

**PLANNING BOARD
REGULAR MEETING
TUESDAY APRIL 22, 2014
7 PM
HOOD ROOM, MATTHEWS TOWN HALL**

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES of March 25, 2014 Meeting
- III. PUBLIC IMPROVEMENTS (FORMERLY "SUBDIVISION") VARIANCE, Habitat for Humanity, Reduce Spacing Between Curb and Sidewalk to Match Surrounding Neighborhood
- IV. PUBLIC IMPROVEMENTS VARIANCE, Mecklenburg County, Regional Sportsplex, Revise Street Cross Section
- V. PUBLIC IMPROVEMENTS VARIANCE, Mecklenburg County for Brigman Family, Adjacent to Sportsplex, Revise Street Cross Section
- VI. RESCHEDULE MAY MEETING DATE
- VII. ADJOURNMENT

MEMO

TO: Planning Board Members
FROM: Kathi Ingrish
DATE: April 16, 2014
RE: April 22, 2014 Planning Board Meeting

Is this meeting surprising you with how quickly it is coming? This is one of those months where the fourth Tuesday is only eight days after the Council meeting where zoning cases are discussed. This month, however, we don't have cases for your Board to review and make recommendation since the newspaper did not get out required legal notices published on schedule. The agenda therefore is a short one.

At last month's meeting, you reviewed a change of zoning conditions request from Habitat for Humanity for lots along Matthews School Road. This month you have a request to allow this series of lots to continue with a four foot wide planting strip between the sidewalk and curb. Our code calls for a minimum of eight feet today, but the rest of the Sunrise Crossing neighborhood was designed with a four foot grass strip width.

Also at last month's meeting, we saw a couple sketch plans showing the location of the new park roadway through the Sportsplex. This month the County is before you to seek permission to revise the design criteria for that new street. The Town Board heard and approved a subdivision variance request two years ago for the no-curb cross section in Phase 1 of the Sportsplex, so they are no seeking to continue that same street design through the rest of the park property. The street will extend beyond the County property line through Brigman Family property to connect to an existing Town-maintained street (called Brigman Road), that connects to Matthews-Mint Hill Road. This section of new pavement is expected to have considerable new development on both sides of it, as part of the proposed Family Entertainment District. A new zoning district has been written specifically to be applied to this area which will call for buildings to be located close to the streets and have an urban character. Town staff has been discussing what the proposed street cross sections should be for new urban development areas, but we do not currently have an adopted cross section to apply here. Therefore, the County – since they will be constructing this part of the new street as their construction entrance prior to it being platted as a new public street – is requesting a cross section that will allow higher variety of uses and densities than within the park itself.

Below is the section of the UDO that addresses "public improvement" variances – what used to be called subdivision variances (and you will probably hear us continue to use that term out of habit).

155.712. Public Improvement Variances [formerly § 152.06]

The Planning Board may review and make recommendations on requests for public improvement variances from the regulations of §§ 155.701, 702, 704, 708, and 709. These recommendations shall be forwarded to the Town Board of Commissioners for final decision. Request for public improvement variances shall be governed by the following requirements and procedures.

- A. GENERAL. Where the Planning Board finds that unnecessary hardships or practical difficulties may result from strict compliance with these regulations and/or that the purposes of these regulations may be served to a greater extent by an alternative proposal, it may recommend, and the Board of Commissioners may authorize, variances to these regulations, provided that the public improvement variances shall not have the effect of nullifying the intent and purpose of these regulations. Approval of a public improvement variance shall be based on evidence in each specific case that:
1. The relationship of the property to natural topography or to the nature of adjoining properties warrants relief from the standard in question; or

2. The difficulty or hardship from the application of these regulations would prevent the owner from making reasonable use of the property; or
3. The granting of a variance would permit the preservation of an historic structure or site; or
4. The granting of a variance would permit the preservation of a mature grove of hardwood trees or a significant specimen tree.

B. PROCEDURES. Wherever practicable, a request for a public improvement variance should be submitted in writing by the subdivider or developer at the time the sketch plan or development site plan is submitted for review to the Planning Board or Plan Review Committee. The request shall state fully the grounds for the application and all of the facts relied upon by the applicant.

Because our typical meeting date – fourth Tuesday of the month – falls on a rescheduled Council meeting, and because both Boards need to use the Hood Room, we need to determine an alternate date for Planning Board's May meeting. This is a pretty regular occurrence each May, because Council schedules the budget public hearing during their later May meeting. This year May 27 is Council's rescheduled meeting and budget public hearing. Your Board could agree to meet either the week before (5-20-14) or the week after (6-3-14), if we try to keep it on a Tuesday evening. Considering the number of zoning cases you will potentially have on your agenda, I would strongly suggest you select the June 3 date if enough of you can be available. Please be prepared to say if you could attend either date, in the event one cannot guarantee a quorum.

As always, please let one of us know if you find you will not be in attendance next Tuesday evening. Also, feel free to call or e-mail any of us with questions at any time.

**MINUTES
PLANNING BOARD
TUESDAY, MARCH 25, 2014
7:00 PM
HOOD ROOM, MATTHEWS TOWN HALL**

PRESENT: Vice Chair Rob Markiewitz; Members Gary Turner, Steve Lee, David Pratt, Eric Johnson, and Eric Welsh; Alternate members Barbara Dement and Michael Ham; Town Attorneys Charles Buckley, and Craig Buie; Youth Voice Brian Lee; Planning Director Kathi Ingrish, Senior Planner Jay Camp; Planner II, Jim King; and Zoning Technician/Deputy Town Clerk Mary Jo Gollnitz.

ABSENT: Chairman Tom Lawing

CALL TO ORDER

Rob Markiewitz called the meeting to order at 7:00 pm.

APPROVAL OF THE MINUTES

Steve Lee made a motion to approve the minutes of the February 25, 2014 meeting. David Pratt seconded and the motion was unanimously approved.

Rob Markiewitz made a motion and Steve Lee seconded to bring Barbara Dement as a voting member for this evening's meeting. The vote carried unanimously.

CONSIDER REPORT ON REVISING R-VS ZONING, Spring Park, Sam Newell Rd Near Lakeview Circle

Planning Director Kathi Ingrish reviewed for the Board the request from the Spring Park property owner to revise the designated R-VS zoning district approved in 2008. The current owner has been unable to develop as proposed or find a buyer under the conditional zoning that is in place. Ms. Ingrish showed the Board the portion of the Spring Park development that is owned by the Wooten family. She explained that their property has a split zone and the R-15 zoned section has a single family home on it. Ms. Ingrish continued stating that since the Planning Board received their report, she has spoken with Mr. Wooten. He indicated that they would probably be looking to place this property for sale sometime in the future. Ms. Ingrish said that with this information it would make sense to place a single zoning district on the Wooten property.

Rob Markiewitz asked why the R-VS designation is harder to sell than R-15 zoned property. Ms. Ingrish responded that it is not the name of the zoning district it is the specific criteria that is attached to this property. The property can only be developed according to the site plan and conditions attached to it. The design criteria includes where driveways, public/private streets, and common open spaces have to be placed. What the houses have to look like, the material and size of the houses, are all part of the conditions. The site specifics worked for the developer and it makes it difficult for someone else to come in and take over the project.

Barbara Dement said that the review process states a three year time frame for the planning board to examine the progress. Ms. Dement continued asking why three year process does not happen systematically. Ms. Ingrish stated the town has never actively pursued enforcement of this time constraint. During this time frame the North Carolina General Assembly extended deadlines that would occur during the development process. Ms. Dement asked if this is the first review of the application. Ms. Ingrish answered yes.

Mr. Markiewitz asked if staff was recommending that all the property be rezoned R-15 or leaving the Wooten portion R-VS. Ms. Ingrish said that staff is not changing the recommendation; they are acknowledging that the adjacent property owner has a small portion and their interest. Without the Wooten property you could not develop the land.

Steve Lee asked about the R-20 designation. He said that he understands that the R-20 is not the preferred designation and he would like to hear from Dr. VanDerNoord about his preference. Dr. VanDerNoord addressed the Board. Mr. Lee said that one of the options was proposed by staff was to revert to the R-15 zoning. Many of

the parcels surrounding your property are R-15. The question of change to R-20 is a different density and has fewer restrictions than R-VS. Dr. VanDerNoord said that he is not the typical developer. If the town feels that R-20 would be better for that area or R-15; he does not have a preference. He stated that he contacted the realtor that originally marketed the land and was informed that the denser the zoning the better. They did have the property under contract but could not get any response from the Wooten family at the time. He explained which portion of the development was his and which was owned by the Wooten's. He wishes to make the property more viable to sell or for favorable financing. He would defer the decision of which zoning district to designate to the experts.

Youth Voice Brian Lee stated that it makes sense to make the property R-15 because of the surrounding area is zoned R-15. It would be more viable to match the surrounding properties.

Dr. VanDerNoord said that he has spoken with the Wooten family and they are amenable to whatever the Town decides to change the zoning. Mr. Wooten informed him that all their land could be rezoned back to the original zoning on the property.

Board Attorney Charlie Buckley informed the Board that the inquiry has to be the entire zoning district; not who owns the property. It should also include whether development has begun or not. The Board should be looking at the entire zoning district. The Board should not be concerned with the underlying property lines. The question should be has the district had any development and if not should it be rezoned, or not move forward or something in between.

