



Town of Mint Hill

John M. McEwen Assembly Room
4430 Mint Hill Village Lane
Mint Hill, North Carolina 28227

Mint Hill Planning Board Agenda December 18, 2017 at 6:30 p.m.

1. Call To Order
2. Roll Call and Invocation
3. Approve Minutes of December 5, 2017 Regular Meeting
4. Additions or Deletions of Agenda Items
5. Reports of Committees, Members, and Staff
6. Old Business
7. New Business
 - A. Discussion and Recommendation on Conditional Rezoning Application #ZC17-9, Filed by Hoods Crossroads Retail, LLC, Property Located at 3501 Matthews-Mint Hill Road, Tax Parcel #135-331-04
 - B. Discussion and Recommendation on Conditional Rezoning Application #ZC17-10, Filed by SXCW Properties, LLC, Property Located at 9230 Lawyers Road, Tax Parcel #135-221-09
8. Other Business
9. Adjournment

Cassie Crutchfield
Program Support Assistant

MINUTES OF THE MINT HILL PLANNING BOARD MEETING December 5, 2017

The Mint Hill Planning Board met in a called meeting on Tuesday, December 5, 2017 at 6:30 p.m. in the John M. McEwen Assembly Room, Mint Hill Town Hall.

ATTENDANCE

Chairman: Tony Long

Members: Brad Simmons, Scott Fandel, Chip Todd, Tom Gatz, Roger Hendrix, and Roy Fielding

Planning Director: John Hoard

Clerk to the Board: Cassie Crutchfield

Commissioner to the Board: Commissioner Ellington

CALL TO ORDER AND INVOCATION

Chairman Long called the meeting to order at 6:30 p.m., declared a quorum present and the meeting duly constituted to carry on business. Mr. Hendrix gave the invocation.

ORDER OF BUSINESS

Approval of Minutes of October 16, 2017 Regular Meeting: Upon the motion of Mr. Fielding, seconded by Mr. Fandel, the Board unanimously approved the minutes of the October 16, 2017 Planning Board meeting.

Additions or Deletions of Agenda Items: None.

Reports of Committees, Members and Staff: None.

Old Business: None

New Business:

A. Discussion and Recommendation on ZC17-8, Filed by Mr. Bob Wiggins with Mattamy Homes, Property Located near Bartlett Road and Jefferson Colony Road, Tax Parcel numbers 139-361-99, 139-061-01, 139-014-02 and 139-014-01:

Mr. Hoard asked the applicant to highlight the Cadence Project. Mr. Hoard said he would answer any questions after the applicant's presentation.

Bob Wiggins, the applicant, came up to the platform. Mr. Wiggins stated he had hard copies of the presentation and would reference the presentation by page numbers. Mr. Wiggins stated he was with Mattamy Homes and would talk about the Cadence Project, located at the Interstate 485 on Bartlett Road. Mr. Wiggins said the development was approximately 125 acres, 2 units per acre and lot width of 55'.

Mr. Wiggins said on page 3, gave an overview of the project. Mr. Wiggins said we were proposing an all brick community with yard maintenance included, paid through the community HOA fee. Mr. Wiggins stated we were proposing to build ranch style homes,

which were one level homes, also with options called pop tops, one and half stories, that had bedrooms and flake space upstairs.

Mr. Wiggins said we were focusing on empty nesters with mature buyers which would be the largest growth segment of new home buyers and existing home buyers. Mr. Wiggins said it's the baby boomers segment; we all have read articles in the papers for years about how it's a big segment, and we believe that's underserve in this market. Mr. Wiggins explained even though we've seen some age restricted communities that look big, it doesn't add up to that many lots when you look at the size of Charlotte. Mr. Wiggins stated we were proposing an age targeted community and the difference was that it's not restricted. Mr. Wiggins stated the focus was on the product that's attractive to those without children, married, single, typically in their late 40's, 50's, 60's, and 70's.

Mr. Wiggins said on page 4, the site plan would have a landscape entry and a good buffer to Bartlett Road so that we did not have houses crowding the road. Mr. Wiggins said in the middle of the site was the amenity location where we would have gathering areas, parks, swimming pools etc. Mr. Wiggins stated throughout the site we would have pocket parks for other gathering spaces; then around and throughout the community, we would have walking trails in addition to the sidewalks on both sides of the street. Also, page 5 identified more of those features such as pocket parks, trails, etc.

Mr. Wiggins said page 6 had visioning pictures of what the community attributes would be whether it's a firepit gathering, pools, gazebo, etc. Mr. Wiggins said page 7 showed the landscape; the community would be maintained by the HOA, not just the yards but all the common areas as well. Mr. Wiggins said page 8 shows what the entry monument would be similar to the one we were building in our community called Cadence at Tega Cay, South Carolina. Mr. Wiggins said page 9 had the entrance features such as a divided entry that was well landscaped. Mr. Wiggins said page 10 showed a pocket park when you arrive at the community. Mr. Wiggins said page 11 had parks, trails, etc. and continuing to page 12, you would see the road way crossing section and sidewalks and it would be to the Mint Hill road construction standard.

Mr. Wiggins said page 13, behind the pocket park at the entry, we were proposing to have our sale center and models right at the front of the community. Mr. Wiggins said page 14 was the home that we were proposing to build; these were all brick ranch style homes with opportunity to option up into the attic space for additional heated square footed bedroom, bonus rooms, etc. Mr. Wiggins stated on page 15, these were graphic representations of the interior of the home that were unique because they have a side court yard feature. Mr. Wiggins stated the side courtyard invited living space to one side of the home than the other and when that court yard opened to the next home, the next home would have limited windows which creates a court yard, a very private setting, for the home owners. Mr. Wiggins said we called this the active side and the other was the non-active side of the home.

Mr. Wiggins continued to page 18 that showed the site plan. Mr. Wiggins said to end the presentation, we would like to touch on a couple of topics from the public hearing as well

as the neighborhood meeting several weeks ago. Mr. Wiggins said there were concerns about traffic, schools and property values. Mr. Wiggins stated the home prices were in the mid and high \$300,000's; the homes range from 1800 to 2600 sq. ft. Mr. Wiggins said the buyer would be looking for a higher specification level within the home such as high-quality kitchen, baths, etc.

Mr. Wiggins said the traffic was a big concern with Jefferson Colony and it had a couple of stub streets that go into the property. Mr. Wiggins said the properties that would be developed would maintain a connected street network that benefits the public. Mr. Wiggins said we were proposing to connect Statesman Drive and Liberty Hill Drive in Jefferson Colony community. Mr. Wiggins said there were concerns by the neighborhood community that a lot of traffic would go through Jefferson Colony community. Mr. Wiggins said working with NCDOT, Mr. Hoard, our traffic engineer, and the towns traffic consultant, we've done a traffic impact analysis. Mr. Wiggins stated we've measured the traffic flow and there were some bottlenecks that needs to be addressed. Mr. Wiggins said we met with the staff and both of us had followed up with NCDOT about having a traffic light at Jefferson Colony. Mr. Wiggins said we were not proposing that we put one there and we were not proposing that we do not put one there, what we were proposing was that we hear from the community and understand what the wishes of the community were. Mr. Wiggins said NCDOT had asked us to do some additional study on the intersection which we were willing to do. Mr. Wiggins explained in order to get a traffic light, you would need a certain number of cars to go through it. Mr. Wiggins stated NCDOT said there were not enough cars both morning and evening to mandate a traffic light, but if you do this additional study you may see that there were more cars coming through there in an 8-hour period than there were in the morning peak or evening peak. Mr. Wiggins said we're seeking approval by the Planning Board that we navigate the traffic concerns because we understand the project cannot go forward until that was done and the Board of Commissioners felt confident in the solution.

Mr. Todd asked, was there a requirement for a certain amount of exits in a community depending on its size? There were 3 entrance points and departure points in this neighborhood. Mr. Hoard said, not for Mint Hill. There was a fire code, there was a Fire Marshal that does enforce when you reach a 30-lot threshold; they do enforce the need for a secondary access. That does come not necessarily from Mint Hill, but it does come from another agency.

Mr. Todd asked, were there any studies done on a single departure similar to Bartlett Road? If we can't put a red light in, I was thinking about having a round-about at the Bartlett Road, Highway 218 intersection, to feed out of the neighborhood. It would take everyone into 485 and back into Mint Hill. Mr. Wiggins replied, we have not done that study. The extending intersection coming from 485, was a by product of what the state wanted to do. It's my understanding why they have the divided median. NCDOT doesn't want to create an intersection that was too close to the interchange. I don't believe that a roundabout in that cross-section of the road, in a five-lane section, was something NCDOT would want to do.

Mr. Todd said, coming out of Jefferson Colony onto Jefferson Colony Road and everything coming out of Bartlett Road would have to take a right. So, there would be a bottleneck

which was my concern. Mr. Wiggins said, that was a valid concern. It's an awkward intersection the way the state had it designed coming off that part. A traffic light would help solve the problem, but there were some that may be forward it in Jefferson Colony and some maybe against it. Overall from a community stand point, if a traffic light was embraced, if it were approved, then you could create the opportunity for a crosswalk. You could access the park to Jefferson Colony and to our community. Staff's comments were to request that we have sidewalks accentually from the Bartlett Road overpass bridge. This fronts them a quarter property across our proposed project giving them the right-away in front of Jefferson Colony and that would align with the pedestrian crossing at a traffic light. That was one scenario. That would be a great benefit to the entire community.

Mr. Fandel asked, this was not going to be an age restrictive community? Mr. Wiggins said, that's correct.

Mr. Fandel asked, single families could purchase within this community? Mr. Wiggins said, yes.

Mr. Fandel asked, you're doing more in Tega Cay, was it up and running? Mr. Wiggins said, it's a 125-lot community, 80 of the lots were paved right now and the rest of the site is getting macerated waiting for the next phase. We have gone vertical with homes. Our model homes should be open in the next 2 to 3 months. There were inventory homes under construction. Also, we have 2 sales and they're families with no children.

Mr. Fandel asked, it would be a concern for some and if it's not restricted how do we know it's not full of kids? Mr. Wiggins said, the ranch homes in general, was not a home you build for 3 kids and teenagers, a dog in a yard, or a play set. It's a home for people that don't have those children. I suppose someone could move in there, but it's highly unlikely. People go toward the product they were looking for that stage in their life and frankly that was underserve in Charlotte.

Mr. Fandel asked, so the people that move in there were not necessarily in the state of retirement? Mr. Wiggins said, exactly.

Mr. Fandel asked, could there be two people that were working and leaving their home every day? Mr. Wiggins said, it's very possible you would find a mix of that. I'm almost 49 years old and my youngest was a junior in high school. In two years, I could be that buyer and still need to work a long while. You would also see folks like my father and mother in-law who bought a home from a competitor in a neighborhood like this down in South Carolina. They're in there 70's, don't work and fully retired. There would be a mix.

Mr. Fandel asked, would you never consider making an age restricted community? Mr. Wiggins said, usually the age restricted communities come with other things. When you look at the Del Web Communities, Crosswind that was close to this community, the age restricted communities were a different buyer. They're looking for the fully age restricted, where they can be active and have a wood shop, knitting shop, or cars etc. They were very outgoing type of folks. Not that our buyers wouldn't be; however, with all that extra stuff comes cost. It's not free. What we've seen in our analysis, done by John Burns who was a leading real estate researcher in the United States on single family homes, about 1/4 of the mature buyers were drawn to the age restricted concept. About 1/4 were drawn to the age targeted concept and about 1/2 of the mature buyers just want to be in a mix neighborhood, multi-generation with everybody else. You can buy a ranch home in a multi-generation neighborhood and you can buy a ranch home in an age restricted neighborhood as well.

The product itself, the ranch homes were harder to come by. Most people focus on the two-story homes, etc. We feel like this segment was undeserved and there were a lot of people looking for this concept without all the cost.

Mr. Fielding asked, would there be a monthly fee? Mr. Wiggins said, yes.

Mr. Fielding asked, what would it include? Mr. Wiggins said, it would be the HOA's responsibility to pay for things like the common were, maintenance, the pool, etc.

Mr. Fielding asked on page 11 about the concept of the recreation area. Was it being looked into and being size appropriately for a community that was going to have close to 500 people? Mr. Wiggins said, absolutely.

Mr. Fielding asked, do you have a concept of the pool size? Mr. Wiggins said, I don't have it dimensionally. A lot of it would depend what size we end up with through this process. We don't want to have customers who don't have enough pool deck. There's enough water, especially with this age group. Most of the complaints come from the deck size.

Mr. Fielding said, the concept of this drawing shows the photo of the backyard pool being very small. Mr. Wiggins said, it's a little bigger than what you were seeing in the drawing. If you were to look at the size of the deck chairs around it, all of the deck was probably undersized. These were conceptional drawings. When you relate it to the size of a parking space, it would be appropriately sized. It hadn't been designed yet. We would size it appropriately.

Mr. Fielding said, the concern in looking over the materials on the lot size according to our ordinance, almost 1/2 had a minimum size lot around 6,000 sq. ft. Do we have lots that have been done that way already? Mr. Hoard said, other than downtown that had similar lot size and Brighten Park.

Mr. Fielding said, we were trying to go for density in the downtown. Mr. Hoard said, there was a big difference. There was six units per acre and Brighten Park was an example of a lot size.

Mr. Fielding asked, was there a possibility of connecting to the north end and getting the exit going out the same way of this development? Mr. Hoard asked, to Blair Road?

Mr. Fielding said yes. Mr. Hoard said, you would notice on the revised plan how they have a stub street towards the top of the park. We were asking them to stub it to property owner Mr. Dulin. He owns a large track that was in front of Blair Road. We feel that it does have development potential.

Mr. Fielding said, was it at the top of the map? Mr. Hoard said, yes, towards the top of the map there were multiple property owners. We felt the larger track which was the one we asked them to substitute had more development potential. The idea was to get a road in that direction and now its subjective of which one to choose. We thought this was the ideal lot, but the goal was to get out on Blair Road.

Mr. Fielding said, the major concerns would be traffic and everyone having to turn right coming out of the development. I know there were some other options. What were the sizes of the homes? Mr. Wiggins said, 1800 square feet to above 2600 square feet.

Mr. Fielding asked, were there two to three bedrooms? Mr. Wiggins said, yes, some of those bedrooms in the attic area could be sowing rooms or flex rooms. We set them up so that there could be some flexibility.

