

## **Agenda Item: Update on Hylton Martin Application 2014-621**

**DATE:** February 4, 2015  
**FROM:** Jay Camp

### **Background/Issue:**

No changes have occurred to the site plan or conditional notes since the last plan update on 12/24. The applicant has now provided a list of proposed conditional note changes (attached) to address outstanding concerns from Public Works, LUESA and commitments made at Planning Board. As of this writing, we have not yet received confirmation from LUESA that the PCO Concept Plan has been approved or that approval is imminent. Should the approval come prior to Monday evening, the project would be ready for a vote. Otherwise, the vote should be deferred until the Concept Plan is approved.

### **Proposal/Solution:**

Approve Application 2014-621

### **Financial Impact:**

Potential Fees in Lieu of approximately \$100,000 may be generated by construction of this subdivision

### **Related Town Goal(s) and/or Strategies:**

Economic Development/Land Use Planning:

### **Recommended Motion/Action:**

Approve Application 2014-621 (If PCO Concept Plan has also been approved)

February 4<sup>th</sup>, 2015

Ms. Kathi Ingrish, Planning Director  
Town of Matthews  
232 Matthews Station Street  
Matthews, North Carolina 28105

**Re: Fullwood Station Rezoning Re-Submittal**

Dear Ms. Ingrish:

The Petitioner has made the following modifications to the development in response to comments from the Town of Matthews Planning Staff, the Town of Matthews Public Works, Mecklenburg County Land Use and Environmental Services Agency, and input received from the Town of Matthews Planning Board.

**Public Works Comments:**

1. Note 4e, Sheet RZ 2.0 in the conditions needs to add that all common open space will be deeded to the HOA upon completion of the project and will be the maintenance responsibility of the HOA. I know it's assumed, but better if stated.  
**RESPONSE:** The Petitioner agrees to deed all of the common open space to the homeowners association upon completion of the project. The homeowners association shall be responsible for the maintenance of the common open space.
2. Sheet RZ4.0 shows a left turn out of Roadway A. Delete and show only 2 lanes without left turn.  
**RESPONSE:** The Petitioner has removed a left turn exiting the site onto South Trade Street. The ingress/egress in this location has been widened in order to help facilitate/coordinate the movement of vehicles exiting the site along with those vehicles making a U-turn or left turn into the site.
3. Sheet RZ4.0 I know that you and Sean Epperson discussed the use of a taper onto South Trade Street heading north rather than the reduced bulb, but I would like confirmation that the U-turns can still be made within the area.  
**RESPONSE:** Due to the reduction in size of the U-turn bulb on South Trade Street, larger vehicles such as fire trucks and buses will not be able to make this turn-around movement. All other vehicles smaller than an SU-30 truck will still be able to make this movement even with the plan adjustments to the bulb out.
4. RZ5.0 lower cross section in plan not needed when you delete the left turn lane. Really, as I see it, you only need about 28 feet of actual pavement here, allowing you to pull in the R/W lines and walls (walls still out of R/W) and enlarge the two lots on either side.  
**RESPONSE:** The Petitioner has provided a pavement width of 42 feet at the entry off of South Trade Street tapering down to a pavement width of 30 feet in order to provide ease of movement for all vehicles in this location.
5. What happened the mail box location?  
**RESPONSE:** The mail kiosk has been relocated at the trailhead of the internal trail system as you enter the site from South Trade Street.

**Mecklenburg County LUESA Comments:**

1. PCO ADMIN MANUAL 7.5 Maintenance Access

Adequate access must be provided into all BMP areas for inspection, maintenance, and landscaping upkeep. A 20-foot wide permanent maintenance access easement from a public right-of-way must be provided for all BMPs. Driveways can serve as the 20-foot maintenance access for BMPs provided the owner of the driveway and BMP are one in the same. The cleared access area within this easement must have a minimum stabilized width of 12 feet, maximum longitudinal grade of 15 percent, and maximum cross slope of 5 percent. In addition, a 10-foot wide permanent maintenance access easement must be provided around the perimeter of all BMPs to allow for adequate maintenance and repair.

