

**PLANNING BOARD
REGULAR MEETING
TUESDAY MARCH 22, 2016
7:00 PM
HOOD ROOM, MATTHEWS TOWN HALL**

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES – February 23, 2016
- III. MOTION 2016-A Amendment to Composite Bicycle and Pedestrian Plan
- IV. MOTION 2016-1 – UDO Text Amendment Package
- V. ZONING APPLICATION 2016-642 -- CPCC
- VI. ADMINISTRATIVE AMENDMENT – Windsor Square Roundabout
- VII. ADJOURNMENT

MEMO

TO: Planning Board Members
FROM: Kathi Ingrish
DATE: March 15, 2016
RE: March 22, 2016 Planning Board Meeting

It's the Ides of March today, most notably known as the day Julius Caesar was killed in 442 BC. It's also the day in 1917 that Czar Nicholas II of Russia abdicated his throne leading to Bolshevik rule in that country. It's our state's primary election day. Significant things can happen on this date, and I hope you get to enjoy it all day long while the sun is shining.

Planning Board has a few issues to deal with this month: adding proposed bicycle and pedestrian connections between Pleasant Plains and Weddington Roads into the Composite Bicycle and Pedestrian Plan; reviewing a group of text changes to provisions in the UDO; making a recommendation on CPCC's rezoning request for newly-added land; and determining minor changes to a roundabout within Windsor Square retail center.

The Composite Bicycle and Pedestrian Plan is the most current and complete document that identifies all desired improvements around Town for pedestrians and bike riders. The listed improvements fall into the following categories: on-street **Neighborhood Signed Routes** indicating cars and bikes should share the paved streets within neighborhoods; on-street painted lanes for **bike lanes** on streets that connect to activity locations or other main streets; **multi use paths** that are paved pathways, generally 10' wide sidewalks, able to be used by both bicyclists and pedestrians; and **greenways** which may be for pedestrians only or both bikes and walkers, alongside creeks. Typical sidewalks (4' to 6' wide) are not a part of this document. Any proposed improvement listed in this adopted Plan will be accommodated by NCDOT when they work on a road project in the same right-of-way, and any private development project should include their portion of a listed bike or ped improvement as they build their site. The Town wants to include a walking and biking connection through the Thornblade neighborhood to Weddington Road as a desired improvement in the Plan before NCDOT begins final design of the interchange at Weddington and I-485.

The group of UDO text amendments includes new or revised definitions, new parking standards, deletes or revises text to match action taken in the past year by the General Assembly, and makes minor corrections found by staff. There are a couple updates as discussed at the public hearing: to remove the proposed changes for communication towers in the B-H district; and to look at possible modifications to required bicycle parking for schools when bicycle transportation is difficult or unsafe. CPCC proposed some wording on the bike parking item, and staff is continuing to further draft something that may be appropriate in multiple situations. We will provide revised text at your meeting.

CPCC recently obtained additional land from Mecklenburg County to add to their campus boundaries, and they wish to rezone it to place parking there. Before they can build their third large classroom building, they need to accommodate the additional parking area for it. This land may at a later time be more appropriately used for more campus buildings or other educational and administrative activities, so they are seeking B-3(CD) zoning. B-3 is designated our High Rise Business district where buildings must have a minimum height of 35', as opposed to giving it a typical maximum height limit (although there is a de facto maximum). Planning staff is encouraging CPCC to revise their written conditions to give greater flexibility in what activities and buildings may be allowed here in the future.

Windsor Square has a roundabout internal to the JC Penney side of the shopping center near the entrance off Windsor Square Drive. This was done through two zoning actions when a new (temporary) driveway access was added onto US74 for the JC Penney store (2010 and 2012). No changes to the design of the roundabout can be made without some Town approval first.

Although it has been in place for a few years already, the curbs added with the roundabout have caused some discomfort for the property owner of the gas station site. As an original occupant within the center, the gas station and the retail center created cross access easements around the gas station site in the 1980s. The gas station continues to utilize the same three access points in and out of their site as they have had since the station was first built. When the shopping center constructed the roundabout, some curbs were built on top of pavement and painted lines within one of the cross access easements. The gas station has now responded to the shopping center owners that they are not satisfied with the roundabout design, as built. In order to avoid going to court, Sterling Corp is requesting the change now in front of your Board.

I asked other department heads to weigh in on the suggested change, and received comments back from our Police Chief and Fire & EMS Chief:

“While I don't understand the need as there is an existing access point less than 100' away (pointing eastward), the only concern I would raise is for the Exxon's maintenance, if not the property management's responsibility, of the landscape shrubbery that sits within the dividing island between the Exxon lot and the round-a-bout in-bound lane, specifically as it curves right towards where they propose the new cut. The low shrubbery along that strip would likely inhibit the view of on-coming (right-turning) traffic for those exiting the parking area into the travel lane from the proposed access point.”

“From a Fire & EMS perspective I see no issues with the proposed driveway. Our issue is with the roundabout itself as we cannot go straight in a large fire vehicle.

Watching the traffic today coming out of the roundabout toward the proposed exit I can imagine at least some close calls with crashes. The cars come at a fairly fast rate of travel. There is also a light pole that will be right on the curb that may be taken out by a truck turning into the Exxon lot. They will lose two parking spots but I am not sure these spaces are used. The proposed entrance/exit is less than 100' from the other one. The current entrance/exit lines up with the pathway to the Exxon. While watching the traffic for 30 minutes I only saw one car enter and four cars exit the current entrance/exit and all cars came or went from/to the lower parking lot. The only advantage I see the new entrance/exit providing is if someone turns left they will miss the speed bump that is near the current entrance/exit.

None of the above relates to any fire or EMS concerns but just my personal opinion it is not needed.”

I sent this to Town Commissioners last week to be sure they were aware this would be coming to your Board for possible action, and received the following responses:

“Just a few comments some very minor

1. I find the little roundabout to work well. You actually don't even need to access when exiting the gas station.
2. I feel if the gas station wants improvements they need to do a better job of keeping their own site dressed up and tidy.
3. They have a small metal storage building sitting at the edge of the parking lot, is it permissible? Otherwise it looks trashy.
4. Quick Trip has set the gold standard for gas stations; this station operates at a minimum.

Finally, a pet peeve, they constantly fail to keep paper in the pumps for receipts.

The rest of the development is vastly improved on looks, cleanliness, planting islands since the rezoning. I would like to see the gas station live up to that standard.”

“I'll plan to visit the site beforehand, but is it only the curb cut on the side driveway that connects around the outside of the parking lot?”

Council members are given information in advance of some Administrative Amendment requests so they can inform us if they have any concerns about which we would otherwise not be aware. No one indicated they had concern about the Planning Board deciding this request.

Unlike zoning cases, your action on an Administrative Amendment is a final decision, so your Board will need to include with your motion a statement on this being “consistent/not consistent/could be consistent” with local adopted plans and policies, AND that it is “reasonable/not reasonable” due to at least one specific reason of your choosing. The consistency and reasonableness form is enclosed for your use.

As always, please let one of us know if you find you will be unable to attend next Tuesday's meeting.

**MINUTES
PLANNING BOARD
TUESDAY, FEBRUARY 23, 2016
7:00 PM
HOOD ROOM, MATTHEWS TOWN HALL**

PRESENT: Chair Stephen Lee; Members Michael Ham, Barbara Dement, David Wieser, David Pratt, David Barley, Kress Query; Alternate Members Gregory Lee, Kerry Lamson; Student Voice Carly Newton; Town Attorneys Charlie Buckley, Craig Buie; Planner Mary Jo Gollnitz; Planning Director Kathi Ingrish

MEETING CALLED TO ORDER

Chair Steve Lee called the meeting to order at 7:00 PM and announced there was a full complement of Board members present.

APPROVAL OF MINUTES – January 26, 2016

David Pratt moved to approve the minutes of January 26, 2016 as presented. Barbara Dement seconded, and the motion passed unanimously.

ELECTION OF OFFICERS FOR 2016

Chair Lee opened the floor for nominations for the 2016 Chair position. Kress Query nominated Steve Lee, seconded by Barbara Dement. Nominations were closed and the vote was unanimous 9-0.

