

This draft text was prepared for the proposed SAP-O District using the current adopted Highway NC51 Overlay District section of the UDO (155.504.2) as a template. Red text below indicates language that has been changed or added specifically for the proposed new Overlay District. The intent here is to use a consistent format and language within the UDO. For quick reference, some pages in the Matthews Land Use Plan are included in brackets and marked in blue text. These references are for use during the public review of the proposed new text and are not intended to be part of any final adopted language, since page numbers may easily change.

Zoning Motion 2018-1

SMALL AREA PLAN OVERLAY DISTRICT

155.504.3. Small Area Plan Overlay District (SAP-O)

- A. GENERAL CONCEPT OF OVERLAY. The Small Area Plan Overlay District is established to ensure that the policies and intentions of adopted Small Area Plans, Road Corridor Area Plans, and Neighborhood Plans are followed as each of these areas may develop over time. These Small Area Plans, Road Corridor Area Plans, and Neighborhood Plans have been developed with active participation by stakeholder groups and the general public, and adopted by the Matthews Board of Commissioners for a specific geographic area within the Town of Matthews. Each adopted Plan becomes an Appendix to the Matthews Land Use Plan. While each Plan may focus on different specific issues unique to the land area it has studied, these Plans create a vision for future land use and future motorized and non-motorized transportation opportunities for all the land area within the study boundaries. They also may include flexibility in specific future land uses and their densities/intensities, while providing direction on what land use focuses are appropriate in which subareas. These Plans place high priority on creating extensive internal and external connectivity, especially for pedestrians. This Small Area Plan Overlay District may be considered to be applied onto each geographic area studied at any time following adoption of its Small Area Plan, Road Corridor Area Plan, or Neighborhood Plan.

Development and improvement of property in the Small Area Plan Overlay District shall comply with the requirements of § 155.504.3. The map symbol and short name for the Small Area Plan Overlay District shall be "SAP-O District."

- B. SMALL AREA PLAN OVERLAY DISTRICT. In addition to the requirements of the underlying zoning district(s), development and improvements in the Small Area Plan Overlay District ("SAP-O District") shall comply with the following requirements, and where the regulations in this Section are in conflict with the regulations of the underlying zoning district, the regulations in this Section shall prevail:
1. PURPOSE AND INTENT. It is the intent of these regulations that development in the SAP-O District shall be in harmony with and shall preserve, where appropriate, the natural beauty and character of the existing landscape while allowing new development. Ensuring the attractiveness of uses will in turn contribute to and enhance capital investment, trade, tourism, and the general welfare. Therefore, this district is adopted for the additional purposes of:
 - a. Improving the appearance and livability of the community while enhancing its economic vitality.
 - b. Preserving and improving property values by creating and maintaining an ecosystem of sustainable development. This assures a management system of renewable natural resources for both the present and future generations.
 - c. Encouraging new development and redevelopment consistent with the land development visions established and explained by the adopted Small Area Plan for each individual section of the municipality.
 - d. Balancing the sometimes opposing Town goals of allowing new construction and land disturbance while protecting and enhancing the environment. Preserving trees and natural ground cover will be strongly monitored as plans are provided for new development activities, with the understanding that some vegetation loss is inevitable in order to allow

new development which will have as significant a long-term economic and social impact on the community as on the Town's environmental vitality.

2. LOCATION AND DIMENSIONS.

- a. The SAP-O District should generally incorporate the same geographical boundaries as an adopted Small Area Plan, Road Corridor Plan, or Neighborhood Plan. In the event there is a desire to revise the boundaries of the adopted study area, an explanation shall be included in any zoning action to add or delete one of more parcels so there is a clear written record why the boundary of the SAP-O District does not match the study area boundaries.
- b. The SAP-O District shall be delineated as an overlay on the official zoning map of the Town.
- c. The SAP-O District shall be applied to the following geographic sectors of the Town of Matthews:
 - i. The Monroe Road Corridor study area, on which a Small Area Plan was adopted June 9, 2014 [pages 117 through 138 of the [Matthews Land Use Plan](#)]. The boundaries generally follow the back edge of large parcels fronting the southwest side of Monroe Road between the Charlotte City limits and NC51, and on the northeast side that tracts from Monroe Road to the CSX rail road between the Charlotte City limits and NC51, to match the study area used in the Small Area Plan.
 - ii. The Family Entertainment District and County Sportsplex, on which a Small Area Plan was adopted December 8, 2014 [pages 139 through 170 of the [Matthews Land Use Plan](#)]. The boundaries generally follow Matthews-Mint Hill Road, US74, I-485, Tank Town Road and the Crestdale neighborhood, to match the study area used in the Small Area Plan.
 - iii. The E John Street/Outer Loop section between I-485 and the County line and extending to the CSX rail road, on which a Small Area Plan was adopted January 9, 2017 [pages 171 through 206 of the [Matthews Land Use Plan](#)]. The boundaries of the area include both sides of E John Street between I-485 and the Union County line, and extend northeast to the CSX rail road, and southwest generally to existing single-family subdivisions, to match the study area used in the Small Area Plan.

3. PERMITTED USES. Permitted uses, uses permitted subject to specific conditions, and accessory uses located within the SAP-O District shall be determined by the requirements of the underlying zoning district(s), except where development, expansion, and/or redevelopment would conflict with the policies and goals of the adopted Small Area Plan. Any new land disturbing activity within the Entertainment District shall only commence after the subject property has been rezoned to the ENT district. Any new proposed development or land disturbing activity on property with previously approved plans are ~~still~~ subject to the requirements of the SAP-O District.

4. PLAN REVIEW PROCEDURES.

- a. INDUSTRIAL, COMMERCIAL, AND MULTI-FAMILY DEVELOPMENT. No conditional districts, development, rezoning, land disturbing activity, or site improvement activity, may occur within the SAP-O District without first obtaining approval of a site plan from the Town Planning Department as outlined in § 155.504.3.D. Any change to zoning conditions or zoning districts shall be subject to all provisions of the SAP-O District, and building or grading permits shall not be issued until a SAP-O District site plan submittal has been approved, which may match an approved site plan for the site adopted when the parcel underwent a rezoning request to follow the adopted Small Area Plan. All development shall conform to an approved site plan. Any substantial deviation from the approved site plan must be resubmitted for review and approval by the Town Planning Department in accordance with these requirements. Appeals of Planning Department decisions on site plans shall be submitted to the Board of Adjustment.
- b. RESIDENTIAL DEVELOPMENT. All new or re-platted single-family residential developments

and subdivisions must comply with the minimum **open space, tree canopy, pedestrian/bicycle/greenway infrastructure**, signage, underground utility, and access standards of the SAP-O District. Plan review shall be administered through the normal zoning and subdivision review process, supplemented by applicable additional requirements of the SAP-O District.

C. **How SAP-O LOCATIONS WILL BE APPLIED.** Because each study area may have its own unique goals, guiding principles, and/or action items, each one has specific aspects that will apply to individual properties in order for them to comply with the SAP-O District requirements. The specific SAP-O standards unique to each adopted Small Area Plan are outlined here.

1. **THE MONROE ROAD CORRIDOR STUDY AREA.** The study of this segment of the Town primarily focused on the opportunity for phased redevelopment and build-out of an existing suburban corridor to become a pleasant multi-modal, mixed use area in form and scale. The expectation is this corridor will convert over time into a pedestrian-friendly and transit-supportive location with office and employment uses along with associated support services or retail uses to surrounding businesses and neighborhoods.

To accomplish this intention, the SAP-O District will require each new land disturbing activity to indicate how it complies and/or supports the following:

- a. New development, expansion/reuse of current buildings, and redevelopment shall provide written explanation with the site plan to show how the proposed activity conforms to the proposed Land Use Plan map within the adopted Small Area Plan [page 125 of [Matthews Land Use Plan](#)].
- b. Any land disturbing activity shall provide a written explanation with the site plan to show how it conforms to Table 6.1 in the adopted Small Area Plan [page 126 of the [Matthews Land Use Plan](#)] regarding zoning districts for each proposed land use grouping.
- c. Whenever any proposed land disturbing activity may include any portion of a transportation connection as indicated on the adopted Proposed Connections and Improvements map in the Small Area Plan [page 131 of [Matthews Land Use Plan](#)], then a written explanation shall be included with the site plan to explain how that transportation improvement is being accommodated. If the planned development activity does not propose making full improvements within its site during construction, then an explanation shall be provided with the site plan on what future actions will be done and what financial guarantees will be provided at time of this land disturbing activity to assure the transportation improvements will be completed at a designated future phase.
- d. Any land disturbing activity shall provide a written explanation with the site plan to identify the Action Items adopted within the Small Area Plan that are being supported and furthered by the proposed development activity. This includes Action Items for Land Use, Urban Design, Transportation, Utilities, Cultural and Historical, and Natural Resources and Open Space [pages 127 – 129, 132 – 134, and 136 – 137 of [Matthews Land Use Plan](#)].

2. **THE ENTERTAINMENT DISTRICT STUDY AREA.** The study of this section of the Town created a vision for a new mixed use neighborhood unlike any other existing development within the Town limits, which would allow an urban scale and ambiance, would encourage various land uses to intermingle for residents', employees', and visitors' convenience and enjoyment, to intensify placement of entertainment businesses near the Sportsplex to form a strong economic hub, to anticipate greater intensification of land uses through conversion of surface parking via future shared parking/parking structures, and to anticipate a future mass transit line and station within the new neighborhood.

To accomplish this intention, the SAP-O District will require each new land disturbing activity to indicate how it complies and/or supports the following:

- a. Requests for new land disturbing activity will not be approved until the subject property has completed a rezoning action to the Entertainment ENT zoning district. Proposed development projects may request a change in zoning district and submit full site plan documentation at one time, or may rezone to the ENT category and request early designation as outlined in § 155.501.3.I. to return at a later time for site plan approval.

