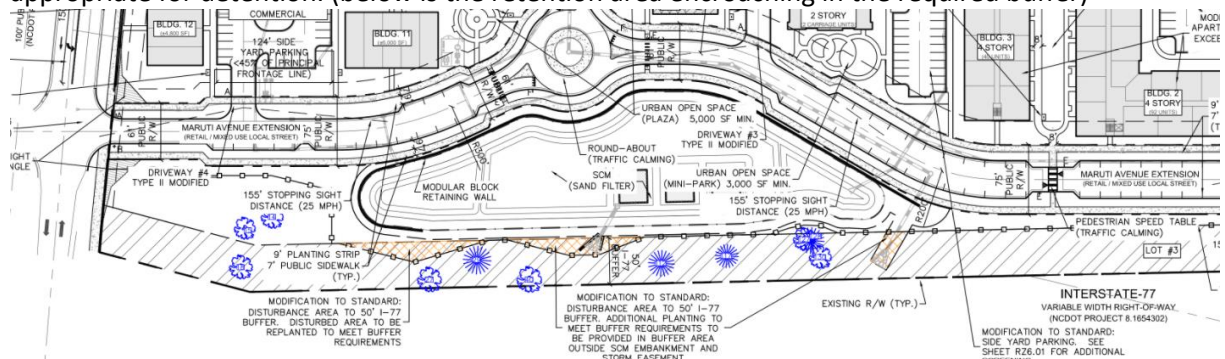
The proposed Conditional District Rezoning Plan has modification proposals and site standard requests from staff that are presented in the body of this document. Generally, the layout and architecture of these buildings meet ordinance standards. Significant elements include:

- The plan is laid out with the commercial buildings 9-14 sited at the corner of Stumptown Rd and Statesville Road. The plan extends Maruti Avenue to the South and includes “Public Street A” that divides the commercial and multi-family portions. Buildings 1-8 are multi-family with building 8 including the clubhouse and a 2,000 square foot commercial street frontage unit, which adds a vertical mixed-use component to the roundabout at the intersection of Maruti and “Public Street A”. (see Sheet RZ2.00)
 - Staff Comment-** Staff recommends adding a second occupiable story to at least 2 of the commercial buildings(9-14). The applicants have offered to “use commercially reasonable efforts to include at least one two-story commercial building along the frontage of Stumptown Rd and or Hwy21”. Staff requests more enforceable terms for this and would recommend offering at least 2, 2-story buildings to the plan. This would add some massing to the street frontage, which would help with the transition of 3-4 story multi-family buildings included in this proposal, while also offering more leasable space or residential units(more vertical mixed-use).
- Modification Request-** Multi-family units may comprise up to 100% of the residential units and apartment buildings may be four-story with a height in excess of the ordinance requirement (36’ max); provided that, portions of residential buildings and apartment buildings within 30-feet of the ROW of Statesville Road will be no higher than 3-stories.
 - Staff Comment-** The zoning ordinance article 3.2.7 states that in major subdivisions and planned developments, the aggregate number of dwelling units contained in attached houses, apartment buildings, and mixed-use buildings shall not exceed 30 percent of the total number of dwelling units in a

project. This request would allow 100% which is a break from the Towns traditional mixing of housing types in a planned development. This request would also greatly increase the density of what would otherwise be permitted in this district.

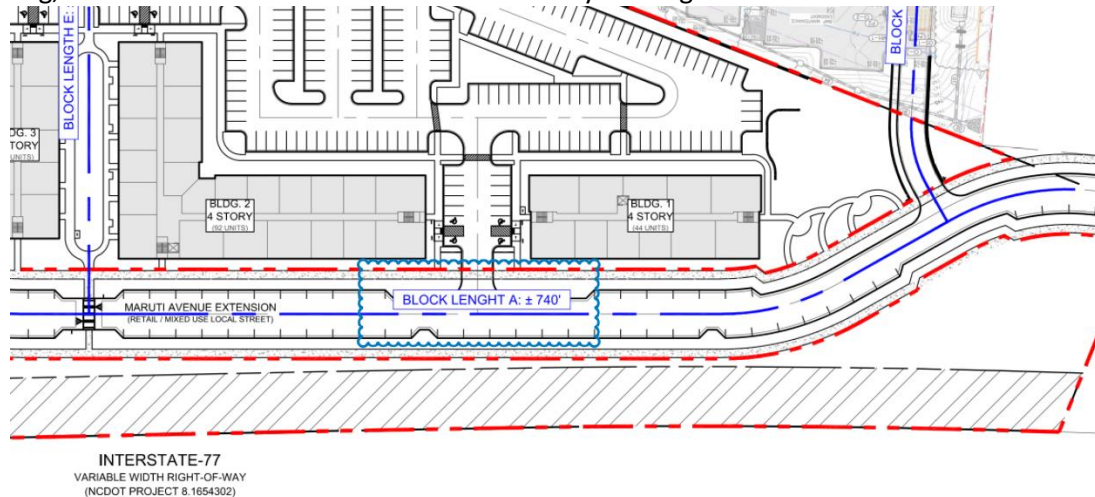
Staff reviews these types of requests holistically by reviewing the full plan and focus on items that potentially go over and beyond the ordinance standards to make our assessment, this can be achieved by adding great urban design, architecture, open space, or other items that can give the development an overall standard that the community may find benefit in. Staff is generally in favor of the request with items included in the plan like a vertical mixed-use component (previously detailed), and the addition of attainable housing (see later in this report). However, staff would like to see more in the way of architectural schemes that at minimum meet ordinance requirements but ideally go over and beyond (see later in this report), and more potential for occupiable 2nd stories on multiple commercial buildings. Staff would also recommend having the maximum height listed for allowance under this modification request in order to make a fair assessment of it and ensure it meets the intent of the ordinance.

- **Modification Request-** Buffer disturbance in the I-77 buffer is permitted for grading so long as such disturbance does not go more than 20-feet into the buffer, provided an alternate buffer yard is submitted with section 7.5.4 of the ordinance.
 - **Staff Comment-** The ordinance requires a full, undisturbed 50-foot buffer along I-77. Staff is agreeable to this request and will make sure during construction plans that all additional plantings are added to meet the intent of the ordinance. This request is for meeting the plans stormwater detection requirements since the natural grade of the land lends the area of the I-77 buffer as the most appropriate for detention. (below is the retention area encroaching in the required buffer)



- **Modification Request-** Side-yard parking is permitted, provided additional landscaping screening and 36" minimum height screen wall is provided as shown on the rezoning plan. (See notes on plan sheet RZ.01).
 - **Staff Comment-** Side-yard parking per ordinance is not permitted for apartment buildings. The side-yard parking proposed is minimal, and the offering of the additional screening meets the intent of the ordinance. Staff is amendable to this request.
- **Modification Required-** This is not a request on the plan but will be needed for approval. Per ordinance standards, new streets in planned subdivisions may not exceed 500 feet for block length in urban conditions. The Planning Staff may authorize up to 30% greater block lengths at the time of subdivision sketch plan review and approval. Any block length extension beyond 30% shall be processed as a subdivision variance(or conditional rezoning modification in this case) in accordance with 4.000 of the Subdivision Ordinance. The proposed plan has one block (Block A as seen on RZ2.02) that exceeds this requirement at 740 feet. Staff is in

favor of this modification request as the proposed extension of Maruti Avenue has enough curvature, and on street parking, that will meet the intent of the ordinance by slowing down traffic in this area.



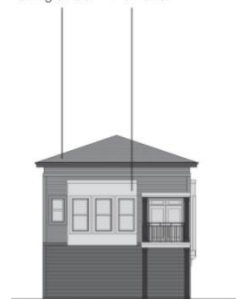
- **Architectural Elevations- Staff Comment**- While the elevations provided during conditional rezonings are conceptual in nature and may be edited during construction review, staff recommends providing elevations, at minimum, meeting ordinance standards, or request a modification to the ordinance. As seen on the multi-family elevations below, the frontage of the buildings do not meet the minimum standard of the front elevations facing the street, and the overall massing shall communicate an emphasis on the human scale and the pedestrian environment. This can be achieved by providing a main front entryway that is architectural prominent. Building entrances should be visually prominent and use features such as canopies, awnings, portico, or other overhangs that provide architectural interest.



Maruti Ave. Elevation

Shingle Roof F C Panel

Railing Siding Vinyl Window Brick Veneer Siding F C Panel



Maruti Ave. Elevation



East Elevation

- The Urban Open Space- The ordinance requires UOS in be accessible and usable. Urban Open Space features should provide focal points for the neighborhood. A central square or green, for example, may comprise a majority of the open space. There should be a hierarchy of open space within new neighborhoods to serve the needs of all residents. Article 7B of the zoning ordinance outlines the requirements.
 - **Staff Comment-** The proposed plan meets and or exceeds the requirements of article 7B for open space requirements. As seen on the plans RZ6.10-13 there are several UOS greens, plazas, and pedestrian paths that add usable and accessible outdoor amenities throughout the plan.
- **Attainable Housing-** Adding to the benefits of this project, the applicants have offered at least 16 attainable units for a period of 15 years after the issuance of a certificate of occupancy. At least 6 of the units shall be available to households earning between 80%-90% of the area median income as published by HUD for the Charlotte-Concord-Gastonia NC-SC HUD metro area (The AMI). The remaining attainable units shall be available to households earning between 80%-100% of the AMI. Taking advantage of NCGS 160D-703(B1) and therefore Huntersville article 3.2.13(D)(2), the massing provisions of the ordinance described in article 4.8 shall not apply to the buildings containing such units.
 - **Staff Comment-** These massing/architectural standards per NCGS 160D-703 (B1) shall only be used if the affordable/attainable housing is achieved for the lifetime of the project. With the plan only offering 15 years under their terms, this omission of article 4.8 of the zoning standards is not valid. Staff comments regarding the architecture of the buildings is still pertinent with meeting minimum standards of article 4.8. The offering of the temporary term attainable housing outside of ordinance requirements may add to “going above and beyond” that may assist in the allowance of other modification requests. IE, requesting 100% attached housing, where the ordinance permits this by right at 30%.

General Plan Information

- Parking requirements= multi-family= 1 space for 1BR, 1,5 spaces/2BR units= 309 required. Provided standard spaces, plus 78 on street and 24 garage spaces equaling 418 spaces. Commercial= 1 space/500 square feet of space. Required= 80. Provided= 136 standard plus 19 on street equaling 155 total.
- Minimum Tree Preservation (specimen tree save) for Highway Commercial is 30%. The Rezoning Plan lists 77 existing specimen trees. 30%= 24 trees, the plan saves 24 trees meeting the minimum standard.
- There are no identified Heritage Trees on site.
- Planning, Transportation, and Storm Water Engineering staff have minor site plan comments outstanding that need to be addressed prior to final plan approval.

PART 3: TRANSPORTATION ISSUES

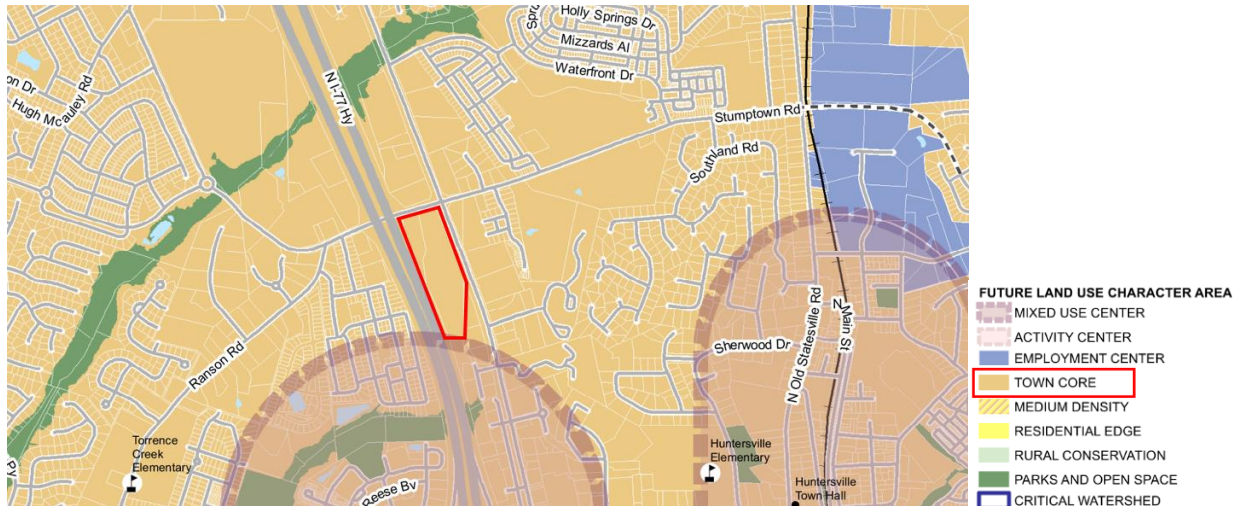
See attached analysis

PART 4: 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”.

2040 Huntersville Community Plan(Subject Parcel within “Town Core”)



STAFF COMMENT – Staff finds the proposed use/project is **consistent** with the following policies of the 2040 Huntersville Community Plan:

- LU-2.1- Encourage higher density residential uses focused generally within 2 miles of the I-77/Hwy 115 corridor.
Staff Comment: This development is adjacent to I-77 and within a few miles of the Gilead Road interchange. While not inside of an activity or mixed-use center, it is within the Town Core character area, so the density is appropriate in this area according to the plan.
- LU 6.2: Commercial uses are encouraged in the Town Core and as specified in adopted Small Area Plans.
Staff Comment: The proposed commercial development portion of the project is located within the Town Core. This additionally adds some mix of uses to the overall project.
- T-3: Improve connectivity throughout the study area.
T 3.1: Continue to enhance street connectivity by requiring connections among different uses.
 - Continue to require street connectivity among residential, commercial, employment, recreational and institutional uses.
 - Street connectivity should be emphasized during the review of all development proposals for consistency with the proposed street map and the Zoning Ordinance.
 - Context-sensitive Street design should be applied.**Staff Comment:** This rezoning adds a key future road connection in Maruti Avenue which would eventually connect Stumptown Road south to the Huntersville Gateway development along Statesville Road.

STAFF COMMENT- Staff finds the proposed use/project is **not consistent** with the following policies of the 2040 Huntersville Community Plan:

- LU8.2: Encourage the achievement of higher design standards.

Staff Comment: While staff believes that the project overall meets higher standards of urban design through good design of Urban Open Space and Road Improvements with on street parking, the current plans for architecture of the multi-family units are lacking minimum design standards of the ordinance, as described in this report. Staff recommends that not only these architectural elevations meet the minimum design but go over and beyond these standards due to some of the modification requests within the proposed plan.

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:

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

STAFF COMMENT:

-The proposed rezoning can be consistent with the overall character of the existing development with implementation of revisions to the plan previously stated in this report. More emphasis should be placed on adding higher density commercial buildings and revising the existing multi-family building architecture.

- 2. 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:

There is no indication this project will have a negative impact on public facilities and or services.

- 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, historical, or cultural resources.

PART 5: STAFF RECOMMENDATION

In considering the proposed rezoning amendment petition R24-13, Mission Stumptown, staff can support the proposed plan if the following staff recommendations are implemented:

- 1) Revise the commercial portion of the plan to commit to at minimum 2, 2-story commercial or mixed use buildings.
- 2) Revise the current multi-family architectural design to at minimum meet ordinance standards with a goal of going over and beyond.
- 3) Any TIA comments are resolved.

- 4) Any remaining staff comments are addressed.

It is reasonable and in the public interest to approve this rezoning if the recommended revisions are made to the plan as it would then be consistent with future land use implementation policies LU2.1, 6.2, and T-3 and 3.1.

PART 6: PUBLIC HEARING COMMENTS

A Public Hearing is scheduled for March 4, 2025.

PART 7: PLANNING BOARD RECOMMENDATION

Planning Board Meeting is tentatively scheduled for March 25, 2025.

PART 8: TOWN BOARD RECOMMENDATION

Town Board Meeting is tentatively scheduled for April 22, 2025.

PART 9: ATTACHMENTS

- A – Rezoning Application
- B – Proposed CD Rezoning Plan
- C – Transportation/Engineering Report
- D – Neighborhood Meeting Report
- E- Elevation Plans

PART 10: CONSISTENCY STATEMENT – R24-13 Mission Stumptown

Planning Department	Planning Board	Board of Commissioners
APPROVAL: In considering the proposed rezoning amendment petition R24-13, Mission Stumptown, staff can support the proposed plan if the following staff recommendations are implemented: 1) Revise the commercial portion of the plan to commit to at minimum 2, 2-story commercial or mixed-use buildings. 2) Revise the current multi-family architectural design to at minimum meet ordinance	APPROVAL: <u>(insert applicable plan reference)</u>. <u>It is reasonable and in the public interest to approve the Rezoning Plan because... (Explain)</u>	APPROVAL: <u>(insert applicable plan reference)</u>. <u>It is reasonable and in the public interest to approve the Rezoning Plan because... (Explain)</u>

standards with a goal of going over and beyond. 3) Any TIA comments are resolved. 4) Any remaining staff comments are addressed. <u>It is reasonable and in the public interest to approve this rezoning if the recommended revisions are made to the plan as it would then be consistent with future land use implementation policies LU2.1, 6.2, and T-3 and 3.1.</u>		
	<u>DENIAL: (consistent OR inconsistent) with (insert applicable plan reference).</u> <u>It is not reasonable and in the public interest to approve the Rezoning Plan because... (Explain)</u>	<u>DENIAL: (consistent OR inconsistent) with (insert applicable plan reference).</u> <u>It is not reasonable and in the public interest to approve the Rezoning Plan because... (Explain)</u>



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. In addition to the application, the submission process for each application type can be found at <https://www.huntersville.org/528/Permits-Process>

- ☐ Change of Use
- ☐ Commercial Site Plan
- ☒ Conditional Rezoning
- ☐ General Rezoning
- ☐ Master Signage Program
- ☐ Special Use Permit
- ☐ Revision to
Original Project # _____
- ☐ Other _____

- SUBDIVISION CATEGORIES: Per the Huntersville Subdivision Ordinance
- ☒ Sketch Plan
 - ☐ Preliminary Plan
 - ☐ Final Plat (Includes Minor Subdivision)
 - ☐ Exempt Subdivision
 - ☐ Final Plat Revision
 - ☐ Farmhouse Cluster

2. Project Data

Date of Application 11/01/24

Name of Project Mission Stumptown Road Phase # (if subdivision) _____

Project Address 14435 Stumptown Road, Huntersville, NC

Parcel Identification Number(s) (PIN) 01714405, 01714406

Current Zoning District NR Proposed District (for rezoning only) HC (CD)

Property Size (acres) 19.08 Street Frontage (feet) 1,521

Current Land Use Single Family

Proposed Land Use(s) Mixed (Apartments and Commercial)

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

3. Description of Request

Provide a detailed summary. (i.e. RTAP identify what you are revising). Additional sheets may be added.

The applicant is seeking to rezone property to provide mixed use development consisting of apartments and commercial

4. Site Plan Submittals

Consult the particular type of *Review Process* for the application type selected above. These can be found at <https://www.huntersville.org/528/Permits-Process>.

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. Applicant

Printed Name Mission Properties, LLC Phone 704. 307. 8265
☐ Corporation ☐ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

☒ By signature below, I hereby acknowledge, as/on behalf of (circle one) the applicant my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable for Special Use Permits and Subdivisions)

Signature C. Jason M. Arthur

Title President Email jason@missionprop.com

Address of Applicant 5800 Old Pineville Rd, Suite 201, Charlotte, NC 28217

7. Property Owner (if different than applicant)

*Printed Name Sharon Brown Allen Phone 952-21538
☐ Corporation ☐ Limited Liability Company ☐ Trust ☐ Partnership ☒ Other: Individual

☒ By signature below, I hereby acknowledge, as/on behalf of (circle one) the owner my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable for Special Use Permits and Subdivisions)

Signature Sharon Brown Allen

Title Co-Owner Email sharon@allenfamilyemail.net

Address of Property Owner 58 Fish Dancer Ct, Bluffton, SC 29910

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

Every owner of each parcel included in this application, or the owner (s) duly authorized agent, must sign this application. If signed by an agent on behalf of the Owner, this application MUST be accompanied by a notarized Limited Power of Attorney signed by the property owner (s), specifically authorizing the agent to act on the owner (s) behalf in signing this application. 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 APPLICATION. If additional space is needed for signatures, attach the Town of Huntersville Signature Addendum Form.

8. Development/Design Firm Contact Information

Design Resource Group	Brian Graham	704-343-0608	brian@drgrp.com
Development Firm	Name of Contact	Phone	Email

Design Firm	Name of Contact	Phone	Email
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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 https://www.huntersville.org/228/Planning-Department
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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. Applicant

Printed Name Mission Properties, LLC Phone 704.307.8265
☐ Corporation ☒ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

☒ By signature below, I hereby acknowledge, as/on behalf of (circle one) the applicant my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable for Special Use Permits and Subdivisions)

Signature C. Jason McArthur

Title President Email jason@missionprop.com

Address of Applicant 5800 Old Pineville Rd, Suite 201, Charlotte, NC 28217

7. Property Owner (if different than applicant)

*Printed Name June Overcash Phone 704-560-5608
☐ Corporation ☐ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

☐ By signature below, I hereby acknowledge, as/on behalf of (circle one) the owner my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable for Special Use Permits and Subdivisions)

Signature June Overcash

Title owner Email Jbocash5@gmail.com

Address of Property Owner 14435 Stump Run Rd, Huntersville, NC

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

Every owner of each parcel included in this application, or the owner (s) duly authorized agent, must sign this application. If signed by an agent on behalf of the Owner, this application MUST be accompanied by a notarized Limited Power of Attorney signed by the property owner (s), specifically authorizing the agent to act on the owner (s) behalf in signing this application. 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 APPLICATION. If additional space is needed for signatures, attach the Town of Huntersville Signature Addendum Form.

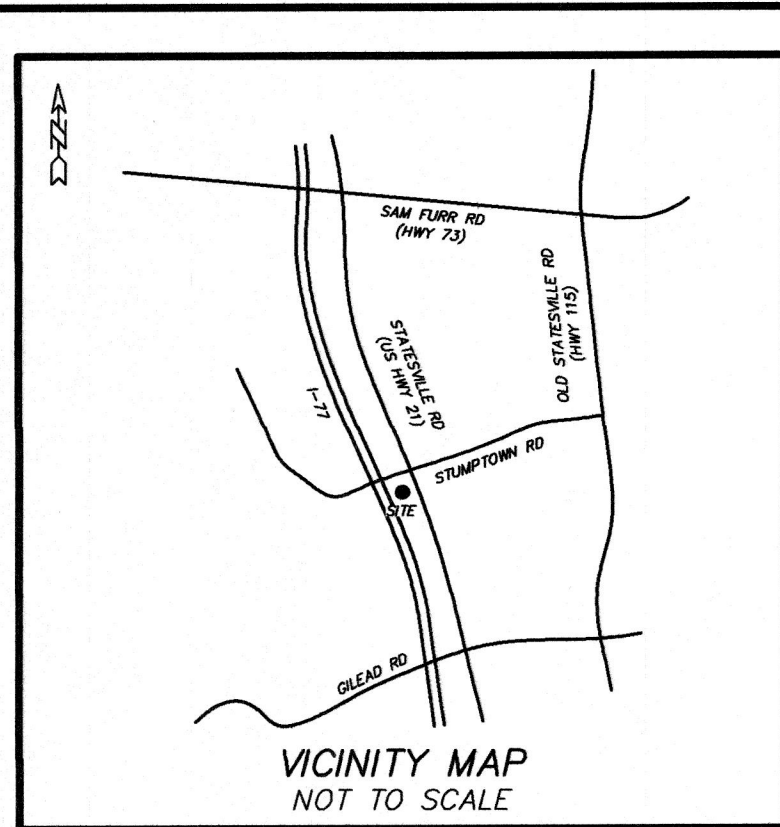
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Brian Graham		704-343-0608	brian@drgrp.com

Design Firm	Name of Contact	Phone	Email
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Contact Information

Town of Huntersville Planning Department PO Box 664 Huntersville, NC 28070	Phone:	704-875-7000
	Fax:	704-992-5528
	Physical Address:	105 Gilead Road, Third Floor
	Website:	https://www.huntersville.org/228/Planning-Department



- LEGEND:
- EIP = EXISTING IRON PIN
 - OP = OLD IRON PIN
 - SP = SET IRON PIN
 - R/W = RIGHT OF WAY
 - AC = AIR CONDITIONING UNIT
 - PWM = POWER PAD
 - PM = POWER METER
 - PP = POWER POLE
 - LP = LIGHT POLE
 - GM = GAS METER
 - TELE = TELEPHONE PEDESTAL
 - CTV = CABLE TELEVISION
 - FDB = FIBER OPTIC BOX
 - TSD = TRAFFIC SIGNAL BOX
 - WM = WATER METER
 - FES = FLARED END SECTION
 - RE = REINFORCED CONCRETE PIPE
 - CMP = CORRUGATED METAL PIPE
 - CPP = CORRUGATED PLASTIC PIPE
 - PVC = POLYVINYL CHLORIDE PIPE
 - DU = DESTINATION UNKNOWN
 - SDE = STORM DRAINAGE EASEMENT
 - SSMH = STORM DRAIN MANHOLE
 - CB = CATCH BASIN
 - YI = YARD INLET
 - DI = DROP INLET
 - SSE = SANITARY SEWER EASEMENT
 - SSMH = SANITARY SEWER MANHOLE
 - CO = SEWER CLEAN OUT
 - BC = BACK OF CURB
 - (7) = TOTAL DISTANCE
 - P.O.B. = POINT OF BEGINNING

- NOTES:
- IRON PINS SET AT ALL CORNERS UNLESS OTHERWISE NOTED.
 - PROPERTY ZONED: NR (SETBACKS & ZONING MATTERS ARE SUBJECT TO INTERPRETATION BY LOCAL MUNICIPALITIES)
 - TAX PARCEL NUMBER 01714406, 01714405, 01713406, 01713405.
 - DEED REFERENCES AS SHOWN.
 - BOUNDARY SURVEY ONLY THROUGH POINTS AS SHOWN.
 - THIS PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION X BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), ON FLOOD INSURANCE RATE MAP (FIRM) NO. 37104-6100K, WITH A DATE OF IDENTIFICATION OF 8/2/2015.
 - THIS PROPERTY MAY BE SUBJECT TO ADDITIONAL, UNRECORDED OR UNRECORDED EASEMENTS, SETBACKS AND BUFFERS INCLUDING THOSE WITHIN THE APPLICABLE UNIFIED DEVELOPMENT ORDINANCE (UDO), RIGHTS-OF-WAY, IMPROVEMENT AREAS & BUILT UPON AREA (BUA) RESTRICTIONS, AND/OR RESTRICTIVE COVENANTS, OTHER THAN SHOWN.
 - AREA COMPUTED BY COORDINATE METHOD.
 - NO NCSS MONUMENT FOUND WITHIN 200'.
 - UTILITY LOCATIONS SHOWN ARE LOCATED BASED ON SITE CONDITIONS AND MARKINGS AT THE TIME OF SURVEY. CONTRACTORS ARE TO HAVE ALL UTILITIES ACCURATELY MARKED PRIOR TO CONSTRUCTION.
 - ANY CONSTRUCTION OR USE WITHIN ANY DELINEATED FLOOD AREA IS SUBJECT TO THE RESTRICTIONS IMPOSED BY ANY APPLICABLE ORDINANCES OR REGULATIONS.
 - OFFSITE ADJUNCTION LINES AND RIGHT-OF-WAY LINES SHOWN AS DASHED ARE APPROXIMATE AND ARE FOR ILLUSTRATIVE PURPOSES ONLY.
 - LINE SHOWN REPRESENTING FENCES AND WALLS ARE MEASURED FROM THE APPROXIMATE CENTERLINE AND DO NOT ACCOUNT FOR THE THICKNESS, PLUMBNESS OR MEASUREMENT OF THE FENCE UNLESS OTHERWISE STATED.
 - DISTANCES SHOWN ARE GROUND U.S. SURVEY FEET UNLESS OTHERWISE NOTED.
 - DB 2801/542 CONVEYED A STRIP IN FEE SIMPLE FROM THE EXISTING R/W TO THE NEW R/W. NO ADDITIONAL R/W CONVEYANCE WAS FOUND FOR REMAINDER OF LAND WITHIN STUMPTOWN ROAD.
 - IN THE PROCESS OF COMPARING FIELDWORK TO COMPUTATION OF RECORDS, A DISCREPANCY WAS FOUND BETWEEN THE LOCATION OF THE EXISTING RIGHTS OF WAY OF U.S. HWY. 21 AND S.R. 2140 AS SHOWN ON HIGHWAY PLANS BEARING PROJECT NUMBERS: 1) 81654302, RECORDED IN HIGHWAY BOOK 1, PAGE 423, CORRESPONDING DEEDS RECORDED IN DEED BOOK 3449, PAGES 515, 518, 519, & 521 2) 6538, UNRECORDED PLAN DATED OCTOBER 1956, CORRESPONDING DEEDS RECORDED IN DEED BOOK 1759 PAGES 529 & 537. 3) U-5771, UNRECORDED PLANS HAVING PROJECT NUMBER U-5771 HAVING REVISION DATE OF 1/22/2023.

DUE TO THE FACT THAT THE 2023 PLANS ARE UNRECORDED, AND NO DEEDS HAVE YET BEEN FILED FOR THE SUBJECT PARCELS, THIS SURVEY REPRESENTS THE RIGHTS OF WAY FROM THE PLANS 1 & 2 ABOVE AND THE CORRESPONDING MONUMENTS.

SURVEYED LEGAL DESCRIPTION (NOTE: DESCRIPTIONS DO NOT INCLUDE AREAS WITHIN PUBLIC RIGHTS OF WAY)

Tract 1
BEGINNING at a an existing 2" pipe, being the southernmost corner of Lot 14 as shown on Map Book 29, Page 439 and being on the common line of the property of Deer Hill Limited Partnership II (now or formerly) recorded in Deed Book 5779 Page 434; thence following the common line thereof with a bearing of S 73°52'08" W and a distance of 373.40' to an existing rebar at the base of a pipe on the northeastern margin of the right of way of Statesville Rd (U.S. Hwy. 21); thence following the margin thereof with a bearing of N 21°03'21" W and a distance of 61.67' to a point, being the common corner of the property of June Brown Overcash (now or formerly) recorded in Deed Book 38015 Page 234; thence following the common line thereof with a bearing of N 0°00'50" E and a distance of 689.48' to a point on the southern margin of the right of way of Stumpdown Rd (S.R. 2140); thence following the margin thereof with a bearing of N 74°41'59" E and a distance of 167.52' to a point, being on the common line of the property of Mitchell Edward Hampton, et al (now or formerly) recorded in Deed Book 1789 Page 748; thence following the common line thereof and the common line of Map Book 29, Page 439 with a bearing of S 17°44'41" E and a distance of 727.91' (passing an existing rebar at 0.41', an existing pipe at 244.66', and existing pipe with rebar at 416.67', and an existing rebar at 485.22') to an existing 2" pipe, being the point of BEGINNING, having an area of 4.718 acres, more or less, as shown on a survey by Carolina Surveyors, Inc.

Tract 2
Commencing at an existing 2" pipe, being the southernmost corner of Lot 14 as shown on Map Book 29, Page 439 and being on the common line of the property of Deer Hill Limited Partnership II (now or formerly) recorded in Deed Book 5779 Page 434; thence following the common line thereof with a bearing of S 73°52'08" W and a distance of 373.40' to an existing rebar at the base of a pipe on the northeastern margin of the right of way of Statesville Rd (U.S. Hwy. 21); thence following the margin thereof with a bearing of N 21°03'21" W and a distance of 61.67' to a point, being the point of BEGINNING at a point on the northeastern margin of the right of way of Statesville Rd (U.S. Hwy. 21), being the common corner of the property of June Brown Overcash (now or formerly) recorded in Deed Book 38015 Page 234; thence following the margin thereof with a bearing of N 21°03'21" W and a distance of 173.35' to a point, being the common corner of the property of June Brown Overcash; thence following the common line thereof with a bearing of S 0°00'50" E and a distance of 689.48' to a point, being the point of BEGINNING, having an area of 1.847 acres, more or less, as shown on a survey by Carolina Surveyors, Inc.

SURVEYED LEGAL DESCRIPTION (NOTE: DESCRIPTIONS DO NOT INCLUDE AREAS WITHIN PUBLIC RIGHTS OF WAY)

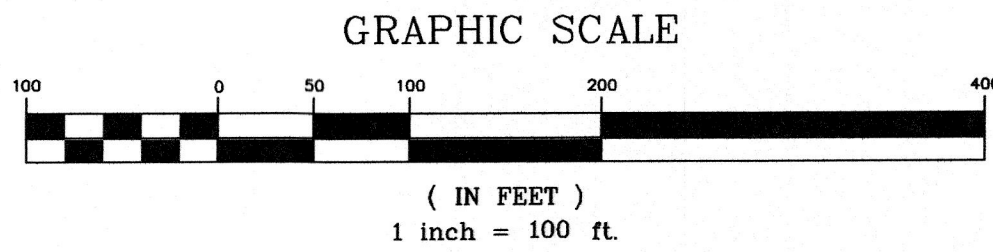
Tract 3
BEGINNING at an existing concrete monument on the northeasterly margin of the right of way of Interstate 77; thence following the margin thereof three (3) cols: (1) with a curve to the left having a radius of 8679.30' and an arc length of 407.58', and being chorde by a bearing of N 20°46'37" W and a distance of 407.58' to a point; (2) with a bearing of N 22°22'57" W and a distance of 201.32' to a point; (3) with a bearing of N 22°22'57" W and a distance of 234.48' to a point, being the common corner of the property of Shirley Knox Brown (now or formerly) recorded in Deed Book 1791 Page 506; thence following the common line thereof three (3) cols: (1) with a bearing of N 08°10'30" W and a distance of 335.29' to a point; (2) with a bearing of N 24°07'30" E and a distance of 119.00' to an existing pipe; (3) with a bearing of N 11°59'30" W and a distance of 575.38' to a point on the southern margin of the right of way of Stumpdown Rd (S.R. 2140); thence following the margin thereof with a bearing of N 73°46'00" E and a distance of 202.56' to a point, being the common corner of the property of June Brown Overcash (now or formerly) recorded in Deed Book 38015 Page 234; thence following the common line thereof with a bearing of S 71°07'32" E and a distance of 751.5' to a point on the southeasterly margin of the right of way of Statesville Rd (U.S. Hwy. 21); thence with a bearing of S 71°07'32" E and a distance of 1016.56' to an existing rebar, being the common corner of the property of Norman Loftis LLC (now or formerly) recorded in Deed Book 37529 Page 165; thence following the common line thereof with a bearing of S 0°00'34" W and a distance of 872.58' (passing an existing rebar at 720.39' to a point in the terminus of the right of way of Maruti Ave as shown on Map Book 65, Page 713; thence following the terminus of said right of way and the common line of the property of Myrtle Hoke Powell (now or formerly) recorded in Deed Book 11028 Page 850 with a bearing of N 89°26'42" W and a distance of 200.00' (passing an existing rebar at 17.63') to an existing concrete monument, being the point of BEGINNING, having an area of 15.625 acres, more or less, as shown on a survey by Carolina Surveyors, Inc.

Tract 4
Commencing at an existing concrete monument on the northeasterly margin of the right of way of Interstate 77; thence following the margin thereof three (3) cols: (1) with a curve to the left having a radius of 8679.30' and an arc length of 407.58', and being chorde by a bearing of N 20°46'37" W and a distance of 407.58' to a point; (2) with a bearing of N 22°22'57" W and a distance of 201.32' to a point; (3) with a bearing of N 22°22'57" W and a distance of 234.48' to a point, being the common corner of the property of Shirley Knox Brown (now or formerly) recorded in Deed Book 1791 Page 506; thence following the common line thereof three (3) cols: (1) with a bearing of N 08°10'30" W and a distance of 335.29' to a point; (2) with a bearing of N 24°07'30" E and a distance of 119.00' to an existing pipe; (3) with a bearing of N 11°59'30" W and a distance of 575.38' to a point on the southern margin of the right of way of Stumpdown Rd (S.R. 2140); thence following the margin thereof with a bearing of N 73°46'00" E and a distance of 202.56' to a point, being the common corner of the property of June Brown Overcash (now or formerly) recorded in Deed Book 38015 Page 234; thence following the common line thereof with a bearing of S 71°07'32" E and a distance of 751.5' to a point on the southeasterly margin of the right of way of Statesville Rd (U.S. Hwy. 21); thence with a bearing of S 71°07'32" E and a distance of 1016.56' to an existing rebar, being the common corner of the property of Norman Loftis LLC (now or formerly) recorded in Deed Book 37529 Page 165; thence following the common line thereof with a bearing of S 0°00'34" W and a distance of 872.58' (passing an existing rebar at 720.39' to a point in the terminus of the right of way of Maruti Ave as shown on Map Book 65, Page 713; thence following the terminus of said right of way and the common line of the property of Myrtle Hoke Powell (now or formerly) recorded in Deed Book 11028 Page 850 with a bearing of N 89°26'42" W and a distance of 200.00' (passing an existing rebar at 17.63') to an existing concrete monument, being the point of BEGINNING, having an area of 15.625 acres, more or less, as shown on a survey by Carolina Surveyors, Inc.

SURVEYED LEGAL DESCRIPTION (NOTE: DESCRIPTIONS DO NOT INCLUDE AREAS WITHIN PUBLIC RIGHTS OF WAY)

Tract 4
Commencing at an existing concrete monument on the northeasterly margin of the right of way of Interstate 77; thence following the margin thereof three (3) cols: (1) with a curve to the left having a radius of 8679.30' and an arc length of 407.58', and being chorde by a bearing of N 20°46'37" W and a distance of 407.58' to a point; (2) with a bearing of N 22°22'57" W and a distance of 201.32' to a point; (3) with a bearing of N 22°22'57" W and a distance of 234.48' to a point, being the common corner of the property of Shirley Knox Brown (now or formerly) recorded in Deed Book 1791 Page 506; thence following the common line thereof three (3) cols: (1) with a bearing of N 08°10'30" W and a distance of 335.29' to a point; (2) with a bearing of N 24°07'30" E and a distance of 119.00' to an existing pipe; (3) with a bearing of N 11°59'30" W and a distance of 575.38' to a point on the southern margin of the right of way of Stumpdown Rd (S.R. 2140); thence following the margin thereof with a bearing of N 73°46'00" E and a distance of 202.56' to a point, being the common corner of the property of June Brown Overcash (now or formerly) recorded in Deed Book 38015 Page 234; thence following the common line thereof with a bearing of S 71°07'32" E and a distance of 751.5' to a point on the southeasterly margin of the right of way of Statesville Rd (U.S. Hwy. 21); thence with a bearing of S 71°07'32" E and a distance of 1016.56' to an existing rebar, being the common corner of the property of Norman Loftis LLC (now or formerly) recorded in Deed Book 37529 Page 165; thence following the common line thereof with a bearing of S 0°00'34" W and a distance of 872.58' (passing an existing rebar at 720.39' to a point in the terminus of the right of way of Maruti Ave as shown on Map Book 65, Page 713; thence following the terminus of said right of way and the common line of the property of Myrtle Hoke Powell (now or formerly) recorded in Deed Book 11028 Page 850 with a bearing of N 89°26'42" W and a distance of 200.00' (passing an existing rebar at 17.63') to an existing concrete monument, being the point of BEGINNING, having an area of 15.625 acres, more or less, as shown on a survey by Carolina Surveyors, Inc.

CURVE TABLE					LINE TABLE	
CURVE	RADIUS	LENGTH	BEARING	CHORD	LINE	BEARING
C1	9679.30'	407.58'	N20°46'37"W	407.55'	L1	N73°40'19"E
C2	7509.44'	408.13'	S22°18'21"W	409.08'	L2	N73°46'00"E
					L3	S71°07'32"E
					L4	N24°22'34"W
					L5	N15°33'30"E
					L6	N83°07'42"E
					L7	N74°22'24"E
					L8	N75°00'15"E
					L9	S00°07'07"E
					L10	S74°21'18"E
					L11	S73°52'06"W
					L12	S20°34'48"W
					L13	N41°36'19"W



- SYMBOL LEGEND:
- SET MONUMENT (TYPE INDICATED)
 - EXISTING MONUMENT (TYPE INDICATED)
 - CALCULATED POINT
 - GAS VALVE
 - WATER VALVE
 - MAIL BOX
 - WATER METER
 - WELL
 - FIRE HYDRANT
 - SANITARY SEWER MANHOLE
 - STORM DRAIN MANHOLE
 - TELEPHONE/COMMUNICATIONS MANHOLE
 - ELECTRIC MANHOLE
 - DECIDUOUS TREE
 - EVERGREEN TREE
 - LIGHT POLE
 - POWER/UTILITY POLE
 - BACK FLOW PREVENTOR
 - GUY WIRE
 - CATCH BASIN
 - DROP INLET
 - YARD INLET

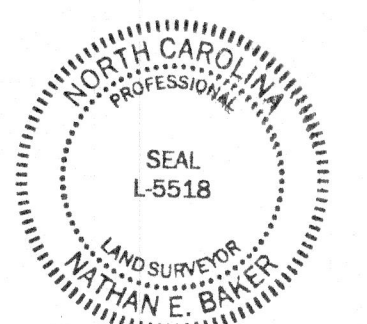
CHICAGO TITLE INSURANCE COMPANY
COMMITMENT DATE: JUNE 11, 2024 AT 8:00 AM
COMMITMENT NO.: 24-1384
SCHEDULE B, PART II - EXCEPTIONS
4. [INTENTIONALLY DELETED]
5. [INTENTIONALLY DELETED]
6. RIGHT OF WAY IN FAVOR OF THE DEPARTMENT OF TRANSPORTATION RECORDED IN BOOK 29811, PAGE(S) 538; AND BOOK 1728, PAGE 542, MECKLENBURG COUNTY REGISTRY. (AS SHOWN)
7. RIGHT OF WAY AGREEMENT IN FAVOR OF THE STATE HIGHWAY AND PUBLIC WORKS COMMISSION RECORDED IN BOOK 1728, PAGE(S) 522; AND BOOK 1728, PAGE 537, MECKLENBURG COUNTY REGISTRY. (AS SHOWN)
8. DEED OF EASEMENT IN FAVOR OF STATE HIGHWAY COMMISSION RECORDED IN BOOK 3449, PAGE(S) 515, 518, 519, AND PAGE 521, MECKLENBURG COUNTY REGISTRY. (AS SHOWN)
9. EASEMENT IN FAVOR OF CORNELIUS MUTUAL CORPORATION RECORDED IN BOOK 1527, PAGE(S) 117, MECKLENBURG COUNTY REGISTRY. (BLANKET IN NATURE)

THIS IS TO CERTIFY TO

MISSION PROPERTIES, LLC
CHICAGO TITLE INSURANCE COMPANY
WHEREAS TITLE COMPANY'S AGENT FOR/AND IN ADDITION TO CHICAGO TITLE INSURANCE COMPANY
THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD TITLE REQUIREMENTS FOR ALTA SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1,2,3,4,6,(8),9 & 13 OF TABLE A THEREOF, THE FIELD WORK WAS COMPLETED ON 1/9/2024

NATHAN E. BAKER, NCPS #5518 DATE 9/30/24

REVISIONS		LEGAL DESCRIPTIONS		TREE SURVEY	
DATE					
9/10/24					
9/30/24					
PROJECT: 23-0549	NO	DRAWN BY: NB	FIELD WORK: GW/CJ	JULY 10, 2024	DWG: N: CARLSON/2024/VBAT/STUMPTOWN RD MPV
SCALE: 1" = 100'					COCG: 2024/1/STUMPTOWN RD MPV



CAROLINA SURVEYORS, INC.
P.O. BOX 267 PINEVILLE, N.C. 28134 - 0267
THOMAS E. WHITE, NCPS & SCPLS 704-889-7601
TENCAROLINASURVEYS.COM
CERTIFICATE OF AUTHORIZATION N.C. 6-1242 SC 886

STUMPTOWN RD & STATESVILLE RD
SURVEYED FOR: MISSION PROPERTIES, LLC
TOTAL AREA: 42.106 AC.
TOWN OF HUNTERSVILLE, MECKLENBURG COUNTY, NORTH CAROLINA

- LINE TYPE LEGEND:
- BOUNDARY LINE
 - TIE LINE
 - RIGHT OF WAY
 - CONTROLLED ACCESS R/W
 - APPROXIMATE RIGHT OF WAY (NOT SURVEYED)
 - ADJOINING LINE (NOT SURVEYED)
 - FENCE
 - STORM DRAIN PIPE
 - OVERHEAD ELECTRIC
 - SANITARY SEWER PIPE

STATESVILLE RD (U.S. HWY 21)
150' PUBLIC RIGHT OF WAY

TREE TABLE		TREE TABLE		TREE TABLE		TREE TABLE		TREE TABLE	
#	SPECIES	#	SPECIES	#	SPECIES	#	SPECIES	#	SPECIES
1	OAK	35	PINE	69	OAK	103	PINE	137	PINE
2	OAK	36	PINE	70	OAK	104	PINE	138	PINE
3	OAK	37	PINE	71	OAK	105	PINE	139	PINE
4	OAK	38	PINE	72	OAK	106	PINE	140	PINE
5	OAK	39	PINE	73	OAK	107	PINE	141	PINE
6	OAK	40	PINE	74	OAK	108	PINE	142	PINE
7	OAK	41	PINE	75	OAK	109	PINE	143	PINE
8	OAK	42	PINE	76	OAK	110	PINE	144	PINE
9	OAK	43	PINE	77	OAK	111	PINE	145	PINE
10	OAK	44	PINE	78	OAK	112	PINE	146	PINE
11	OAK	45	PINE	79	OAK	113	PINE	147	PINE
12	OAK	46	PINE	80	OAK	114	PINE	148	PINE
13	OAK	47	PINE	81	OAK	115	PINE	149	PINE
14	OAK	48	PINE	82	OAK	116	PINE	150	PINE
15	OAK	49	PINE	83	OAK	117	PINE	151	PINE
16	OAK	50	PINE	84	OAK	118	PINE	152	PINE
17	OAK	51	PINE	85	OAK	119	PINE	153	PINE
18	OAK	52	PINE	86	OAK	120	PINE	154	PINE
19	OAK	53	PINE	87	OAK	121	PINE	155	PINE
20	OAK	54	PINE	88	OAK	122	PINE	156	PINE
21	OAK	55	PINE	89	OAK	123	PINE	157	PINE
22	OAK	56	PINE	90	OAK	124	PINE	158	PINE
23	OAK	57	PINE	91	OAK	125	PINE	159	PINE
24	OAK	58	PINE	92	OAK	126	PINE	160	PINE
25	OAK	59	PINE	93	OAK	127	PINE	161	PINE
26	OAK	60	PINE	94	OAK	128	PINE	162	PINE
27	OAK	61	PINE	95	OAK	129	PINE	163	PINE
28	OAK	62	PINE	96	OAK	130	PINE	164	PINE
29	OAK	63	PINE	97	OAK	131	PINE	165	PINE
30	OAK	64	PINE	98	OAK	132	PINE	166	PINE
31	OAK	65	PINE	99	OAK	133	PINE	167	PINE
32	OAK	66	PINE	100	PINE	134	PINE	168	PINE
33	OAK	67	PINE	101	PINE	135	PINE	169	PINE
34	OAK	68	PINE	102	PINE	136	PINE	170	PINE

TREE TABLE		TREE TABLE	
#	SPECIES	#	SPECIES
171	OAK	221	OAK
172	OAK	222	OAK
173	OAK	223	OAK
174	OAK	224	OAK
175	OAK	225	OAK
176	OAK	226	OAK
177	OAK	227	OAK
178	OAK	228	OAK
179	OAK	229	OAK
180	OAK	230	OAK
181	OAK	231	OAK
182	OAK	232	OAK
183	OAK	233	OAK
184	OAK	234	OAK
185	OAK	235	OAK
186	OAK	236	OAK
187	OAK	237	OAK
188	OAK	238	OAK
189	OAK	239	OAK
190	OAK	240	OAK
191	OAK	241	OAK
192	OAK	242	OAK
193	OAK	243	OAK
194	OAK	244	OAK
195	OAK	245	OAK
196	OAK	246	OAK
197	OAK	247	OAK

TREE TABLE			
#	DBH	SPECIES	SPECIMEN
1	60"	OAK	YES
2	52"	OAK	YES
3	23"	OAK	NO
4	18"	PINE	NO
5	16"	OAK	NO
6	28"	OAK	YES
7	24"	OAK	YES
8	21"	OAK	YES
9	26"	OAK	YES
10	16"	PINE	NO
11	28"	PINE	YES
12	12"	OAK	NO
13	15"	PINE	NO
14	25"	OAK	YES
15	24"	OAK	YES
16	17"	OAK	NO
17	17"	OAK	NO
18	26"	OAK	YES
19	18"	OAK	NO
20	12"	OAK	NO
21	20"	OAK	NO
22	26"	PINE	YES
23	18"	PINE	NO
24	14"	OAK	NO
25	14"	OAK	NO
26	18"	PINE	NO
27	27"	OAK	YES
28	20"	PINE	NO
29	30"	PINE	YES
30	13"	OAK	NO
31	12"	OAK	NO
32	13"	PINE	NO
33	16"	OAK	NO

TREE TABLE			
#	DBH	SPECIES	SPECIMEN
34	12"	OAK	NO
35	12"	PINE	NO
36	18"	PINE	NO
37	18"	PINE	NO
38	15"	OAK	NO
39	12"	PINE	NO
40	28"	OAK	YES
41	30"	OAK	YES
42	18"	PINE	NO
43	18"	PINE	NO
44	19"	PINE	NO
45	20"	PINE	NO
46	20"	PINE	NO
47	20"	PINE	NO
48	14"	PINE	NO
49	22"	PINE	NO
50	15"	PINE	NO
51	14"	PINE	NO
52	12"	PINE	NO
53	13"	PINE	NO
54	12"	PINE	NO
55	12"	PINE	NO
56	14"	PINE	NO
57	18"	OAK	NO
58	22"	PINE	NO
59	14"	PINE	NO
60	14"	PINE	NO
61	29"	OAK	YES
62	30"	OAK	YES
63	25"	OAK	YES

TREE TABLE			
#	DBH	SPECIES	SPECIMEN
64	20"	PINE	NO
65	22"	OAK	NO
66	12"	OAK	NO
67	19"	PINE	NO
68	12"	PINE	NO
69	38"	OAK	YES
70	28"	PINE	YES
71	14"	PINE	NO
72	20"	PINE	NO
73	21"	PINE	NO
74	20"	PINE	NO
75	20"	PINE	NO
76	14"	PINE	NO
77	12"	PINE	NO
78	19"	PINE	NO
79	18"	PINE	NO
80	16"	PINE	NO
81	16"	PINE	NO
82	20"	PINE	NO
83	24"	OAK	YES
84	21"	OAK	NO
85	29"	OAK	YES
86	20"	OAK	NO
87	18"	OAK	NO
88	16"	PINE	NO
89	15"	PINE	NO
90	24"	PINE	YES
91	16"	PINE	NO
92	15"	PINE	NO
93	30"	OAK	YES

TREE TABLE			
#	DBH	SPECIES	SPECIMEN
94	26"	OAK	YES
95	14"	PINE	NO
96	20"	PINE	NO
97	14"	PINE	NO
98	16"	PINE	NO
99	18"	PINE	NO
100	14"	PINE	NO
101	14"	PINE	NO
102	13"	PINE	NO
103	20"	PINE	NO
104	15"	PINE	NO
105	20"	PINE	NO
106	20"	PINE	NO
107	19"	PINE	NO
108	19"	PINE	NO
109	15"	PINE	NO
110	16"	PINE	NO
111	15"	PINE	NO
112	28"	PINE	YES
113	16"	PINE	NO
114	17"	PINE	NO
115	15"	PINE	NO
116	14"	PINE	NO
117	25"	PINE	YES
118	16"	PINE	NO
119	18"	PINE	NO
120	22"	PINE	NO
121	22"	PINE	NO
122	19"	PINE	NO
123	26"	PINE	YES

TREE TABLE			
#	DBH	SPECIES	SPECIMEN
124	30"	PINE	YES
125	18"	PINE	NO
126	19"	OAK	NO
127	25"	OAK	YES
128	28"	PINE	YES
129	18"	OAK	NO
130	25"	OAK	YES
131	18"	OAK	NO
132	18"	PINE	NO
133	16"	PINE	NO
134	18"	PINE	NO
135	16"	PINE	NO
136	20"	PINE	NO
137	26"	PINE	YES
138	18"	PINE	NO
139	20"	PINE	NO
140	20"	PINE	NO
141	25"	PINE	YES
142	20"	PINE	NO
143	30"	PINE	YES
144	22"	PINE	NO
145	30"	OAK	YES
146	15"	PINE	NO
147	30"	OAK	YES
148	24"	OAK	YES
149	18"	PINE	NO
150	19"	OAK	NO
151	15"	OAK	NO
152	15"	OAK	NO
153	20"	OAK	NO