Chair Lee asked for nominations for the Vice-Chair position. Michael Ham nominated Barbara Dement. Kress Query seconded, and the vote was 9-0 unanimous.

ADMINISTRATIVE AMENDMENT – Fullwood Station, Various Revisions to Approved Zoning Conditional Notes, Site Plan, and Elevation Drawings

Chair Steve Lee stated the Board would first hear a staff report, then the applicant would present their requests. Once the information related to the various proposed changes was outlined, then the Board members would review before determining what action to take.

Planner Mary Jo Gollnitz explained that the Fullwood Station subdivision received zoning approval that included conditions, and the developer now has requested changes to some details in the rezoning package. An Administrative Amendment can be handled at three levels: staff, Planning Board, or Town Board of Commissioners. This one has been referred to Planning Board from staff.

Provident Land Services, the developer, requests:

- removal of the sidewalk between houses, from a new internal street to S Trade Street;
- a change of notes and site plan regarding removal of additional trees along the road frontage and installation of a berm with new landscaping materials;
- to revise the termination of the internal pedestrian trail, due to being unable to come to agreement with an adjacent property owner on continuing the trail out to Woody Creek Road;
- replacing previous house elevation illustrations due to a change in home builder company.

Along the S Trade Street road frontage, the zoning plans called for preservation of some existing trees to the greatest extent possible and the potential for a screen fence or berm. The developer now wishes to create an earthen berm along the road frontage to give better screening for the back yards of future new houses. This will require removal of all existing trees, a number of which have already been removed. The zoning notes said they would save as many trees as possible in this area. A small pocket of trees is left today on the north (church) end, and a couple pines on the southern (Chesney Glen) end. The site plan blow-up provided for this review shows the prior tree line, the road widening that has occurred, and where the applicant now wishes to clear. A streetview photo shows the trees on site after the road widening and prior to interior grading.

An aerial photo has been included in the package of information for this case that shows the location of the proposed sidewalk between two future houses. This was part of the rezoning approval, but the developer now does not wish to construct it. When staff and the developer were in early talks about the rezoning case, the location of this sidewalk was between Lots 5 and 6, and in the final zoning package it is between Lots 4 and 5. Ms Gollnitz illustrated how residents inside the new neighborhood would be able to use this sidewalk to reduce their walking distance when heading toward downtown. She noted there are multiple locations around the Town of Matthews where similar walking paths are constructed between homes.

The zoning conditions gave the developer six months to negotiate with the Ehlers, an adjacent property owner in Chesney Glen to continue the walking trail along the creek out to Woody Creek Road. If this walking path extension is not built first, to extend a new public access to the Town greenway system, it is likely there will be opposition to adding at a later time. Ms Gollnitz showed an aerial photo of the adjacent Ehlers' property and how it would allow connection from the new neighborhood to the greenway.

In a similar fashion, Ms Gollnitz explained that building the sidewalk between two homes not yet constructed, and adding landscaping to the walkway to separate it from the adjacent homes would be easier than trying to add it at a later time.

Ms Gollnitz stated the developer's proposed berm plan and a conceptual planting diagram showed no fencing except near the main entrance as part of an identification sign.

Ms Gollnitz explained the developer is now working with a new home builder, so the elevation illustrations approved with the rezoning will need to be updated. The developer has informed her the new home builder has not yet provided any elevations.

Chair Steve Lee asked about the percentage of tree save required on the site. Ms Gollnitz replied there was none required along the street front. The minimum tree save for the overall site is 8%, and the developer has indicated even after further tree removal they will still have 16%, primarily along the creek and at the back edges of the site adjacent to the Country Place neighborhood.

Vice-Chair Barbara Dement asked if the berm would cause any storm water runoff problems for S Trade Street. Ms Gollnitz replied that it should not with proper design and landscaping.

Mr Query asked what percentage of trees would be planted in the new berm. Mr Ham stated 102 trees were listed in the table on the planting diagram. Ms Gollnitz explained staff has not yet reviewed the conceptual landscape plan for its compliance to code. She continued that the photo illustration submitted by the developer is at Greylock subdivision entrance, and is similar to what is proposed here.

Mr Barley asked about any ordinance requirements for the entrance area. Ms Gollnitz replied there are some zoning plans and notes. She referred to the included Google street views from 2015, prior to interior grading activity. Mr Ham noted the extensive undergrowth and pines in that view.

Mr Lamson asked what amount of the proposed landscaping plan was deciduous trees that would lose their leaves in winter and would reduce their screening capability. Mr Ham added that installing shrubbery and lower growing species would be necessary to create a suitable lower level screen for the new homes. Mr Lamson suggested increasing the plant materials to improve screening capability.

Tom Waters and Kristin Dillard with Provident Development Services were present. Mr Waters began by stating their best laid plans and existing conditions on the site were very different, and that is what triggered the need to request these changes. He referred to a photo of another nearby landscaped berm as an example of what he intended to create at this location. He pointed to a photo showing the newly paved travel lane on S Trade Street with remaining trees saved at this time near the Chesney Glen southern end of his site. He stated that about 5 new homes would back up to S Trade Street on each side of the new subdivision entrance street. In another photo he pointed out the proximity of the remaining pine trees and overhead wires. Mr Waters stated there is no further existing tree growth to buffer these remaining pines, and that Duke Energy often asks that trees in similar situations be removed on other development sites.

Mr Waters continued by showing a photo indicating the view from future back patios of these homes toward MARA, to illustrate why they are asking to build the berm for view

and sound protection. Adding planting material to the berm would also create a sound buffer.

On the north side of the project near S Trade Street they had to bring in a lot of fill dirt so they couldn't save the trees there.

Mr Waters stated that the pathway between houses on Lots 4 and 5 had the same grade change, which would require at least 12 steps to go between homes and up to the street. All residents in the neighborhood can access S Trade Street along the streetside sidewalks and therefore wouldn't need to use the steps.

Mr Waters stated that the Ehlers asked all their Chesney Glen neighbors if they wanted a new connection to the public greenway access in their subdivision, and they expressed concern for their safety. He felt the pathway between houses on Lots 4 and 5 would be the same situation.

Mr Waters said the landscape plan they will submit is about twice the plant material they initially intended to install.

Mr Waters expressed his excitement that David Weekly would now be the home builder in this neighborhood. They have not yet determined what house plans or elevations will be offered in this subdivision.

Mr Ham said that trees are important, more than for their shade and aesthetics. They provide oxygen, wind breaks, storm water benefits, privacy, noise abatement, wildlife habitat, and stabilize home values. He was impressed with the proposed planting list, noting some trees listed are especially good for screening, while others may be brittle. He disagreed that the existing pines alone would be considered "danger" trees, since any trees that grow into or above overhead wires will pose similar threats. Mr Ham continued that he is not impressed with the existing erosion control fencing on site, especially at the Woody Creek end. He suggested a second line of fencing might help.

Mr Ham asked who will decide what landscape materials will be located along the side, since the list states "to be determined". Mr Waters said during the rezoning process he promised the neighbors in Chesney Glen he would design the plan with their input. Mr Ham asked about any planting to be done on individual lots, and Mr Waters stated the home builder would be responsible for that.

Mr Ham asked if the sidewalk between houses must meet ADA requirements, then how could it have steps. Mr Barley noted that as long as there is an alternate access that is handicap accessible, then this may be allowed.

Chair Steve Lee questioned whether there was opportunity to shift the location of the sidewalk connection to make it a more gradual rise. Mr Waters stated it was possible, but they wanted to wrap the berm around the back of the last lot along S Trade Street so

there would still be a grade issue. Mr Query asked what the actual elevation change would be. Mr Waters responded he thought it might be about ten feet but he was unsure.

Mr Query stated he didn't see how this Board could make a final decision on the Administrative Amendment request without elevation drawings, and suggested this Board needed to defer the action to the Town Board.

Ms Dement said like Mr Ham she had also been out to the site, and she was concerned the berm was already being constructed prior to approval. She mentioned the berm on Rea Road which recently underwent road expansion, exposing back yards of homes. She felt that was a good example of a constructed and planted berm screen. She continued by mentioning the sidewalk connection between houses in Sardis Plantation as an absolute plus for her neighbors. She thought Town Board should seek public input on this. She asked that the landscaping plan from the home builder be brought to the Town as well.