- b. Any land disturbing activity shall provide a written explanation with the site plan to outline how it meets or supports each of the Guiding Principles adopted as part of the Small Area Plan [page 146 of [Matthews Land Use Plan](#)].
- c. Any land disturbing activity shall provide a written explanation with the site plan to verify any proposed new land use is allowed in the ENT district.
- d. Any land disturbing activity that could incorporate any portion of the Primary (Main) Street Network as shown on the map in the adopted Small Area Plan [page 160 of [Matthews Land Use Plan](#)] shall provide a written explanation with the site plan to explain how that transportation improvement is being accommodated. If the planned development activity does not propose making full improvements within its site during construction, then an explanation on what future actions will be done and what financial guarantees will be provided at time of this land disturbing activity shall be included with the site plan to assure it will be completed at a designated future phase.
- e. Any land disturbing activity that may incorporate any portion of needed future rights-of-way or future easement for light rail facilities shall indicate the potentially impacted land area, and shall show it as reserved on the site plan.
- f. Any land disturbing activity that could incorporate any segment of a new street shall indicate its location and public improvements on the site plan. The applicable street cross section as shown in the adopted Small Area Plan [pages 161 – 613 of [Matthews Land Use Plan](#)] shall be identified on the site plan, and any proposed deviations to the applicable cross section shall be enumerated. Deviations may be reviewed through a Public Improvement Variance or Flexible Design process.
- g. Any land disturbing activity shall provide a written explanation with the site plan on how it meets or supports the Policy Statement as adopted by the Board of Commissioners for this Small Area Plan on February 23, 2015 [<https://matthews.municipalcms.com/files/documents/ENTApprovedPolicyStatement1332011826012816PM.pdf>].

3. THE E JOHN ST/OUTER LOOP STUDY AREA. The study of this segment of Town was completed in anticipation of new development pressure once new road improvements are completed on E John Street and/or when new water and sanitary sewer facilities are brought into the study area. This segment is primarily undeveloped or underdeveloped. The overall vision for this segment of Town is to create a more urban-scale mixed use environment that has multiple pedestrian and bicycle pathways, including sidewalks, greenways, and multi use paths into and through the study area, as well as connecting nearby neighborhoods to it.

To accomplish this intention, the SAP-O District will require each new land disturbing activity to indicate how it complies and/or supports the following:

- a. Any land disturbing activity shall provide a written explanation with the site plan to show how the proposed activity conforms to the proposed Consensus Build-Out Scenario map [page 185 of [Matthews Land Use Plan](#)], and descriptions of the various land use categories [pages 182 – 184 of [Matthews Land Use Plan](#)] within the adopted Small Area Plan.
- b. Whenever any proposed land disturbing activity may include any portion of a transportation connection as indicated on the adopted Conceptual Street and Pedestrian Networks map in the Small Area Plan [page 200 of [Matthews Land Use Plan](#)], then a written explanation shall be included with the site plan to explain how that transportation improvement is being accommodated. If the planned development activity does not propose making full improvements within its site during construction, then an explanation shall be included with the site plan on what future actions will be done and what financial guarantees will be provided at time of this land disturbing activity to assure it will be completed at a designated future phase.
- c. Any land disturbing activity shall provide a written explanation with the site plan to identify the Action Items adopted within the Small Area Plan that are being supported and furthered by the proposed development activity. This includes Action Items for Land Use, Destinations and Placemaking, Urban Design, Transportation, Utilities, and Natural Resources and Open Space [pages 186, 190, 193, 201, 202, and 204 of [Matthews Land Use Plan](#)].

D. SITE PLAN SUBMITTAL PROCESS.

1. SITE PLAN REVIEW PROCESS AS PART OF A ZONING APPLICATION. When any land disturbing activity is proposed that requires a change in zoning district or revisions of previously approved zoning conditions, that property shall complete the necessary zoning actions as outlined at 155.401, prior to receiving site plan approval to comply with the SAP-O. If the zoning documents include sufficient information as will be needed for the SAP-O site plan compliance, as listed in 155.504.3.D.3 below, then the Planning Office may undertake a review of the SAP-O compliance documents while the zoning application is being considered, and may be able to approve the Overlay compliance as soon as the zoning action is approved. The SAP-O site plan review may also be submitted to begin at any time after the zoning application has been successfully approved.
2. SITE PLAN REVIEW PROCESS NOT REQUIRING ANY ZONING ACTION. When any land disturbing activity is proposed that is in compliance with the current zoning designation on the parcel(s) and therefore does not need any further zoning action, then the site plan documents as listed at 155.504.3.D.3 below shall be submitted to the Planning Office for SAP-O compliance at such time as the applicant has them ready for review.
3. SITE PLAN SUBMITTAL REQUIREMENTS. Site plan submittal for any development activity shall include but not be limited to:
 - a. A vicinity map clearly establishing the location of the project with readily recognizable landmarks.
 - b. A development summary including total acres in development, proposed uses, total building square footage, required parking, and provided parking spaces, total impervious surface area, and the percentage of lot covered by impervious surface. This information shall be supplied in table form on the site plan.
 - c. An accurate drawing of property boundaries.
 - d. Existing topography, water courses and water bodies, floodplains and floodways, or other areas that would require extensive clearing and grading or alteration for development.
 - e. Identification and location of all existing site improvements, including streets, water, sewer, storm drainage, buildings, and other significant site features and any existing or former easements (driveway, street, utility, construction, etc.) which may have cleared vegetative matter, and/or could allow clearing or grading.
 - f. Proposed location, type, and size of each sign to be employed on the site.
 - g. Location of proposed buildings, driveways, and parking areas.
 - h. Location of trash dumpsters and required screening.
 - i. Grading, drainage, erosion and sedimentation control, layout, and utility plans.
 - j. Landscaping Plan to include:
 - i. ~~Vegetation survey as outlined at §155.606.8. Prior to any site disturbance, approximate locations and species of all deciduous and coniferous trees at least three inches (3") DBH, and all dogwoods, redbuds and American hollies at least four feet high, which are located in any required buffer or screen area, and in any area not being disturbed by the planned development.~~ The canopy drip line of ~~those trees~~ all large-maturing trees at least eight inches (8") DBH, and all dogwoods, redbuds and American hollies at least four feet (4') high shall be delineated. A brief assessment of the above inventoried trees, indicating major deformity, disease, and or damage may be included. Where groves of the protected trees exist that will not be removed or disturbed, it is permitted to label the grove as such on the plan drawing, stating the approximate number of protected trees and species mix, without specifying data of each individual tree.
 - ii. Locations, species, and size of all protected trees proposed for removal shall be shown in outline form using a dashed line for the canopy drip line. Reasons for removing protected trees shall be explicitly stated on the Landscaping Plan.
 - iii. Locations, dimensions, and square footage of required buffer strips and parking

lot landscaping.

- iv. Details of required landscaping, showing species, dimensions, and spacing of planted materials and the use and protection of existing vegetation. ~~Each plant unit in front tree buffer areas shall be marked as meeting one (1) of the options given in § 155.504.2.B.7.h.~~
 - v. Proposed timeline for landscaping.
 - k. Name of the project, owner, name and address of engineer, architect, planner or landscape architect, scale, date, and north arrow.
 - l. Minor changes or additions to existing development or approved plans may submit an abbreviated site plan. An abbreviated site plan shall be allowed when the proposed change is physically limited to only a contained portion of the site. An abbreviated site plan shall include, but shall not be limited to, items a, b, e, g, j, and k in this Section. The Planning Director shall determine when an abbreviated site plan may be submitted for a detailed site plan and what items must be included.
4. **ADDITIONAL MISCELLANEOUS STANDARDS. The following standards shall also apply to development and land disturbing activities within any SAP-O designated location.**
- a. **PRESERVATION OF EXISTING SITE VEGETATION.** In addition to any required **landscape areas** on non single-family developments, it is the intent of the **SAP-O** District regulations to retain existing vegetation on the site at the time of development or any other land disturbing activity. In any required landscape buffer, and in any location within the site that will not be disturbed, all deciduous and coniferous trees at least **eight inches (8")** caliper shall be considered protected. Elsewhere on the site, trees of these sizes and larger are encouraged to be preserved and incorporated **into the development plan.**
 - b. **ADEQUATE SIGHT TRIANGLES REQUIRED.** At all points of egress from off-street parking areas to a road and at corners of road intersections, unobstructed visibility shall be maintained in accordance with the requirements of Mecklenburg County **LUESA** and the regulations adopted by the North Carolina Department of Transportation, in "*Subdivision Roads: Minimum Construction Standards*" (May 1, 1983) and any subsequent amendments, or the regulations adopted by the **Town of Matthews**, whichever are the greater.
 - c. **LANDSCAPE MAINTENANCE.** The owner, tenant, and their agent, if any, shall be jointly and severally responsible for the maintenance and protection of all landscaping existing or hereafter installed which shall be maintained in a healthy growing condition. Maintenance shall include watering, weeding, mowing, fertilizing, treating, mulching, pruning, removal and replacement of dead or diseased trees and shrubs on a regular basis so as to present a neat and well-kept appearance at all times. Trees and shrubs are to be maintained in their natural form, and should not be pruned or shaped inconsistent with their species natural growth habits.
 - d. **ACCESS POINTS AND TRAFFIC MOVEMENT ALONG DESIGNATED THOROUGHFARES AND RAPID TRANSIT ROUTES WITHIN THE DISTRICT.** Traffic service and land access are necessary but **sometimes** conflicting functions of a **transportation network**. Although major roadways may provide both traffic service and land access, access **may** be controlled to avoid jeopardizing the primary traffic service function **or to provide improved safety, especially for pedestrians and bicyclists.** The following provisions are intended to protect the public interest and safety of **all** users by achieving reasonable access control **of certain thoroughfares.** Existing or future thoroughfares subject to these standards include **Monroe Road in the Monroe Road Corridor Plan, Independence Pointe Parkway in the Entertainment District Plan, and East John Street in the E John St/Outer Loop Plan, as well as the Silver Line light rail alignment.**
 - i. The term "access control" refers to all techniques intended to minimize the traffic interference associated with driveway access **or transit line crossings**, whether the