TREE TABLE			
#	DBH	SPECIES	SPECIMEN
154	19"	OAK	NO
155	17"	OAK	NO
156	25"	OAK	YES
157	26"	OAK	YES
158	32"	OAK	YES
159	24"	OAK	YES
160	21"	OAK	NO
161	28"	OAK	YES
162	30"	OAK	YES
163	42"	OAK	YES
164	20"	OAK	NO
165	20"	OAK	NO
166	20"	OAK	NO
167	18"	OAK	NO
168	20"	OAK	NO
169	18"	OAK	NO
170	22"	OAK	NO
171	24"	OAK	YES
172	17"	OAK	NO
173	26"	OAK	YES
174	20"	OAK	NO
175	19"	OAK	NO
176	30"	OAK	YES
177	15"	OAK	NO
178	22"	OAK	NO
179	25"	OAK	YES
180	27"	OAK	YES
181	20"	OAK	NO
182	22"	OAK	NO
183	18"	OAK	NO

TREE TABLE			
#	DBH	SPECIES	SPECIMEN
184	25"	OAK	YES
185	26"	OAK	YES
186	18"	OAK	NO
187	20"	PINE	NO
188	18"	PINE	NO
189	18"	OAK	NO
190	20"	OAK	NO
191	20"	OAK	NO
192	18"	OAK	NO
193	32"	OAK	YES
194	34"	OAK	YES
195	28"	OAK	YES
196	31"	OAK	YES
197	20"	OAK X2	NO
198	26"	OAK	YES
199	18"	OAK	NO
200	21"	OAK	NO
201	19"	OAK	NO
202	29"	OAK	YES
203	26"	OAK	YES
204	25"	OAK	YES
205	26"	OAK	YES
206	20"	OAK	NO
207	25"	OAK	YES
208	18"	OAK	NO
209	23"	OAK	NO
210	22"	OAK	NO
211	25"	OAK	YES
212	24"	OAK	YES
213	32"	OAK	YES

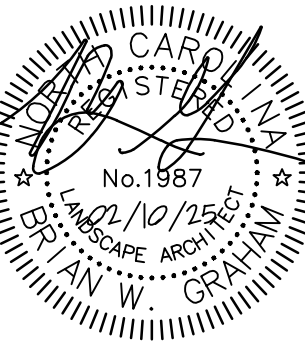
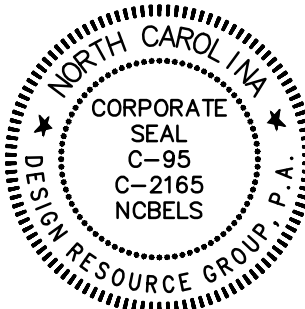
TREE TABLE			
#	DBH	SPECIES	SPECIMEN
214	19"	OAK	NO
215	20"	PINE	NO
216	22"	PINE	NO
217	20"	OAK	NO
218	20"	PINE	NO
219	22"	OAK	NO
220	18"	PINE	NO
221	30"	OAK	YES
222	30"	OAK	YES
223	20"	OAK	NO
224	32"	OAK	YES
225	30"	OAK	YES
226	25"	OAK	YES
227	22"	OAK	NO
228	30"	OAK	YES
229	30"	PINE	YES
230	28"	PINE	YES
231	25"	PINE	YES
232	12"	DOGWOOD	YES
233	15"	OAK	NO
234	21"	OAK	NO
235	44"	OAK	YES
236	42"	OAK	YES
237	16"	OAK	NO
238	20"	OAK	NO
239	15"	OAK	NO
240	17"	OAK	NO
241	20"	OAK	NO
242	24"	OAK	YES
243	21"	OAK	NO

TREE LEGEND:	
SPECIMEN TREE	
NON SPECIMEN TREE	



LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
TRANSPORTATION PLANNING

1111 Hawthorne Lane, Charlotte, NC 28205
704.343.0608
www.drgroup.com



REZONING/SKETCH

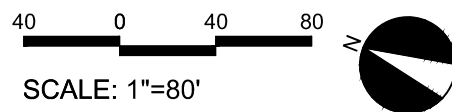
MISSION STUMPTOWN ROAD

CHARLOTTE, NORTH CAROLINA

MISSION PROPERTIES, LLC

1114 CLEMENT AVE. #100
CHARLOTTE, NC 28205
704.307.8265

EXISTING
FEATURES
PLAN

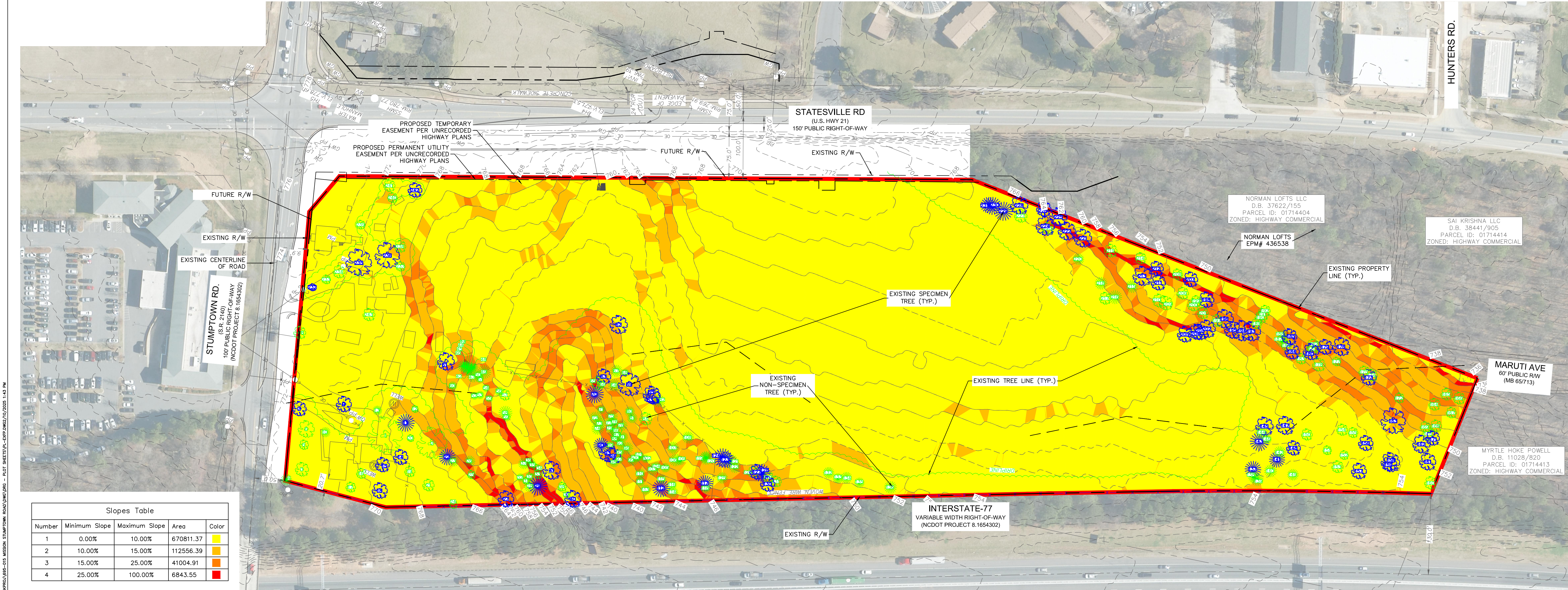


PROJECT #: 695-015
DRAWN BY: BG
CHECKED BY: TH

FEBRUARY 10, 2025

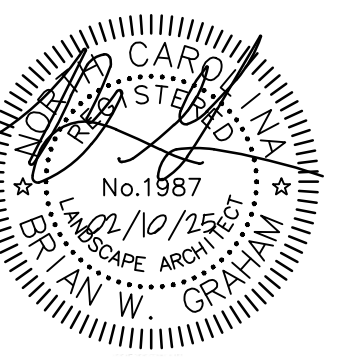
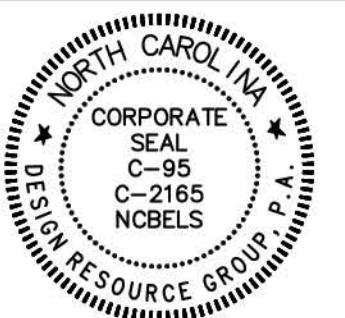
REVISIONS:

RZ1.00



Slopes Table				
Number	Minimum Slope	Maximum Slope	Area	Color
1	0.00%	10.00%	670811.37	Yellow
2	10.00%	15.00%	112556.39	Orange
3	15.00%	25.00%	41004.91	Red
4	25.00%	100.00%	6843.55	Dark Red

D:\WORKSPACE\08-2015 MISSION STUMPTOWN ROAD\DWG\DESIGN DEVELOPMENT\VEHICULAR DESIGN OF PHOTOGRAPH RENDERING\LAYERS\SITE PLAN\DWG17/1/2024 1:14 PM



REZONING/SKETCH

MISSION STUMPTOWN ROAD

CHARLOTTE, NORTH CAROLINA

MISSION PROPERTIES, LLC

1114 CLEMENT AVE #100
CHARLOTTE, NC 28205
704.307.8265

**ILLUSTRATIVE
SITE PLAN**

40 0 40 80
SCALE: 1"=80'

PROJECT #: 695-015
DRAWN BY: SG
CHECKED BY: BG

FEBRUARY 10, 2025

REVISIONS:

SITE DATA TABLE	
TOTAL AREA (ACRES, SQUARE FEET)	19.08 AC, 831,012 SF
PROPOSED DISTURBED AREA (ACRES, SQUARE FEET)	16.95 AC, 738,267 SF
RIVER BASIN	MCDOWELL
STREAM CLASSIFICATION	N/A
PRINCIPAL USE(S) (Z.O. ARTICLE 3)	APARTMENTS (LOT #1) & COMMERCIAL (LOT #2)
BUILDING TYPE (Z.O. ARTICLE 3, 4, & 8.10)	APARTMENT BUILDING, HIGHWAY COMMERCIAL
OVERLAY DISTRICT, IF APPLICABLE (Z.O. ARTICLE 3)	N/A
PERCENTAGE OF IMPERVIOUS ALLOWED (Z.O. ARTICLE 3)	N/A
PERCENTAGE OF IMPERVIOUS SHOWN	70%
LOT COUNT	3
TOTAL NUMBER OF DWELLINGS (DETACHED/ATTACHED)	247 APARTMENT UNITS (123 1BR, 96 2BR, 28 3 BR)
MIXED-USE/# OF LIVE/WORK UNITS	N/A
TOTAL AREA OF RESIDENTIAL	TBD
TOTAL AREA OF NON-RESIDENTIAL (SQUARE FEET)	40,000 SF
LOT SIZE RANGE	N/A
NUMBER OF LOTS WITHIN EACH RANGE	N/A
LOT WIDTHS RANGE (Z.O. ARTICLE 3)	N/A
NUMBER OF LOTS WITHIN EACH WIDTH	N/A
SETBACKS AND BUILD-TO-LINES (Z.O. ARTICLE 3, 4, & 8)	
FRONT BTL RANGE OR SETBACK	10'-25' STATESVILLE ROAD AND STUMPTOWN ROAD 0'-25' LOT #1 RESIDENTIAL DEVELOPMENT AREA 0'-15' LOT #2 COMMERCIAL DEVELOPMENT AREA
CORNER SETBACKS	N/A
REAR SETBACKS	8'
RIGHT SIDE SETBACK	8'
LEFT SIDE SETBACK	8'
WATERSHED INFORMATION (Z.O. ARTICLE 3 AND S.O. SECTION 7.290)	
IS PROPERTY IN A REGULATED WATERSHED DISTRICT?	NO
WATERSHED DISTRICT	MCDOWELL
LOW DENSITY/HIGH DENSITY	HIGH
PERCENTAGE OF ALLOWABLE IMPERVIOUS AREA	N/A
PERCENTAGE OF IMPERVIOUS AREA SHOWN ON PLANS	70%
AMOUNT OF LOT AREA SET ASIDE FOR FUTURE IMPERVIOUS	NONE
PROPOSED MODIFICATION OF REZONING PLAN	1. SIDEYARD PARKING IS PERMITTED, PROVIDED ADDITIONAL LANDSCAPE SCREENING AND 36" MINIMUM HEIGHT SCREEN WALL IS PROVIDED AS SHOWN ON THE REZONING PLAN. 2. BUFFER DISTURBANCE IN THE 1-77 BUFFER IS PERMITTED FOR GRADING SO LONG AS SUCH DISTURBANCE DOES NOT ENCROACH MORE THAN TWENTY (20) FEET INTO THE BUFFER, PROVIDED AN ALTERNATE BUFFER YARD PLAN IS SUBMITTED IN ACCORDANCE WITH SECTION 7.5.4 OF THE ORDINANCE. 3. THE BUILD-TO LINE ALONG STUMPTOWN ROAD, STATESVILLE ROAD AND MARUTI DRIVE MAY VARY TO ACCOMMODATE BUILDING ORIENTATION TO THE EXTENT NOT PARALLEL WITH RIGHT OF WAY AND TO ACCOMMODATE FUTURE NCDOT ROADWAY IMPROVEMENTS. 4. MULTI-FAMILY UNITS MAY COMPRISE UP TO ONE HUNDRED PERCENT (100%) OF THE RESIDENTIAL UNITS AND APARTMENT BUILDINGS MAY BE FOUR-STORY BUILDINGS WITH A HEIGHT IN EXCESS OF THE ORDINANCE REQUIREMENT; PROVIDED THAT PORTIONS OF RESIDENTIAL BUILDINGS AND APARTMENT BUILDINGS WITHIN THIRTY FEET (30') OF THE RIGHT-OF-WAY OF STATESVILLE ROAD WILL BE NO HIGHER THAN THREE (3) STORIES.

SITE DATA TABLE (CONT'D)	
TAX MAP NO:	01714405, 01714406
PROJECT ADDRESS	14403 STUMPTOWN ROAD, HUNTERSVILLE, NC 28078
CITY	HUNTERSVILLE
COUNTY	MECKLENBURG
EXISTING ZONING	NR
PROPOSED ZONING	HC(CD) CONDITIONAL ZONING HIGHWAY COMMERCIAL DISTRICT
EXISTING USE	SINGLE FAMILY
PROPOSED USE	MIXED
MINIMUM BUILDING SEPARATION	10'
URBAN OPEN SPACE	PLAZA(S), MINI-PARK(S) AND PEDESTRIAN PASSAGEWAY
AMENITY	PRIVATE POOL COURTYARD & DOG PARK
BUILDING HEIGHT:	1, 2, 3, & 4 STORY
TRASH AND RECYCLING	34 CY COMPACTOR, 200 SF RECYCLING AREA
TOTAL AREA OF NON-RESIDENTIAL (SQUARE FEET)	40,000 SF MAXIMUM
PARKING	
REQUIRED PARKING (RESIDENTIAL)	309 SPACES (1 SP/1 BR UNIT, 1.5 SP/2 BR UNIT)
REQUIRED PROVIDED (RESIDENTIAL)	316 STANDARD SPACES 78 ON STREET SPACES 24 GARAGE SPACES 418 RESIDENTIAL SPACES TOTAL (1.69 SP/UNIT)
REQUIRED PARKING (COMMERCIAL)	80 SPACES (1 SP/500 SF)
REQUIRED PROVIDED (COMMERCIAL)	136 STANDARD SPACES 19 ON STREET SPACES 155 COMMERCIAL SPACES TOTAL (1.94 SP/500 SF)
BIKE PARKING PROVIDED (RESIDENTIAL)	8 SPACES [(4) 2 SPACE RACKS]
REQUIRED PARKING (COMMERCIAL)	8 SPACES [(4) 2 SPACE RACKS]
LOT USES:	
LOT #1	MULTIFAMILY INCLUDING COMMERCIAL AT GROUND FLOOR OF BLDG #8
LOT #2	ALL COMMERCIAL PERMITTED IN HC EXCLUDING DRIVE THRU RETAIL (WITH THE EXCEPTION OF A BANK)

GENERAL NOTES:

- ALL DEVELOPMENT AND CONSTRUCTION SHALL COMPLY WITH ALL ZONING AND SUBDIVISION STANDARDS OF THE TOWN OF HUNTERSVILLE, MECKLENBURG COUNTY, AND NCDOT, AS APPLICABLE.
- THIS PROPERTY MAY BE SUBJECT TO ANY EASEMENTS AND/OR RIGHT-OF-WAY OF RECORD.
- ALL APPLICABLE FEDERAL, STATE, AND LOCAL ENVIRONMENTAL PERMITS AND APPROVALS WILL BE OBTAINED BY DEVELOPER.
- ALL AREAS DESIGNATED AS COMMON AND/OR URBAN OPEN SPACE SHALL BE OWNED AND MAINTAINED BY THE PROPERTY OWNER AND DEDICATED FOR PERPETUITY.
- ACCESS (INGRESS/EGRESS) LOCATION AND DESIGN SHOWN ON THIS PLAN AREA SUBJECT TO ACHIEVING VERTICAL AND HORIZONTAL SIGHT DISTANCES, TURN LANE IMPROVEMENTS (INCLUDING) RIGHT-OF-WAY) AND INTERSECTION WITH ADJACENT AND OPPOSING ACCESS POINTS. MODIFICATIONS TO PLAN MY RESULT.
- LARGE MATURING TREES WILL BE PLANTED 40' O/C WITHIN THE REQUIRED PLANTING STRIP ALONG ALL STREETS WITH THE EXCEPTION OF RURAL PARKWAYS WHERE EXISTING TREES CAN SATISFY THE STREET TREE REQUIREMENT.
- SMALL MATURING TREES ARE TO BE USED WHERE OVERHEAD POWER LINES EXIST.
- ONCE THE STREETS ARE ACCEPTED BY THE TOWN, STREET TREES SHALL BE MAINTAINED AND CARED FOR BY THE PROPERTY OWNER ADJACENT TO THE TREE EXCEPT IN SUBDIVISIONS WHERE THE PROPERTY OWNER ASSOCIATION IS RESPONSIBLE FOR MAINTENANCE (ZO, ARTICLE 7.3.7)
- BLOCK LENGTHS SHALL ADHERE TO THE APPROVED SUBDIVISION SKETCH PLAN.
- SIDE LOT LINES, SIDE LOT LINES SHALL, AS NEARLY AS PRACTICABLE, BE AT RIGHT ANGLES OR RADIAL TO STREET LINES. WHERE SIDE LOT LINES INTERSECT AT THE REAR OF THE LOT, THE ANGLE OF INTERSECTION SHALL NOT BE LESS THAN 60 DEGREES. (SECT. 7.220 TOH SO)
- ARTICLE 8.16.2: ALLEY ACCESS FOR ON-SITE PARKING IS STRONGLY ENCOURAGED FOR THREE-UNIT OR MORE ATTACHED HOUSE TYPES.
- DIRECT ACCESS FROM LOTS TO A THOROUGHFARE IS PROHIBITED.
- BUILD-TO LINE (10'-25' ALONG PERIMETER PUBLIC ROADS/0'-25' FOR APARTMENTS ALONG INTERIOR PUBLIC ROADS, 0'-15' FOR COMMERCIAL ALONG INTERIOR PUBLIC ROADS), A LINE EXTENDING THROUGH A LOT WHICH IS GENERALLY PARALLEL TO THE FRONT PROPERTY LINE AND MARKS THE LOCATION FROM WHICH THE PRINCIPLE VERTICAL PLANE OF THE FRONT BUILDING ELEVATION, EXCLUSIVE OF PORCHES, BAY WINDOWS AND SIMILAR APPURTENANCES, MUST BE ERECTED; INTENDED TO CREATE AN EVEN BUILDING FACADE LINE ON A STREET. THE BUILD-TO LINE IS ESTABLISHED ON THE RECORD PLAT (FINAL PLAT).
- MAIL DELIVERY TO BE A COMMUNAL STRUCTURE FOR THE ENTIRE PROJECT. TRASH AND RECYCLING TO BE PROVIDED VIA PRIVATE COLLECTION.
- LOTS SUBJECT TO FLOODING SHOULD NOT BE ESTABLISHED IN SUBDIVISIONS EXCEPT AS PROVIDED IN SECTION 7.280.
- ALL ROOF MOUNTED MECHANICAL EQUIPMENT WILL BE SCREENED FROM VIEW FROM PUBLIC RIGHT-OF-WAY.
- RETAINING WALL PLANS ARE REQUIRED TO BE SUBMITTED WITH FIRST SUBMITTAL OF CONSTRUCTION DOCUMENTS REVIEW.
- TIA DETERMINATION OF NEED WAS SUBMITTED.
- THE SITE WILL BE SERVED THROUGH A MIXTURE OF PUBLIC AND PRIVATE UTILITIES. THROUGHOUT ON-SITE PUBLIC ROADS, CHARLOTTE WATER AND SEWER SERVICE WILL BE EXTENDED AND USED AS CONNECTION POINTS FOR PRIVATE WATER AND SEWER.
- ALL SIGNS WILL BE REVIEWED AND APPROVED SEPARATELY AND SHALL MEET THE REQUIREMENTS OF ARTICLE 10.

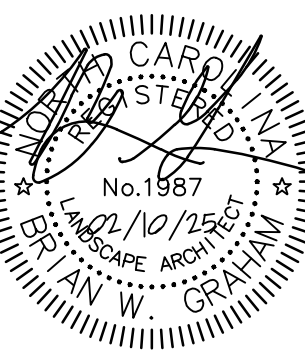
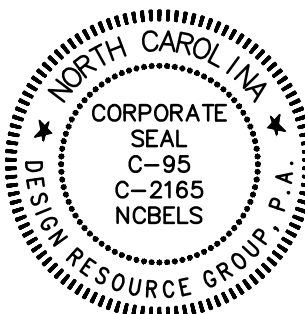
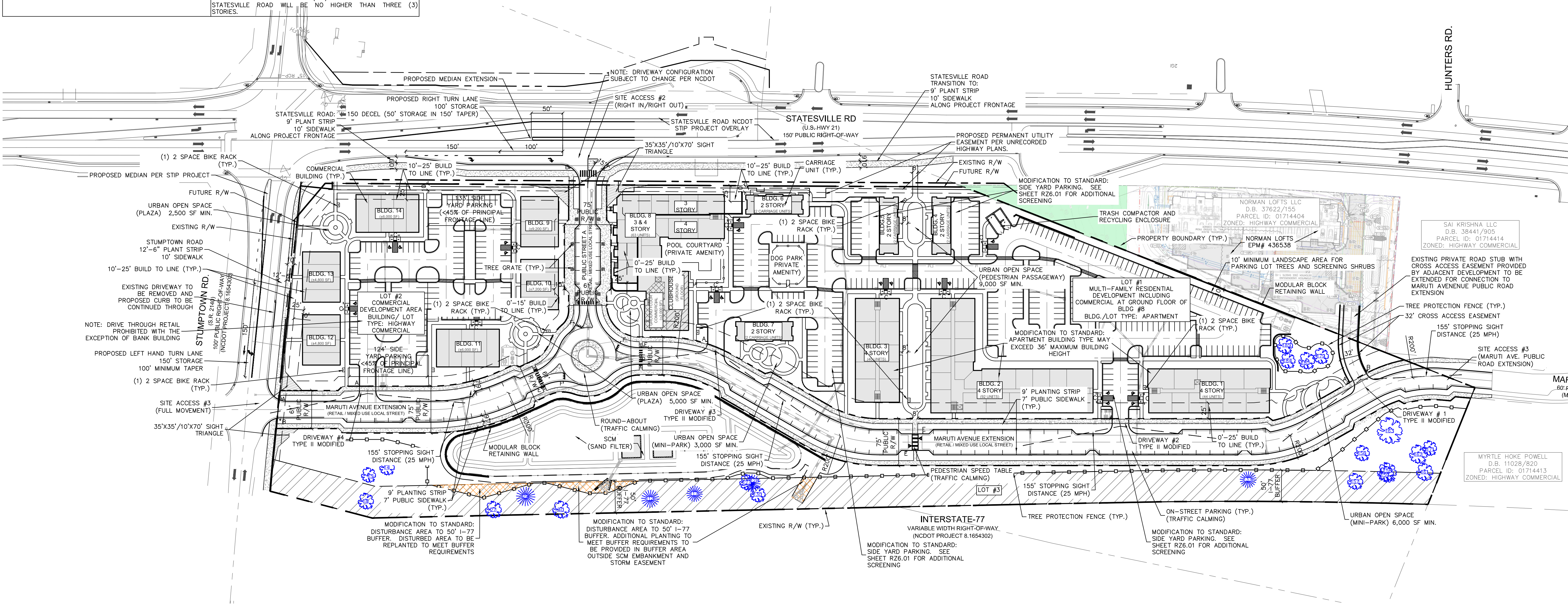
HVAC NOTE:

- HVAC CONDENSERS TO BE LOCATED ON THE ROOFS OR SIDE AND REARS OF MULTIFAMILY BUILDINGS WITH SCREENING

SIGN LEGEND

- A STOP SIGN (R1-1 30" x 30")
- B STREET NAME SIGN
- C ACCESSIBLE SIGNAGE
- D SPEED LIMIT SIGN (R2-1 24" x 30") 20 MPH
- E PEDESTRIAN CROSSING SIGN
- F YIELD SIGN

*NOTE: STOP AND SPEED LIMIT SIGNS TO BE MUTCD STANDARD PROVIDED; AND INSTALLED BY OWNER/CONTRACTOR



REZONING/SKETCH

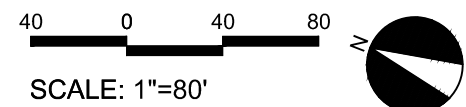
MISSION STUMPTOWN ROAD

CHARLOTTE, NORTH CAROLINA

MISSION PROPERTIES, LLC

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CHARLOTTE, NC 28205
704.307.8265

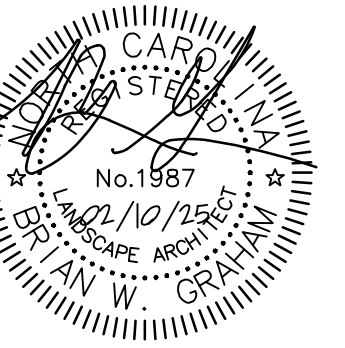
SITE PLAN



PROJECT #: 695-015
DRAWN BY: BG
CHECKED BY: TH

FEBRUARY 10, 2025

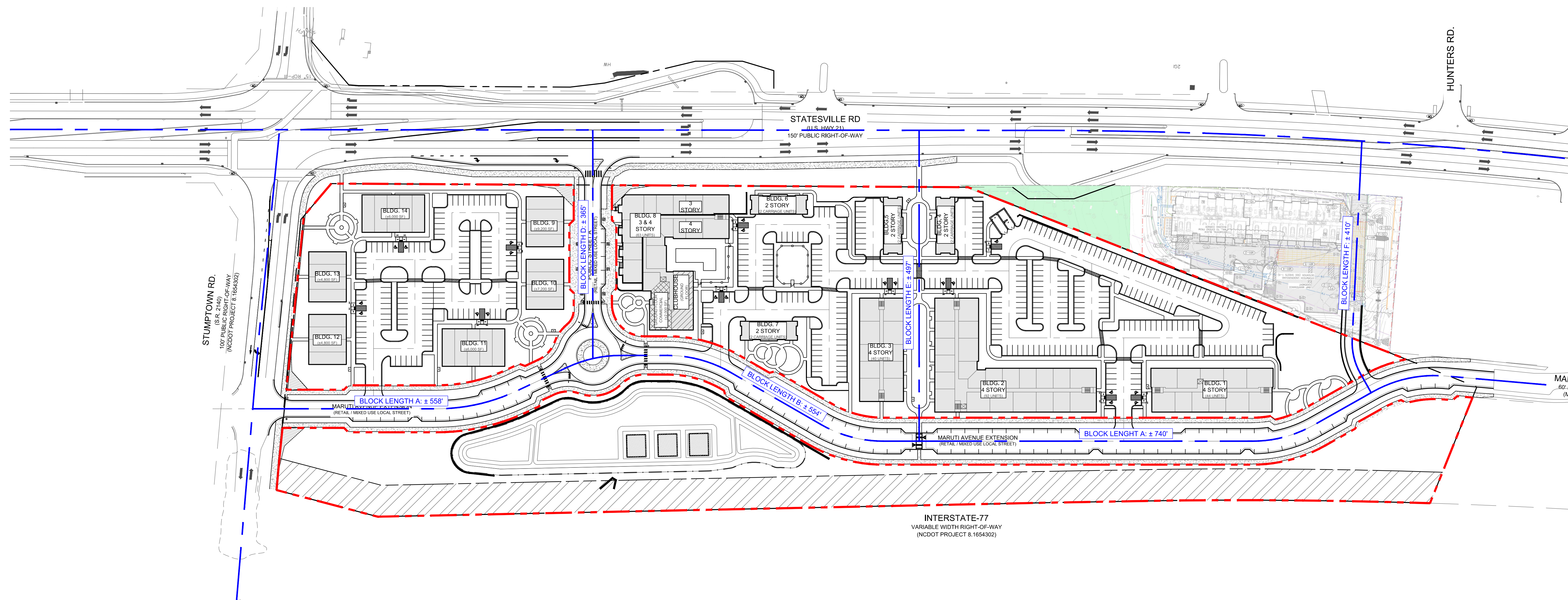
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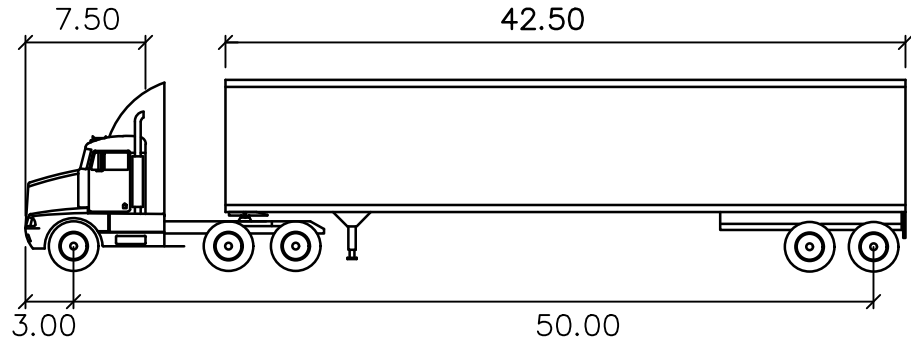


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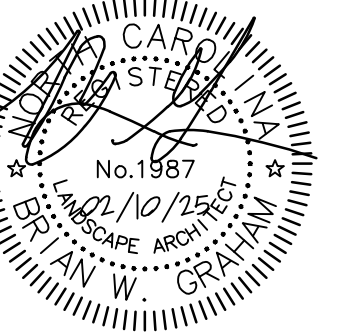
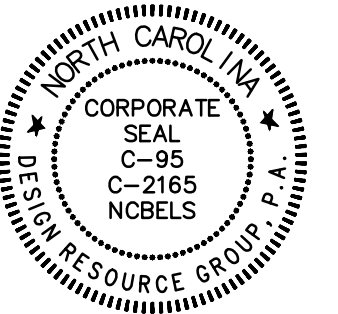
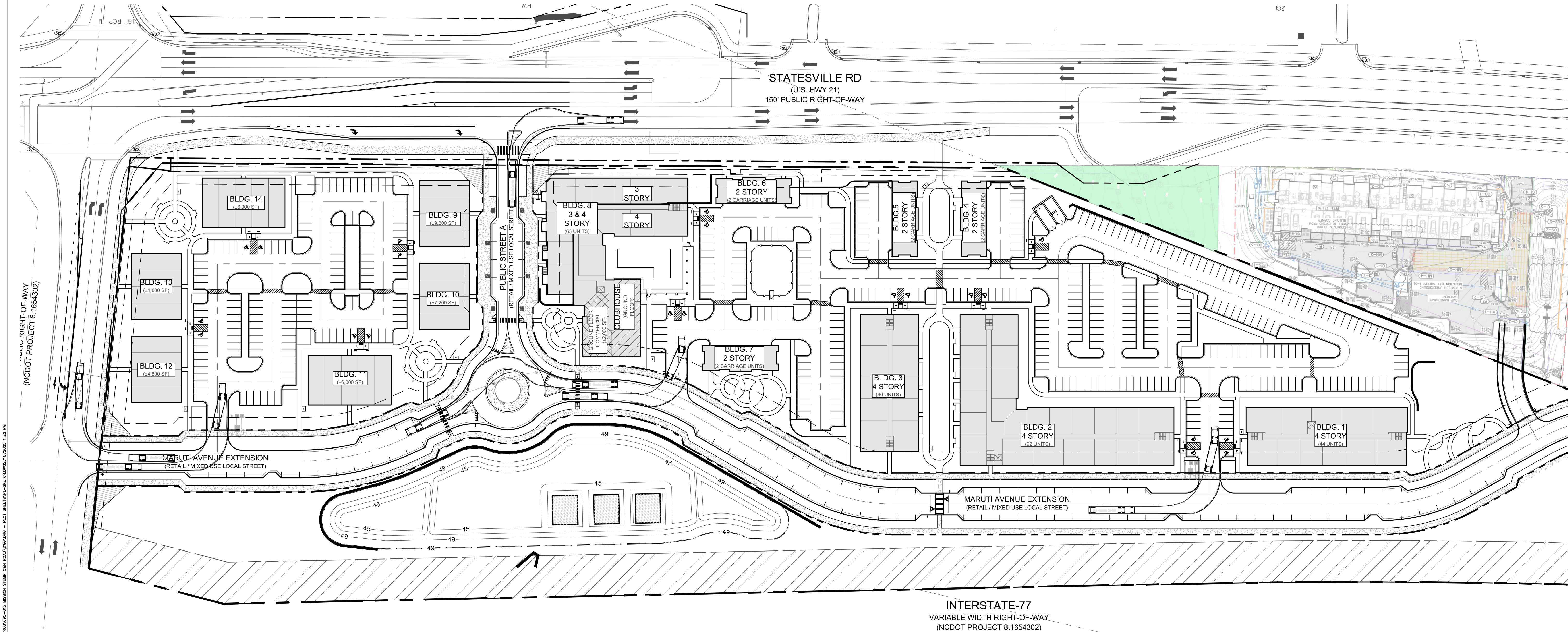
VISIONS:

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WB-50	feet	
Tractor Width	: 8.00	Lock to Lock Time : 6.00
Trailer Width	: 8.50	Steering Angle : 17.70
Tractor Track	: 8.00	Articulating Angle : 70.00
Trailer Track	: 8.50	

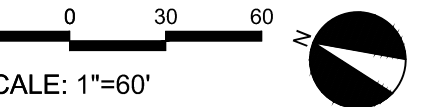


REZONING/SKETCH

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WB-50
TURNING
MOVEMENTS



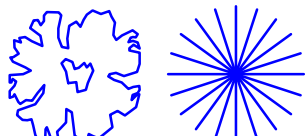
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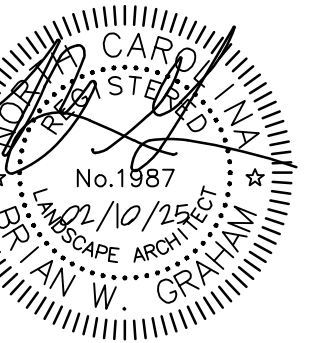
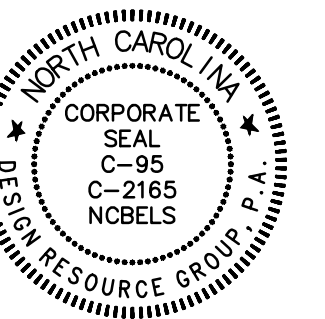
REVISIONS:

TREE LEGEND:

SPECIMEN TREE TO BE SAVED



NON SPECIMEN TREE TO BE SAVED

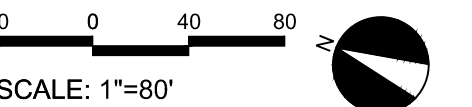


REZONING/SKETCH

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GRADING
PLAN

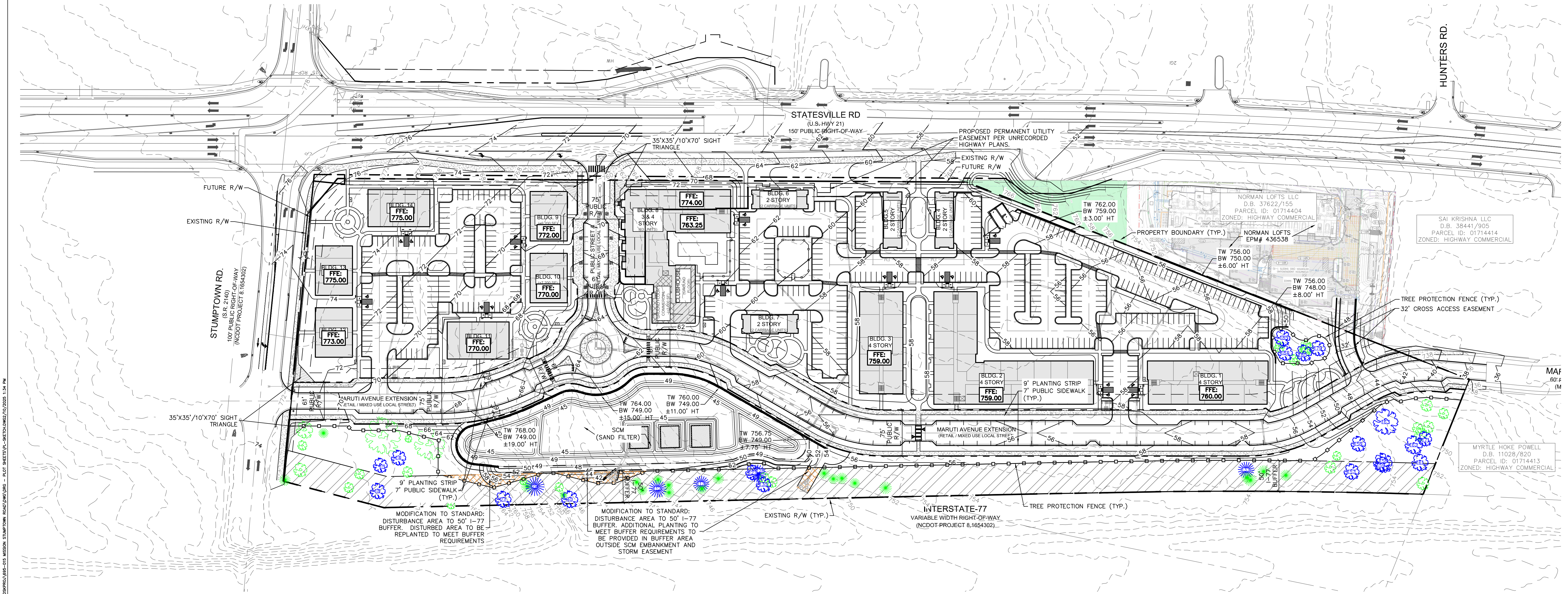


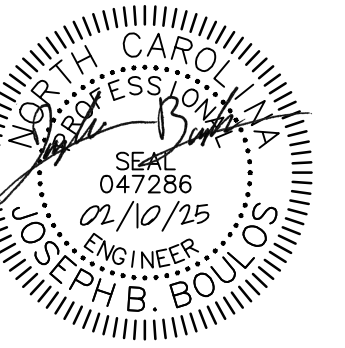
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DRAWN BY: BG
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FEBRUARY 10, 2025

REVISIONS:

RZ4.00





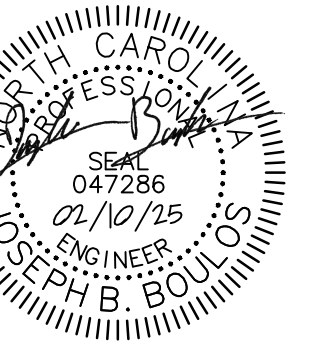
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0 40 80
SCALE: 1"=80'

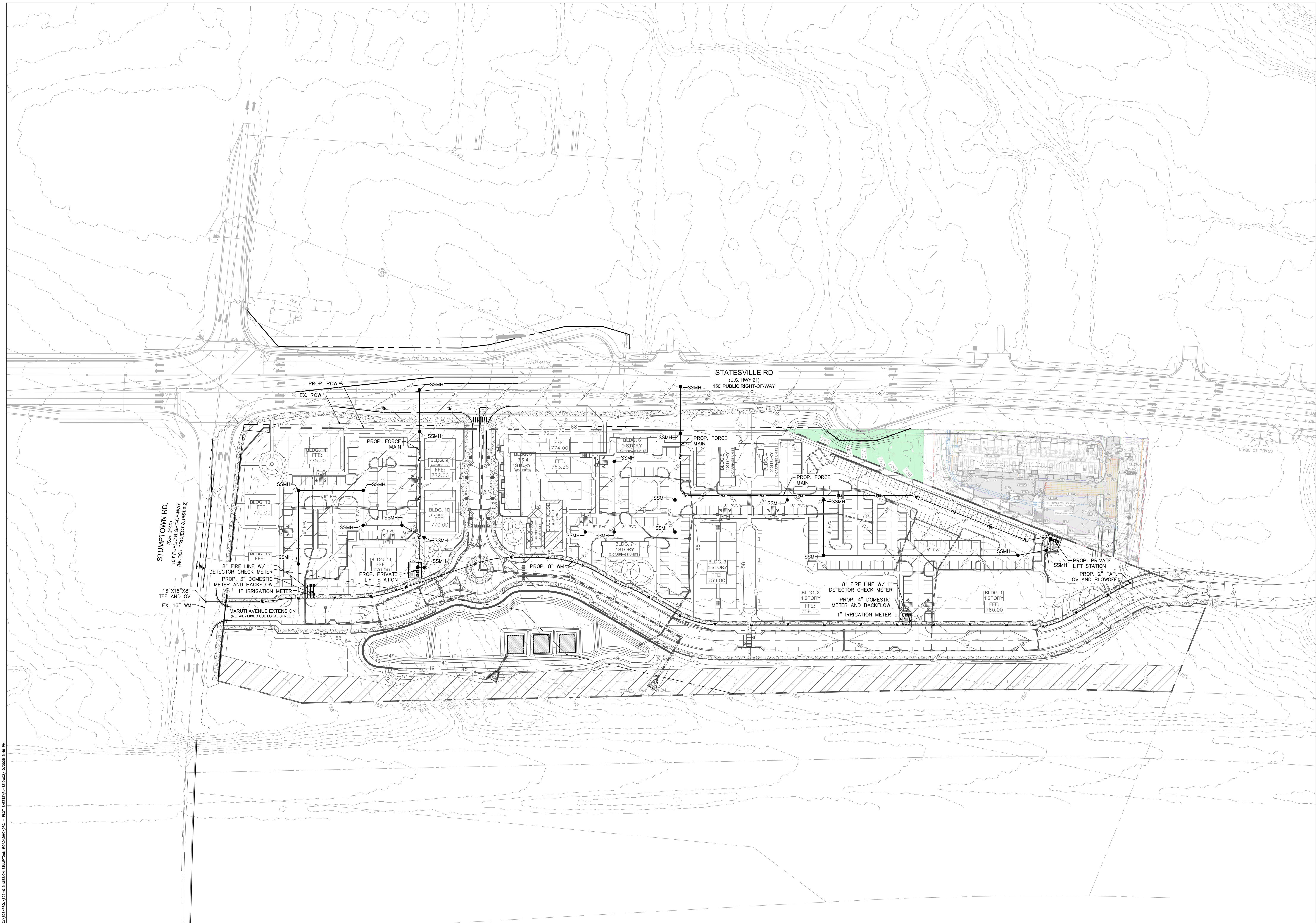


OBJECT #: 695-015
OWN BY: AVK
CHECKED BY: JBB

FEBRUARY 10, 2025

VISIONS:

RZ5.00



TREE PRESERVATION AND CANOPY (NR ZONED PORTION OF SITE)

HERITAGE TREES	
NUMBER OF HERITAGE TREES ON-SITE	0
NUMBER OF HERITAGE TREES SAVED	N/A
PERCENTAGE OF HERITAGE TREES REQUIRED TO SAVE	N/A
PERCENTAGE OF HERITAGE TREES ACTUALLY SAVED	N/A
SPECIMEN TREES	
NUMBER OF SPECIMEN TREES ON-SITE	77
NUMBER OF SPECIMEN TREES SAVED	24
PERCENTAGE OF SPECIMEN TREES REQUIRED TO SAVE	30%
PERCENTAGE OF SPECIMEN TREES ACTUALLY SAVED	30%
TREE CANOPY	
PERCENTAGE OF SITE COVERED BY TREE CANOPY	±43%
PERCENTAGE OF TREE CANOPY PRESERVATION REQUIRED BY DISTRICT	0%
PERCENTAGE OF TREE CANOPY PRESERVATION PROVIDED	±14%

MITIGATION STRATEGY.

FOR SPECIMEN TREE MITIGATION, THE DEVELOPER MAY MITIGATE THE REMOVAL OF SPECIMEN TREES BY PLANTING NEW TREES ON THE SITE WHOSE TOTAL CALIPER (DBH) EQUALS 100% OF THE TOTAL CALIPER OF TREES (DBH) TO BE REMOVED ABOVE THE ORDINANCE REQUIREMENT. IF SITE CONDITIONS ARE NOT CONDUCTIVE FOR HEALTHY TREE PLANTING ON SITE, THE DEVELOPER MAY CONTRIBUTE TO A TREE FUND/BANK AS DESCRIBED ABOVE. NEWLY PLANTED STREET TREES, PARKING LOT TREES, AND BUFFER TREES DO NOT COUNT TOWARD THE MITIGATION CALCULATION

TREE LEGEND:

SPECIMEN TREE TO BE SAVED

SPECIMEN TREE TO BE REMOVED

NON SPECIMEN TREE TO BE SAVED

NON SPECIMEN TREE TO BE REMOVED

TREE TABLE			
#	DBH	SPECIES	SPECIMEN
1	60"	OAK	YES
2	52"	OAK	YES
3	23"	OAK	NO
4	18"	PINE	NO
5	16"	OAK	NO
6	28"	OAK	YES
7	24"	OAK	YES
8	21"	OAK	NO
9	26"	OAK	YES
10	16"	PINE	NO
11	28"	PINE	YES
12	12"	OAK	NO
13	15"	PINE	NO
14	25"	OAK	YES
15	24"	OAK	YES
16	17"	OAK	NO
17	17"	OAK	NO
18	26"	OAK	YES
19	18"	OAK	NO
20	12"	OAK	NO
21	20"	OAK	NO
22	26"	PINE	YES
23	18"	PINE	NO
24	14"	OAK	NO
25	14"	OAK	NO
26	18"	PINE	NO
27	27"	OAK	YES
28	20"	PINE	NO
29	30"	PINE	YES
30	13"	OAK	NO
31	12"	OAK	NO
32	13"	PINE	NO
33	16"	OAK	NO

TREE TABLE			
#	DBH	SPECIES	SPECIMEN
34	12"	OAK	NO
35	12"	PINE	NO
36	18"	PINE	NO
37	18"	PINE	NO
38	15"	OAK	NO
39	12"	PINE	NO
40	28"	OAK	YES
41	30"	OAK	YES
42	18"	PINE	NO
43	18"	PINE	NO
44	19"	PINE	NO
45	20"	PINE	NO
46	20"	PINE	NO
47	20"	PINE	NO
48	14"	PINE	NO
49	22"	PINE	NO
50	15"	PINE	NO
51	14"	PINE	NO
52	12"	PINE	NO
53	13"	PINE	NO
54	12"	PINE	NO
55	12"	PINE	NO
56	14"	PINE	NO
57	18"	OAK	NO
58	22"	PINE	NO
59	14"	PINE	NO
60	14"	PINE	NO
61	29"	OAK	YES
62	30"	OAK	YES
63	25"	OAK	YES

TREE TABLE			
#	DBH	SPECIES	SPECIMEN
64	20"	PINE	NO
65	22"	OAK	NO
66	12"	OAK	NO
67	19"	PINE	NO
68	12"	PINE	NO
69	38"	OAK	YES
70	28"	PINE	YES
71	14"	PINE	NO
72	20"	PINE	NO
73	21"	PINE	NO
74	20"	PINE	NO
75	20"	PINE	NO
76	14"	PINE	NO
77	12"	PINE	NO
78	19"	PINE	NO
79	18"	PINE	NO
80	16"	PINE	NO
81	16"	PINE	NO
82	20"	PINE	NO
83	24"	OAK	YES
84	21"	OAK	NO
85	29"	OAK	YES
86	20"	OAK	NO
87	18"	OAK	NO
88	16"	PINE	NO
89	15"	PINE	NO
90	24"	PINE	YES
91	16"	PINE	NO
92	15"	PINE	NO
93	30"	OAK	YES

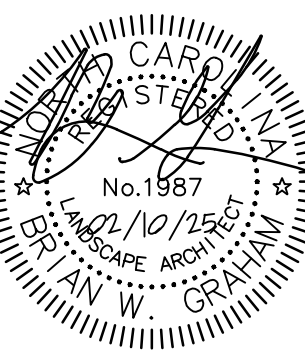
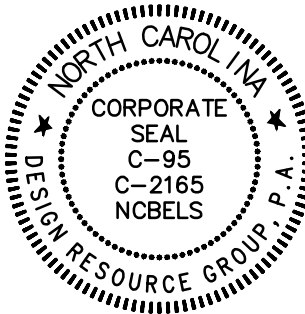
TREE TABLE			
#	DBH	SPECIES	SPECIMEN
94	26"	OAK	YES
95	14"	PINE	NO
96	20"	PINE	NO
97	14"	PINE	NO
98	16"	PINE	NO
99	18"	PINE	NO
100	14"	PINE	NO
101	14"	PINE	NO
102	13"	PINE	NO
103	20"	PINE	NO
104	15"	PINE	NO
105	20"	PINE	NO
106	20"	PINE	NO
107	19"	PINE	NO
108	19"	PINE	NO
109	15"	PINE	NO
110	16"	PINE	NO
111	15"	PINE	NO
112	28"	PINE	YES
113	16"	PINE	NO
114	17"	PINE	NO
115	15"	PINE	NO
116	14"	PINE	NO
117	25"	PINE	YES
118	16"	PINE	NO
119	18"	PINE	NO
120	22"	PINE	NO
121	22"	PINE	NO
122	19"	PINE	NO
123	26"	PINE	YES

TREE TABLE			
#	DBH	SPECIES	SPECIMEN
124	30"	PINE	YES
125	18"	PINE	NO
126	19"	OAK	NO
127	25"	OAK	YES
128	28"	PINE	YES
129	18"	OAK	NO
130	25"	OAK	YES
131	18"	OAK	NO
132	18"	PINE	NO
133	16"	PINE	NO
134	18"	PINE	NO
135	16"	PINE	NO
136	20"	PINE	NO
137	26"	PINE	YES
138	18"	PINE	NO
139	20"	PINE	NO
140	20"	PINE	NO
141	25"	PINE	YES
142	20"	PINE	NO
143	30"	PINE	YES
144	22"	PINE	NO
145	30"	OAK	YES
146	15"	PINE	NO
147	30"	OAK	YES
148	24"	OAK	YES
149	18"	PINE	NO
150	19"	OAK	NO
151	15"	OAK	NO
152	15"	OAK	NO
153	20"	OAK	NO

TREE TABLE			
#	DBH	SPECIES	SPECIMEN
154	19"	OAK	NO
155	17"	OAK	NO
156	25"	OAK	YES
157	26"	OAK	YES
158	32"	OAK	YES
159	24"	OAK	YES
160	21"	OAK	NO
161	28"	OAK	YES
162	30"	OAK	YES
163	42"	OAK	YES
164	20"	OAK	NO
165	20"	OAK	NO
166	20"	OAK	NO
167	18"	OAK	NO
168	20"	OAK	NO
169	18"	OAK	NO
170	22"	OAK	NO
171	24"	OAK	YES
172	17"	OAK	NO
173	26"	OAK	YES
174	20"	OAK	NO
175	19"	OAK	NO
176	30"	OAK	YES
177	15"	OAK	NO
178	22"	OAK	NO
179	25"	OAK	YES
180	27"	OAK	YES
181	20"	OAK	NO
182	22"	OAK	NO
183	18"	OAK	NO

TREE TABLE			
#	DBH	SPECIES	SPECIMEN
184	25"	OAK	YES
185	26"	OAK	YES
186	18"	OAK	NO
187	20"	PINE	NO
188	18"	PINE	NO
189	18"	OAK	NO
190	20"	OAK	NO
191	20"	OAK	NO
192	18"	OAK	NO
193	32"	OAK	YES
194	34"	OAK	YES
195	28"	OAK	YES
196	31"	OAK	YES
197	20"	OAK X2	NO
198	26"	OAK	YES
199	18"	OAK	NO
200	21"	OAK	NO
201	19"	OAK	NO
202	29"	OAK	YES
203	26"	OAK	YES
204	25"	OAK	YES
205	26"	OAK	YES
206	20"	OAK	NO
207	25"	OAK	YES
208	18"	OAK	NO
209	23"	OAK	NO
210	22"	OAK	NO
211	25"	OAK	YES
212	24"	OAK	YES
213	32"	OAK	YES

TREE TABLE			
#	DBH	SPECIES	SPECIMEN
214	19"	OAK	NO
215	20"	PINE	NO
216	22"	PINE	NO
217	20"	OAK	NO
218	20"	PINE	NO
219	22"	OAK	NO
220	18"	PINE	NO
221	30"	OAK	YES
222	30"	OAK	YES
223	20"	OAK	NO
224	32"	OAK	YES
225	30"	OAK	YES
226	25"	OAK	YES
227	22"	OAK	NO
228	30"	OAK	YES
229	30"	PINE	YES
230	28"	PINE	YES
231	25"	PINE	YES
232	12"	DOGWOOD	YES
233	15"	OAK	NO
234	21"	OAK	NO
235	44"	OAK	YES
236	42"	OAK	YES
237	16"	OAK	NO
238	20"	OAK	NO
239	15"	OAK	NO
240	17"	OAK	NO
241	20"	OAK	NO
242	24"	OAK	YES
243	21"	OAK	NO



REZONING/SKETCH

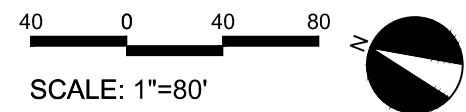
MISSION STUMPTOWN ROAD

CHARLOTTE, NORTH CAROLINA

MISSION PROPERTIES, LLC

1114 CLEMENT AVE. #100
CHARLOTTE, NC 28205
704.307.8265

TREE
INVENTORY
PLAN

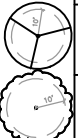
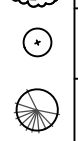
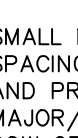


PROJECT #: 695-015
DRAWN BY: BG
CHECKED BY: TH

FEBRUARY 10, 2025

REVISIONS:

REQUIRED PLANTING SCHEDULE

KEY	QTY.	SCIENTIFIC NAME	COMMON NAME	CAL.	HT.	NOTE
	171	QUERCUS PHELLOS	WILLOW OAK	2" MIN.	10-12' MIN.	LARGE MATURING STREET TREE
	77	ULMUS PARVIFOLIA	CHINESE ELM	2" MIN.	10-12' MIN.	LARGE MATURING INTERNAL TREE
	57	ILEX X 'NELLIE R STEVENS'	NELLIE STEVENS HOLLY	-	6' MIN.	SCREENING TREE
	320	ILEX CORNUTA 'BURFORDII NANA'	DWARF BURFORD HOLLY	-	36" MIN.	SCREENING SHRUB

PERIMETER TREE REQUIREMENTS

SMALL MATURING CANOPY TREES SHALL BE PLANTED AT A SPACING NOT TO EXCEED 30' O.C. BETWEEN EXISTING STREET AND PROPOSED SIDEWALK. PROPERTIES LOCATED ON MAJOR/MINOR THOROUGHFARE SHALL ADD AN ADDITIONAL ROW OF STREET TREES BEHIND PROPOSED SIDEWALK. TREES SHALL BE STAGGERED FROM THE TREES IN THE R/W.