Mr Lamson asked about the width and distance of the trail internal to the site. Mr Waters showed it on the site plan, pointing out the congregating area at the top of the trail. He said it would have a mulch surface and include a small foot bridge. Mr Lamson cautioned Mr Waters not to dead-end the trail, but to keep it a continuous forward-moving pathway.

Mr Lamson suggested there could maybe be a mulch trail between homes from the cul-de-sac to the Boy Scout hut property to the north, where they already have a walking connection out to S Trade Street. Mr Waters responded he felt that would be difficult, but they were working with the church on parking and the Scout hut driveway.

Mr Lamson asked about the cost to the HoA with or without the berm. Mr Waters replied that buyers in the anticipated price range here would expect high quality and good maintenance of the subdivision entrance area and interior trail. Mr Lamson asked if there were any places within the site where additional trees could be installed to replace what is requested to be removed. Mr Waters said they will install street trees along all internal streets and the home builder will landscape around houses.

Mr Ham asked if the retention ponds will be fenced. Mr Waters said one will be fenced, and both will have access easements for maintenance. He understood they will be taken over for long-term maintenance by the Town.

Mr Greg Lee suggested that maybe construction of the internal trail could be an Eagle Scout project.

Mr Waters said there was a perception that the berm has already been started. He said the new fill material along the road frontage is spoils from internal grading, and was placed there so it could be used for the berm later.

Mr Barley stated tree save criteria are different for various communities. He asked about the slope of the berm. Mr Waters replied it was about 2.5 or 3 to 1.

Chair Lee opened the floor for discussion among Board members. He said they all recognized this had to wait to be acted on, so they could send it on to Town Board. Mr Query commented there were so many elements – too many to recap. Mr Ham agreed, saying Council will use this Board's minutes.

Chair Lee asked Student Voice Carly Newton to give her thoughts. Ms Newton stated having access to walking options is important, that it is the best thing in the world. People would prefer the pathway between homes to the sidewalk along a main road.

Ms Dement reiterated how she loved the walking path next to her home to Elizabeth Lane Elementary School. Steve Lee mentioned someone in his subdivision purchasing a house specifically because it was next to the greenway. Mr Ham added that it would be easy to add evergreen plantings there.

Mr Query motioned to defer this Administrative Amendment to Town Board. Mr Barley seconded, and the motion passed unanimously 7 to 0.

Ms Dement motioned to adjourn at 8:10 PM. Mr Weiser seconded, and it passed unanimously.

Respectfully submitted,

Kathi Ingrish
Planning Director

Consistency and Reasonableness Statements for final decisions on Administrative Amendments:

(Complete one statement each for #1 and #2 below. Provide a site specific explanation for conclusion on the reasonableness statement)

1) The requested zoning action **IS REASONABLE** and in the public interest because:

OR

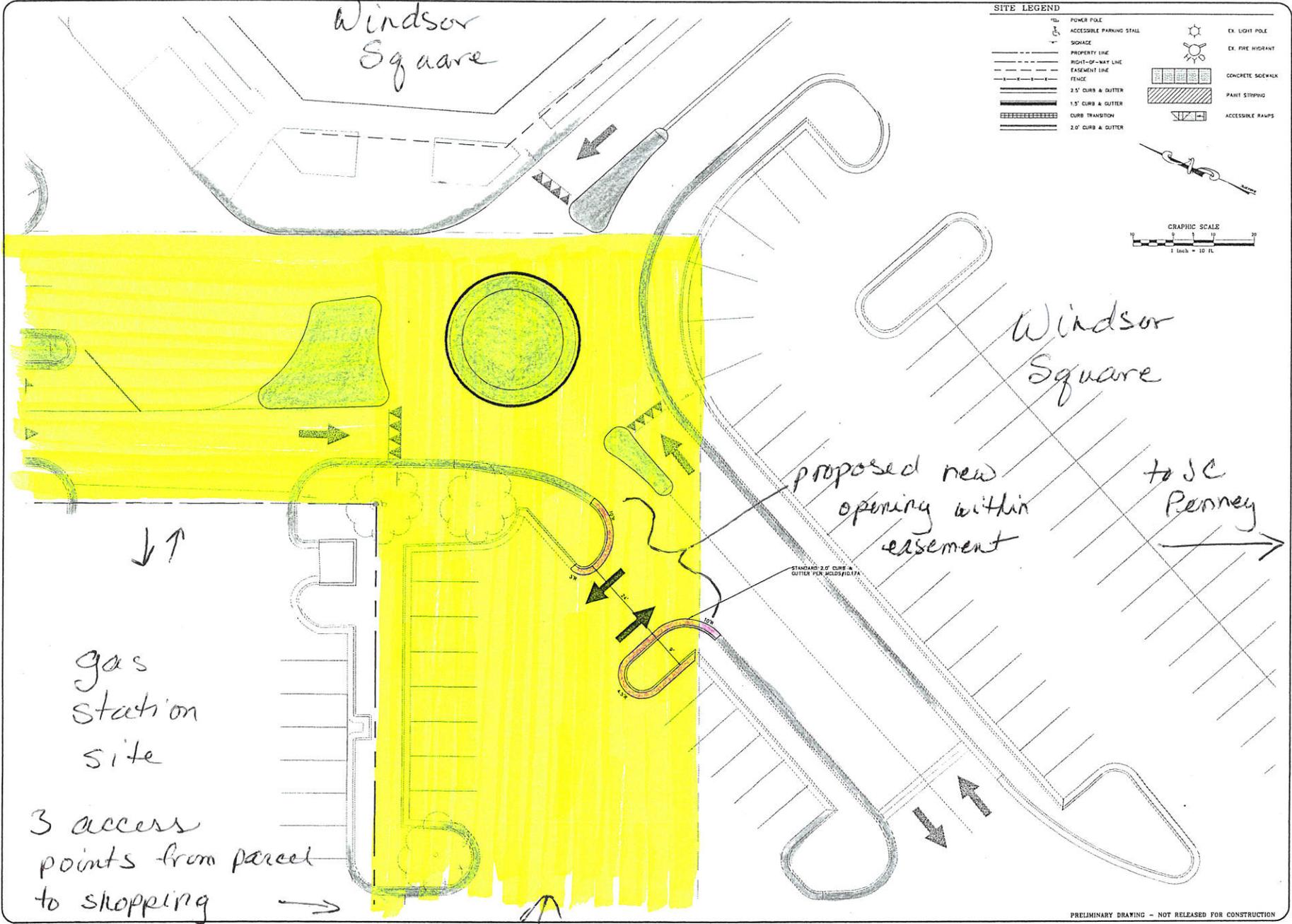
The requested zoning action **IS NOT REASONABLE** and in the public interest because:

2) The requested zoning action, as most currently amended, **IS CONSISTENT** with the policies for development as outlined by the Matthews Land Use Plan, and/or Town's long-range Vision Statements, and/or other adopted policies/plans.

OR

The requested zoning action, as most currently amended, **IS NOT CONSISTENT** with the Matthews Land Use Plan and/or other adopted land development policies and plans.

(Town Board, Planning Board, or staff: It is acceptable to determine a request is INCONSISTENT and still eligible for approval, or that the zoning request is CONSISTENT with adopted plans but still vote to deny the request.)



