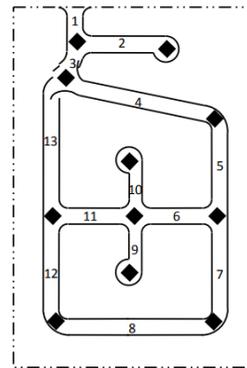


Public Improvement Variance – Margaret Wallace Subdivision

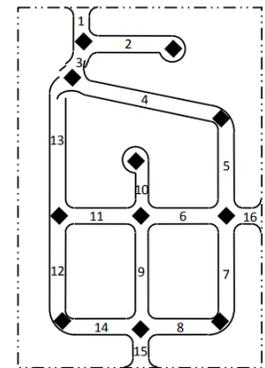
TO: Matthews Planning Board Members
DATE: June 20, 2018
FROM: Jay Camp

Rezoning Application 2018-677 on Margaret Wallace Road is proposed as a 22-lot single family neighborhood. The applicant plans to construct a single street off of Margaret Wallace Road that terminates with a cul de sac. During staff review of the plans, it was determined that the layout of the site does not meet the Towns’ connectivity index requirements. To create a more functional transportation system for the Town, a street connectivity index requirement was introduced when the UDO was adopted in 2014. In general, properties should provide “stub streets” to adjacent undeveloped properties and design development with a system of connected streets that avoid long dead in cul de sacs.

This parcel of land is hemmed in on all three sides by existing development. To the west is an existing subdivision while Crown Point Elementary, a church and a large single-family residence are to the south and east respectively.



EXAMPLE 1
 (13 LINKS/11 NODES) = 1.18 CONNECTIVITY RATIO
 WHERE ◆ = NODE



EXAMPLE 2
 (16 LINKS/11 NODES) = 1.45 CONNECTIVITY RATIO
 WHERE ◆ = NODE

division is often 1.0 or less

The connectivity index creates a measurement for the number of street nodes (sections of street between intersections) and links (intersections of streets). The number of nodes is divided by the number of links to arrive at the index. In this case, R-VS requires a minimum index of 1.3. The development, with only one intersection and one street, has one node and one link for an index of 1.0. Due to the presence of adjacent development with no stub-outs, the required index for R-VS at this site is reduced to 1.25. The requested Public Improvement Variance is to reduce the connectivity index from 1.25 to 1.0

Matthews Unified Development Ordinance Section 155.712.A directs the Planning Board to determine if unnecessary hardships result from the strict compliance of the regulations, and then recommend to the Board of Commissioners whether to approve the Public Improvement Variance. Town staff agree that the developer has few options to meet the connectivity standards due to the shape of the lot and adjoining developed property.

Staff suggests that the Planning Board forward a favorable recommendation for the Public Improvement Variance as submitted to the Board of Commissioners.