STATESVILLE ROAD - 1,017 LF
REQUIRED: 1,017/30 = 34 (X2) = 64 TREES
PROVIDED: 46 TREES

STUMPTOWN ROAD - 510 LF
REQUIRED: 510/30 = 17 (X2) = 34 TREES
PROVIDED: 18 TREES

LARGE MATURING CANOPY TREES SHALL BE PLANTED AT A SPACING NOT TO EXCEED 40' O.C.

MARUTI AVE. (WEST SIDE) - 1,976 LF
REQUIRED: 1,976/40 = 50 TREES
PROVIDED: 50 TREES

MARUTI AVE. (EAST SIDE) - 1,785 LF
REQUIRED: 1,785/40 = 45 TREES
PROVIDED: 45 TREES

PUBLIC STREET A (NORTH SIDE) - 232 LF
REQUIRED: 232/40 = 6 TREES
PROVIDED: 6 TREES

PUBLIC STREET A (SOUTH SIDE) - 232 LF
REQUIRED: 232/40 = 6 TREES
PROVIDED: 6 TREES

NOTE:

STREET TREE LOCATIONS SUBJECT TO CHANGE DURING CONSTRUCTION PLAN PHASE TO SATISFY THE TOWN'S ENGINEERING STANDARDS AND PROCEDURES MANUAL.

BUFFER YARD REQUIREMENTS (1-77 RIGHT-OF-WAY)

50' (92,746 SF) PLANTED BUFFER

REQUIRED: (PER 1,000 SF)
TREES: 464 (5 TREES PER 1,000 SF OF BUFFER AREA, 75% LARGE MATURING, 50% EVERGREEN)
SHRUBS: 742 (8 SHRUBS PER 1,000 SF, 75% EVERGREEN)

PROVIDED:
EXISTING VEGETATION TO COUNT TOWARDS BUFFER PLANTING REQUIREMENTS.

ADDITIONAL PLANTING TO BE PROVIDED IN ANY VOID AREAS OR DISTURBED AREAS TO MEET BUFFER PLANTING REQUIREMENTS OF 2.0. ARTICLE 7.5

TREE PLANTING NOTES

PLANTING MATERIAL

- MINIMUM SHADE TREE SIZE AT PLANTING IS 2"-2.5" CALIPER AND 10'-12' TALL AT TIME OF PLANTING. ORNAMENTAL TREES SHALL MEASURE 1.5-2" CALIPER FOR SINGLE-STEM AND 1-1.5" CALIPER FOR ALL MULTI-STEM TREES AND BE A MINIMUM 8' IN HEIGHT AT TIME OF PLANTING.
- LARGE SHRUBS PLANTED FOR SCREENING PURPOSES SHALL MEASURE A MINIMUM OF 3-3.5' IN HEIGHT AT TIME OF PLANTING. SHRUBS PLANTED FOR SCREENING PURPOSES SHALL FORM A REQUIRED DENSITY TO BLOCK VISIBILITY WITHIN 3 YEARS FROM DATE OF INSTALLATION.
- SMALL SHRUBS SHALL MEASURE A MINIMUM OF 36" IN SPREAD AND/OR HEIGHT AT TIME OF PLANTING.
- ALL NEW TREES MUST HAVE STRAIGHT TRUNKS WITH STRONG CENTRAL LEADERS INTACT TO THE TOP OF THE CROWN UNLESS MULTI-STEM TREES ARE SPECIFIED. ALL REQUIRED TREES SHALL BE TYPICAL OF THEIR SPECIES AND VARIETY, HAVE NORMAL GROWTH HABITS, HAVE WELL-DEVELOPED BRANCHES, BE VIGOROUS AND HAVE FIBROUS ROOT SYSTEMS. TREES WITH MAJOR GROUNDING ROOTS WILL NOT BE ACCEPTED. TREES WITH CO-DOMINANT BRANCHING WILL NOT BE ACCEPTED. TREES THAT HAVE BEEN SHEARED, TOPPED OR CUT BACK TO MULTIPLY THE BRANCHING STRUCTURE WILL NOT BE ACCEPTED. TREE SHALL BE FREE OF ABRASIONS, DAMAGE, DISEASE, PESTS AND CRACKS. ALL PRUNING CUTS GREATER THAN 1/2 INCH DIAMETER SHALL HAVE CALLUS TISSUE FORMED PRIOR TO PLANTING. NO PRUNING CUT ON THE TRUNK SHALL BE MORE THAN ONE-HALF THE DIAMETER OF THE CENTRAL LEADER AT THE HEIGHT WHERE THE CUT IS MADE. ROOT FLARES SHALL BE LOCATED AT GRADE. TREES WITH MORE THAN 2" OF SOIL COVERING ROOT BALL/FLARE WILL NOT BE ACCEPTED.
- SIZE OF REQUIRED PLANTS, SPREAD OF ROOTS AND SIZE OF BALLS SHALL BE IN ACCORDANCE WITH ANSI Z60.1 (LATEST EDITION) AS PUBLISHED BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION, EXCEPT WHERE SPECIFIED/AUTHORIZED BY THE ADMINISTRATOR.
- ALL REQUIRED TREES OF A PARTICULAR SPECIES AND VARIETY SHALL BE UNIFORM IN SIZE AND CONFIGURATION.
- THE PRESENCE OF OVERHEAD POWER LINES REQUIRES STREET YARD TREES TO BE ORNAMENTAL TREES. LARGER SHADE TREE VARIETIES ARE ENCOURAGED WHERE OVERHEAD POWER LINES ARE NOT PRESENT.

PLANTING REQUIREMENTS

- SEE DETAILS FOR TREE AND SHRUB PLANTING DETAILS.
- PLASTIC HOSE PARTS WILL NOT BE ACCEPTED FOR TREE STAKING.
- ALL STRAPPING, AND TOP 1/2 OF WIRE BASKET AND BURLAP MUST BE CUT AWAY AND REMOVED FROM ROOT BALL WHEN PLANTING.
- FOR NEW PLANTING AREAS, REMOVE ALL PAVEMENT, GRAVEL SUB-BASE AND CONSTRUCTION DEBRIS; REMOVE COMPACTED SOIL AND ADD 18" NEW TOPSOIL, OR TILL AND AMEND THE TOP 18" OF EXISTING SOIL TO MEET TOPSOIL/PLANTING MIX STANDARDS FOR TREES.
- TREES PLANTED IN NCDOT RIGHT-OF-WAY WILL NEED APPROVAL FROM NCDOT.
- UTILITY ISSUES
- IF ANY UTILITY IS BEING INSTALLED IN OR NEAR ANY REQUIRED TREE(S), CALL LANDSCAPE ARCHITECT TO RESOLVE PRIOR TO UTILITY INSTALLATION.
- LARGE MATURING TREES MAY NOT BE PLANTED WITHIN 25' OF OVERHEAD POWER DISTRIBUTION OR TRANSMISSION LINES
- IF TREES CONFLICT WITH ANY UTILITIES OR SIGNS, CALL LANDSCAPE ARCHITECT TO RESOLVE BEFORE PLANTING
- ADJUST TREE PLANTING LOCATIONS TO AVOID EXISTING UNDERGROUND UTILITIES. PLANT 15' FROM ALL UNDERGROUND UTILITIES.

AMENDED SOIL (AS):

AMENDED SOIL (AS) MAY BE MET IN ONE OF THE FOLLOWING WAYS:

- PREPARING THE EXISTING SOIL FOR PLANTING BY TILLING TO A DEPTH OF 18", AND ADDING SOME NEW PLANTING MIX AND/OR ORGANIC MATTER. THIS OPTION MAY ALSO REQUIRE THE REMOVAL OF SOME EXISTING SOIL ALONG WITH OTHER MITIGATION WORK AND SOIL AMENDMENTS TO IMPROVE SOIL STRUCTURE.
 - REMOVING ALL EXISTING SOIL FROM A TREE ORDINANCE PROTECTED/REQUIRED PLANTING AREA AND REPLACING IT WITH NEW PLANTING MIX AND OTHER SOIL AMENDMENTS.
- PLANTING MIX USED FOR AMENDED SOIL SHALL HAVE UNIFORM COMPOSITION THROUGHOUT, WITH A MIXTURE OF SUBSOIL. IT SHALL BE FREE OF STONES, LUMPS, LIVE PLANTS AND THEIR ROOTS, STICKS, AND OTHER EXTRANEOUS MATTER. IT SHALL CONTAIN NO MAN-MADE MATERIALS UNLESS OTHERWISE SPECIFIED. PLANTING MIX SHALL NOT BE USED WHILE IN A FROZEN OR MUDDY CONDITION.

UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS, NEW/ADDED PLANTING MIX SHALL CONTAIN THE FOLLOWING SPECIFIED PERCENTAGES OF CONSTITUENTS:

CLAY	MIN. 10%/MAX. 40%	SAND	MIN. 20%/MAX. 50%
SILT	MIN. 20%/MAX. 50%	ORGANIC MATTER	MIN. 5%/MAX. 10%

ORGANIC MATTER IS DEFINED AS COMPOST/HUMUS SUCH AS SAWDUST OR LEAF MOLD THAT HAS COMPLETED THE DECOMPOSITION PROCESS. PERCENTAGE OF ORGANIC MATTER SHALL BE DETERMINED BY LOSS ON IGNITION OF MOISTURE FREE SAMPLES DRIED AT 65 DEGREES.

AMENDED SOIL SHALL HAVE AN ACIDITY RANGE OF pH 5.5 TO 7.0.

AMENDED SOIL SHALL HAVE A CATION EXCHANGE CAPACITY (CEC) FROM 5 TO 25 CMOL +/KG(MEQ/100G)

AMENDED SOIL SHALL HAVE NORMAL CONTENTS OF NITROGEN, PHOSPHOROUS, POTASSIUM, CALCIUM, MAGNESIUM, SULFUR, AND PROPER MICRONUTRIENT LEVELS. NUTRIENT LEVELS MUST SATISFY GROWING NEEDS (AS RECOMMENDED BY LAB REPORT) OF THE EXISTING OR PLANNED PLANT MATERIAL.

LAB TESTING MAY BE REQUIRED TO VERIFY THE QUALITY OF EXISTING SOILS, AS AND OTHER SOIL AMENDMENTS.

INSTALLATION GUARANTEE REQUIRED:

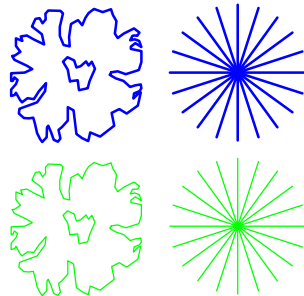
- A FINAL CERTIFICATE OF OCCUPANCY MAY BE ISSUED PRIOR TO THE INSTALLATION OF TREES AND SHRUBS, EXCLUDING YARD TREES, DURING THE NON-PLANTING SEASON IF A CASH BOND, SURETY BOND OR LETTER OF CREDIT IS ISSUED FOR 120% OF THE COST OF MATERIALS AND INSTALLATION. PLANTING SHALL BE COMPLETED DURING THE NEXT PLANTING SEASON.
- THE PLANTING SEASON SHALL RUN FROM OCTOBER 15 TO MARCH 15, EXCEPT FOR EXTREME WEATHER CONDITIONS AS DETERMINED BY STAFF. A FINAL CERTIFICATE OF OCCUPANCY SHALL NOT BE GIVEN DURING THE PLANTING SEASON UNLESS ALL OF THE LANDSCAPING IS COMPLETELY INSTALLED ACCORDING TO THIS ARTICLE.

MAINTENANCE SURETY REQUIRED:

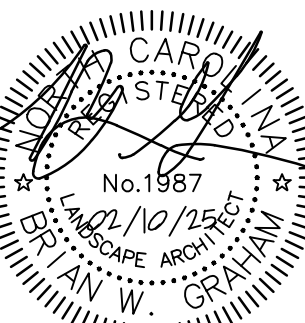
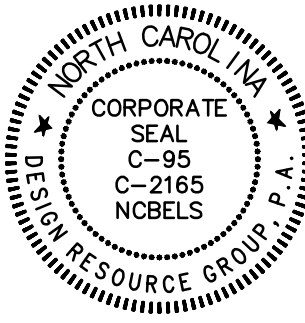
- DEVELOPERS SHALL ENTER INTO A MAINTENANCE SURETY AGREEMENT WITH THE TOWN OF HUNTERSVILLE GUARANTEEING THE VIABILITY OF STREET TREES AND TREES AND SHRUBS PLANTED IN BUFFER YARDS FOR A PERIOD OF 1 YEAR FOLLOWING PLANTING. THE AMOUNT OF THE SURETY SHALL BE EQUAL TO 50% OF THE VALUE OF THE NEW TREES OR LANDSCAPE MATERIAL AND THEIR INSTALLATION. THE MAINTENANCE SURETY SHALL BE PROVIDED WHEN ALL OF THE REQUIRED TREES AND SHRUBS HAVE BEEN PLANTED.

TREE LEGEND:

SPECIMEN TREE TO BE SAVED



NON SPECIMEN TREE TO BE SAVED



REZONING/SKETCH

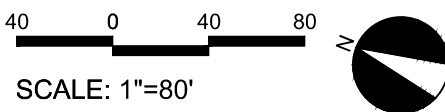
MISSION STUMPTOWN ROAD

CHARLOTTE, NORTH CAROLINA

MISSION PROPERTIES, LLC

1114 CLEMENT AVE. #100
CHARLOTTE, NC 28205
704.307.8265

REQUIRED
PLANTING
PLAN



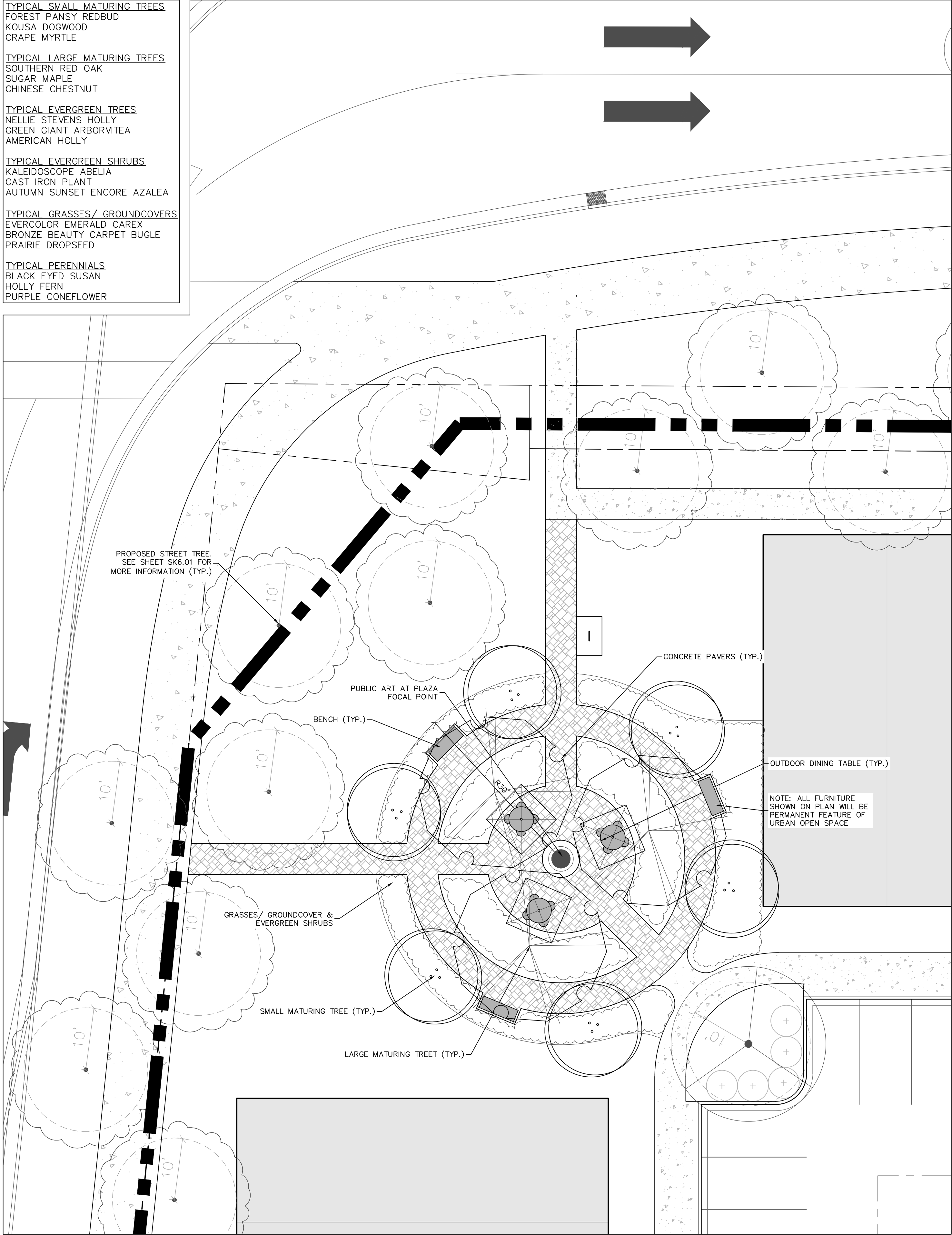
PROJECT #: 695-015
DRAWN BY: BG
CHECKED BY: TH

FEBRUARY 10, 2025

REVISIONS:

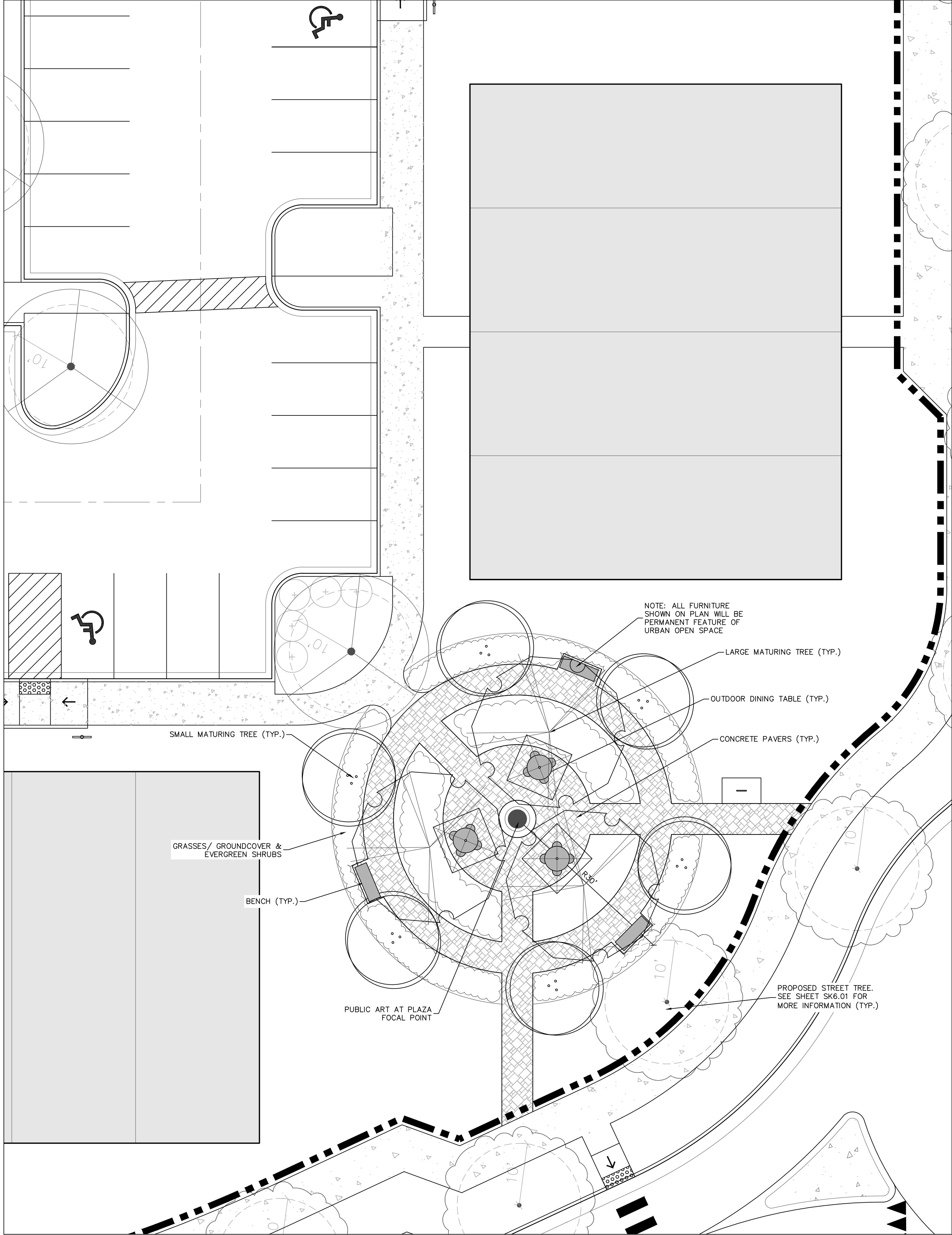
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- TYPICAL SMALL MATURING TREES
FOREST PANSY REDBUD
KOUSA DOGWOOD
CRAPE MYRTLE
- TYPICAL LARGE MATURING TREES
SOUTHERN RED OAK
SUGAR MAPLE
CHINESE CHESTNUT
- TYPICAL EVERGREEN TREES
NELLIE STEVENS HOLLY
GREEN GIANT ARBORVITEA
AMERICAN HOLLY
- TYPICAL EVERGREEN SHRUBS
KALEIDOSCOPE ABELIA
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BLACK EYED SUSAN
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PURPLE CONEFLOWER



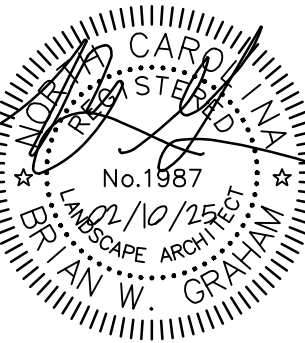
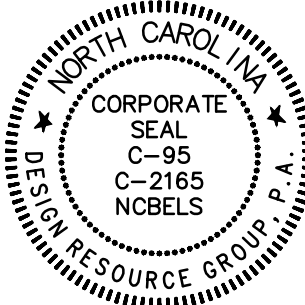
URBAN OPEN SPACE: (2,500 SF MINIMUM)

- TYPE OF URBAN OPEN SPACE PROVIDED: PLAZA
- DEFINITION FROM ORDINANCE: A PLAZA IS AN OPEN AREA ADJACENT TO A CIVIC, COMMERCIAL, OR RESIDENTIAL BUILDING/S. PLAZAS FUNCTION AS GATHERING PLACES. LIMITED PARKING IS ALSO PERMITTED. PLAZAS ARE ALWAYS PAVED IN BRICK OR ANOTHER TYPE OF PAVER OR CRUSHED STONE. PLAZAS SHALL BE LEVEL, STEPPED, OR GENTLY SLOPPING (LESS THAN 5% GRADE). THE FOLLOWING SIZES ARE RECOMMENDED BUT MAY BE SMALLER OR LARGER DEPENDING ON THE BUILDING OR FACILITY DESIGN. AT NO TIME SHALL A PLAZA'S HORIZONTAL LENGTH OR WIDTH BE GREATER THAN 3 TIMES THE HEIGHT OF SURROUNDING BUILDINGS. PLAZAS MAY BE LEFT UNPLANTED. IF PLANTED, TREES SHOULD BE GEOMETRIC FRAME OF THE PLAZA SPACE OR FOR THE STRUCTURE THE PLAZA SERVICES. SPACING SHALL BE A MINIMUM OF 10 FT ON CENTER AND A MAXIMUM OF 30 FT ON CENTER. MINIMUM SIZE IS 2,000 SQ FT AND MAXIMUM SIZE IS 30,000 SQ FT.



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REZONING/SKETCH

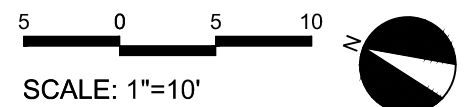
MISSION STUMPTOWN ROAD

CHARLOTTE, NORTH CAROLINA

MISSION PROPERTIES, LLC

1114 CLEMENT AVE. #100
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**URBAN OPEN
SPACE
ENLARGMENT**

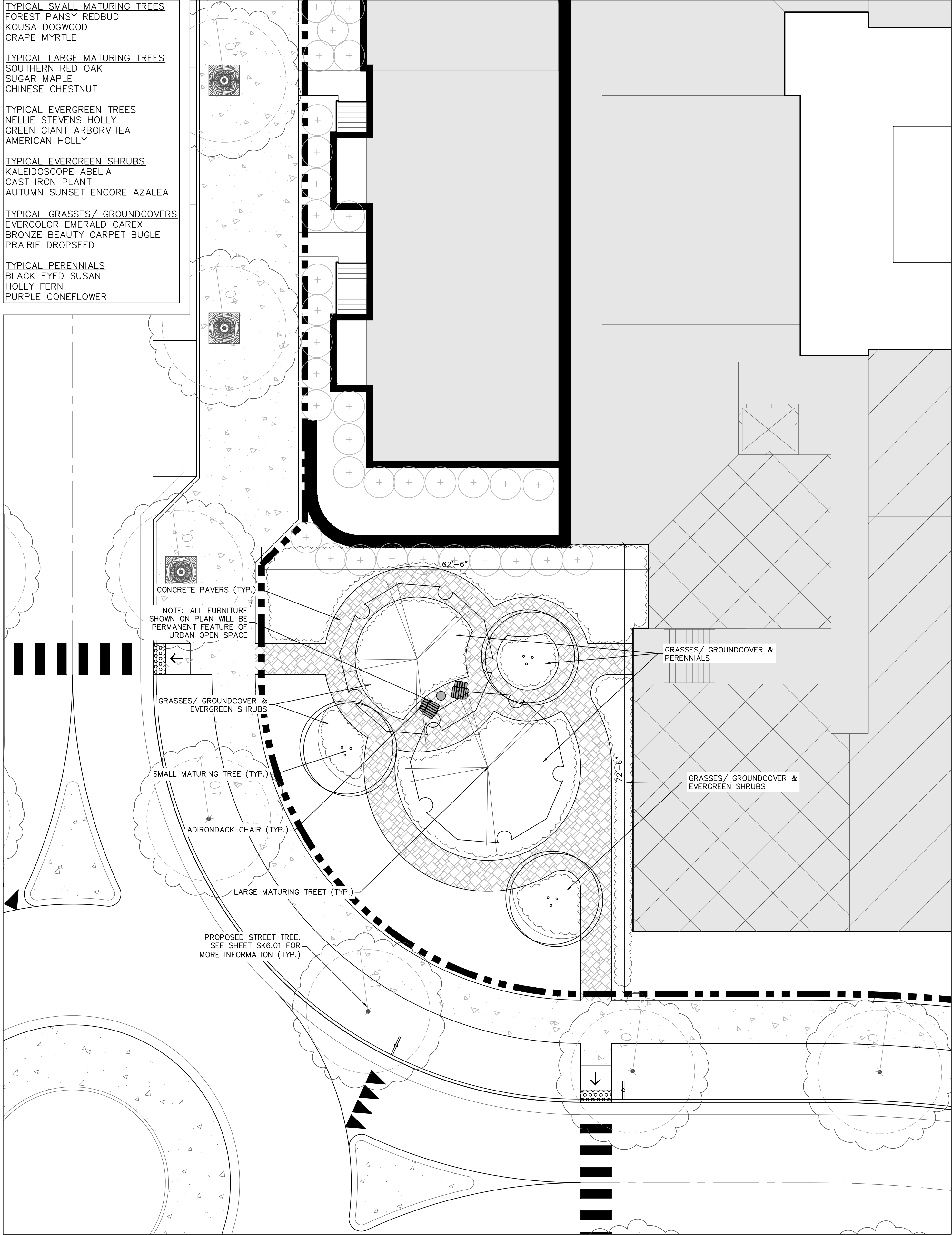


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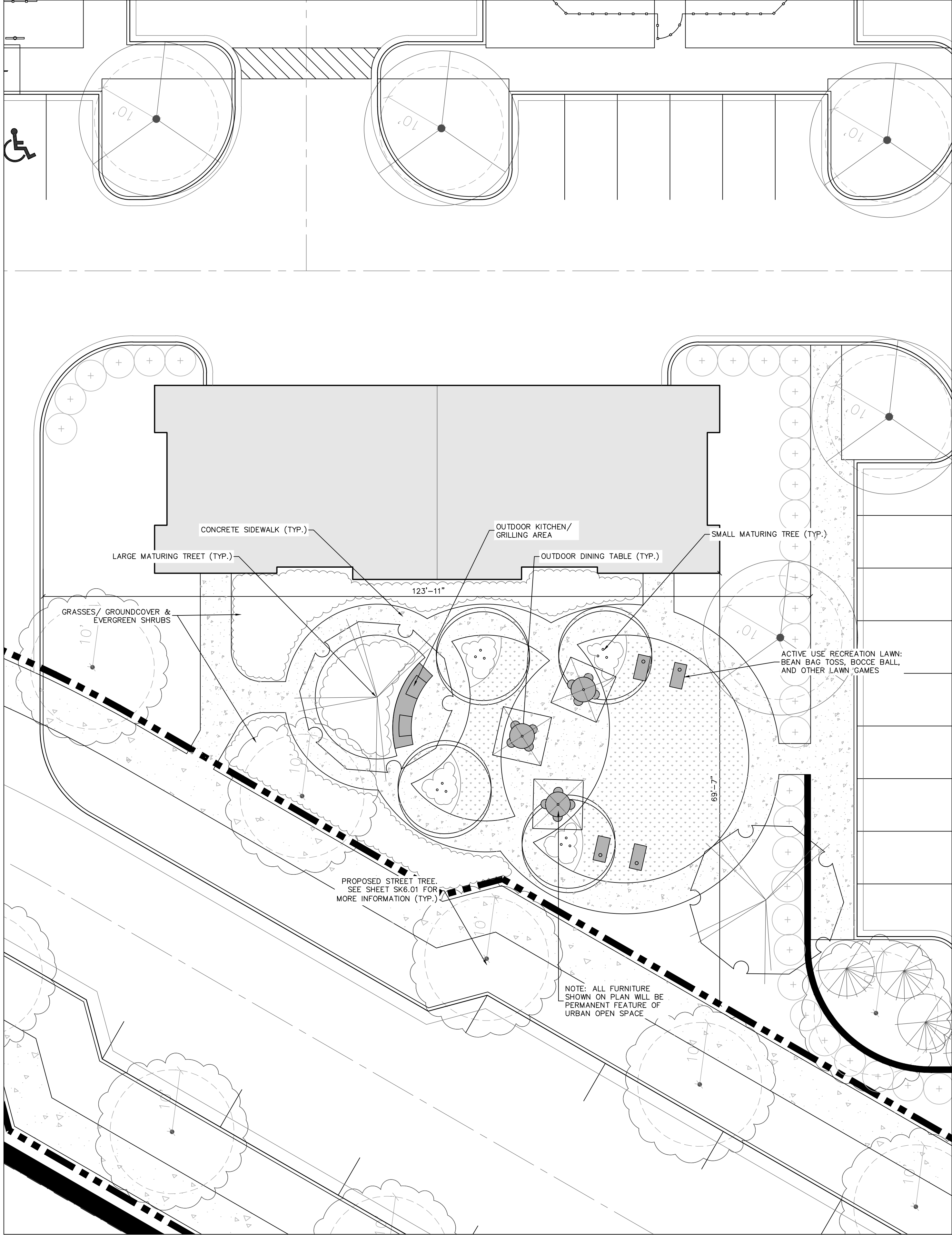
REVISIONS:

- TYPICAL SMALL MATURING TREES**
FOREST PANSY REDBUD
KOUSA DOGWOOD
CRAPE MYRTLE
- TYPICAL LARGE MATURING TREES**
SOUTHERN RED OAK
SUGAR MAPLE
CHINESE CHESTNUT
- TYPICAL EVERGREEN TREES**
NELLIE STEVENS HOLLY
GREEN GIANT ARBORVITEA
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- TYPICAL EVERGREEN SHRUBS**
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CAST IRON PLANT
AUTUMN SUNSET ENCORE AZALEA
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PRAIRIE DROPSEED
- TYPICAL PERENNIALS**
BLACK EYED SUSAN
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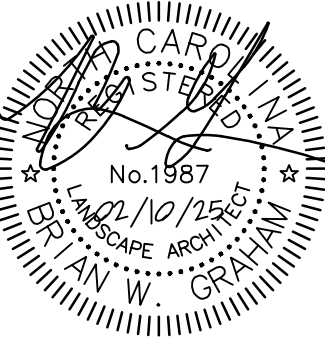
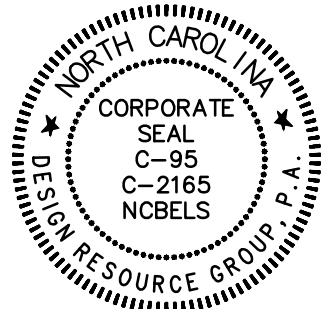
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URBAN OPEN SPACE: (3,000 SF MINIMUM)

- TYPE OF URBAN OPEN SPACE PROVIDED: MINI-PARK
- DEFINITION FROM ORDINANCE: PARKS MAY BE DESIGNED FOR PASSIVE AND/OR ACTIVE RECREATIONAL USE. PARKS SHALL BE BOUNDED BY STREETS ON A MINIMUM OF 25% OF THEIR PERIMETER, AND ARE ENCOURAGED TO BE ENCLOSED BY STREETS ON ALL SIDES. MINI PARKS, SUCH AS, BUT NOT LIMITED TO DOG PARKS, PLAYGROUNDS, POCKET PARKS AND SPLASH PADS CAN BE INCORPORATED THROUGHOUT A DEVELOPMENT TO MEET THE ORDINANCE REQUIREMENTS.



REZONING/SKETCH

MISSION STUMPTOWN ROAD

CHARLOTTE, NORTH CAROLINA

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URBAN OPEN
SPACE
ENLARGMENT

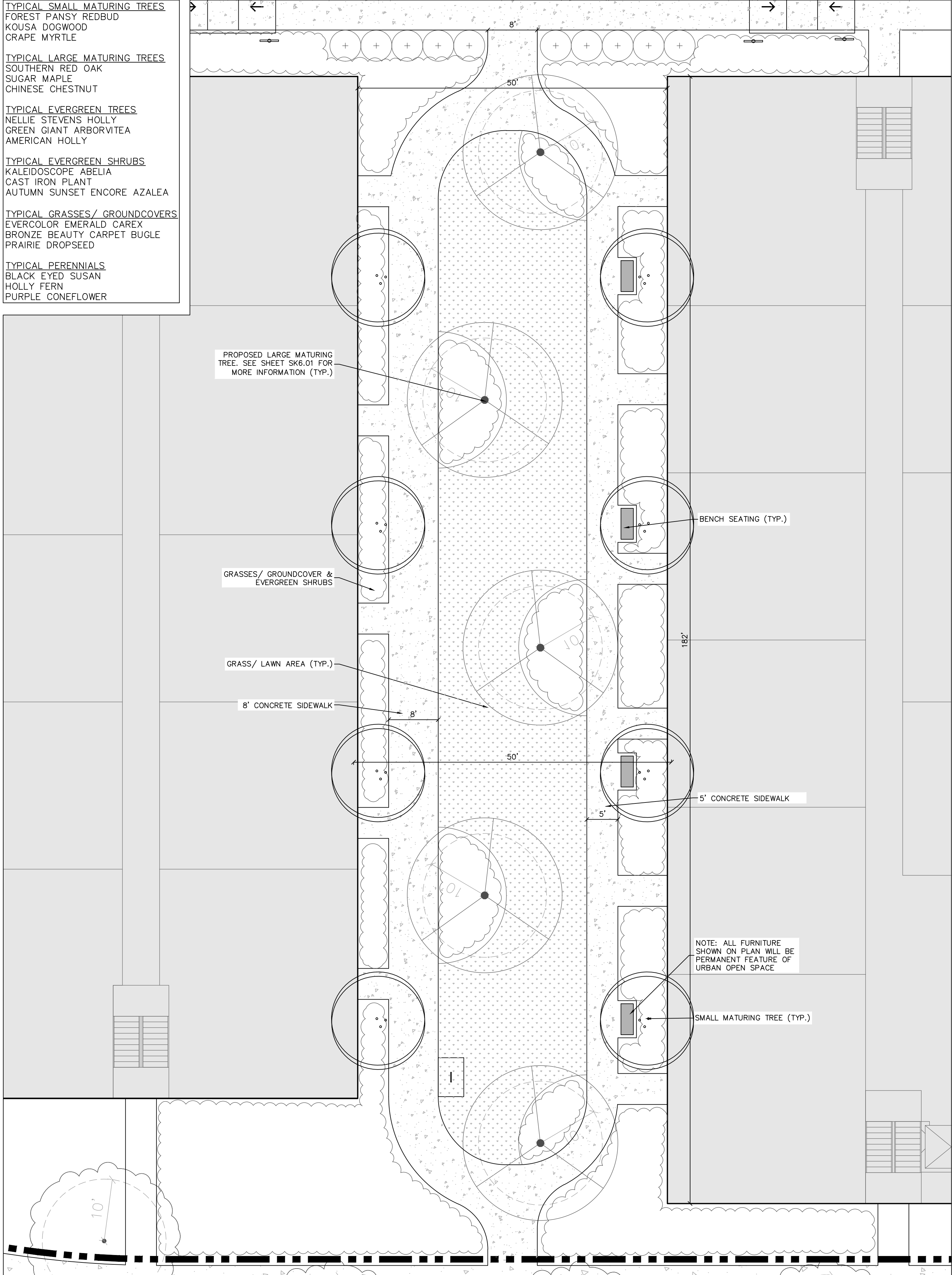
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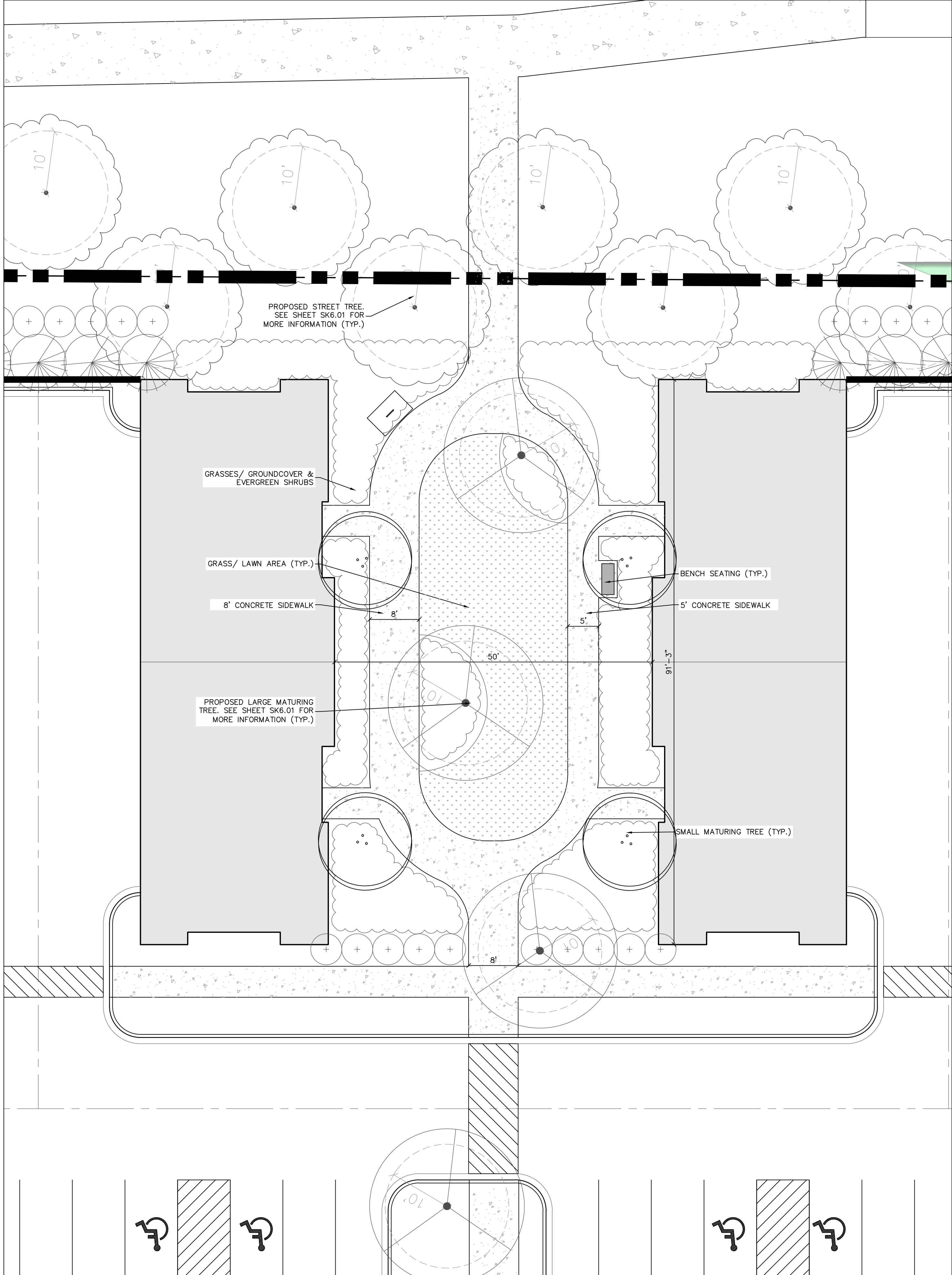
REVISIONS:

- TYPICAL SMALL MATURING TREES**
FOREST PANSY REDBUD
KOUSA DOGWOOD
GRAPE MYRTLE
- TYPICAL LARGE MATURING TREES**
SOUTHERN RED OAK
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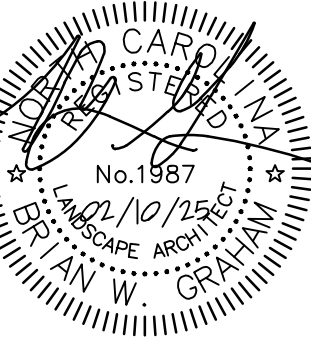
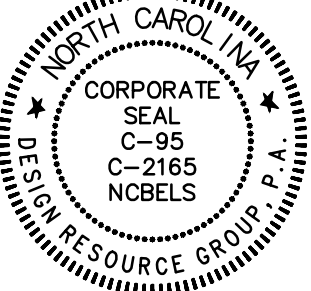
URBAN OPEN SPACE (6,000 SF MINIMUM):

- TYPE OF URBAN OPEN SPACE PROVIDED: PEDESTRIAN PASSAGEWAY
- ARE RELATIVELY NARROW PUBLIC SPACES LOCATED IN DENSE AREAS BETWEEN BUILDINGS, ALLOWING PEDESTRIAN ACCESS TO THE PUBLIC FRONT. THESE PASSAGEWAYS CAN BE SUCCESSFUL LOCATIONS FOR STORE ENTRIES, WINDOW DISPLAYS, CAFÉ SEATING OR PUBLIC MEETING SPACE. THE PASSAGEWAY SHALL INCORPORATE FIXTURES SUCH AS, BUT NOT LIMITED TO FOUNTAINS, BENCHES, LANDSCAPE MATERIALS, SCULPTURES, AND OTHER DECORATIVE ELEMENTS.



URBAN OPEN SPACE: (3,000 SF MINIMUM)

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REZONING/SKETCH

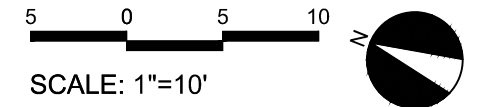
MISSION STUMPTOWN ROAD

CHARLOTTE, NORTH CAROLINA

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1114 CLEMENT AVE. #100
CHARLOTTE, NC 28205
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URBAN OPEN
SPACE
ENLARGMENT

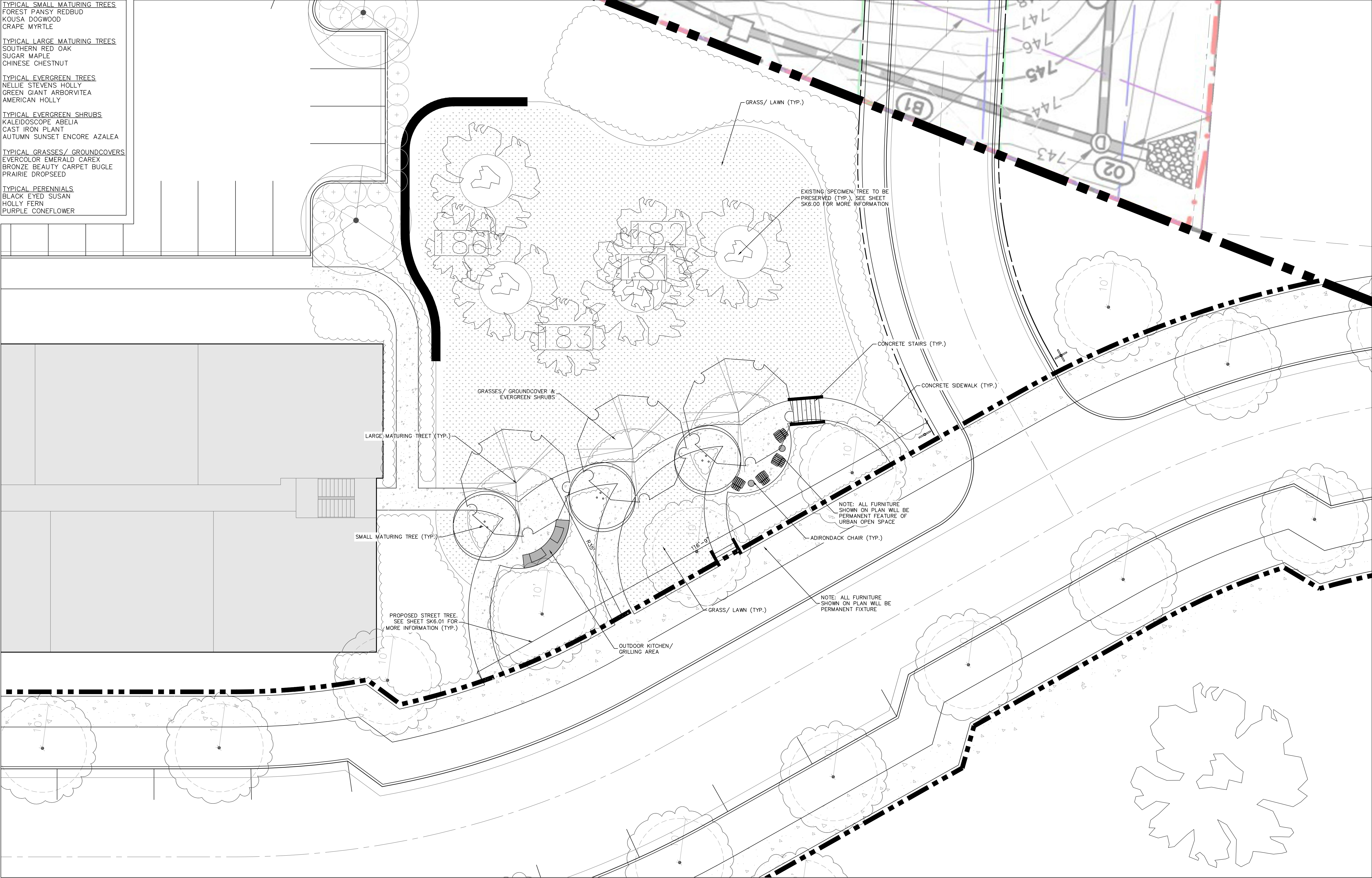


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FEBRUARY 10, 2025

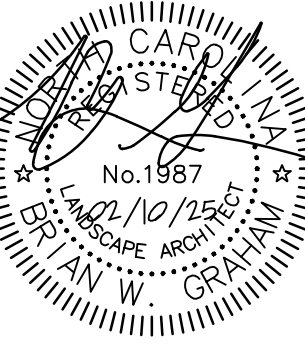
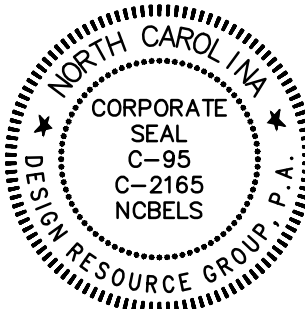
REVISIONS:

- TYPICAL SMALL MATURING TREES**
FOREST PANSY REDBUD
KOUSSA DOGWOOD
GRAPE MYRTLE
- TYPICAL LARGE MATURING TREES**
SOUTHERN RED OAK
SUGAR MAPLE
CHINESE CHESTNUT
- TYPICAL EVERGREEN TREES**
NELLIE STEVENS HOLLY
GREEN GIANT ARBORVITAE
AMERICAN HOLLY
- TYPICAL EVERGREEN SHRUBS**
KALEIDOSCOPE ABELIA
CAST IRON PLANT
AUTUMN SUNSET ENCORE AZALEA
- TYPICAL GRASSES/ GROUNDCOVERS**
EVERCOLOR EMERALD CAREX
BRONZE BEAUTY CARPET BUGLE
PRAIRIE DROPSEED
- TYPICAL PERENNIALS**
BLACK EYED SUSAN
HOLLY FERN
PURPLE CONEFLOWER



URBAN OPEN SPACE: (6,000 SF MINIMUM)

- TYPE OF URBAN OPEN SPACE PROVIDED: MINI-PARK
- DEFINITION FROM ORDINANCE: PARKS MAY BE DESIGNED FOR PASSIVE AND/OR ACTIVE RECREATIONAL USE. PARKS SHALL BE BOUNDED BY STREETS ON A MINIMUM OF 25% OF THEIR PERIMETER, AND ARE ENCOURAGED TO BE ENCLOSED BY STREETS ON ALL SIDES. MINI PARKS, SUCH AS, BUT NOT LIMITED TO DOG PARKS, PLAYGROUNDS, POCKET PARKS AND SPLASH PADS CAN BE INCORPORATED THROUGHOUT A DEVELOPMENT TO MEET THE ORDINANCE REQUIREMENTS.



