EDEN HALL
REZONING PETITION

FULLWOOD LANE AND MARION DRIVE
MATTHEWS, NC 28105

DEVELOPER
LandTec Development, Inc.
2701 Cotswold Road
Suite 300
Charlotte, NC 28211
Contact: Mel Graham
704.552.5338
me@grahamenterprises.org

LANDSCE ARCHITECT
LandDesign, Inc.
223 North Graham St.
Charlotte, NC 28202
Contact: Mark Kime, RLA
704.333.0325
mkime@landdesign.com

SURVEY
Carolina Surveyors, Inc.
307 Dover St.
Pineville, NC 28134
Contact: Thomas White
704.889.7601
tew@carolinasi.com

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VIGNETE MAP
NOT TO SCALE
Design Guidelines:

Development Standards

Tax Parcel #s:

-- Proposed Zoning:
-- Existing Uses:

b. General Design Guidelines:

iv. Specialty pavers, stained and patterned concrete/paving or other similar means will be used to call attention to amenity areas, gathering spaces, plazas and as method of way finding.

v. Circulation paths will be provided along the Site's Public Streets from building entries to areas of interest.

a. Site Location: These Development Standards, the Technical Data Sheet, Schematic Site Plan and other graphics set forth on attached Sheets RZ-3.0, RZ-4.0, Inc. (“Petitioner”) to accommodate development of a residential community on an approximately 16.41 acre site located at the southwest corner of the intersection of Marion Drive and Fullwood Lane.

iv. No permanent site features shall be placed within the over steer path of emergency vehicles such as light poles, trees, etc.

b. Access:

ii. The two public streets indicated within the Development Area will be designed as public streets with parallel parking in some locations.

vii. Each unit is a master-down style plan.

b. Access:

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vii. Each unit is a master-down style plan.
TYPICAL CROSS-SECTION: MARION DRIVE 60' RIGHT-OF-WAY

NEW ROADWAY
11'-0" CL TO EOP

EXISTING ROADWAY
VARIABLE WIDTH
(NOT TO BE IMPROVED)

BUILDING ELEVATION
ILLUSTRATIVE ONLY

SECTION

PROP. HOUSE
3'-0" MAX.

ON-STREET
PARKING
30"
C&G
5'-0" SIDEWALK

12' SETBACK
FROM R/W

BUILDING ELEVATION
ILLUSTRATIVE ONLY
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VOCINITY MAP
NOT TO SCALE
The Petitioner plans to provide or cause to be provided on its own or in cooperation with other parties who may implement portions of the improvements, the improvements set forth below to benefit the community on an approximately 16.41 acre site located at the southwest corner of the intersection of Fullwood Lane and Marion Drive (the “Site”).

I. Purpose:

The Petitioner proposes the development of approximately 23 single-family townhome residences on a 16.41 acre parcel of land located at the intersection of Fullwood Lane and Marion Drive. The pubic access streets and sidewalks leading to the site will be provided as applicable within the Town of Matthews Development Standards and NCDOT Standards. The project will provide for storm water best management practices (BMPs) designed to meet regulatory requirements for storm water capture, treatment, volume attenuation and detention as required by the Town of Matthews.

2. Shall be applied by the Town as a condition of any development within the Town of Matthews as applicable in the site plan submission.

3. Shall be submitted as part of the preliminary plat to the Town of Matthews.

4. Shall be consistent with the site plan submission and design requirements of the Town of Matthews.

5. Shall be approved by the Planning Commission prior to any construction on site.

6. Shall be applied by the Town as a condition of any development within the Town of Matthews as applicable in the plat submission.

7. Shall be consistent with the plat submission and design requirements of the Town of Matthews.

8. Shall be approved by the Planning Commission prior to any construction on site.

9. Shalt be submitted as part of the preliminary plat to the Town of Matthews.

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REZONING PETITION

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REVISIONS:

DATE:
DESIGNED BY:
DRAWN BY:
CHECKED BY:
Q.C. BY:
SHEET #:
SCALE:
PROJECT #:
V. Sidewalks along the abutting public streets and/or other pedestrian features. The minimum width for these internal sidewalks will be five (5) feet.