Rob Markiewitz made a motion that the existing R-VS zoning, having not been developed for over three years, have the zoning status changed back to R-15 in that it is consistent with the policies for development as outlined by the Matthews Land Use Plan, and recommended to Town Board. Eric Welsh seconded the motion and the motion carried with a 6 to 1 vote, with Gary Turner in opposition.

ZONING APPLICATION #2013-607 Charlotte Metro Credit Union, 435 N. Trade Street, Changes to B-1(CD) Conditions

Senior Planner Jay Camp gave a brief up date of the changes to the proposed Charlotte Metro Credit Union application 2013-607 since the public hearing. He stated that there was a detailed response from Williams Design. In summary the major changes include the increase in total building square footage to 18,150 feet. There has been a change in building elevation which has been stretched to have additional windows on the second floor. In response to maximizing the highest and best use of the site the applicant has committed to an additional 3,000 square foot mezzanine. There is a possibility to increase that space up to 6,000 square feet.

Mr. Camp continued stating that there has been clarification in the use of the pocket park and who will own the park. There has been an additional note added to the plans allowing parking use for citizens, visitors, and other public uses after hours. There was concern about the drive-through queuing which has been addressed by Williams Design.

Eric Johnson asked if the additional space in the building would be leased to tenants. Mr. Camp stated that he understands that there would be no leasing of space in the structure; however, the Credit Union could better answer that question.

Gary Turner asked what the parking requirements are for this use. Mr. Camp stated that it is broken into the split use for banking transactions which is one space per 200 square feet of floor area. For the general office space it is one space per 300 square feet. The total would be 53 spaces. Matthews does allow reductions in parking spaces in the downtown district when there is public parking near. He believes that the needs of the occupant will not be appropriate to consider reduction.

Mr. Markiewitz asked how this building complements the Downtown Plan or North End Plan. Mr. Camp said that the Downtown Plan was adopted in 2012. At that time the Matthews Gateway/North End was taking off. This area was going to be branded as a new area in town. This lot was discussed as a potential location for a small grocery store, apartments or residential uses, but not a firm plan for this lot.

Mr. Turner said that he believed the final recommendation was to have a grocery store for that area. That would be a little bit in contrast for this area. He personally believes that the best use for that area would be a seven day a week type tenant. That would help support the other businesses in the neighborhood. Mr. Camp stated that the proposal is a multi use space. There would be the park that would observe similar hours as the other town parks. You have the retail banking operation and back office. It is not vertical mixed use in the traditional sense similar to next door. They do have different uses operating on the one site.

Mr. Lee stated that one of the intentions of the downtown overlay was to have fifty percent retail on the first floor of buildings. He understands this project is split between retail banking and mortgage/loan activities. He asked if the proposal meets the fifty percent requirement. Mr. Camp said that the fifty percent is not required in the Downtown Overlay, it is required in the HUC zoning district requirement. The last lot in the HUC is just up the street.

Ms. Dement asked what the parking requirements would be if this was retail versus the current proposal and would you have enough space there. Mr. Camp stated that for general retail the parking requirement is one space per 200 square feet gross floor area. Restaurants have different requirements. The applicant has basically maximized the parking on the site. He continued noting that the suggestion of Trader Joes for this site would probably require a structured parking agreement. The development next door has some retail, but not over retail and the developer was sensitive to that.

Ms. Dement said that the second floor 3000 square feet is not a lot and not mixed use, she does not see how this is compatible with our plans that talk about diversity. The two story design is just satisfying the request for multi story on the parcel. The town is not getting the most value for the area.

Brian Lee said that he had concerns also. Placing something other than a bank makes people walk and stay in Matthews. Placing a bank with an ATM and drive thru will not have people staying in Matthews. He does not believe that the town is getting what is best for this site.

Steve Lee noted that he has the same concerns. This proposal is not in the spirit and intent of the downtown overlay. He is concerned about density, diversity, mixed uses, more than one tenant; all these factors add into whether he would or would not recommend this proposal.

Dennis Williams with Williams Design Architect addressed the Board. He stated that he is the architect for Charlotte Metro Credit Union. He noted that the following people were in attendance: Bob Bruns, President of Charlotte Metro Credit Union, Will Carlton with the Nichols Co., Brian Jackson, Assistant Manager, Gibraltar Asset Management, LLC who are the current owners of the property.

Mr. Williams stated that there have been a number of changes since the public hearing. They have taken into consideration all the public hearing comments as well as the comments from staff. They have tried to address each comment point by point and explain them properly. He continued stating that they have addressed the park construction. They have defined the materials of construction, so it is more descriptive and how the park would operate. He has also spoken with Parks & Recreation Director Corey King about adding a sculpture, operation and maintenance of the park. He believes that the director is fine with the modifications related to the park.

Mr. Williams continued stating that the biggest change is adding the second floor to the building. Charlotte Metro will commit to the 6000 sq. ft. second floor. None of the space would be leased, it is all for internal operations. The commitment of Charlotte Metro is to bring jobs to Matthews. The investment is in excess of \$3 million. This is more than any mixed use investment retail. It is a much higher tax value use for the Town than any mixed use you place with apartments.

He further stated that there are problems with the soils which he explained at the public hearing. These problems still apply to any project on this property. This makes building on the land expensive. It prices the development of the site beyond most projects. He showed the Board renderings of the two story building. He described the height changes in the building. He showed the topography and how the new depictions are to

grade. He noted that the renderings show the exact street lights that will be installed and where the trees will be located.

He continued describing the elevations of the structure. He noted that the first floor elevation is within a couple of inches of the North End building. There is a branch operation of 4,000 square feet in the building. There is a connecting atrium that goes from front to back and the office building section is approximately 6000 square feet on the first floor. The site would have a total of 40 employees.

Mr. Williams further stated that a Wisconsin study states that towns need to be focused on employment in the downtown if they are going to be successful. Towns do not need people living in apartments and driving to Charlotte to work each day. An employment base doesn't hurt the vitality; according to this study; it enhances the restaurants and shops. He continued noting other sources that discuss costs to towns for residential developments.

Mr. Williams stated that the site plan reflects the increase in the size of the building. This is a 1.4 acre site and the original approved conditional permit plan calls for a 20,000 square ft. office building. He stated that this was not a standalone project. He has spoken with Public Works Director Ralph Messara and he has stated that the streets behind the site have not been accepted into the town's system because the work on this site has not been completed. He explained that they are trying to increase the mix of the entire site with the service operation, ATM service and mortgage office banking.

He discussed the volume numbers of traffic for the ATM, drive-through teller and regular transactions at the current Matthews branch. In the drive-through operation is 137 per business day. At the peak loading time this number converts to three to four transactions stacked in a lane. The ATM has 86 transactions a day. This translates to one car at the machine three hours each business day. He continued stating that they have addressed the concerns of vehicle stacking and the police chief is satisfied with the new configuration. He has spoken with all the town departments and feels that they have addressed any concerns that were voiced by staff.

Mr. Williams said that there is a federal regulation stating that a credit union cannot build apartments. He noted that their plan correlates to all of Matthews' downtown plans. The Credit Union is a use by right in the B-1 zone. Charlotte Metro would not have gone forward with this petition had the use not already been allowed in this zone. What they are requesting is a change to the conditional use permit. He continued stating that the conditional use permit was very poor, because the original building can no longer be built on this site. We are asking that you give consideration to changing the conditional use permit and move it into one that is in compliance with all of the Town's plans. Once the site plan is approved then the streets can be dedicated to the Town. He finished by stating that they are doing everything possible to comply with the Town of Matthews requests. [Note: conditional zoning, not conditional use permit.]

Steve Lee asked how many transactions this branch would handle per month. Mr. Williams stated that it would be about 8000 per month. It would be about 3000 customers that you are moving into downtown. Eric Johnson stated that job creation is driven by great places; he sees an urban setting. Will the building look and feel like a destination. Mr. Williams said that the placement of the drive-through was given a lot of thought. He said that every point of entry is locked. He pointed out the access points that exist for the property and provided explanation of why they could not be changed. The building could not be placed deeper in the lot. Due to access of the traffic and parking requirements, they could not configure the site to attach the ATM to the building.

Michael Ham said that the original configuration of the building was a single story and all the needs of the Credit Union would be taken care of with one story. With the addition of the second story, it indicates that it is going to be empty. Is there access to the second story below should things change and be used for other purposes. Mr. Williams said that they currently do not have the interior designed. The plan is to have the access to the second story internally. Mr. Williams continued stating that the upstairs will not be vacant. There are people wanting to fill the space faster than the initial plan. Mr. Ham asked if this would require more than 40 employees. Mr. Williams explained that the original start up would involve 25 employees and the additional space would allow expansion up to 40. The startup will be more than originally planned but limited to 40 total employees.

Vice Chair Markiewitz asked if it would be possible to have the banking section on the first floor and mortgage services on the second floor in the same side to allow for other business on the other side of the building. Mr. Williams said no. This is the size of an operational branch. Mr. Markiewitz asked the question again. Mr. Williams said no, with all the people coming to the branch, they need the entire space. Mr. Markiewitz asked if one side of the ground floor for banking and the entire second floor for other operations, would there be room for a third party business. Mr. Williams said he does not know. The Credit Union does not want to rent the space. They need the space and the Matthews branch is growing.