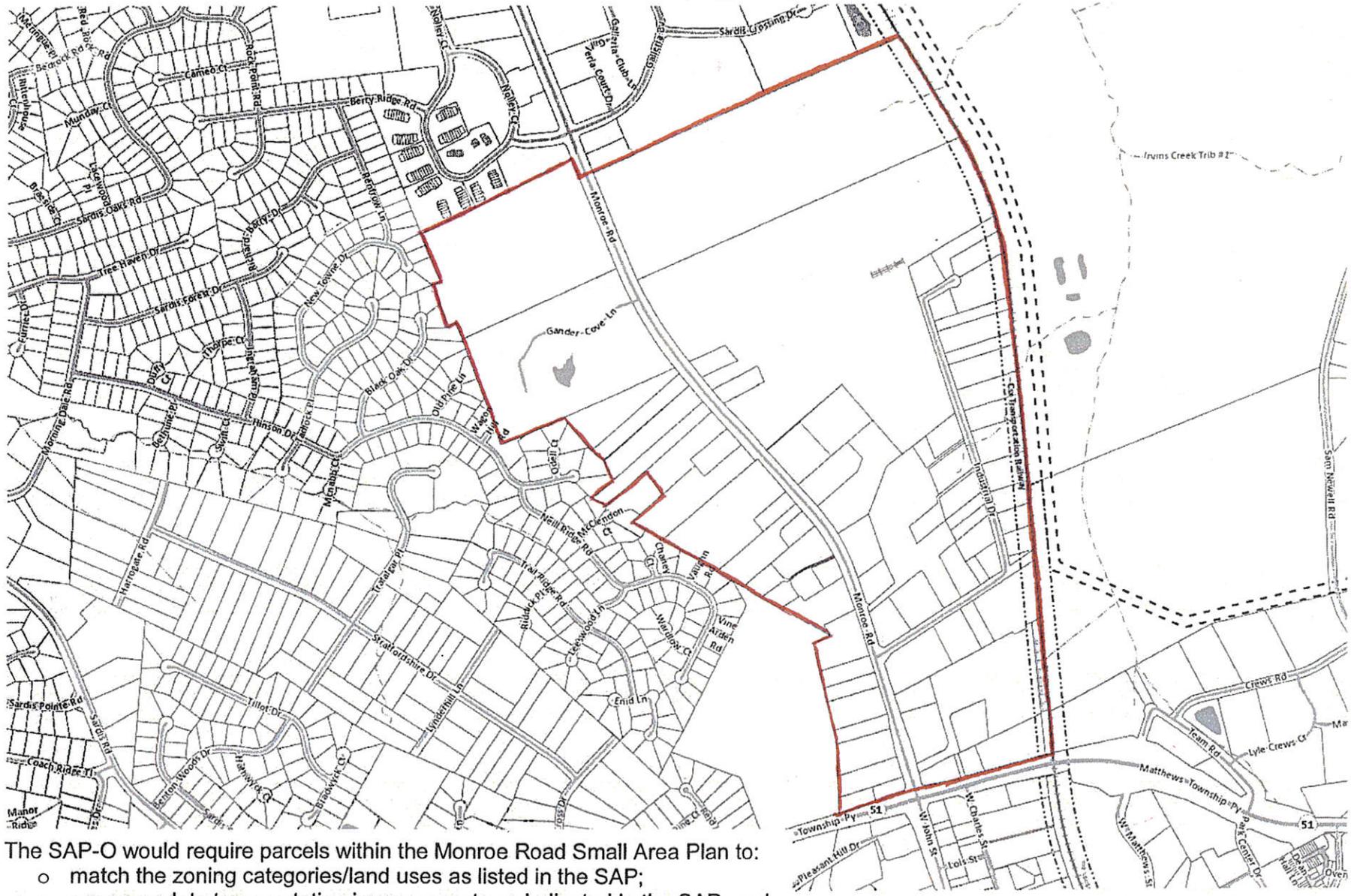
use is commercial, industrial, or residential.

- ii. Whenever a tract proposed for a **multiple lot or multiple use development** borders on a **thoroughfare or the Silver Line alignment**, the development shall provide one or more vehicular access points to public streets other than the designated **thoroughfare or directly over the Silver Line alignment**, unless compliance with this requirement is not reasonably practicable due to the size or shape of the tract to be developed. The **SAP Overlay site plan, any conditional zoning site plan, and any final plat** creating the development shall indicate a limitation on driveway access to the **thoroughfare or across the Silver Line alignment** for those lots which have alternative access.
 - iii. For lots having more than five hundred feet (500') of frontage on a **thoroughfare**, driveways shall be no closer than five hundred feet (500'). For a lot having less than five hundred feet (500') of frontage on a **thoroughfare**, one (1) driveway onto that **thoroughfare** may be allowed **if the primary transportation network plans for the area would be satisfied**. Whenever possible, a minimum distance of two hundred feet (200') must be maintained between **adjacent driveways, and shared driveways for multiple lots should be used to the greatest extent possible**. In those instances, a wider driveway may be permitted, conditioned on **NCDOT and/or Town** approval.
 - iv. Ingress to and egress from a corner lot or reverse frontage lot adjacent to a **thoroughfare** shall be limited to the more minor thoroughfare **or local street**.
 - v. Emergency access driveways may be created, using the separation requirements listed above, where specifically included as part of approved zoning conditions in a conditional zoning district and designed to meet **NCDOT or Town** requirements. Emergency access driveways shall primarily use a solid subsurface with natural cover, such as porous block subsurface and grass cover, and may be crossed with a removable or breakaway barricade, gate, chain, bollards, or other method to prevent general public use.
 - vi. Departures from the foregoing standards may be authorized **through a Public Improvement Variance or Flexible Design Standards** when the Town determines, upon the advice of the NCDOT, that a particular development design or technique can achieve a satisfactory level of access control consistent with the objectives of this Section.
- e. **UNDERGROUND UTILITIES REQUIRED.** All utilities under the control of the property owner or developer shall be placed underground. Utilities such as water, sewer, natural gas, telephone, cable, etc., shall only be located in the portion of the required **street front landscape area that does not have existing trees that can be protected or will not have newly planted trees**. If a variance to this provision is requested, the applicant must demonstrate how trees and tree roots will be protected from damage during construction or future maintenance/repair.
- f. **APPEAL.** In a case where an individual parcel has been rendered virtually unusable due to establishment of **these SAP-O requirements**, there may be grounds for a variance or appeal, provided that all other conditions set forth in this section are met. In granting any such variance or appeal, the Town Board of Adjustment may require the applicant to compensate in equivalent landscaping improvements any vegetative matter that is lost through an **alternative site layout**.

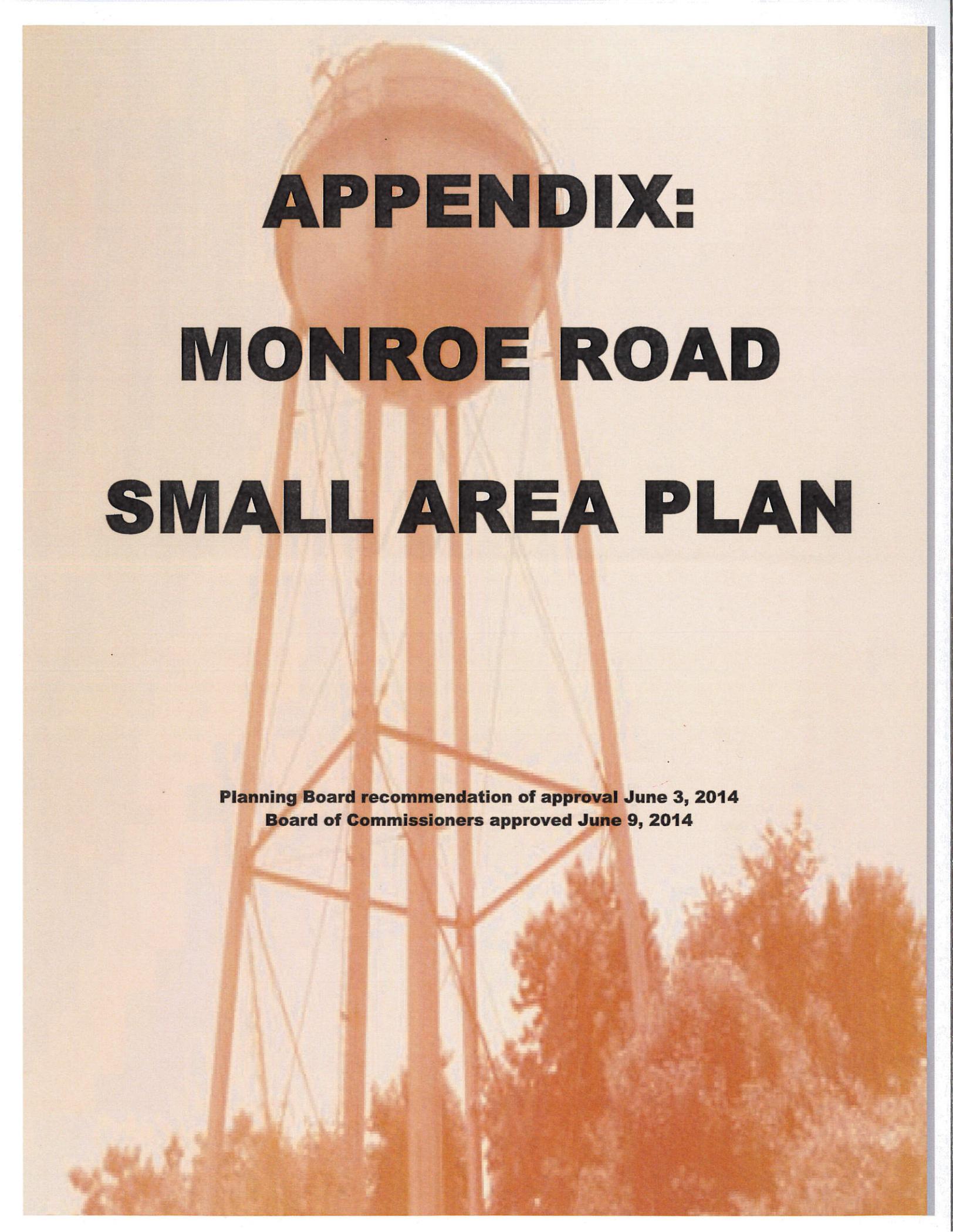
Monroe Road Small Area Plan

Adopted 6-9-14

See pages 118 through 139 of the [Matthews Land Use Plan](#)



- The SAP-O would require parcels within the Monroe Road Small Area Plan to:
- match the zoning categories/land uses as listed in the SAP;
 - accommodate transportation improvements as indicated in the SAP; and
 - adhere to the Action Items (policies) listed in the SAP.