--Acreage: Practical means of connectivity.

---

1. Site Location

2. Accessibility: The site will be designed to encourage pedestrian use and to provide a continuous pedestrian network throughout the site.

3. Street Design: Streetscape treatment will be a unifying element through the use of consistent paving, lighting, landscaping, and when provided, site furnishings throughout the site.

4. Transportation Improvements

a. Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners of the applicable Development Area portion of the Site affected by such amendment in accordance with the provisions herein and of the Ordinance.

9. The following Transportation Improvements are also illustrated on Sheet RZ-4.0 of the Rezoning Plan.

a. Mill and repave Marion Drive to meet with Town of Matthews Development Standards as well as North Carolina Department of Transportation (NCDOT) Standards.

b. In addition, the Petitioner reserves the right to modify the innovative provisions described above or seek other innovative development standards in the future pursuant to the applicable process set forth in the Ordinance.

3. The plan for the Site provides for a mix of three, four, and five unit townhomes with coordinated streetscape elements, landscaping, open spaces and quality building materials. The site plan for the Site will seek to emphasize pedestrian connections through the implementation of a well-connected sidewalk and trail system in and around the Site. A focal point will be developed at the entrance to the Site.

II. General Design Guidelines.

1. General Provisions:

a. Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners of the applicable Development Area portion of the Site affected by such amendment in accordance with the provisions herein and of the Ordinance.

b. Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners of the applicable Development Area portion of the Site affected by such amendment in accordance with the provisions herein and of the Ordinance.

2. Design Guidelines:

a. If this Rezoning Petition is approved, all conditions applicable to the development of the Site imposed under the Rezoning Plan will, unless amended in the manner provided herein and under the authority of the Town Council, be binding on the then Owner or Owners of the applicable Development Area portion of the Site affected by the Rezoning Plan.

b. Access to the Site will be from full access intersections at Fullwood Lane and Marion Drive.

c. The two public streets indicated within the Development Area will be designed as public streets with parallel parking in some locations.

d. All driveways shall have adequate depth to allow a vehicle to be parked without overhanging the sidewalk or obstructing the alleyway.

f. The alignment of the internal public and private streets, vehicular circulation and driveways may be modified by the Petitioner to accommodate changes in traffic patterns, parking layouts and any other reasonable changes in the future.

2. Design Guidelines:

a. The Petitioner reserves the right to modify the innovative provisions described above or seek other innovative development standards in the future pursuant to the applicable process set forth in the Ordinance.

b. The proposed public alley width shall be reduced from 30 feet to 20 feet.

c. The proposed planting strips shall be reduced from 8 feet to 5 feet.

3. Development Standards:

a. Building elevations are graphic representations of the development and site elements proposed, and they may be altered or modified in accordance with the setback, yard and buffer requirements set forth on this Rezoning Plan and the Development Standards, provided, however, any such alterations and modifications shall not materially change the overall design intent depicted on the Rezoning Plan. Changes to the Rezoning Plan not permitted by the Rezoning Plan will be reviewed and approved as allowed by Section 6.207 of the Ordinance.

b. Notwithstanding the number of buildings shown on the Rezoning Plan, the total number of principal buildings to be developed shall not exceed 23

i. Accessory buildings and structures located on the Site shall not be considered in any limitation on the number of buildings on the Site. Accessory buildings and structures will be constructed utilizing similar building materials, colors, architectural elements and designs as the principal building(s) located within the same Development Area as the accessory structure/building.

7. Transportation Improvements:

a. If this Rezoning Petition is approved, all conditions applicable to the development of the Site imposed under the Rezoning Plan will, unless amended in the manner provided herein and under the authority of the Town Council, be binding on the then Owner or Owners of the applicable Development Area portion of the Site affected by the Rezoning Plan.

b. Access to the Site will be from full access intersections at Fullwood Lane and Marion Drive.

c. The two public streets indicated within the Development Area will be designed as public streets with parallel parking in some locations.

d. All driveways shall have adequate depth to allow a vehicle to be parked without overhanging the sidewalk or obstructing the alleyway.

f. The alignment of the internal public and private streets, vehicular circulation and driveways may be modified by the Petitioner to accommodate changes in traffic patterns, parking layouts and any other reasonable changes in the future.