Brian Lee stated that he understands the economic impact of the proposed credit union, but as a resident, he sees a building operating during the week and vacant on the weekends. If there could be something on that site that could draw residents to this site on the weekend it would be better. There is a quality of life impact and he is not sure how this fits the overall vision for Matthews. Mr. Williams said that getting the neighborhood pocket park is a big deal and addresses the quality of life. The Credit Union will build it and leave parking accessible to the neighbors and available during festivals. He continued stating that at the neighborhood meeting residents could not imagine a better use unless it was an Irish Pub. Jet's Pizza felt the employees would impact their business immensely.

Mr. Markiewitz asked how the parking will help the condominiums behind this site. Mr. Williams said that the residents will have access to the park. The parking spaces can be used on the evenings and weekends for their visitors. He said that the neighbors he has spoken with believe this will be an asset.

Mr. Turner said that this would be a good neighbor and corporate partner. However, the Planning Board is to determine if the proposed use is most suitable for the site and consistent with our Land Use Plan. He continued noting that he believes this is not consistent with our plan. Jobs and such are great. But we have to determine if this site is most suitable for the proposed use.

Mr. Markiewitz asked if the petitioner is open to reconsidering how the building is used and engaging other parties or will it only be the Credit Union. Mr. Williams stated that they are not in rental business and do not want to be landlords. The Credit Union wishes to build, operate their business and be compatible to the town. He continued saying the concept is what is the best use for the site. This complies with all the plans. There is a vision statement for more apartments, but not in a specific site. He has had discussions with several local people and the numbers don't work for this lot. The geotechnical conditions that have been found on the lot make it difficult to use and eliminates many development projects. Banks, credit unions and medical facilities are the uses that can afford to be built on this site. He noted that this is his professional opinion.

Mr. Ham stated that it is a beautiful building and he appreciates credit unions. However, when the building was first presented as a single story, the information was that there would be 23 employees to start and then go to 40. He does not understand how the number of employees has not increased now that the building will be two stories. Mr. Williams stated that the original concept had 40 work spaces. Once they looked at who would actually be located in the building, the equipment and operations that need to be there, it has to be spread out. They still have a cap of 40 employees.

Mr. Johnson asked if there is a separate branding for the mortgage side of the building. He asked if the frontage would be more main street looking or business presence to make it feel like a destination building. Mr. Williams said branding could be worked out in the building. They have tried to limit the signage based on the town's sign ordinance. He believes the branding could be worked out. There are multiple points of address to the street.

Mr. Lee asked if they would consider variations to heights and material or elements to provide a diverse look. Right now it looks like a long brick building. Mr. Williams said that the reason there is so much brick is because the ordinance says this is what the town wants. This was not the direction that they started out. Something like the building at the Ardrey Kell location could be built.

Mr. Welsh asked if the mortgage portion of the building was going to be customer driven or will it be back office operations. Mr. Williams referred to Mr. Bruns who answered that it would be both.

Steve Lee addressed staff stating that there is history on this site. He wanted to know what the original conditional zoning looked like, the vision for the site then and now. He knows that since this was approved the

vision for downtown has changed. Mr. Camp showed and explained the differences from the originally approved site plan and order it was developed. The open space was originally in the back of the site and now is moved up front which has eliminated a curb cut. This makes the area more pedestrian friendly. It does maintain some of the overall layout. Mr. Lee asked how this plan meshes with the downtown overlay. Mr. Camp noted that the overlay is pretty straight forward in discussing building heights, and setbacks. The Downtown Master Plan does address mixed use and taller buildings. That is the document staff was referencing in their original comments to the site plan.

Mr. Ham asked if the additional second floor footage would require more parking spaces. Mr. Camp said that the site is getting close to being over parked. He has not completed the number calculations. There are provisions in the downtown overlay that allow for reduction in parking. They will probably use those requirements. There are real world issues as to what could be built here if you don't go to structured parking.

Mr. Lee mentioned that he agreed with Mr. Turner's comment about land use and whether it is consistent with plans or not. He feels this is a great looking project and above average attempt to make the best use of that land. As far as taxes, jobs, site conditions, all economic issues that he understands. Those issues do not make a difference to him in his decision on this matter. He has read staff's comments and the overlay. The vision has changed for this site since the original conditional approval. The idea is what the town needs and what the residents want on this site. One use with one building and a lot of parking on a 1.4 acre site would restrict the potential for downtown Matthews. This is a long term decision. He continued noting that he believes the employees on this site would bring value to the neighboring shops, but if they can keep the residents in the condominiums in Matthews because there are more services, that is a value too.

Steve Lee motioned to recommend denial of the application 2013-607 because it is not consistent with Matthews Land Use Plan and/or other adopted policies. Gary Turner seconded the motion which carried unanimously

ZONING APPLICATION #2014-611, Habitat for Humanity Matthews, Matthews School Road, Changes to R-VS Conditions

Jim King, Planner II stated that staff has met with representatives from Habitat for Humanity since the public hearing. The site plan has not changed. The current outstanding issues that need to be addressed include the double head in driveway, potential floor plans that accommodate zero lot lines for lots 4, 5, 6, and 7, and PCO requirements. Habitat for Humanity is reviewing their options and wished to have feedback before they made final plans that would be sent to the Town Board. He noted that staff did provide sample floor plans for zero lot line homes in the agenda packet.

Ms. Dement asked if Habitat gave consideration to building one less home on the property in order to provide more parking and fewer cars on the street. Mr. King stated that representatives from Habitat for Humanity are present and they could best answer the question.

Ann Pilkington Attorney for Habitat, Terrell Blackmon Executive Director for Habitat Matthews and Brian Beavers, Director of Operations Habitat Matthews addressed the Board. Mr. Blackmon stated that he does not think that the parking is an issue. He believes the issue at the public hearing was the concern over the amount of impervious surfaces. He is confident that they can build driveways that will accommodate the needed space for the cars. The two houses that have been completed are sufficient in handling two or more cars in the driveway. Ms. Pilkington stated that the plans show single space behind the sidewalk. She continued describing how three cars could fit in the driveways. Mr. Blackmon stated that the current homes have this configuration. Ms. Pilkington stated that this should eliminate on street parking.

Ms. Pilkington said that they are looking at the zero lot lines for lots 4, 5, 6, and 7. She continued noting that they have been looking at additional elevations to accomplish this. She said that these houses are all LEED certified homes. This is innovative for low income homes. In order to become LEED certified, there must be a certain amount of natural light. The zero lot line eliminates the window on the side of the zero lot line. They really need to have the windows. They would like to present this as a good example of LEED certified low

income housing. If they have to go with homes with changed elevations it will add \$2,500 to \$3,000 cost to each house. In addition to the additional cost they would have to retrain volunteers and find contractors with experience to build these houses without the windows. All of these items will add to cost and time to build the house. These are the reasons behind the request for the six and eight foot side lot lines.

Ms. Pilkington further discussed the impervious surfaces. They have completed their calculations and they are under the percentage according to Mecklenburg County requirements. Mr. Blackmon stated that the threshold is 24% and Mecklenburg County calculated that to be 15,110.87 sq. ft. surface area. He noted that the current proposal has 14,231.81 sq. ft. of impervious surface. They do not want to take the connector sidewalks out of the plans, however if they remove those, it will reduce the total.

Mr. Ham said that the impervious surface could be reduced more if they used two foot square pavers in the driveways separated by eight inches of grass in between. This would reduce the impervious surface by 25 to 35 percent. Mr. Blackmon said that they have researched this and they decided to incorporate these in the design if necessary. They have gone to a vendor and received pricing. Mr. Ham said that it adds an element of aesthetics over concrete and asphalt. Mr. Blackmon stated that they are amenable to considering this change.

Steve Lee asked if the net total changes to the plan are the side lot lines and driveways. Mr. Blackmon said yes that is correct. Mr. Pratt asked if they go to the zero lot lines would they lose their LEED certification. Mr. Blackmon said that it would make it very difficult to get the certification and add cost to the homes. Mr. Beavers stated that they receive rebates for the green buildings which allow them to build more homes in the future.

Mr. Markiewitz said that the number of cars being parked in driveways and street was a concern; could they speak to that. Mr. Blackmon said that the five remaining homes will be one three bedroom home and the rest will be four bedroom houses. When you drive along Matthews School Road between the hours of nine to five, the only cars that you will see would be Habitat's staff. Crestdale Crossing, which was not developed by Habitat, has short driveways which are creating problems with on street parking. Once you get to the lower end of Matthews School Road you rarely see any on street parking. The driveways are normally large enough to accommodate the families in the houses.

Ms. Dement said that she preferred to see side to side parking. If you have two cars, someone will end up on the street because you will have a lot of pulling in and out of the driveway. She asked what the demographics of most of the families that live in these homes are. Mr. Blackmon said that they build the homes based on family size. They are required to put in sidewalks for the remaining homes. They could possibly push the homes back to acquire the side by side parking. He is concerned about the impervious surface threshold and possibly going over that with the double wide parking.

Mr. Markiewitz asked if their calculations included the single drive. Mr. Blackmon said that it would reduce the impervious surface by almost 50%. Mr. Markiewitz asked if their calculations included the pavers that Mr. Ham had earlier suggested. Mr. Blackmon said no it does not include those calculations. Discussion continued on solid impervious driveways versus the paver driveways with grass. Mr. Blackmon said that cost becomes an issue with the pavers. He stated that cost also increase with the pavers. Mr. Ham said that two foot concrete block would probably less expensive. Ms. Pilkington said that they had double driveways at one time on the plans and were asked to take it off. Mr. Blackmon stated that he did not have those cost estimates at this time.