Mr. Simmons asked, were there two stub streets on the map? Mr. Hoard said, there were

two. There was one at Quarters Property and you have the one that we asked them to do which was on the revised plan which was what you have before you and that's the one we were referring to. Mr. Wiggins asked Mr. Hoard, were there 4 because we were proposing two at Jefferson Colony? Mr. Hoard said, yes, they were interconnecting to existence other than creating two additional ones.

Mr. Simmons asked, page 14, would the homes have two car garages? Mr. Wiggins said, yes, there would be no single car garages.

Mr. Simmons asked, in your study, how many cars were you adding to the area far as traffic was concerned once this project was build out? Mr. Wiggins said, the Burns study was a real estate marketing study. The traffic study was done by Gage Brag, Brag Associates in Greenville. I am no expert on how the traffic modeling works. A lot of people gravitate toward taking the number of lots times the number of bays in a garage and say that every one of those would be at the entrance in the morning and coming in the evening. It doesn't work like that; I am not a traffic engineer. There were approved ways to measure that. We measure the traffic flow out in all the surrounding roads addressed by the NCDOT. They tell us what streets and intersections to do traffic counts on. We do that, and our traffic engineer takes that information and puts it in a model and then takes our proposed plan and compares the no builds situation as if we were not there and compares it to the built-out situation after we built the homes. There was more traffic that we must identify as to what time the people were coming and going.

Mr. Simmons asked, what was the number of vehicles coming and going? Mr. Wiggins said you can add all the different trips in a day and that's in the report. The NCDOT does not look at that one number. It's more about how was the traffic flow work within the given street network. Mr. Hoard said, I'll give you an example, they were looking at the peak times in the morning and the evening. Which was usually our worst traffic. What they project was 186 trips in the morning and 246 trips in the evening.

Mr. Simmons asked, does it cause the staff any concerns at this point? Mr. Hoard said, no. Mr. Wiggins said, those numbers can sound big, but we were also talking about accessing a large intersection by the interstate. The traffic had the opportunity to flow out into the system. Mr. Hoard said, it's a 2-hour window instead of a 2-hour period. Mr. Wiggins said, correct.

Mr. Simmons said, it does have the availability to flow out of the system, however; I live in Brighton Park and our traffic does not flow out of the system very well. The more cars you put in the greater the possibility of traffic backing up. That was my only concern. Mr. Wiggins said, I understand.

Mr. Hendrix asked, what was the concept timeline and what were you looking at doing first? The model homes? Were you putting in the amenities in up front such as the pocket parks? Was it going to be done in phases and what were you proposing? Mr. Wiggins said, it would be phased in and if we could go to page 4, the bottom of the page had the entry and that had a pocket park; it would go in early. We would want to get the amenity built as early as we can in the middle of the project. The sewer comes from the northeast. We would want to bring the pool on line as early as we can and have the streets developed to it. It's a selling feature and a trust builder. Since the downturn years ago, some of these broken communities had people that were promised these things and it didn't happen. It's better for us to try to put those things in early.

Mr. Hendrix asked, were you thinking the narrowest part of the property would be built and get the amenities, trails, parks? Mr. Wiggins said, that's right, for the trails for example, as we phase the development moving into the project we would construct the trails as we go. As we pass a pocket park or an amenity, those items would be built as we work our way back through the community.

Mr. Hendrix asked, but probably from the amenity section to Bartlett Road those pieces trails, parks would be put in? Mr. Wiggins said, yes.

Mr. Hendrix asked, you have the project at Tega Cay? Mr. Wiggins said, yes.

Mr. Hendrix asked, do you have another existing project of this same project? Mr. Wiggins said, not of age targeted focus because it's something we started with the Tega Cay concept. These projects take a couple of years to get to the point to where you were building a house. The rezoning process and design process with the construction documents takes a while. The Tega Cay project was our first concept in this fashion.

Mr. Hendrix asked, as far as on the building material type, this would not be just what's proposed, this would be what's adopted, and it would stay that way? Mr. Wiggins said, yes, it would be written as a note in the rezoning documents that we and the property were legally bound to.

Mr. Hendrix asked, on the propose exceptions, what was the towns position on if in fact our growth was going to be in that 50 plus category of citizens? What position does this put the town in planning wise, were they looking at making these types of exceptions in the future because of that or was this a one off? What was your department looking at here?

Mr. Hoard said, this had been discussed for a long time. Seems up to this point all the builders have always wanted more density. That's always been rejected so this was a new idea that came out on the table with the 2 units, but as far as where we go from here this was going to be an example case. The Mayor and the Board in the last meeting had a developer's workshop in October, and there was a similar proposal. The Board said they wanted to discuss it. We were waiting on direction.

Mr. Gatz asked, what was the traffic plan? Mr. Hoard said, at the end of the day it must go through NCDOT. They would have to give the green light to all of this. You would probably see left turn lanes on Bartlett Road which came out of the study. The big issue was the traffic light. When Mr. Wiggins had the discussion with NCDOT, they said there were other variables that we can look at such as another study that the NCDOT want us to do.

Mr. Gatz asked, can we approve this without having the detail of NCDOT traffic study? Mr. Hoard said, at this point, your recommendations were always contingent on approval.

Mr. Gatz said, lately we've been seeing the whole concept. Mr. Hoard said, typically it was not approved by the time we discussed it. Sometimes we were more confident that it would happen, so other words we get more of a nod from NCDOT that it would happen. In this case, because the traffic light was not necessarily called for, we cannot say there would be a traffic light. Mr. Wiggins said, it puts us both in a tough spot. It would be more cut and dry if we didn't need a traffic light. You can vote if we need a traffic light. What we're saying was that it could go either way. We would accept that from NCDOT and the town. There may be a conflict, NCDOT may say no, the town board may say we have to have it or we can't approve your proposal. We understand that there was another hurdle to get to. What we were looking at tonight was if this would help us stay on track and if we were to

have Planning Board approval subject to the future mitigation concerns as determined by the board. We were asking for reduced lot size, density neutral at 2 units per acre, all brick material. We do have a traffic impact analysis. We must put a turn lane in and we have this gray area over the light. We were seeking the opportunity of moving forward, understanding a couple of other things that must be done here. I would be asking you to consider the merits of the project, if we can put the traffic issue on the side, understanding that it's going to be dealt with. The merits of the project were something you can get behind if it's not a traffic issue.

Mr. Gatz said, the density neutral was appealing to me. The fact that you said it would be all brick doesn't always happen. We've had people come in here and say we're going to build a Taj Mahal and it turns out to be a log cabin because it wouldn't sell. When you go to the log cabin suddenly, you're not doing age targeting, instead you're doing people targeting. People can come in with kids and buses throughout the neighborhood. The fact that Mr. Wiggins puts it down as brick would force him to come back if it wasn't. The trouble was how do you turn someone down if they got the investment in the land and do every other house as brick and the other houses in a different material. Mr. Hoard said, the process that Mr. Wiggins was going through was helping us block in the brick. As long as we have the conditional zoning, the applicant was agreeing to it and we were not opposing on the applicant; the aforementioned was locked in. If they sold it, they would first have to come in and ask the Board to get out of the promise of using brick. Mr. Wiggins said, let's keep in mind that our consumer wants this. It goes into the maintenance free lifestyle. You do not have to paint or pressure wash brick.

Mr. Hendrix asked, I would like to hear both from the Town and from Mr. Wiggins, was your project going to pay to put the red light in if NCDOT says its necessary? Mr. Wiggins said, if a traffic light was wanted and the NCDOT agrees and it's the wish of the Town to have a traffic light there, Mattamy Homes would pay 100% of that cost.

Mr. Hendrix asked, what if it's not required by the NCDOT but it turns out that the Board of Commissioners wants it? Mr. Wiggins said, there would probably be an issue. It's not the Boards road it's NCDOT road. If NCDOT doesn't want it, none of us can make them do it. We were encouraged by the meeting with the engineer, who did not give a hard no. We got a maybe and they laid out a path for us to move forward. There was more to the traffic light than traffic flow, the town had got an invested interest into getting a pedestrian crossing. The engineer indicated that some of those things could come into play in the decision-making process which was not always the case.

Mr. Hendrix asked, what was the Towns position on the light? Were they for it or against it? Mr. Hoard said, they were for the light. If the engineer came back and said the light was going to create more of a problem than it resolves, the support would not be there. The meeting with NCDOT made it seem that the traffic light was doable.

Mr. Hendrix said, moving forward the community around wouldn't know what's going to happen. It's a big issue. Mr. Hoard said, we were hoping the decision could be made before December 14. We want the decision on the light to be known so that the Board would make their decision to approve it or disapprove it.

Mr. Simmons asked, if it's written in the plan as all brick, and someone else happens to purchase the property, they would have to come back to us and with all the state things we

dealt with in the past, can we hold them to the all brick if we so choose at that point and time? Mr. Hoard said, yes, Mr. Wiggins was going through a conditional zoning where he's voluntarily agreeing to it; they were locking it on a plan. No matter if they sell it, the buyer would be obligated to that plan.

Mr. Fielding asked, please clarify one thing, you said these homes were going to be 300 plus homes? Mr. Wiggins said, correct.

Mr. Fielding asked, also these homes would be all brick, looking at the concepts, you made a comment if we had to go to the larger lots, that we would alternate brick, siding, brick, siding, was that right? Mr. Wiggins said, not exactly if under the ordinance it says it's written now to go to the 80-ft. lot. I'm not proposing 80 ft. lots but the way it's now in the town, if you do the 80-ft. lot, you would be required to do 50 homes all brick. The point I was making was they would all be brick.

Mr. Fielding thought there was some math involved, if you went that way I don't see how you would come out ahead if you were using lesser product on the structures and doing fewer of them. Mr. Wiggins said, it's not our intent to go to 80 ft. lots. We were proposing to go to a smaller lot. That was what our consumers were looking for, the maintenance free lifestyle, maintained yards, etc.

Mr. Fielding said, when you start looking at the setbacks 20 ft. in the front and 5 ft. on the sides, the number was boggling between the distance between their lot and your lot. Mr. Wiggins said, its 5 ft. on one side and its 8 ft. on the other, it creates more room on the courtyard side of the home. To some that would seem small. I live in a home with a 5-ft. side yard setback. We were trying to serve a consumer that's looking for a thing. This was what these demographics were looking for and it's supported nationally with studies.

Mr. Fielding said, my concern was this was going to open the door. Once you open the door, it's going to be hard to pull back in that aspect. Do you see that as well? Mr. Hoard, you talked about another developer getting ready to move in. Mr. Hoard said, you're right, it could open the door. We had this discussion for years and have not figured it out. We have not heard this density neutral option. I'm hoping when the Board discusses it at the retreat, we would get a bit more direction. Mr. Wiggins said, just because of this project, if we were fortunate to get approved doesn't mean you have to approve the next one. These things can be monitored and managed in moderation. It's up to the Board.

Mr. Fielding said, I'm being hesitant because of being burned in the past about certain things being done. If it's locked in stone that it would be all brick etc. Concepts were easy to present; we want it at the end to be the same. That's the crucial thing through our stand point. Mr. Wiggins said, we were committed to do that and we would put it in writing.

Mr. Todd asked, on the connecting streets from Jefferson Colony, was it just going to be a pass-through street or were you going to have some type of decorative entrance into the neighborhood? Mr. Wiggins said, on secondary entrances of this nature, we would not have proposed to put a big entry monument. If you envision a 2 ft. square stack stone monument with a bronze plat that had a C on it with landscape around it.

Mr. Hendrix asked, what do you anticipate the build-out would be? Mr. Wiggins said, if we were to be fortunate to be approved by the town Board in January, it would take about 6 to 7 months to develop the construction documents, submit those to all the regulatory

agencies and secure an approval where we can break ground. From there it would take 6 to 7 months to clear initial areas, install the streets, etc. 12 to 14 months before we can go vertical on a home and it would take 4 to 5 months to build the first house.

Mr. Hendrix asked, what do you think as far as the project build-out of the project? Mr. Wiggins said, building up to the question because I do not have the year off the top of my head, from there we would anticipate anywhere from 60 to 70 homes closed in a year. This could be a 3 to 5-year build-out. It starts at slow peaks and then it tapers off at the end.

Mr. Gatz said, your density neutral was what's appealing to me. You have open space, the buffers around the property looks nice. I think it's a good concept.

Mr. Fielding asked, what was the definition of density neutral? Mr. Hoard said, 2 units per acre was the density neutral. In the handout was the consistency statement and that was where I am getting my recommendation and information. It talks about cluster and gives examples about density neutral.

Mr. Gatz said, you said you have sewer coming in and using city water? Mr. Wiggins said, yes.

Mr. Gatz made a motion for a favorable recommendation on ZC17-8, which was consistent with the Land Use Plan, primarily emphasizing single family, large (20,000 sq. ft.) lots, the Land Use Plan includes guidance pertaining to cluster regulations. The cluster regulations described in the Land Use Plan resembles the development pattern presented with this petition, specifically the “density neutral” component. I think it’s reasonable and in the public interest, based on the information presented and reviewed with this petition, that the density neutral commitment, the preservation of open space and perimeter buffers would allow us to make a favorable recommendation. Mr. Simmons seconded it.

Mr. Gatz asked if we could read some of the recommendation conditions. The Board agreed.

Mr. Gatz read recommendations on the Staff Report-

- 1. Extend the future road connection to the stream bank (install sign at end of road stating future connection). We will entertain a payment in lieu option if the applicant prefers to dedicate right of way only and stop the pavement where indicated on the Zoning Plan. Right of way must be dedicated to the property line. Temporary construction easements shall be secured to accommodate the necessary construction activity needed to extend the road when the adjacent property (Parcel #13936101) develops. Staff recommends the Board to authorize Town staff to work with the applicant on the specific easement and payment in lieu option.**
- 2. Add Note under Conditional Use Development Commitments listing the building materials**

3. Add Note under Conditional Use Development Commitments, build 5' sidewalk up to bridge on Bartlett Road and along Fairview Road up to the existing sidewalk near Jefferson Colony Road
4. Add Note under Conditional Use Development Commitments: No construction traffic will be permitted on Jefferson Colony Road (Sec. 28-149. – Prohibition).
5. Revise Zoning Plan with a 5' sidewalk along the property frontage on Bartlett Road
6. If authorized by NCDOT, add a four-legged crosswalk at the Fairview and Jefferson Colony Road intersection. Crosswalk is likely dependent on a traffic signal*
7. Town approved barricades are required at Liberty Hill Drive and Statesman Drive. The barricades will be removed when authorized by Mint Hill Public Works

Mr. Simmons second the motion and the Board unanimously agreed.

Other Business: Chairman Long said we would like to recognize Commissioner Ellington for his service. Mr. Simmons thanked Commissioner Ellington for his service, leadership, and his guidance for leading the Town of Mint Hill to the right path over the years.