1. Mill and repave Marion Drive to meet with Town of Matthews Development Standards as well as North Carolina Department of Transportation (NCDOT) Standards.

b. In addition, the Petitioner reserves the right to modify the innovative provisions described above or seek other innovative development standards in the future pursuant to the applicable process set forth in the Ordinance.

3. The plan for the Site provides for a mix of three, four, and five unit townhomes with coordinated streetscape elements, landscaping, open spaces and quality building materials. The site plan for the Site will seek to emphasize pedestrian connections through the implementation of a well-connected sidewalk and trail system in and around the Site. A focal point will be developed at the entrance to the Site.

II. General Design Guidelines.

1. General Provisions:

a. Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners of the applicable Development Area portion of the Site affected by such amendment in accordance with the provisions herein and of the Ordinance.

b. Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners of the applicable Development Area portion of the Site affected by such amendment in accordance with the provisions herein and of the Ordinance.

2. Design Guidelines:

a. If this Rezoning Petition is approved, all conditions applicable to the development of the Site imposed under the Rezoning Plan will, unless amended in the manner provided herein and under the authority of the Town Council, be binding on the then Owner or Owners of the applicable Development Area portion of the Site affected by the Rezoning Plan.

b. Access to the Site will be from full access intersections at Fullwood Lane and Marion Drive.

c. The two public streets indicated within the Development Area will be designed as public streets with parallel parking in some locations.

d. All driveways shall have adequate depth to allow a vehicle to be parked without overhanging the sidewalk or obstructing the alleyway.

f. The alignment of the internal public and private streets, vehicular circulation and driveways may be modified by the Petitioner to accommodate changes in traffic patterns, parking layouts and any other reasonable changes in the future.

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TYPICAL STREET CROSS-SECTION: 44' RIGHT OF WAY

12' SETBACK FROM R/W
2.0%

44' RIGHT OF WAY

10'-0" (CL TO EOP)

(TL TO EOP)

5'-0"
PLANT STRIP

VALLEY CURB

TRAFFIC LANE

TRAFFIC LANE

5'-0"
PLANT STRIP

VALLEY CURB

5'-0"
SIDEWALK

10'-0"

10'-0"

20'-0" EOP TO EOP

24'-0" BOC TO BOC

2' VALLEY CURB

PROPRIETARY HOUSE

TYPICAL STREET CROSS-SECTION: 44' RIGHT OF WAY - PARALLEL PARKING ONE SIDE

12' SETBACK FROM R/W
2.0%

44' RIGHT OF WAY

10'-0" (CL TO EOP)

(CL TO SPACE)

5'-0"
PLANT STRIP

VALLEY CURB

TRAFFIC LANE

TRAFFIC LANE

5'-0"
PLANT STRIP

VALLEY CURB

5'-0"
SIDEWALK

3'-0" SIDEWALK

EASEMENT

10'-0"

10'-0"

27'-0" EOP TO EOP

31'-0" BOC TO BOC

7'-0" PARALLEL PARKING SPACE

PROPRIETARY HOUSE

SHEET #:
SCALE:
PROJECT #:
EDEN HALL
SINGLE-FAMILY TOWNHOME DEVELOPMENT
LANDTEC DEVELOPMENT, INC.
PRELIMINARY NOT FOR CONSTRUCTION
NC Eng. Firm License: C-0658
APRIL 16, 2014
4/30/14 - PER STAFF COMMENTS
STREET CROSS-SECTIONS
RZ-5.0
PRELIMINARY
NOT FOR
CONSTRUCTION

SUPERSEDED 2014-612
4-30-2014
TYPICAL ALLEY CROSS-SECTION: 20' RIGHT OF WAY

20' SETBACK FROM R/W

20' RIGHT OF WAY

20' SETBACK FROM R/W

8'-0" (CL TO EOP)

8'-0" (CL TO EOP)

2.0% 2.0%

16'-0" EOP TO EOP

20'-0" BOC TO BOC

6'-0"

6'-0"

