THE VILLAGE AT PLANTATION ESTATES R/I CD REZONING 589

Matthews Town Council Meeting

ACTS Retirement-Life Community Council Meeting – September 10, 2012

Single Source Design-Build
Landworks Design Group, PA
FreemanWhite, Inc. Architects
The “Village At Plantation Estates” Development Standards are to be amended due to the Public Hearing.

- The setback behind the healthcare building will be widened to 75’-0”.
- The 10’-0” wide multi-use path will be extended along Fullwood Lane on our site with pedestrian lighting.
- The service drive will be eliminated.
Village @ Plantation Estates Notes
Development Standards Comments

- The primary construction entrance for the site will be on Fullwood Lane.
- The duplex buildings will have three different façade designs for variety.
- The entire community will consist of at least 50% brick material buildings.
- A new entry/exit for Hampton Green will be provided from Fullwood Lane.
The Site Plan Alternate building unit options on South Trade Street will be either 1) all Duplex Home units; 2) all Maison Court Apartments; or 3) Duplex Homes anchored by one Maison Court Building on each end.

ACTS will provide Hampton Green Neighborhood Monument Signage.
Street
Exist. 60' r/w

PROPOSED ALLEY

DUPLEX BLDG (TYPL)

PROPOSED TREES AND SHRUBS

PROPOSED GREENWAY TRAIL
Village @ Plantation Estates Greenway

SECTION A - A' AT S. TRADE STREET
SCALE: 1/8" = 1'-0"
Village @ Plantation Estates Alternates
Hampton Green Demaree Lane Entry
Talbot Court Extension Option

- 500 feet in length
- Does not meet NCDOT spacing criteria for a traffic signal
- Traffic signal not likely warranted
- Left-turns in and out not possible during the peaks hours due to peak hour congestion can cause accidents
- Safety Concerns at intersection
800 feet in length; wastes parcel
Additional impacts behind homes
Does not meet NCDOT spacing criteria for a traffic signal warrant
Safety concerns at intersection
Geometry & Environment concerns
Demaree Lane Connection Option

- 250 feet in length
- Does meet NCDOT spacing criteria for a traffic signal and although this traffic signal is not likely warranted, the Town could approve it for safety
- Reduced Emergency response times
- Reduces congestion and accidents
- Not impacted by S. Trade queuing
1. Talbot Court Extension Option

Inbound Right Turn Okay

Outbound Right Turn Okay
2. Outbound Left Turn NOT Okay

Inbound Left Turn NOT Okay

Insufficient room for left turn lane into Talbot Court

Cars stack from S. Trade Intersection

Cars back up to S. Trade
3.

Demaree Lane Extension Option

- Outbound Left Turn Okay
- Inbound Left Turn Okay
- Outbound Right Turn Okay
- Inbound Right Turn Okay

Sufficient room for left turn lane into Talbot Court

Cars stack from S. Trade Intersection

9/12/2012
4. Intersection Distance

Demaree Lane Extension 1080’ from S. Trade intersection

Light at Talbot Court Unlikely

Talbot Extension 550’ from S. Trade intersection

Cars back up to S. Trade when red
Minimal cut-through anticipated under any scenario – only residents will use it.

Street network will minimize cut through

Design and Configuration

Travel Time – 63.7 seconds vs 29.7 seconds

Consideration for multi-way stop

Demaree Lane is the best practical connection with all factors considered

Intersection Spacing and Community Safety