Adjournment: Upon the motion of Mr. Gatz, seconded by Mr. Hendrix and unanimously agreed upon, Chairman Long adjourned the meeting at 7:31 p.m.

Cassie Crutchfield, Clerk to the Board



STAFF REPORT

CASE:	ZC17-9
EXISTING ZONING	B-P
PROPOSED ZONING	B-P (CD)
PROPERTY OWNER:	HOODS CROSSROADS RETAIL, LLC
APPLICANT	TIM FINEIN
LOCATION	3501 MATTHEWS-MINT HILL ROAD
TAX PARCEL NUMBER	135-331-04
REQUEST:	COVERED OUTDOOR PATIO (SETBACK EXCEPTION)

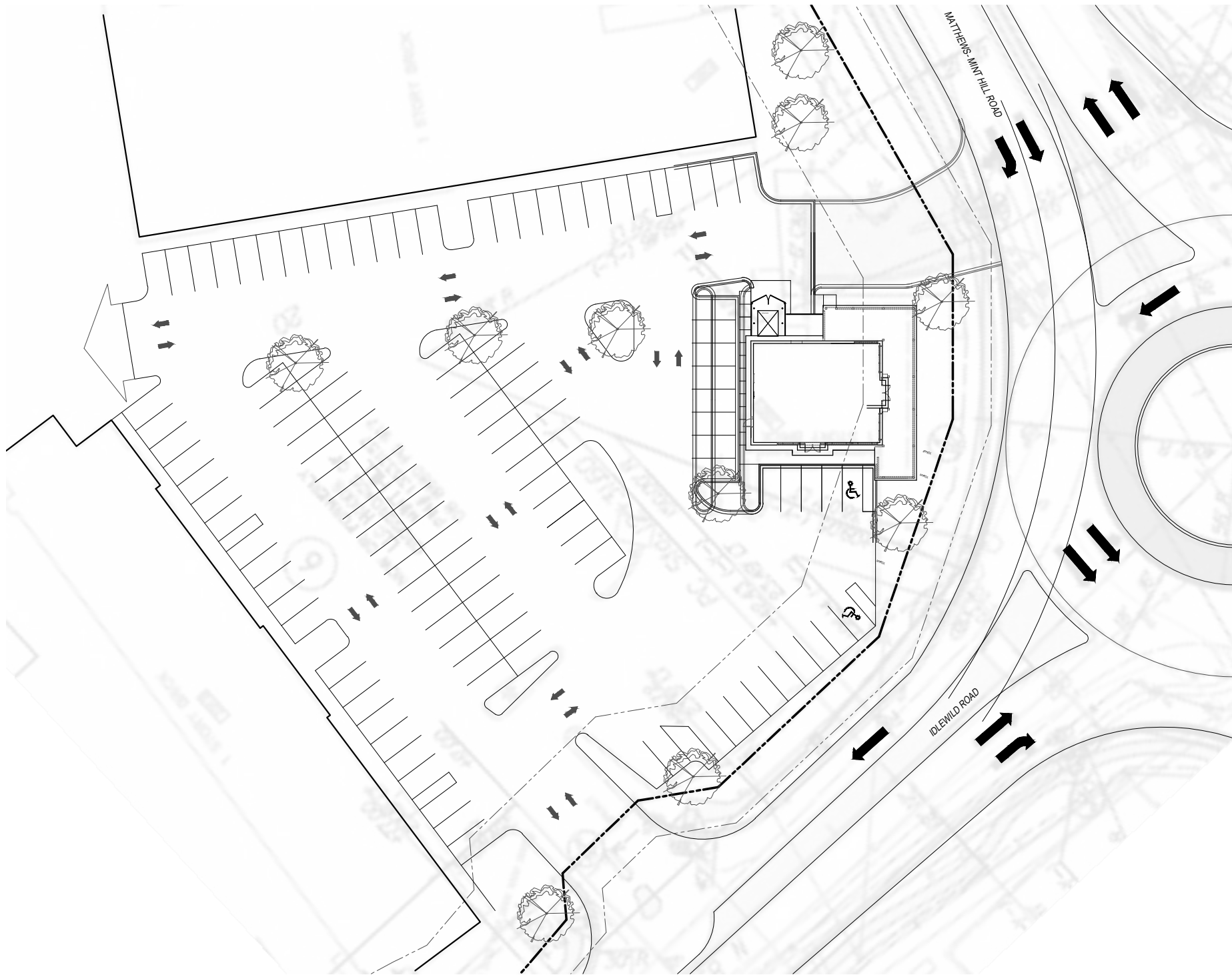
APPLICATION SUMMARY:

The applicant, Tim Finein, is requesting approval to cover the outdoor dining area for the building located at 3501 Matthews-Mint Hill Road. Typically, outdoor dining and patio areas do not require Board approval. The reason for Conditional Zoning in this situation is to acknowledge the setback encroachment.

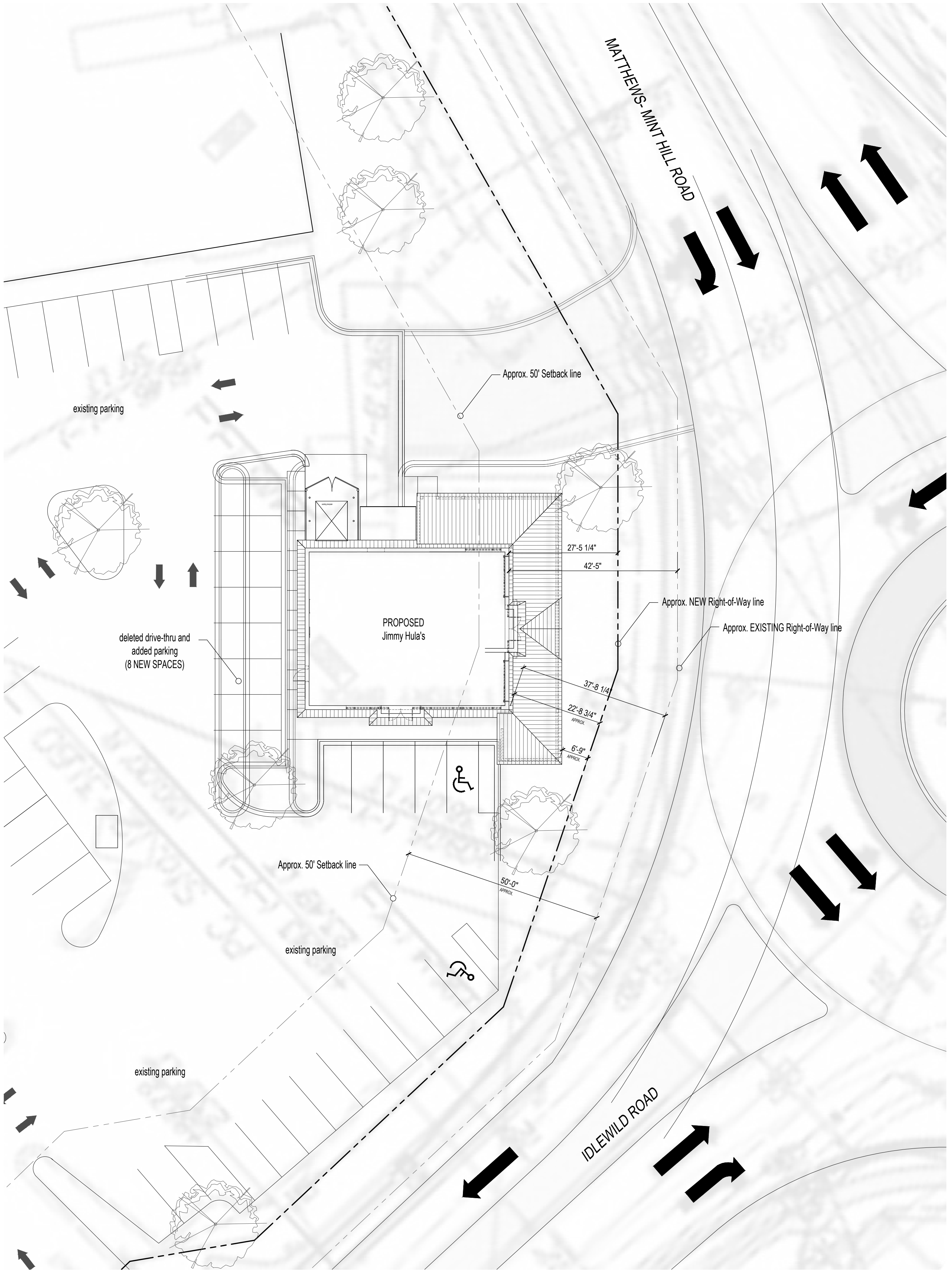
Conditional District decisions shall be made in consideration of identified relevant adopted land use plan. Conditional District rezoning is a legislative procedure under which the Board of Commissioners has the authority to increase, tighten, add, vary, modify or waive specific conditions or standards. In approving a petition for the rezoning of property to a Conditional District the Board of Commissioners may request reasonable and appropriate conditions.

RECOMMENDATION:

Favorable Recommendation



OVERALL SITE PLAN SCALE: 1" = 50' 02



PROPOSED SITE PLAN SCALE: 1/16" = 1'-0" 01

Hoods Crossroads Outparcel
RETAIL/RESTAURANT RENOVATION
MINT HILL, NC

OWNER:
HOOD CROSSROADS OF MINT HILL, LLC.
4530 PARK ROAD, SUITE 410
CHARLOTTE, NC 28209

PROJECT LOCATION:
3501 MATTHEWS-MINT HILL RD.
MINT HILL, NC 28227

This drawing is the property of Peadar Finein Architecture, PLLC and shall not be used for any other project without the written consent of Peadar Finein Architecture, PLLC. This drawing is not to be used for any other project without the written consent of Peadar Finein Architecture, PLLC.

Project Number 1746

Issue Date 11/09/2017

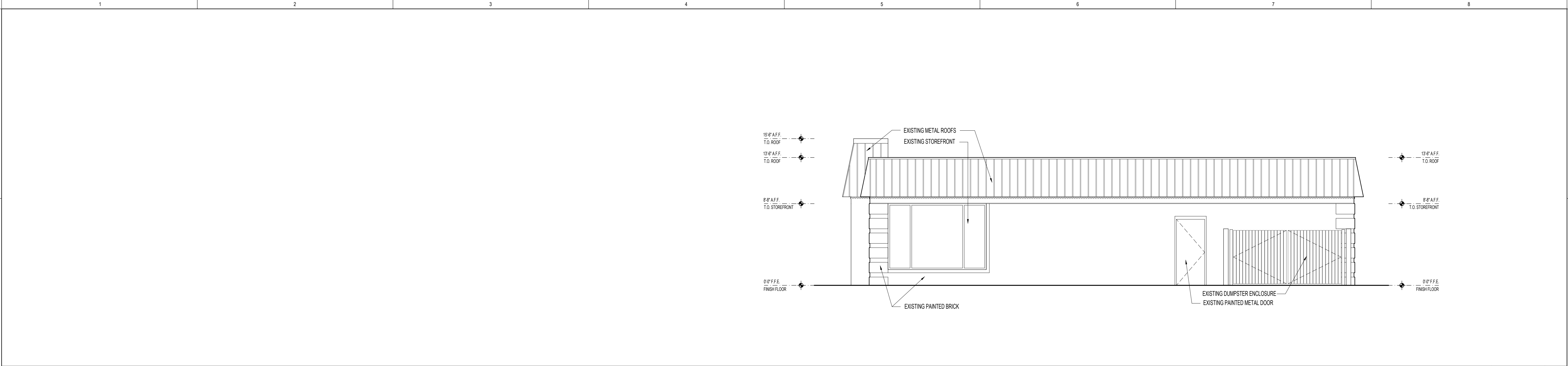
SET Revisions

Sheet Name

PROPOSED
SITE PLAN

Sheet Number

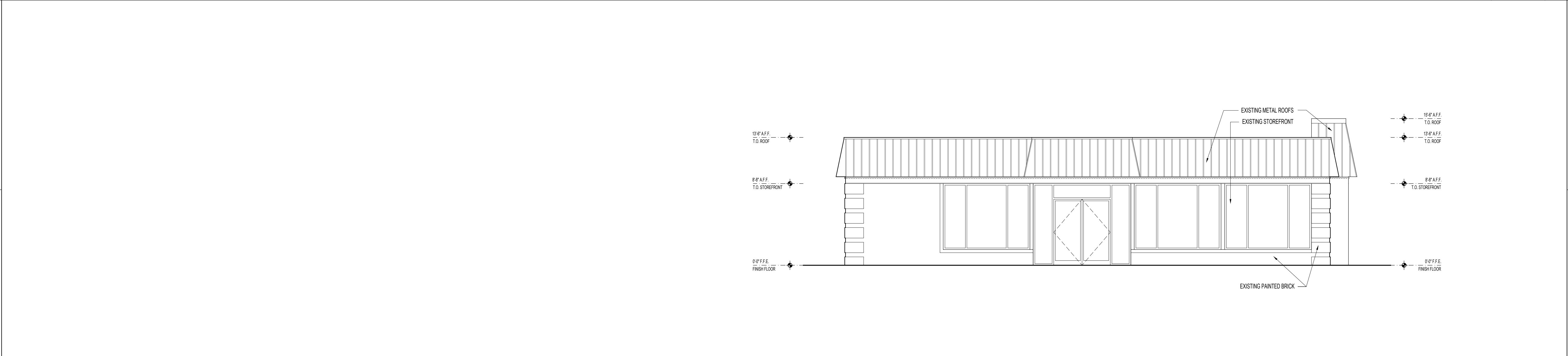
SP-1



EXISTING RIGHT SIDE ELEVATION

SCALE: 3/16" = 1'-0"