TRAFFIC LANE

2'
EDEN HALL
REZONING PETITION

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<tr>
<td>1-65</td>
<td>Survey</td>
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General Provisions:

1. Pedestrian Access and Circulation Design Guidelines:

   a. The project will provide for storm water best management practices (BMPs) designed to meet regulatory requirements for storm water capture, treatment, volume attenuation and detention as articulated on Sheet RZ-4.0 of the Rezoning Plan.
   
   b. The petitioner reserves the right to adjust the natural drainage boundaries of the site as required to meet program requirements of the development while meeting applicable storm water controls.
   
   c. The location, size and type of storm water management systems depicted on the Rezoning Plan is subject to adjustment in order to accommodate actual storm water treatment requirements as project development takes place.
   
   d. The project shall reserve 20 percent tree save in platted tree save areas as depicted on Sheet RZ-4.0. The amount of required tree save shall be calculated as the Total Land Disturbance Area divided by 5.

   e. Circulation paths will be provided along the Site's Public Streets from building entries to areas of interest.

2. Multi-Family Design Guidelines:

   a. The project will provide for a mix of three, four, and five unit multi-family townhomes with coordinated streetscape elements, landscaping, open spaces and quality building materials. The site plan for the Site will seek to emphasize pedestrian connections through the implementation of a well-connected sidewalk and trail system in and around the Site. A focal point will be identified to identify the community and serve as a gateway into it. To the greatest extent possible, vehicular access to units shall be placed at the rear of the unit.

   b. In addition, the Petitioner reserves the right to modify the innovative provisions described above or seek other innovative development standards in the future pursuant to the applicable process set forth in the Ordinance.

   c. The project will provide for a mix of three, four, and five unit multi-family townhomes with coordinated streetscape elements, landscaping, open spaces and quality building materials. The site plan for the Site will seek to emphasize pedestrian connections through the implementation of a well-connected sidewalk and trail system in and around the Site. A focal point will be identified to identify the community and serve as a gateway into it. To the greatest extent possible, vehicular access to units shall be placed at the rear of the unit.

   d. The project shall reserve 20 percent tree save in platted tree save areas as depicted on Sheet RZ-4.0. The amount of required tree save shall be calculated as the Total Land Disturbance Area divided by 5.

   e. Circulation paths will be provided along the Site's Public Streets from building entries to areas of interest.

3. Building Height and Building Elevations:

   a. Building height shall be limited to 35 feet.

   b. Building features such as porches, patios, stoops, front walkways and centralized doorways or breezeways shall front the public or private streets, except where ends of buildings front these streets. When ends of buildings front streets, walkways will be provided to clearly connect the building entrances with the street network.

   c. Architectural treatment shall continue on all sides of a building except as specifically noted otherwise.

   d. Notwithstanding the number of buildings shown on the Rezoning Plan, the total number of principal buildings to be developed shall not exceed 23.

4. Additional Off-Site Contributions:

   a. The petitioner reserves the right to modify the innovative provisions described above or seek other innovative development standards in the future pursuant to the applicable process set forth in the Ordinance.

   b. In addition, the Petitioner reserves the right to modify the innovative provisions described above or seek other innovative development standards in the future pursuant to the applicable process set forth in the Ordinance.

   c. The petitioner reserves the right to modify the innovative provisions described above or seek other innovative development standards in the future pursuant to the applicable process set forth in the Ordinance.

5. Site Planning:

   a. The project will provide for storm water best management practices (BMPs) designed to meet regulatory requirements for storm water capture, treatment, volume attenuation and detention as articulated on Sheet RZ-4.0 of the Rezoning Plan.
   
   b. The petitioner reserves the right to adjust the natural drainage boundaries of the site as required to meet program requirements of the development while meeting applicable storm water controls.
   
   c. The location, size and type of storm water management systems depicted on the Rezoning Plan is subject to adjustment in order to accommodate actual storm water treatment requirements as project development takes place.
   
   d. The project shall reserve 20 percent tree save in platted tree save areas as depicted on Sheet RZ-4.0. The amount of required tree save shall be calculated as the Total Land Disturbance Area divided by 5.

   e. Circulation paths will be provided along the Site's Public Streets from building entries to areas of interest.

   f. The petitioner reserves the right to modify the innovative provisions described above or seek other innovative development standards in the future pursuant to the applicable process set forth in the Ordinance.