REZONING/SKETCH

MISSION STUMPTOWN ROAD

CHARLOTTE, NORTH CAROLINA

MISSION PROPERTIES, LLC

1114 CLEMENT AVE. #100
CHARLOTTE, NC 28205
704.307.8265

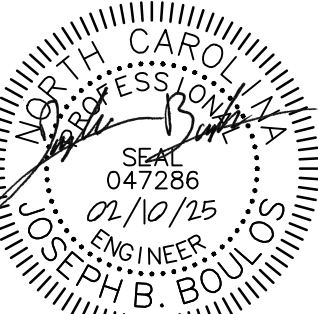
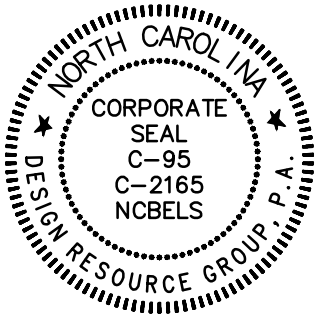
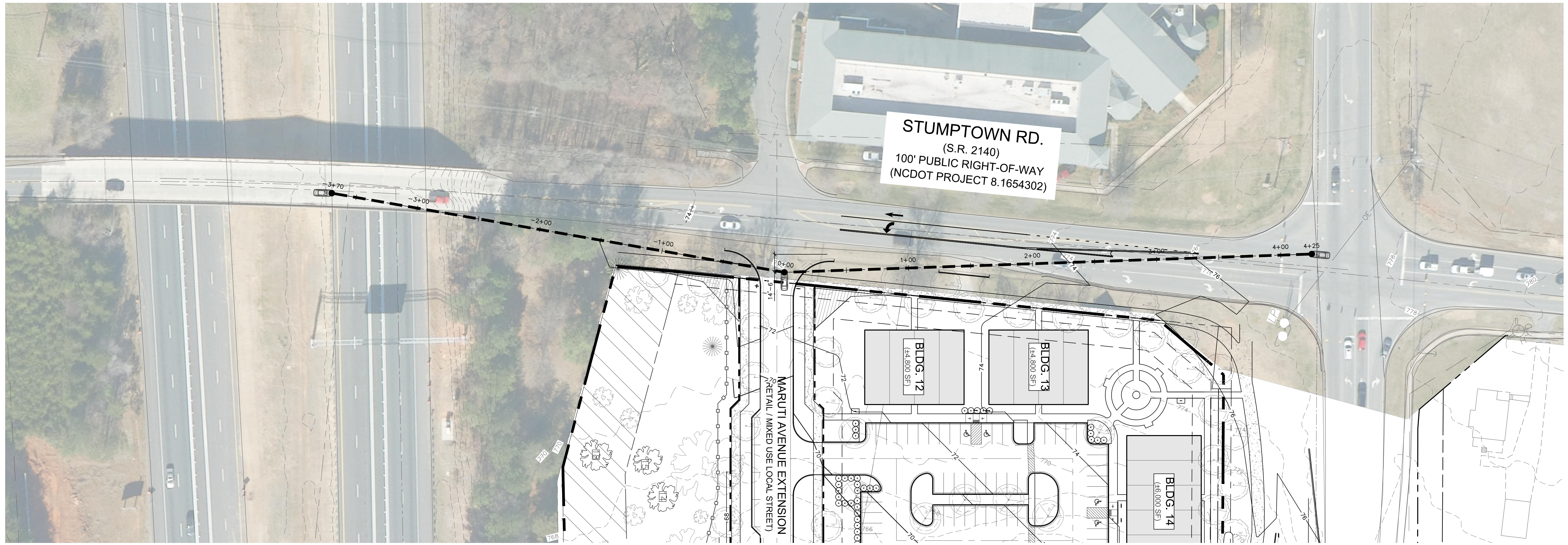
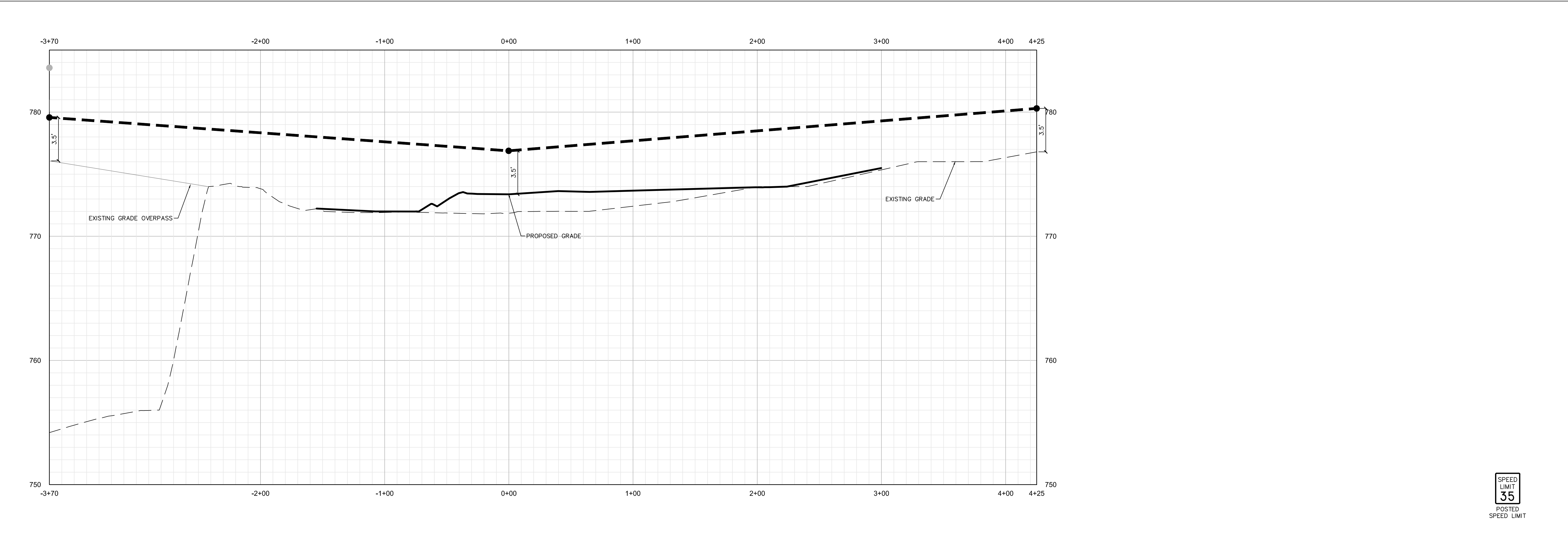
**URBAN OPEN
SPACE
ENLARGMENT**

5 0 5 10
SCALE: 1"=10'

PROJECT #: 695-015
DRAWN BY: BG
CHECKED BY: TH

FEBRUARY 10, 2025

REVISIONS:

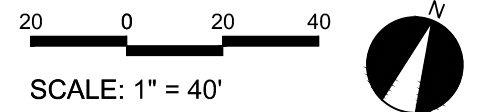


REZONING/SKETCH

MISSION STUMPTOWN ROAD
CHARLOTTE, NORTH CAROLINA

MISSION PROPERTIES, LLC
1114 CLEMENT AVE. #100
CHARLOTTE, NC 28205
704.307.8265

**INTERSECTION
SIGHT
DISTANCE**

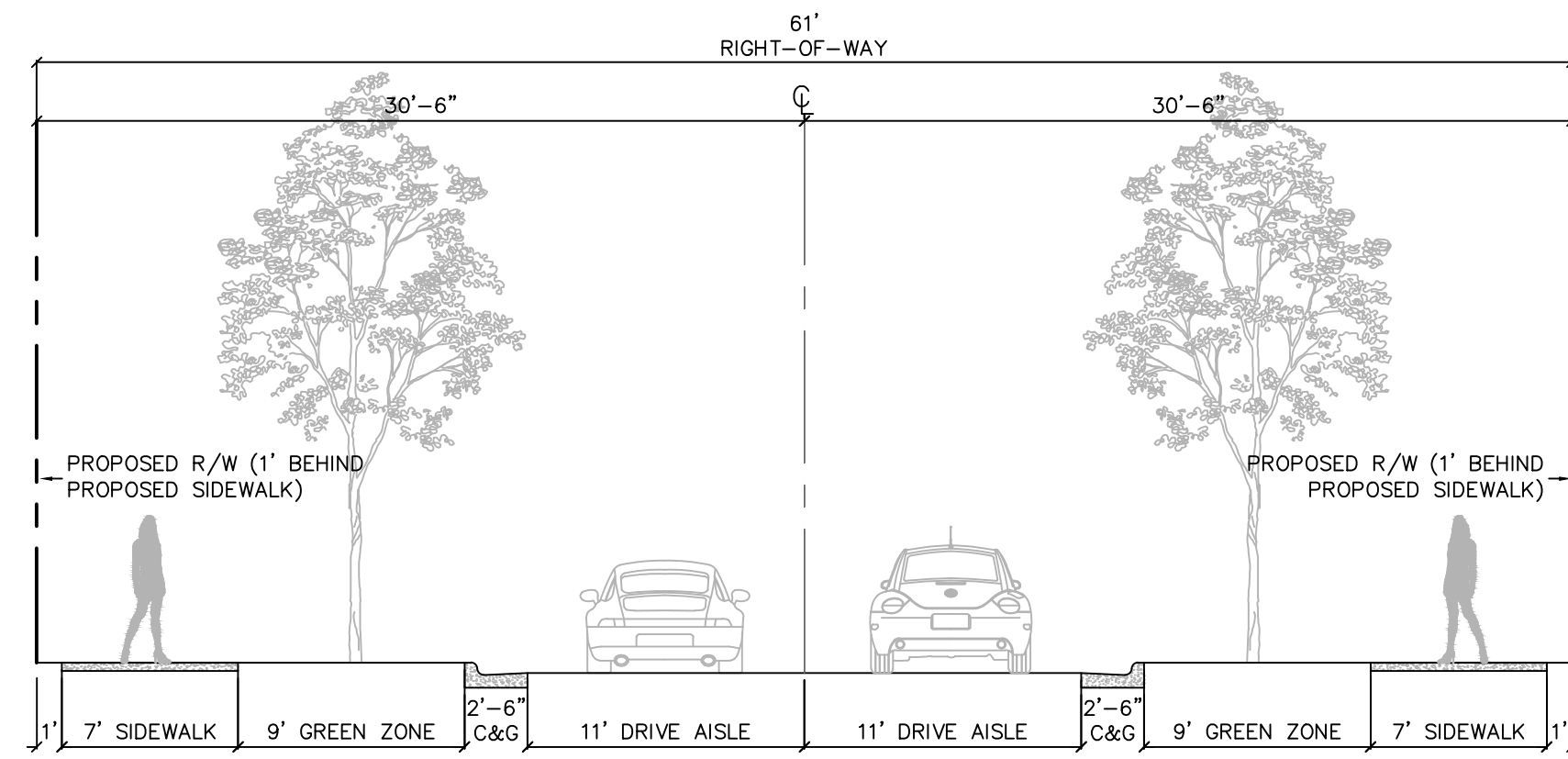


PROJECT #: 695-015
DRAWN BY: DK
CHECKED BY: JB

FEBRUARY 10, 2025

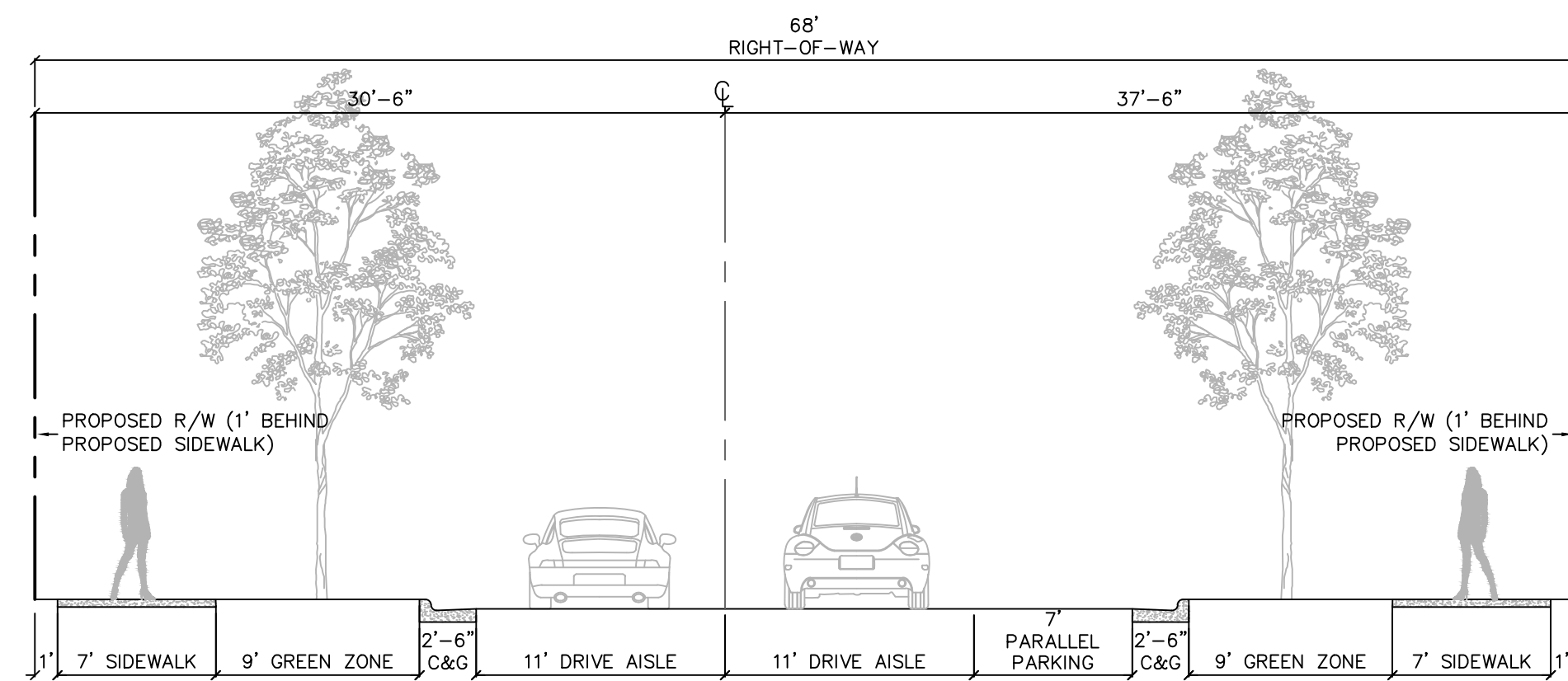
REVISIONS:

RZ7.20



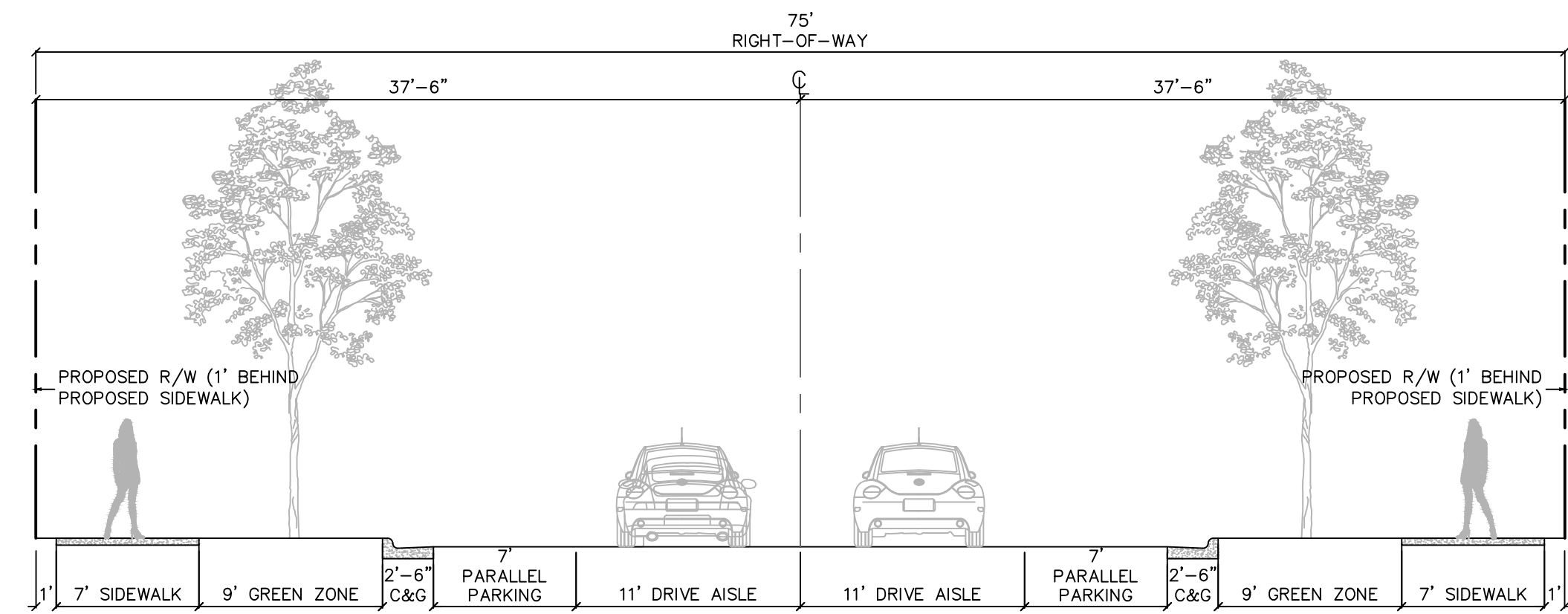
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MARUTI AVENUE EXTENSION
RETAIL/MIXED USE LOCAL STREET
NO PARKING TYPICAL SECTION



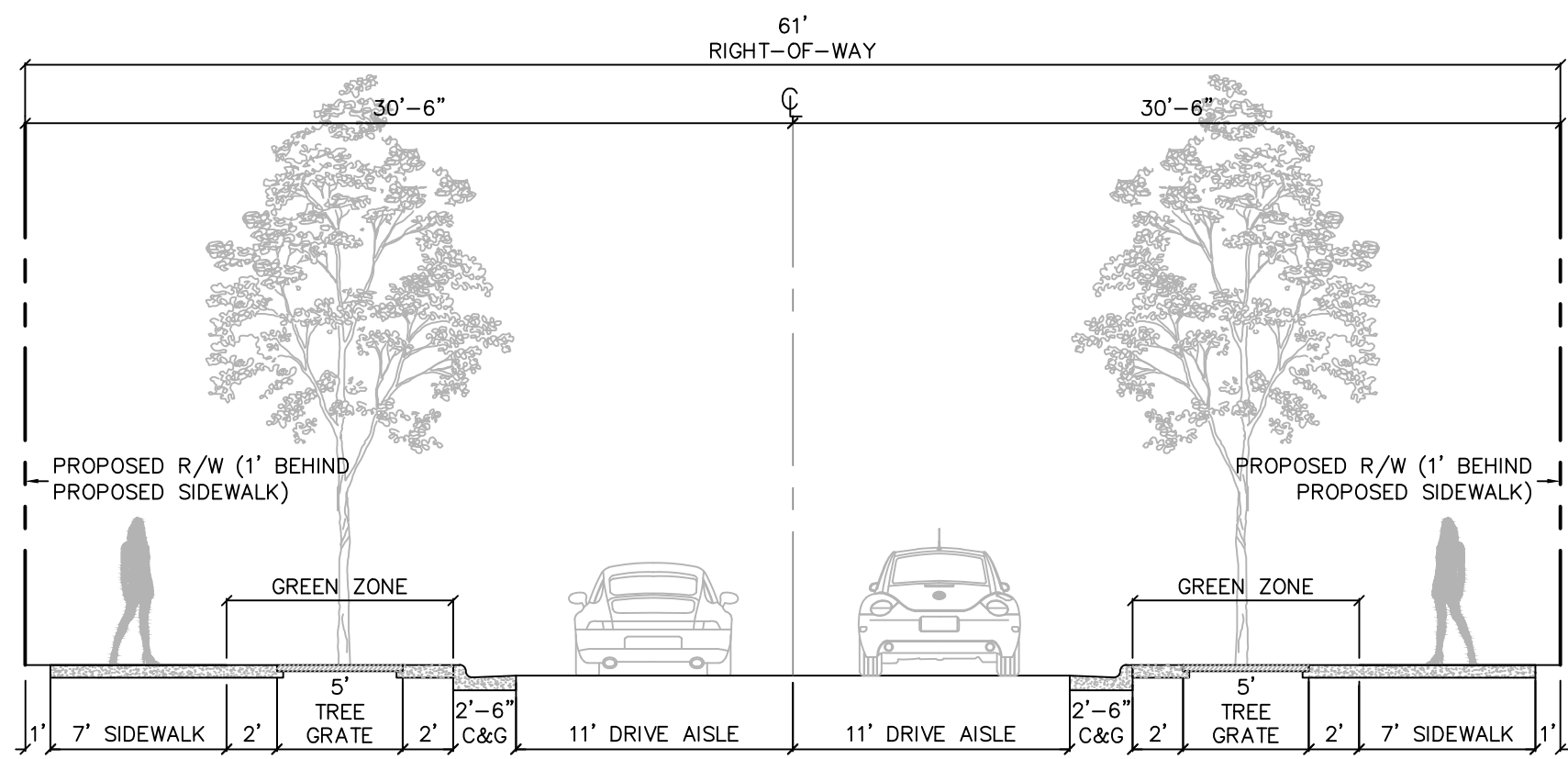
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MARUTI AVENUE EXTENSION
RETAIL/MIXED USE LOCAL STREET
PARKING ON ONE SIDE TYPICAL SECTION



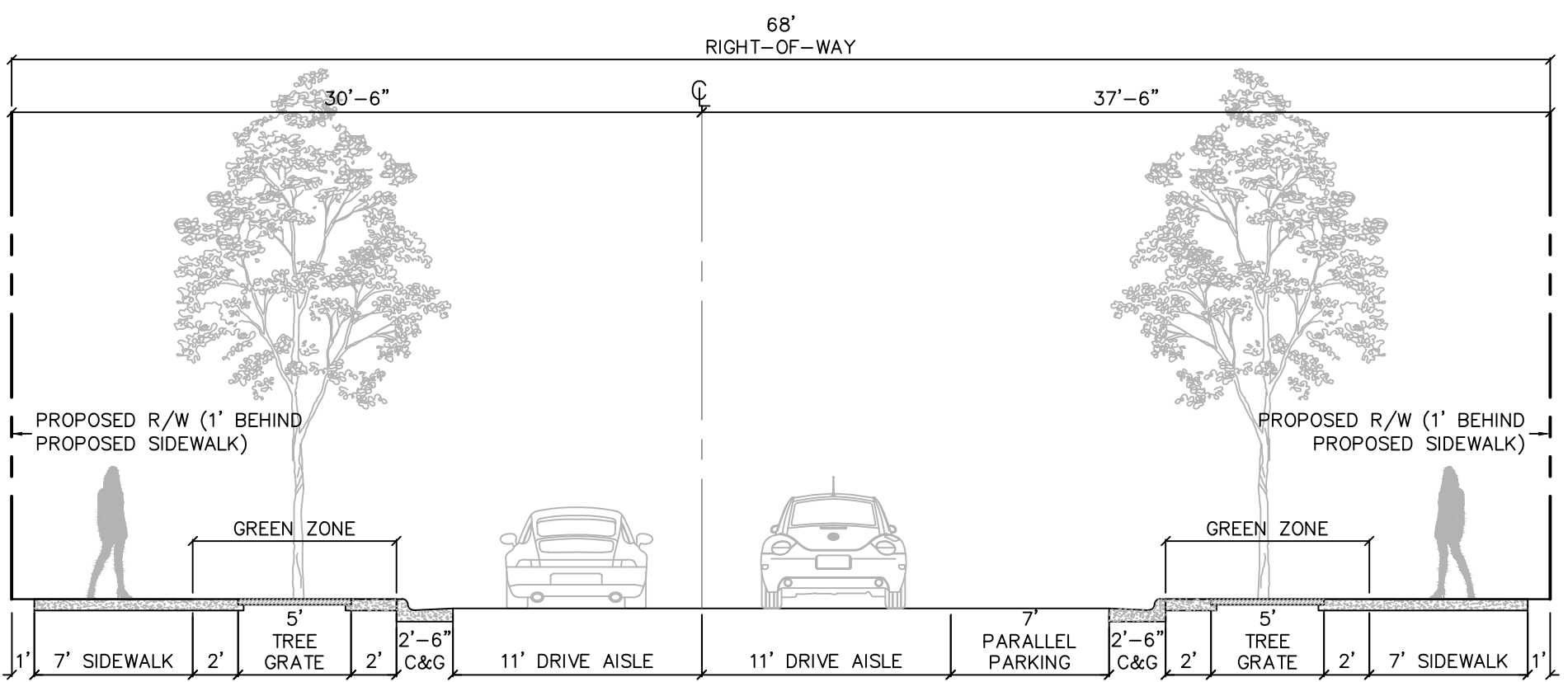
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MARUTI AVENUE EXTENSION
RETAIL/MIXED USE LOCAL STREET
PARKING ON BOTH SIDE TYPICAL SECTION



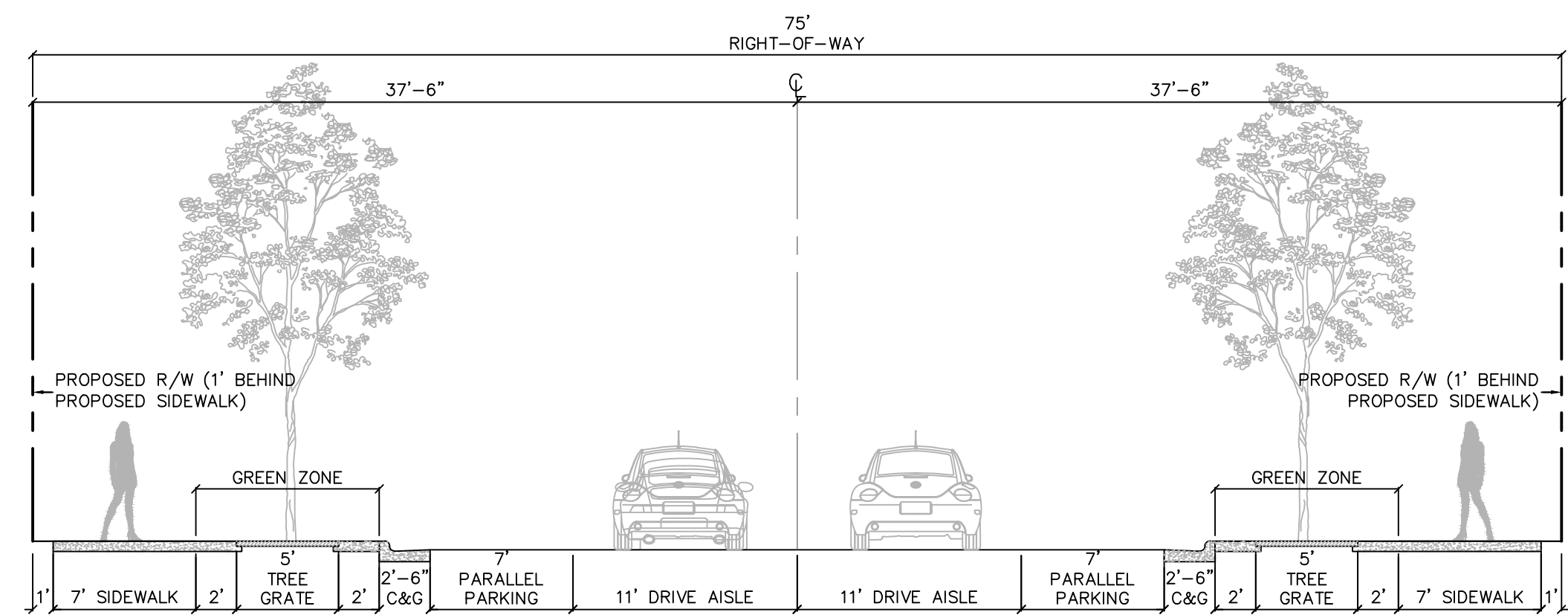
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PUBLIC STREET A
RETAIL/MIXED USE LOCAL STREET W/ TREE GRATES
NO PARKING TYPICAL SECTION



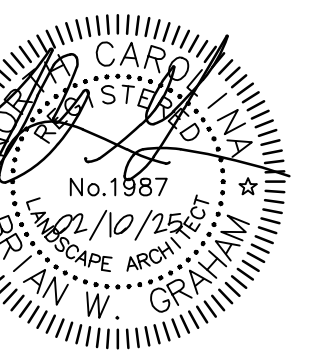
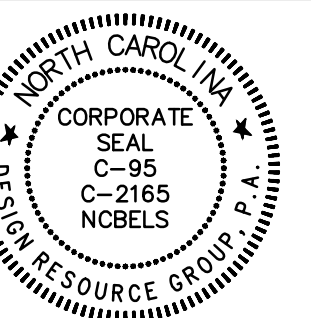
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PUBLIC STREET A
RETAIL/MIXED USE LOCAL STREET W/ TREE GRATES
PARKING ON ONE SIDE TYPICAL SECTION



6

PUBLIC STREET A
RETAIL/MIXED USE LOCAL STREET W/ TREE GRATES
PARKING ON BOTH SIDE TYPICAL SECTION



REZONING/SKETCH

MISSION STUMPTOWN ROAD
CHARLOTTE, NORTH CAROLINA

MISSION PROPERTIES, LLC
1114 CLEMENT AVE. #100
CHARLOTTE, NC 28205
704.307.8265

SITE DETAILS



SALE:

PROJECT #: 695-015
DRAWN BY: MH
CHECKED BY: BG

FEBRUARY 10, 2025

VISIONS:

Mission Stumptown Road (R24-13)

Community Meeting Report

Date: December 12, 2024

Time: 6:00pm – 7:00pm

Location: Huntersville United Methodist Church – Fellowship Hall, 14005 Stumptown Road, Huntersville 28078

Roster of Persons in Attendance: **See attached sign-in sheets**

Agenda:

1. Applicant presentation & rezoning description
2. Neighborhood attendees' question & answer session

Applicant and the attendees discussed the following comments and questions:

General Discussion

- The Applicant shared the PowerPoint presentation attached to this Community Meeting Report.
- General discussion around NCDOT plans for HWY 21 (synchronized street design) and Town Greenway plans.
- General discussion about the CATS Park & Ride location and the potential future Redline station in downtown Huntersville.
- Overview of Huntersville 2040 Land Use Plan policies and how this project aligns with the goals of the plan.

Questions

***Answers in bold**

- Will Maruti Drive extend over the creek and connect to Compass Street? **No, Maruti will not cross the creek to extend to Compass Street. The Applicant is extending Maruti Drive to the north to connect to Stumptown Road.**
- When Maruti extends through the site up to Stumptown Road, will you be able to make a left onto Stumptown Road or will you be forced to take a right? **The understanding of the Applicant is that you will only be able to take a right out of Maruti onto Stumptown. There will be some type of mechanism to stop drivers turning left from Maruti to Stumptown.**
- Similar to the previous question, if you are driving west to east on Stumptown you will be able to make a right onto Maruti but what if you are driving east to west, will you be able to take a left off of Stumptown onto Maruti? **NCDOT does not have an answer at this time, there will not be a left turn lane on Stumptown to turn into Maruti but there will also not be a median restricting the turn. Applicant will find out more information before the Public Hearing.**

- There is already significant traffic on Stumptown and the overpass limits drive options, what will this project do to the traffic volume? **Traffic will be generated by the project but the Applicant is in coordination with NCDOT on the HWY 21 improvements and with the extension of Maruti Drive will mitigate the traffic impact on Stumptown Road.**
- There are concerns about St. Mark Catholic Church and the traffic generated during Sunday Mass. Traffic on a regular mass can bring upwards of 800 people and big events can bring over 1200. **Applicant will follow up with NCDOT and St. Mark Catholic Church regarding these scenarios.**
- Will drivers still be able to drive straight on Stumptown Road across HWY 21? **NCDOT is still working on final plans but there currently are no plans to shut down that crossing.**
- Will everything be rental in this development? **Yes, the apartments will be rental.**
- What size apartments will be offered? **Studio, 1-bedroom, 2-bedroom, and 3-bedroom. With the majority of units being studio and 1-bedroom, and very few 3-bedroom.**
- What is the price point? **1-bedroom from \$1600/month, 2-bedroom from \$1900/month, and 3-bedroom from \$2200/month.**
- What is the current zoning and what will be the new zoning? **Current zoning is Neighborhood Residential (NR). The new zoning will be Highway Commercial (HC).**

COMMUNITY MEETING
SIGN IN SHEET
December 12, 2024, 6:00pm to 7:00pm
R24-13 Mission Stumptown Road Rezoning
Location: Huntersville United Methodist Church - Fellowship Hall
14005 Stumptown Road, Huntersville, NC 28078

ATTENDEE NAME	
Nick West	
David Peete	TGH 284-766-2216
John Kervanovic	980-613-3765
John Morrison	704-728-5717
Christine McMillan	
Dwight Little	
David Beckwith	
David Mores	
Mike Probst	

SIGN IN SHEET

December 12, 2024, 6:00pm to 7:00pm

R24-13 Mission Stumptown Road Rezoning

Location: Huntersville United Methodist Church - Fellowship Hall
14005 Stumptown Road, Huntersville, NC 28078

ATTENDEE NAME

Michael Cox

Met Patel (my place hotel)

Community Meeting Notices

Project Name	Mission Stumptown Road
---------------------	------------------------

Pursuant to Huntersville Subdivision Ordinance 6.320.3 a list of all persons and organizations contacted about the meeting shall be submitted to the Planning Department and incorporated into the application for this project.

The following persons and organizations were sent notices of the community meeting (first and last name or business name only):

First and Last Name	Parcel ID	Date Sent	Method Sent	Reason Sent
Shirley Knox Brown	1714405	11/27/2024	Certified Mail	Property Owner (SO 6.320.3(a))
Shirley Knox Brown	1714406	11/27/2024	Certified Mail	Property Owner (SO 6.320.3(a))
Deer Hill Limited Partnership	1713413	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Deer Hill LTD Partnership	1713412	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Norman Lofts LLC	1714404	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
June Brown Overcash	1713405	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
June Brown Overcash	1713406	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
June Brown Overcash	1714405	11/27/2024	Certified Mail	Property Owner (SO 6.320.3(a))
June Brown Overcash	1714406	11/27/2024	Certified Mail	Property Owner (SO 6.320.3(a))
Parks at the Lake II LLC	910401	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Parks at the Lake II LLC	910402	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Parks at the Lake II LLC	910403	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Parks at the Lake II LLC	910409	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Myrtle Hoke Powell	1714412	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Myrtle Hoke Powell	1714413	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
RP Huntersville Property Owner LLC	910104	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Sai Krishna LLC	1714414	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Alexander Place LLC	1713509	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Alexander Place LLC	1713601	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Alexander Place LLC	1713808	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Alexander Place LLC	1713446	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Boulder Park Hospitality LLC	1712164	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Boulder Park Property Owners Assoc.	N/A	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Huntson Reserve Homeowners Assoc	N/A	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home

Monteith Park Homeowners Assoc	N/A	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Woodedale Commons Property Owners Ass	N/A	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Sreit Parkview LP	1712140	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Sreit Parkview LP	1712157	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Sreit Parkview LP	1712158	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Stone Hollow Homeowners Assoc	N/A	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Stone Hollow II Homeowners Assoc	N/A	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Triangle Huntersville Commons LLC	1712105	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Huntersville Commons	N/A	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Villages of Mecklenburg Assisted Living	N/A	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Deer Park Apartments	N/A	11/27/2024	Certified Mail	Neighborhood association, property owner association, and home
Mauricio W. West, Administrator	909110	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Samuel & Sandra McAulay	909114	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Matthew McRae	1714389	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Progress Residential Borrower 10 LLC	1714390	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Thomas & Monica Sommers	1714301	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
David & Donna Knox	20105 & 01714	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Judy & William Ford	20105 & 01714	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Eastwood Development Corp	1714316	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Yamasa Co LTD	1714559	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
IH4 Property North Carolina LP	1714558	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Michael & Rodica Jones	1714557	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Natasha Harris	1714556	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Larry & Linda Terry	1714555	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Chavonya Jeter	1714554	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Ning Sun	1714551	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Jack Hurley	1714552	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Maryann Marks	1714553	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Shawn Krizanik	1714566	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Lauren Brayshaw	1714565	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Montserrat Garcia	1714564	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Cecilia Gochoco	1714563	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Ly Thi Nguyen	1714562	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
BAF Assets 4 LLC	1714561	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))

Daniel Poli	1714601	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Nancy Rice	1714602	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
CHS Property One LLC	1714603	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Angela C Ardrey	1714604	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Mark & Sandra Fuller	1714605	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
IH6 Property North Carolina LP	1714606	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Joanerry Hemphill	1714607	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Louis Rivera, Marianita & Aleni Caraballo	1714608	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Yamasa Co LTD	1714609	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Jon & Cecilia Dyer	1714610	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Hudson SFR Property Holdings II LLC	1714611	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Progress Residential Borrower 12 LLC	1714612	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Kermit White	1714613	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Lisa & Abbas Salongo	1714614	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Tricon SFR 2020-2 Borrower LLC	1714615	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
David & Gabriella Hoover	1714616	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Preston & Robin McDaniel	1714617	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Felicidad Cruz	1714618	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Jian Weng & Liayun Li	1714619	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Lena Ty	1714620	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Lilieth Herbert	1714621	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
IH6 Property North Carolina LP	1714622	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Amber Cason	1714623	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Robert & Margaret Kulp	1714624	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Montpelier Assets LLC	1714549	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Rohan Rammohan	1714548	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Marcus Graham	1714547	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Kevin & Joy Decker	1714546	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
James & Marian Neal	1714664	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Timothy & Rhina Costello	910112	11/27/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))

Mission Stumptown Road

R24-13 – MIXED USE DEVELOPMENT

Mission Properties Overview



boutique to institutional



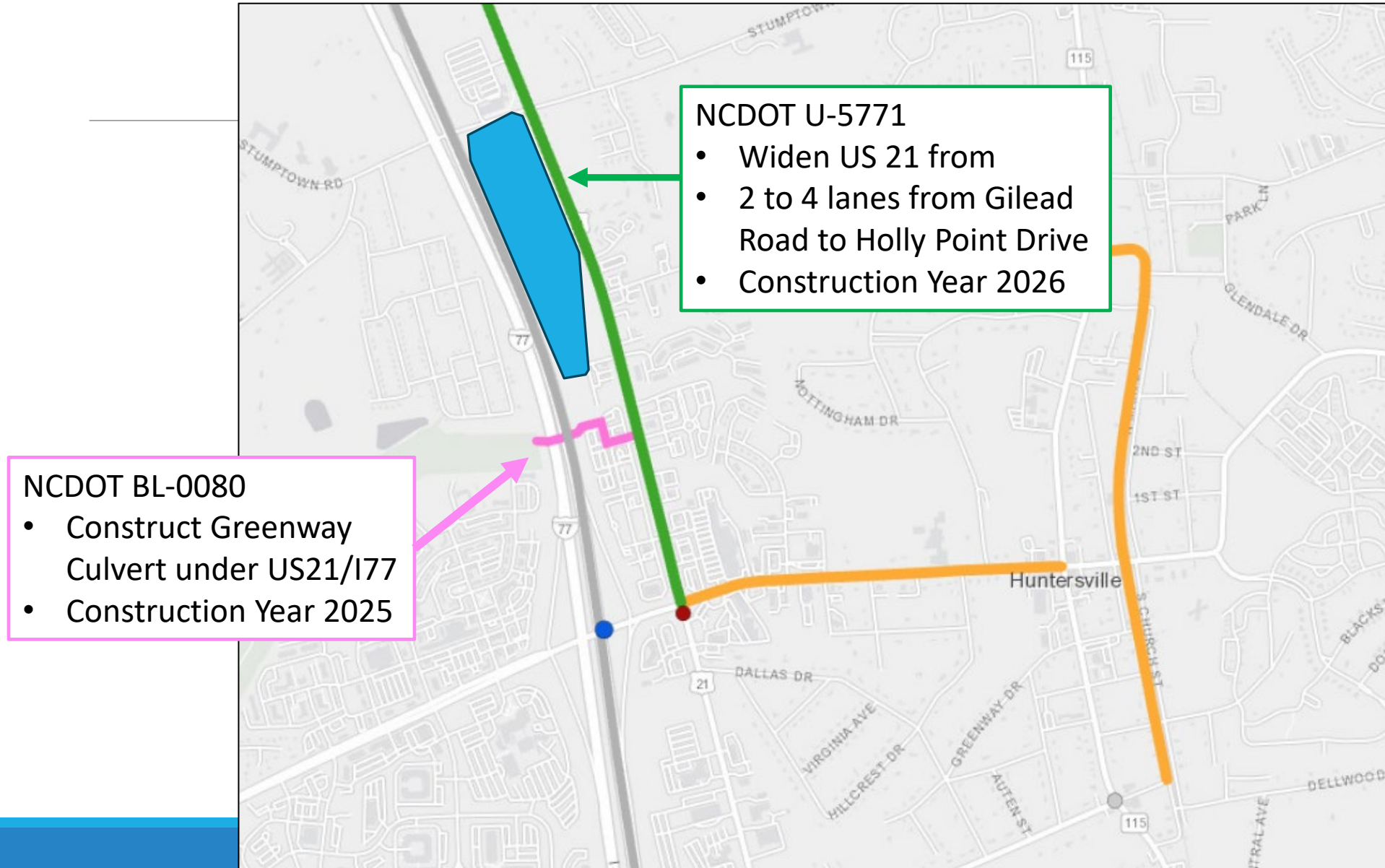
urban to suburban



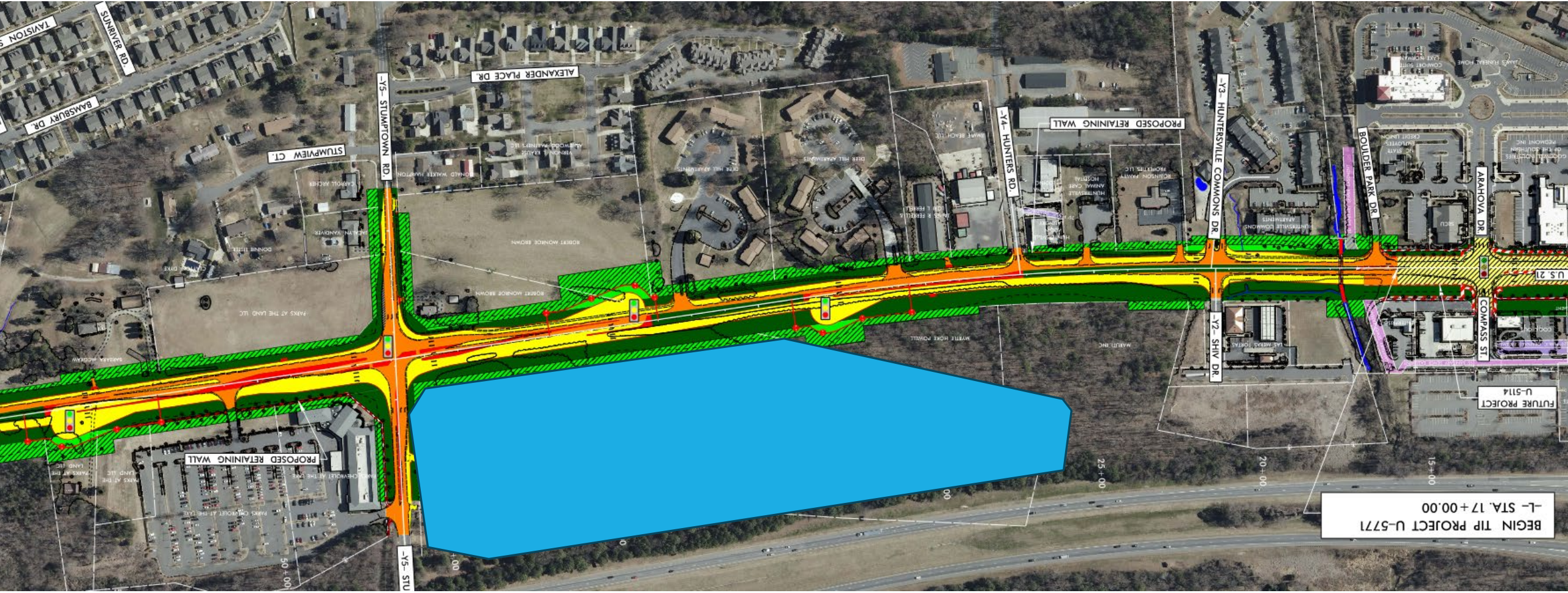
Precedent Images



NCDOT Roadway Improvements



NCDOT Roadway Improvements





- ❖ Northern extension of Maruti
- ❖ Pedestrian connectivity through Maruti Drive to Greenway, Downtown Huntersville and Rosedale
- ❖ Within 1.3 mile walking distance of future rail
- ❖ Residents to activate Downtown Huntersville

Site Plan

Project Details

- 19.08 acres
- Current Zoning: NR
- Proposed Zoning: HC(CD)
- Mixed-Use Development
- 40,000 SF Commercial in NW node/near hospital
- 121 additional attached residential
- 10 attainable residences
- Urban Open Space
 - Plaza
 - Greens
 - Pedestrian Passageway
- Connection to Maruti Drive South



Quality Development Commercial Concept (draft 12.10.24)



Commercial Concept (draft 12.10.24)



Commercial Concept (draft 12.10.24)



Residential Concept (draft 12.10.24)



Residential Concept (draft 12.10.24)



Economic Benefits

Current Property Tax: **\$5,129.36 per year**

Future Property Tax at Buildout: **\$182,000.00 per year**

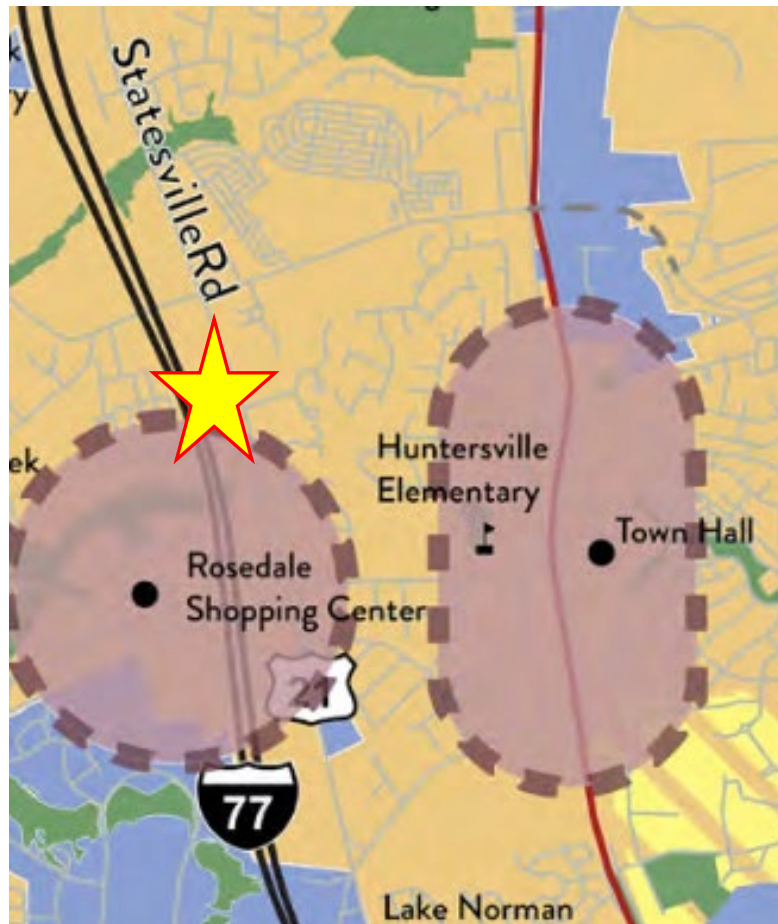
Construction Benefits: **\$80,766,817.02**

Construction Job Creation: **372 jobs**

Yearly New Resident Spending in Huntersville: **\$784,786.37**

Job Creation: **100-200 permanent jobs**

Huntersville 2040 Community Plan



Future Land Use Character Areas



Town Core

The Town Core designation includes a variety of neighborhoods containing a mix of residential housing types, including single family homes, townhomes and apartments. Their design is focused on traditional neighborhood planning principles, including short blocks, connected streets, streetscape standards, and other features that improve walkability. These areas are denser than the "Moderate Density" and "Residential Edge" character areas and may include non-residential development as specified in small area plans and at other sites that meet locational criteria.



Mixed Use Centers

Mixed Use Centers contain vertical mixed use along key frontages. New development includes wide sidewalks, buildings are close to street with high levels of transparency, and parking is located in rear. A mix of housing is allowed, including urban options throughout (apartments, townhomes, cottage homes, etc.). Downtown has specific requirements for streetscape and development intensity, including a maximum first floor footprint.

Huntersville 2040 Community Plan



2040 Policy Recommendations

LU-1

Policy LU-1: Encourage a development pattern that follows the Future Land Use Map.

LU-6

Policy LU-6: Support a mix of land uses in key locations.

LU-10

Policy LU-10: Encourage a diversity of housing options.

EOS-10

Policy EOS-10: Improve bicycle and pedestrian facilities throughout Town.

T-1

Policy T-1: Link land use with transportation using the mobility framework

T-3

Policy T-3: Improve connectivity throughout the study area.

Summary of Benefits to Huntersville

Project Benefits

Attainable Housing

Pedestrian & Vehicular Connectivity

Downtown Activation

Economic - Increase Tax Base and Spending

2040 Land Use Plan

Proximity to Public Transportation

Quality Mixed Use Development

NCDOT Roadway Improvements



ACTIVATED MIXED-USE AND ACTIVITY CENTERS

Create vibrant, pedestrian-accessible mixed-use areas with restaurants, small businesses, and housing.



GROWTH MANAGEMENT

Focus growth near the central core and limit growth in less developed areas.



TRANSPORTA- TION

Improve streets and sidewalks and expand transportation options.



GREENWAYS & TRAILS

Connect 30,000 residents to greenways and trails by 2030.



ECONOMIC DEVELOPMENT

Balance the tax base, encourage entrepreneurship and attract target industries.

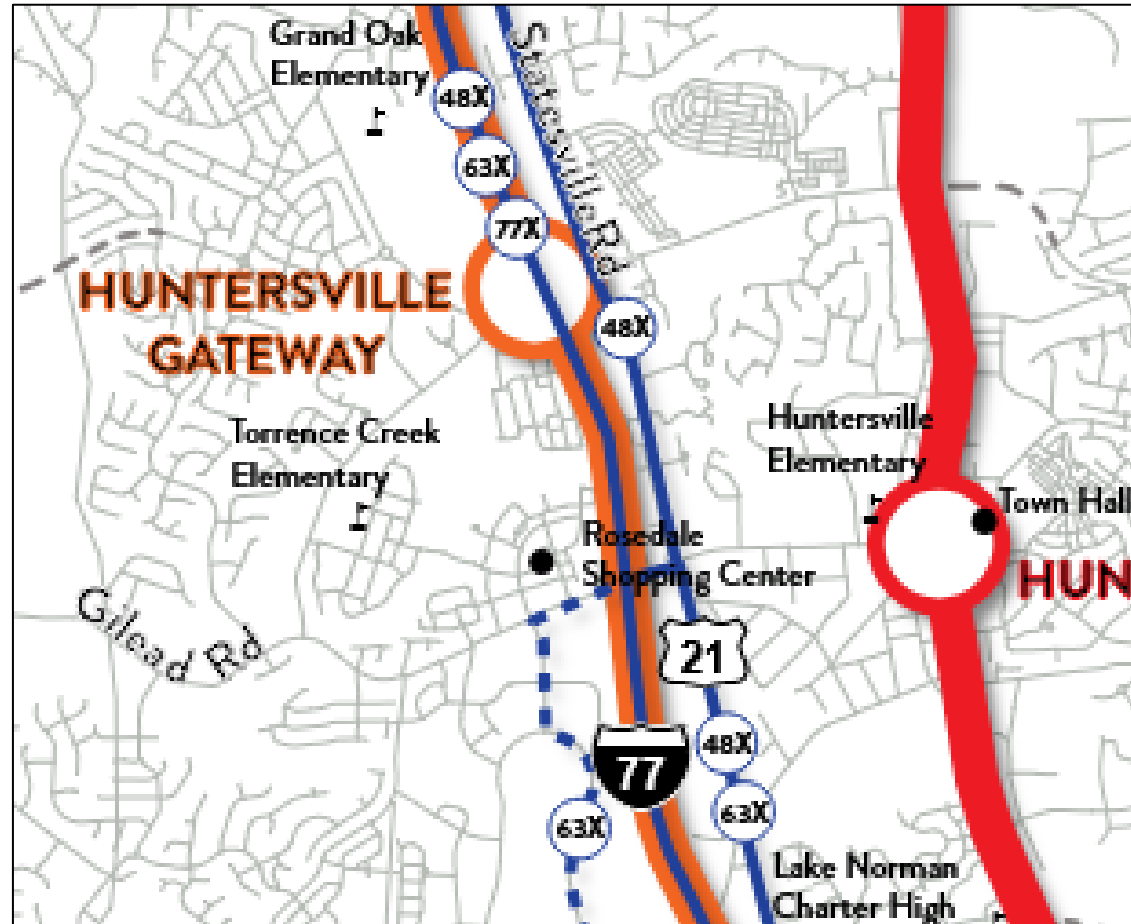


Questions?
Thank you!