Windsor Square

Windsor Square

proposed new opening within easement

to JC Penney

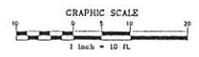
gas station site

3 access points from parcel to shopping center across easements

easement from shopping center to gas station in 1980s

SITE LEGEND

- POWER POLE
- ACCESSIBLE PARKING STALL
- SIGNAGE
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- EASEMENT LINE
- FENCE
- 2.5' CURB & GUTTER
- 1.5' CURB & GUTTER
- CURB TRANSITION
- 2.0' CURB & GUTTER
- EX. LIGHT POLE
- EX. FIRE HYDRANT
- CONCRETE SIDEWALK
- PAINT STRIPING
- ACCESSIBLE RAMP



THE JOHN R. MCADAMS COMPANY, INC.
11301 Central Expressway Blvd.
Charlotte, North Carolina 28226
(800) 752-5645 • McAdams.com



REVISIONS:

OWNER:
SC WINDSOR SQUARE, LLC
484 WINDSOR SQUARE DRIVE
MATTHEWS, NORTH CAROLINA, 28105

WINDSOR SQUARE
NEW DRIVEWAY AND PARKING MODIFICATIONS
MATTHEWS, NORTH CAROLINA

ENTRANCE EXHIBIT

PROJECT NO.	SCC-10000
PROGRAM	SCC10000-S1
DRAWN BY	BGP
CHECKED BY	SAW
SCALE	1"=10'
DATE	03-01-15
SHEET NO.	EX-3

MCADAMS



Anthony Fox
Partner
Telephone: 704.335.9841
Direct Fax: 704.335.9565
anthonyfox@parkerpoe.com

Atlanta, GA
Charleston, SC
Charlotte, NC
Columbia, SC
Greenville, SC
Raleigh, NC
Spartanburg, SC

March 4, 2016

Via Email and First-Class U.S. Mail

Kathi Ingrish, AICP
Planning Director
Town of Matthews
232 Matthews Station Street
Matthews, NC 28105

Re: Site Plan Amendment for Windsor Square

Dear Ms. Ingrish:

Our firm has been retained to assist SC Windsor Square, LLC ("Windsor Square") in its effort to gain an administrative amendment to its site plan. The existing Windsor Square site plan is attached as Exhibit A (the "2010 Plan") and shows the driveway and parking modifications as approved by the Town of Matthews on September 13, 2010. The 2010 Plan granted a new right in and right out access point into the Windsor Square shopping center from Independence Boulevard. That modification required certain reconfigurations of the internal drive lanes within the Windsor Square property, including the addition of a roundabout. I have attached as Exhibit B aerial photographs that show the condition of the area in question both before and after implementation of the 2010 Plan.

The reconfiguration of the internal drive lanes has resulted in some conflict between Windsor Square and the owner of the adjacent Exxon Gas Station (the "Exxon Owner") As a result, Windsor Square is now seeking a minor amendment to the site plan to address the concerns raised by the Exxon Owner. The proposed site plan modification is attached hereto as Exhibit C (the "Cure Plan").

This request is time-sensitive and time is of the essence. It is our understanding that this site plan amendment can be discussed and approved at the upcoming Planning Commission meeting of the Town of Matthews. We understand that that meeting that will occur on March 22, 2016. We request that to the extent possible, this matter be considered at that point.

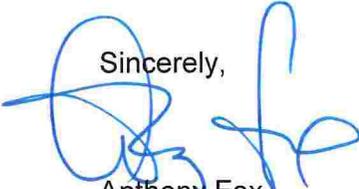
PPAB 3157667v3

Kathi Ingrish, AICP, Planning Director
March 4, 2016
Page 2

The proposed site plan amendment would merely reconfigure the curb line by adding a curb cut to provide for additional access to the Exxon Gas Station. It should be noted that, as illustrated in the "before" photograph in Exhibit B, a similar curb cut was in existence prior to the implementation of the 2010 Plan. The Cure Plan restores this curb cut but moves it away from the flow of traffic around the roundabout that was added in connection with the 2010 Plan. This is illustrated on Exhibit D, which shows the Cure Plan with the condition that existed prior to the implementation of the 2010 Plan overlaid thereon in red.

Relative to the 2010 site plan, we believe that the proposed change is a minor change that will not alter the basic relationship of the proposed development to adjacent property, nor will it alter any uses permitted or increase the density or intensity of development. The proposed amendment will not decrease off-street parking ratios or reduce the yards provided at the boundary of the site. In addition, please note that this proposed change is a singular drawing change that is allowed through your administrative amendment process, Section 155.401.5 of the Matthews Town Ordinance.

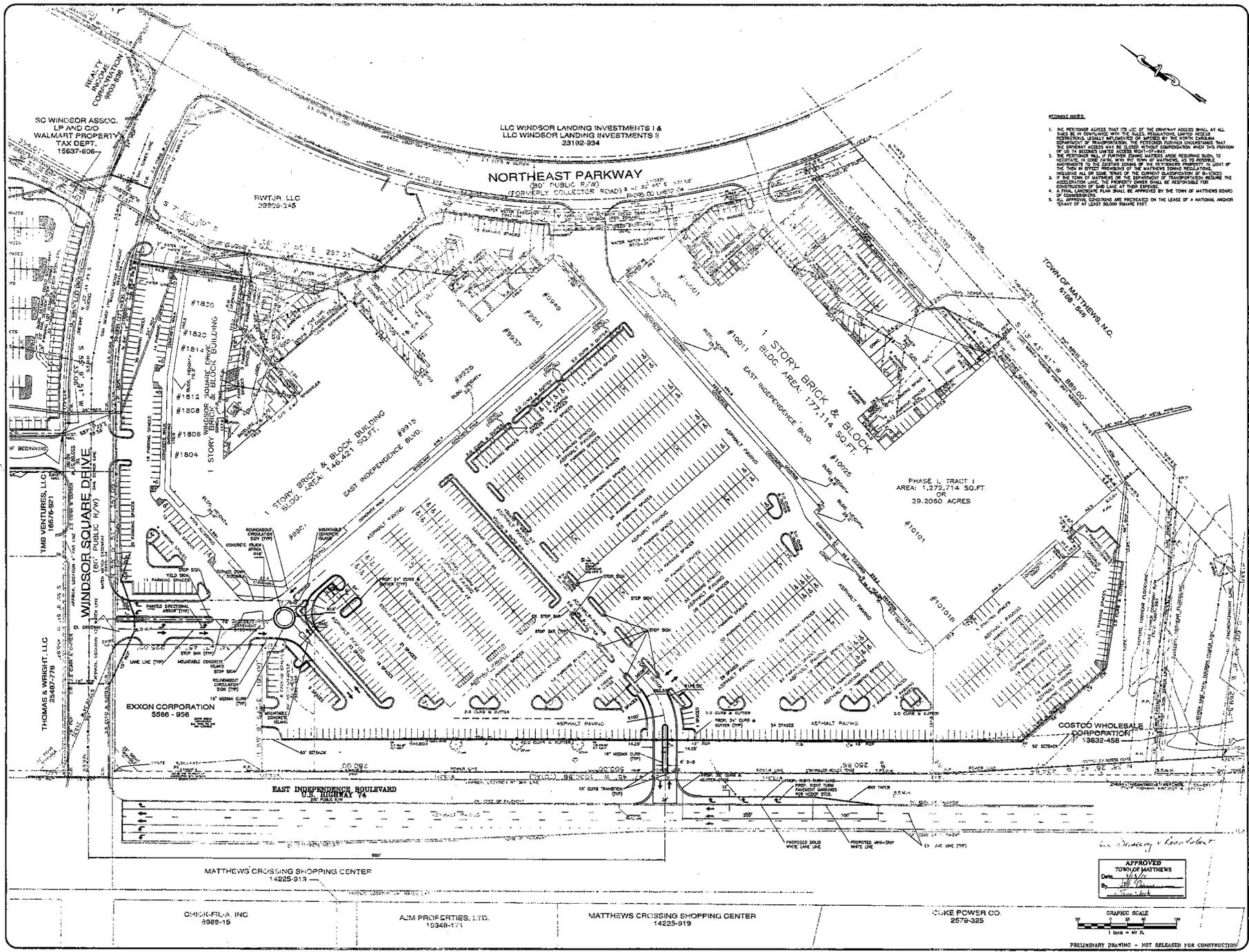
I hope that the contents of this letter and the attachments are sufficient to support the approval of our site plan amendment. Should you require any additional information, please let me know.