Mr. Turner asked what the reasoning is for removing the double space driveway versus single driveway. He believes that there will be cars in the street. Mr. Blackmon said that it was suggested that they go back to the original plan for the driveways, and that is what they did. Ms. Dement agreed with Mr. Turner about having space for the vehicles on the property. Ms. Pilkington said that they could go back to the double driveways. Ms. Dement said that the pavers would increase your parking and reduce the impervious surface along with giving you an aesthetic appeal. Mr. Ham said that if they had the cost difference between the two it would be helpful.

Rob Markiewitz recommended approval of zoning action 2014-611 as presented with consideration to looking at the alternative for the double driveway using the material as suggested by the Planning Board, and that it is consistent with the policies for development as outlined by the Matthews Land Use Plan, and Town's long-range Vision Statements, and other adopted policies. Eric Johnson seconded the motion and the motion carried unanimously.

SKETCH PLAN, Sportsplex & Brigman Family Property

Planner II Jim King showed the proposed sketch plans for the Sportsplex Phase 2 and Brigman Property. He stated that the purposes of the two sketch plans are to plat and dedicate the right-of-way for the road that goes through the Sportsplex complex. He showed an overview of the site location. He showed where the Brigman property connected to the Sportsplex. He discussed the Brigman Road entrance will be used during construction of phase two of the Sportsplex.

Mr. Markiewitz asked how they know where to place the location of the road. Mr. King said the master plan for the Sportsplex dictates where the road would be located. He briefly explained how the connection to existing roads was looked at and the design criteria for the roads. Mr. Markiewitz asked if a bike lane and sidewalks were planned along the proposed road. Mr. King stated that there will be two travel lanes and they will have to obtain a variance for multi use path and possibly eliminate the sidewalk on one side. This would match the cross section further down and the path currently on the Sportsplex property.

MONROE ROAD CORRIDOR SMALL AREA PLAN

Mr. King informed the Board there is no new information for staff to present at this time. The Board received their copies of the draft plan last month and staff welcomes any comments, concerns or clarifications this evening.

Brian Lee suggested a recommendation about the water tower to restore it, possibly with the town logo on it, to become an official entrance to Matthews on Monroe Road. Neighboring communities have water towers with their name on them. He said that he would support having the center lane removed from the plan. He did note that people will be completing more u-turns that could possibly cause more accidents along the road. He did like the idea of burying utilities. Carrying the uniform look from downtown would be nice.

Mr. Ham said that there are some vacant single family homes in this area. At what point does the Town have the authority to take action on abandoned properties. Mr. King said that abandoned properties may not fall under Minimum Housing Code. He continued explaining the regulations for demolition and when action can be taken. Discussion continued on development that will take place along Monroe Road.

Ms. Ingrish informed the Board that the May meeting will need to be moved to another day because of the Memorial Day Holiday. The Board was asked to review their personal schedule in order to make a decision at the April meeting.

ADJOURNMENT

Mr. Markiewitz made a motion to adjourn. David Pratt seconded and the motion passed unanimously. The meeting adjourned at 8:50 pm.

Respectfully submitted,

Mary Jo Gollnitz
Zoning Technician/ Deputy Town Clerk



April 2, 2014

Planning Department, Director
Town of Matthews
232 Matthews Station Street
Matthews, NC 28105

To Whom It May Concern:

Petitioner: Habitat for Humanity of Matthews

Request: **Subdivision Variance** to the minimum standards for a local street as depicted in the *Mecklenburg County Land Development Standards Manual*

Explanation: HFHM requests an exception to the aforementioned, regarding the standard width of the Planting Strip for the development: *Sunrise Crossing 2 (SC-2)*¹. The standard width set forth is 8'. *SC-2* is an extension of the former development *Sunrise Crossing (SC)*, which was developed over several years prior. It is important for visual consistency and pedestrian continuity that the *SC-2* development possesses a sidewalk placement and planting strip width, which replicates that of the adjacent development, *SC*. In addition, the new sidewalk and planting strip in *SC-2* will directly connect to the existing ones in *SC*. Furthermore, the conservative dimensions of the lots in *SC-2* inhibit the ability to place a Planting Strip of the standard 8' W.

- *Sunrise Crossing* – Sidewalk Width = 5' and Planting Strip Width = 4'
- *Sunrise Crossing 2 – (Proposed)* – Sidewalk Width = 5' and Planting Strip Width = 4'

Respectfully,

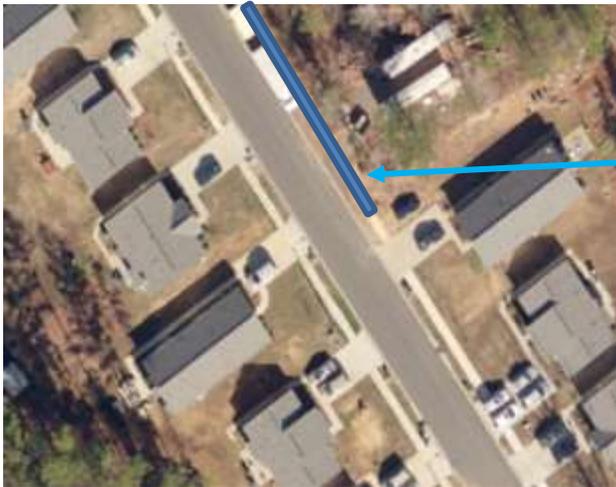
Brian Beavers
Director of Operations

Reference:

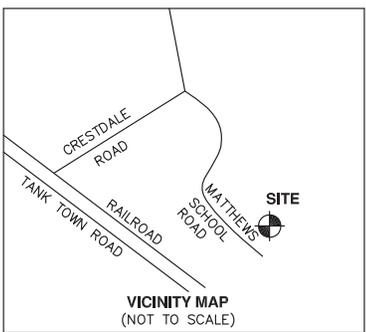
¹Change in Conditions Request 2014-611 and associated Site Plan



Sunrise Crossing - Existing Sidewalks



Sunrise Crossing 2 - New Sidewalk



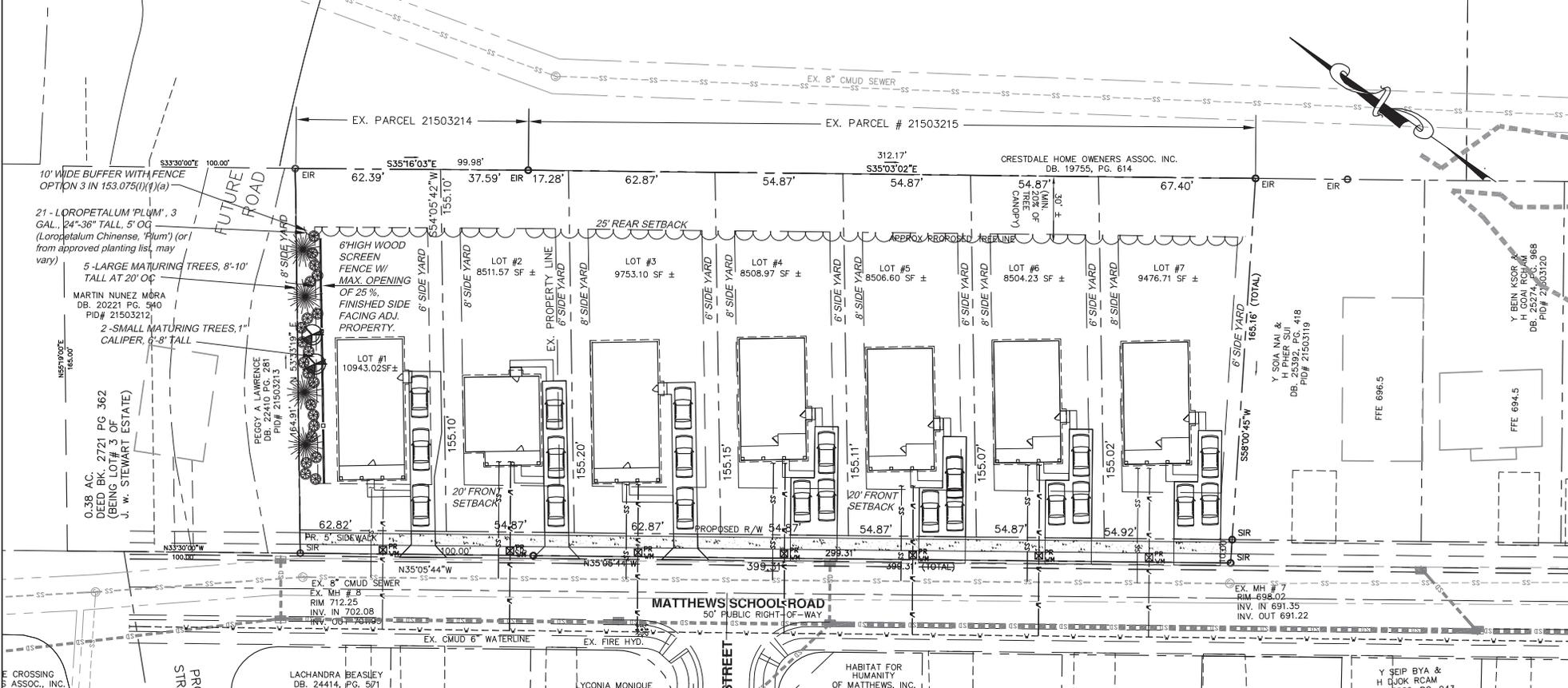
BOUNDARY SURVEY OF
HABITAT FOR HUMANITY OF MATTHEWS
136E CHARLES STREET, MATTHEWS, N. C.