A tall, lattice-structured water tower with a large spherical tank at the top, set against a light, hazy sky. The tower is the central focus of the background image.

APPENDIX: MONROE ROAD SMALL AREA PLAN

**Planning Board recommendation of approval June 3, 2014
Board of Commissioners approved June 9, 2014**

3. GUIDING PRINCIPLES

Below are the guiding principles, set early in the planning process, which describe in more detail the purpose of the Monroe Road Small Area Plan.

General Guiding Principles

- Create a vision for the Monroe Road corridor.
- Provide specific guidance in a manner that is consistent with the adopted plans and policies to ensure coordination with current planning activities.
- Involve affected stakeholders and citizens.
- Provide specific guidance and continue to build upon the recommendations of the Land Use Plan and other adopted plans and policies.
- Incorporate transit-supportive design and development.
- Ensure that non-residential uses within the study area include office and employment uses along with associated support services or retail uses to the surrounding businesses and neighborhoods.
- Ensure development is urban in both form and scale and supports future multimodal transit that is pedestrian friendly.

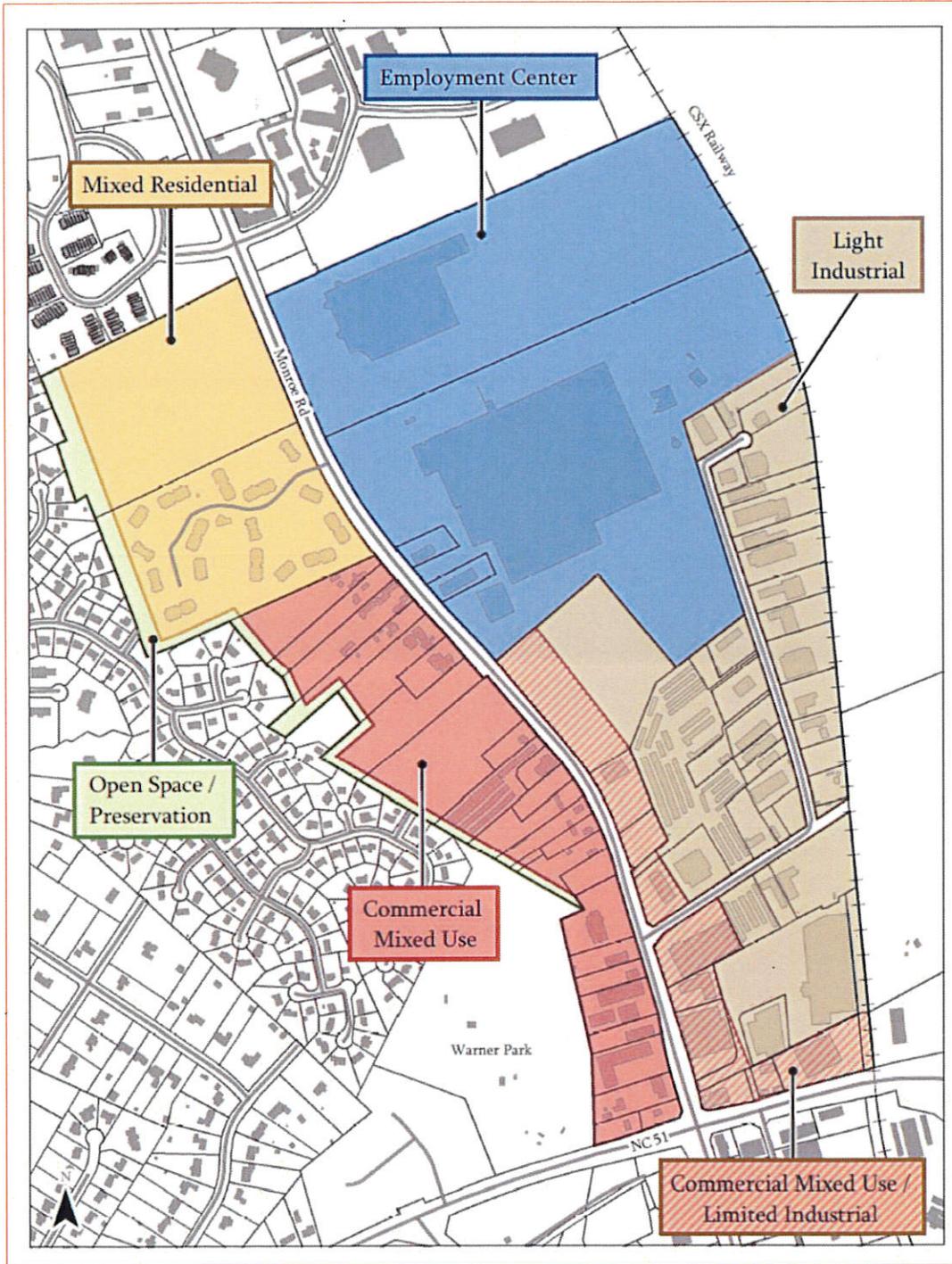
Specific Guiding Principles

- Identify a mix of land uses along the corridor that are consistent with the vision.
- Protect and preserve the industrial zoning within the study area while enhancing the streetscape and built form along the street edge.
- Emphasize design and urban form of future development.
- Consider strategies for potential redevelopment opportunities.
- Promote an interconnected transportation system and promote safety at identified areas of concern.
- Create land development strategies that promote the use of alternate travel modes including foot traffic, bicycles and public transportation via development design standards and public infrastructure.
- Identify a system of shared open space and recreational opportunities.
- Buildings should be oriented directly to streets and should be multi-story. Although such building relationships are critical to the built environment, new construction should be close to the street edge to maximize use of the property.
- Surface parking should be to the side or rear of buildings or structures.

Land Use Category	UDO Districts
Mixed Residential	R-15MF, R-VS, SRN
Employment Center	O, B-1, B-3, I-1, MUD
Commercial Mixed Use	B-1, B-3, MUD
Commercial Mixed Use/Light Indust.	B-1, B-3, B-D, I-1, MUD
Light Industrial	B-D, I-1
Open Space Preservation/Buffer	Any

Note – Each land use category could be a mix of zoning designations.

Land Use Plan



MONROE ROAD SMALL AREA PLAN LAND USE ACTION ITEMS:

1. *Construct a "Welcome to Matthews" sign at the town limits, build gateway to downtown.*
2. *Redevelop strip retail and replace with multi-story mixed use buildings*
3. *Create a more pedestrian friendly environment.*
 - A. *Bring buildings closer to the street.*
 - B. *Parking should be to the side and rear of buildings.*
 - C. *Complete the sidewalk network.*
 - D. *Strengthen landscape requirements*
 - E. *Consider minimum building heights of two stories*
 - F. *Incorporate green and open space into design*
 - G. *Protect and promote industrial uses with no direct relationship to Monroe Road and along Industrial Drive.*
4. *Consider design and architectural guidelines for the all new development and redevelopment that occurs*
5. *Create a cohesive landscape plan and built form among all developments fronting Monroe Road.*
6. *Consider preserving as much light industrial zoning as possible and take into consideration the impacts of rezoning properties from light industrial to other zoning classifications*
7. *Promote economic development through employment centers.*
8. *Consider working with utility companies and require new development to bury overhead lines.*
9. *Encourage the preservation of large canopy trees along the corridor.*
10. *Consider installing decorative street lighting*
11. *Consolidate driveways, and ingress/egress points*
12. *Limit uses that generate significant new traffic*

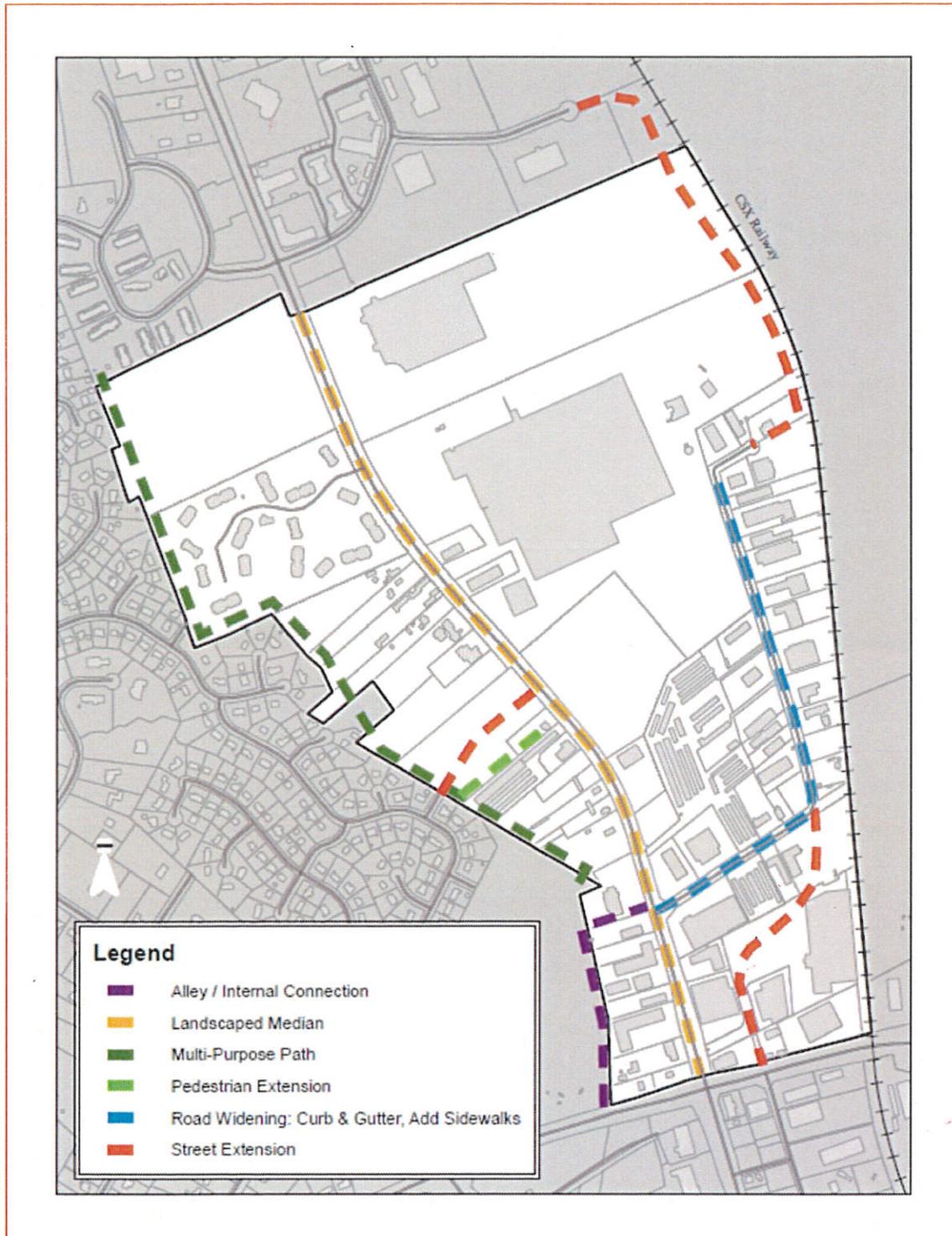
MONROE ROAD SMALL AREA PLAN LAND USE ACTION ITEMS (Cont.):