Sincerely,

Anthony Fox

AAF:tmt
Enclosures

cc: Craig Mueller, Senior Managing Director, Leasing Sterling Organization
Scott Bayzle
Grant Whitney

EXHIBIT A



- NOTES:**
1. THE PERMITTEE AGREES THAT ITS USE OF THE DRIVEWAY AGREES SHALL AT ALL TIMES BE IN COMPLIANCE WITH THE RULES, REGULATIONS, LIMITED PERMIT OR ORDINANCE OF ANY CITY, COUNTY OR STATE AGENCIES THAT MAY BE APPLICABLE TO ANY DRIVEWAY OR DRIVEWAY ACCESS. THE PERMITTEE SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES AND SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES AND SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.
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 4. THE PERMITTEE SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES AND SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.
 5. ALL APPLICABLE CONDITIONS ARE PRECEDENT ON THE LEASE OF A NATIONAL AND/OR TRANTY OF AT LEAST 30,000 SQUARE FEET.



THE JOHN R. McADAMS COMPANY, INC.
 ENGINEERS, ARCHITECTS, PLANNERS
 1814 WINDSOR SQUARE DRIVE
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 WWW.JRMCDAMS.COM

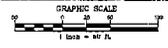
REVISIONS:

NO.	DATE	DESCRIPTION
1	07-01-10	ISSUED FOR PERMIT

OWNER:
 SC WINDSOR SQUARE, LLC
 1814 WINDSOR SQUARE DRIVE
 MATTHEWS, NORTH CAROLINA, 28105

WINDSOR SQUARE
 NEW DRIVEWAY AND PARKING MODIFICATIONS
 MATTHEWS, NORTH CAROLINA
 SITE PLAN

John R. McAdams
APPROVED
 TOWN OF MATTHEWS
 Date: 7/1/10
 By: [Signature]
 Title: [Title]



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

PROJECT NO.: SCC-10000
DATE: 06/15/2010
PROJECT: WINDSOR SQUARE
DATE OF: 06/15/2010
SCALE: 1"=40'
DATE: 07-01-10
BY: [Signature]
DATE: 07-01-10
SCALE: C-1
McADAMS

10/20/2010 10:00 AM: [Illegible text]
 10/20/2010 10:00 AM: [Illegible text]
 10/20/2010 10:00 AM: [Illegible text]

EXHIBIT B

Polaris 3G Map – Mecklenburg County, North Carolina

2011

Date Printed: 7/30/2015 12:43:05 PM



0 0.005 0.01 0.02 Miles

EXHIBIT
C

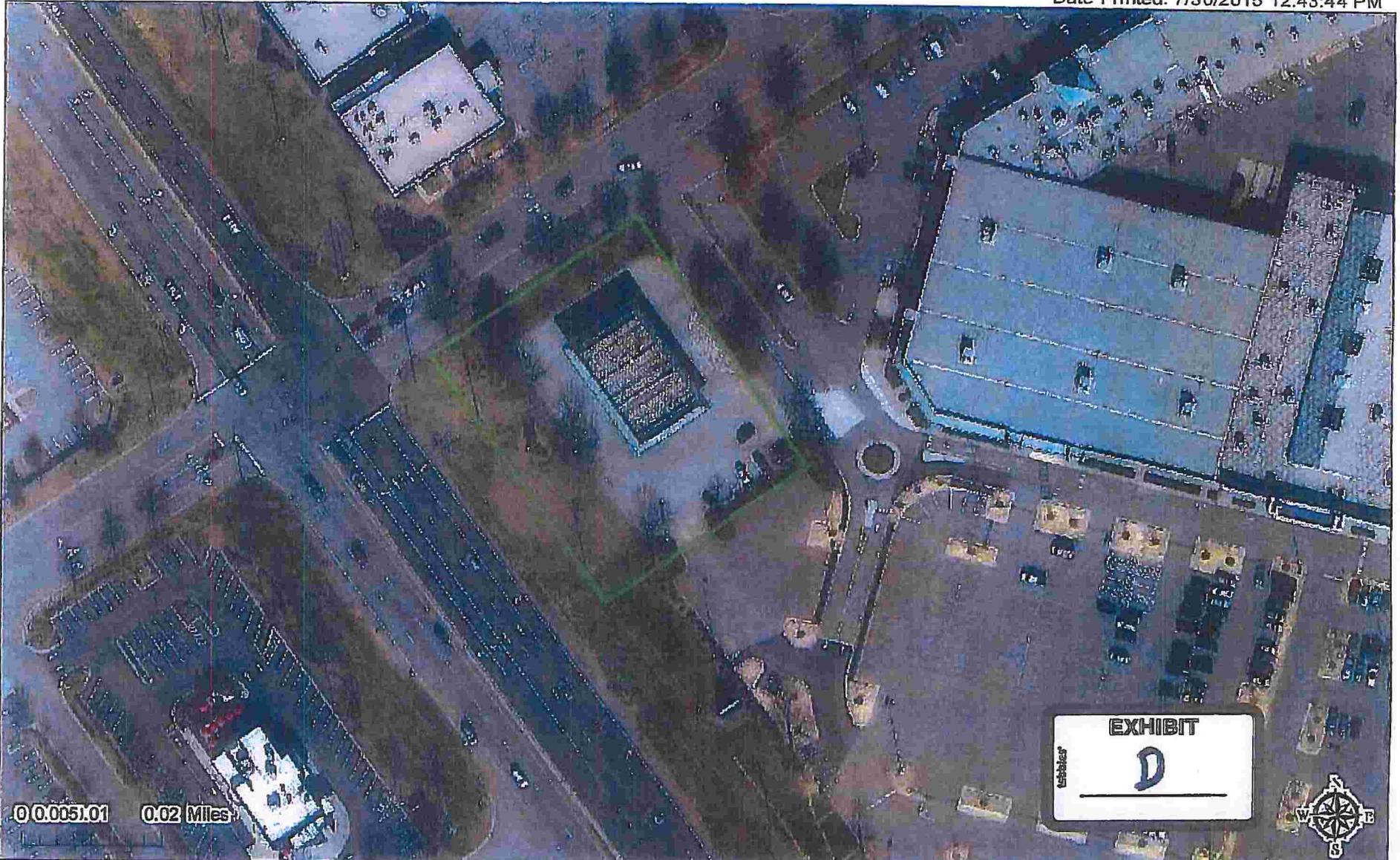


This map or report is prepared for the inventory of real property within Mecklenburg County and is compiled from recorded deeds, plats, tax maps, surveys, planimetric maps, and other public records and data. Users of this map or report are hereby notified that the aforementioned public primary information sources should be consulted for verification. Mecklenburg County and its mapping contractors assume no legal responsibility for the information contained herein.