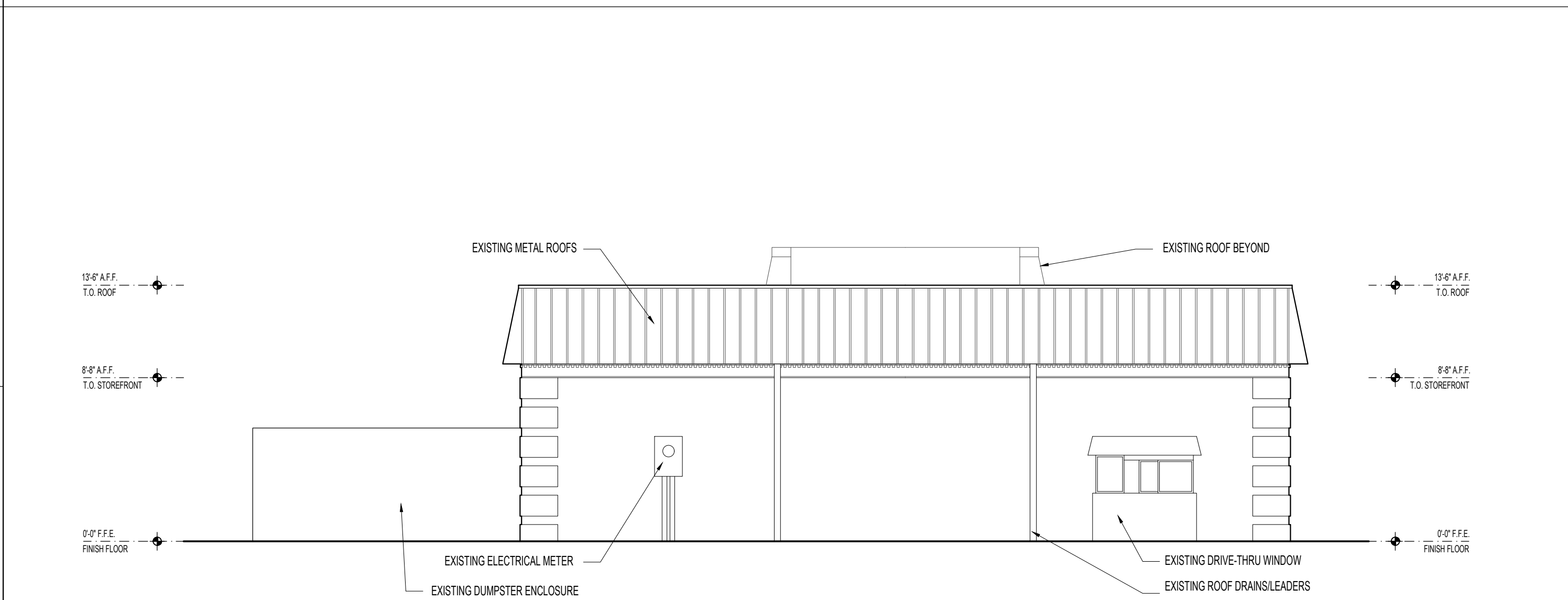
04



EXISTING LEFT SIDE ELEVATION

SCALE: 3/16" = 1'-0"

03



EXISTING REAR ELEVATION

SCALE: 3/16" = 1'-0"

02



EXISTING FRONT ELEVATION

SCALE: 3/16" = 1'-0"

01

Hoods Crossroads Outparcel

RETAIL/RESTAURANT RENOVATION
MINT HILL, NC

OWNER: HOOD CROSSROADS OF MINT HILL, LLC.
4530 PARK ROAD, SUITE 410
CHARLOTTE, NC 28209

PROJECT LOCATION:
3501 MATTHEWS-MINT HILL RD.
MINT HILL, NC 28227

This drawing is the property of Peardon Fine Architecture, PLLC and shall remain confidential. It is to be used for the project and site only. It is to be used for the project and site only. It is to be used for the project and site only.

Project Number: 1746

Issue Date: 11/09/2017

SET REVISIONS

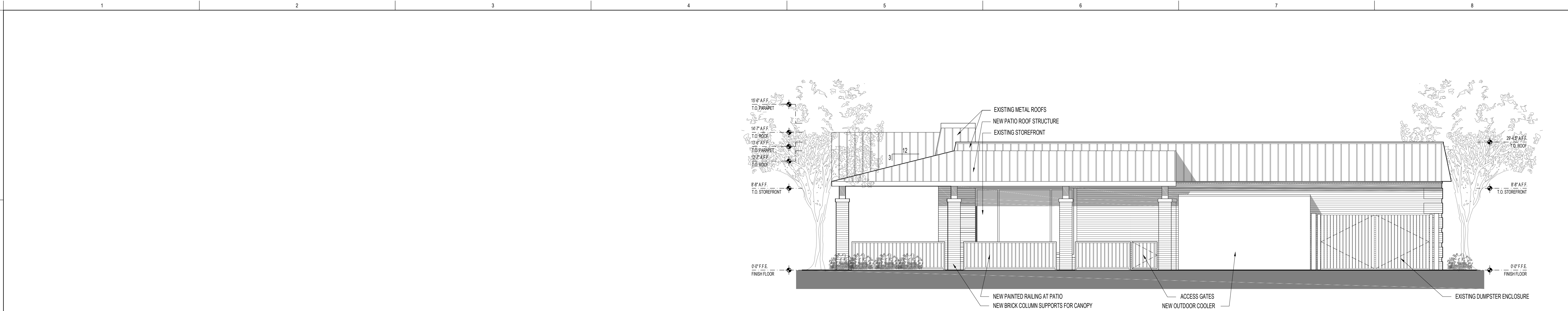
Sheet Name

EXISTING
EXTERIOR
ELEVATIONS

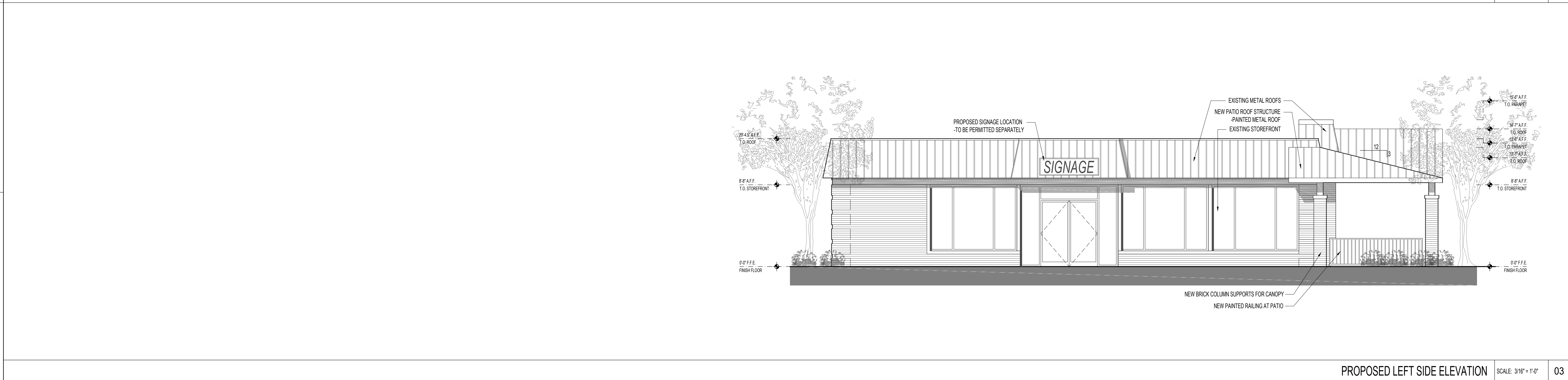
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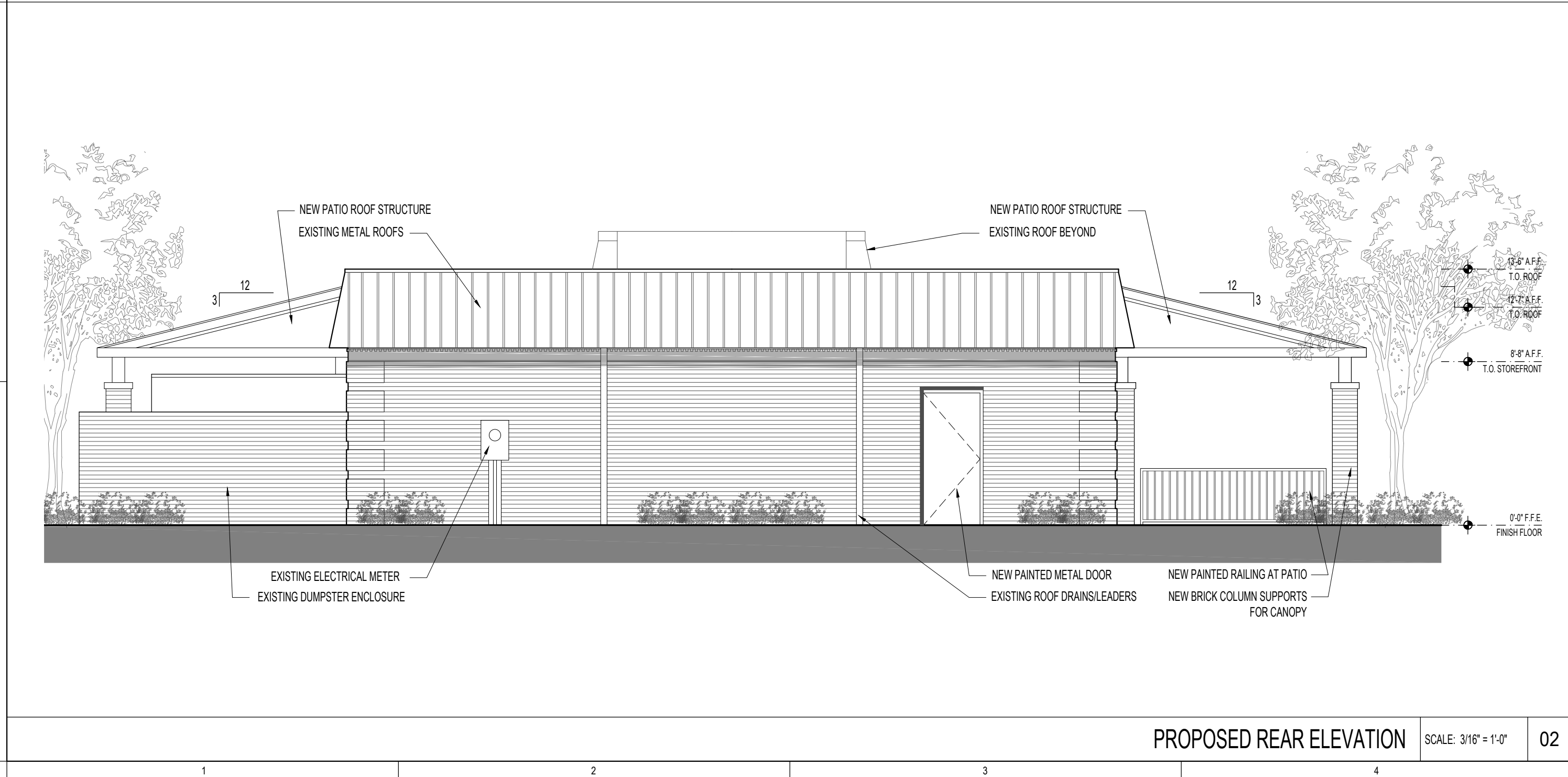
SEAL



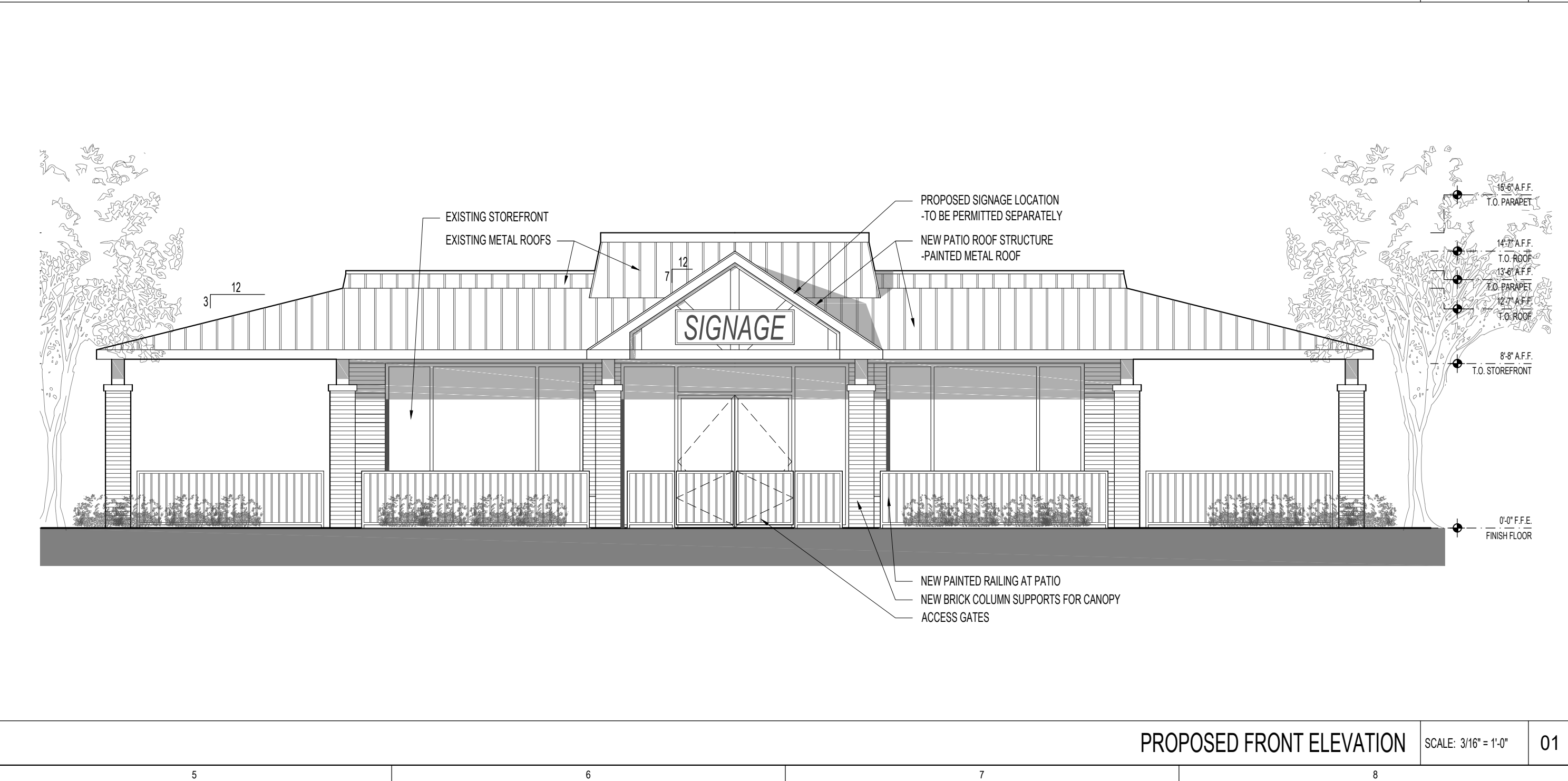
PROPOSED RIGHT SIDE ELEVATION SCALE: 3/16" = 1'-0" 04