TAX ID# 215-032-14 & 15
 TOWN OF MATTHEWS, MECKLENBURG COUNTY, N. C.
 DEED BOOK 1414, PAGE 83 & DB. 8321, PG. 955

S. M. SANDY SURVEYING
 SINCE 1972
 1833 WESLEY CHAPEL ROAD
 INDIAN TRAIL, NC 28079
 PHONE. (704) 289 - 8040

DATE: 06-06-12
 SCALE: N/A
 ACAD FILE: MSR-HFHM,INC

- DEVELOPMENT NOTES:**
- ALL LOTS EXHIBIT FAVORABLE TOPOGRAPHY FOR RAINWATER MITIGATION.
 - R-VS STANDARDS ARE FOLLOWED:
 - TYPICAL LOT SIZE - 8,500 SQ. FT.
 - TYPICAL LOT WIDTH - 54.86'
 - TYPICAL SIDE YARD - 6' AND 8'
 - TYPICAL LOT SETBACK - 20'
 - TYPICAL REAR YARD - 25'
 - MAXIMUM HEIGHT OF STRUCTURE - 35'
 - ALL LOTS WILL HAVE, AT LEAST 10' WIDE DRIVEWAY.
 - ALL LOTS WILL HAVE SIDEWALK CONNECTIVITY FROM DRIVEWAY TO FRONT ENTRANCE TO HOME.
 - EACH DRIVEWAY WILL BE ABLE TO PARK TWO (2) CARS BEHIND SIDEWALK.
 - A NEW PUBLIC SIDEWALK WILL BE CONSTRUCTED.
 - EXISTING CURB, ALONG MATTHEWS SCHOOL ROAD TO REMAIN.
 - EXISTING STORM DRAINAGE STRUCTURES TO REMAIN.
 - EXISTING TREE CANOPY/GREEN SPACE WILL BE PRESERVED WITH AT LEAST 20% OF THE TREE CANOPY RETAINED. A TREE EASEMENT WILL BE ESTABLISHED, PER MATTHEWS ZONING ORDINANCE.
 - RAINWATER BARRELS WILL BE INCORPORATED FOR EACH HOUSE.
 - STREET TREES WILL BE INCLUDED, PER MATTHEWS ZONING ORDINANCE, ADJACENT, TO THE NEW SIDEWALK.
 - AN ADDITIONAL 10' WILL BE DEDICATED TO THE EXISTING RIGHT-OF-WAY FOR A PLANTING STRIP AND SIDEWALK.
 - NORTHEASTERN PORTION OF LOT #1 WILL BE A DEDICATED TREE PRESERVATION EASEMENT. SUPPLEMENTAL TREES WILL BE ADDED AS NEEDED.
 - DISCREPANCY WITH LOT # 7 WILL BE ADDRESSED BY HFHM PRIOR TO CONSTRUCTION OF A HOME ON LOT # 7.
 - PER SECTION 154.053 (B)
 - TOTAL SQ. FT. OF BOTH PARCELS 63,949.19 SQ. FT.
 - MAXIMUM SQ. FT. OF ALL DRIVEWAYS TO BE 6400 ± SQ.FT.
 - MAXIMUM SQ. FT. OF ALL HOUSES TO BE 12,906 ± SQ. FT.
 - NO ACCESSORY STRUCTURES ALLOWED IN TREE PRESERVATION EASEMENT.
 - UNDISTURBED TREE CANOPY AREA > 12,329.47 ± SQ. FT.
 - ALL ACCESSORY STRUCTURES SHALL BE LOCATED IN THE REAR YARD, AT LEAST THREE (3) FEET FROM SIDE YARD PROPERTY LINE.
 - ADJACENT HOMES, AS WELL AS THE ENTIRE DEVELOPMENT, WILL ENSURE DIVERSITY OF DESIGN. HFHM HAS ACCESS TO MULTIPLE HOUSE PLANS. DESIGN WILL SUPPORT THE CRESTDALE PLAN.
 - CAN NOT BUILD OR LOCATE ANY STRUCTURE IN THE TREE PRESERVATION EASEMENT.
 - THE TREE PRESERVATION EASEMENT SHALL NOT BE DISTURBED.
 - SUNRISE CROSSING 2 - ELEVATIONS APPROVED BY TOWN COUNCIL ON 3/25/13, WILL BE CONSTRUCTED.
 - IMPERVIOUS SURFACE THRESHOLD (24%): 15,110.87 SQ.FT. APPROVED. PERMEABLE MATERIALS WILL BE USED TO ENSURE THAT PROJECT 'S' IMPERVIOUS SURFACE TOTAL REMAINS BELOW SAID THRESHOLD.
 - LOT(S) W/3BR HOME WILL ENSURE PARKING FOR, AT LEAST, TWO TYPICAL VEHICLES, BEHIND PUBLIC SIDEWALK.
 - LOT(S) W/4BR HOME WILL ENSURE PARKING FOR, AT LEAST, THREE TYPICAL VEHICLES, BEHIND PUBLIC SIDEWALK.



REV. 1L - 04/01/14 - ACTUAL HOUSES
 Project No. _____
 Drawn By: WGF
 Engineer: WGF
 Issue Date: 04/01/14
 Sheet 1 of 1

SUNRISE CROSSING 2
MATTHEWS SCHOOL RD.
MATTHEWS, NC
AMENDED REZONING PLAN



OWNER: HABITAT FOR HUMANITY OF MATTHEWS, INC.
 P. O. BOX 2008
 MATTHEWS, NC 28106
 (704) 847-4266

Notes:

- Topography from Mecklenburg Co. GIS.
- Water is available at the front of the site via an ex. CMUD 6" waterline.
- Sanitary sewer is available at the front via ex. CMUD 8" San. Swr.

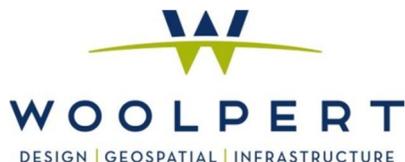
GRAPHIC SCALE
 30 0 15 30 60 120
 (IN FEET)
 1 inch = 30 ft.

FULLER CONSULTING SERVICES

Civil Engineering
 Site Design
 Stormwater
 Inspections
 Coordination
 Permitting
 Contract Work

3055 Winding Tr.
 Matthews, NC 28105
 (704) 845-2860
 cell (704) 622-6520
 Firm License # J-1196
 wanda.fuller@carolina.rr.com

Wanda G. Fuller, PE



April 02, 2014

Ms. Kathi Ingrish
Director of Planning
Department of Planning and Development
Town of Matthews
232 Matthews Station Street
Matthews, NC 28105

**Re: Mecklenburg County Regional Sports Complex at Matthews (Sportsplex)
Phase II - Subdivision Variance Request**

Dear Ms. Ingrish:

We are writing to request the Planning Department of the Town of Matthews consider our request for a Subdivision Variance for our proposed roadway cross section to be included in Phase II of the Mecklenburg County Regional Sports Complex (Sportsplex) .

This request is a matching Subdivision Variance request to the one that was requested and approved for Phase I of the Sportsplex. We are including with this letter the Subdivision Variance review fee of \$300, a matrix showing the deviations from the most appropriate roadway cross section for this use (cross section 11.55 - Residential Collector Street) and a graphic copy of cross section 11.55 and our proposed cross section.

The Phase I cross section which was approved for a subdivision variance includes:
50' Right-of-way (We will increase to 61' at time of Final Plat and no longer need to record an 11' CMU easement)
24' width of pavement
10' multi-modal pathway on one side
8' planting strip on one side - same side as the multi-modal pathway
Future greenway to be provided on the other side in place of sidewalk.
Ditch type drainage

Our Proposed Phase II cross section shall include:
61' Right-of-way
24' width of pavement

Ms. Kathi Ingrish
April 02, 2014

Received
4-17-2014

Page 2

10' multi-modal pathway on one side

8' planting strip on one side - same side as the multi-modal pathway

Greenway to be provided along 4 Mile Creek as part of Phase II construction.

Ditch type drainage

We anticipate this request can be placed on the April 22, 2014 Planning Board Meeting for review and approval. If this date does change please let us know at your earliest convenience.

Should you have any questions or require additional information please feel free to contact me or Stephen Lord at this office.

Sincerely,

Woolpert, Inc.