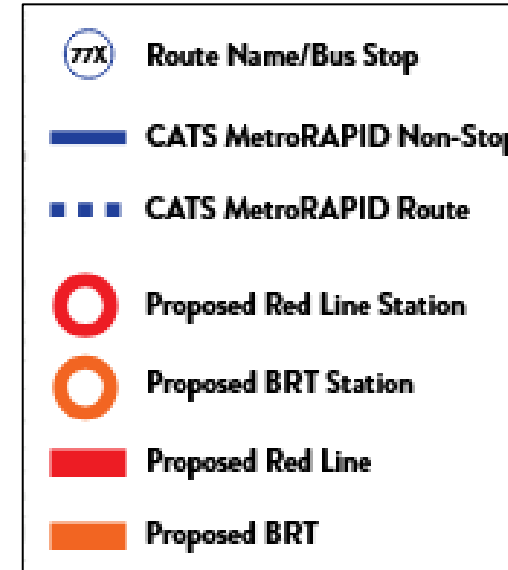
Tentative Meeting Schedule

- Public Hearing – February 4, 2025
- Planning Board – February 25, 2025
- Town Board Vote – March 18, 2025

2040 Plan Transportation Network



Proximity to Public Transportation



November 26, 2024

SUBJECT: Notice of community meeting for information related to a Conditional Rezoning and Sketch Plan of the property located east of Interstate 77 at 14403 & 14411 Stumptown Rd., Huntersville, NC, shown on the map below and having Parcel ID Numbers of 01714405 & 01714406. The Applicant for the subject property is Mission Properties, LLC.

To Whom It May Concern:

Recipients of this letter meet the notification requirements of the Town of Huntersville as being adjacent landowners with at least a portion of their properties located within 250 ft. of the subject property, and neighborhood organizations registered with the Town of Huntersville within 2,000 ft. of any portion of the rezoning site. The purpose of the community meeting is to provide an opportunity for the Applicant to describe the proposed project and to answer any questions you may have. The Applicant is requesting approval from the Town for a Conditional Rezoning from the current zoning of NR to the proposed zoning of HC(CD) to construct a mixed-use development.

MEETING DETAILS:

6:00 P.M. to 7:00 P.M.

Thursday, December 12, 2024

Huntersville United Methodist Church - Fellowship Hall

14005 Stumptown Rd.

Huntersville, NC 28078

You are welcome to attend the above-mentioned community meeting. There will be an additional opportunity to ask questions about the proposed development.

Sincerely,

Mission Properties, LLC.





**Town Engineering Rezoning Comment Summary
R24-13 Mission Stumptown Road (CSP-500043)
14403 Stumptown Road (PID 01714405, 01714406)
Huntersville, NC 28078**

General Project Information

This proposed rezoning is located at the Southwest corner of Statesville Rd (U.S. HWY 21) and Stumptown Rd and consists of a mixed-use development, an extension of Maruti Avenue to Stumptown Rd, with an access to Stumptown Rd and U.S. HWY 21. The anticipated impacts of a funded CRTPO project on U.S. HWY 21 look to have been considered by the applicant.

Engineering Staff Comments

Traffic Impact Analysis (TIA): Based on the uses and intensities proposed, the development is over the Town's threshold to require a TIA. The developer's consultant submitted a TIA on January 31.

The TIA evaluated conditions prior to the completion of the NCDOT STIP Project U-5771 and after the STIP project. The Town review focused on the intersection of US21 at Stumptown and the site access to Stumptown and US21.

Based on the results of the TIA the following improvements are recommended if the project moves forward prior to the completion of the STIP project:

US21 (Statesville Road) at Stumptown Road

- Construct an additional southbound through lane on US 21 with a minimum of 150 feet of storage. (a south bound through receiving lane, long enough to meet NCDOT criteria, is also included)

Stumptown Road at site access A (Maruti Ave Ext.)

- Construct a westbound left turn lane on Stumptown Road with 100 feet of storage
- Access A (Maruti Ave Extension) to have a protected stem length of 100 feet

US21 at site access B (Public Street A)

- Construct a southbound right-turn lane on US21 with 100 feet of storage
- Construct a median on US21 at access B (Public Street A) to restrict access to right-in/out only



If the project moves forward during construction of or after completion of the STIP project, the following improvements are recommended to be completed:

Stumptown Road at site access A (Maruti Ave Ext.)

- Construct a westbound left turn lane on Stumptown Road with 100 feet of storage
- Access A (Maruti Ave Extension) to have a protected stem length of 100 feet

US21 at site access B (Public Street A)

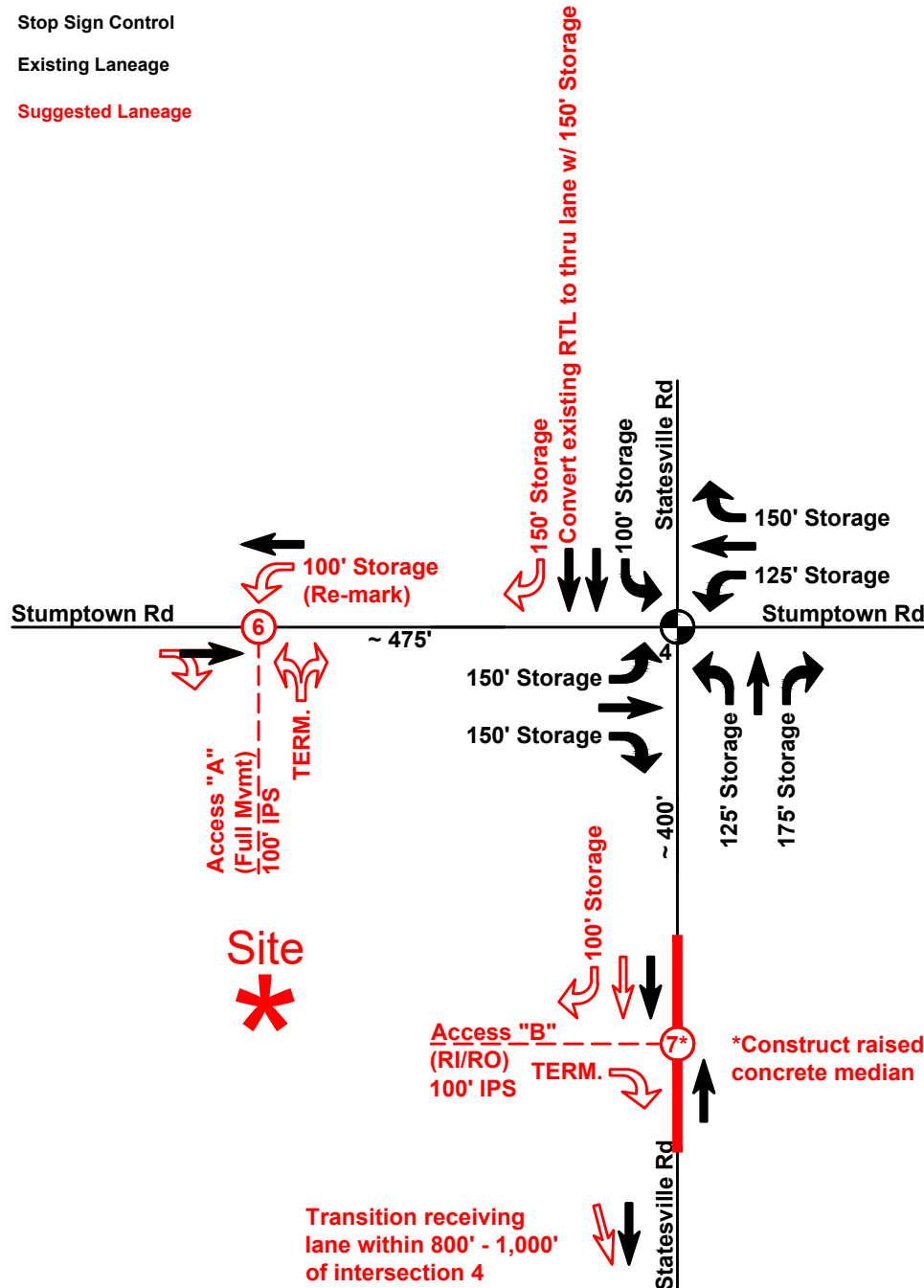
- Construct a southbound right-turn lane on US21 with 100 feet of storage

Site Plan Comments:

- 1) Street tree locations are subject to change during the construction plan phase to meet requirements of the Town's Engineering Standards and Procedures Manual and NCDOT Planting Guidelines. Some proposed street tree locations shown on the latest plan set do not meet minimum standards.
- 2) The latest plans show a driveway connection and other grading work on an adjacent parcel (PID 01714404). Work proposed on adjacent parcels will require written approval from property owner prior to construction document approval.
- 3) The median and lane widths for the proposed left turn lane on Stumptown Road onto Maruti Avenue do not meet the minimum standards and will require modification.

LEGEND

-  Traffic Signal
-  Stop Sign Control
-  Existing Laneage
-  Suggested Laneage



Note

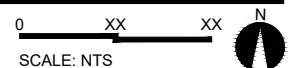
Only intersections 4, 6, and 7 are analyzed under pre-STIP conditions.

STUMPTOWN & STATESVILLE RD TIA

HUNTERSVILLE, NC

MISSION PROPERTIES
 1114 CLEMENT AVENUE, SUITE 100
 CHARLOTTE, NC 28205

**SUGGESTED
 LANEAGE
 (PRE-STIP U-5771)**



PROJECT #: 695-016
 DRAWN BY: CRB
 CHECKED BY: MWW

JANUARY 2025

REVISIONS:

1.	

Figure 14



Request for Board Action

March 4, 2025

To: The Honorable Mayor and Board of Commissioners

From: Jesse James, Principal Planner

Subject: Conduct Public Hearing on Petition #R24-15 Station South LLC

EXPLAIN REQUEST:

Conduct a public hearing on Petition #R24-15, a request by Station South LLC, to rezone +/- 21.29 acres located on Old Statesville Road (Parcels 01103213, 01121101) from Corporate Business-Conditional District to Transit Oriented Development-Residential-Conditional District for a mixed-use development.

ACTION RECOMMENDED:

Call a public hearing

FINANCIAL IMPLICATIONS:

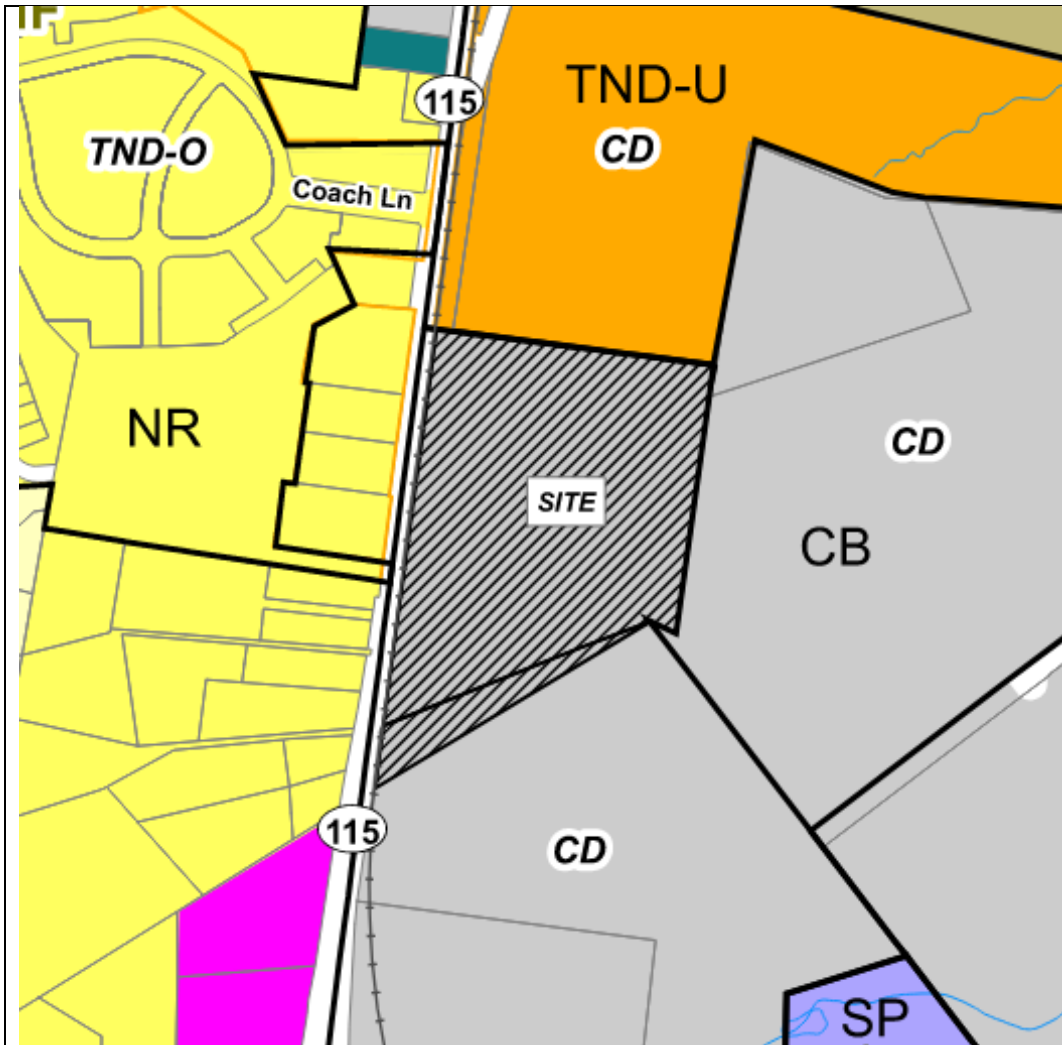
N/A

ATTACHMENTS:

1. R24-15 PH 3 4 25 Staff Report
2. 2024.11.01 Station South -General Application - Complete
3. 2025.01.17-Station South Rezone Plans-224021
4. Community Meeting Package Station South
5. Rezoning Engineering Comment Summary - Station South (R24-15)

Petition R24-15 Station South

PART 1: PROJECT SUMMARY



Applicant: Station South, LLC
Property Owner: June Overcash
Property Address:
PINS(01103213, 01121101)
Project Size: +/-21.29 Acres
Parcel Numbers: (01103213, 01121101)
Current Zoning: CB(CD)
Current Land Use: Single Family Residential and Vacant
Proposed Zoning: TOD-R(CD)
Proposed Land Use: Mixed Use Development(Multi-Family/Commercial)

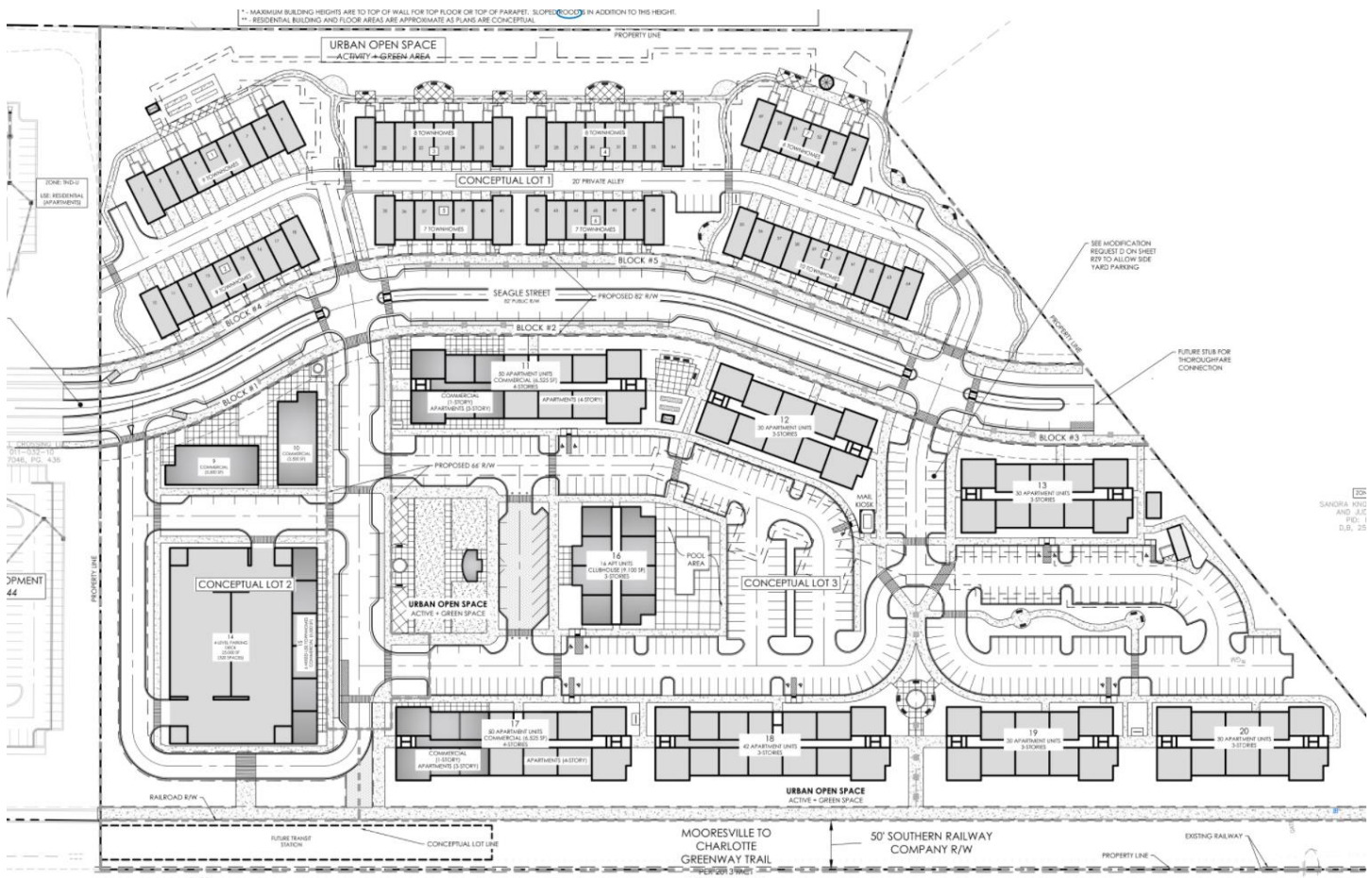
1. Purpose: Rezone +/- 21.29 acres on Old Statesville Road (PINS listed above as seen on the map) from Corporate Business-Conditional District to Transit Oriented Development-Residential for a proposed mixed-use development.
2. TOD-R is proposed due to the site's proximity to the proposed future Red Line Rail Station location which is directly adjacent. (See the site plan attached). TOD-R is intended to support higher density residential communities that include a rich mix of retail, restaurant, service, and small employment uses within a pedestrian village format and may be located on developable and re-developable parcels generally found within the 1/2-mile catchment area of designated rapid transit station sites.

3. Adjoining Zoning and Land Uses.
North: Traditional Neighborhood Development (TND-CD)-Mixed Use Development-Caldwell Crossing(Apartments/Commercial)
South: Corporate Business-CD- Vacant
East: Corporate Business-CD- Industrial Warehousing
West: Old Statesville Road/Neighborhood Residential- Single Family Residential
4. A neighborhood meeting was held on Thursday, December 12, 2024, and the questions asked by residents/citizens and the responses from the applicants are summarized in the Neighborhood Meeting Report (see attachment)
5. Notice for this rezoning petition was sent via letter to adjoining property owners; a legal ad placed in the Charlotte Observer; and posting of rezoning signs on the property along Old Statesville Road.

PART 2: REZONING/SITE PLAN

Intent of Transit Oriented Development-Residential Zoning:

- The transit-oriented residential district is established to support higher density residential communities that include a rich mix of retail, restaurant, service, and small employment uses within a pedestrian village format. Land consuming uses, such as large lot housing and large retail outlets are excluded from this district. The TOD-R may be located on developable and redevelopable parcels generally found within the 1/2 mile catchment area of designated rapid transit station sites. Nothing in these regulations shall preclude application of the TOD-R beyond the 1/2 mile radius when site-specific development plans demonstrate efficient resident access to a rapid transit station. The district establishes a primarily residential village within a 10-minute walk of a designated rapid transit station that serves a residential population of sufficient size to constitute an origin and destination for purposes of rapid transit service.



Significant elements of the development plan include:

- The proposal includes 348 multifamily units and approximately 59,150 square feet of non-residential square footage (25,000 of that as a parking deck) fronting along the proposed future Red Line Rail Station location. There are a mix of townhome buildings, multiple story apartment buildings, 3 vertical mixed-use buildings, and 2 commercial only buildings. As intended by the proposed plan, there is a pedestrian village format centered around a vertical mixed-use section with an Urban Open Space providing active amenities.
- The site is dependent on access from Seagle Street (future Minor thoroughfare) to the North (pending construction of Caldwell Crossing TND Subdivision) with 10 food side-paths included for multi-modal use. There is no direct access to Old Statesville Road without this connection.
- Frontage- Article 8.1 requires all buildings to have public road frontage with exceptions for fronting on an Urban Open Space to ordinance standards. Buildings 17-20 have alternative frontage on the Mooresville to Charlotte Greenway Trail. Buildings 1, 3, 4, and 7 front on a pedestrian passageway that connects those buildings to the rest of the site with active and paved paths. Building 16 fronts on a Plaza/Pavilion Urban Open space that is the focal point of the development.

- Open Space- The development has open space meeting standards of article 7.10 by way of providing pedestrian passageways, plazas, and greens throughout within 1/4 mile of each building lot. Details of each open space area are shown in detail on plan sheet RZ-8 of the rezoning plan.
- The proposal offers at least 4 attainable housing units for a period of 15-years after the issuance of a Certificate of Occupancy. 2 of such units will be floating and will be available to households earning less than 80% of the area median income. (it is unclear what the other 2 units AMI threshold will be).
- The plan meets the minimum standards for parking for a TOD-R development and includes on street parking for the two public streets proposed. Breakdown of the parking:
 - 278 Multifamily units=required 1 space per unit. Provided 395(not including the parking deck)
 - 6 Mixed Use Townhome= Required 1 space per unit. Provided 9.
 - 64 Townhome units=Required 1 space per unit. Provided 122(64 garage, 46 driveway, 12 surface)
 - 25,050 Square feet of Commercial=1 Space per 500 Sq Ft. Provided 96 spaces.
- Minimum Tree Preservation (specimen tree save) for TOD-R is 30%. It is unclear if the applicants are meeting this requirement. Several comments are pending revision for staff approval of the submitted plans showing compliance. The applicants may choose to pay into the tree-bank fund for the Towns use of funds for future Town tree projects.
- There are no identified Heritage Trees on site.
- Planning, Transportation, and Storm Water Engineering staff have minor site plan comments outstanding that need to be addressed prior to final plan approval.

Modification Requests:

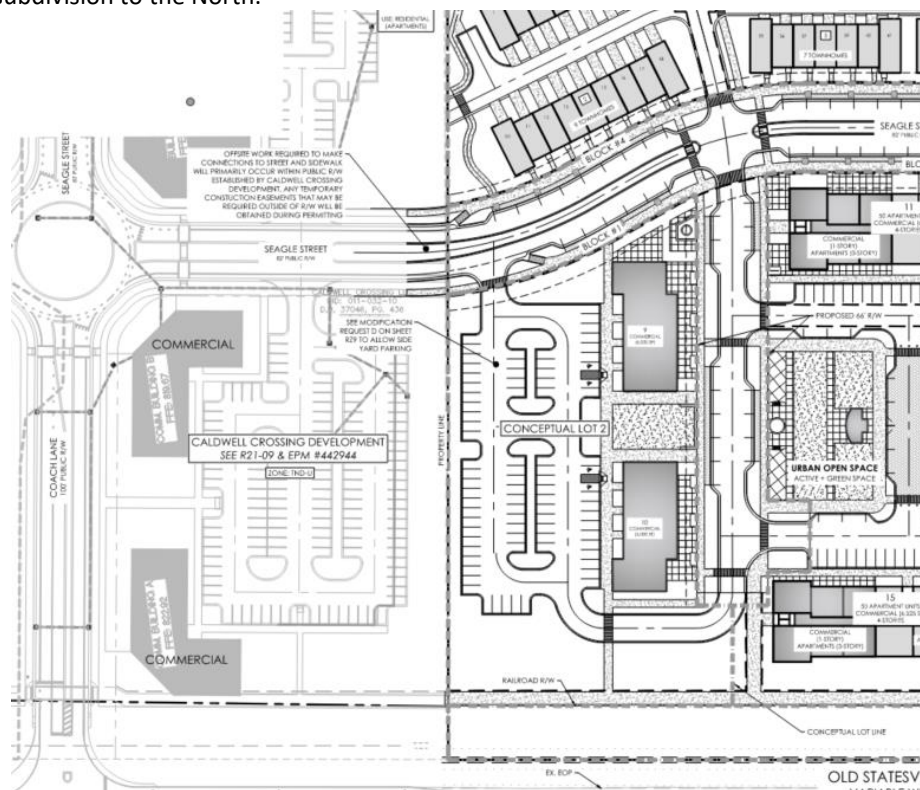
- A) Block Length modifications to Blocks 2 and 5 as seen on page RZ3.
 - Staff Comment- Because Seagle Street is a minor thoroughfare and has block breaks with crosswalks and curvature to slow traffic, staff is in favor of this request.
- B) Street Trees- Along Seagle Street, only one row of street trees on either side of the ROW is requested and may be installed with tree grates.
 - Staff Comment- The ordinance requires a double row of street trees spaced 40-feet on center along minor thoroughfares (Seagle Street is a future minor thoroughfare) Staff is generally in favor of the landscape plan provided showing a double row of street trees along Seagle Street. The addition of tree grates or wells with this urban condition is recommended. With this urban setting along this future minor thoroughfare, staff is ok with one row of large maturing trees to make everything fit and to bring the buildings to the road as intended by the ordinance for urban conditions.
- C) Side-yard Parking is requested to be permitted as shown on the rezoning plan.
 - Staff Comment- Side-yard parking is not permitted with apartment buildings per ordinance. Staff can recommend this request with additional screening of this small section of parking between buildings 12 and 13 on the proposed plan(see landscape plan RZ7). This would most appropriately be achieved with a screening wall about 3-feet in height.
- D) FAR of buildings with office and restaurant uses is requested to possibly be lower than the required ratio as set forth in 3.2.13(A).
 - Staff Comment- In the proposed rezoning plan, Lot 2 shows a large parking deck structure, a mixed-use building with 6 townhome structures with commercial space, and 2-3500 square foot one-story commercial buildings. FAR is calculated by dividing the total lot square footage by the total square footage of the building with required minimum FAR to be .35. The purpose of this is to have more density and less single use, large square footage buildings. An example of proper TOD design is having more than one story buildings with low total first floor footprint, thus creating a dense district with many users. The nature of this proposal is that a parking structure is needed for the Red Line rail project, and because of this and the product not having separate lots for each building creates a lower FAR. Staff is generally in favor of this request but recommend that Buildings 9 and 10 offer at least

one more occupiable story. This would give some massing to the public street and offer more leasable commercial space (or residential with vertical mixed use).

- E) (not requested on the plan but needed) Article 3.2.13 (E)(5) states that within a 1/4 mile walking distance of the station site, a master subdivision sketch plan may include up to 10,000 sq. ft. of retail/services/commercial/office development for each 250 dwelling units master planned in the 1/2 mile catchment area.
 - Staff Comment- This plan provides 348 units at 18.69 DUA which meets the TOD-R minimum of 15 DUA. There is approximately 25,050 square feet of commercial space offered in this plan, which exceeds the amount of space per 250 units required of this article. Staff is generally in favor of exceeding the amount of commercial space offered because of the amount of housing coming available in the proximity of this development, thus creates a need for the services that commercial use provides.

Option B Alternate Plan:

- The applicants include an “Option B” (see site plan RZ13) condition to the site plan due to the nature of the funding of the Red Line Rail Project slated for vote by November 3, 2025. The applicants request that if that funding is not approved, they may opt for construction of this “Plan B” without an amendment to be approved by the Town Board. If funding is approved, “Phase 3”(the commercial area including the parking deck) of “Option A” is requested to have potential for a delay until design for the station is complete, ROW acquired and permits obtained. See below the Clip of “Option B” below showing the deletion of the parking deck structure. The proposal replaces it with surface parking and larger commercial buildings fronting the new internal public street. The clip of the Option B section shows the mirrored compatibility of the adjacent Caldwell Crossing subdivision to the North.



- Staff comment- While staff prefers Option A, we understand the reason for needing to have a backup plan if the Red Line does not move forward. Staff generally is in favor of Option B if this does fail to move forward, however, we would recommend at least a 2nd floor to buildings 9 and 10 as shown in the Option B plan above. As previously recommended above with Option A, a 2nd floor would improve the FAR requirements of the district and bring massing to the street front while offering more leasable space for the TOD.

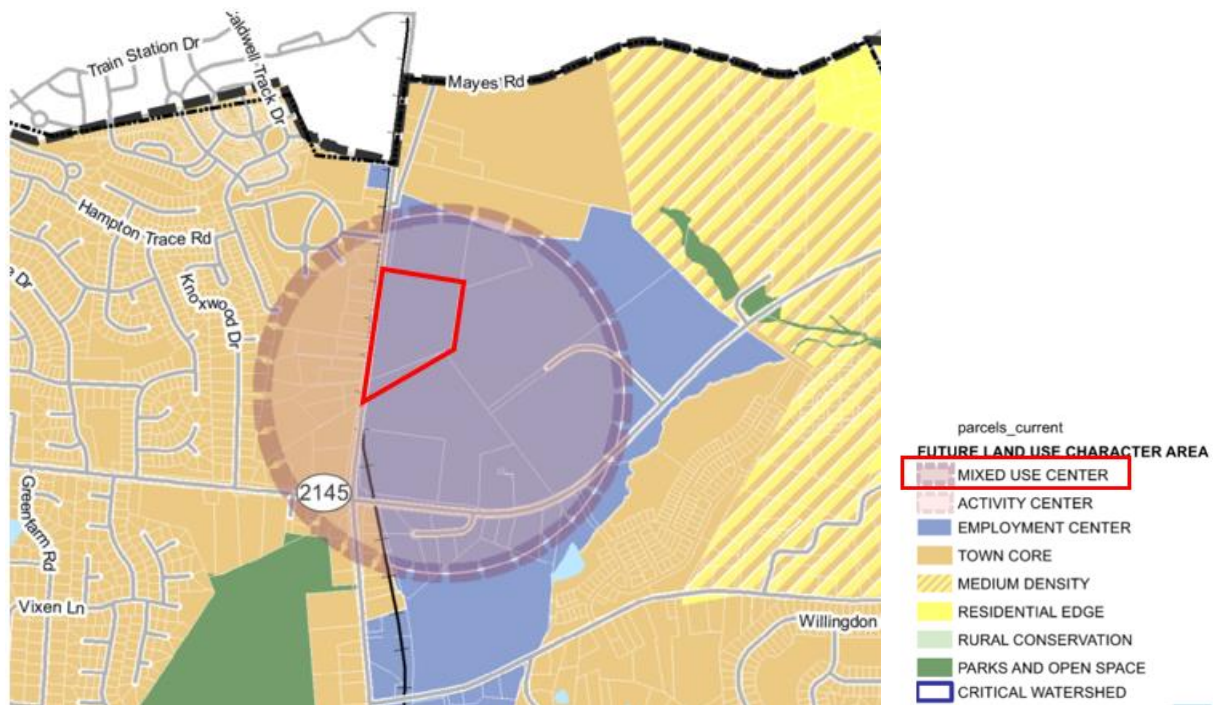
PART 3: TRANSPORTATION ISSUES

See attached Engineering Report.

PART 4: 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”.

2040 Huntersville Community Plan



STAFF COMMENT – Staff finds the proposed use/project is **consistent** with the following policies of the 2040 Huntersville Community Plan:

- LU 1.1: Utilize the Future Land Use Map during development approval process to ensure compatibility with long-range plans.
Staff Comment: This site is within a Mixed-Use Center as referenced by the 2040 Huntersville Community Plan. Mixed-Use Centers contain vertical mixed-use along key frontages. New development includes wide sidewalks, buildings are close to the street with high levels of transparency, and parking is in the rear. A mix of housing is allowed, including urban options throughout (apartments, townhomes, cottage homes, etc.). This plan proposes a Mixed-Use center of its own with a pedestrian village with a mix of apartments, services, retail, and office space. A mix of housing is proposed with vertical apartment style homes, mixed use apartments and townhomes.
- LU 5.1: Allow more intense development only where transportation infrastructure and utilities already exist.
Staff Comment: The plan is proposed at the future Red Line Rail stop. TOD-R with more dense residential development is optimal at this site.
- LU 6.1: A mix of land uses is encouraged in Mixed Use Centers, Activity Centers, Employment Centers identified on the Future Land Use Map.
Staff Comment: This plan is within a Mixed Use Center and incorporates a potential for retail, employment, service, residential, and other commercial uses.
- LU 7.1: Require all new development to adhere to the following design principles:
 - In Mixed-Use Centers, Activity Centers, Town Core, and Moderate Density Areas, streets and sidewalks are meant to be attractive and inviting. New development in these areas shall follow these principles:
 - All buildings shall front a public street or open space.
 - Streets should be connected, have short blocks and sidewalks on both sides of streets.
 - Improve connectivity, particularly for pedestrians and vehicles.
 - Parking lots, if required, should be predominately located behind buildings screened from view and larger lots should be broken by buildings and or landscape features.
 - Accommodate a mix of uses and/or housing types.Staff Comment: Staff has worked with the applicant to incorporate these design principles throughout the conditional rezoning process and believe the latest plan generally meets these.
- LU 8.1: Continue to emphasize form and flexibility in development regulations for Mixed-Use Centers.
 - The current zoning ordinance has basic form-based standards with flexibility built-in. Key elements include allowing multiple types of land uses, a mix of uses, minimal setbacks, and lower parking requirements.Staff comment: This proposal has use flexible guidelines from the ordinance including minimizing parking within the TOD-R designation, mixing of land uses, and using design elements to vary frontage conditions.
- LU 8.3: Encourage transit-supportive development. Consider ways to encourage transit-supportive development proximal to future CATS Bus Rapid Transit (BRT) stations.
Staff Comment: As seen in detail above, this development is possible through the ordinance's allowance of transit-oriented development which is encouraging development of this kind next to the future Red Line Station.
- T 1.2: Prioritize connecting Mixed-Use Centers to Activity Centers and other destinations throughout Town with transit.
- T 1.3: Encourage transit-supportive development within Mixed-Use Centers and the Community Core areas to expand existing Express Bus Routes.
Staff Comment: The plan will include 10-foot side paths along the future throughfare, linking them with internal pedestrian corridors and paths and rail greenway with the Red Line Station. This will also be a good candidate for a future bus route or other form of CATS ride share.

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:

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

STAFF COMMENT:

The proposal is consistent with the overall existing development in the area as a mixed-use TND development (Caldwell Crossing) is adjacent to the North and across Old Statesville Road is higher density housing options with Caldwell Station and North Park Apartments.

- 2. 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:

There is no indication this project will have a negative impact on public facilities and or services.

- 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, historical or cultural resources.

PART 5: STAFF RECOMMENDATION

In considering the proposed rezoning petition R24-10, Station South, staff recommends approval. The proposal is consistent with the Huntersville 2040 Community Plan policies LU 1.1, 5.1, 6.1, 7.1, 8.1, 8.3, T1.2, and T1.3 and furthermore, meets the intent of a TOD-R zoning district by providing a rich mix of services and housing in a pedestrian village format.

Conditions for Approval:

- A) Approval of block length modifications requests to Blocks 2 and 5 as seen on page R23.
- B) Street Tree request- Along Seagle Street. The addition of tree grates or wells with this urban condition is recommended. Staff is in favor of this request.
- C) Approval of side-yard parking as requested as shown on the rezoning plan with appropriate screening.
- D) FAR of buildings with office and restaurant uses is requested to possibly be lower than the required ratio as set forth in 3.2.13(A). Staff is generally in favor but requests exploration of potentially adding 2nd floor on buildings 9 and 10.
- E) Relief from Article 3.2.13 (E)(5). Staff is in favor of approving this modification.

It is reasonable and in the public interest to rezone the approximate 21.29 acres described herein as it is consistent with the envisioned use and development patterns set forth in the 2040 Community Plan.

PART 6: PUBLIC HEARING

A Public Hearing is scheduled for March 4, 2025

PART 7: PLANNING BOARD RECOMMENDATION

Planning Board Meeting is tentatively scheduled for March 25, 2025.

PART 8: TOWN BOARD RECOMMENDATION

Town Board Meeting is tentatively scheduled for April 22, 2025.

PART 9: ATTACHMENTS

- A – Rezoning Application
- B – Proposed CD Rezoning Plan with Elevations
- C – Community Meeting Report (12-12-24)

PART 10: CONSISTENCY STATEMENT – R24-15

Planning Department	Planning Board	Board of Commissioners
APPROVAL: In considering the proposed rezoning petition R24-10, Station South, staff recommends approval. The proposal is consistent with the Huntersville 2040 Community Plan policies LU 1.1, 5.1, 6.1, 7.1, 8.1, 8.3, T1.2, and T1.3 and furthermore, meets the intent of a TOD-R zoning district by providing a rich mix of services and housing in a pedestrian village format. Conditions for Approval: A) Approval of block length modifications requests to Blocks 2 and 5 as seen on page RZ3. B) Street Tree request- Along Seagle Street. The addition of tree grates or wells with this urban condition is recommended. Staff is in favor of this request. C) Approval of side-yard parking as requested as shown on the rezoning plan with appropriate screening. D) FAR of buildings with office and restaurant uses is requested to possibly be lower than the required ratio as set forth in	APPROVAL:	APPROVAL:

3.2.13(A). Staff is generally in favor but requests exploration of potentially adding 2nd floor on buildings 9 and 10. E) Relief from Article 3.2.13 (E)(5). Staff is in favor of approving this modification. It is reasonable and in the public interest to rezone the approximate 21.29 acres described herein as it is consistent with the envisioned use and development patterns set forth in the 2040 Community Plan.		
DENIAL:	DENIAL:	DENIAL:



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. In addition to the application, the submission process for each application type can be found at <https://www.huntersville.org/528/Permits-Process>

- ☐ Change of Use
- ☐ Commercial Site Plan
- ☒ Conditional Rezoning
- ☐ General Rezoning
- ☐ Master Signage Program
- ☐ Special Use Permit
- ☐ Revision to
Original Project # _____
- ☐ Other _____

- SUBDIVISION CATEGORIES: Per the Huntersville Subdivision Ordinance
- ☐ Sketch Plan
 - ☐ Preliminary Plan
 - ☐ Final Plat (Includes Minor Subdivision)
 - ☐ Exempt Subdivision
 - ☐ Final Plat Revision
 - ☐ Farmhouse Cluster

2. Project Data

Date of Application October 31, 2024

Name of Project Station South Phase # (if subdivision) _____

Project Address Old Statesville Rd, Huntersville, NC 28087

Parcel Identification Number(s) (PIN) 011-032-13 (Overcash, Heath, Allen) / 011-211-01 (Cain)

Current Zoning District CB (CD) Proposed District (for rezoning only) TOD-R (CD)

Property Size (acres) 21.29 AC Street Frontage (feet) 1,419.5 FT

Current Land Use SF Residential and Undeveloped

Proposed Land Use(s) Mixed Used (Attached Residential + Apartments + Commercial)

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

3. Description of Request

Provide a detailed summary. (i.e. RTAP identify what you are revising). Additional sheets may be added.

Station South is uniquely located mixed use project adjacent to a currently planned transit rail station for the Red Line, one of three such stations along State Highway 115 in Huntersville. This project provides a true mix of uses, offering a vibrant, connected development with neighborhood services and different attached housing opportunities. The design will focus on providing residents with high quality options for living, shopping and working with walkable community spaces that connect to and optimize the Carolina Thread Trail and the future Red Line rail.

4. Site Plan Submittals

Consult the particular type of *Review Process* for the application type selected above. These can be found at <https://www.huntersville.org/528/Permits-Process>.

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. Applicant

Printed Name Station South, LLC Phone 704-325-8558
☐ Corporation ☒ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

☒ By signature below, I hereby acknowledge, as/on behalf of (circle one) the applicant my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable for Special Use Permits and Subdivisions)

Signature 

Title V.P. Development Email dwendover@peakdevllc.com

Address of Applicant 801 Wood Ridge Center Drive Charlotte, NC 28217

7. Property Owner (if different than applicant)

*Printed Name (see attached) Phone _____
☐ Corporation ☐ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

☐ By signature below, I hereby acknowledge, as/on behalf of (circle one) the owner my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable for Special Use Permits and Subdivisions)

Signature _____

Title _____ Email _____

Address of Property Owner _____

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

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8. Development/Design Firm Contact Information

Peak Development	Dan Wendover	704-905-6844	dwendover@peakdevllc.com
Development Firm	Name of Contact	Phone	Email
W&A Engineering	Kristen James	704-875-1615	kjames@waengineering.com
Design Firm	Name of Contact	Phone	Email

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:	https://www.huntersville.org/228/Planning-Department

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. Applicant

Printed Name Station South, LLC

Phone 704-325-8558

☐ Corporation ☒ Limited Liability Company ☐ Trust ☐ Partnership

☐ Other: _____

☒ By signature below, I hereby acknowledge, as/on behalf of (circle one) the applicant my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable for Special Use Permits and Subdivisions)

Signature Dan

Title V.P. Development

Email dwendover@peakdevllc.com

Address of Applicant 801 Wood Ridge Center Drive Charlotte, NC 28217

7. Property Owner (if different than applicant)

*Printed Name June Overcash

Phone 704-560-5608

☐ Corporation ☐ Limited Liability Company ☐ Trust ☐ Partnership

☐ Other: _____

☒ By signature below, I hereby acknowledge, as/on behalf of (circle one) the owner my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable for Special Use Permits and Subdivisions)

Signature June Overcash

Title owner

Email jbcash5@gmail.com

Address of Property Owner _____

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Phone 704-325-8558

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Signature Dan

Title V.P. Development

Email dwendover@peakdevllc.com

Address of Applicant 801 Wood Ridge Center Drive Charlotte, NC 28217

7. Property Owner (If different than applicant)

*Printed Name

Sharon Brown Allen

Phone 952-250-1538

☐ Corporation ☐ Limited Liability Company ☐ Trust ☐ Partnership ☒ Other: individual

☐ By signature below, I hereby acknowledge, as/on behalf of (circle one) the owner my understanding this application will be considered in a quasi-judicial proceeding and that neither I, nor anyone on my behalf, may contact the Board of Commissioners except through sworn testimony at the public hearing. (Applicable for Special Use Permits and Subdivisions)

Signature Sharon Brown Allen

Title co-owner Email sharon@allenfamilyemail.net

Address of Property Owner 58 Fish Dancer Ct. Bluffton, SC 29910

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Signature Dan

Title V.P. Development Email dwendover@peakdevllc.com

Address of Applicant 801 Wood Ridge Center Drive Charlotte, NC 28217

7. Property Owner (if different than applicant)

*Printed Name Connie W. Heath Phone 9102628088
☐ Corporation ☐ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

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Signature Connie Heath
Connie Heath (Oct 31, 2024 15:30 EDT)

Title _____ Email cwh080455@yahoo.com

Address of Property Owner 3500 Tall Pine Ct., Wilmingt

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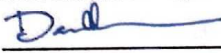
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Signature 

Title V.P. Development Email dwendover@peakdevllc.com

Address of Applicant 801 Wood Ridge Center Drive Charlotte, NC 28217

7. Property Owner (if different than applicant)

*Printed Name Faye cain Phone 7044513988
☐ Corporation ☐ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

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Signature 
Faye Cain (Oct 31, 2024 21:17 EDT)

Title _____ Email fcain08@gmail.com

Address of Property Owner 17100 old Statesville Road

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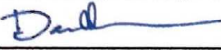
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Signature 

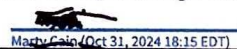
Title V.P. Development Email dwendover@peakdevllc.com

Address of Applicant 801 Wood Ridge Center Drive Charlotte, NC 28217

7. Property Owner (if different than applicant)

*Printed Name Martin D Cain Phone 7044513966
☐ Corporation ☐ Limited Liability Company ☐ Trust ☐ Partnership ☐ Other: _____

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Signature  Marty Cain (Oct 31, 2024 18:15 EDT)

Title _____ Email martycraw11@gmail.com

Address of Property Owner 17100 old Statesville Rd Hu

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PO Box 664	Physical Address:	105 Gilead Road, Third Floor
Huntersville, NC 28070	Website:	https://www.huntersville.org/228/Planning-Department

DEVELOPER:

PEAK DEVELOPMENT
801 WOOD RIDGE CENTER DR, STE. A
CHARLOTTE, NC 28217
ATTN: DAN WENDOVER
704.905.6844

OWNER: (PID: 011-032-13)

JUNE OVERCASH
PO BOX 1755
HUNTERSVILLE, NC 28070

SHARON ALLEN
58 FISH DANCER CT
BLUFFTON, SC 29910

CONNIE WASHAM HEATH
3500 TALL PINE CT
WILMINGTON, NC 28409

OWNER: (PID: 011-211-01)

MARTIN AND FAYE CAIN
PO BOX 623
HUNTERSVILLE, NC 28070

ENGINEER:

W&A ENGINEERING
121 GILEAD RD
HUNTERSVILLE, NC 28078
ATTN: JAY HENSON, ASLA
704.875.1615

SURVEYOR:

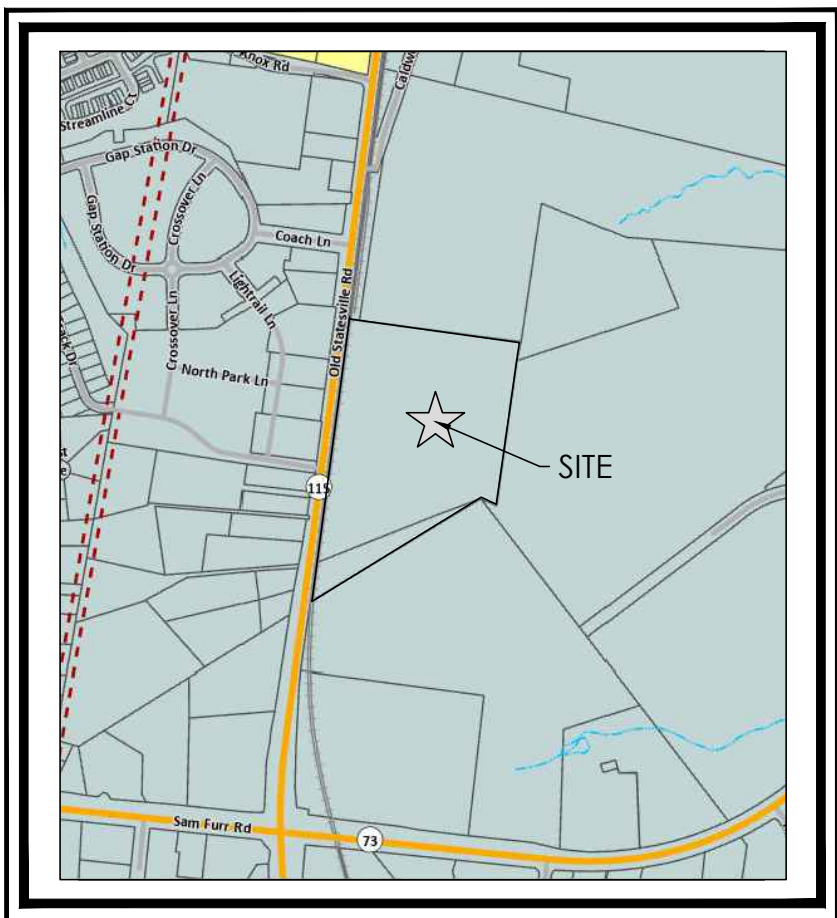
CLONINGER BELL
SURVEYING & MAPPING, PLLC
107 RIVERSIDE DR
MCADENVILLE, NC 28101
ATTN: JUSTIN CLONINGER, NCPLS
704.864.9007

STORM CONTROL MANAGEMENT SYSTEM NOTE:
THE PROPOSED STORM CONTROL MANAGEMENT SYSTEMS SHALL
MEET THE CRITERIA LOCATED IN CHAPTER 4.1 IN THE
CHARLOTTE-MECKLENBURG SCM DESIGN MANUAL.

MIXED-USE SUBDIVISION SKETCH &
CONCEPT SITE-CONDITIONAL REZONING PLANS
FOR:

STATION SOUTH
17100 OLD STATESVILLE RD

TOWN OF HUNTERSVILLE, NC
MECKLENBURG COUNTY
21.28-ACRE SITE
ISSUED 01/17/25
HFI PROJECT # 224021
MUNICIPAL PROJECT #: CSP-500046, R24-15
MIXED-USE DEVELOPMENT



VICINITY MAP
NTS



**W&A
ENGINEERING**

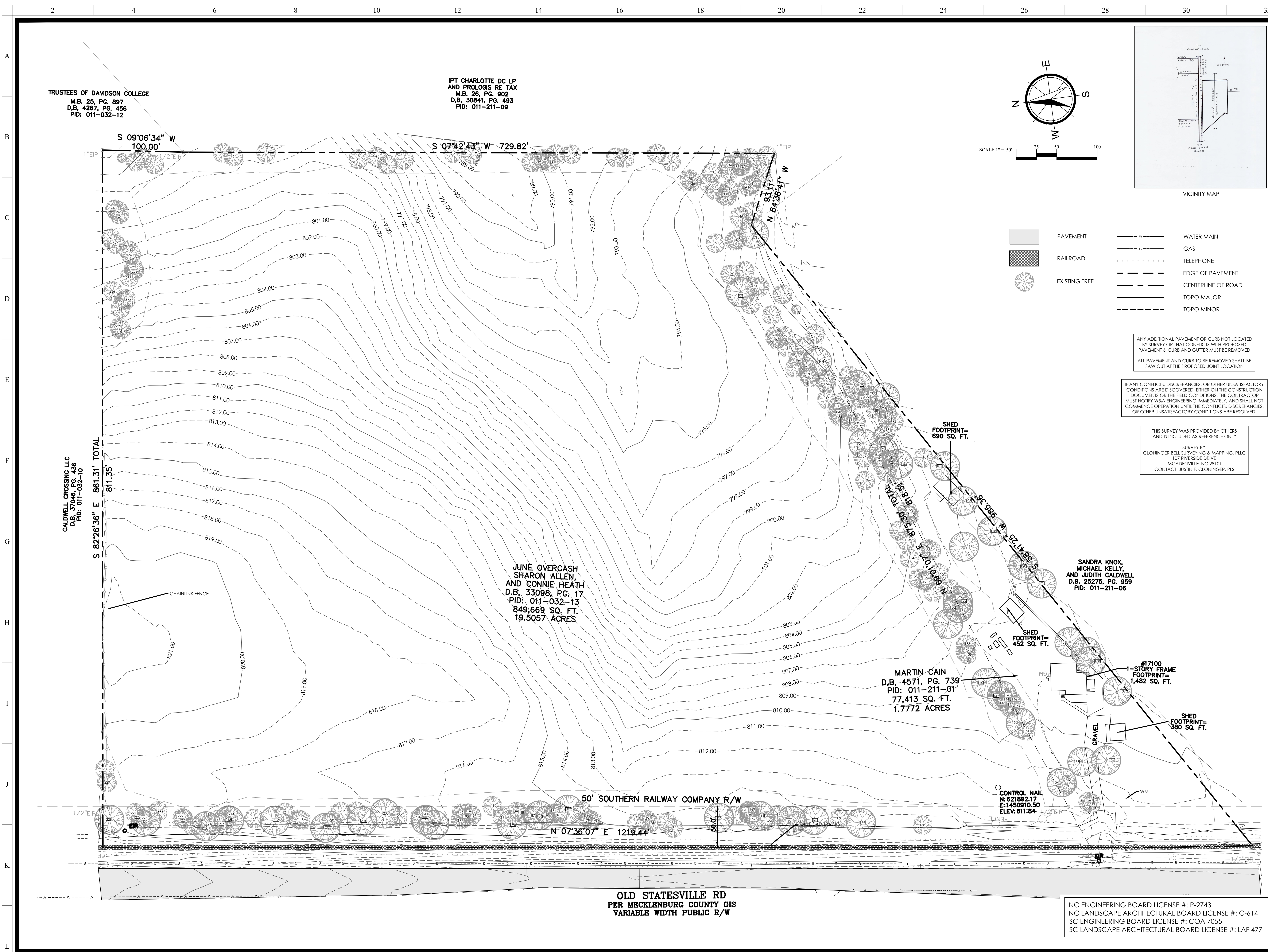
CIVIL ENGINEERING | LANDSCAPE ARCHITECTURE
LAND SURVEYING | TRAFFIC ENGINEERING
ECONOMIC DEVELOPMENT

121 Gilead Rd, Huntersville, NC 28078
P: (704) 875-1615
WAENGINEERING.COM
Building Better Communities, One Project at a Time.

NC ENGINEERING BOARD LICENSE #: P-2743
NC LANDSCAPE ARCHITECTURAL BOARD LICENSE #: C-614
SC ENGINEERING BOARD LICENSE #: COA 7055
SC LANDSCAPE ARCHITECTURAL BOARD LICENSE #: LAF 477

SHEET LIST TABLE	
SHEET NUMBER	SHEET TITLE
RZ1	COVER
RZ2A	EXISTING CONDITIONS
RZ2B	DEMO + TREE SAVE PLAN
RZ3	OVERALL SITE PLAN OPTION A
RZ4	SITE PLAN OPTION A
RZ5	CONCEPT GRADING AND DRAINAGE
RZ6	CONCEPT UTILITY PLAN
RZ7	CONCEPT LANDSCAPE PLAN
RZ8	CONCEPTUAL OPEN SPACE PLAN
RZ9	NOTES AND DETAILS
RZ10	DETAILS
RZ11	SLOPE ANALYSIS PLAN
RZ12	PHASING PLAN
RZ13	OVERALL SITE PLAN OPTION B
RZ14	SITE PLAN OPTION B
RZ15	BUILDING ELEVATIONS
RZ16	BUILDING ELEVATIONS







**W&A
ENGINEERING**

CIVIL ENGINEERING | LANDSCAPE ARCHITECTURE
LAND SURVEYING | TRAFFIC ENGINEERING
ECONOMIC DEVELOPMENT

121 GILEAD RD
HUNTERSVILLE, NC 28078
P: (704) 875-1615
WAENGINEERING.COM

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STATION SOUTH
REZONING PLAN

PID: 01103213, 01121101

OLD STATESVILLE RD, HUNTERSVILLE
MECKLENBURG COUNTY, NC 28087

Know what's below.
Call before you dig.