PROPOSED LEFT SIDE ELEVATION SCALE: 3/16" = 1'-0" 03



PROPOSED REAR ELEVATION SCALE: 3/16" = 1'-0" 02



PROPOSED FRONT ELEVATION SCALE: 3/16" = 1'-0" 01



STAFF REPORT

CASE:	ZC17-10
EXISTING ZONING	B-G (CD) AND I
PROPOSED ZONING	B-G (CD)
PROPERTY OWNER:	SXCW PROPERTIES, LLC
APPLICANT	SXCW PROPERTIES, LLC (SAM NAFISI)
LOCATION	9230 LAWYERS ROAD
TAX PARCEL NUMBER	135-221-09
REQUEST:	<ul style="list-style-type: none">• AMEND ZC16-1 (SAM'S XPRESS CAR WASH) AND• REZONE 1.77 ACRES FROM I TO B-G (CD)

APPLICATION SUMMARY:

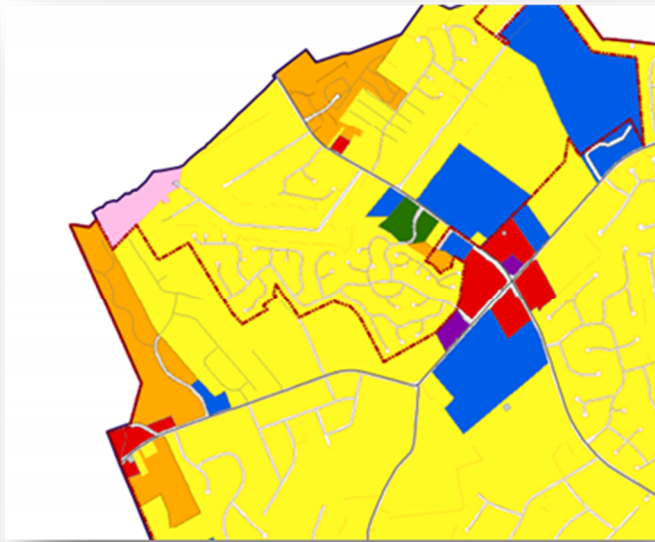
The applicant, Sam Nafisi, is requesting Conditional Zoning to amend the approved Zoning Plan (ZC16-1) with an allowance for fuel use. Additionally, the applicant is requesting to rezone the adjacent 1.77 acres from I to B-G (CD).

Conditional District decisions shall be made in consideration of identified relevant adopted land use plan. Conditional District rezoning is a legislative procedure under which the Board of Commissioners has the authority to increase, tighten, add, vary, modify or waive specific conditions or standards. In approving a petition for the rezoning of property to a Conditional District the Board of Commissioners may request reasonable and appropriate conditions.

PLAN CONSISTENCY:

The addition of fuel pumps at the car wash site is consistent with the Land Use Plan.

The request to rezone Lot 2 from I to B-G (CD) is *inconsistent* with the Land Use Plan. However, B-G (CD) is reasonable in this situation considering Charlotte-Mecklenburg Schools sold the property, and the property's connection to the Sam's Xpress car wash site.



RECOMMENDATION:

Favorable with the following recommended conditions

1. Add note: Label Lot 2 as Future Development. Development of Lot 2 requires Conditional Zoning
2. Extend landscaping (to screen detention area) across Lot 2
3. Extend 5' sidewalk and curb and gutter on Lawyers Road across Lot 2
4. Correct Site Notes #5 regarding the purpose of the Conditional Zoning request



VICINITY MAP

NOT TO SCALE

SITE NOTES:

- ALL SITE DIMENSIONS ARE TO THE FACE OF CURB OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED. RADI DIMENSIONS SHOWN ARE TO BACK OF CURB.
- ALL PERMITS RELATIVE TO THE PROJECT MUST BE OBTAINED, PRIOR TO CONSTRUCTION. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH PERMITS ISSUED AND APPLICABLE STATE, COUNTY AND LOCAL CODES.
- ALL WORK IN RIGHT-OF-WAY SHALL BE PERFORMED IN ACCORDANCE WITH "THE CURRENT EDITION OF THE STATE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIALS SPECIFICATIONS".
- SUBJECT PROPERTY IS NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD ZONE. IT IS LOCATED IN ZONE "X" AS DEFINED BY NFIP F.I.R.M. MAP NUMBER 3710459200K, EFFECTIVE DATE: FEBRUARY 19, 2014.
- THE PROPOSED USE FOR THE SUBJECT PROPERTY IS AN AUTOMATED CAR WASH. THE PURPOSED OF THIS REZONING PETITION IS NOT TO CHANGE THE ZONING DESIGNATION BUT TO PERMIT A CAR WASH USE ON THE SUBJECT PROPERTY.
- SITE WILL BE DEVELOPED PER THE TOWN OF MINT HILL UNIFIED DEVELOPMENT ORDINANCE (UDO).
- ACCESS TO THE SITE WILL BE PROVIDED USING THE EXISTING, SHARED DRIVE CURRENTLY SERVING THE EXISTING FAMILY DOLLAR STORE.

N/F
PID: 13522132
COLE PD PORTFOLIO VIII, LLC
DB 20297, PG 653
REF: MB 56 PG. 32
MB 56 PG. 205
ZONING - B-G (CUD)

N/F
PID: 13522131
MINT HILL, LLC
DB 10369, PG 808
ZONING - B-P (CUD)

SITE AND DEVELOPMENT DATA

JURISDICTION	TOWN OF MINT HILL
TAX PARCEL(S):	13522109
SITE ADDRESS:	9230 LAWYERS ROAD
CURRENT ZONING	B-G (CD) / I
PROPOSED ZONING	B-G (CD)
USE CLASSIFICATION	COMMERCIAL
TOTAL SITE AREA	210,524 SQ. FT. OR 4.83 AC.
REQUIRED UNDISTURBED OPEN SPACE	210,524 x 0.15 = 31,579 SQ. FT.
PROVIDED UNDISTURBED OPEN SPACE	31,856 SQ. FT.
MINIMUM FRONT SETBACK	50 FEET
MINIMUM CORNER/SIDE SETBACK	15 FEET
MINIMUM REAR SETBACK	20 FEET
REQUIRED PARKING	3.5 SPACES / 1,000 SQ. FT. = 14 SPACES REQUIRED



P.O. BOX 551
Alpharetta, GA 30009
Indian Trail, NC 28079
(704) 882-2222
www.eagleonline.net

PRELIMINARY
NOT FOR
CONSTRUCTION

NO. DATE BY ISSUE



SAM'S XPRESS CAR WASH - MINT HILL
9230 LAWYERS ROAD
MINT HILL, NC 28227

SAM'S XPRESS CAR WASH, LLC
7935 COUNCIL PLACE, SUITE 102
MATTHEWS, NC 28105

ZONING
SITE PLAN

DESIGNED BY	JLR	CHECKED BY	JHR
DRAWN BY	JLR	DATE	11/08/17
SCALE	AS SHOWN	JOB NUMBER	5416

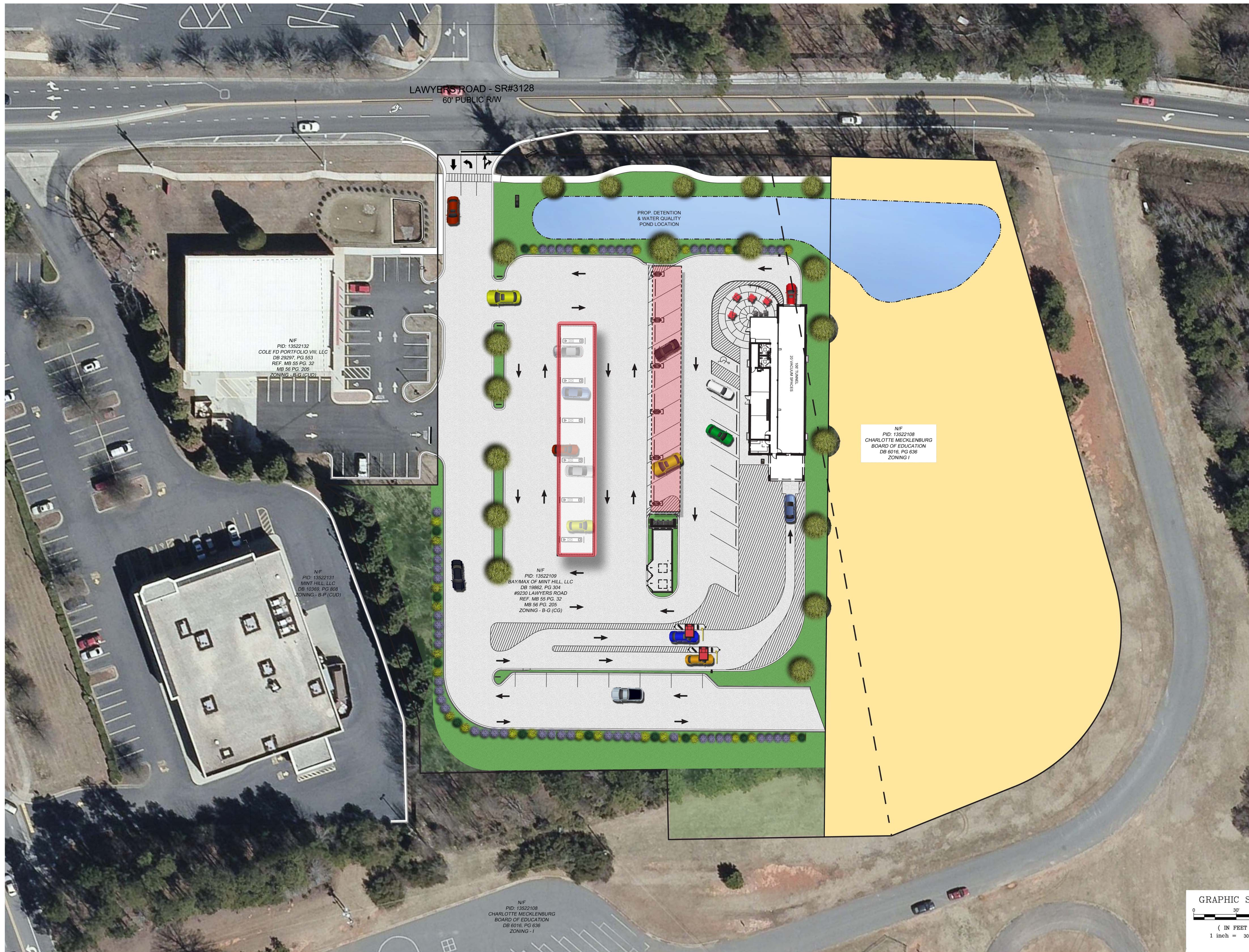
Sheet

RZ-1

PLANT SCHEDULE						
CODE	COMMON NAME	BOTANICAL NAME	CALIPER	HEIGHT	SPREAD	COMMENTS
TREES						
FT	FRINGE TREE	CHIONANTHUS VIRGINIANA	2"	10'-15'	15'	SMALL MATURING
JST	JAPANESE STYRAX	STYRAX JAPONICA	2"	20'-30'	20'-30'	SMALL MATURING
SO	SHUMARD OAK	QUERCUS SHUMARDII	2"	60' MAX	50' MAX	LARGE MATURING
SHRUBS						
CAC	CHANSONETTE CARELIA	CAMELLIA SASANQUA 'CHANSONETTE'	---	36" MIN	24"	CONTAINER, DOUBLE PINK FLOWERS
DBH	DWARF BUFORD HOLLY	ILEX COMUTA 'BUFORD NANA'	---	36" MIN	24"	CONTAINER
SCA	SASANQUA CAMELLIA	CAMELLIA SASANQUA	---	36" MIN	18"-24"	CONTAINER, MAGENTA FLOWERS

GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft.



LAWYERS ROAD - SR#3128
60' PUBLIC R/W

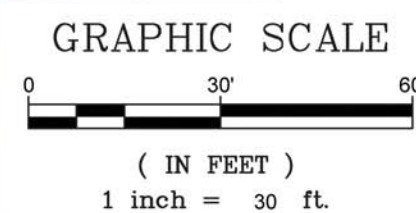
N/F
PID: 13522132
COLE FD PORTFOLIO VIII, LLC
DB 29297, PG 553
REF. MB 55 PG. 32
MB 55 PG. 205
ZONING - B-G (CUD)

N/F
PID: 13522131
MINT HILL, LLC
DB 10369, PG 808
ZONING - B-P (CUD)

N/F
PID: 13522109
BAYMAX OF MINT HILL, LLC
DB 19862, PG 304
#9230 LAWYERS ROAD
REF. MB 55 PG. 32
MB 55 PG. 205
ZONING - B-G (CG)

N/F
PID: 13522108
CHARLOTTE MECKLENBURG
BOARD OF EDUCATION
DB 6016, PG 636
ZONING - I

N/F
PID: 13522108
CHARLOTTE MECKLENBURG
BOARD OF EDUCATION
DB 6016, PG 636
ZONING - I



ENGINEERING

2013A Van Pelt Avenue
Indian Trail, NC 28079
(704) 882-2222
www.cagonline.net

P.O. BOX 551
Alpharetta, GA 30009
(770) 339-0640

**PRELIMINARY
NOT FOR
CONSTRUCTION**

NO.	DATE	BY	ISSUE



SAM'S XPRESS CAR WASH - MINT HILL
9230 LAWYERS ROAD
MINT HILL, NC 28227

SAM'S REAL ESTATE
7935 COUNCIL PLACE, SUITE 102
MATTHEWS, NC 28105

MARKETING EXHIBIT PLAN	DESIGNED BY JLR	DRAWN BY JAR	CHECKED BY JLR	DATE 09/18/17	JOB NUMBER 5416
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Sheet
EX-1.0



VICINITY MAP
NOT TO SCALE

SITE NOTES:

- ALL SITE DIMENSIONS ARE TO THE FACE OF CURB OR EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED. RADI DIMENSIONS SHOWN ARE TO BACK OF CURB.
- ALL PERMITS RELATIVE TO THE PROJECT MUST BE OBTAINED, PRIOR TO CONSTRUCTION. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH PERMITS ISSUED AND APPLICABLE STATE, COUNTY AND LOCAL CODES.
- ALL WORK IN RIGHT-OF-WAY SHALL BE PERFORMED IN ACCORDANCE WITH "THE CURRENT EDITION OF THE STATE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIALS SPECIFICATIONS".
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- SITE WILL BE DEVELOPED PER THE TOWN OF MINT HILL UNIFIED DEVELOPMENT ORDINANCE (UDO).
- ACCESS TO THE SITE WILL BE PROVIDED USING THE EXISTING, SHARED DRIVE CURRENTLY SERVING THE EXISTING FAMILY DOLLAR STORE.