Wayne E. Robinson Jr., ASLA/RLA

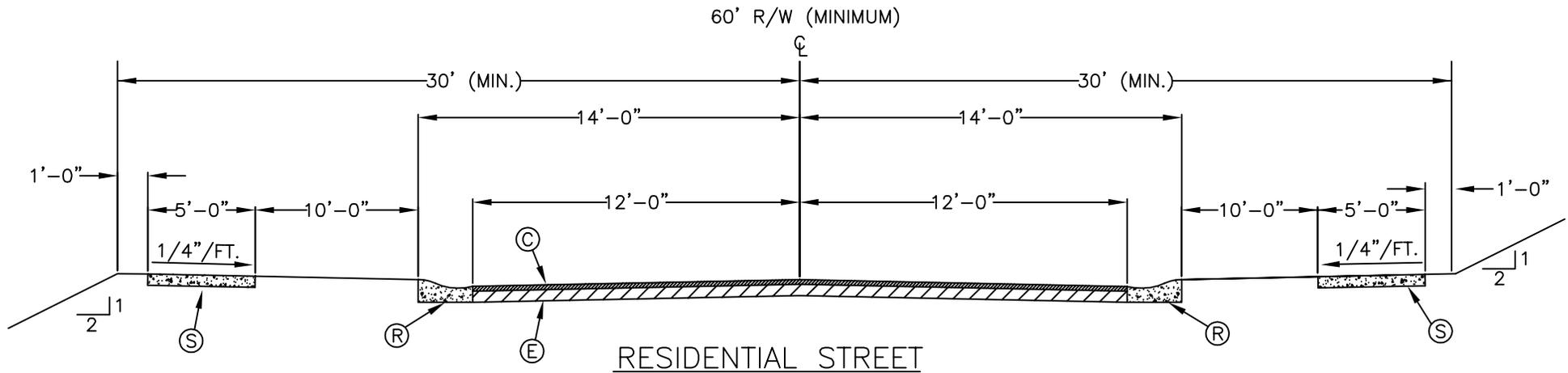


Mecklenburg County Sportsplex at Matthews

Phase Two - Subdivision Variance Requests

3/27/2014

Standard Criteria	Adopted Cross Section 11.55	Subdivision Variance Request
Right-of-way Width	60'	61'
Pavement Width	24'	24'
Curb and Gutter	2'-0" Valley Gutter	None
Storm Drainage Conveyance	Curb & Gutter	Ditch Section
Shoulder Width	16' Both Sides	(Side 1) 6' Min & (Side 2) 19' Min
Planting Strip Width	10' Both Sides	8' Min One Side
Sidewalk Relationship to R.O.W.	Within	Within
Sidewalk Location	Both Sides	Single Side Adjacent to Road; Future Greenway Trail Second Side
Sidewalk Material	4' Wide Concrete Walk	10' Wide Asphalt Multi-Purpose Trail
Surface Course and Aggregate Base	2-1/2" & 8"	3-1/2" & 10"
Elevation of Sidewalk	8" > X > 6" Above Crown	6" Below Crown



RESIDENTIAL STREET

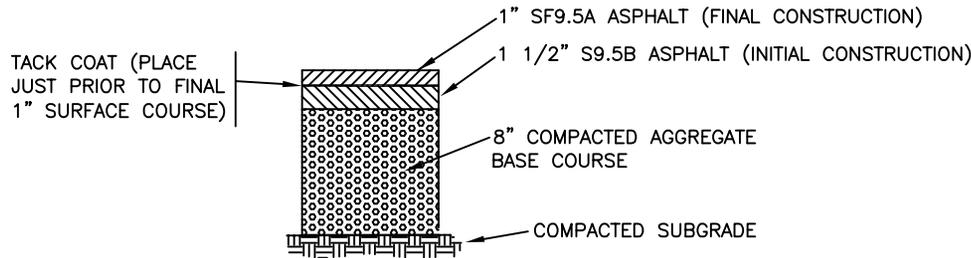
PAVEMENT SCHEDULE

- Ⓒ 2.5" BITUMINOUS CONCRETE SURFACE COURSE, TYPE 1.5" S9.5B AND 1" SF9.5A (SEE LEFT)
- Ⓔ 8" COMPACTED AGGREGATE BASE COURSE
- Ⓓ 2'-0" VALLEY GUTTER
- Ⓔ 4" CONCRETE SIDEWALK

PAVEMENT NOTES:

1. SUBGRADE MUST BE TESTED BY AN INDEPENDENT TESTING LAB, AND HAVE A DENSITY OF 100% IN ACCORDANCE WITH AASHTO-T99; BASE COURSE MUST HAVE A DENSITY OF 90% FOR B.C.B.C. AND 100% FOR A.B.C. IN ACCORDANCE WITH AASHTO-T180 SURFACE COURSE SHALL BE COMPACTED TO A DENSITY OF 95%. ALL TESTS TO BE CONDUCTED BY AN INDEPENDENT TESTING FIRM AT THE DEVELOPERS EXPENSE, AND THE RESULTS SENT TO MECKLENBURG COUNTY ENGINEERING DEPARTMENT AND TO THE STREET MAINTENANCE DEPARTMENT FOR THE TOWN.
2. FINAL ONE (1) INCH OF ASPHALT TO BE APPLIED WHEN DEVELOPMENT HAS 80% OCCUPANCY.

APPROVED DATE: 02/2007



TYPICAL PAVEMENT SECTION

NOTES:

1. THE CROWN (TRANSVERSE SLOPE) FOR TYPICAL SECTION ON THIS SHEET IS 3/8" PER FOOT.
2. THE ELEVATION OF THE SIDEWALK SHALL BE NO LESS THAN 6" OR MORE THAN 8" ABOVE THE ROADWAY CROWN.
3. SIDEWALK EASEMENT MAY BE REQUIRED.

REVISIONS

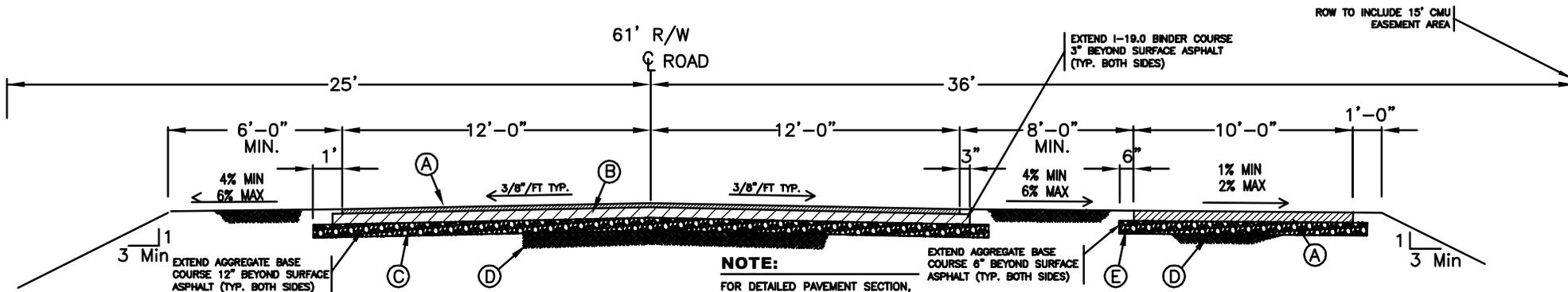
NO.	DATE	DESCRIPTION
1	6-00	ADDED NOTE 2
2	5/09	REVISED STD. NO.

**MECKLENBURG COUNTY
LAND DEVELOPMENT
STANDARDS**



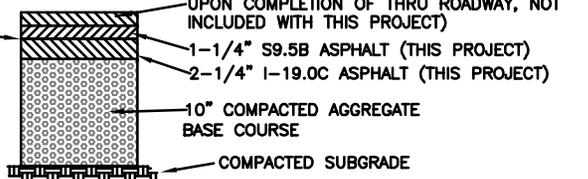
**MATTHEWS TYPICAL SECTION
RESIDENTIAL COLLECTOR STREET
COMPREHENSIVE STREET CLASSIFICATION SYSTEM (CLASS V)**

STD. NO.	REV.
11.55	



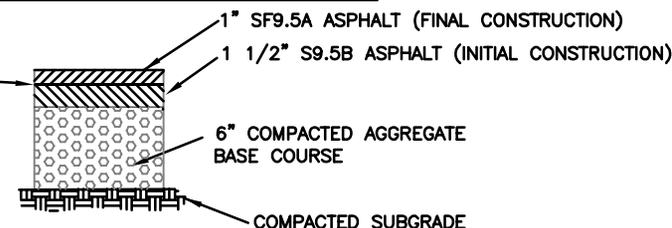
NOTE:
FOR DETAILED PAVEMENT SECTION,
PAVEMENT SCHEDULE & PAVEMENT
NOTES SEE DETAIL 4/PP.03

TACK COAT (PLACE JUST PRIOR TO ASPHALT LAYER)



TYPICAL PAVEMENT SECTION

TACK COAT (PLACE JUST PRIOR TO FINAL 1" SURFACE COURSE)



TYPICAL TRAIL SECTION

PAVEMENT SCHEDULE

- (A) 1-1/4" S9.5B BITUMINOUS CONCRETE SURFACE COURSE
- (B) 2-1/4" I-19.0C BITUMINOUS CONCRETE SURFACE COURSE
- (C) 10" COMPACTED AGGREGATE BASE COURSE SET IN TWO LIFTS
- (D) COMPACTED SUBGRADE
- (E) 6" COMPACTED AGGREGATE BASE COURSE

PAVEMENT NOTE:

1. SUBGRADE MUST BE TESTED BY AN INDEPENDENT TESTING LAB, AND HAVE A DENSITY OF 100% IN ACCORDANCE WITH AASHTO-T99; BASE COURSE MUST HAVE A DENSITY OF 90% FOR B.C.B.C. AND 100% FOR A.B.C. IN ACCORDANCE WITH AASHTO-T180 SURFACE COURSE SHALL BE COMPACTED TO A DENSITY OF 95%.