REVISIONS	

INITIAL SUB. DATE: 10/16/2024
ISSUANCE DATE: 01/17/2025

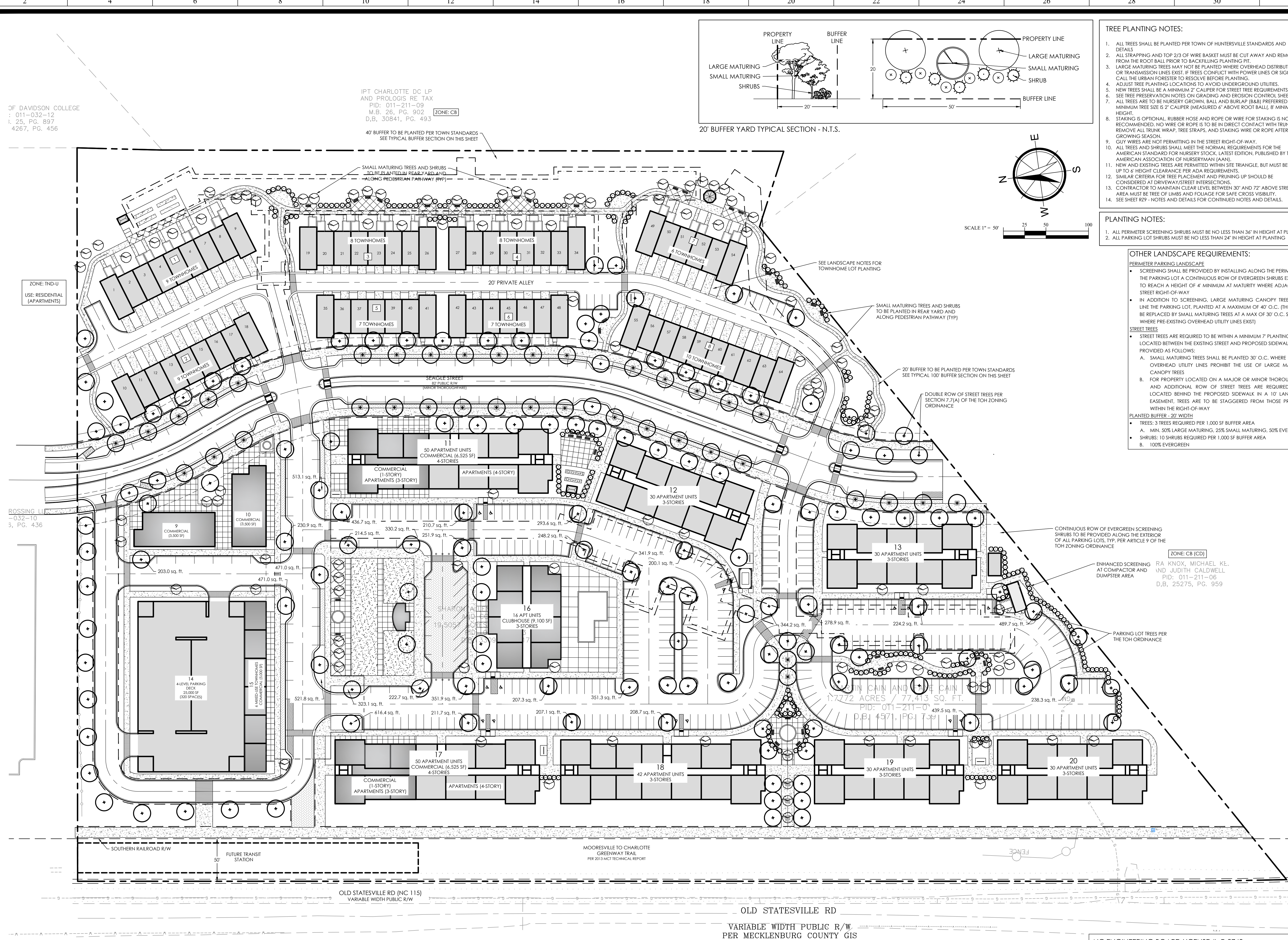
HFI PROJECT #: 224021

EXISTING
CONDITIONS

RZ2A

NC ENGINEERING BOARD LICENSE #: P-2743
NC LANDSCAPE ARCHITECTURAL BOARD LICENSE #: C-614
SC ENGINEERING BOARD LICENSE #: COA 7055
SC LANDSCAPE ARCHITECTURAL BOARD LICENSE #: LAF 477

N:\224021-Overcash Property DWG Sheets\Rezone\BZ-2 - EXISTING CONDITIONS.DWG 1/17/25 12:01:43 PM tmluigi



1. ALL TREES SHALL BE PLANTED PER TOWN OF HUNTSVILLE STANDARDS AND DETAILS.
2. ALL STRAPPING AND TOP 2/3 OF FIRE BASKET MUST BE CUT AWAY AND REMOVED FROM THE ROOT BALL PRIOR TO BACKFILLING PLANTING PIT.
3. LARGE MATURING TREES MAY NOT BE PLANTED WHERE OVERHEAD DISTRIBUTION OR TRANSMISSION LINES EXIST. IF TREES CONTACT WITH POWER LINES OR SIGNS, THE TREE SHALL BE REMOVED.
4. ADJUST TREE PLANTING LOCATIONS TO AVOID UNDERGROUND UTILITIES.
5. NEW TREES SHALL BE A MINIMUM 2" CALIPER FOR STREET TREE REQUIREMENTS.
6. ALL TREE PROJECTIONS SHALL BE MAINTAINED FOR STREET LIGHTS.
7. ALL TREES ARE TO BE NURSERY GROWN, BALL AND BURLAP (B&B) PREPARED, MINIMUM TREE SIZE IS 2" CALIPER [MEASURED 6" ABOVE ROOT BALL], 8" MINIMUM HEIGHT.
8. STAKING IS OPTIONAL. RUBBER HOSE OR ROPE OR FIRE FOR STAKING IS NOT RECOMMENDED. NO WIRE OR ROPE IS TO BE IN DIRECT CONTACT WITH TRUNK. REMOVE ALL TRUNK WRAP, TREE STRAPS, AND STAKING WIRE OR ROPE AFTER ONE YEAR.
9. GUY WIRES ARE NOT PERMITTING IN THE STREET RIGHT-OF-WAY.
10. ALL TREES AND SHRUBS SHALL MEET THE NORMAL REQUIREMENTS FOR THE AMERICAN ASSOCIATION OF NURSERYMEN (AAN).
11. THE AMERICAN ASSOCIATION OF NURSERYMEN (AAN) STANDARD, PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN (AAN).
12. NEW AND EXISTING TREES ARE PERMITTED WITHIN SITE BOUNDARY, BUT MUST BE LIMEED TO 10' TO 16' HEIGHT.
13. SIMILAR CRITERIA FOR TREE PLACEMENT AND PRUNING UP SHOULD BE CONSIDERED AT DRIVEWAY/STREET INTERSECTIONS.
14. CONTRACTOR TO MAINTAIN CANE LEVEL BETWEEN 30" AND 72" ABOVE STREET. IF AREA IS NOT MAINTAINED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CROSS VISIBILITY.
15. SEE SHEET R79 - NOTES AND DETAILS FOR CONTINUED NOTES AND DETAILS.

1. ALL PERIMETER SCREENING SHRUBS MUST BE NO LESS THAN 36" IN HEIGHT AT PLANTING
2. ALL PARKING LOT SHRUBS MUST BE NO LESS THAN 24" IN HEIGHT AT PLANTING

PERIMETER PARKING LANDSCAPE

- SCREENING SHALL BE PROVIDED BY INSTALLING ALONG THE PERIMETER THE PARKING LOT A CONTINUOUS ROW OF EVERGREEN SHRUBS EXPECT TO REACH A HEIGHT OF 4' MINIMUM AT MATURITY WHERE ADJACENT STREET RIGHT-OF-WAY
- IN ADDITION TO SCREENING, LARGE MATURING CANOPY TREES SHALL LINE THE PARKING LOT, PLANTED AT A MAXIMUM OF 40' O.C. (THESE MAY BE REPLACED BY SMALL MATURING TREES AT A MAX OF 30' O.C. SPACING WHERE PRE-EXISTING OVERHEAD UTILITY LINES EXIST)

- STREET TREES ARE REQUIRED TO BE WITHIN A MINIMUM 7' PLANTING STRIP LOCATED BETWEEN THE EXISTING STREET AND PROPOSED SIDEWALK, PROVIDED AS FOLLOWS:
 - A. SMALL MATURING TREES SHALL BE PLANTED 30' O.C. WHERE EXISTING OVERHEAD UTILITY LINES PROHIBIT THE USE OF LARGE MATURING CANOPY TREES
 - B. FOR PROPERTY LOCATED ON A MAJOR OR MINOR THOROUGHFARE AND ADDITIONAL ROW OF STREET TREES ARE REQUIRED TO BE LOCATED BEHIND THE PROPOSED SIDEWALK IN A 10' LANDSCAPE EASEMENT, TREES ARE TO BE STAGGERED FROM THOSE PROVIDED WITHIN THE RIGHT-OF-WAY

- TREES: 3 TREES REQUIRED PER 1,000 SF BUFFER AREA
 - A. MIN. 50% LARGE MATURING, 25% SMALL MATURING, 50% EVERGREEN
- SHRUBS: 10 SHRUBS REQUIRED PER 1,000 SF BUFFER AREA
 - B. 100% EVERGREEN

121 GILEAD RD
MARTINSVILLE, NC 28078
P: (704) 875-1615
SAENGINEERING.COM

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OLD STATESVILLE RD, HUNTERSVILLE
MECKLENBURG COUNTY, NC 28087



ISSUANCE DATE: 01/17/2025

RZ7

NC ENGINEERING BOARD LICENSE #: P-2743
NC LANDSCAPE ARCHITECTURAL BOARD LICENSE #: C-614
SC ENGINEERING BOARD LICENSE #: COA 7055
SC LANDSCAPE ARCHITECTURAL BOARD LICENSE #: LAF 477

URBAN OPEN SPACE NOTES

1. PLANTED AREAS, GRASS AREAS, SPECIALTY PAVEMENT BOUNDARIES AND PLACEMENT ARE CONCEPTUAL IN THESE PLANS AND MAY VARY IN THE FINAL LANDSCAPE PLANS.
2. AMENITIES SHOWN ARE INTENDED TO PROVIDE EXCELLENCE IN DESIGN FOR AN ANIMATED PUBLIC SPACE. EXACT CONFIGURATIONS OF THE BANDSHELL, OPEN LAWN AREAS, PLAY AREAS, PLAZAS, FOUNTAINS, ETC., ALL INTENDED TO ENGAGE THE PUBLIC, ARE CONCEPTUAL IN THESE PLANS, AND FINAL CONFIGURATION MAY VARY SO LONG AS SIMILAR AMENITIES ARE PROVIDED.
3. SPECIALTY PAVEMENT MAY BE COLORED CONCRETE, CONCRETE WITH SPECIAL SCORING PATTERNS OR TEXTURES, PAVERS OR OTHER SIMILAR SURFACES TO DIFFERENTIATE AMENITY AREAS FROM SIDEWALKS.

- KEY
- (A) BANDSHELL/COVERED AREAS
 - (B) SEATING AREAS
 - (C) BIKE RACK PARKING
 - (D) COMMUNITY GARDEN WITH STRUCTURE
 - (E) SPECIALTY PAVEMENT
 - (F) SYNTHETIC TURF PLAY AREAS
 - (G) FOUNTAIN
 - (H) WORKOUT STATION

THE STATION SOUTH - MEETING THE GOALS OF THE HUNTERSVILLE 2040 COMMUNITY PLAN THROUGH PLACEMAKING AND URBAN OPEN SPACE PROGRAMMING.

ORGANIZING PRINCIPLES
THOUGH NO DEVELOPMENT CAN MEET ALL 12 GOALS THE STATION SOUTH MEETS MANY APPLICABLE GOALS. THE FOLLOWING IS AN OUTLINE OF THOSE GOALS.

- 1. ACTIVATED MIXED-USE AND ACTIVITY CENTER:**
- a. ACTIVITY BEGINS WITH ACCESS. THE STATION SOUTH PROVIDES...
 - i. PEDESTRIAN/BIKE FRIENDLY ACCESS CONNECTED TO THE GREATER COMMUNITY VIA THE MOORESVILLE TO CHARLOTTE TRAIL AND EXTENSIVE ON-SITE PATHWAYS.
 - ii. VEHICLE ACCESS.
 - iii. FUTURE RAIL ACCESS.
 - b. ACTIVITY NEEDS SPACE. THE STATION SOUTH PROVIDES...
 - i. A CENTRAL PUBLIC AREA FOR EVENTS AS WELL AS PASSIVE RECREATION.
 - ii. ADJACENT COMMERCIAL OPPORTUNITIES LINING THE PUBLIC SPACE FOR EASY ACCESS.
 - iii. WALKING TRAILS EQUIPPED WITH PLACES FOR CASUAL GATHERING.
 - iv. PLEASANT COURTYARDS DISPERSED THROUGHOUT THE COMMUNITY.
 - c. ACTIVITY THRIVES WHERE THERE IS A PURPOSE. THE STATION SOUTH PROVIDES...
 - i. AN OPEN LAWN WITH A CENTRAL PAVILLION FOR PUBLIC EVENTS.
 - ii. A PLACE THAT SERVES AS A DESTINATION, A LAUNCHING POINT FRO RAIL, AND A WALKABLE COMMUNITY TO ALL THAT LIVE HERE AS WELL AS THOSE THAT VISIT.

- 2.ECONOMIC DEVELOPMENT AND TRANSPORTATION:**
- a. ENTREPRENEURSHIP THRIVES WITH PROXIMITY TO A STEADY CUSTOMER.
 - i. WITH 370 DWELLINGS IN THIS DEVELOPMENT AND A MULTITUDE WITHIN A SHORT WALK OR BIKE RIDE, SMALL BUSINESSES HAVE THE OPPORTUNITY TO THRIVE.
 - b. GROWTH FROM THE LARGER COMMUNITY.
 - i. OPEN SPACE PROVIDED FOR THE COMMUNITY WITHIN 1/2 MILE AND BEYOND VIA THE FUTURE RAIL STATION.

- 3. GREENWAYS AND TRAILS**
- a. 1375' FOOT EXTENSION OF THE MOORESVILLE TO CHARLOTTE GREENWAY TRAIL
 - b. WHEN COMBINED WITH THE DEDICATED SEAGLE STREET TREE LINED SIDEWALKS APPROXIMATELY 1 MILE OF INTERNAL PUBLIC ACCESS TRAILS IS PROVIDED

- 4.OPEN SPACE**
MOORESVILLE TO CHARLOTTE GREENWAY TRAIL AND INTERIOR CONNECTIONS (+/- 109,460 SF)
- a. THE PUBLIC FACE FROM OLD STATESVILLE ROAD
 - ii. A CONNECTING 12-FOOT PAVED CONNECTION FROM NORTH TO SOUTH.
 - iii. ADEQUATE PEDESTRIAN/BIKE ACCESS POINTS TO THE INTERIOR OF THE STATION SOUTH.
 - iv. PRESERVATION OF EXISTING TREES
 - v. THE FUTURE HOME OF A RAIL TRANSIT STATION
 - b. CENTRAL PUBLIC PLAZA (+/- 26,530 SF)
 - i. DIRECTLY ADJACENT TO COMMERCIAL ACTIVITIES, REGIONAL PARKING, AND LOCAL PEDESTRIAN TRAFFIC
 - ii. DESIGNED FOR THE ARTS AND CRAFT DISPLAYS AND PASSIVE RECREATION.
 - c. GARDEN COURTYARD WALK (+/- 29,150 SF)
 - i. IDEAL FOR CASUAL MEETING, WALKING, AND ACTIVE EXERCISE.
 - ii. COMBINED WITH THE TOTAL SITE, PUBLIC ACCESS TRAILS 1 MILE OF OPPORTUNITY TO WALK OR RUN IS AVAILABLE.
 - iii. SYNTHETIC TURF IDEAL FOR PLAY.
 - d. PUBLIC PLAZA (+/- 4,220 SF)
 - i. PROVIDES A MORE INTIMATE SETTING FOR OUTDOOR MUSIC AND GATHERINGS.
 - e. COMMERCIAL PLAZAS (TOTAL +/- 15,560 SF)



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STATION SOUTH
REZONING PLAN

PID: 01103213, 01121101
OLD STATESVILLE RD, HUNTERSVILLE
MECKLENBURG COUNTY, NC 28087

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REVISIONS

NO.	DESCRIPTION	DATE

INITIAL SUB. DATE: 10/16/2024

ISSUANCE DATE: 01/17/2025

HFI PROJECT #: 224021

CONCEPTUAL OPEN
SPACE PLAN

RZ8

NC ENGINEERING BOARD LICENSE #: P-2743
NC LANDSCAPE ARCHITECTURAL BOARD LICENSE #: C-614
SC ENGINEERING BOARD LICENSE #: COA 7055
SC LANDSCAPE ARCHITECTURAL BOARD LICENSE #: LAF 477

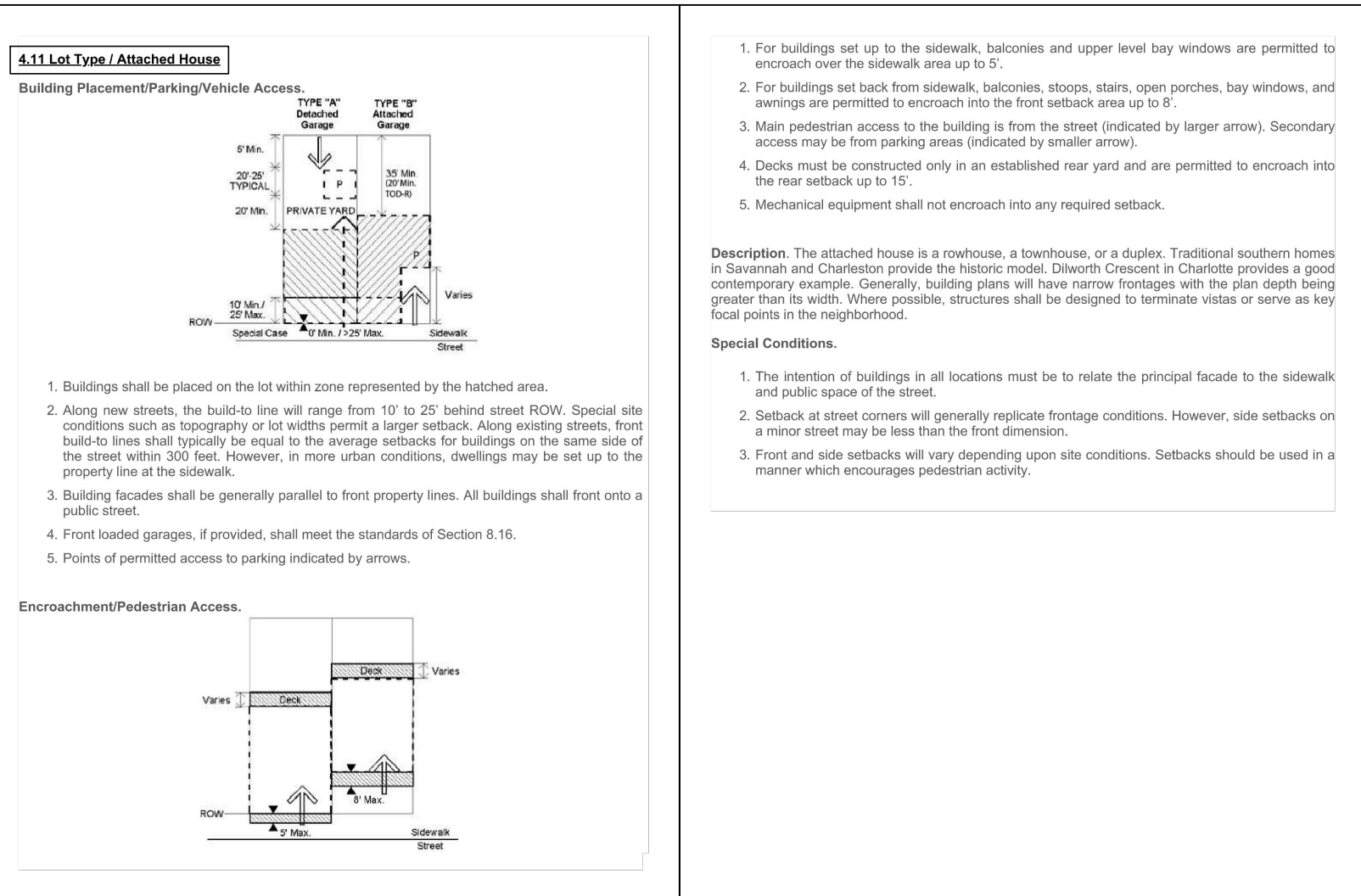
SEE SHEET RZ7 - CONCEPT LANDSCAPE PLAN FOR
DETAIL ON LANDSCAPING AND TREES

IPT CHARLOTTE DC LP
AND PROLOGIS RE TAX
PID: 011-211-09
M.B. 26, PG. 902
D.B. 30841, PG. 493

DAVIDSON COLLEGE
011-032-12
25, PG. 897
267, PG. 456

ZONE: TND-U
USE: RESIDENTIAL
(APARTMENTS)

032-10
PG. 436



6. PERMITTED USES. THE PROPERTY MAY BE DEVELOPED FOR A MIXED-USE DEVELOPMENT INCLUDING APARTMENTS, TOWNHOMES, RETIREMENT COMMUNITY AND COMMERCIAL USES AND RELATED PERMITTED USES, USES PERMITTED WITH CONDITIONS AND ACCESSORIES PERMITTED IN THE TOD-R ZONING DISTRICT, SUBJECT TO THE DEVELOPMENT STANDARDS ASSOCIATED WITH SUCH USES, ANY LABELLING ON THE REZONING PLAN MAY BE AN INDICATION OF THE CURRENT INTENTION ON THE PART OF PETITIONER BUT SHALL NOT RESTRICT THE PROPERTY IN A MANNER THAT CONFLICTS WITH THE PROVISIONS OF THESE DEVELOPMENT NOTES.

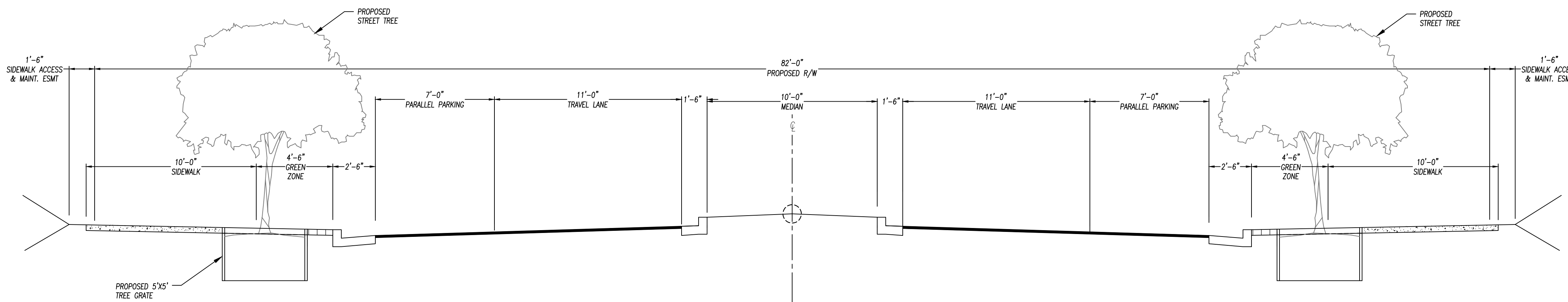
A. BLOCK LENGTH MODIFICATIONS REQUESTED AS SHOWN ON THE REZONING PLAN.

B. ALONG SEAGLE STREET, ONLY ONE ROW OF STREET TREES ON EITHER SIDE OF THE RIGHT OF WAY WILL BE REQUIRED TO BE INSTALLED AND TREES MAY BE INSTALLED ON SIDEWALKS.

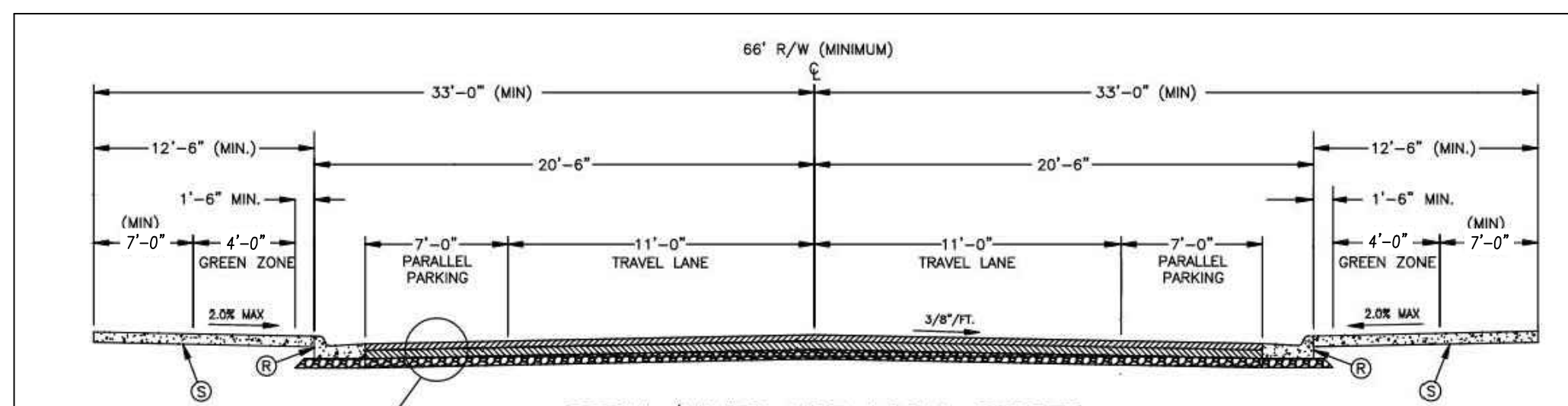
C. IF, BY NOVEMBER 30, 2025, FUNDING FOR THE RED LINE PROJECT HAS NOT BEEN APPROVED, OPTION B OF THE REZONING PLAN MAY BE ADOPTED BY PETITIONER WITHOUT THE REQUIREMENT OF AN AMENDMENT TO THE REZONING PLAN OR THESE DEVELOPMENT STANDARDS. IN SUCH EVENT, PETITIONER'S ELECTION TO ADOPT OPTION B OF THE REZONING PLAN WILL BE LIMITED TO THE PLANNING COMMISSION DIRECTOR AND THESE DEVELOPMENT STANDARDS SHALL BE APPLICABLE TO THE ADOPTED ALTERNATE REZONING PLAN. IF FUNDING FOR THE RED LINE IS APPROVED BY NOVEMBER 30, 2025, THE REZONING PLAN SHALL BE ADOPTED AND THE PETITIONER MAY OPTION A UNTIL DESIGN HAS BEEN COMPLETED, RIGHT OF WAY ACQUIRED AND PERMITS APPROVED FOR THE PORTION OF THE RED LINE SOUTH OF THE PROPERTY AND INCLUDING THE STATION ON OR NEAR THE PROPERTY.

D. DRIVE AND PARKING SHALL BE PROVIDED FOR THE RED LINE PROJECT.

E. THE FLOOR TO AREA RATIO OF BUILDINGS WITH OFFICE AND RESTAURANT USES MAY BE LOWER THAN THE REQUIRED RATIO AS SET FORTH IN 23-121(a).



TYPICAL SECTION
PUBLIC LOCAL STREET



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RZ9

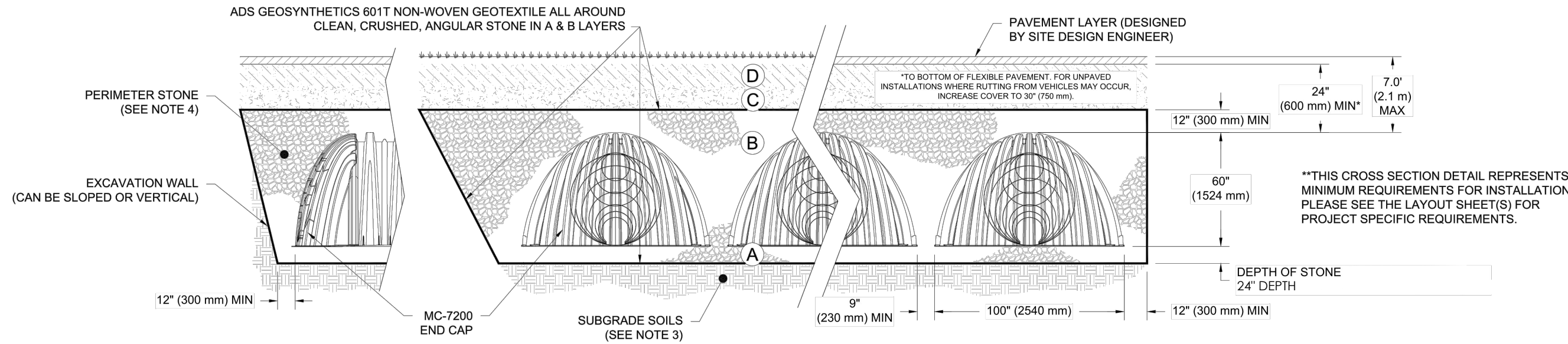
2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32
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ACCEPTABLE FILL MATERIALS: STORMTECH MC-7200 CHAMBER SYSTEMS

	MATERIAL LOCATION	DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	FINAL FILL: FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	INITIAL FILL: FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE (B LAYER) TO 24" (600 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145 ¹ A-1, A-2.4-A, A-3 OR AASHTO M43 ¹ 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 24" (600 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 12" (300 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS.
B	EMBEDMENT STONE: FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE (A' LAYER) TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE ⁵	AASHTO M43 ¹ 3, 357, 4, 467, 5, 56, 57	NO COMPACTION REQUIRED.
A	FOUNDATION STONE: FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE ⁵	AASHTO M43 ¹ 3, 357, 4, 467, 5, 56, 57	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE. ^{2,3}

PLEASE NOTE:

1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE."
2. THE STONE MUST BE COMPACTED WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNATIONS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.
4. IF AVAILABLE, SUBSOLIMATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL. REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.
5. SINCE LAYER 'C' IS PLACED, ANY LAYER 'B' OR 'B+' MATERIAL SHOULD ALSO MEET THE ACCEPTABILITY CRITERIA OUTLINED IN TECHNICAL NOTE 6.20 "RECYCLED CONCRETE STRUCTURAL BACKFILL".

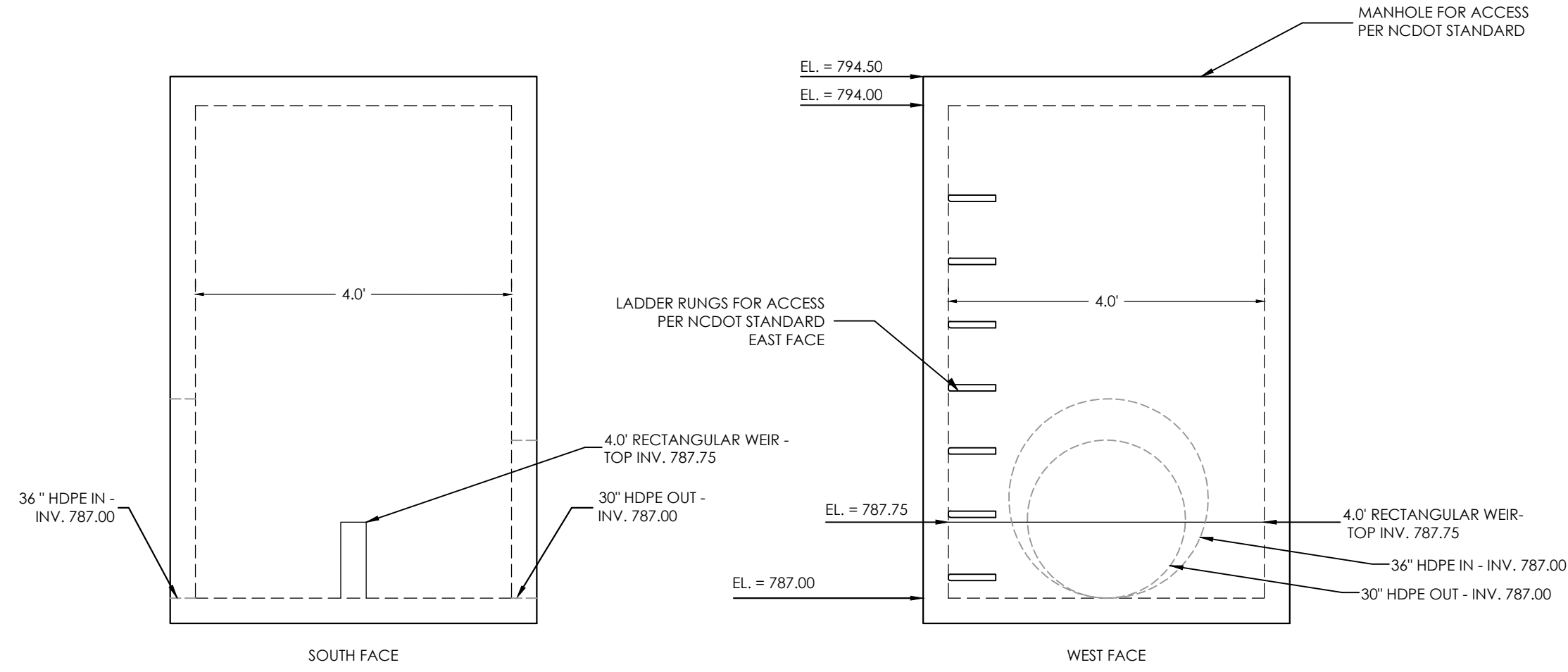


NOTES:

1. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 60x101
2. MC-700 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. THE SITE RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
4. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
5. REQUIREMENTS FOR HANDLING AND INSTALLATION:
- a. TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
- b. TO ENSURE A SECURE JOINT DURING LIFTING AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 2".
- c. TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT AS DEFINED IN SECTION 6.2.8 OF ASTM F2418 SHALL BE GREATER THAN OR EQUAL TO 500 LBS/IN²/FT³ AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

1		4640 TRULEMAN BLVD HILLIARD OH 43026	StormTech® Chamber System	888-482-2894 WWW.STORMTECH.COM	DATE				DRAWN (CADD)				DESCRIPTION					
1	SHEET			OF			1			MC-7200			STANDARD CROSS SECTION			DATE: 12/21/23 DRAWN: SLS PROJECT #: CHECKED: SLS		

THE DRAWING HAS BEEN PREPARED BASED ON INFORMATION PROVIDED TO ADS ABOUT THE PROJECT AND THE DESIGN ASSUMPTIONS AND REQUIREMENTS OF THE PROJECT. ADS MAKES NO WARRANTY, REPRESENTATION OR GUARANTEE THAT THE PROJECT WILL BE CONSTRUCTED IN ACCORDANCE WITH THE DESIGN AND REQUIREMENTS OF THE PROJECT. THE DESIGNER/OWNER IS RESPONSIBLE FOR ENSURING THAT THE PROJECTED DEPTH AND ALL ASSOCIATED DETAILS MEET ALL APPLICABLE LAWS, REGULATIONS, AND PROJECT REQUIREMENTS. IT IS THE ULTIMATE RESPONSIBILITY OF THE SITE DESIGNER/OWNER TO ENSURE THAT THE PROJECTED DEPTH AND ALL ASSOCIATED DETAILS MEET ALL APPLICABLE LAWS, REGULATIONS, AND PROJECT REQUIREMENTS.



UNDERGROUND POND CROSS SECTION

N.T.S.

STORM CONTROL MANAGEMENT SYSTEM NOTE:

THE PROPOSED STORM CONTROL MANAGEMENT SYSTEMS SHALL MEET THE CRITERIA LOCATED IN CHAPTER 4.1 IN THE CHARLOTTE-MECKLENBURG SCM DESIGN MANUAL.

TO MEET LID REQUIREMENTS FOR WATER QUALITY, STONE STORAGE TO BE PROVIDED AT THE BOTTOM OF THE UNDERGROUND DETENTION SYSTEMS TO PROMOTE INFILTRATION. INFILTRATION TESTING WILL BE DONE AT THE TIME OF CONSTRUCTION DOCUMENTS PERMITTING.

CONCEPTUAL STORM CONTROL MANAGEMENT CALCULATIONS

BMP	CONTRIBUTING DRAINAGE AREA	PRELIMINARY REQ'D VOLUME (10,000 CF/AC)	APPROXIMATE LF OF CHAMBERS	APPROXIMATE PROVIDED VOLUME (38.5 CF/LF)*
UNDERGROUND BMP #1	3.40 ACRES	34,000 CF	890 LF	34,265 CF
UNDERGROUND BMP #2	4.10 ACRES	41,000 CF	1075 LF	41,385 CF
UNDERGROUND BMP #3	11.38 ACRES	113,800 CF	2,960 LF	113,960 CF

* STORMTECH PROVIDE A MINIMUM VOLUME OF 267.3 CF FOR EACH CHAMBER OF MC-7200. EACH CHAMBER IS 83.4" LONG. THAT EQUATES TO APPROXIMATELY VOLUME OF 38.5CF/LF OF CHAMBERS.

POND OUTLET DETAILS

N.T.S.

STATION SOUTH REZONING PLAN

PID: 01103213, 01121101

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MECKLENBURG COUNTY, NC 28087



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REVISIONS

INITIAL SUB. DATE: 10/16/2024

ISSUANCE DATE: 01/15/2025

HFI PROJECT #: 224021

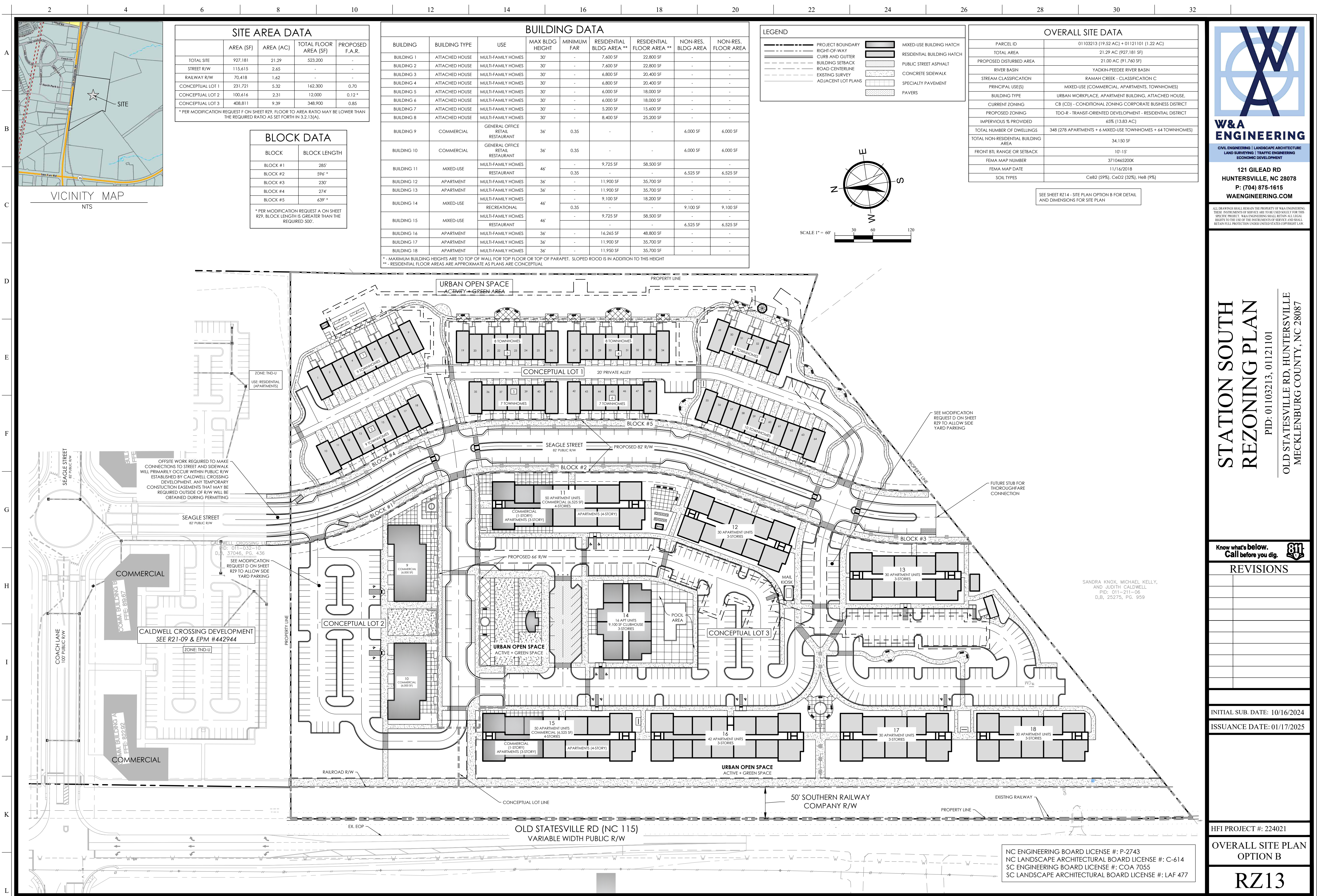
DETAILS

RZ10

NC ENGINEERING BOARD LICENSE #: P-2743
NC LANDSCAPE ARCHITECTURAL BOARD LICENSE #: C-614
SC ENGINEERING BOARD LICENSE #: COA 7055
SC LANDSCAPE ARCHITECTURAL BOARD LICENSE #: LAF 47

N:\224021-Overcash Property\DWG\Sheets\Rezone\RZ5 - PHASING PLAN.dwg 1-17-25 12:04:51 PM trullidge

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SC LANDSCAPE ARCHITECTURAL BOARD LICENSE #: LAF 477



SITE AREA DATA				
	AREA (SF)	AREA (AC)	TOTAL FLOOR AREA (SF)	PROPOSED F.A.R.
TOTAL SITE	927,181	21.29	523,200	-
STREET R/W	115,615	2.65	-	-
RAILWAY R/W	70,418	1.62	-	-
CONCEPTUAL LOT 1	231,721	5.32	162,300	0.70
CONCEPTUAL LOT 2	100,616	2.31	12,000	0.12 *
CONCEPTUAL LOT 3	408,811	9.39	348,900	0.85

* PER MODIFICATION REQUEST F ON SHEET R29, FLOOR TO AREA RATIO MAY BE LOWER THAN THE REQUIRED RATIO AS SET FORTH IN 3.2.13(A).

BLOCK DATA	
BLOCK	BLOCK LENGTH
BLOCK #1	285'
BLOCK #2	596' *
BLOCK #3	230'
BLOCK #4	274'
BLOCK #5	639' *

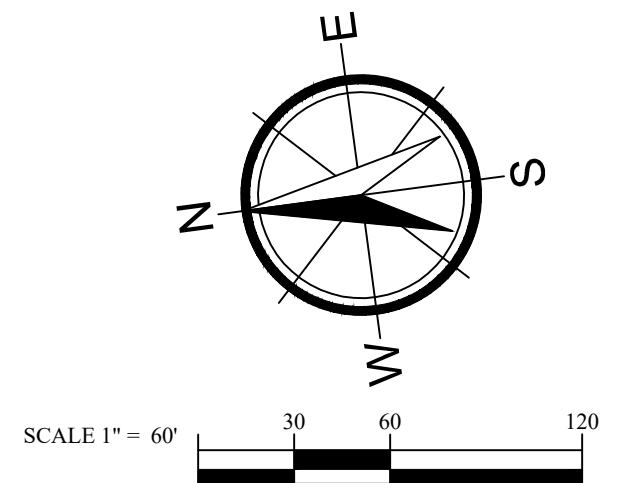
* PER MODIFICATION REQUEST A ON SHEET R29, BLOCK LENGTH IS GREATER THAN THE REQUIRED 500'.

BUILDING DATA							
BUILDING	BUILDING TYPE	USE	MAX BLDG HEIGHT	MINIMUM FAR	RESIDENTIAL BLDG AREA **	RESIDENTIAL FLOOR AREA **	NON-RES. BLDG AREA
BUILDING 1	ATTACHED HOUSE	MULTI-FAMILY HOMES	30'	-	7,600 SF	22,800 SF	-
BUILDING 2	ATTACHED HOUSE	MULTI-FAMILY HOMES	30'	-	7,600 SF	22,800 SF	-
BUILDING 3	ATTACHED HOUSE	MULTI-FAMILY HOMES	30'	-	6,800 SF	20,400 SF	-
BUILDING 4	ATTACHED HOUSE	MULTI-FAMILY HOMES	30'	-	6,800 SF	20,400 SF	-
BUILDING 5	ATTACHED HOUSE	MULTI-FAMILY HOMES	30'	-	6,000 SF	18,000 SF	-
BUILDING 6	ATTACHED HOUSE	MULTI-FAMILY HOMES	30'	-	6,000 SF	18,000 SF	-
BUILDING 7	ATTACHED HOUSE	MULTI-FAMILY HOMES	30'	-	5,200 SF	15,600 SF	-
BUILDING 8	ATTACHED HOUSE	MULTI-FAMILY HOMES	30'	-	8,400 SF	25,200 SF	-
BUILDING 9	COMMERCIAL	GENERAL OFFICE RETAIL RESTAURANT	36'	0.35	-	-	6,000 SF
BUILDING 10	COMMERCIAL	GENERAL OFFICE RETAIL RESTAURANT	36'	0.35	-	-	6,000 SF
BUILDING 11	MIXED-USE	MULTI-FAMILY HOMES RESTAURANT	46'	0.35	9,725 SF	58,500 SF	6,525 SF
BUILDING 12	APARTMENT	MULTI-FAMILY HOMES	36'	-	11,900 SF	35,700 SF	-
BUILDING 13	APARTMENT	MULTI-FAMILY HOMES	36'	-	11,900 SF	35,700 SF	-
BUILDING 14	MIXED-USE	MULTI-FAMILY HOMES RECREATIONAL	46'	0.35	9,100 SF	18,200 SF	9,100 SF
BUILDING 15	MIXED-USE	MULTI-FAMILY HOMES RESTAURANT	46'	-	9,725 SF	58,500 SF	6,525 SF
BUILDING 16	APARTMENT	MULTI-FAMILY HOMES	36'	-	16,265 SF	48,800 SF	-
BUILDING 17	APARTMENT	MULTI-FAMILY HOMES	36'	-	11,900 SF	35,700 SF	-
BUILDING 18	APARTMENT	MULTI-FAMILY HOMES	36'	-	11,950 SF	35,700 SF	-

* - MAXIMUM BUILDING HEIGHTS ARE TO TOP OF WALL FOR TOP FLOOR OR TOP OF PARAPET. SLOPED ROOF IS IN ADDITION TO THIS HEIGHT
** - RESIDENTIAL FLOOR AREAS ARE APPROXIMATE AS PLANS ARE CONCEPTUAL

LEGEND			
	PROJECT BOUNDARY		MIXED-USE BUILDING HATCH
	RIGHT-OF-WAY		RESIDENTIAL BUILDING HATCH
	CURB AND GUTTER		PUBLIC STREET ASPHALT
	BUILDING SETBACK		CONCRETE SIDEWALK
	ROAD CENTERLINE		SPECIALTY PAVEMENT
	EXISTING SURVEY		PAVERS
	ADJACENT LOT PLANS		

OVERALL SITE DATA	
PARCEL ID	01103213 (19.52 AC) + 01121101 (1.22 AC)
TOTAL AREA	21.29 AC (927,181 SF)
PROPOSED DISTURBED AREA	21.00 AC (91,760 SF)
RIVER BASIN	YADKIN-PEEDEE RIVER BASIN
STREAM CLASSIFICATION	RAMAH CREEK - CLASSIFICATION C
PRINCIPAL USE(S)	MIXED-USE (COMMERCIAL, APARTMENTS, TOWNHOMES)
BUILDING TYPE	URBAN WORKPLACE, APARTMENT BUILDING, ATTACHED HOUSE,
CURRENT ZONING	CB (CD) - CONDITIONAL ZONING CORPORATE BUSINESS DISTRICT
PROPOSED ZONING	TDO-R - TRANSIT-ORIENTED DEVELOPMENT - RESIDENTIAL DISTRICT
IMPERVIOUS % PROVIDED	65% (13.83 AC)
TOTAL NUMBER OF DWELLINGS	348 (278 APARTMENTS + 6 MIXED-USE TOWNHOMES + 64 TOWNHOMES)
TOTAL NON-RESIDENTIAL BUILDING AREA	34,150 SF
FRONT BTL RANGE OR SETBACK	10'-15'
FEMA MAP NUMBER	3710465200K
FEMA MAP DATE	11/16/2018
SOIL TYPES	CeB2 (59%), CeD2 (32%), HeB (9%)



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STATION SOUTH
REZONING PLAN

PID: 01103213, 01121101

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REVISIONS	

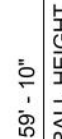
INITIAL SUB. DATE: 10/16/2024
ISSUANCE DATE: 01/17/2025

HFI PROJECT #: 224021

OVERALL SITE PLAN
OPTION B

RZ13

NC ENGINEERING BOARD LICENSE #: P-2743
NC LANDSCAPE ARCHITECTURAL BOARD LICENSE #: C-614
SC ENGINEERING BOARD LICENSE #: COA 7055
SC LANDSCAPE ARCHITECTURAL BOARD LICENSE #: LAF 477


$$1/8'' = 1'-0''$$

1

$$1/8'' = 1'-0''$$

APARTMENTS

- ## MIXED-USE BUILDINGS

- WINDOWS
 - AT RESIDENTIAL AREAS:
 - VINYL SINGLE-HUNG WINDOWS.
 - AT COMMERCIAL AREAS:
 - ALUMINUM "STOREFRONT" FRAMING AND GLASS.

- RETAIL BUILDINGS

- PARKING DECK

- "LINER" LIVE/WORK BUILDING (FRONTING THE PARKING DECK, OPPOSITE THE PUBLIC PARK

- MASONRY
 - AT RESIDENTIAL AREAS (SECOND FLOOR AND ABOVE):
 - OPTIONALLY, BRICK TO 8' HIGH, APPROXIMATELY 24" WIDE, ADJACENT TO BUILDING ENTRANCES.
 - AT COMMERCIAL AREAS (FIRST FLOOR):

- ## TOWNHOUSES

- MASONRY
 - OPTIONALLY, APPROXIMATELY 24" TALL BRICK "WAINSCOT"
- WINDOWS
 - VINYL SINGLE-HUNG WINDOWS.

STATION SOUTH

220 EAST PETERSON DRIVE, CHARLOTTE, NC 28217

BRICK VENEER AREAS AND HEIGHTS, VERTICAL AND HORIZONTAL FIBER-CEMENT SIDING AREAS, AND OTHER BUILDING MATERIALS AND FINISHES MAY VARY FROM THOSE SHOWN ON THESE CONCEPTUAL ELEVATIONS, SO LONG AS THEY ARE GENERALLY CONSISTENT WITH THE WRITTEN ARCHITECTURAL STANDARDS.

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STATION SOUTH REZONING PLAN

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Call before you dig.**

[illegible]

INITIAL SUB. DATE: 10/16/2024

ISSUANCE DATE: 01/17/2025

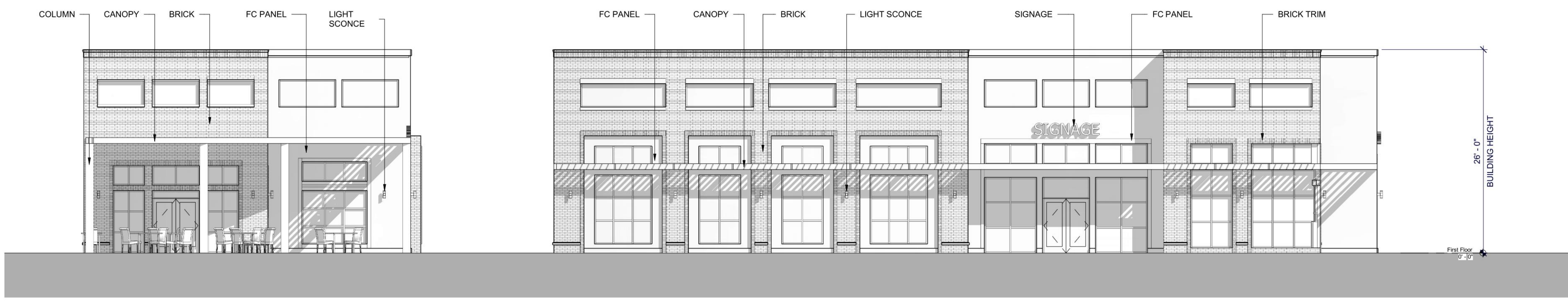
HFI PROJECT #: 224021

BUILDING ELEVATIONS

RZ15



3 STORY ELEVATION @ CLUB INTERSECTION 1
1/8" = 1'-0"



RETAIL ELEVATION @ STREET 1
1/8" = 1'-0"

cline | **STATION SOUTH**
MOORESVILLE, NC
220 EAST PETERSON DRIVE, CHARLOTTE, NC 28217

THESE ELEVATIONS AND ILLUSTRATIVE RENDERINGS ARE SUBMITTED AS EXAMPLES ONLY AND DO NOT REPRESENT ACTUAL ELEVATIONS OR SITE LAYOUTS FOR THIS PROJECT. STAFF MAY APPROVE ELEVATIONS SUBMITTED DURING CONSTRUCTION DRAWING REVIEW THAT ARE GENERALLY CONSISTENT WITH THE RENDERINGS INCLUDED IN THE REZONING PLAN.