13. *Allow increased setbacks for employment centers or corporate campuses.*
14. *Employment centers should provide structured parking where feasible*
15. *Protect residential properties from commercial development by requiring a 50 foot vegetative buffer*
16. *Prohibit strip development and big box development*
17. *Drive through service windows and gas station canopies should to be located behind the principal structure and out of view from the public street.*

MONROE ROAD SMALL AREA PLAN URBAN DESIGN ACTION ITEMS:

1. *When different façade materials are used, the heavier material shall be applied at grade level.*
2. *Encourage building articulation with windows every 16 feet.*
3. *Avoid single story structures that are horizontally integrated*
4. *Uses should be vertically integrated with most intense uses on ground level and less intense uses on upper levels.*
5. *Building Height and scale should be proportional with the façade facing Monroe Road creating the greatest linear dimension.*
6. *Buildings should occupy 60 percent of the lot width fronting Monroe Road.*
7. *Massing and scale should be complimentary to other buildings facing Monroe Road.*
8. *Drive through service windows and gas station canopies should to be located behind the principal structure and out of view from the public street.*
9. *No side or rear elevation shall face Monroe Road and all mechanical equipment shall be out of View from Monroe Rd.*

Proposed Connections and Improvements



MONROE ROAD SMALL AREA PLAN TRANSPORTATION ACTION ITEMS:

1. *Consider a feasibility study for replacing the center turn lane with a landscaped median with strategically located left overs and pedestrian safety zones at designated crosswalks,*
2. *Work with Charlotte Area Transit System (CATS) to locate and construct bus stops that utilize bulb outs or dedicated turn out lanes and decorative shelters.*
3. *Reduce speed limit and synchronize traffic signals.*
4. *Consider a feasibility study for putting a traffic signal at the intersection of Monroe Road and Industrial Drive.*
5. *Consider researching an alternate entrance/access to the Sardis Forest neighborhood via Monroe Road and identify possible pedestrian connection to the commercial development from the neighborhood*
6. *Work with Family Dollar and City of Charlotte to extend Industrial Drive to Galleria Boulevard*
7. *Encourage internal connectivity between and within developments. Consider working with Covenant Day School to create an alley adjacent to commercial properties in order to allow for internal connectivity for developments along the west side of Monroe Road between NC 51 and Industrial Drive.*
8. *Complete sidewalk network within corridor and add sidewalks and curb and gutter along Industrial Drive*
9. *Consider a multi-use path at the rear of properties adjacent to Sardis Forest*
10. *Consider studying traffic warrants to see if there could be a possibility of reducing signalized intersections within the study area to increase traffic flow.*
11. *Consider adding bike lanes or other bike facilities*
12. *Consider an alternate entrance/access to the Sardis Forest neighborhood via Monroe Road.*

MONROE ROAD SMALL AREA PLAN UTILITIES ACTION ITEMS

1. *Utilities should be buried for all new development and redevelopment*
2. *Any sidewalk or street construction activity should be reviewed to include taking existing overhead line underground*

MONROE ROAD SMALL AREA PLAN CULTURAL AND HISTORICAL ACTION ITEMS

1. *Continue working with the Mecklenburg County Landmarks Commission and Matthews Historical Foundation to restore and preserve Roseland Cemetery. Prohibit any disturbance of the Historic Roseland Cemetery.*
2. *Evaluate the structural integrity of the water tower and investigate ways of preserving it.*

MONROE ROAD SMALL AREA PLAN NATURAL RESOURCES & OPEN SPACE ACTION ITEMS

1. *Encourage open space through the design of new development and redeveloped parcels*
2. *Encourage underground storage where storm water detention is required*
3. *Consider a multi-use pathway along the rear property boundaries in or adjacent to Sardis Forest neighborhood.*
4. *Explore opportunities to incorporate pocket parks into development design.*

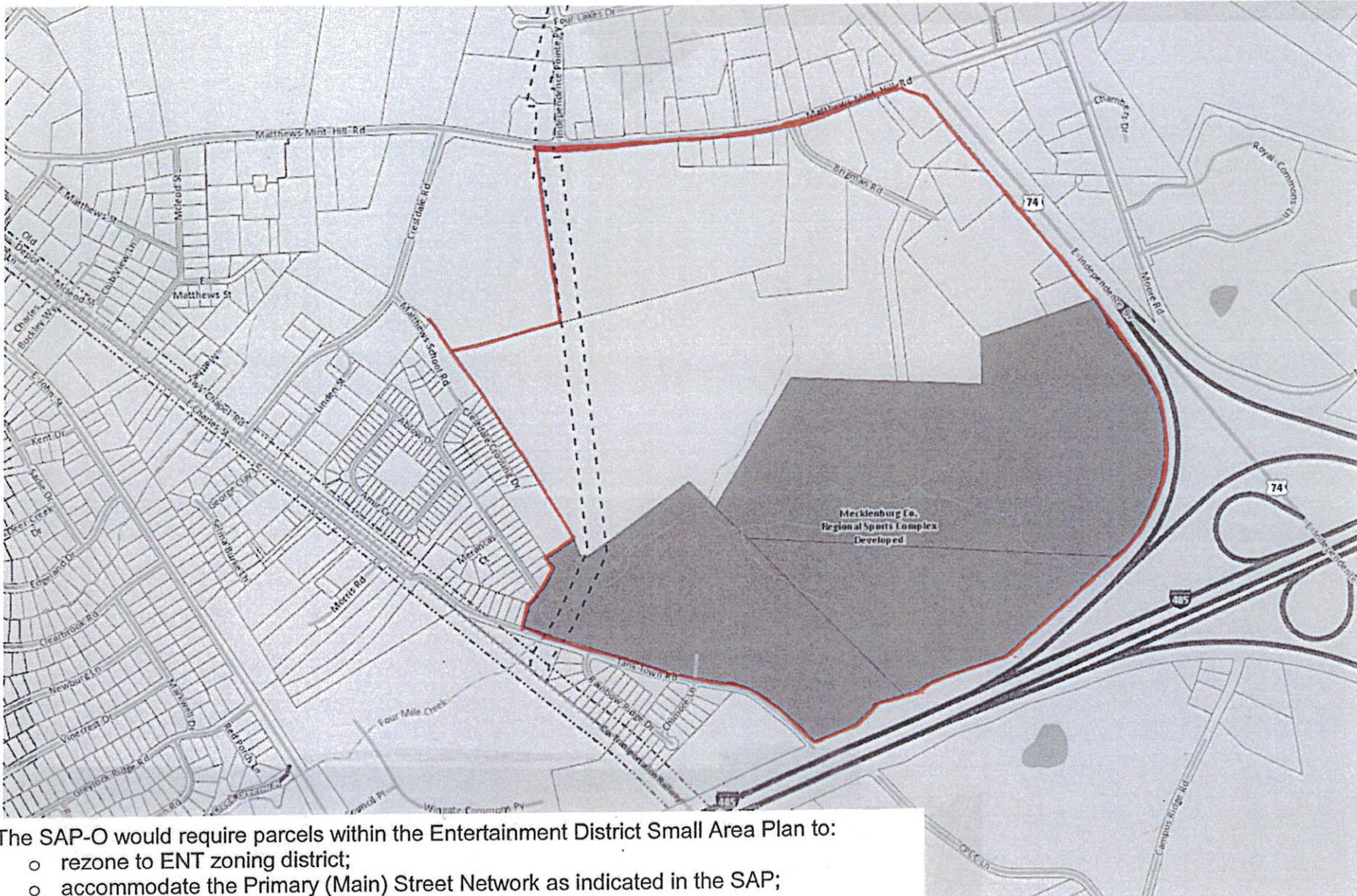
MONROE ROAD SMALL AREA PLAN ADOPTED PLANS ACTION ITEMS

1. *Adopt the Comprehensive Transportation Plan*
2. *Continue to build on existing plans and verify implementation is consistent with adopted plans*
3. *Update adopted plans as needed*

Entertainment District Small Area Plan

Adopted 12-4-14

See pages 140 through 171 of the Matthews Land Use Plan



The SAP-O would require parcels within the Entertainment District Small Area Plan to:

- rezone to ENT zoning district;
- accommodate the Primary (Main) Street Network as indicated in the SAP;
- accommodate the future light rail alignment; and
- include explanation how the development would meet the adopted Policy Statement of 2-23-15.