BMP Access & Maintenance Easement is not allowed on a single family lot.

BMP Access & Maintenance is placed 10 feet from the toe of slope around the BMP.

Show the BMP Access & Maintenance Easement.

Provide the 20 foot maintenance access.

Provide the 12 feet of stabilized access path to the forebay and outlet structure.

Adjust lots and grading as needed.

**RESPONSE:** The Petitioner agrees to provide a 20 foot maintenance access/easement outside of any platted lot lines to both BMPs with a 12 foot stabilized access path and a 10 foot maintenance easement from the toe of the slope for both as directed by Mecklenburg County LUESA.

**Conditions of Approval from the Planning Board:**

1. The Petitioner agrees to a (9) nine month timeframe after zoning approval to determine the final alignment of the proposed walking trail. If an agreement to secure an easement to connect the trail to Woody Creek Road, the trail terminus shall be located short of the property line and remain completely internal to the site. (Planning Board)
2. The Petitioner agrees to explore the use of pervious pavement options on some of the driveway surfaces during the Preliminary Plat. (Planning Board)

**Board of Commissioner's Requests for Approval:**

1. Sketch Plan approval from Mecklenburg County LUESA.

**RESPONSE:** Plans have been submitted and reviewed with a lone comment listed above to be addressed prior to plan approval.

2. Off-Peak traffic counts requested.

**RESPONSE:** Off-peak traffic counts attached as part of this document.

Washington DC

Charlotte NC

Raleigh NC

Dallas TX

We look forward to working with the Town of Matthews on the approval of Fullwood Station. We believe that this project will be an excellent addition to your community.

Sincerely,

A handwritten signature in black ink, appearing to read 'M.E. Kime'.

Mark E. Kime, RLA  
Landscape Architect

**LandDesign | Charlotte NC**  
223 North Graham Street, Charlotte, NC 28202  
V: 704.333.0325 x.2235 | F: 704.332.3246 | C: 704.293.5289

Washington DC  
Charlotte NC  
Raleigh NC  
Dallas TX

2017 PROPOSED DEVELOPMENT  
(8:00-9:00 AM) BUILD VOLUMES

2017 PROPOSED DEVELOPMENT  
(5:00-6:00 PM) BUILD VOLUMES

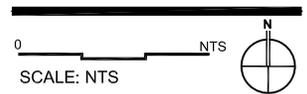


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p 704.343.0608 f 704.358.3093  
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FULLWOOD STATION TTM  
MATTHEWS, NC