BRICK VENEER AREAS AND HEIGHTS, VERTICAL AND HORIZONTAL FIBER-CEMENT SIDING AREAS, AND OTHER BUILDING MATERIALS AND FINISHES MAY VARY FROM THOSE SHOWN ON THESE CONCEPTUAL ELEVATIONS, SO LONG AS THEY ARE GENERALLY CONSISTENT WITH THE WRITTEN ARCHITECTURAL STANDARDS.

NC ENGINEERING BOARD LICENSE #: P-2743
NC LANDSCAPE ARCHITECTURAL BOARD LICENSE #: C-614
SC ENGINEERING BOARD LICENSE #: COA 7055
SC LANDSCAPE ARCHITECTURAL BOARD LICENSE #: LAF 477

W&A ENGINEERING
CIVIL ENGINEERING | LANDSCAPE ARCHITECTURE
LAND SURVEYING | TRAFFIC ENGINEERING
ECONOMIC DEVELOPMENT

121 GILEAD RD
HUNTERSVILLE, NC 28078
P: (704) 875-1615
WAENGINEERING.COM

ALL DRAWINGS SHALL REMAIN THE PROPERTY OF W&A ENGINEERING. THESE INSTRUMENTS OF SERVICE ARE TO BE USED SOLELY FOR THE PROJECT AND SITE SPECIFIC. W&A ENGINEERING SHALL RETAIN ALL LEGAL RIGHTS TO THE USE OF THE INSTRUMENTS OF SERVICE AND SHALL RETAIN FULL PROTECTION UNDER UNITED STATES COPYRIGHT LAW.

**STATION SOUTH
REZONING PLAN**
PID: 01103213, 01121101
OLD STATESVILLE RD, HUNTERSVILLE
MECKLENBURG COUNTY, NC 28087

Know what's below.
Call before you dig. **811**

REVISIONS	

INITIAL SUB. DATE: 10/16/2024
ISSUANCE DATE: 01/17/2025

HFI PROJECT #: 224021
**BUILDING
ELEVATIONS**
RZ16

Community Meeting Notices

Project Name	R24-15 Station South Rezoning
---------------------	-------------------------------

Pursuant to Huntersville Subdivision Ordinance 6.320.3 a list of all persons and organizations contacted about the meeting shall be submitted to the Planning Department and incorporated into the application for this project.

The following persons and organizations were sent notices of the community meeting (first and last name or business name only):

First and Last Name	Parcel ID	Date Sent	Method Sent	Reason Sent
Caldwell Station Homeowners Assoc.	N/A	11/29/2024	Certified Mail	homeowner association within 2000 feet of any portion of
Hampton Ridge Owners Assoc of Charlotte	N/A	11/29/2024	Certified Mail	Neighborhood association, property owner association, and hom
Hampton Ridge II Homeowners Assoc	N/A	11/29/2024	Certified Mail	Neighborhood association, property owner association, and hom
June Overcash	1103213	11/29/2024	Certified Mail	Property Owner (SO 6.320.3(a))
Sharon Allen	1103213	11/29/2024	Certified Mail	Property Owner (SO 6.320.3(a))
Connie Washam Heath	1103213	11/29/2024	Certified Mail	Property Owner (SO 6.320.3(a))
Martin D. & Faye H. Cain	1121101	11/29/2024	Certified Mail	Property Owner (SO 6.320.3(a))
Clinton M. & Maria Gandy	543125	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Clinton M. Gandy	543128	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Gary Scott Carlton	543130	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
/ Church Worldwide Outreach Ministrie	543131	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
/ Church Worldwide Outreach Ministrie	543132	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Saykham & Phoummy S. Inthanonh	543134	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
William David Inthanonh & Veda Vang	543134	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Timothy Joseph Roy & Brenda Hager	543135	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Timothy Joseph Roy & Brenda Hager	543136	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Timothy Joseph Roy & Brenda Hager	543137	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
North Park Apartments LLC	544317	11/29/2024	Certified Mail	Neighborhood association, property owner association, and hom
North Park Apartments LLC	544318	11/29/2024	Certified Mail	Neighborhood association, property owner association, and hom
North Park Apartments LLC	544330	11/29/2024	Certified Mail	Neighborhood association, property owner association, and hom
North Park Apartments LLC	544331	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Caldwell Partners LLC	544320	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Caldwell Crossing LLC	1103210	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Caldwell Crossing LLC	1103211	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))

Trustees of Davidson College	1103212	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Caldwell Partners LLC	1103216	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Caldwell Partners LLC	1103217	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
North Park Apartments LLC	1103218	11/29/2024	Certified Mail	Neighborhood association, property woner association, and hom
North Park Apartments LLC	1103219	11/29/2024	Certified Mail	Neighborhood association, property woner association, and hom
Wanda Dianne G. Yocum	1103220	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Clinton M. Gandy	1121103	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Sandra L. Knox & Michael Grey Kelly	1121106	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Charles E. Knox Jr.	1121106	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
IPT Charlotte DC LP	1121109	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Caldwell Partners LLC	544378	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
John M. Raymer Jr. Revocable Trust	543142	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Gary Scott Carlton & Becky Knox	1121102	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
Clinton M. & Maria Gandy	1121104	11/29/2024	Certified Mail	Within 250 ft of petitioned property (SO 6.320.3(b,c,d,e))
The Pointe at Caldwell LLC	N/A	11/29/2024	Certified Mail	Neighborhood association, property woner association, and hom
JPO Mayes LP	N/A	11/29/2024	Certified Mail	Neighborhood association, property woner association, and hom
Bellamoor at the Park, LLC	N/A	11/29/2024	Certified Mail	Neighborhood association, property woner association, and hom

Community Meeting Attendance Log

Project Name:	R24-15 Station South Rezoning
Location of Meeting:	Lake Norman Church of Christ
Date:	12-Dec-24
Time:	5:30 pm - 6:30 pm

Pursuant to Huntersville Subdivision Ordinance 6.320.3 a report including a roster of persons in attendance at the community meeting shall be submitted to the Planning Department and incorporated into the application for this project.

For the record of attendance, please list your first and last name:

1	Todd	26	Burris
2	June	27	Overcash
3	David	28	McDonnell
4	Jesse	29	James
5	Marty	30	Cain
6	Faye	31	Cain
7	Mike	32	Prosko
8		33	
9		34	
10		35	
11		36	
12		37	
13		38	
14		39	
15		40	
16		41	
17		42	
18		43	
19		44	
20		45	
21		46	
22		47	
23		48	
24		49	
25		50	



November 26, 2024

SUBJECT: Notice of community meeting for information related to a Conditional Rezoning of approximately 21.29 acres on Old Statesville Road, Huntersville, NC, shown on the map below and having Parcel ID Numbers of 01103213 and 01121101. The Applicant for the subject property is Station South, LLC.

To Whom It May Concern:

Recipients of this letter meet the notification requirements of the Town of Huntersville as being adjacent landowners with at least a portion of their properties located within 250 ft. of the subject property, and neighborhood organizations registered with the Town of Huntersville within 2,000 ft. of any portion of the rezoning site. The purpose of the community meeting is to provide an opportunity for the Applicant to describe the proposed project and to answer any questions you may have. The Applicant is requesting approval from the Town for a Conditional Rezoning from the current zoning of CB(CD) to the proposed zoning of TOD-R(CD) to construct a mixed-use development.

MEETING DETAILS:

5:30 P.M. to 6:30 P.M.

December 12

Lake Norman Church of Christ

17634 Caldwell Station Road

Huntersville, NC 28078

You are welcome to attend the above-mentioned neighborhood meeting. There will be an additional opportunity to ask questions about the proposed development.

Sincerely,

A handwritten signature in blue ink, appearing to be "P. [unclear]", written over a horizontal line.

Station South, LLC



Station South (R24-15)

Community Meeting Report

Date: December 12, 2024

Time: 5:30 pm – 6:30 pm

Location: Lake Norman Church of Christ, 17634 Caldwell Station Road, Huntersville 28078

Roster of Persons in Attendance: **See attached community meeting form**

Agenda:

1. Applicant presentation & rezoning description
2. Attendees' question & answer session

Applicant and the attendees discussed the following comments and questions:

General Discussion

- The Applicant shared the PowerPoint presentation attached to this Community Meeting Report.
- General discussion about the CATS Redline location and the Redline station location.
- General discussion about development in the area.

Questions

***Answers in bold**

- What happens if the Redline is not approved and there is not a station at this site? **The Applicant will have an alternate plan to address what happens if the Red Line is not approved. The rezoning plans include an "Option A" plan with the Red Line Transit Station and an "Option B" for the parcel to be developed as primarily a retail/commercial use if the Red Line funding is not approved so the Station will not be built.**
- What comments/ feedback have you received from planning staff? **Overall, Planning Staff is supportive of the plan. The Applicant explained that Planning Staff comments are being addressed. The Applicant provided examples of the staff feedback, in that much of the commentary was technical in nature – requiring labelling or dimensions, while other comments requested the Developer provide drawing details and/or description of how the plan was supportive of the 2040 Plan or Zoning Ordinance.**
- When will the project start? **The schedule has not been determined at this point, but based upon permitting would likely not start construction until late 2025 or early 2026.**
- What are the next steps in the public process? **The Applicant explained that the next steps are a public hearing, planning board and then town board final action.**
- What are the roads that will go through this site? **The Applicant responded that Seagle Street will be extended south from the adjacent Caldwell Crossing development through this site, providing access from both Old Statesville Road via a Coach Lane**

extension and crossing of the rail line, and from Mayes Road via an extension/reconfiguration of Caldwell Station Road.



STATION SOUTH

P e a k D e v e l o p m e n t

PROJECT TEAM



Developer



Legal



Civil Engineer

PEAK DEVELOPMENT LEADERSHIP

Michael Cox

Development

Harris Ralston

Capital Formation

Andy Giraldo

Operations

Dan Wendover

Development

Adam Horner

General Counsel

Ryan Lambert

Operations

PEAK DEVELOPMENT



01.

Local Developer

02.

150 Years of Experience

03.

\$20 Billion

04.

Over 1,500 MF Units

05.

Over 350 Townhomes

06.

Over 1 Million SF of Retail

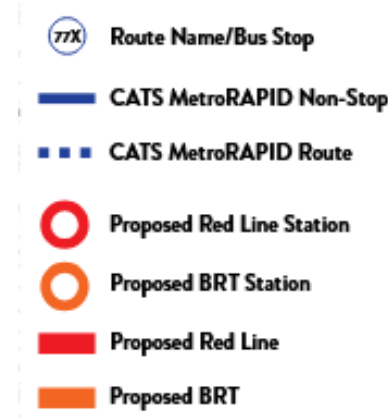


Station South



Huntersville 2040 Community Plan

Proximity to Public Transportation



Huntersville 2040 Community Plan

Future Land Use Character Areas



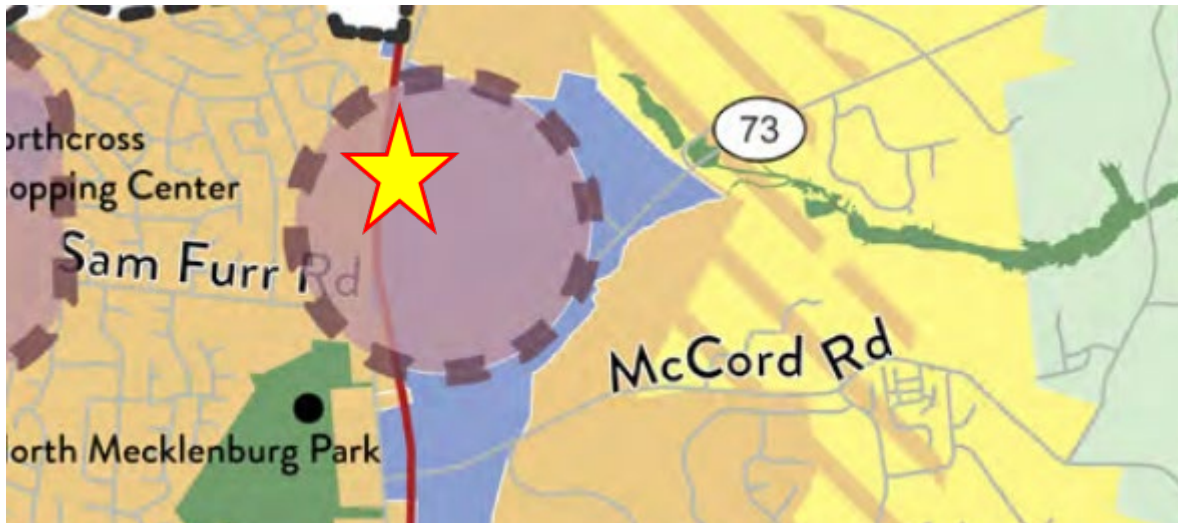
Mixed Use Centers

Mixed Use Centers contain vertical mixed use along key frontages. New development includes wide sidewalks, buildings are close to street with high levels of transparency, and parking is located in rear. A mix of housing is allowed, including urban options throughout (apartments, townhomes, cottage homes, etc.). Downtown has specific requirements for streetscape and development intensity, including a maximum first floor footprint.



Employment Center

Employment centers contain a mix of uses including office, industrial, and institutional. Modern employment campuses and cutting edge employers are now incorporating some retail and residential to create a live, work, and play environment. These areas offer workspace where innovation can grow while meeting employee lifestyle needs.



-  Activity Center
-  Mixed Use Center
-  Employment Center
-  Town Core
-  Moderate Density
-  Residential Edge
-  Rural Conservation
-  Open Space
-  Critical Watershed

Huntersville 2040 Community Plan

2040 Policy Recommendations

LU-1

Policy LU-1: Encourage a development pattern that follows the Future Land Use Map.

LU-2

Policy LU-2: Encourage residential development that follows the pattern outlined in the future land use map.

LU-6

Policy LU-6: Support a mix of land uses in key locations.

EOS-10

Policy EOS-10: Improve bicycle and pedestrian facilities throughout Town.

LU-10

Policy LU-10: Encourage a diversity of housing options.

Station South



2040 Policy TRANSPORTATION Recommendations

T-1

Policy T-1: Link land use with transportation using the mobility framework

T-3

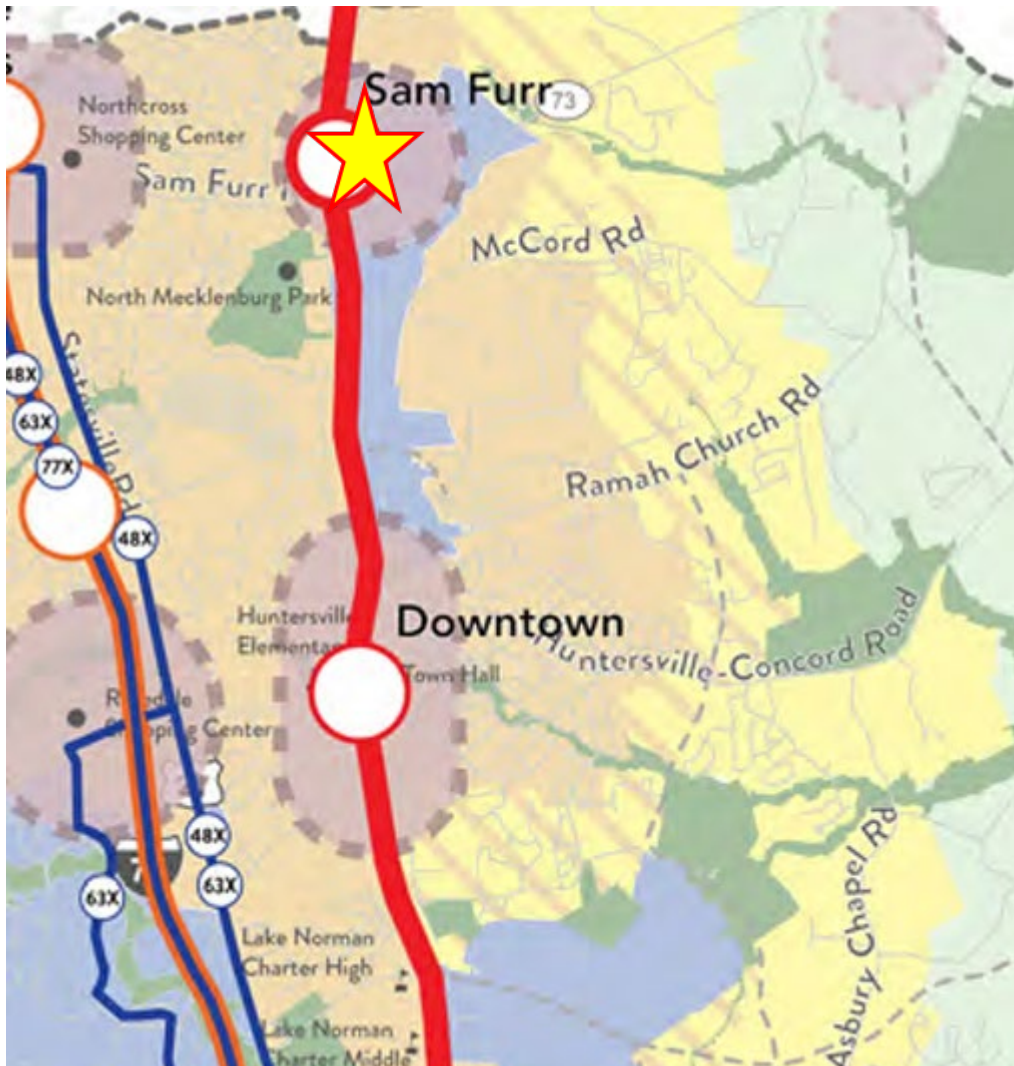
Policy T-3: Improve connectivity throughout the study area.

T-5

Policy T-5: Facilitate multimodal transportation.



Station South



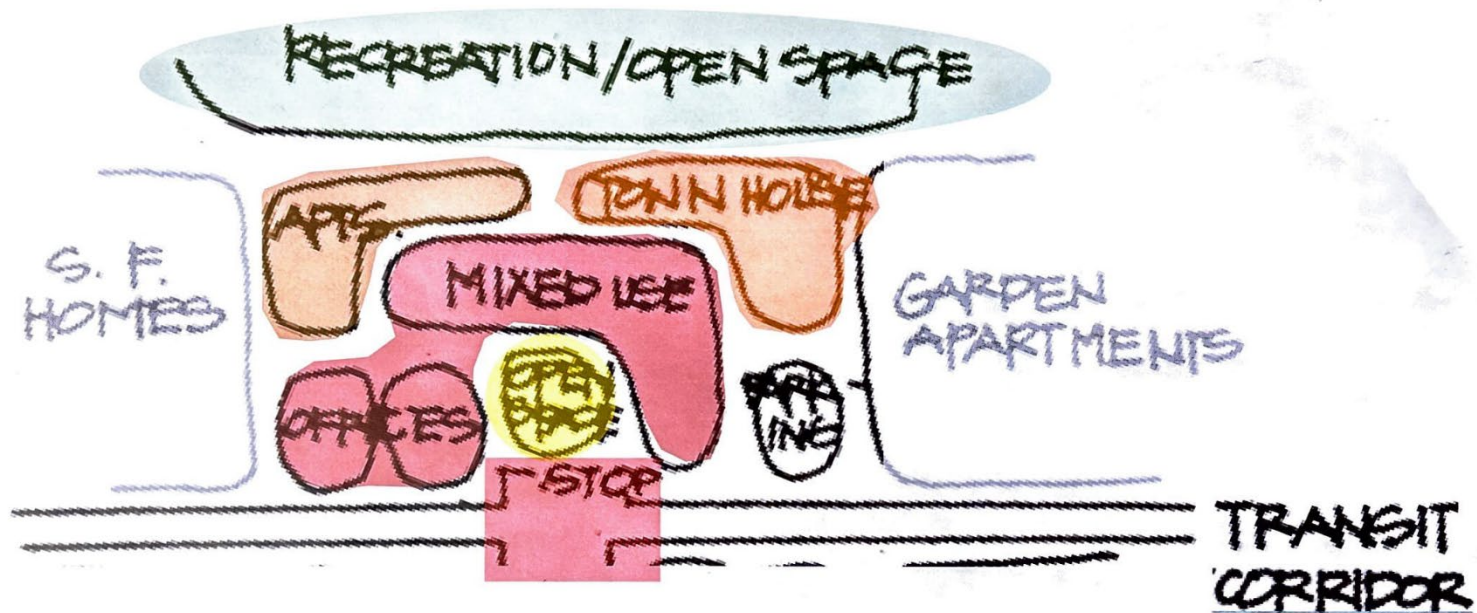
Premium Transit
Premium transit service typically means a high quality transit, either rail or bus, that reduces transit travel times and enhances regional connectivity

- CATS Express Route
- Proposed Red Line Station
- Proposed BRT Station
- Proposed Red Line
- Proposed BRT

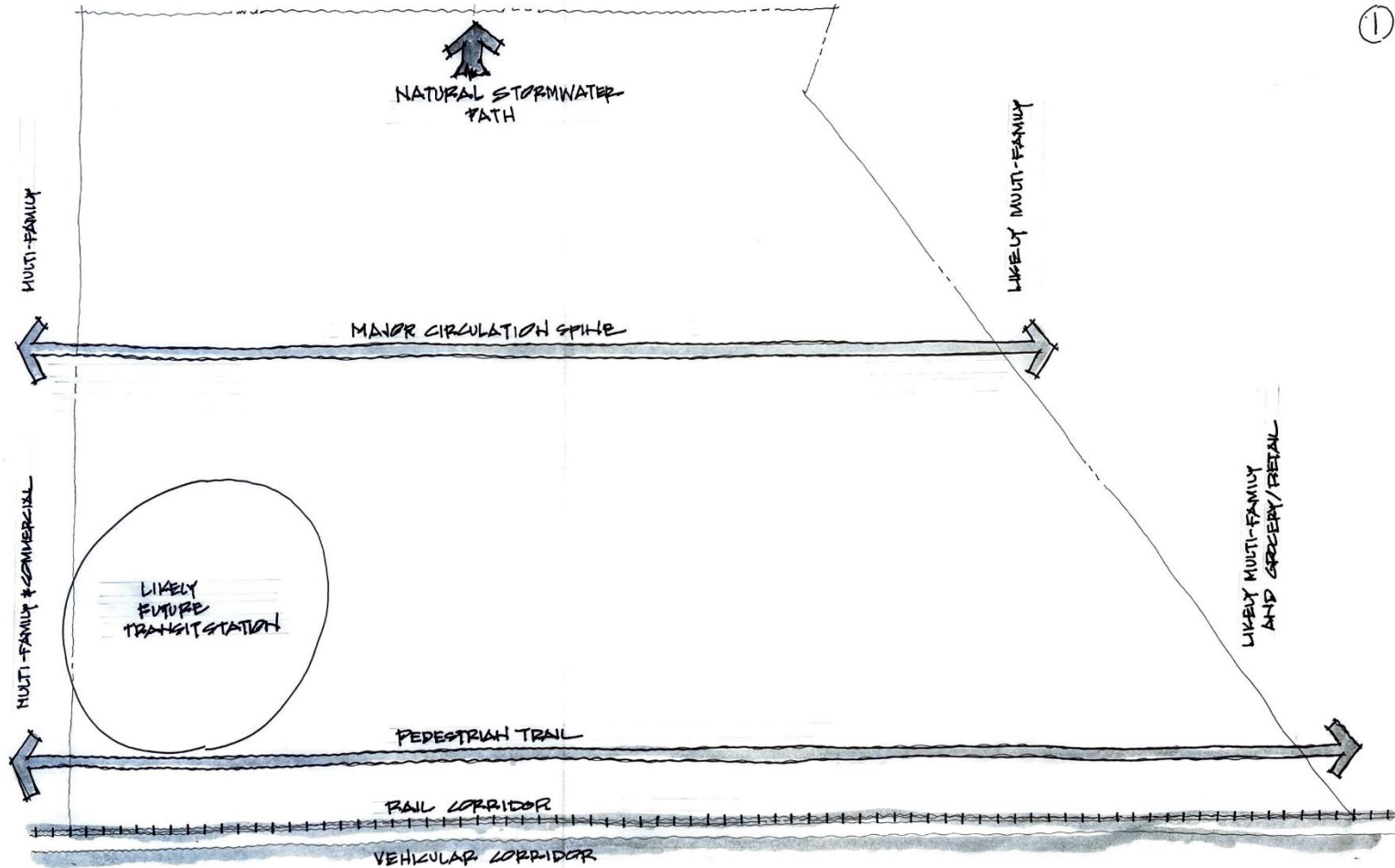
LOOKING FORWARD



Huntersville TOD- R



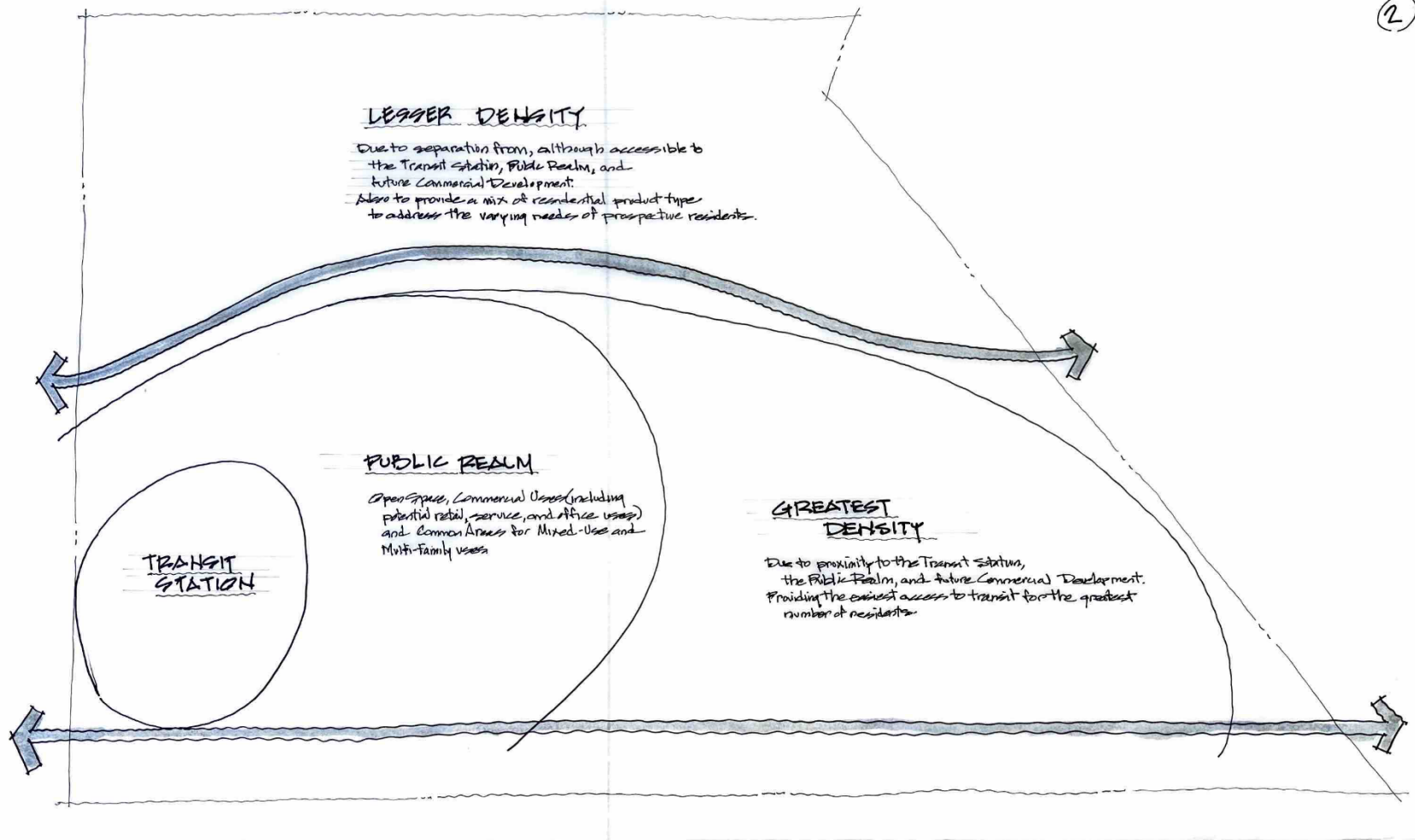
Peak Site Constraints



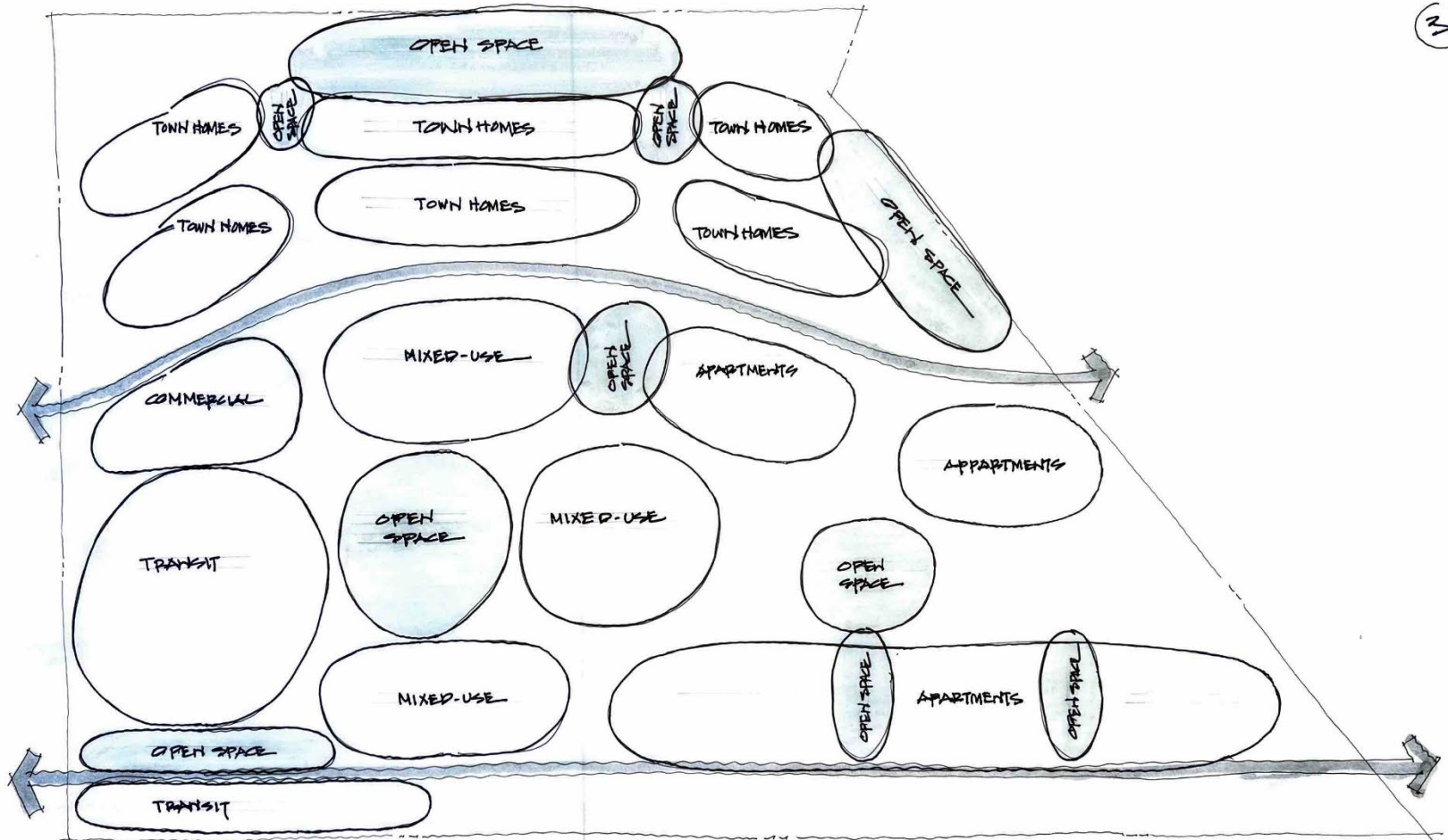
Peak High Level Block Analysis



2



Peak Bubble Diagram

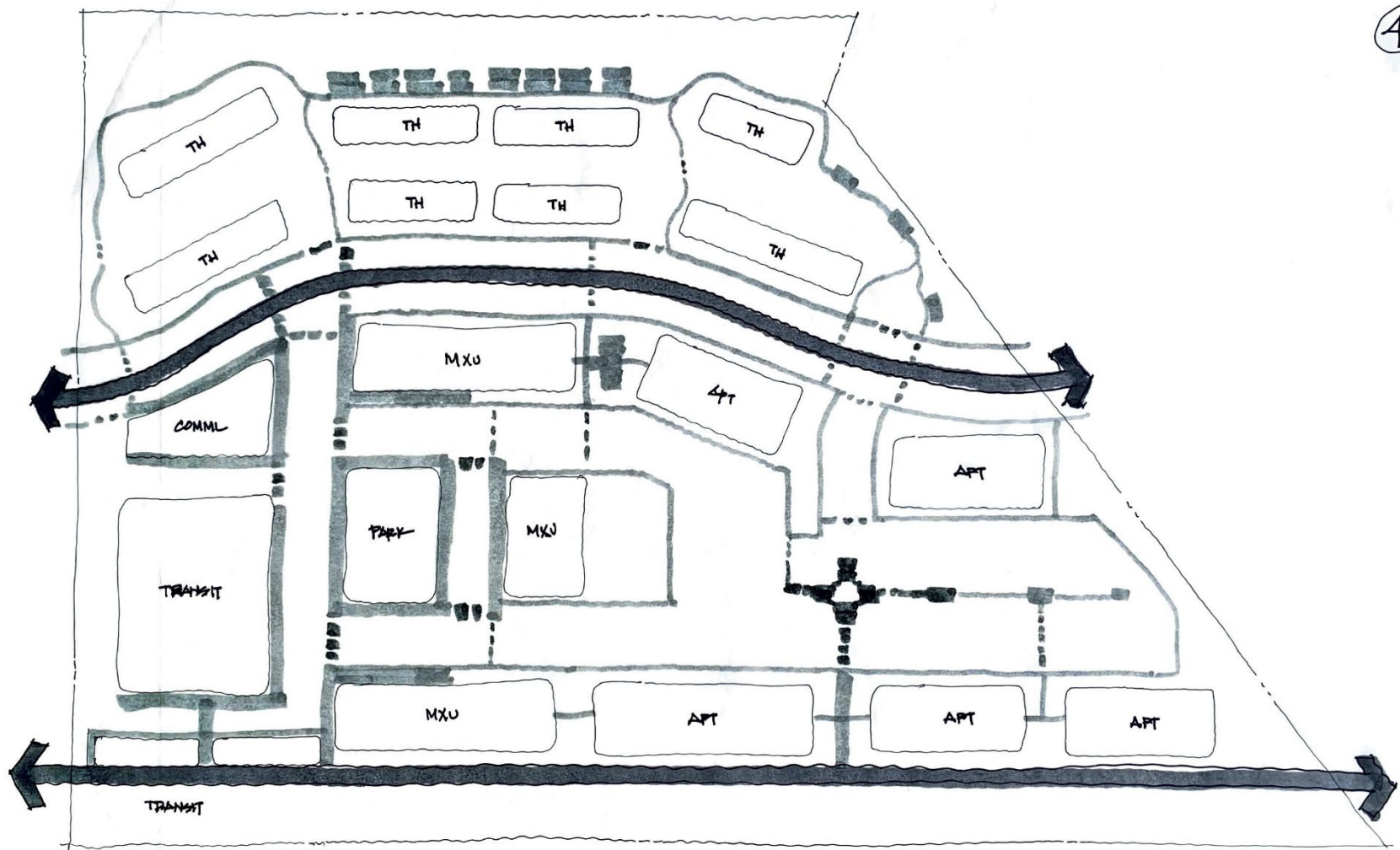


3

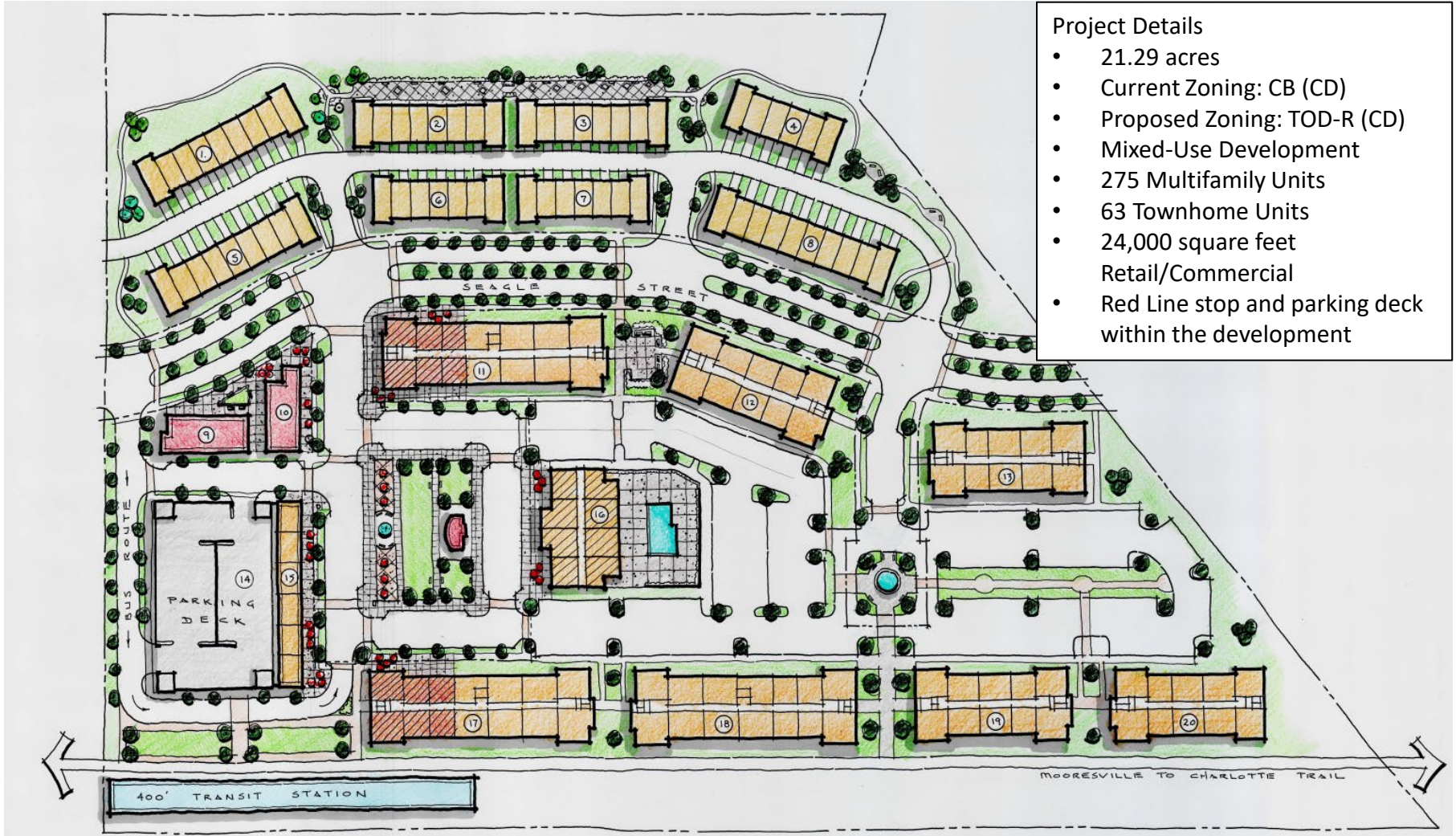
Greenways, Parks & Open Space



4



Station South



Station South

Precedent images



Station South



Station South



Benefits to the Town of Huntersville

Large Job Creation

Affordable Housing

Future Red Line Station located on Property

Extension of Seagle Street (North South Connector)

Quality Development

Goods and Services in Mixed Use Node

Pedestrian connectivity throughout site to Carolina Thread Trail

Critical Component of Greenway Network- Extends the Carolina Thread Trail North



ACTIVATED MIXED-USE AND ACTIVITY CENTERS

Create vibrant, pedestrian-accessible mixed-use areas with restaurants, small businesses, and housing.



GROWTH MANAGEMENT

Focus growth near the central core and limit growth in less developed areas.



TRANSPORTA- TION

Improve streets and sidewalks and expand transportation options.



GREENWAYS & TRAILS

Connect 30,000 residents to greenways and trails by 2030.



ECONOMIC DEVELOPMENT

Balance the tax base, encourage entrepreneurship and attract target industries.

Station South



Timeline

- | | |
|------------------------------|-------------------|
| o Formal Rezoning Submission | November 1, 2024 |
| o Community Meeting | December 12, 2025 |
| o Call for Public Hearing | January 7, 2025 |
| o Town Public Hearing | February 4, 2025 |
| o Planning Board Meeting | February 25, 2025 |
| o Zoning Contingency Date | March 1, 2025 |
| o Town Board Decision | March 18, 2025 |



Thank You !

Q u e s t i o n s ?

Michael Cox
Peak Development
mcox@peakdevllc.com



Town Engineering Rezoning Comment Summary
R24-15 Station South (CSP-500046)
17100 and 17220 Old Statesville Rd (PID 01103213, 01121101)
Huntersville, NC 28078

General Project Information

This proposed rezoning is located on the east side of Old Statesville Rd (NC-115) approximately 0.25 Miles north of the intersection of NC-115 and Sam Furr Road (NC-73). It consists of mixed-use development, a public street connection and four driveway connections to a proposed extension of Seagle Street. Two options for the site (A and B) have been provided by the applicant. "Option A" proposes a parking deck to serve a potential future transit station. "Option B" has omitted the future transit station and proposes a parking lot in lieu of a parking deck.

Engineering Staff Comments

Traffic Impact Analysis (TIA): Based on the uses and intensities proposed, the development is over the Town's threshold to require a TIA. The developer's consultant submitted a TIA on January 31. The TIA was returned to the consultant as incomplete as it did not comply with Article 14.5.4 of the Zoning Ordinance.

Site Plan Comments:

- 1) For option A, a loading zone is shown in conflict with a pedestrian crossing in the proposed public right of way of the "public local street."
- 2) For both options, a modified typical street cross section is being proposed for the "public local street." The modification needs to be listed in the "Requested Modifications to Standards" notes.
- 3) For both options, an easement and portions of sidewalk are proposed on an adjacent parcel (PID 01121106). Work or easements proposed on adjacent parcels will require written approval from the adjacent property owner prior to construction document approval.



Request for Board Action

March 4, 2025

To: The Honorable Mayor and Board of Commissioners

From: Michael Jaycocks, Director of Parks and Recreation

Subject: Fire Station No. 4 Park Master Plan

EXPLAIN REQUEST:

The Fire Station No. 4 Park Master Plan covers the remaining seven acres of land surrounding Fire Station No. 4. The Town conducted three public input meetings, conducted an online survey and received feedback on its social media pages. This plan includes walking trails, pickleball courts, splash pad, playground, shelters, open lawn areas and pollinator garden. This master plan also provides connectivity with the new Lake Norman Charter Elementary School that is currently under construction. The Town has an approved joint use agreement with the school for use of their new gym. The Huntersville Parks and Recreation Commission unanimously endorsed the Fire Station No. 4 Park Master Plan at their January 15th meeting.

ACTION RECOMMENDED:

Consider approving the Fire Station No. 4 Park Master Plan

FINANCIAL IMPLICATIONS:

None

ATTACHMENTS:

1. Fire Station No. 4 Park Master Plan Final Park Concept
2. Fire Station No.4 Online Survey Results
3. 0207_Town of Huntersville Engagement Report

LEGEND

- 1 BIKE TRAILS | EARTHEN PATH
- 2 WALKING PATH
- 3 POLLINATOR GARDEN
- 4 CANOPY TREE
- 5 MONUMENT SIGN



NOTE

- SEE CONTEXT MAP FOR EXTENTS OF SCHOOL PROPERTY
- STORMWATER CONCEPT IS SCHEMATIC AND WILL BE VALIDATED DURING CONSTRUCTION DOCUMENTATION



LEGEND

- 1 EARTHEN PATH | 9/10'S OF A MILE LOOP
- 2 WALKING PATH | 1/2 MILE PAVED
- 3 TREE PRESERVATION | ±2.85 AC ON PARK
- 4 TREE PRESERVATION | ±8.18 AC ON SCHOOL

Park Master Plan - Fire Station No. 4

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
405	173	1,422	25

Park Elements

During the process of developing the Fire Station No. 4 Park Master Plan, a variety of park elements will be considered based on input from community stakeholders, cost (to implement & maintain), availability at other facilities managed by Huntersville, and space requirements and site conditions.

Place a check next to the top five types of park elements you would like to have at the future park.

58%	Restroom Facilities	97 ✓
51%	Bike Trails	85 ✓
48%	Playground	80 ✓
48%	Walking Path/Trail	80 ✓
29%	Pickleball/Tennis Courts	48 ✓
28%	Covered Shelters	47 ✓
23%	Splash Pad	38 ✓
23%	Pollinator Garden	38 ✓
17%	Dog Park	29 ✓
16%	Open Lawn/Field	26 ✓
13%	Outdoor Fitness Stations	22 ✓

13%	Disc Golf	21 ✓
13%	Skate Park	21 ✓
11%	Amphitheater	19 ✓
11%	Outdoor Basketball Courts	18 ✓
7%	Volleyball Courts	11 ✓

167 Respondents

Mountain bike trails

3 months ago

⬆ 6 Agree

Please leave as many mature trees as possible.

3 months ago

⬆ 5 Agree

This should not be built here

3 months ago

⬆ 3 Agree

We need some type of mountain bike trail that will connect to the McDowell Creek/Torrence Creek greenway allowing bikers to take advantage of the greenway for longer miles as a form of exercise to reach the new bike park and also all the businesses in downtown Huntersville. I should be able to park in Huntersville downtown, ride bike with my family to the bike park trail for few laps and then come back for some much needed brews and food from downtown businesses.

3 months ago

⬆ 3 Agree

Mtn bike trails

3 months ago

⬆ 1 Agree

More mountain bike trails please!! Work with Tarheel Trailblazers and/or a trail design company to make sure the trails are built in a way that they can be used often (i.e drain well after rainfall)

3 months ago

⬆ 1 Agree

Please include a crosswalk across McIlwaine

3 months ago

⬆ 1 Agree

I'd like to see emphasis on keeping the park as natural as possible, preserving existing mature trees and planting additional native trees.

3 months ago

⬆ 1 Agree

Please consider traffic for the neighborhoods especially since the fire department uses the neighborhood across from it as a through way

3 months ago

1 Agree

This should not be built here. It is going to create a huge negative impact on traffic and nearby neighborhoods. Please use some sense and look at the traffic impact on the road you are choosing to place this on and those nearby to it. You can't just keep dumping things in areas not set up to handle the impact!

3 months ago

1 Agree

The best way to decrease car congestion is to provide viable alternatives to car transportation. Connecting it to the existing greenway would help provide people a way to get there without taking a car. Also, consider making it a bus stop.

3 months ago

I would like to see a park that not only has paved paths and trails, but also is inclusive for disabled children and adults. Swings that wheel chairs clip into would be one example. Study other parks and incorporate activities and equipment for children with specific needs.

3 months ago

1 Agree

Leave natural grown trees up, need shade for summer months

2 months ago

There's no part of this survey that has a "none of the above" or "dislike" section. I'm all for outdoor parks or public areas but the section behind Fire Station 4 is basically my front yard. And has been in my family for 40 years. I live here for the fact that it is private and secluded. This is a location that would NOT appreciate the public having complete access to.

2 months ago

I voted for bike trails, but mean mountain bike trails

3 months ago

Mountain bike trails. Latta does not allow bikes

3 months ago

Skip the walking trail--greenway network is nearby and huge

3 months ago

Indoor gym. Not available anywhere close.

3 months ago

Provide speed humps to the surrounding neighborhoods that will be affected by the park's traffic. Cedarfield will be used even more as a cut-through by non-residents in order to access the park.

3 months ago

A walking trail doesn't seem the best use of resources when the greenway is practically across the street.

3 months ago

Picnic tables

3 months ago

Park Programming

Park Programming is directly tied to the types of spaces and elements that parks have to offer. These spaces are the backdrops for various sporting events, recreational activities, community events and gatherings, and other programming. Understanding what types of programming that the community would like to have at the future park will aid in aligning the necessary elements and spaces the park will need to accommodate them.

Place a check next to the top five types of programming that you would like to have at the future park.

51%	Nature Activities	33 ✓
38%	Youth Events	25 ✓
35%	Early Childhood Activities	23 ✓
31%	Community Events	20 ✓
29%	Youth Nature Classes	19 ✓
28%	Adult Rec Leagues	18 ✓
26%	Community Organized Events	17 ✓
25%	Group Exercise Classes	16 ✓
23%	Homeschool/Afterschool/Camps	15 ✓
23%	Teen Activities	15 ✓
22%	Senior Adult Exercise Classes	14 ✓
18%	Walking Club	12 ✓

15%	Youth Art Classes	10 ✓
15%	Art Classes	10 ✓
12%	Youth Clinics	8 ✓

65 Respondents

Huntersville desperately needs a youth mountain summer camp like one is offered in Fort Mill, SC and Salisbury by the city. Building a new bike trail within the park would most certainly give the town the opportunity to offer a summer mountain bike camp that will benefit both the our town and the residents as well.

3 months ago

1 Agree

Basketball Court! Lets go

3 months ago

No programming. Programming creates clusters of traffic congestion on roads that are not designed to handle it. A park should not be put here without creating the infrastructure to handle the traffic it causes. This area does not have that, and this park will create a huge problem for the neighborhoods around it

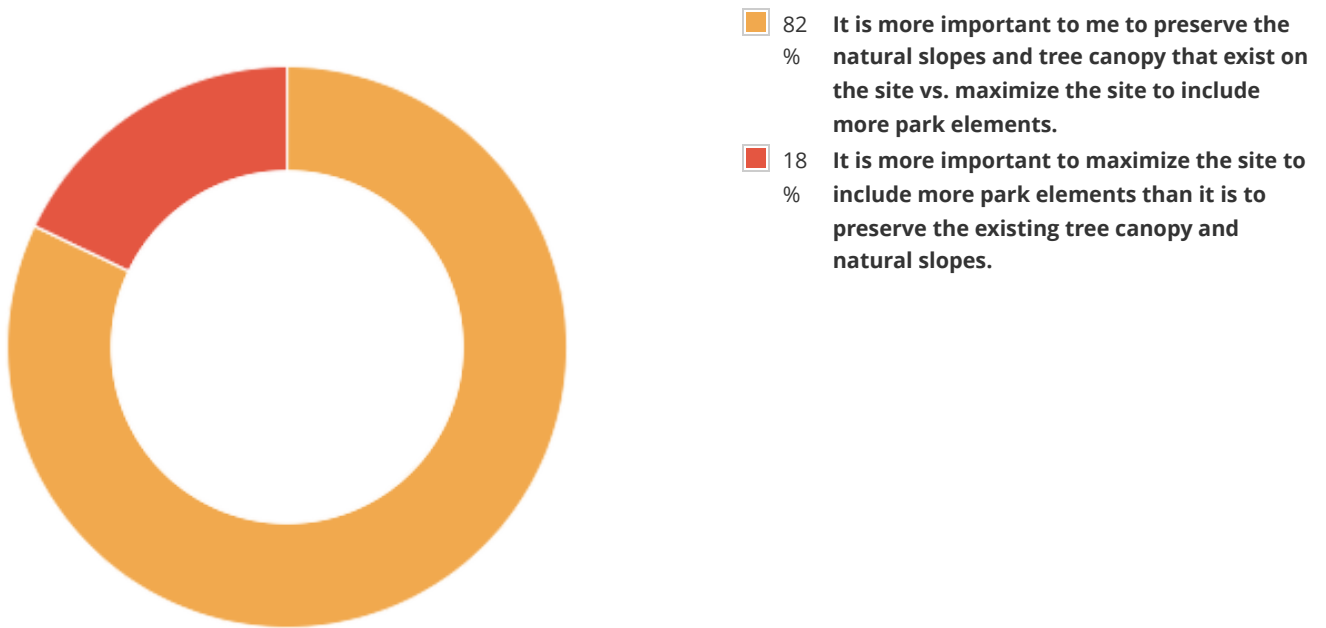
3 months ago

None. The park should not be built on a road in an area where the increased traffic is going to have a huge negative impact

3 months ago

Trade-Offs

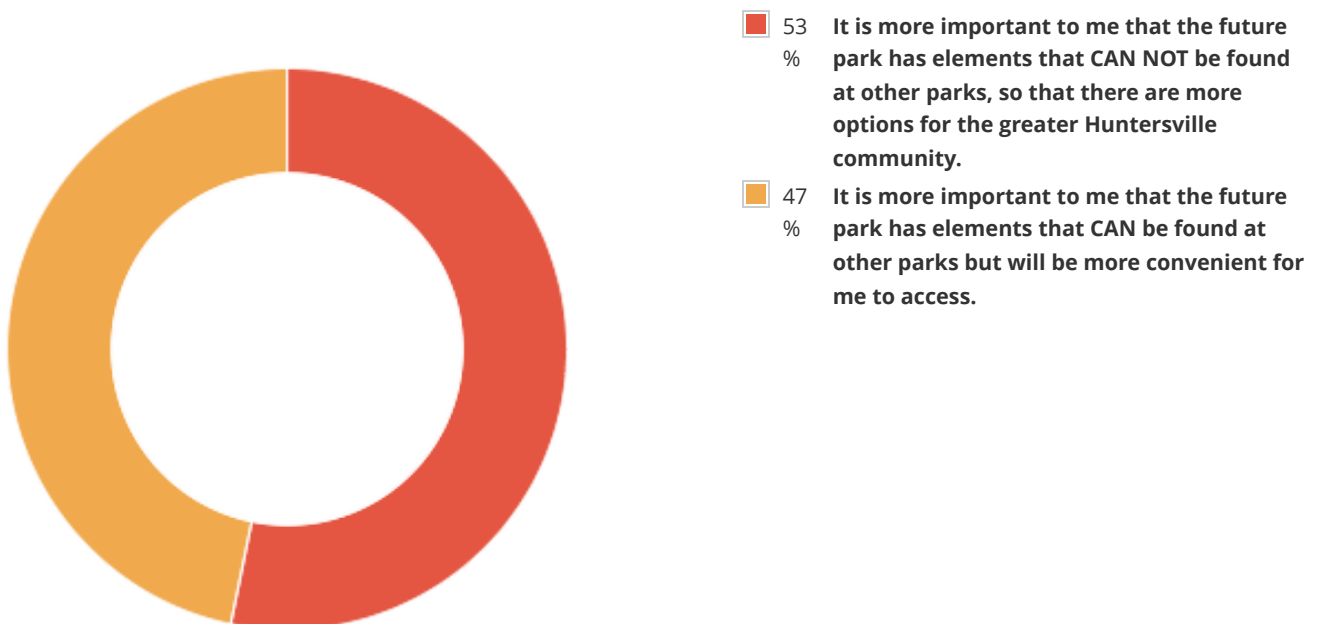
The future park only has so much space to accommodate desired park elements. What trade-offs would you consider? Select one option to show your preference for each scenario.