ENTERTAINMENT DISTRICT SMALL AREA PLAN

**Recommended by Planning Board
November 25, 2014
Approved by Board of Commissioners
December 8, 2014**

GUIDING PRINCIPLES

Over the years that this geographic vicinity has been studied, a series of inter-related principles have emerged:

- Urban scale neighborhood: Because this location is physically separated from almost all other residential neighborhoods in Matthews, and because it is a large area of mostly undeveloped land within close proximity to both the downtown and to major highway corridors, this is a unique opportunity to create a cohesive development site that can be substantially different from existing development elsewhere in Matthews. The prospect of including a major transit station here as well as a regional draw for sports and entertainment events also support development here at a substantially denser scale than has been attempted elsewhere in Matthews.
- Mixed use: Matthews has been careful to incorporate a diverse mix of land uses within its municipal boundaries, although each primary type of land use – residential, office/service, retail and commercial, medical, institutional – are generally sequestered in their own zones. In order to maximize the opportunity to encourage economic spin-off growth beside the Sportsplex – to provide the assortment of activities, amenities, and services necessary for visitors to the area – multiple types of land uses must be coordinated in close proximity. Likewise, to encourage new residents to live, shop, eat, work, and play all within this contained geographic space, then the needed activities must all be located in close association to each other.
- Transit-supportive/Future Transit station/hub: Although the Southeast Transit Corridor is currently being reassessed as to location and mode, the previously-designated alignment on Independence Pointe Parkway remains a strong and logical placement all through Matthews' jurisdiction. While Independence Pointe Parkway is not yet a continuous roadway through town, and while the ability to get it across I-485 is still under review, a mixed use neighborhood here can draw pressure for CATS to provide local bus access into the neighborhood. As more development builds out, more bus connections may be justified, and a bus stop may progress to a station location, which in future can become a mass transit station similar to what has been envisioned all along.
- Walkable, pedestrian-friendly: The Sportsplex has sidewalk, multi-modal trails, and/or greenways paralleling the main street through the park property. This same pedestrian system extends into the privately-owned portion of the development site. As more streets are added to reinforce the urban block character, and public plazas and small green spaces are added around higher density buildings, residents and visitors alike can enjoy the ease of access to various businesses and activity sites. The goal is to have this area develop as a "park-once" environment, so that using a personal vehicle internally becomes a choice rather than a necessity.
- Economic engine for surrounding region: The Sportsplex and the adjacent urban mixed use neighborhood can take advantage of each other's appeal to people. Households searching for a location where they can walk to most daily needs may find this area an idea new "home". Occasional visitors and regular field sports enthusiasts from the surrounding area may find that while at the Sportsplex for recreational activities, the adjacent mixed use neighborhood is a convenient and pleasant experience for dining, daily needs, and other options for recreation.
- Unique identity to be created: Because this geographic location is so ideally situated at the interchange of two highways, and because it is visually and physically separated from all other existing residential neighborhoods, and because the area can be branded as "active living", "high energy", "24-hour lifestyle", and similar concepts, this neighborhood should take on a separate ambiance and appearance than elsewhere in Matthews. The architecture of buildings, the streetlights, benches, street trees, signs and related public infrastructure, and the physical layout of streets and public spaces can all interact in creating a one-of-a-kind atmosphere.
- Energy efficient design: Ideally, the new development location should encourage and extoll the virtues of energy efficiency and sustainability -- in buildings, site plan layout, public amenities, overall cohesion of development, and long-term conversion of parking. Construction materials can be procured locally to the greatest extent possible. These materials should be reviewed for their low carbon footprints during manufacture and once installed on-site. Building designs may take advantage of solar orientation. New buildings may utilize rooftops for solar collector installations, gardens, or outdoor gathering spaces. Alternative energy-conserving or energy generating methods are encouraged to be employed here.

Excerpts from:

Policy Statement on the Family Entertainment District Consistent, and Coordinating with, the ENT Zoning District Standards and the Family Entertainment District Small Area Plan

Adopted by Matthews Board of Commissioners 2-23-15

POLICY STATEMENT

The intent of this combined policy statement is: to create a vibrant and unique new area within Matthews rather than another “shopping center”; protect the economic health and development of the downtown area; and, to provide guiding parameters for both immediate development sites and long-term viability for property owners, businesses, residents, and the Town.

Maximum “Big Box” Retail

No single big box retail establishment (merchandise sales as sole or primary/significant activity) should be greater than 70,000 square feet. Most other nonresidential structures housing a single use generally are not anticipated to be greater than this size as well.

Hotels with conference centers and movie theaters are specifically exempted from this size limitation. Other “sales of merchandise” operations which also offer substantial non-sales activities may request a case-by-case exception to this policy. Larger structures may be designed with a relative and comfortable symmetry, with features such as: multiple ground floor entrances, different architectural details, step-backs of sections of the front wall, public realm spaces, and/or pedestrian through-building connections, and should be designed to be easily converted to separate first floor businesses at some point in the future.

Guideline for Residential and Commercial Land Use Ratios

*** Residential to Commercial ratio guideline: No more than 600 dwelling units should receive building permits for construction until at least 40,000 square feet of commercial is under construction or completed. The “commercial” should be more than one or two establishments.*

*** Commercial to Residential ratio guideline: Similarly, no more than 120,000 square feet of commercial should receive building permits until at least 240 dwelling units are under construction.*

Public Art

When new artwork is proposed for Town or other public property, or in a location where Town funding is involved, that artwork shall follow the established Town program procedures for review.

When new artwork is planned for placement in a private property location that will be clearly visible, a concept plan for that artwork should be sent to the Matthews Parks, Recreation & Cultural Resources Advisory Board for their advance review and determination as acceptable for public display. As explained in the Town’s current public art program, “[i]t will not be the responsibility of the panel to determine if the artwork is ‘good or bad’ artwork – but to determine if the work is suitable for display” in a setting where families and children are likely to be present.

Plan For Future Parking Options

The Town is interested in determining how best to plan now to allow options for shared and structured parking. Potential future trigger situations that would require development of structured parking plans:

- *When CATS approves an extension of a mass transit mode other than local or express bus to the proposed transit station location;*
- *When Mecklenburg County approves an ongoing joint-use agreement for at least 200 parking spaces for stadium use;*
- *When at least 400,000 square feet of nonresidential development, at least 1,000 dwelling units, or a mix of residential overnight lodging and/or nonresidential uses totaling at least 500,000 square feet have permits issued for construction.*

Property owners and/or business owners may pursue shared parking agreements to guarantee shared parking between them for a predetermined minimum length of time.

Other options for converting from surface to structured parking may also be brought to the attention of Town Board at any time.

Aesthetic Elements for a Unique Neighborhood

Within the new neighborhood, there should be specific thematic elements used repetitively for architectural or public realm amenities, in order to establish a separate identity unique for this neighborhood. As listed in both the UDO and the Small Area Plan, there are a number of street furniture, landscaping, and hardscaping elements which may be called on to give this area its unique identity, and which will be required to be included in all new development.

Future Funding/Financing Process to Recoup Some Costs for Public Infrastructure

If sufficient land is being developed by a single developer, or if a group of developers/property owners join together to pursue construction of significant public infrastructure improvements within the new neighborhood, they may request the Town Board to assist in the recapture of funds to reimburse their expenditures through a Tax Increment grant program (TIG) or a Special Assessment Improvement District (SAID), as either may be legislatively available.

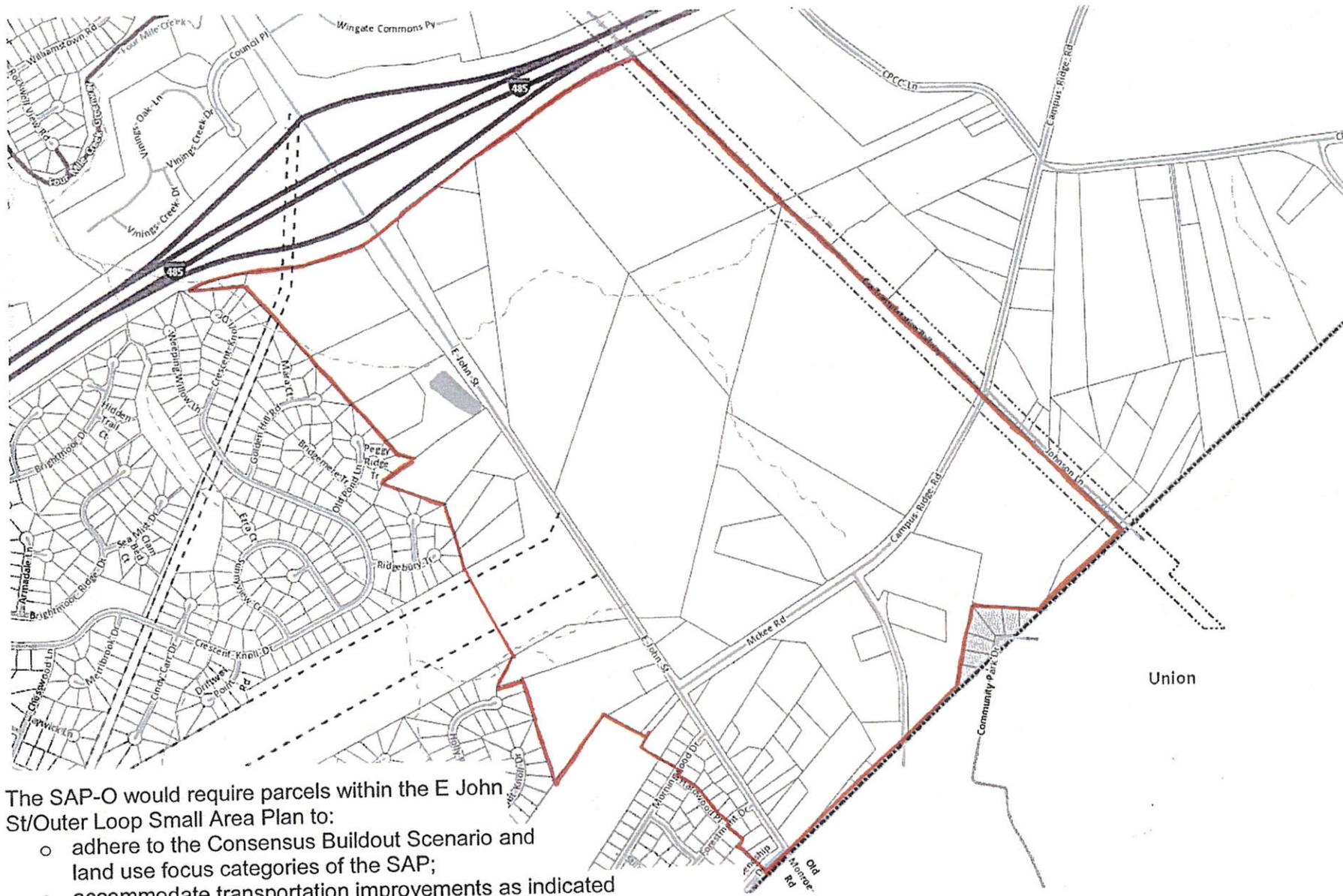
Branding the New Neighborhood with Name and/or Logo

Town Board may choose to pursue establishing an identifying unique name and/or logo for this new neighborhood at any time. The Town will accept ideas from anyone and keep a list of suggestions, so that when Town Board is ready to make a selection, they will have a composite list of previously submitted ideas.