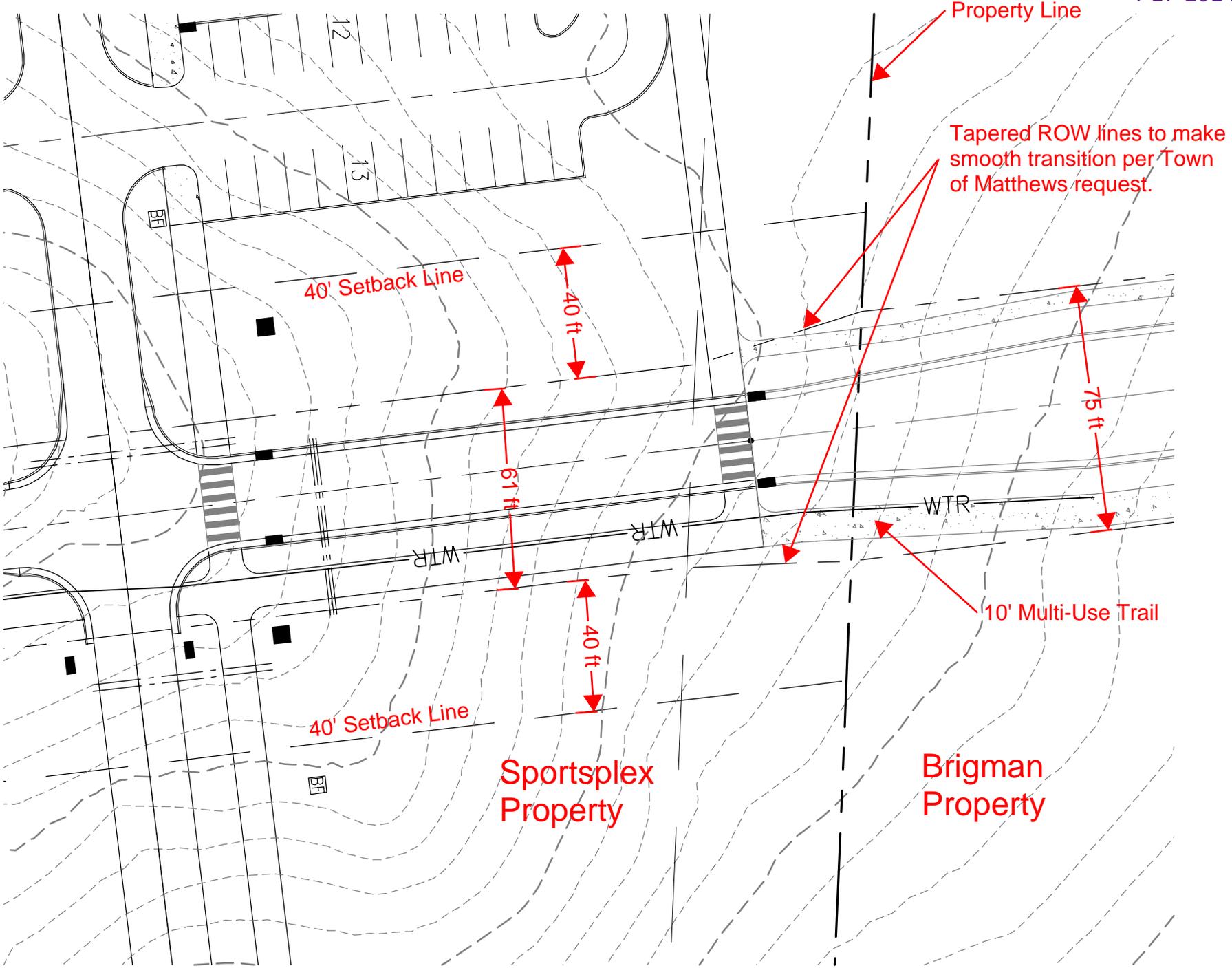
NOTE:

1. THE CROWN (TRANSVERSE SLOPE) FOR TYPICAL SECTION ON THIS SHEET IS 3/8" PER FOOT.

1 PROPOSED PHASE II - PARK ROADWAY - TYPICAL SECTION

NTS

TOWN OF MATTHEWS





April 02, 2014

Ms. Kathi Ingrish
Director of Planning
Department of Planning and Development
Town of Matthews
232 Matthews Station Street
Matthews, NC 28105

**Re: Mecklenburg County Regional Sports Complex at Matthews (Sportsplex)
Sportsplex Road Extension - *Subdivision Variance Request***

Dear Ms. Ingrish:

We are writing to request the Planning Department of the Town of Matthews consider our request for a Subdivision Variance for our proposed roadway cross section to be included in the Sportsplex Road Extension connecting the Mecklenburg County Regional Sports Complex (Sportsplex) to Brigman Road.

This Subdivision Variance request is a match to the most appropriate cross section to situation (cross section 11.11 Commercial Street), but is not officially adopted by the Town to the location and use.

We are including with this letter the Subdivision Variance review fee of \$300, a matrix showing the deviations from the most appropriate roadway cross section for this use (cross section 11.11 - Commercial Street) and a graphic copy of cross section 11.11 and our proposed cross section.

We ask you allow for our proposed cross section which includes:

75' Right-of-way

36' width of pavement

2.5' Curb and gutter on both sides

10' concrete multi-modal pathway on one side

5' concrete sidewalk on one side

8' planting strip on both sides - between back of curb and sidewalks

Street trees planted on both sides at 40' centers

Ms. Kathi Ingrish
April 02, 2014

Page 2

We anticipate this request can be placed on the April 22, 2014 Planning Board Meeting for review and approval. If this date does change please let us know at your earliest convenience.

Should you have any questions or require additional information please feel free to contact me or Stephen Lord at this office.

Sincerely,

Woolpert, Inc.

Wayne E. Robinson Jr., ASLA/RLA

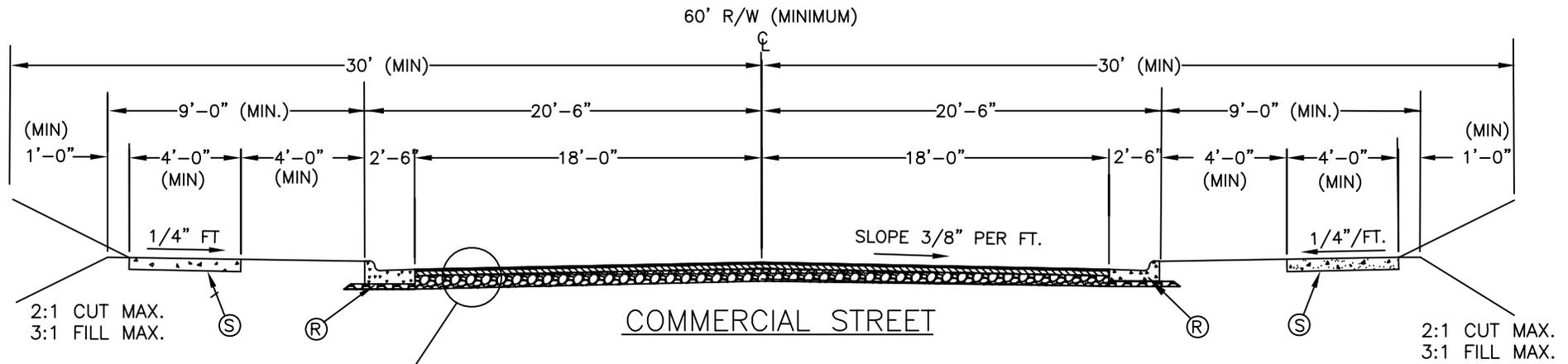


Mecklenburg County Sportsplex at Matthews

Sportsplex Road Extension - Subdivision Variance Requests

3/27/2014

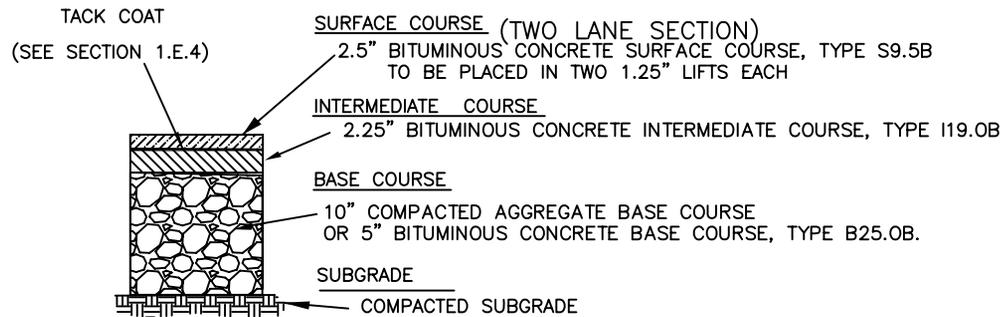
Standard Criteria	Adopted Cross Section 11.11	Subdivision Variance Request
Right-of-way Width	60' min.	75'
Pavement Width	36'	36'
Curb and Gutter	2'-6"	2'-6"
Storm Drainage Conveyance	Curb & Gutter	Curb & Gutter
Shoulder Width	10' min.	(Side 1) 6' Min & (Side 2) 19' Min
Planting Strip Width	4' min.	8'
Sidewalk Relationship to R.O.W.	Within R.O.W.	Within R.O.W.
Sidewalk Location	Both Sides	Both Sides
Sidewalk Material	5' wide concrete min.	5' west 10' east
Surface Course	3"	3"
Intermediate Course	2.-1/2"	2.-1/2"
Aggregate Base	10"	10"
Elevation of Sidewalk	8" > X > 6" Above Crown	8" > X > 6" Above Crown



COMMERCIAL STREET

NOTES:

1. DEVELOPER MAY SUBMIT AN ALTERNATIVE PAVEMENT DESIGN TO CITY ENGINEER.
2. SEE CLDS SPECIFICATIONS AND SPECIAL PROVISIONS SECTION 1. F. "SIDEWALKS AND DRIVEWAYS."
3. AN ALTERNATIVE PAVEMENT DESIGN MAY BE REQUIRED BY CDOT/NCDOT BASED ON SPECIFIC TRAFFIC PARAMETERS.