Polaris 3G Map – Mecklenburg County, North Carolina

2012

Date Printed: 7/30/2015 12:43:44 PM



0.005 0.02 Miles

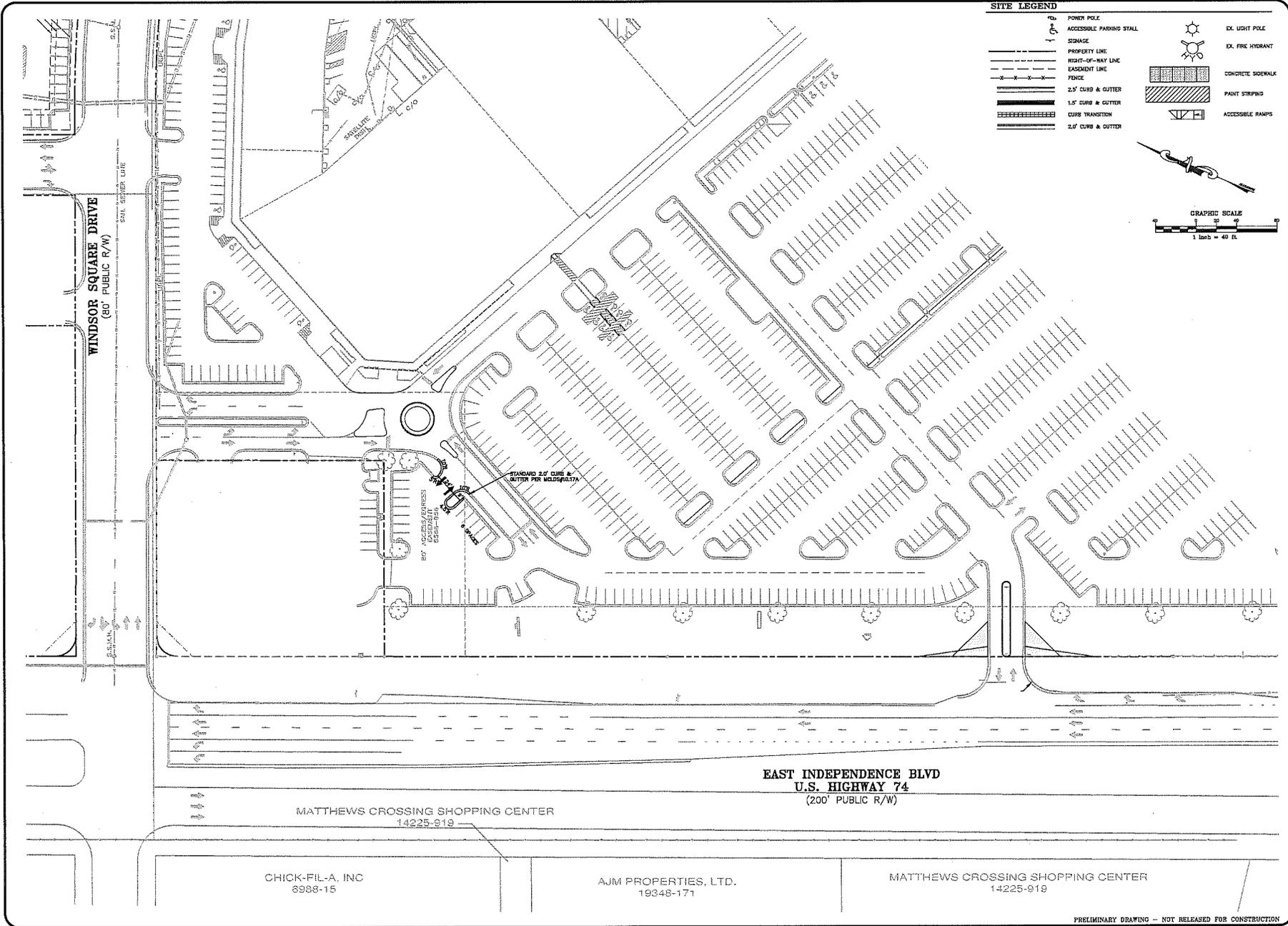
EXHIBIT

D



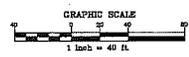
This map or report is prepared for the inventory of real property within Mecklenburg County and is compiled from recorded deeds, plats, tax maps, surveys, planimetric maps, and other public records and data. Users of this map or report are hereby notified that the aforementioned public primary information sources should be consulted for verification. Mecklenburg County and its mapping contractors assume no legal responsibility for the information contained herein.

EXHIBIT C



SITE LEGEND

- POWER POLE
- ACCESSIBLE PARKING STALL
- SIGNAGE
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- EASEMENT LINE
- FENCE
- 2.5' CURB & GUTTER
- 1.0' CURB & GUTTER
- CURB TRANSITION
- 2.0' CURB & GUTTER
- EX. LIGHT POLE
- EX. FIRE HYDRANT
- CONCRETE SIDEWALK
- PAINT STRIPING
- ACCESSIBLE RAMPS



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DATE: 03-01-16
 SHEET NO. **EX-1**

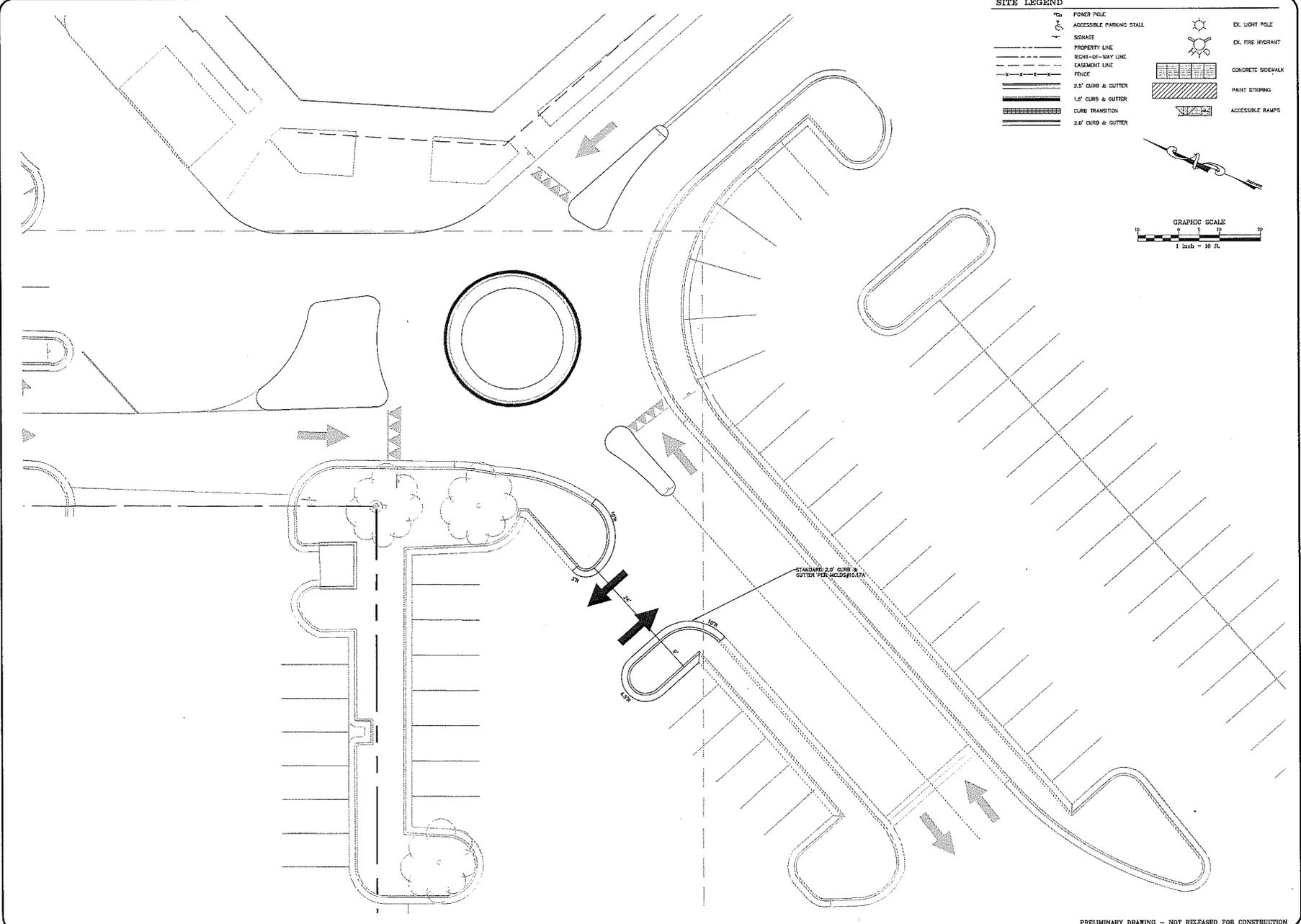
WINDSOR SQUARE
 NEW DRIVEWAY AND PARKING MODIFICATIONS
 MATTHEWS, NORTH CAROLINA

ENTRANCE EXHIBIT

PROJECT NO. 820-10000
 PLANMAN: SC210000-51
 DESIGNED BY: BCP
 DRAWN BY: SAW
 SCALE: 1"=40'
 DATE: 03-01-16
 SHEET NO. **EX-1**

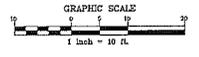
CHICK-FIL-A, INC. 6988-15
 AJM PROPERTIES, LTD. 19348-171
 MATTHEWS CROSSING SHOPPING CENTER 14225-919

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION



SITE LEGEND

POWER POLE	EX. LIGHT POLE
ACCESSIBLE PARKING STALL	EX. FIRE HYDRANT
SKINASE	CONCRETE SIDEWALK
PROPERTY LINE	PAINT STRIPING
RIGHT-OF-WAY LINE	ACCESSIBLE RAMPS
EASEMENT LINE	
FENCE	
2.5' CURB & GUTTER	
1.5' CURB & GUTTER	
CURB TRANSITION	
2.0' CURB & GUTTER	