E John St/Outer Loop Small Area Plan

Adopted 1-9-17

See pages 172 through 207 of the Matthews Land Use Plan



The SAP-O would require parcels within the E John St/Outer Loop Small Area Plan to:

- adhere to the Consensus Buildout Scenario and land use focus categories of the SAP;
- accommodate transportation improvements as indicated in the Conceptual Streets and Pedestrian Networks in the SAP; and
- adhere to the Action Items (policies) listed in the SAP.

E JOHN STREET/ OUTER LOOP AREA SMALL AREA PLAN

Planning Board recommendation of approval 1/03/2017

Board of Commissioners approved 1/09/2017

GUIDING PRINCIPLES

Below are the guiding principles, as defined by the stakeholders committee in May 2016, which describe the primary intentions of the E John Street/Outer Loop Small Area Plan.

General Principles

- Create a cohesive vision for all land parcels throughout the study area boundaries.
- Recognize the properties adjacent to E John Street backing up to existing single family neighborhoods need to take extra care to adequately protect and buffer those existing developed sites.
- Involve affected stakeholders and citizens.
- Recognize new development within this study area will require significant expansion and improvement of public utilities and the public street network.
- Continue to build upon the recommendations of the Land Use Plan and other adopted plans and policies.
- Ensure any new development proposals are consistent with adopted policies and zoning actions.
- Incorporate walkability and transit-supportive design.

Specific Principles

- Identify a mix of land uses within the study area that are consistent with the vision.
- Emphasize pedestrian-friendly design and urban scale form of development as the vision calls for them.
- Create land development strategies that promote the use of alternate travel modes including pedestrians, bicycles and public transportation via development design standards and public infrastructure.
- Recognize the impact new driveway access points may cause as new development occurs on a parcel-by-parcel basis, so that long-term viability of the street network remains safe and allows traffic to flow at an appropriate pace.
- Consider unique uses and development layouts to create desirable new destinations and points of interest within the study area.
- Provide strategies that will promote sustainable development and not reduce the integrity of existing surrounding development.
- Protect and preserve large, healthy tree specimen during the initial site design process, both individually located and groves of trees where they can serve as buffers and screens between uses or against vehicular use areas.

LAND USE

The Town of Matthews has seen a robust amount of development in recent years and has crossed the population threshold of 30,000 citizens. With growth on the rise, the Town has acted progressively in drafting plans to ensure that quality land uses are designated in areas that are soon to be ripe for development. The land area adjacent to E John Street is over 335 acres of largely undeveloped or underdeveloped property. Lack of utility connection in this area has hindered development. At the center of the study area is the Duke Energy substation, with its transmission lines extending in two directions. While these utility improvements guarantee easy access to electrical power source, they also tend to restrict the types of uses that desire to locate immediately adjacent to them. In a similar way, the CSX freight railroad may hinder certain types of land use from locating nearby.

Due to the amount of acreage covered in this small area plan, it is beneficial to consider a diverse mix of land uses here. The Town has now embraced the concept of a more urban character of mixed use development at a higher density than previous commercial development that occurred in the latter half of the 20th century, but only in select locations. This study area is an ideal opportunity to encourage newer arrangements and concentrations of nonresidential uses, along with residential styles other than traditional single-family detached subdivisions with cul-de-sac internal streets.

Since different portions of the study area may allow a good fit with certain nonresidential uses more than others, the study area has been broken into multiple geographic “blocks”, which will focus on certain types of uses. The consensus build-out scenario in this plan illustrates these “blocks” by anticipated land use categories. These “focus” mixed use categories do not automatically exclude other uses, but rather show the intent to have a significant portion of development in their respective blocks be that type of nonresidential use. The mix of uses by focus type, and examples of land uses that would reflect the focus intent, include:

Office focus

Examples of uses that encourage an **Office** focus are: professional service offices and studios, such as for architects, accountants, engineers, real estate agents, doctors, dentists, investment agencies, lawyers, and similar, located within individual small office cottages, stand-alone office buildings, to office parks comprised of several large multi-tenant buildings (an office park or complex which may include supportive non-office uses for the employees there).

Retail/Restaurant focus

Examples of uses that encourage a **Retail/Restaurant** focus are: grocery stores; clothing and shoe stores; department stores; similar places selling merchandise generally incorporating more than 12,000 sq ft of sale floor area; cafeterias; sit-down restaurants; lounges; sports bars; fine dining; all food establishments generally incorporating more than 5,000 sq ft of floor area.

Daily Services focus

Examples of uses that encourage a **Daily Services** focus are: cafes; coffee shops; lunch counters/sandwich shops; fast food providers; ice cream shops; pizza carry-out storefronts; convenience stores; dry cleaners; child day care centers; pet boarding facilities; barber shops; hair or nail salons; spas; live-work units; and similar establishments providing daily or regularly-used items or services to those who live or work nearby; such daily service providers generally being smaller business establishments with between 1 and 5 employees on the largest shift, and often covering no more than 4,000 sq ft in floor area.

Production/Distribution focus

Examples of uses that encourage a **Production/Distribution** focus are: assembly of finished products prior to sale; flex use spaces; equipment/home goods repair activities; light manufacturing that does not emit any unpleasant noise, fumes, or light; storage and distribution of manufactured products, supplies and equipment.

Residential focus

Examples of uses that encourage a **Residential** focus are: cottage clusters of small houses; live-work units; townhomes or rowhouses; multi-family apartment buildings; residential uses on upper stories over nonresidential uses.

Greenway/Landscape buffer

Types of open space styles within this category are: greenway trails alongside creeks; multi use paths for pedestrians and bicyclists located beside streets or between other properties; pocket parks or plazas that may have gardens, benches, public art, and other hardscaping features; and small parks with open lawns or playgrounds.

In addition to the above types of land uses, there are a number of other land use categories that would be appropriate to locate within the study area. Civic uses, such as libraries, community centers, assembly halls, and police or fire substations, and institutional uses such as churches and schools may fit within several of the proposed mixed use focus areas.

Where a “block” on the build-out scenario shows a certain focus, it means that those types of uses should comprise at least thirty percent of the total building floor area once the entire section is developed. That allows a significant amount of other uses to also fit within that block.

The designated focus land use should be the first type of new development to be built within that block. This is because the initial development that occurs within each block of the study area will likely define the development pattern and subsequent development around it, and will influence further development to have a similar or complementary flavor. Therefore, by designating specific focus land use categories, the build-out scenario clearly identifies the vision for the subareas. No specific zoning categories are designated to be established within each “block”. Instead, the land use focus identification assumes any appropriate zoning category may be applied within each subarea. For example, office

uses may be allowed in the O Office district, the B-1, and B-3 Business categories, and the MUD Mixed Use District.

The land use designations shown in the consensus build-out scenario on page 184 encourages different types of land use intensities to transition smoothly over the study area. Greenways can naturally divide separate focus use areas. Where a primarily nonresidential focus area will be placed near established low density residential uses, a landscape buffer area is indicated. Less intensive focus uses such as residential and office are therefore placed along the south side of E John Street. Frontage along the north side of E John Street is to be reserved for more intensive restaurant, retail, and daily service usage.

The future four-legged intersection of McKee Road and E John Street will function as a central point of the newly-developing area, and will have the most access to residents within and adjacent to the study area, as well as being an easy access location for visitors to the area. The four quadrants immediately adjacent to this intersection of two major thoroughfares are shown to be a Daily Use focus area.

The land use areas bordering the CSX rail line are designated for the greatest variety of uses. Along I-485 and the railroad, land is designated as an office focus location. Office use is preferred here because this use is generally tolerant of the constant hum of highway traffic and passing trains. The largest tract of land located centrally along the railroad track was designated to allow the largest mix of focus types due to its location in the study area. It is sandwiched between office, residential, and production uses, so its designation is a hybrid of the three. Along the railroad at the Mecklenburg/Union County line production and distribution services are designated. This property borders industrial uses in Union county along with the CSX rail line which makes it optimal for production and warehouse facilities. This area also has potential to utilize the rail line to transport goods to and from the property.

On the following page is the preferred build-out for the study area. Not only does the map land use focus areas for development, it illustrates a conceptual road network. The interior road network is an important design element that is included in response to the E John superstreet project. With limited access areas off of John Street and the unlikely scenario of permitted crossover intersections, there is a need for a skeletal perimeter road network that allows people to navigate from one focus area to another. The following build-out shows a network that has limited access points off of John Street, but multiple curb cuts off of the future McKee Road extensions. The conceptual road network also reflects stipulations for the newly designed interchange at John Street and I-485. The new on and off ramp designs limit the amount of access points approaching the ramps from John Street and the conceptual street network reflects that. Notice in the build-out on the following page the limited access points, the perimeter skeletal network that allows traffic to flow across focus areas, and the intentional access points off of the future McKee Road extensions.