EXISTING
FAMILY
DOLLAR

N/F
PID: 13522132
COLE FD PORTFOLIO VIII, LLC
DB 28297, PG 533
REF: MB 55 PG. 32
MB 58 PG. 205
ZONING - B-G (CUD)

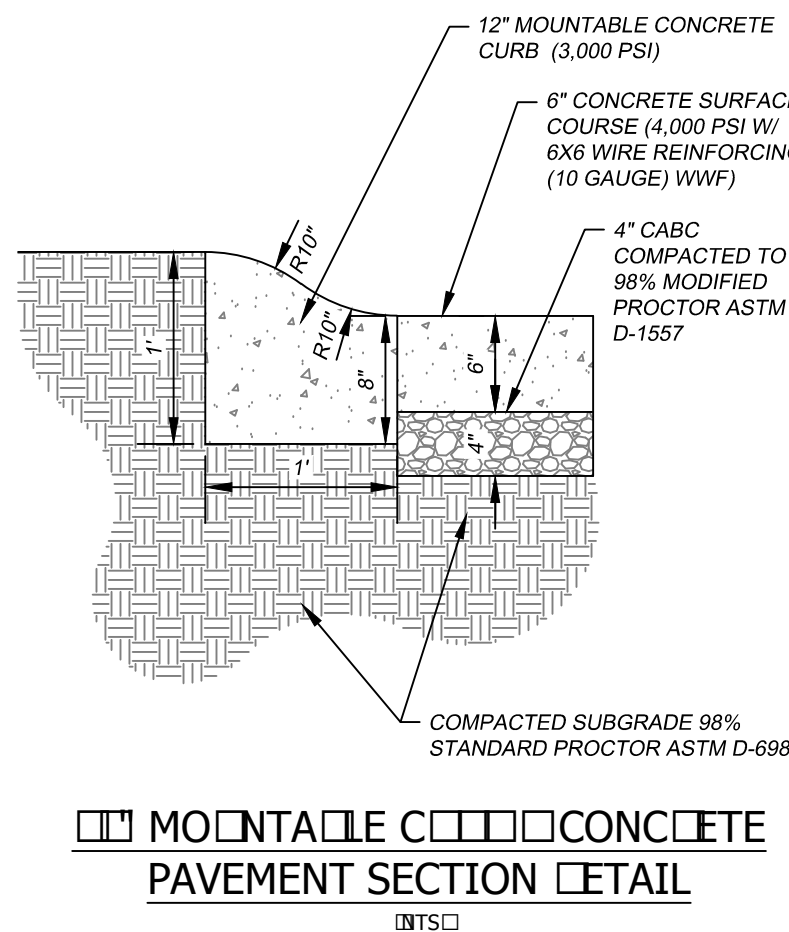
N/F
PID: 13522131
MINT HILL, LLC
DB 10369, PG 808
ZONING - B-P (CUD)

LAWYERS ROAD - SR#3128
60' PUBLIC R/W
PER MB 29, PG 214

NOTE: LAWYERS ROAD IS CLASSIFIED AS A MAJOR THOROUGHFARE IN THIS AREA PER THE 2004 MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION THOROUGHFARE PLAN (UPDATED MARCH 21, 2012) AND IS SUBJECT TO A 100' RIGHT OF WAY WIDTH (50' MEASURED FROM CENTERLINE OF ROAD)

SITE AND DEVELOPMENT DATA	
JURISDICTION	TOWN OF MINT HILL
TAX PARCEL(S):	13522109
SITE ADDRESS:	9230 LAWYERS ROAD
ZONING	B-G (CD)
USE CLASSIFICATION	COMMERCIAL
TOTAL SITE AREA	133,114 SQ. FT. OR 3.06 AC.
DISTURBED AREA	80,116 SQ. FT. OR 1.84 AC.
EXISTING IMPERVIOUS AREA	10,636 SQ. FT. OR 0.24 AC.
EX. IMPERVIOUS TO BE REMOVED	2,180 SQ. FT. OR 0.05 AC.
EX. IMPERVIOUS TO REMAIN	8,456 SQ. FT. OR 0.19 AC.
PROPOSED NEW IMPERVIOUS AREA	43,994 SQ. FT. OR 1.01 AC.
TOTAL POST CONSTRUCTION BUA	52,450 SQ. FT. OR 1.20 AC.
POST CONSTRUCTION IMPERV. %	39.4%
MINIMUM FRONT SETBACK	50 FEET
MINIMUM CORNER/SIDE SETBACK	15 FEET
MINIMUM REAR SETBACK	20 FEET
REQUIRED PARKING	3.5 SPACES / 1,000 SQ. FT. = 14 SPACES REQUIRED

Approved By
Board of Commissioners
3/10/2016



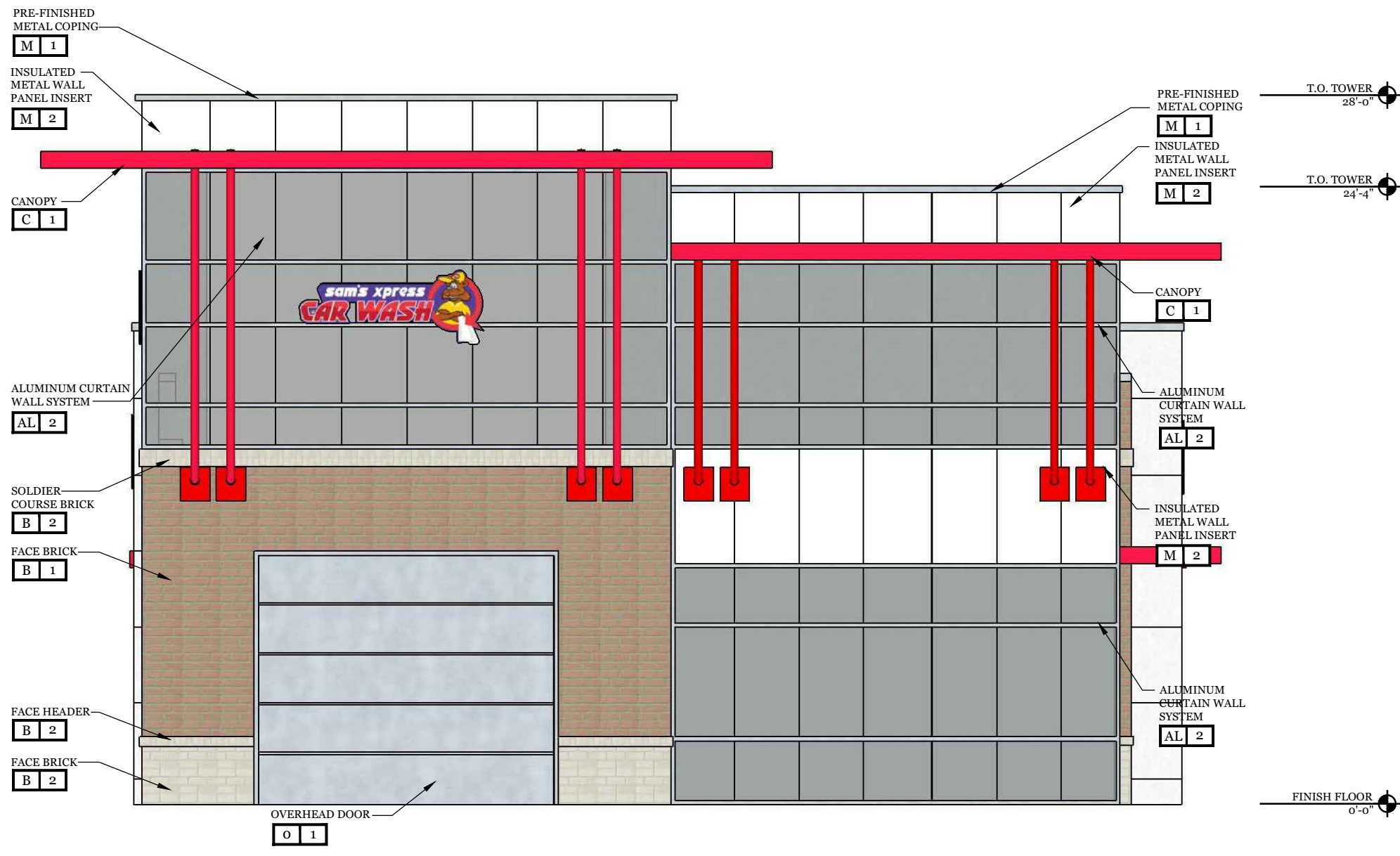
MOUNTABLE CONCRETE
PAVEMENT SECTION DETAIL
(NTS)

N/F
PID: 13522108
CHARLOTTE MECKLENBURG
BOARD OF EDUCATION
DB 6016, PG 636
ZONING I

PLANT SCHEDULE						
CODE	COMMON NAME	BOTANICAL NAME	CALIPER	HEIGHT	SPREAD	COMMENTS
TREES						
FT	FRINGE TREE	CHIONANTHUS VIRGINIANA	2"	10'-15'	15'	SMALL MATURING
JST	JAPANESE STYRAX	STYRAX JAPONICA	2"	20'-30'	20'-30'	SMALL MATURING
SO	SHUMARD OAK	QUERCUS SHUMARDII	2"	60' MAX	50' MAX	LARGE MATURING
SHRUBS						
CAC	CHANSOINETTE CARELIA	CAMELLIA SASANQUA 'CHANSOINETTE'	---	36" MIN	24"	CONTAINER, DOUBLE PINK FLOWERS
DBH	DWARF BUFORD HOLLY	ILEX COMUTA 'BUFORD NANA'	---	36" MIN	24"	CONTAINER
SCA	SASANQUA CAMELLIA	CAMELLIA SASANQUA	---	36" MIN	18"-24"	CONTAINER, MAGENTA FLOWERS

N/F
PID: 13522108
CHARLOTTE MECKLENBURG
BOARD OF EDUCATION
DB 6016, PG 636
ZONING - I

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



North Elevation

3/16" = 1'-0"

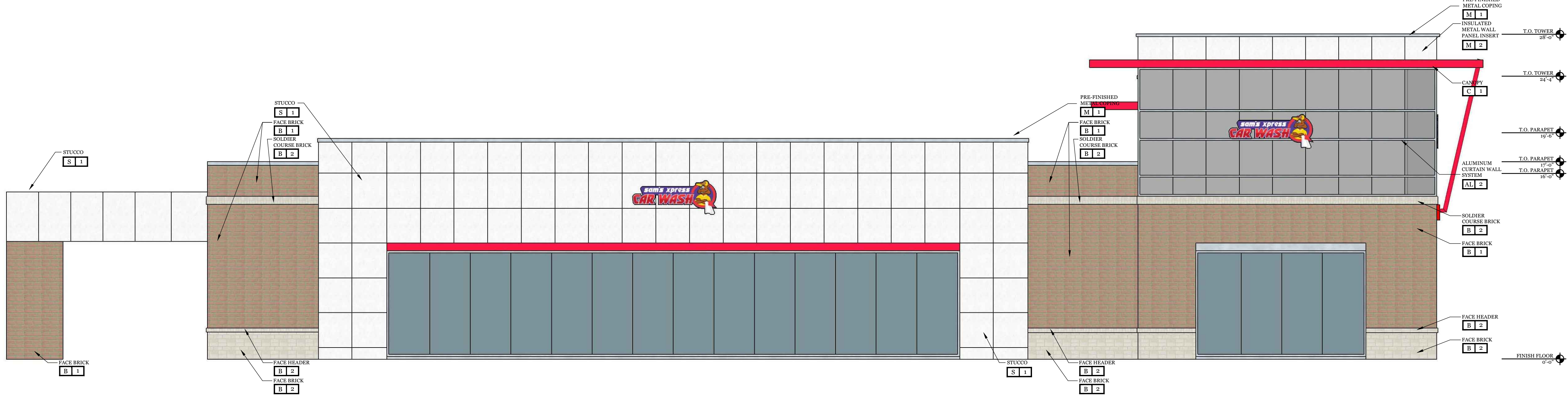


South Elevation

3/16" = 1'-0"

West Elevation

3/16" = 1'-0"



East Elevation

3/16" = 1'-0"

MATERIAL SCHEDULE - EXTERIOR					
KEY	MANUFACTURER	MATERIAL	PRODUCT #	COLOR	NOTES
M 1	CARLISLE SYNTec SYSTEMS	PARAPET WALL COPING	SECUREEDGE 300	A-23 BONE WHITE	GALVANIZED, PRE-FINISHED, KYNAR 200, 24 GA
M 2	ALUCOBOND, FIRESTONE OR APPROVED EQUAL	ALUM. ARCH MTL PANELS	PVDF 2	BONE WHITE	CURTAIN WALL INSERT
B 1	TAYLOR CLAY PRODUCTS	FACE BRICK	WIRE CUT	COPERTONE	RUNNING BOND FACE BRICK
B 2	TAYLOR CLAY PRODUCTS	FACE BRICK	WIRE CUT	PEARL GRAY	SOLDIER COURSE AND WAINSCOT
C 1	AWNEY	CANOPY		RED	
S 1	SENERGY	STUCCO	CLASSIC	STARK WHITE	
SP 1	KAWNEER	1" SPANDREL PANELS			TRANSOMS OF WINDOWS
O 1	OVERHEAD DOOR	UPWARD RECT DOOR	C311	MATCH M-2 COLOR	FIELD PAINT/MILDEW RESISTANT PAINT
AL 2	KAWNEER	ALUM. STOREFRONT		CLEAR ANODIZED	INSTALL CLOSURE PLATES ON BACK OF ALL JAMB PIECES
AL 2	KAWNEER	ALUM. CURTAIN WALL SYSTEM		CLEAR ANODIZED	INSTALL CLOSURE PLATES ON BACK OF ALL JAMB PIECES