6. Site Design:

   a. The project will provide for storm water best management practices (BMPs) designed to meet regulatory requirements for storm water capture, treatment, volume attenuation and detention as articulated on Sheet RZ-4.0 of the Rezoning Plan.
   
   b. The petitioner reserves the right to adjust the natural drainage boundaries of the site as required to meet program requirements of the development while meeting applicable storm water controls.
   
   c. The location, size and type of storm water management systems depicted on the Rezoning Plan is subject to adjustment in order to accommodate actual storm water treatment requirements as project development takes place.
   
   d. The project shall reserve 20 percent tree save in platted tree save areas as depicted on Sheet RZ-4.0. The amount of required tree save shall be calculated as the Total Land Disturbance Area divided by 5.

   e. Circulation paths will be provided along the Site's Public Streets from building entries to areas of interest.

   f. The petitioner reserves the right to modify the innovative provisions described above or seek other innovative development standards in the future pursuant to the applicable process set forth in the Ordinance.
DEVELOPMENT SUMMARY

DEVELOPER: LANDTEC DEVELOPMENT, INC.

PID: 22702705
PID: 22702706
PID: 22702707
PID: 22702708
PID: 22702709
PID: 22702743

2701 COLTSGATE ROAD
PAUL H VANDIVER AND
WILLIAM G PALMER AND
PAUL H SR VANDIVER
BARBARA JEAN P BJORK
MAXINE H VANDIVER
LARA M RHODES
630 MARION DR
200 MARION DR
600 MARION DR
MATTHEWS, NC 28105
MATTHEWS, NC 28105
MATTHEWS, NC 28105
DB: 4129 PG: 496
DB: 2967 PG: 525
DB: 2966 PG: 557

CHARLOTTE, NC 28211

CONTACT: MEL GRAHAM
(704) 552-5338
mel@grahamenterprises.org

EXISTING PARCEL SIZE: 16.41 ACRES (COMBINED)
EXISTING ZONING: R-12 AND R-20
PROPOSED ZONING: R-VS (INNOVATIVE)
PROPOSED USE: MULTI-FAMILY (TOWNHOMES)

EXISTING LAND USE: SINGLE-FAMILY
PROPOSED LAND USE: SINGLE-FAMILY

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PROPOSED USE:
TYPICAL STREET CROSS-SECTION: 44' RIGHT OF WAY

1. 12' SETBACK FROM R/W
   2.0%
   5'-0" PLANT STRIP
   VALLEY CURB
   10'-0" (CL TO EOP)
   10'-0" (CL TO EOP)
   10'-0" TRAFFIC LANE
   10'-0" TRAFFIC LANE
   2' VALLEY CURB
   PROPP.
   HOUSE
   10'-0" (CL TO EOP)
   20'-0" EOP TO EOP
   24'-0" BOC TO BOC
   5'-0" PLANT STRIP
   VALLEY CURB
   10'-0"TRAFFIC LANE
   10'-0"

TYPICAL STREET CROSS-SECTION: 44' RIGHT OF WAY - PARALLEL PARKING ONE SIDE

1. 12' SETBACK FROM R/W
   2.0%
   5'-0" PLANT STRIP
   VALLEY CURB
   10'-0" (CL TO EOP)
   10'-0" (CL TO SPACE)
   5'-0" SIDEWALK
   PROPP.
   HOUSE
   10'-0" (CL TO EOP)
   20'-0" EOP TO EOP
   24'-0" BOC TO BOC
   8' SETBACK FROM R/W
   3'-0" SIDEWALK EASEMENT
   3'-0"

REVISIONS:
DATE: FEBRUARY 26, 2014
DESIGNED BY: PROJECT #:
DRAWN BY: LANDTEC DEVELOPMENT, INC.
CHECKED BY: SCALE:
Q.C. BY:
SHEET #: 1013172
PRELIMINARY NOT FOR CONSTRUCTION
STREET CROSS-SECTIONS
EDEN HALL MULTI-FAMILY TOWNHOME DEVELOPMENT