Consensus Build-Out Scenario



E JOHN STREET SMALL AREA PLAN LAND USE ACTION ITEMS:

- 1. Proposed new development should correspond to the designated focus land use categories within the applicable block on the consensus build-out scenario.*
- 2. Initial development within each block of the conceptual build-out scenario shall conform to the assigned focus land use category(ies), since it will set the tone for further adjacent development.*
- 3. In each land use focus designation, the “focus” type of land use should comprise at least 30% of the overall build-out at each phase of completion.*
- 4. Residential units should be incorporated into buildings in upper floors, such as two stories of office use and one or two stories of residential, when the mix of uses are compatible.*
- 5. New internal street networks and pedestrian pathways should be designed for the larger segment of the study area as individual sites are proposed for development. This is necessary to assure that cross connectivity can be achieved, and is especially important given the limited new curb cut accesses from E John Street.*
- 6. Greenways and other open space locations should be established for the overall study area before any development begins, and any parcel considered for development should then include their segment of the greenway and open space network. This is critical to guarantee the connectivity of the open space system.*
- 7. Landscape buffers identified in the consensus build-out scenario that will be against established single-family neighborhoods, I-485, along the future right-of-way for E John Street, and the CSX rail line should be identified and protected from damage before any development begins. These locations should be protected during all development phases, and guarantees put into effect to preserve them perpetually.*
- 8. A variety of residential styles should be used throughout the study area, to provide good options for new households to find the style they desire.*

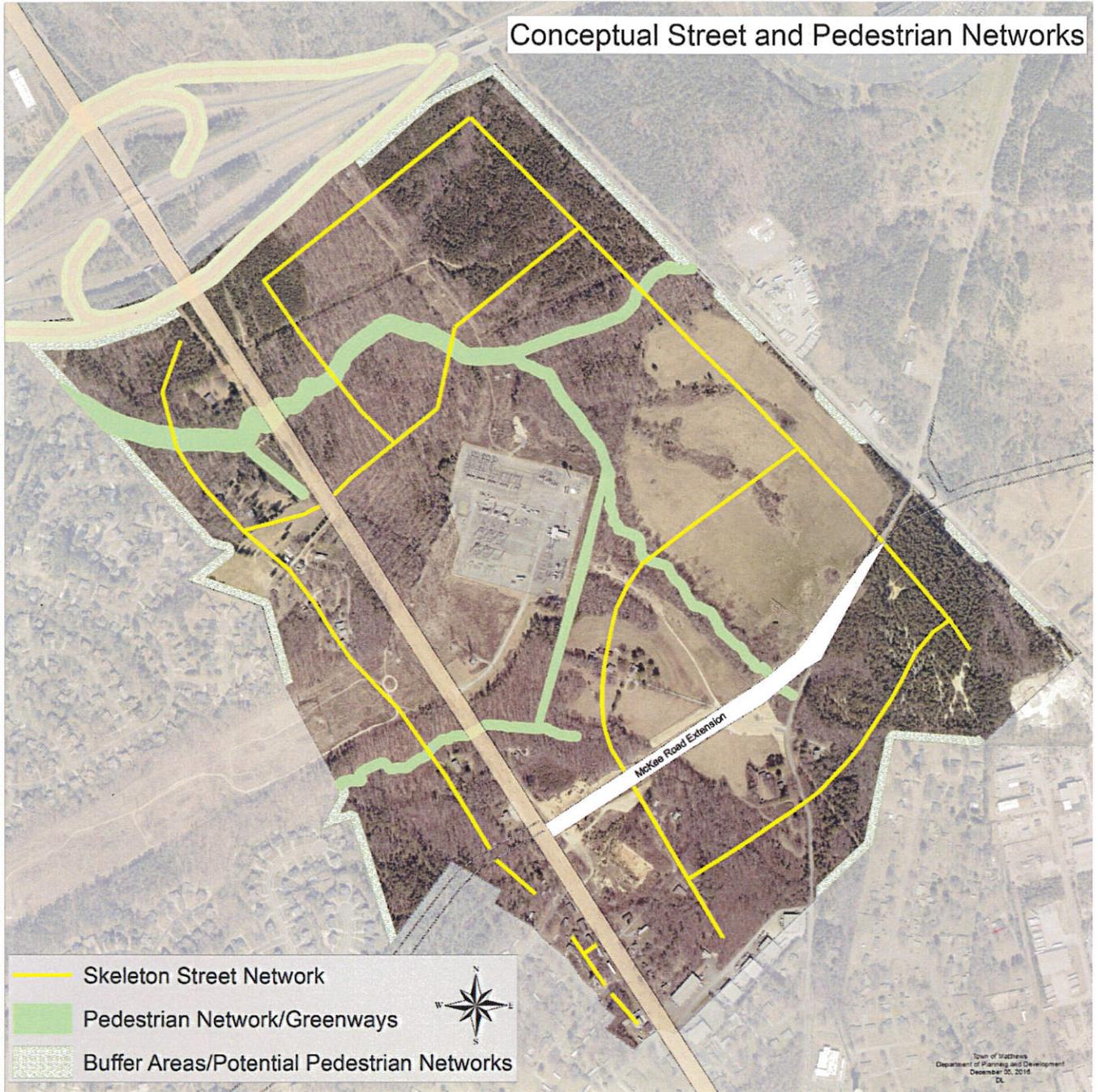
E JOHN STREET SMALL AREA PLAN DESTINATIONS AND PLACEMAKING ACTION ITEMS:

- 1) *As development begins throughout the study area, continue to pursue opportunities to incorporate uses that will create unique destinations here. Desired destinations include but are not limited to: medical/scientific research park; business incubator or entrepreneur startup facility; arts village; vineyard and/or winery; mixed-use retail facility; botanical garden; or nature preserve.*
- 2) *Multiple and coordinated elements within the study area should be used to develop and enhance a sense of "place", including public art, quality architectural building design, public open space, and landscaping.*
- 3) *The architectural elements of each building should incorporate qualities typically found within Matthews for consistency, but can also combine elements in a fresh new way to give individual buildings a contemporary twist.*
- 4) *Buildings should not have blank walls in excess of 10 feet wide facing any public access or public view location.*

E JOHN STREET SMALL AREA PLAN URBAN DESIGN ACTION ITEMS

- 1) *Properties along E John Street should maintain or create a tree buffer along the road frontage, and parking or vehicular use areas should not be located between new buildings and the tree buffer here. Exceptions may be made for corner lots.*
- 2) *New buildings on parcels not fronting on E John Street should be brought close to the interior public or private streets, with parking to the side or rear.*
- 3) *Buildings at focal points such as intersections and driveway entrances should be multi-story.*
- 4) *Parking should be located to the side and rear of buildings to the greatest extent possible.*
- 5) *Sculpture, public art or other monumentation should be developed at the E John Street/McKee Road intersection on all four corners.*
- 6) *All buildings should have an operable front door with connection to a public street*
- 7) *Utilities should be moved underground as development occurs*
- 8) *Drive thru canopies and gas station canopies should be located behind the principal structure*
- 9) *Mechanical equipment either at ground level or on building rooftops should be screened from view*

Below is a map visualizing the conceptual pedestrian and skeleton street networks that are discussed in this section. Concept to show all portions of study area will become accessible in the future. (updated map below 12-23-16)



E JOHN STREET SMALL AREA PLAN TRANSPORTATION ACTION ITEMS

- 1) *Any development proposed within the study should determine where vehicular access points can appropriately be created that can be shared with surrounding further development.*
- 2) *Because driveways and new street intersections into E John Street will be constrained by the E John Street/Old Monroe Road widening project to be constructed in a few years, any desired connections to E John Street must be reviewed by NCDOT and the Town of Matthews to verify proper placement for area development as a whole.*
- 3) *New internal street networks will be necessary to open up interior tracts to development. A skeleton street network shall be designed and must be followed as individual parcels are ready for development. This skeleton street network includes:*
 - a. *new streets parallel to E John Street on both sides;*
 - b. *a new street parallel to the CSX railroad tracks, from I-485 to McKee Rd;*
 - c. *a new street parallel to I-485 connecting the interior blocks along the CSX rail line to E John St between I-485 and the Duke Energy substation; and*
 - d. *new street connections parallel to McKee Rd between McKee and the County line to provide internal connectivity between parcels against the rail line and E John St.*
- 4) *Development at the future four-approach intersection of McKee Road and E John Street should not occur until McKee Road Segment A is under construction, so that new ingress and egress points onto McKee will be operable when new development (businesses and/or residential) is open..*
- 5) *Locations for safe and direct pedestrian and bicycle crossing of E John Street should be identified as early as possible, once new construction along the road is underway. Pedestrian signals should be considered at each marked crosswalk area.*
- 6) *A skeleton greenway and multi-use path network for the full study area should be determined prior to individual property development. This network should include:*
 - a. *A minimum 5' sidewalk on one side and a 10' multi use path on the other side of E John Street, as intended to be constructed at the time of the widening project;*
 - b. *A greenway along the creeks in the study area as illustrated in the build-out scenario;*
 - c. *Connecting trails along edges of the Duke Energy properties to complete connections within the network, as illustrated in the build-out scenario;*
 - d. *Multi use pathways or similar paved trails generally corresponding with the new internal street skeleton network.*
 - e. *A pedestrian connection – bridge if necessary – for residents within the established neighborhoods southwest of the study area to access the mixed use development via the internal trail system.*

E JOHN STREET SMALL AREA PLAN UTILITIES ACTION ITEMS:

- 1) *Utilities should be buried for all new development and redevelopment.*
- 2) *Any sidewalk or street construction activity should be reviewed to include taking existing overhead lines underground.*
- 3) *Developers need to coordinate their site plan layouts to install sufficient infrastructure in order to service potential growth for their facility as well as future developments.*

E JOHN STREET SMALL AREA PLAN NATURAL RESOURCES AND OPEN SPACE ACTION ITEMS:

- 1) *Establish natural buffers along Brightmoor and Matthews Plantation subdivisions.*
- 2) *Maintain natural buffer adjacent to Hwy I-485 and residential neighborhoods adjacent to the study area.*
- 3) *Create greenways along existing stream buffers.*
- 4) *Provide a pedestrian bridge over stream tributaries to connect neighborhoods to daily services and other amenities.*
- 5) *Developers need install pocket parks and natural areas within their developments.*
- 6) *Explore private – public partnerships to ensure natural resources in the area are used to enhance new development.*