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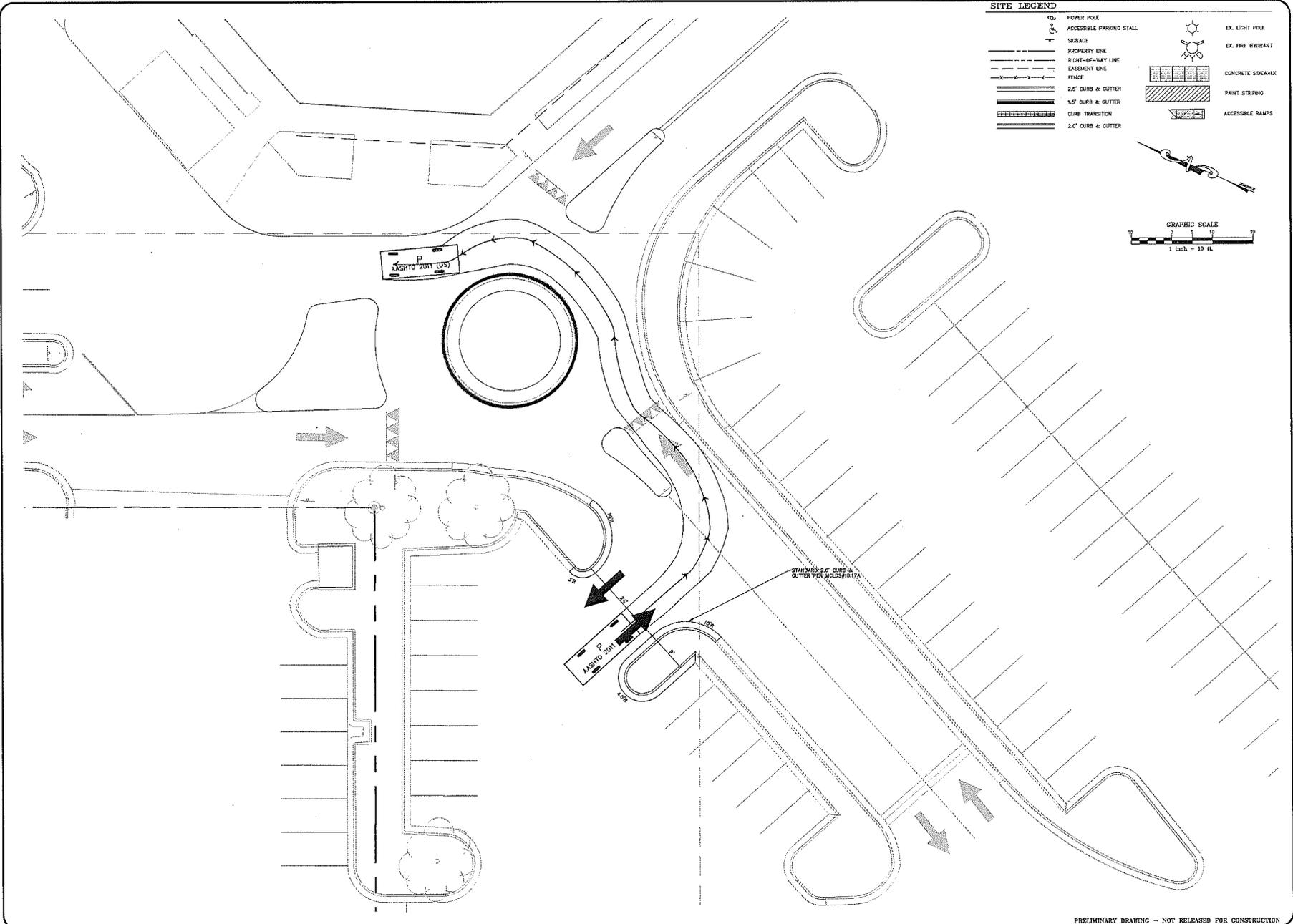
OWNER: **SC WINDSOR SQUARE, LLC**
MATTHEWS, NORTH CAROLINA, 28105

WINDSOR SQUARE
NEW DRIVEWAY AND PARKING MODIFICATIONS
MATTHEWS, NORTH CAROLINA
ENTRANCE EXHIBIT

PROJECT NO.	SCS-10000
PLANNO.	SCS10000-51
DESIGNED BY	BCP
DRAWN BY	SAW
SCALE	1"=10'
DATE	03-01-15
SHEET NO.	EX-3

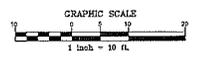
MCADAMS

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION



SITE LEGEND

	POWER POLE		EX. LIGHT POLE
	ACCESSIBLE PARKING STALL		EX. FIRE HYDRANT
	SIGNAGE		CONCRETE SIDEWALK
	PROPERTY LINE		PAINT STRIPING
	RIGHT-OF-WAY LINE		ACCESSIBLE RAMPS
	EASEMENT LINE		
	FENCE		
	2.5' CURB & GUTTER		
	1.5' CURB & GUTTER		
	CURB TRANSITION		
	2.0' CURB & GUTTER		



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REVISIONS:

OWNER: SC WINDSOR SQUARE, LLC
101 MATTHEWS, NORTH CAROLINA, 28135

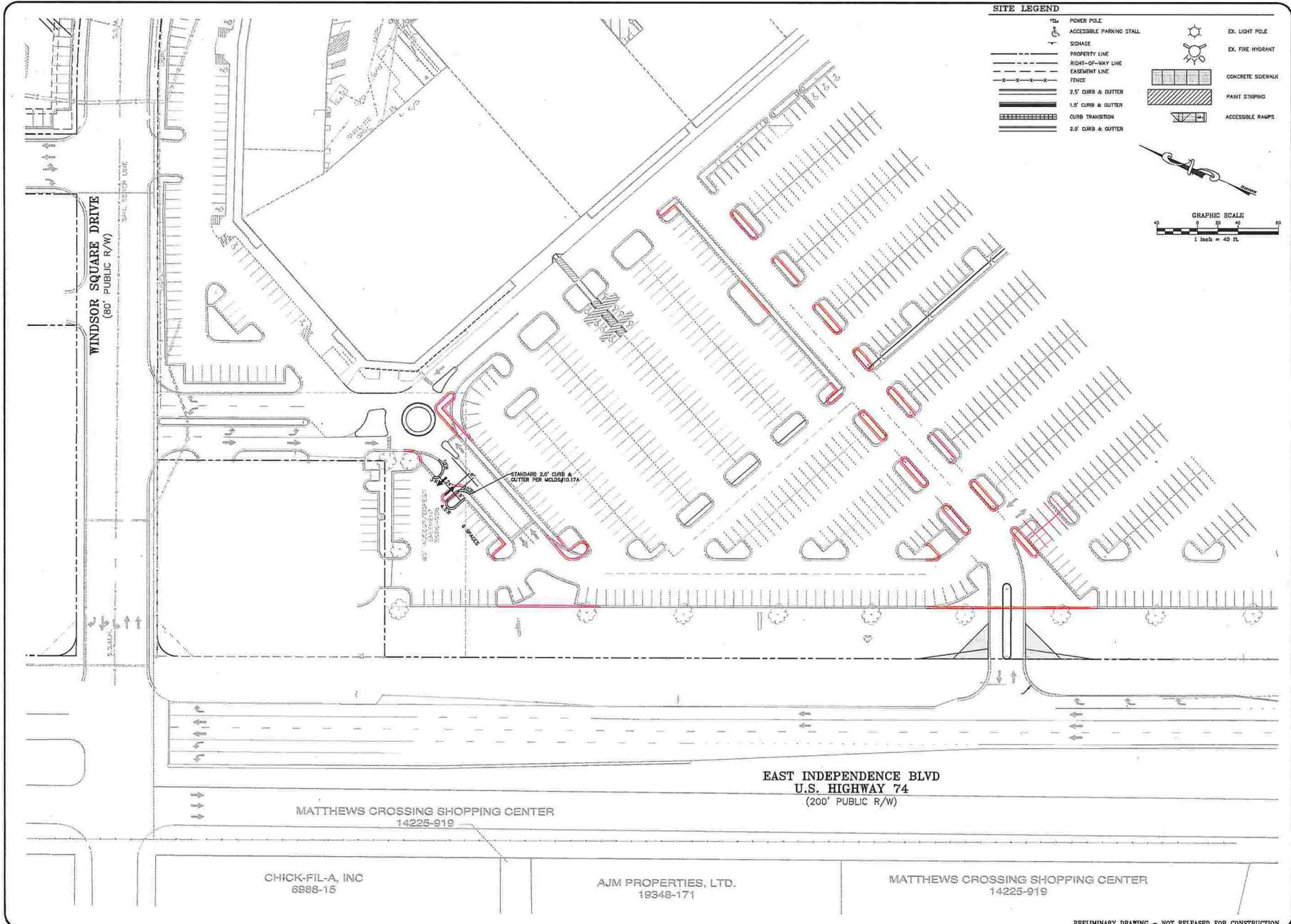
WINDSOR SQUARE
NEW DRIVEWAY AND PARKING MODIFICATIONS
MATTHEWS, NORTH CAROLINA
ENTRANCE EXHIBIT