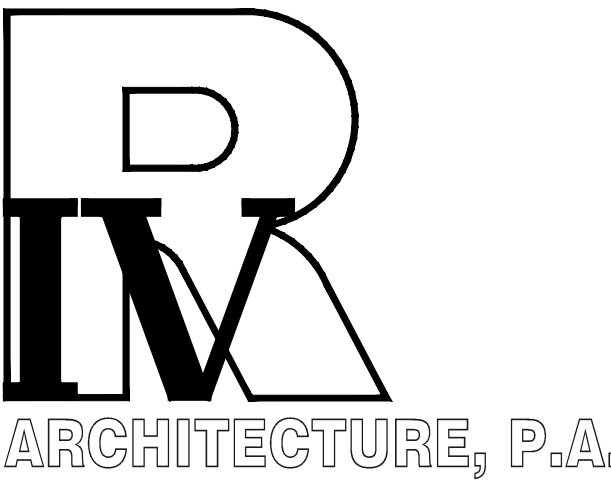


Project

Sam's Express Car Wash
Wake Forest, NC

Owner

Sam's Mart
793 Council Place
Suite 200
Matthews, NC 28105



124 Floyd Smith Dr
Suite 375
Charlotte, NC 28262
Tel - 704 - 688-7500

7301 Rivers Avenue
Suite 188
North Charleston, SC 29406
Tel - 843 - 531-6848

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Revision

Date

Drawn By

ERK

Checked By

MJR

Issue Date

12/03/15

Project No

150308

Sheet Title

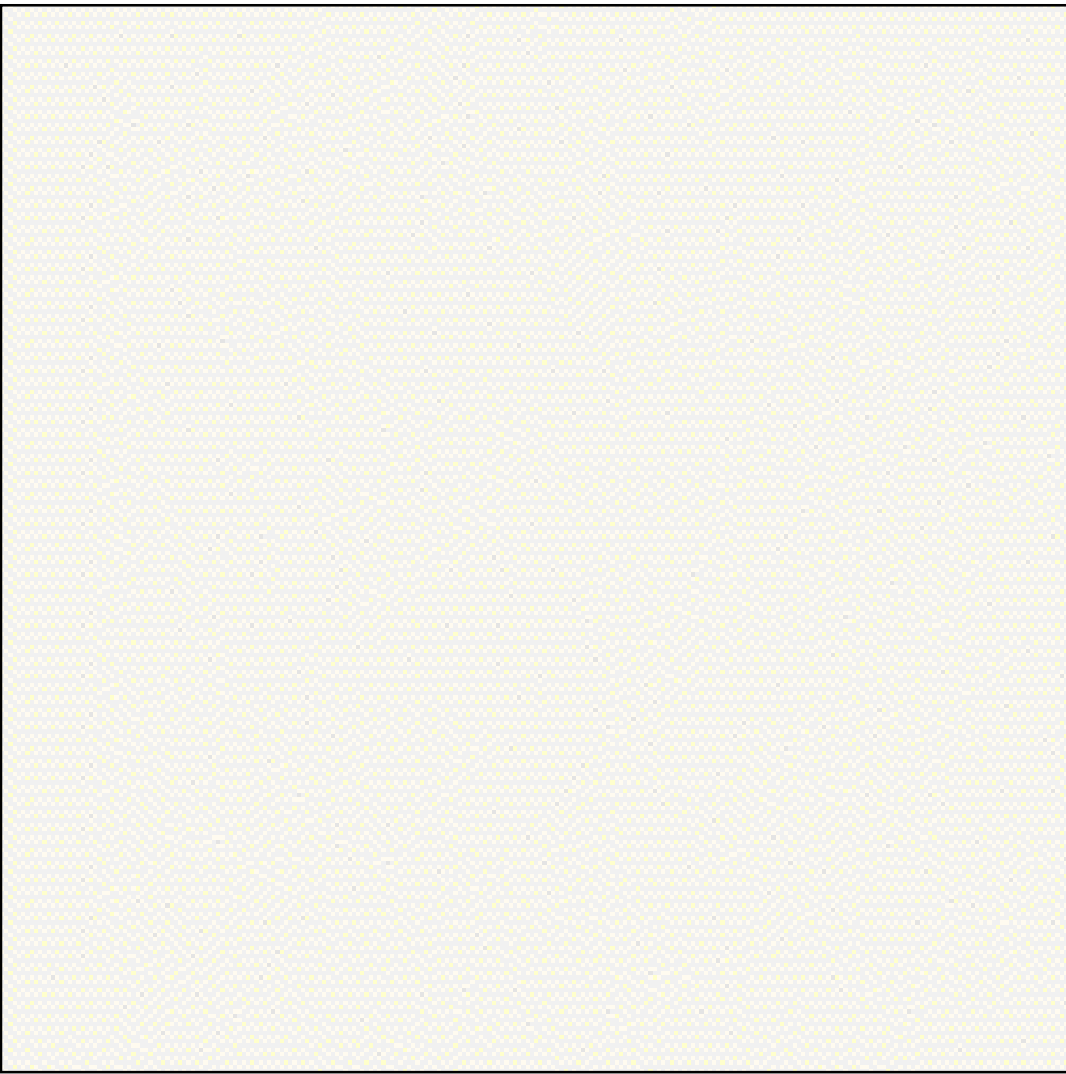
Building Elevations

Sheet Number

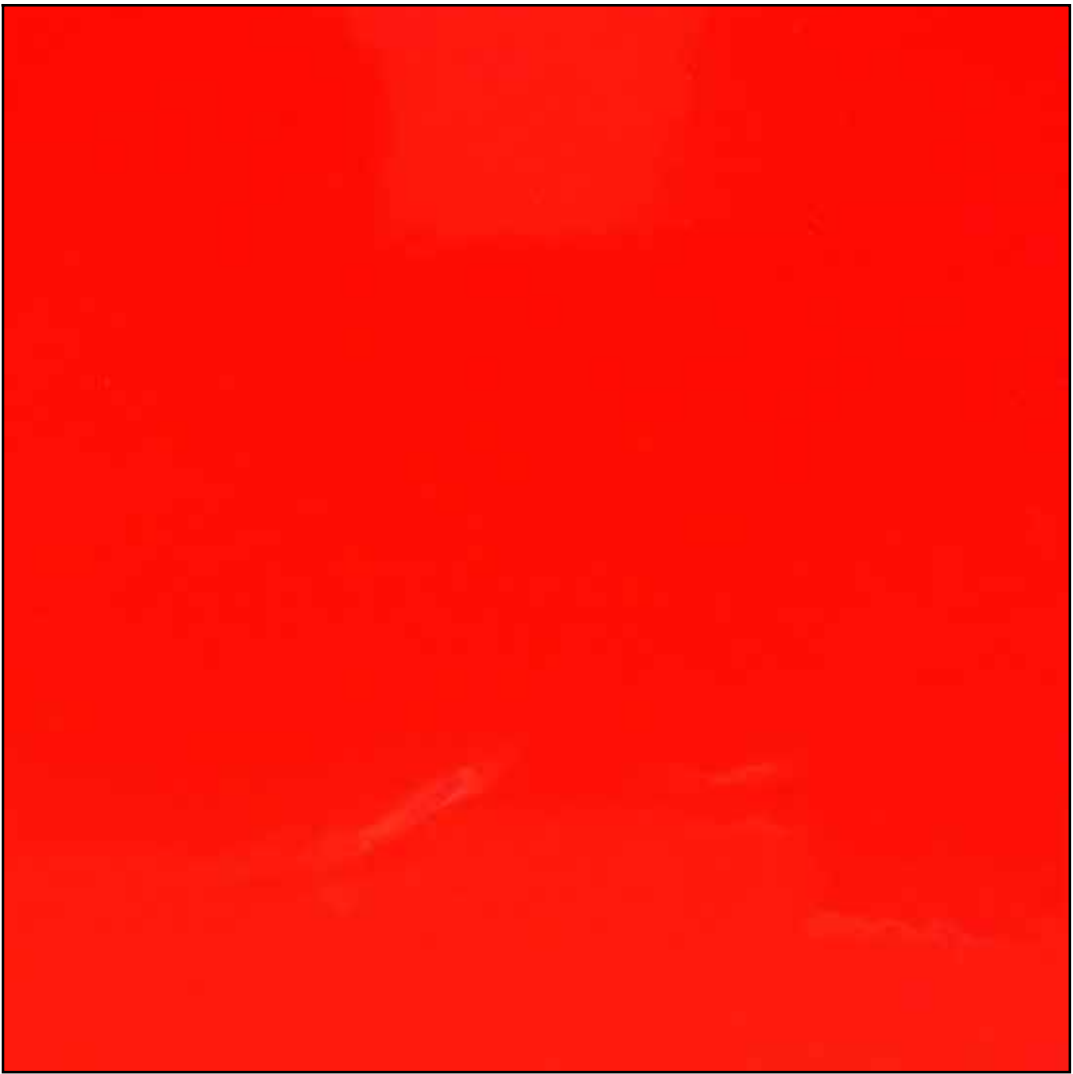
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MATERIAL SCHEDULE - EXTERIOR							
KEY		MANUFACTURER		MATERIAL	PRODUCT #	COLOR	NOTES
M	1	CARLISLE SYNTEC SYSTEMS		PARAPET WALL COPING	SECUREDGE 300	A-23 BONE WHITE	GALVANIZED, PRE-FINISHED, KYNAR 500, 24 GA
M	2	ALUCOBOND, FIRESTONE OR APPROVED EQUAL		ALUM. ARCH MTL PANELS	PVDF 2	BONE WHITE	CURTAIN WALL INSERT
B	1	TAYLOR CLAY PRODUCTS		FACE BRICK	WIRE CUT	COPPERTONE	RUNNING BOND FACE BRICK
B	2	TAYLOR CLAY PRODUCTS		FACE BRICK	WIRE CUT	PEARL GRAY	SOLDIER COURSE AND WAINSCOAT
C	1	AWNEX		CANOPY		RED	
S	1	SENERGY		STUCCO	CLASSIC	STARK WHITE	
SP	1	KAWNEER		1" SPANDREL PANELS		MATCH M-2 COLOR	TRANSOMS OF WINDOWS
O	1	OVERHEAD DOOR		UPWARD SECT DOOR	C511	CLEAR ANODIZED	FIELD PAINT/MILDEW RESISTANT PAINT
AL	1	KAWNEER		ALUM. STOREFRONT		CLEAR ANODIZED	INSTALL CLOSURE PLATES ON BACK OF ALL JAMB PIECES
AL	2	KAWNEER		ALUM. CURTAIN WALL SYSTEM		CLEAR ANODIZED	INSTALL CLOSURE PLATES ON BACK OF ALL JAMB PIECES



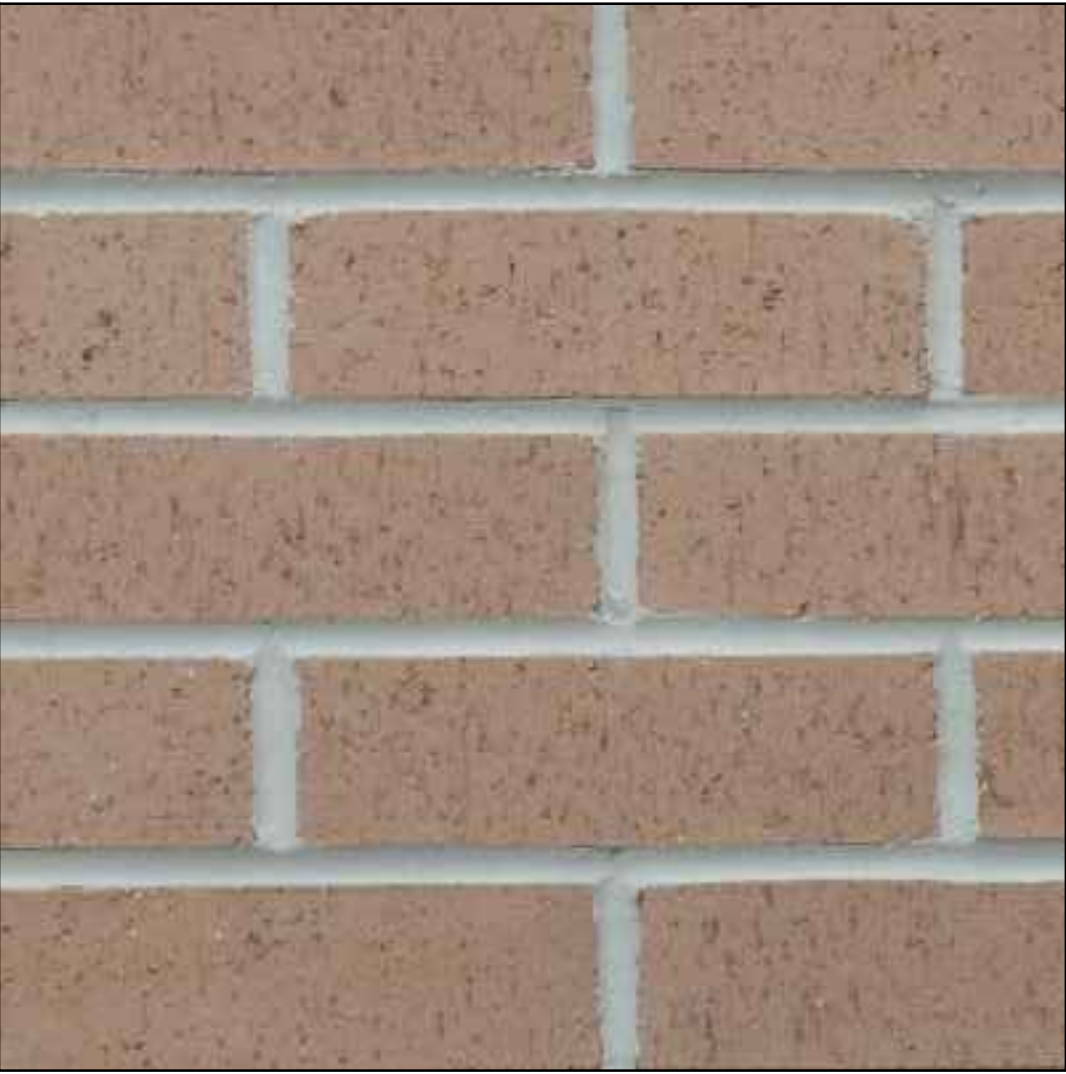
M 2 ALUCOBOND, FIRESTONE OR APPROVED EQUAL
ALUM. ARCH MTL PANELS
PVDF 2: BONE WHITE



C 1 AWNEX
CANOPY
RED



S 1 SENERGY
STUCCO: CLASSIC
STARK WHITE



B 1 TAYLOR CLAY PRODUCTS
FACE BRICK: WIRE CUT
COPPERTONE



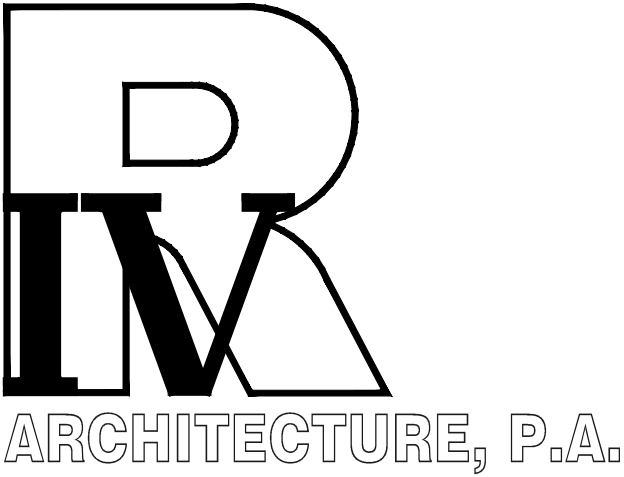
B 2 TAYLOR CLAY PRODUCTS
FACE BRICK: WIRE CUT
PEARL GRAY

Project

Sam's Express Car Wash
Wake Forest, NC

Owner

Sam's Mart
793 Council Place
Suite 200
Matthews, NC 28105



124 Floyd Smith Dr
Suite 375
Charlotte, NC 28262
Tel - 704 - 688-7500

7301 Rivers Avenue
Suite 188
North Charleston, SC 29406
Tel - 843 - 531-6848

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Revision Date

Drawn By ERK
Checked By MJR
Issue Date 12/03/15
Project No 150308

Sheet Title
Material Board

Sheet Number


A202



Project

Sam's Express Car Wash
Wake Forest, NC

Owner
Sam's Mart
793 Council Place
Suite 200
Matthews, NC 28105



ARCHITECTURE, P.A.