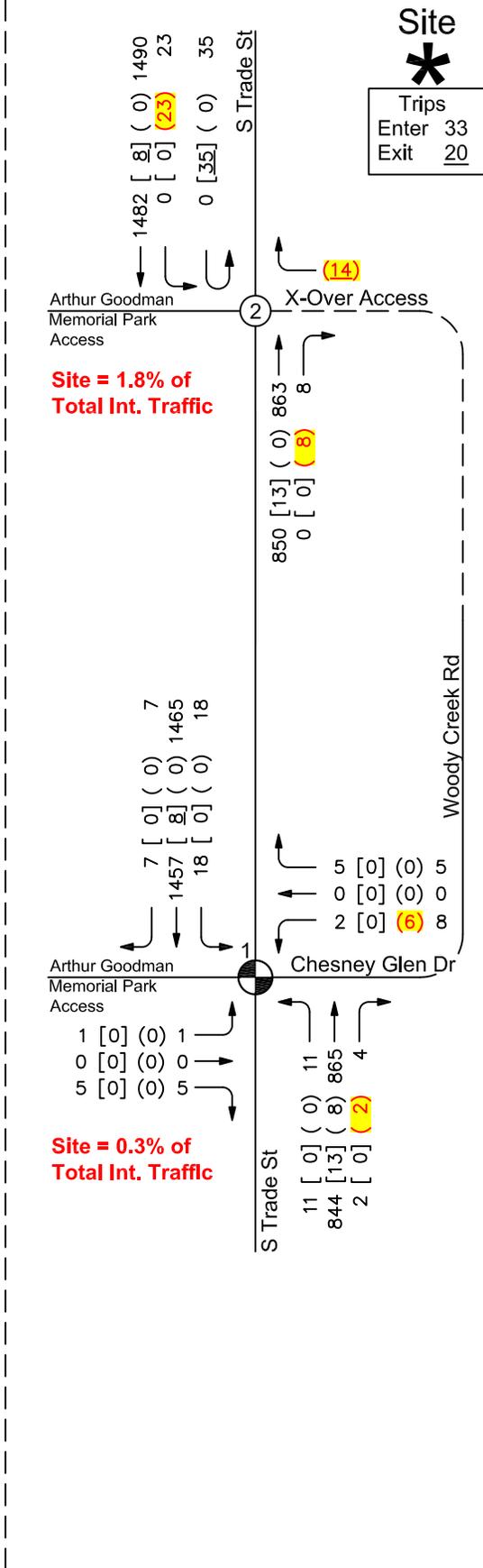
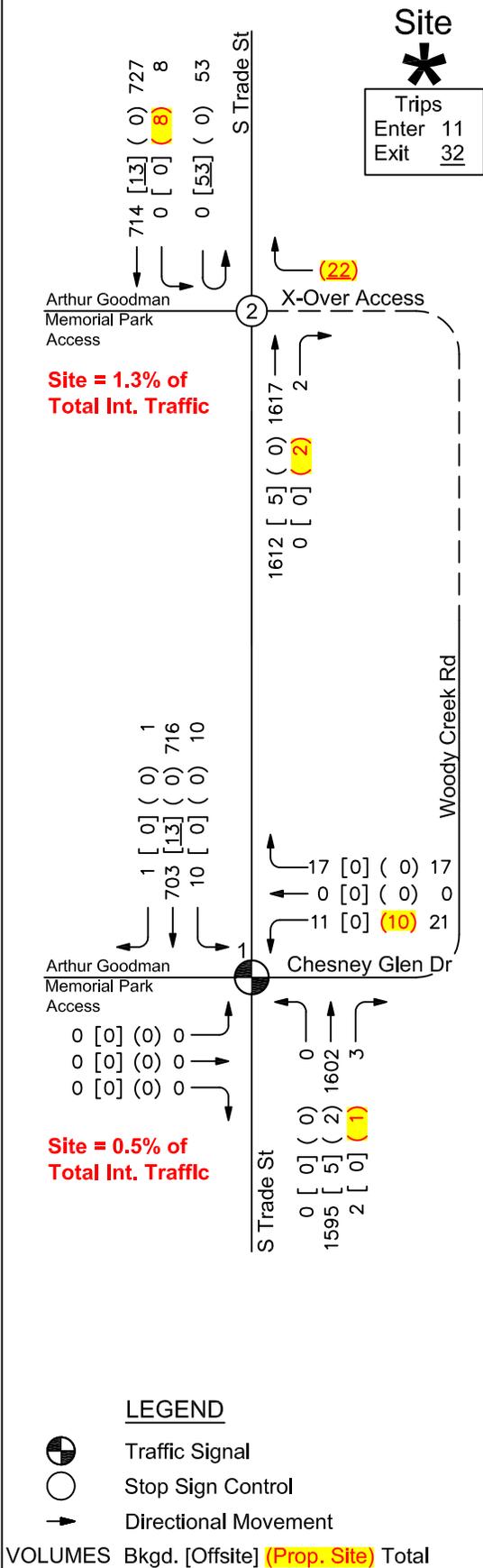
PROJECT #: 053-002  
DRAWN BY: MWW  
CHECKED BY: REG