67 respondents

Trade-Offs

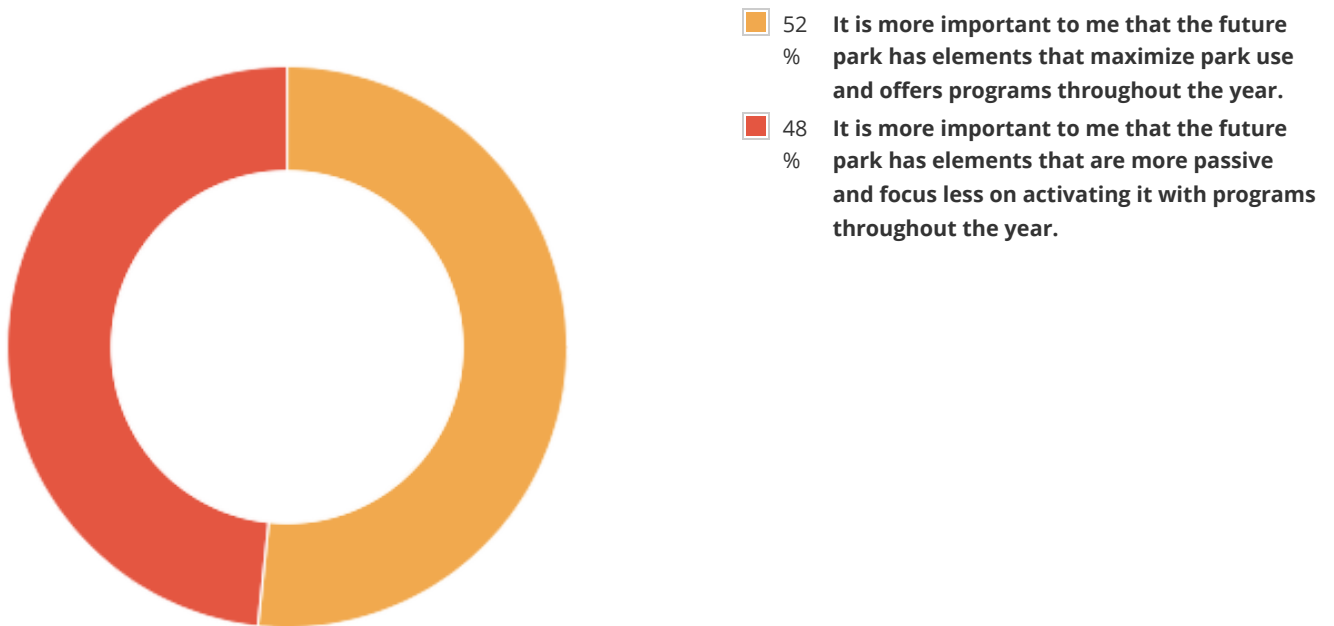
The future park only has so much space to accommodate desired park elements. What trade-offs would you consider? Select one option to show your preference for each scenario.



62 respondents

Trade-Offs

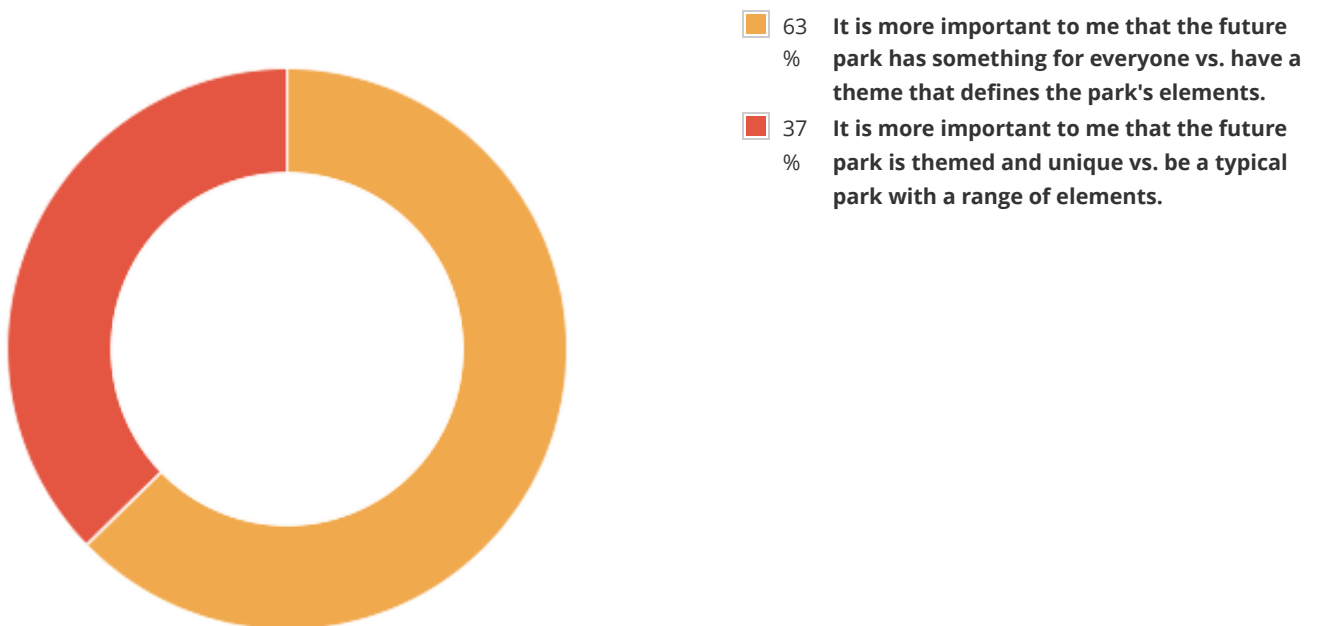
The future park only has so much space to accommodate desired park elements. What trade-offs would you consider? Select one option to show your preference for each scenario.



60 respondents

Trade-Offs

The future park only has so much space to accommodate desired park elements. What trade-offs would you consider? Select one option to show your preference for each scenario.



59 respondents

The Cost of Doing Business

During the process of developing the Fire Station No. 4 Park Master Plan, the Town must evaluate the cost to build the future with the future costs to maintain it. The initial cost and the on-going costs must be considered when determining what elements can be reasonably managed within the Town's budget.

You are now the decision maker. Where and how should money be distributed? Each Park Element has a different cost to taxpayers. You may select up to 5 Park Elements of your preference. Which 5 will you choose?

64%	Park Infrastructure: Roads, Driveways, Parking Lots, Sidewalks	39 ✓
62%	Park Buildings & Structures: Restroom Facilities, Pavilions, Amphitheater, Shelters	38 ✓
62%	Specialty Features: Trails, Greenways, Dog Parks	38 ✓
52%	Amenities: Lighting, Signage, Park Furniture, Waste Receptacles, Art	32 ✓
49%	Play & Wellness: Playgrounds, Fitness Equipment, Splash Pads	30 ✓
48%	Beautification: Landscaping, Trees, Community Garden, Seasonal Displays	29 ✓
30%	Sports Courts & Courses	18 ✓
25%	Park Programming & Security	15 ✓

61 Respondents



**FIRE STATION #4 PARK MASTER PLAN
PUBLIC ENGAGEMENT SUMMARY**

FEBRUARY 7TH, 2025



**BOLTON
& MENK**

Real People. Real Solutions.

ENGAGEMENT SUMMARY

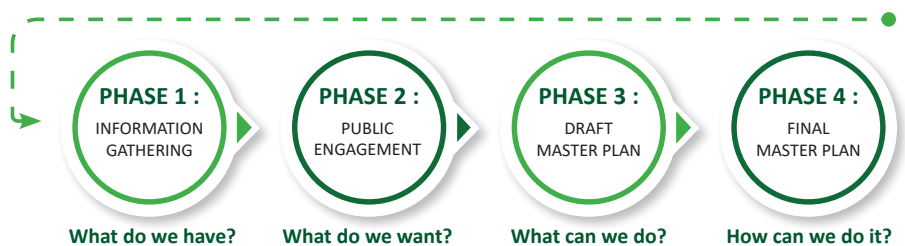
INTRODUCTION

The Fire Station No. 4 Park Land is the remaining 7 acres of land at the existing Fire Station site located at 8826 McIlwaine Road. This site sits adjacent to a future elementary school that is being planned by Lake Norman Charter School. The Town has entered into a joint use agreement with the school for the use of their new gym. The planning of this park site investigates opportunities to integrate the park site with the new school site. A public engagement plan was developed for the Fire Station No. 4 Park Master Plan process. Construction Documents phase can begin pending construction budget approvals. Over the duration of the project, three public meetings were held to receive input from stakeholders about existing conditions, park elements and programming, initial concepts, and the final master plan. The project was guided by a Stakeholder Committee with representatives from Town staff, adjacent neighbors, and key interest groups. An online public survey was also available on the Town's website and social media for stakeholders to provide input.

STAKEHOLDER COMMITTEE

- Adam Miller
- Ben Benshoof
- Barry Graham
- Frank Freeman
- Joe Greene
- Kent Curran
- Matt Schlegal
- Michael Jaycocks
- Shannon Stein
- Tracy Houk
- Sarah Fortner
- Vivian Moore

PROJECT PHASES



PROJECT TIMELINE



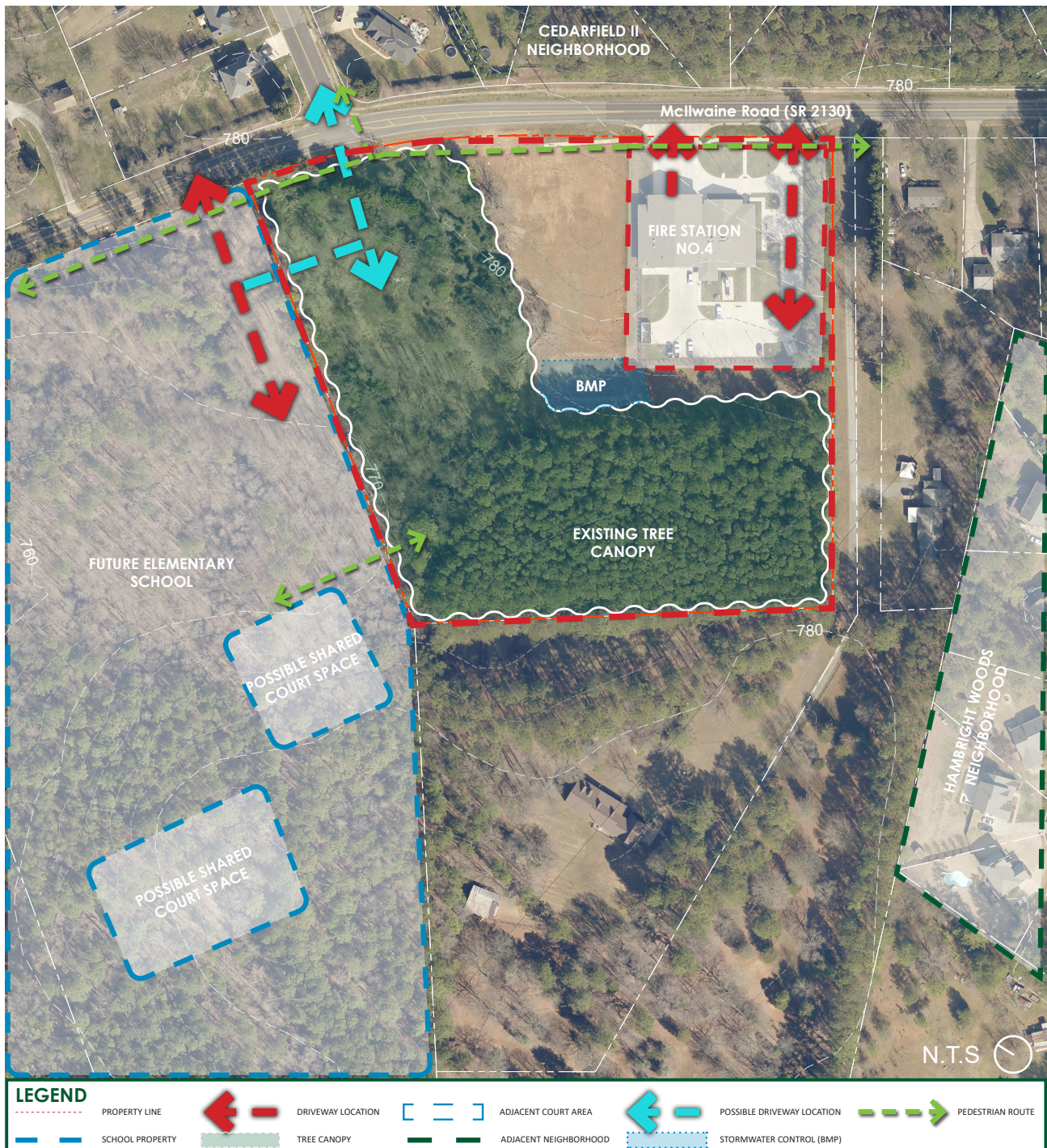
PROJECT SITE



EXISTING CONDITIONS

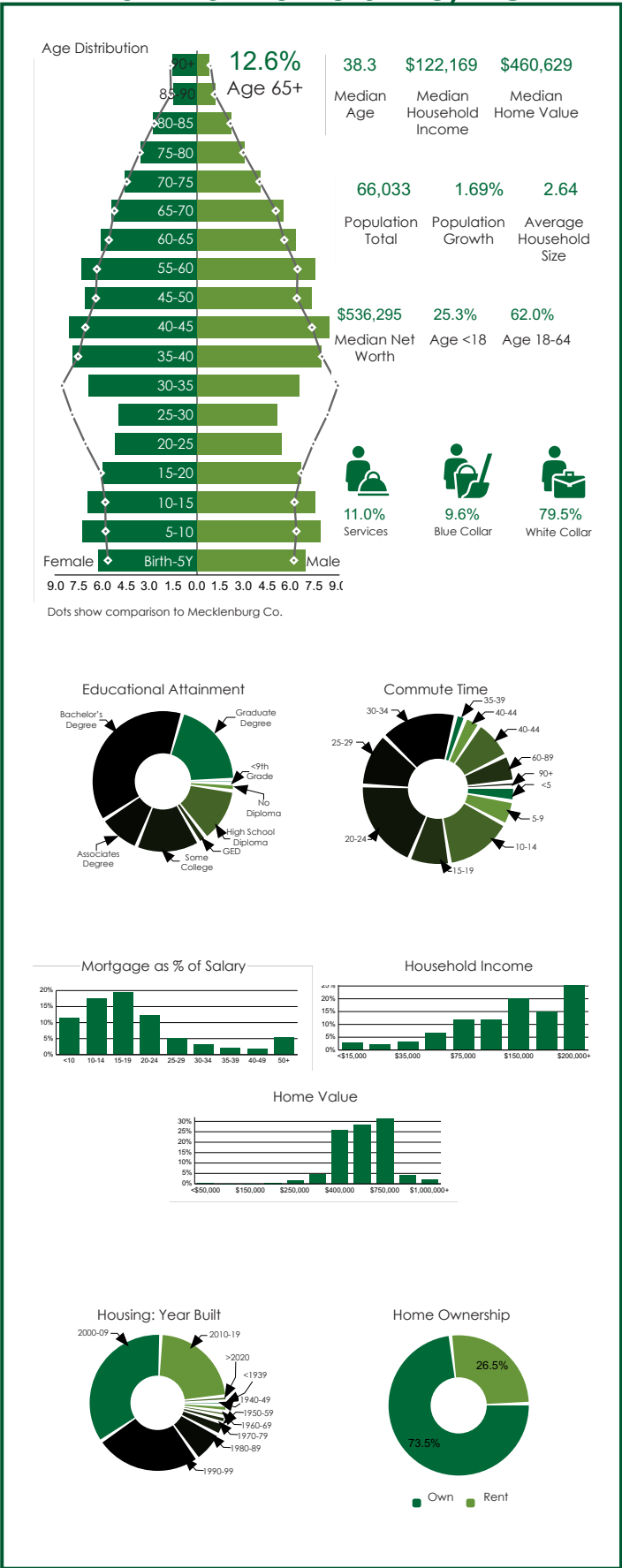
The site is approximately ± 9.5 acres fronting McIlwaine Road on the northern property edge, the future Lake Norman Charter School on its western boarder, and single family residences on the southern and eastern boarders. The Fire Station comprises ± 2.5 acres including an existing sand filter that may be under performing. The topography of the site is gentle with only twelve feet of elevation change across the entire site. The site is predominantly comprised of a young pine forest covering ± 6.3 acres. Nearly all of the treed area is deemed as protected Tree Save, ± 5.97 acres. The forest edge closest to McIlwaine Road and the future Lake Norman Charter School has invasive species impacting the health of the trees. No geotechnical, environmental, or cultural reports have been conducted in conjunction with this project. A desktop review of available information does not indicate any wetland or stream buffers exist on the site.

OPPORTUNITIES & CONSTRAINTS MAP

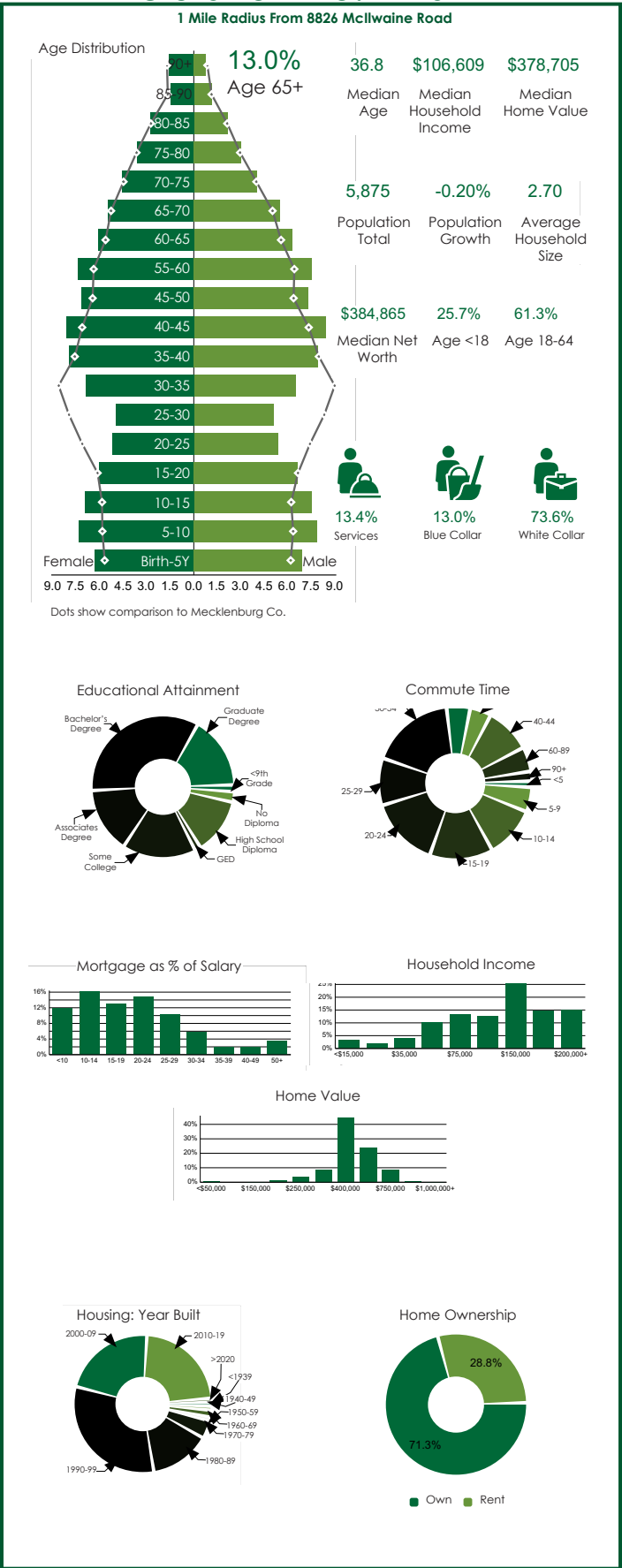


DEMOGRAPHICS

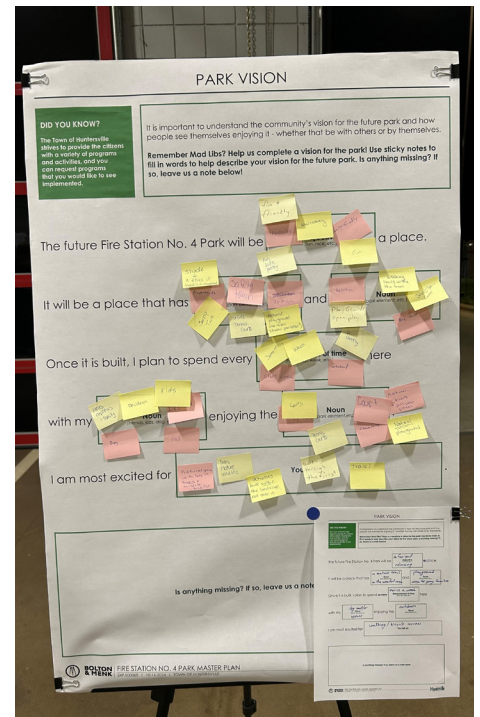
Town of Huntersville, NC



Fire Station No. 4 Park



At the first public meeting held for the project, attendees were invited to help write the vision for the park by providing words and phrases similar to a Mad Lib. The collective input resulted in a vision that envisions the future park as a welcoming, family-friendly space with features that promote relaxation, safety, and fun!



PUBLIC SURVEY

Stakeholders and community members were able to provide input on potential park elements and programming at the September 16th public meeting and through the public survey hosted on the Town's website.

PARK ELEMENTS

During the process of developing the Fire Station No. 4 Park Master Plan, a variety of park elements were considered based on input from community stakeholders, cost (to implement & maintain), availability at other facilities managed by Huntersville, and space requirements and site conditions.

PARK ELEMENTS SURVEY RESULTS

15%	Restroom Facilities	4%	Dog Park
12%	Bike Trails	4%	Outdoor Fitness Stations
12%	Walking Path / Trail	4%	Open Lawn / Field
11%	Playground	3%	Disc Golf
8%	Covered Shelters	3%	Skate Park
8%	Pickleball / Tennis Courts	3%	Outdoor Basketball Courts
6%	Splash Pad	2%	Amphitheater
5%	Pollinator Garden	2%	Volleyball Courts

PARK PROGRAMMING

Park Programming is directly tied to the types of spaces and elements that parks have to offer. These spaces are the backdrops for various sporting events, recreational activities, community events and gatherings, and other programming. Understanding what types of programming that the community would like to have at the future park helped aid in aligning the necessary elements and spaces the park will need to accommodate them.

PARK PROGRAMMING SURVEY RESULTS

18%	Nature Activities	6%	Teen Activities
8%	Community Events	6%	Homeschool, After School, or Camps
8%	Early Childhood Activities	6%	Community Organized Events
8%	Group Exercise Classes	5%	Walking Club
7%	Youth Events	4%	Art Classes
7%	Youth Nature Classes	3%	Youth Art Classes
6%	Adult Rec Leagues	3%	Youth Clinics
6%	Senior Adult Exercise Classes	1%	Teen Classes



Restroom Facilities (113 Votes)



Playground (88 Votes)



Nature Activities (43 Votes)



Group Exercise Classes (26 Votes)



Pickleball/Tennis Courts (56 Votes)



Covered Shelters (52 Votes)



Homeschool/After-school/Camps (20 Votes)



Walking Club (18 Votes)

PUBLIC SURVEY

COMMENTS FROM PUBLIC SURVEY



SCAN TO
ACCESS FULL
ONLINE SURVEY
RESULTS

Please include a crosswalk
across McIlwaine!

The park should not be built on
a road in an area where the
increased traffic is going to
have a huge negative impact.

I'd like to see emphasis on
keeping the park as natural as
possible, preserving existing
mature trees and planting
additional native trees!

Leave natural grown
trees up, need shade
for summer months!

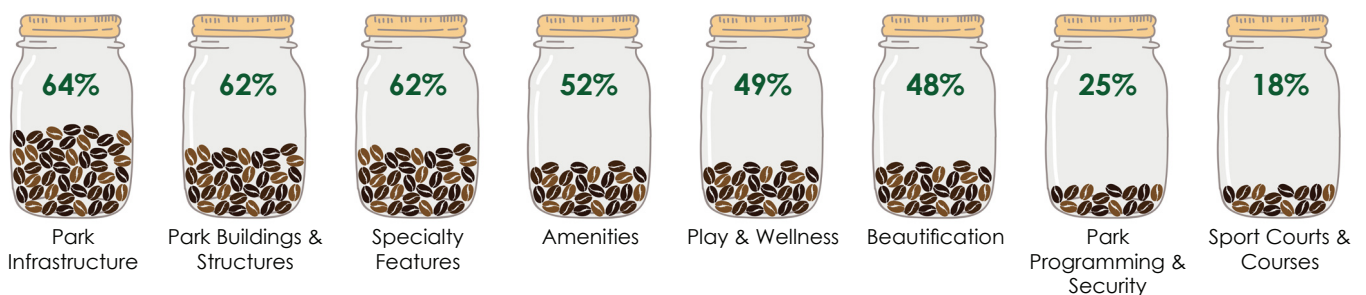
Basketball Court! Let's go!

COSTS OF DOING BUSINESS

At the September 16th public meeting and through the public survey on the Town's website, stakeholders evaluated future park elements to determine their preferences. Stakeholders were asked to carefully consider the initial implementation costs and ongoing maintenance expenses to ensure the selected elements can be managed within the Town's budget while providing input based on their priority park elements.

Park Elements	Implementation Cost	Maintenance Cost	Cost to Tax Payers
Park Infrastructure: Roads, Driveways, Parking Lots, Sidewalks	\$\$\$\$\$	\$	☕☕☕☕☕
Park Buildings & Structures: Restroom Facilities, Pavilions, Amphitheater, Shelters	\$\$\$\$\$	\$\$	☕☕☕☕☕
Play & Wellness: Playgrounds, Fitness Equipment, Splash Pads	\$\$\$	\$\$	☕☕☕☕☕
Sports Courts & Courses	\$\$\$	\$\$	☕☕☕☕☕
Amenities: Lighting, Signage, Park Furniture, Waste Receptacles, Art	\$\$	\$\$	☕☕☕☕☕
Specialty Features: Trails, Greenways, Dog Parks	\$	\$	☕☕☕☕☕
Beautification: Landscaping, Trees, Community Garden, Seasonal Displays	\$	\$\$	☕☕☕☕☕
Park Programming & Security	\$	\$\$\$	☕☕☕☕☕

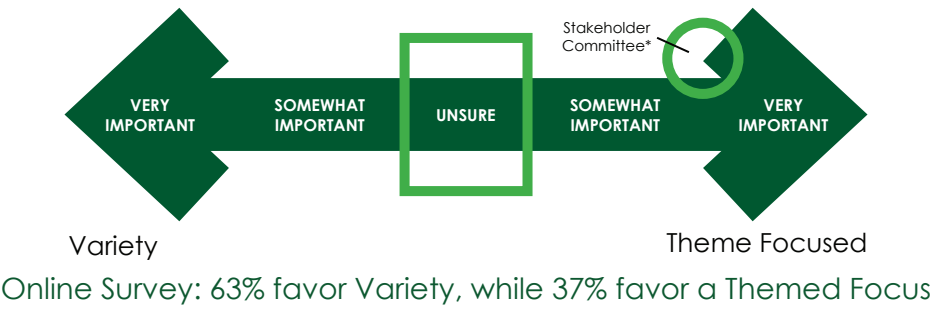
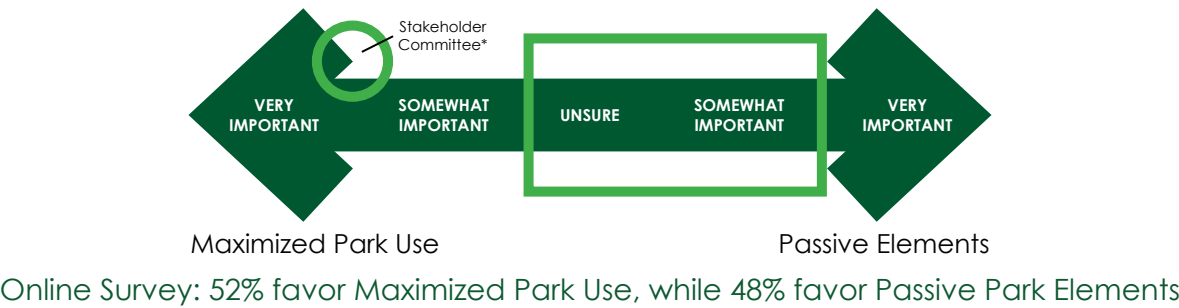
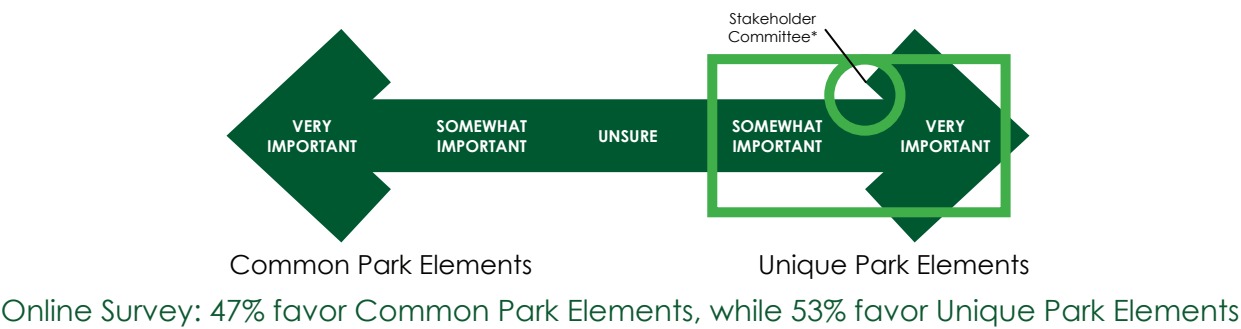
RESULTS FROM PUBLIC MEETING & ONLINE SURVEY



PUBLIC SURVEY

TRADE-OFFS

During the development of the Fire Station No. 4 Park Master Plan, the Town evaluated trade-offs based on community stakeholder input, implementation and maintenance costs, availability at other Huntersville facilities, space requirements, and site conditions. Both initial construction costs and ongoing maintenance expenses were carefully considered to ensure the selected elements are manageable within the Town’s budget.



CONCEPT ONE



SUMMARY

Through survey and public engagement, seven park programming elements emerged as most important to the surrounding community: restroom facilities, bike and walking trails, playground, pickleball, splash pad, covered shelters, and pollinator gardens. Concept One prioritizes the connection and circulation with the adjacent school connecting two vehicular access points and locating proposed parking adjacent to the School's proposed parking. This concepts also groups the pickleball courts near the School's tennis courts and includes a covered shelter for both court

users and all park guests. Tree preservation was also a driving factor to the site plan. An earthen path is proposed through the preserved tree area to allow the area to be utilized. The earthen path connects the preserved tree area on both sites and provides a shaded looped path for community members. Concept One aims to preserve the rural nature of Mcllwaine Road by locating passive lawn space and preserved trees along the street frontage. Combined playground and splash pad areas near a new restroom facility are central features of the park.



Natural Path Example

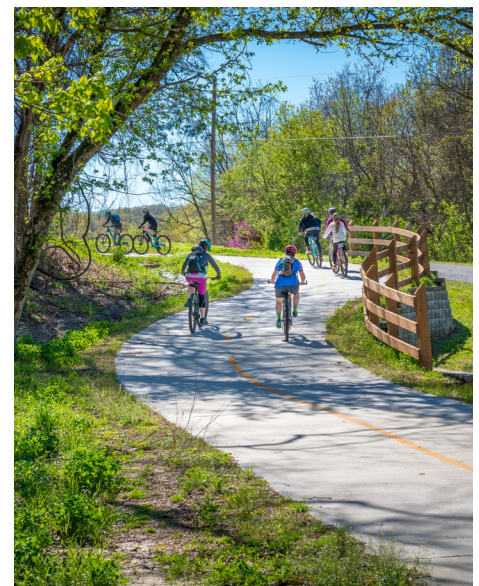
CONCEPT TWO



SUMMARY

Concept Two contains the same seven park programming elements that emerged from community input. Concept Two prioritizes parking on site and limits connection to the adjacent School property. One vehicular connection and a few pedestrian connections are proposed. This concept still preserves some of McIlwaine's rural character by locating passive lawn and preserved trees along the frontage. The central parking lot bisects the park creating some circulation concerns. Similar to Concept One, the pickleball courts are located near the School's tennis courts with a covered shelter in

between. Concept Two proposes locating the restroom structure closer to the active uses of the playground, splash pad, pickleball, and off-site tennis courts. The playground and splash pad are located in close proximity to the School property with an adjacent vehicular drop off loop. This concept proposes the utilization of paved walking trails through the preserved tree area creating an accessible route for all users. An additional covered shelter was added to the passive lawn area in this concept to provide ample shaded seating areas throughout the park.



Paved Path Example

FEEDBACK ON INITIAL CONCEPTS

Vehicular Circulation – Which concept do you prefer based on how you would access and move through the park?

62%

Concept 1

38%

Concept 2

0%

Neither/Unsure

Vehicular Parking – Which concept do you prefer based on how you would park your vehicle at the park?

62%

Concept 1

38%

Concept 2

0%

Neither/Unsure

Pedestrian Circulation – Which concept do you prefer based on how you would walk, stroll, or roll through the park?

62%

Concept 1

23%

Concept 2

15%

Neither/Unsure

Pedestrian Circulation - Would you rather have a paved walking trail through the woods or an earthen path?

54%

Concept 1

46%

Concept 2

0%

Neither/Unsure

Park Restrooms - Which concept do you prefer based on where the park restrooms are located?

46%

Concept 1

54%

Concept 2

0%

Neither/Unsure

Playground/Splash Pad - Which concept do you prefer based on where the playground/splash pad are located?

62%

Concept 1

38%

Concept 2

0%

Neither/Unsure

Pickleball Courts - Which concept do you prefer based on where the pickleball courts are located?

50%

Concept 1

50%

Concept 2

0%

Neither/Unsure

Open Lawn & Pollinator Garden – Which concept do you prefer based on where these are located?

50%

Concept 1

38%

Concept 2

12%

Neither/Unsure

Is there anything missing that you would value in this park or do you have any comments to share with the park planning team? (Responses below)

- Incorporate water fountains with pet accessible fountain.
- Looks good, entry & exit needs to be planned carefully. There should be plenty of lighting.
- Designated park closing times. Are there any park gates that will close after hours? What kind of security will be provided?
- There needs to be accessible dog water fountains.
- Incorporate park entrance gates. Early closing times since it is in a residential area.
- A concern over noise from pickleball courts near neighboring house and horse farm.
- Include a pump track.
- Use Concept 1 for parking, and we can use school parking during non-school hours.
- Concept 1 seems to be more pedestrian friendly given that the parking lot doesn't dissect the park amenities.

Are there parts of each concept that you like? (Responses below)

- Pollinator garden + trails, tree save with some lawn, connection to school with some separation.
- Love the tree preservation, pollinator garden, splash pad, and playground.
- Tree preservation wherever possible.
- Pickleball, splash pad, children's play area

Concept Plan Notes: (Responses below)

- Need lighting on the tennis/pickleball courts.
- Note on favoring the paved pathway.
- Note on favoring the non-paved pathway.
- A different location for the pickleball courts?
- Noise comment from tennis/pickleball from concerned neighbor.
- Make the hours of operation of park not so late.

MASTER PLAN



NEXT STEPS

The Town of Huntersville Parks and Recreation staff will present the master plan to the Town Board to be approved. Following approval, a budget and timeline will be determined. After that the design team will move into the schematic design phase, and the plan will begin to be realized.



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Request for Board Action

March 4, 2025

To: The Honorable Mayor and Board of Commissioners

From: Anthony Roberts, Town Manager

Subject: Committee Assignments and Existing Appointed Advisory Boards and Committees

EXPLAIN REQUEST:

Discuss Board of Commissioner Committee Assignments and existing appointed Advisory Boards and Committees.

ACTION RECOMMENDED:

Discussion

FINANCIAL IMPLICATIONS:

N/A

ATTACHMENTS:

1. Committee Assignments 2023-2025
2. Attendance Reports



Board of Commissioners - Committee Assignments

Committee	Schedule	Representative	Alternate
Mayor Appointments			
Charlotte Regional Transportation Planning Org (CRPTO)	monthly - 3rd weds, 6pm	Nick Walsh	Amanda Dumas
Metropolitan Transit Commission (MTC)	monthly - 4th weds, 5:30pm	Christy Clark	Anthony Roberts
Lake Norman Regional EDC	monthly (paused)	Amanda Dumas	Anthony Roberts
Commerce Station	yearly	Christy Clark	Anthony Roberts
Lake Norman Transportation Committee	monthly	Christy Clark	Anthony Roberts/Heather Maloney
Commissioner Appointments			
Centralina Council of Governments (COG)	quarterly	Alisia Bergsman	LaToya Rivers
Lake Norman Chamber	monthly - 4th mon, 4pm	Edwin Quarles	Nick Walsh
Visit Lake Norman	quarterly - Jul, Oct, Jan, Apr	Alisia Bergsman	LaToya Rivers
NC 73 Council of Planning	yearly	LaToya Rivers	Jennifer Hunt
NC Power Agency #1	quarterly	Nick Walsh	Bobby Williams
Planning Coordinating Committee	yearly	Edwin Quarles	Amanda Dumas
Huntersville Ordinance Advisory Board	monthly - 1st thurs, 3:30pm	Alisia Bergsman	Edwin Quarles
Other			
Huntersville Government Affairs	as needed	Christy Clark, Jennifer Hunt, Edwin Quarles	
Huntersville Police Liaison	as needed	Nick Walsh	Edwin Quarles
Huntersville Fire Liaison	as needed	Nick Walsh	Christy Clark
Community Capital & Bond Committee	as needed	Jennifer Hunt	
Huntersville Family Fitness and Aquatics (HFFA)	monthly - 2nd mon, 4pm (flexible)	Jennifer Hunt, Edwin Quarles	
Age-Friendly Mecklenburg	quarterly	LaToya Rivers, Amanda Dumas	
Communications Liaison	as needed	Christy Clark	Nick Walsh
Park and Recreation Commission	monthly - 3rd weds, 6:30pm	Christy Clark	Alisia Bergsman
Greenway, Trail & Bikeway Commission	monthly - 3rd tues, 6pm	Alisia Bergsman	Jennifer Hunt
Public Arts Commission	monthly - 2nd weds, 6:30pm	Amanda Dumas	
Workforce Housing	as needed	Nick Walsh, LaToya Rivers, Alisia Bergsman	
Environmental Sustainability Committee	monthly - 2nd tues, 3:30pm	Jennifer Hunt	Alisia Bergsman
Assignment Summary:			
(counts will automatically update)		rep	alt
Christy Clark		6	1
Alisia Bergsman		5	2
Amanda Dumas		3	1
Jennifer Hunt		4	2
Edwin Quarles		4	2
LaToya Rivers		3	2
Nick Walsh		4	2
			total
			7
			7
			4
			6
			6
			5
			6

Adopted 12/3/2023; Amended 3/21/2024, 2/18/2025

Board of Adjustment - Attendance Report

P = Present; A = Absent; - = Not on Commission; \ = No Meeting

2024																	2025		
Members	Term Exp	Notes	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Absences	Jan	Feb	Total Absences	
Michelle Bennett	6/2025 (1)		\	\	\	\	\	\	\	\	\	\	\	\	0	\	\	0	
Jonathan Bradshaw	6/2027 (2)		\	\	\	\	\	\	\	\	\	\	\	\	0	\	\	0	
Peter Jacobson	6/2027 (2)		\	\	\	\	\	\	\	\	\	\	\	\	0	\	\	0	
Donna Osborne (ETJ Member)	6/2025 (AP)		\	\	\	\	\	\	\	\	\	\	\	\	0	\	\	0	
Chris Price	6/2027 (1)		\	\	\	\	\	\	\	\	\	\	\	\	0	\	\	0	
Mike Russell	6/2026 (1)		\	\	\	\	\	\	\	\	\	\	\	\	0	\	\	0	
Scott Sittler (Alt Member)	6/2025 (AP)	appointed 1/16/2024	-	\	\	\	\	\	\	\	\	\	\	\	0	\	\	0	
Jack Zovistoski (Alt Member)	6/2026 (1)		\	\	\	\	\	\	\	\	\	\	\	\	0	\	\	0	
Vacant Positions - 2																			
Past Members																			
Kimberle Burton		term exp 6/17/2024	\	\	\	\	\	\	-	-	-	-	-	-	0				

Environmental Sustainability Committe - Attendance Report

P = Present; A = Absent; - = Not on Commission; \ = No Meeting

2024																2025		
Members	Term Exp	Notes	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Absences	Jan	Feb	Total Absences
Dan Fogel	3/2027 (1)		\	\	P	P	A	P	P	P	P	P	P	P	1	P	P	0
Dana Hicks	3/2027 (1)		\	\	P	A	P	P	P	P	P	P	P	P	1	P	P	0
Leslie Kepler	3/2025 (1)		\	\	P	P	A	P	P	A	P	P	P	A	3	P	P	0
Trisha Knight	3/2026 (1)		\	\	P	P	P	P	A	P	P	P	P	P	1	P	P	0
Anne Marie O'Neill	3/2026 (P)	appointed 11/19/2024	\	\	-	-	-	-	-	-	-	-	-	P	0	P	P	0
Richard Sampson	3/2027 (1)		\	\	P	P	A	P	P	P	P	P	P	P	1	P	P	0
Jeremy Shook	3/2025 (1)		\	\	A	P	P	P	A	P	P	A	A	A	5	P	A	1
Mary Ann Sprung	3/2026 (P)	resigned/appted 11/24	\	\	P	P	P	P	P	P	P	-	-	P	0	P	P	0
Vacant Positions - 1																		
Past Members																		
Karem Saral		resigned 1/14/2025	\	\	P	P	P	A	P	A	P	A	A	A	5			
Diana Truman		resigned 10/10/2024	\	\	P	P	P	A	P	P	A	-	-	-	2			

Greenway, Trail, and Bikeway Commision - Attendance Report

P = Present; EX = Excused Absence; U = Unexcused Absence; - = Not on Commission; \ = No Meeting

2024

Members	Term Exp	Notes	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Absences
Christianna Beirne	12/2025 (1)		P	U	P	P	U	P	\	P	P	P	U	P	3
Michael Griffin	12/2027 (2)		P	P	U	U	P	U	\	EX	P	P	P	P	4
Elaine Kerns	12/2025 (1)		P	P	P	P	P	P	\	P	P	P	U	P	1
Geoffrey Locke	12/2205 (1)		U	P	P	P	P	P	\	P	P	P	P	P	1
Maria Reese	12/2026 (2)		P	P	P	P	P	U	\	P	P	P	P	P	1
Randy Suggs	12/2026 (1)		P	P	P	P	P	P	\	P	P	P	P	P	0
Leif Stormo	12/2027 (1)	appointed 12/17/2024	-	-	-	-	-	-	-	-	-	-	-	-	0
Ken Stuart	12/2027 (2)		P	P	P	P	P	P	\	P	P	P	P	P	0
Tim Turton	12/2026 (1)		P	P	U	U	P	P	\	P	U	P	P	P	3

2025

Jan	Feb	Total Absences
P	P	0
P	P	0
EX	P	1
P	P	0
P	P	0
P	P	0
EX	P	1
P	P	0
P	P	0

Past Members

Sally Walker		resigned 12/10/2024	P	P	P	P	P	P	P	P	U	U	P	U	-	3
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Huntersville Ordinances Advisory Board - Attendance Report

P = Present; A = Absent; - = Not on Commission; \ = No Meeting

2024																2025		
Members	Term Exp	Notes	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Absences	Jan	Feb	Total Absences
Amy Hallman	2/2025 (1)		P	\	P	\	P	\	P	\	\	\	\	P	0	\	\	0
Scott Harrington	2/2026 (1)		P	\	P	\	P	\	P	\	\	\	\	A	1	\	\	0
Kathy Jones	2/2027 (2)		P	\	P	\	P	\	P	\	\	\	\	P	0	\	\	0
Matt Jones	2/2025 (2)		P	\	P	\	A	\	P	\	\	\	\	P	1	\	\	0
Joe Kluttz	2/2025 (1)		A	\	A	\	P	\	P	\	\	\	\	P	2	\	\	0
Harrison Whittaker	2/2025 (1)		P	\	P	\	P	\	P	\	\	\	\	P	0	\	\	0
Scott Hensley (Planning Brd)	6/2027 (2)		A	\	P	\	P	\	P	\	\	\	\	P	1	\	\	0
Vacant Positions - 2																		
Past Members																		
Jake Palillo		resigned 5/2/2024	P	\	A	\	P	\	-	-	-	-	-	-	1			
Michael Pollard		resigned 6/17/2024	P	\	A	\	P	\	-	-	-	-	-	-	1			

Parks and Recreation Commision - Attendance Report

P = Present; EX = Excused Absence; U = Unexcused Absence; - = Not on Commission; \ = No Meeting

2024																	2025		
Members	Term Exp	Notes	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Absences		Jan	Feb	Total Absences
Kent Curran	12/2027 (2)		P	P	P	P	P	P	P	P	P	P	P	P	0		EX	P	1
Selene (Magic) Cypress-McNairy	12/2025 (P)		-	-	P	P	P	P	EX	P	EX	P	P	P	2		P	P	0
Frank Freeman	12/2026 (1)		P	EX	P	EX	P	P	P	P	P	P	EX	P	3		P	P	0
Janelle Harris	12/2026 (1)		P	P	P	P	P	P	P	P	P	P	U	U	2		P	P	0
Telisa Johnson	12/2025 (P)		P	U	P	U	U	P	P	P	U	P	U	U	6		U	U	2
Kathy Lewis (Chair)	12/2025 (2)		P	P	P	EX	P	P	P	P	P	P	P	EX	2		P	EX	1
Ash Munro (Vice-Chair)	12/2026 (2)		P	P	P	P	P	P	P	P	P	P	P	P	0		P	P	0
Arun Nair	12/2027 (1)		-	-	P	P	P	P	P	EX	P	P	P	P	1		P	P	0
Patty Reich	12/2027 (1)		-	-	-	-	-	-	-	P	P	P	P	P	0		P	P	0
Past Members																			
Kendell Brown		resigned 3/3/2024	EX	P	-	-	-	-	-	-	-	-	-	-	1				
Tige Chiesa		resigned 7/17/2024	P	P	P	P	U	EX	EX	-	-	-	-	-	3				
Taylor Hutto		resigned 2/21/2024	U	-	-	-	-	-	-	-	-	-	-	-	1				

Planning Board - Attendance Report

P = Present; A = Absent; - = Not on Commission; \ = No Meeting

2024																2025		
Members	Term Exp	Notes	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Absences	Jan	Feb	Total Absences
Greg Baber	6/2025 (2)		P	A	P	P	\	A	\	P	P	P	P	\	2	P		0
Chis Boyd	6/2026 (2)		P	P	P	A	\	P	\	P	P	P	P	\	1	P		0
Lee Hallman	6/2026 (1)		P	P	A	P	\	P	\	P	P	P	P	\	1	P		0
Scott Hensley	6/2027 (2)		P	P	P	P	\	P	\	P	P	P	P	\	0	P		0
Jay Henson	6/2027 (1)		P	P	P	P	\	P	\	P	P	P	P	\	0	P		0
Trina Loomis	6/2025 (1)		P	P	A	P	\	A	\	P	A	P	P	\	3	P		0
Michael Pollard	6/2027 (1)	appointed 6/17/2024	-	-	-	-	-	-	\	P	P	P	P	\	0	P		0
Jeff Sny	6/2025 (2)		P	P	P	P	\	P	\	P	P	P	P	\	0	P		0
Jodi Wright	6/2026 (1)		P	P	P	P	\	P	\	A	P	A	P	\	2	P		0
Past Members																		
Frank Gammon		term exp 6/17/2024	P	P	P	A	\	P	-	-	-	-	-	-	1			

Public Arts Commision - Attendance Report

P = Present; EX = Excused Absence; U = Unexcused Absence; - = Not on Commission; \ = No Meeting

2024

2025

Members	Term Exp	Notes	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov*	Dec	Total Absences
Nathaniel Culp	12/2027 (1)		-	-	-	-	-	-	-	-	-	-	-	-	0
Ed Esinhart	12/2027 (1)		P	P	P	\	\	P	\	P	\	\	\	\	0
Ryan Flores	12/2025 (1)		P	U	P	\	\	P	\	P	\	\	\	\	1
Jessica Horton	12/2026 (2)		P	P	U	\	\	P	\	P	\	\	\	\	1
Tim Kendra-Dill	12/2025 (1)		EX	P	U	\	\	P	\	U	\	\	\	\	3
Kendall Kendrick	12/2026 (1)		P	P	P	\	\	P	\	P	\	\	\	\	0
Leonard King	12/2027 (1)		P	U	P	\	\	P	\	P	\	\	\	\	1

Jan	Feb	Total Absences
P	P	0
P	P	0
P	EX	1
P	P	0
EX	EX	2
P	P	0
P	EX	1

*Nov 2024 Meeting was an unofficial meeting and did not have a quorum

Past Members			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Absences
Lynn Cavanaugh		resigned 12/17/2024	U	U	U	\	\	P	\	P	\	\	\	\	3



Request for Board Action

March 4, 2025

To: The Honorable Mayor and Board of Commissioners

From: Jennifer Hunt, Mayor Pro Tem

Subject: Legislative Priorities

EXPLAIN REQUEST:

1. Support Helene Recovery Efforts
2. Support placing a referendum on the ballot for voters to decide on Red Line funding
3. Support implementation of local Magistrate
4. Support Town funding for Affordable Housing Study
5. Clarify SB382 to support local authority to allow appropriate development standards for commercial development
6. Support Town funding for public safety infrastructure
7. Support Efficiency of state budget and NCDOT priorities through faster relocation of public utilities in public rights of way associated with road, highway and other TIP projects (to reduce project delays and resulting escalation of costs to the public)
8. Expand funding for local veterans services in affiliation with Department of Military and Veterans Affairs
9. Expansion of conservation / farmland tax credits – other support for farmers
10. Support funding for Emergency home repair
11. Support opportunities for historic preservation

ACTION RECOMMENDED:

Discussion

FINANCIAL IMPLICATIONS:

ATTACHMENTS:

None