PROJECT NO. SCC-10200
PROGRAM SC01000-S1
DESIGNED BY: BGP
CHECKED BY: SAW
SCALE: 1"=10'
DATE: 03-01-16
SHEET NO. EX-4

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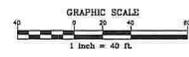
PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

EXHIBIT D



SITE LEGEND

	POWER POLE		EX. LIGHT POLE
	ACCESSIBLE PARKING STALL		EX. FIRE HYDRANT
	SIDEWALK		CONCRETE SIDEWALK
	PROPERTY LINE		PAINT STRIPING
	RIGHT-OF-WAY LINE		ACCESSIBLE RAMPS
	EASEMENT LINE		
	FENCE		
	2.5' CURB & GUTTER		
	1.5' CURB & GUTTER		
	CURB TRANSITION		
	2.0' CURB & GUTTER		



THE FIRM IS: MCADAMS COMPANY, INC.
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REVISIONS:

OWNER:
 SC WINDSOR SQUARE, LLC
 1814 WINDSOR SQUARE DRIVE
 MATTHEWS, NORTH CAROLINA, 28106

WINDSOR SQUARE
 NEW DRIVEWAY AND PARKING MODIFICATIONS
 MATTHEWS, NORTH CAROLINA
 ENTRANCE EXHIBIT

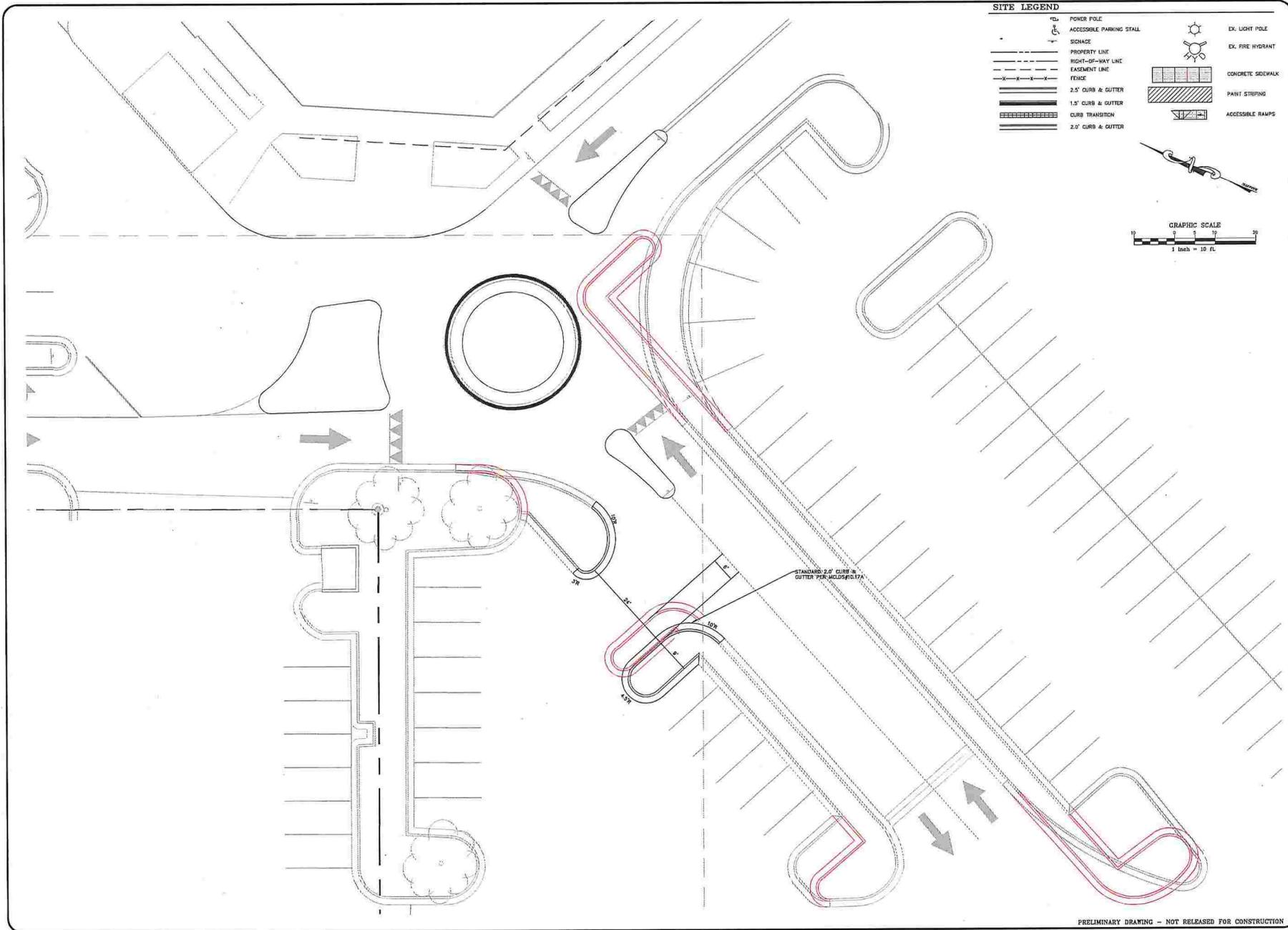
PROJECT NO. SCC-10000
 PLAN NO. SCC10000-S1
 DESIGNED BY: BCP
 DRAWN BY: SAW
 DATE: 03-01-16
 SHEET NO. EX-1

CHICK-FIL-A, INC
6988-15

AJM PROPERTIES, LTD.
19348-171

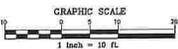
MATTHEWS CROSSING SHOPPING CENTER
14225-919

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION



SITE LEGEND

- POWER POLE
- ACCESSIBLE PARKING STALL
- SIGNAGE
- PROPERTY LINE
- RIGHT-OF-WAY LINE
- EASEMENT LINE
- FENCE
- 2.5" CURB & GUTTER
- 1.5" CURB & GUTTER
- CURB TRANSITION
- 2.0" CURB & GUTTER
- EX. LIGHT POLE
- EX. FIRE HYDRANT
- CONCRETE SIDEWALK
- PAINT STRIPING
- ACCESSIBLE RAMPS



STANDARD 2.5" CURB & GUTTER PER A.C.D. (S.F.P. 17)

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

THE WINDSOR SQUARE
 COMPANY, INC.
 11301 Cantel Common Blvd.
 Charlotte, North Carolina 28226
 License No. C-0229
 (800) 752-8848 / www.windsor.com



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REVISIONS:

OWNER:
 SC WINDSOR SQUARE, LLC
 1014 WINNIE SQUARE DRIVE
 MATTHEWS, NORTH CAROLINA, 28105

WINDSOR SQUARE
 NEW DRIVEWAY AND PARKING MODIFICATIONS
 MATTHEWS, NORTH CAROLINA

PROJECT NO. SCC-10000
 PLANNO. SCC10000-S1
 DRAWING BY: BGP
 CHECKED BY: SAW
 SCALE: 1"=10'
 DATE: 03-01-16
 SHEET NO. EX-5



ENTRANCE EXHIBIT