2017 PROPOSED  
BUILD PEAK HOUR  
TRAFFIC VOLUMES  
WITH OFFSITE

JANUARY 2015

REVISIONS:  
1. XX

Figure 4



2017 PROPOSED DEVELOPMENT  
(10:00-11:00 AM)\* BUILD VOLUMES

2017 PROPOSED DEVELOPMENT  
(1:00-2:00 PM)\* BUILD VOLUMES



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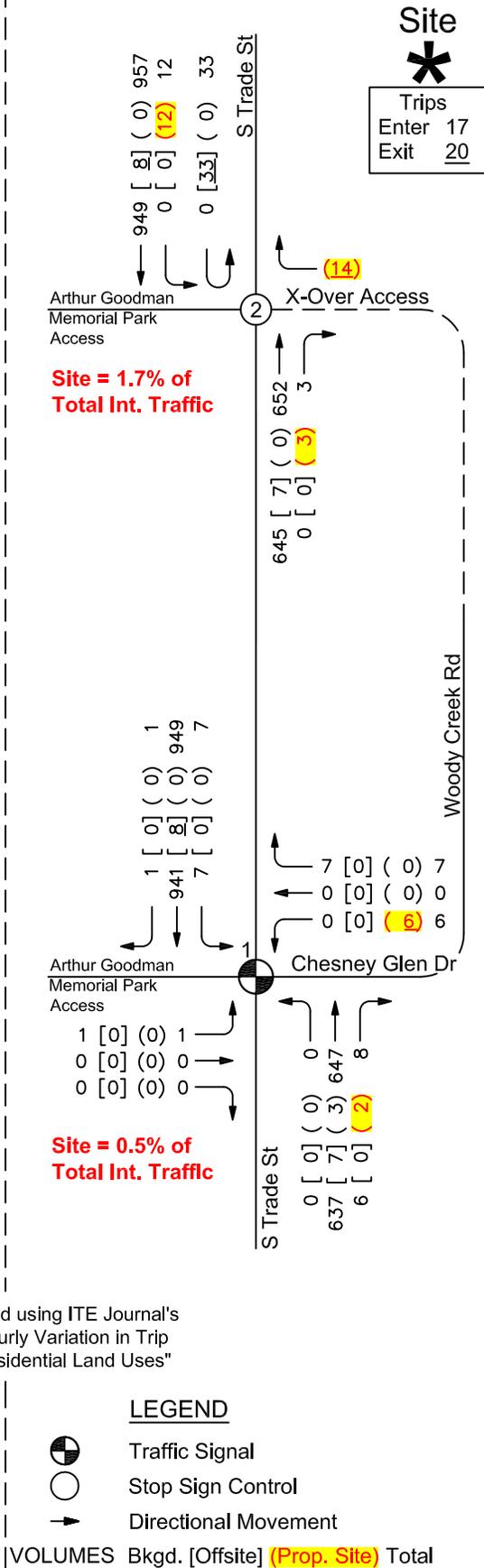
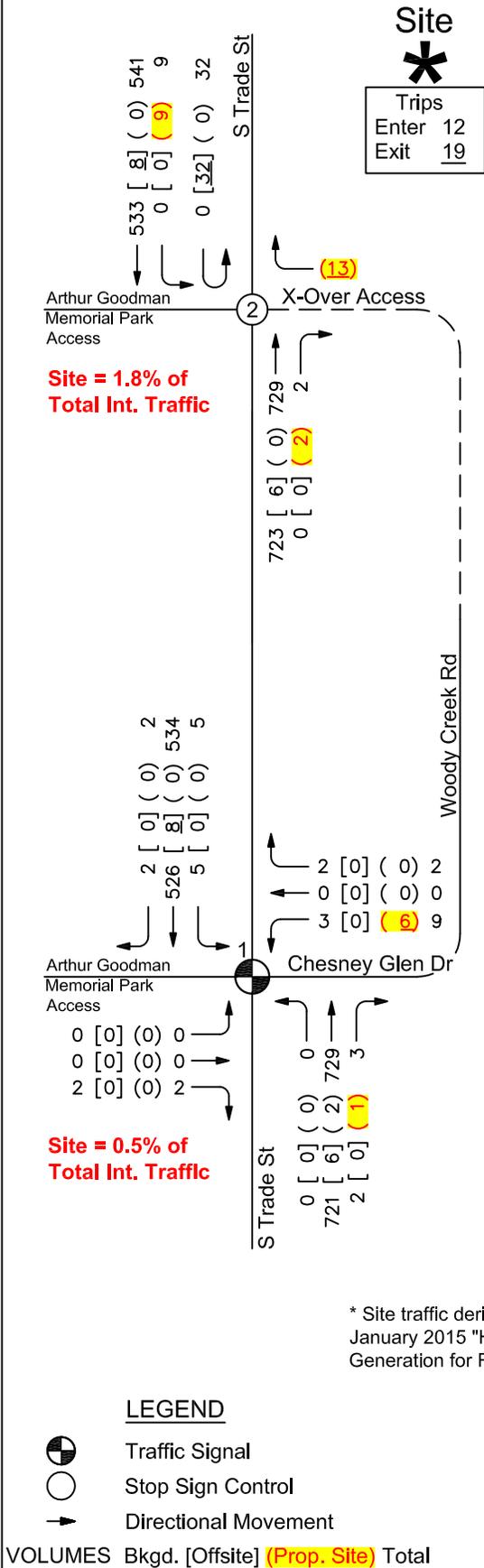
PROJECT #: 053-002  
DRAWN BY: MWW  
CHECKED BY: REG