TYPICAL MINIMUM PAVEMENT SECTION
(SEE NOTE 3)

KEY

- (R) 2'-6" CURB AND GUTTER
- (S) 4" CONCRETE SIDEWALK

	ELEVATION CHANGE AT CENTER LINE REFERENCED FROM TOP OF CURB	
	FOR STONEBASE	FOR ASPHALT
SUBGRADE	-13"	-8"
BASE COURSE	-3"	
INTERMEDIATE COURSE		-3/4"

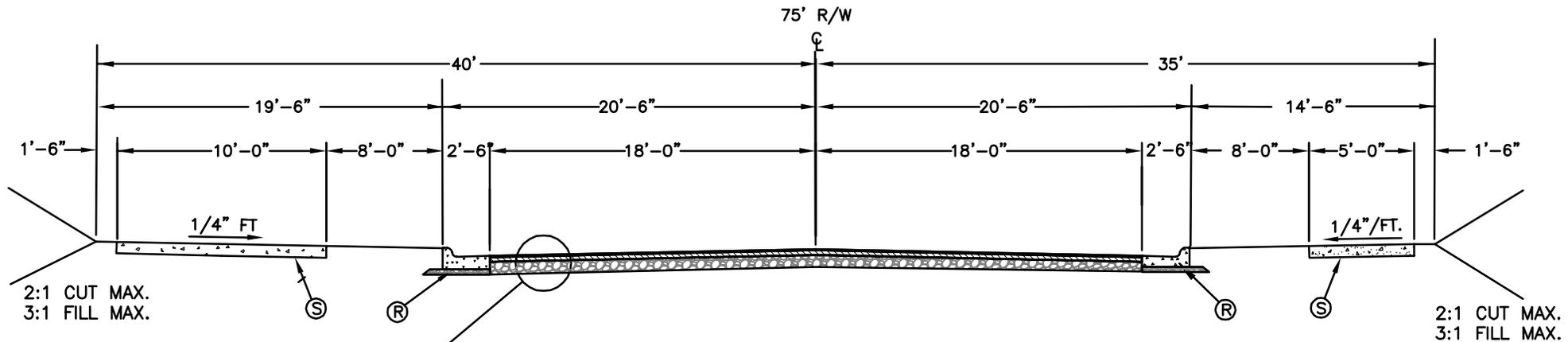


CITY OF CHARLOTTE
LAND DEVELOPMENT STANDARDS
INCLUDES CHARLOTTE ETJ

COMMERCIAL STREET TYPICAL SECTION
COMPREHENSIVE STREET CLASSIFICATION SYSTEM (CLASS V-C)

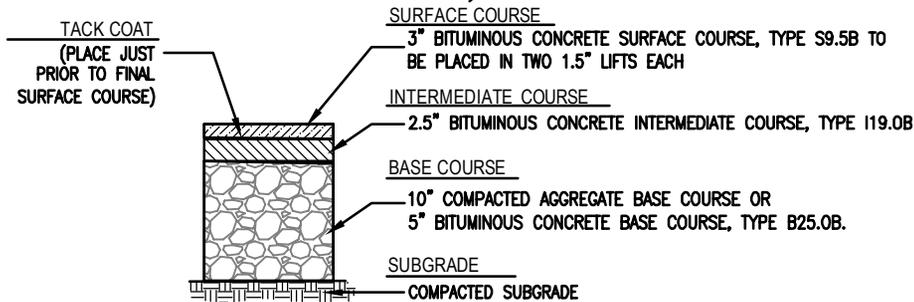
NOT TO SCALE

STD. NO.	REV.
11.11	1



2:1 CUT MAX.
3:1 FILL MAX.

2:1 CUT MAX.
3:1 FILL MAX.



TYPICAL MINIMUM PAVEMENT SECTION

(SEE NOTE 3.)

KEY

- (R) 2'-6" CURB AND GUTTER
- (S) 4" CONCRETE SIDEWALK

PAVEMENT NOTE:

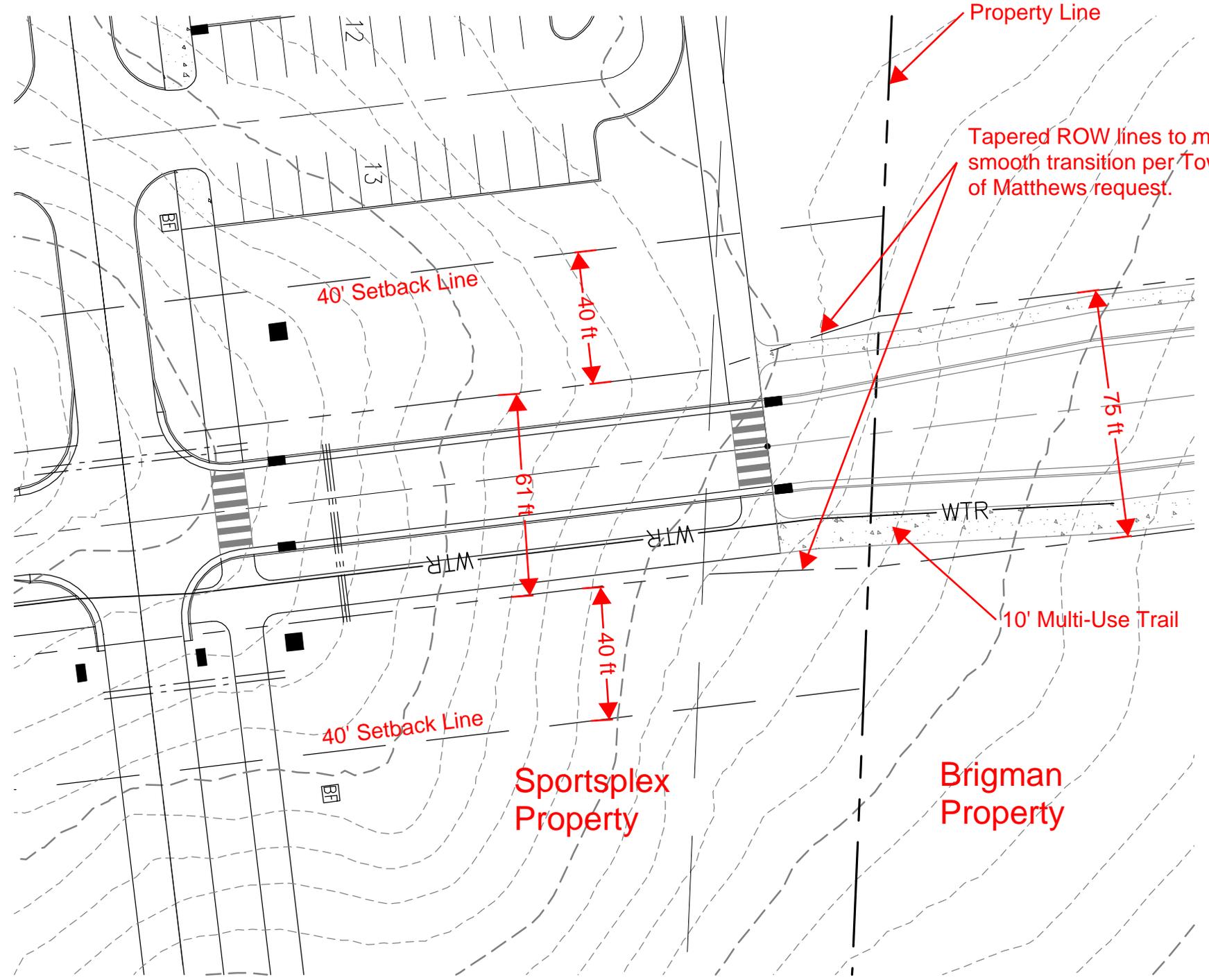
1. SUBGRADE MUST BE TESTED BY AN INDEPENDENT TESTING LAB, AND HAVE A DENSITY OF 100% IN ACCORDANCE WITH AASHTO-T99; BASE COURSE MUST HAVE A DENSITY OF 90% FOR B.C.B.C. AND 100% FOR A.B.C. IN ACCORDANCE WITH AASHTO-T180 SURFACE COURSE SHALL BE COMPACTED TO A DENSITY OF 95%.

NOTES:

1. DEVELOPER MAY SUBMIT AN ALTERNATIVE PAVEMENT DESIGN TO COUNTY ENGINEER.
2. SEE SECTION 1.F. SIDEWALKS AND DRIVEWAYS.
3. AN ALTERNATIVE PAVEMENT DESIGN MAY BE REQUIRED BY NCDOT BASED ON SPECIFIC TRAFFIC PARAMETERS.
4. SIDEWALK EASEMENT MAY BE REQUIRED.
5. THE CROWN (TRANSVERSE SLOPE) FOR TYPICAL SECTION ON THIS SHEET IS 3/8" PER FOOT.

1 PROPOSED PARK ROAD EXTENSION TYPICAL SECTION

NTS



Property Line

Tapered ROW lines to make smooth transition per Town of Matthews request.

40' Setback Line

40 ft

61 ft

40 ft

40' Setback Line

Sportsplex Property

Brigman Property

WTR

WTR

WTR

10' Multi-Use Trail

75 ft