2017 PROPOSED  
(10-11 AM) & (1-2 PM)  
BUILD TRAFFIC  
VOLUMES WITH  
OFFSITE

JANUARY 2015

REVISIONS:  
1. XX

Figure 5



\* Site traffic derived using ITE Journal's  
January 2015 "Hourly Variation in Trip  
Generation for Residential Land Uses"

2017 PROPOSED DEVELOPMENT  
(3:00-4:00 PM)\* BUILD VOLUMES

2017 PROPOSED DEVELOPMENT  
(7:00-8:00 PM)\* BUILD VOLUMES

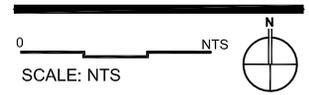


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FULLWOOD STATION  
MATTHEWS, NC



PROJECT #: 053-002  
DRAWN BY: MWW  
CHECKED BY: REG

2017 PROPOSED  
(3-4 PM) & (7-8 PM)  
BUILD TRAFFIC  
VOLUMES WITH  
OFFSITE

JANUARY 2015

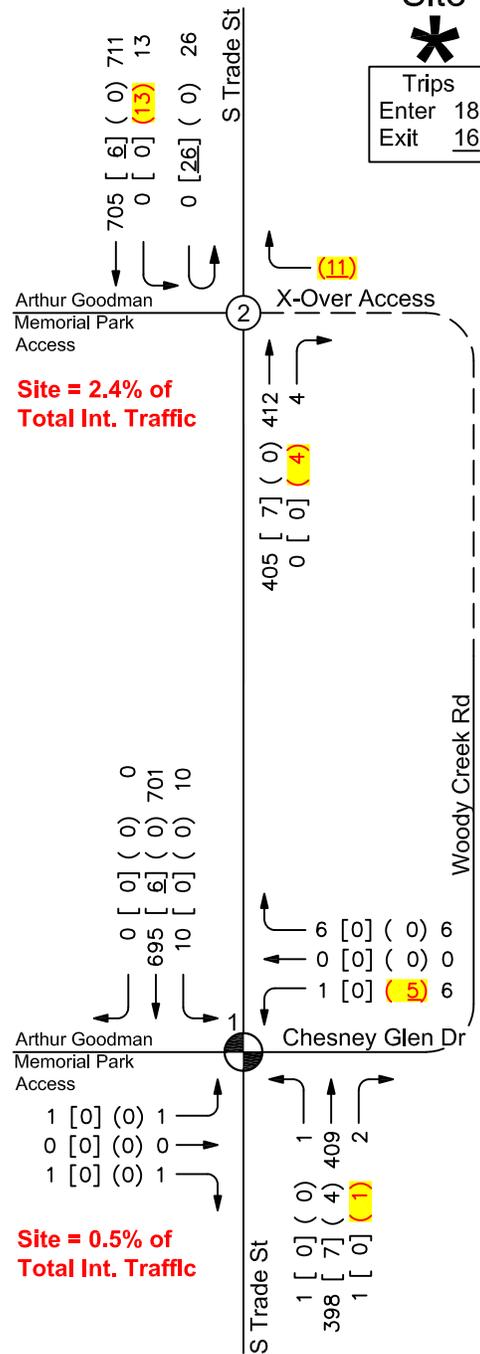
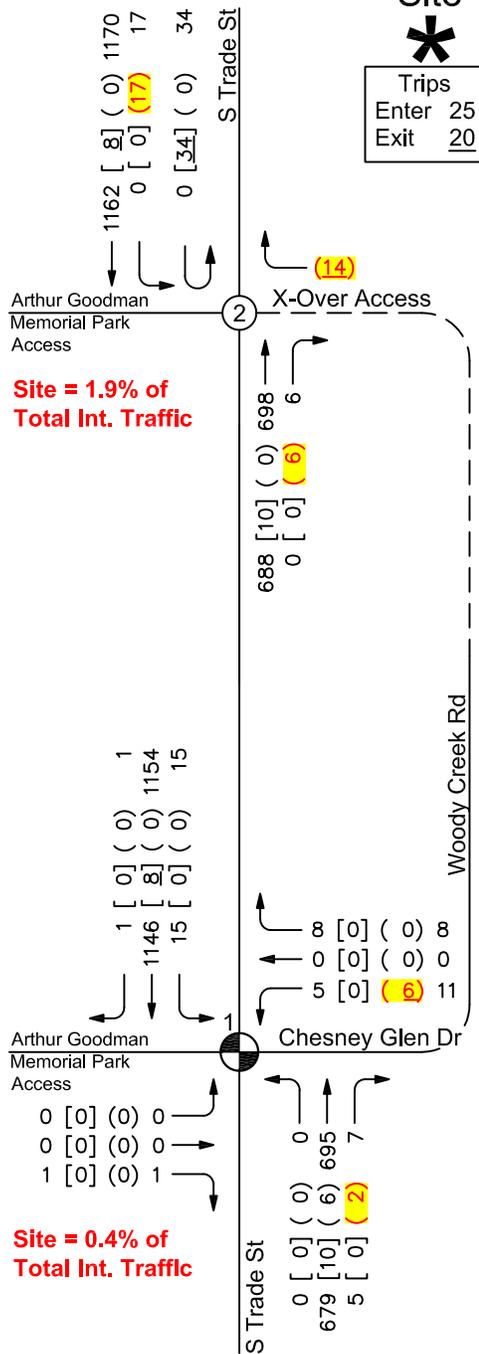
REVISIONS:  
1. XX

**Site**

Trips	
Enter	25
Exit	20

**Site**

Trips	
Enter	18
Exit	16



\* Site traffic derived using ITE Journal's  
January 2015 "Hourly Variation in Trip  
Generation for Residential Land Uses"

LEGEND

- Traffic Signal
- Stop Sign Control
- Directional Movement

LEGEND

- Traffic Signal
- Stop Sign Control
- Directional Movement

VOLUMES Bkgd. [Offsite] (Prop. Site) Total

VOLUMES Bkgd. [Offsite] (Prop. Site) Total

Figure 6