124 Floyd Smith Dr
Suite 375
Charlotte, NC 28262
Tel - 704 - 688-7500

7301 Rivers Avenue
Suite 188
North Charleston, SC 29406
Tel - 843 - 531-6848

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Revision	Date
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Drawn By	ERK
Checked By	MJR
Issue Date	12/03/15
Project No	150308

Sheet Title
Stree View

Sheet Number
A203



Project

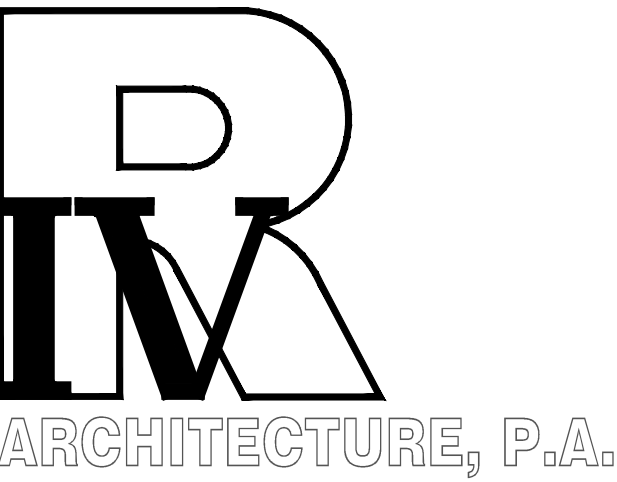
Sam's Xpress Car Wash
Mint Hill, NC

Owner

Sam's Mart
793 Council Place
Suite 200
Matthews, NC 28105



**Architectural
Review Set
9-20-17**



124 Floyd Smith Dr
Suite 375
Charlotte, NC 28262
Tel - 704 - 688-7500

7301 Rivers Avenue
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Revision **Date**

Drawn By TRB
Checked By MJR
Issue Date 9.13.17
Project No 170394

Sheet Title
Building Perspective

Sheet Number

A101

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Project

Sam's Xpress Car Wash
Mint Hill, NC

Owner
Sam's Mart
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Revision	Date
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Drawn By	TRB
Checked By	MJR
Issue Date	9.13.17
Project No	170394

Sheet Title
SITE PERSPECTIVE
ENTRY DRIVE

Sheet Number
A102

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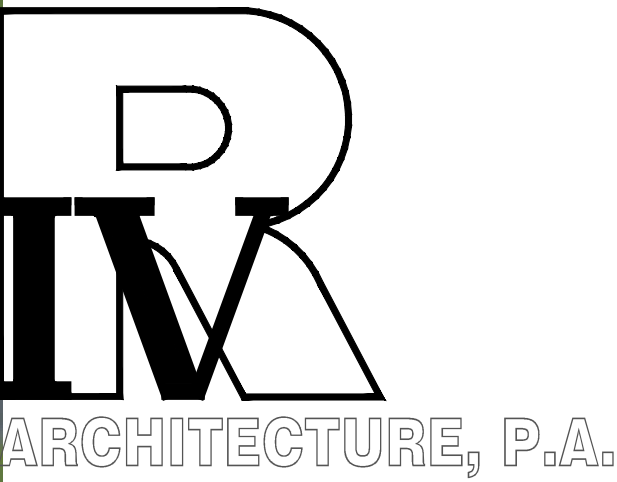
Sam's Xpress Car Wash
Mint Hill, NC

Owner

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793 Council Place
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Matthews, NC 28105



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9-20-17**



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Drawn By	TRB
Checked By	MJR
Issue Date	9.13.17
Project No	170394

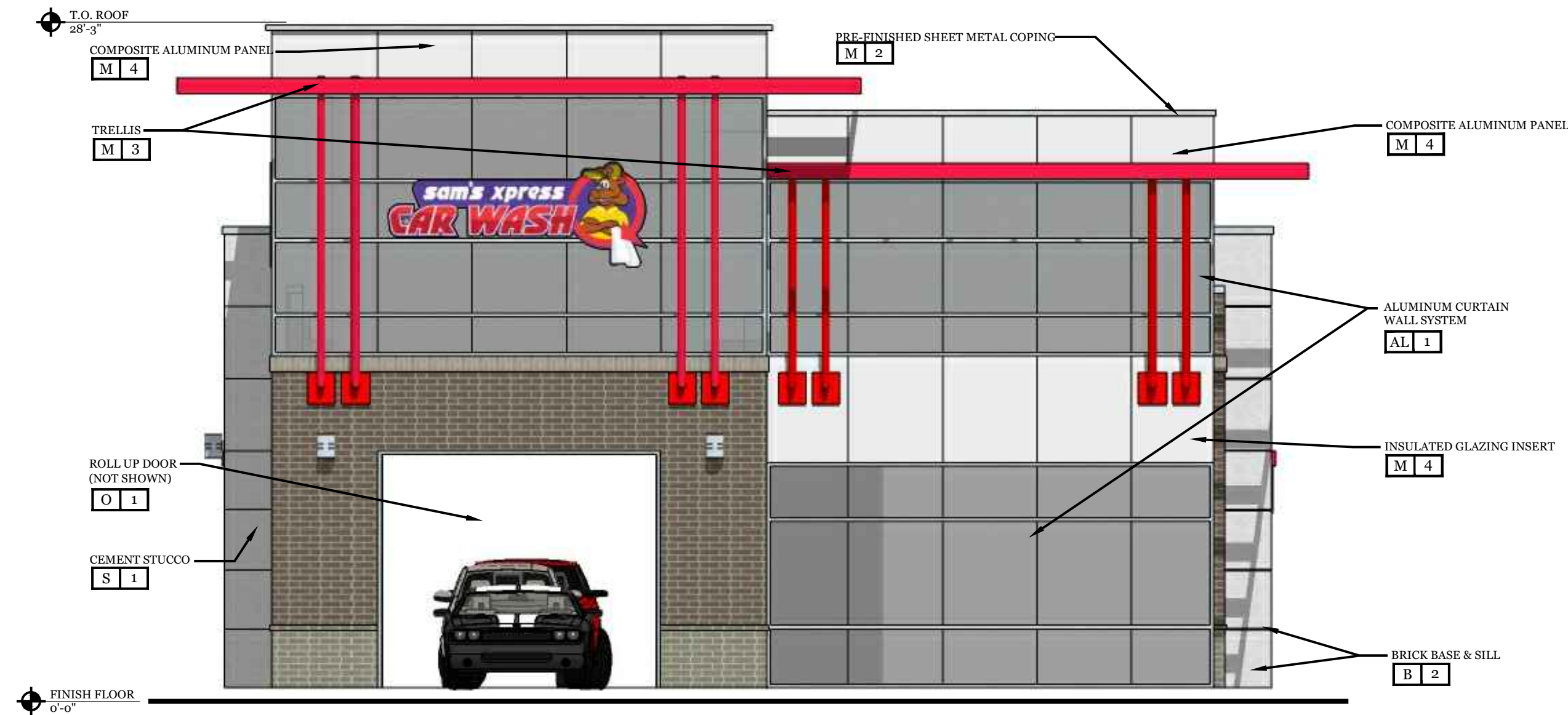
Sheet Title
OVERHEAD
PERSPECTIVE

Sheet Number
A103

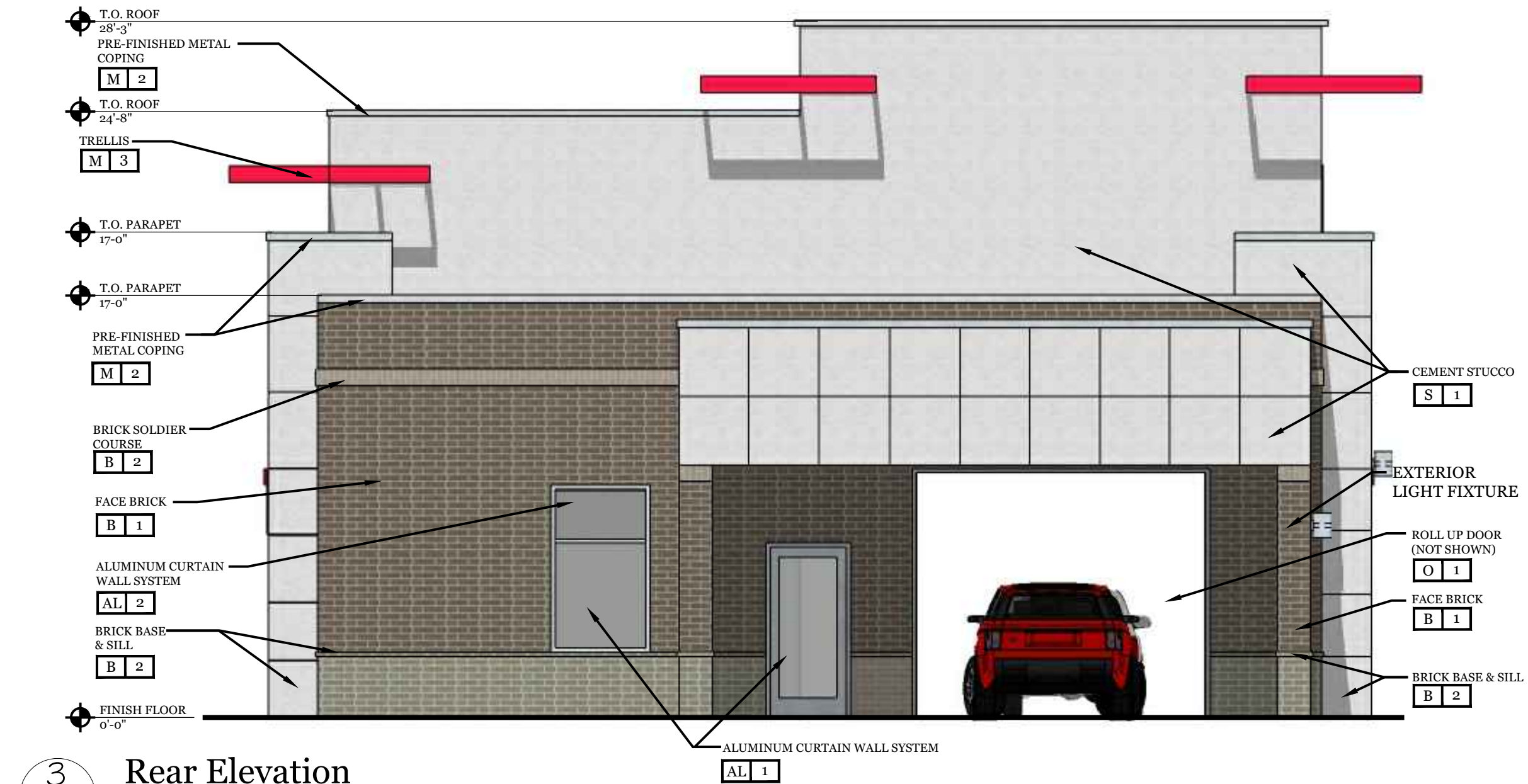
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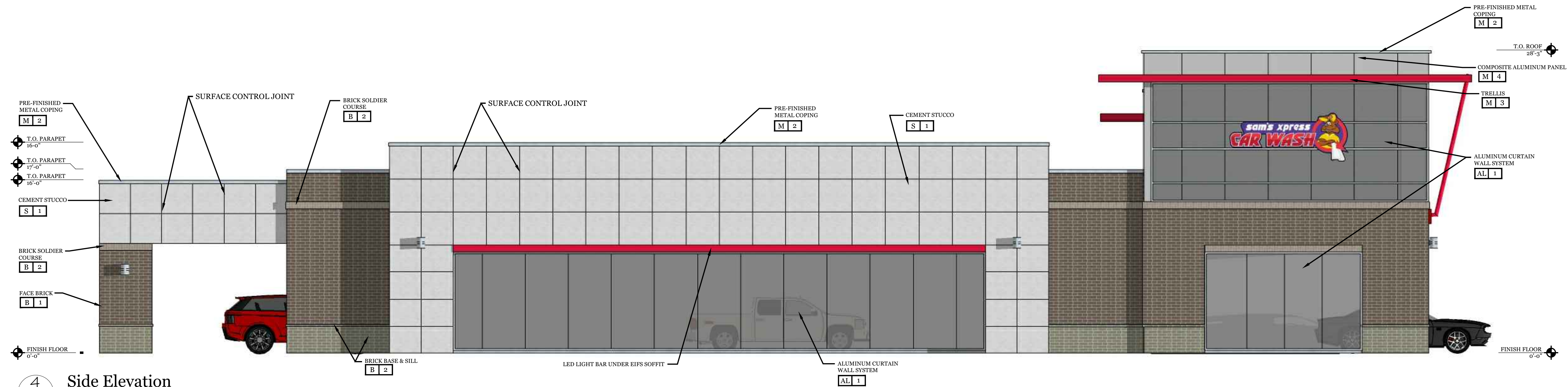
Side Elevation
3/16" = 1'-0"



Front Elevation
3/16" = 1'-0"



Rear Elevation
3/16" = 1'-0"



Side Elevation
3/16" = 1'-0"

Project

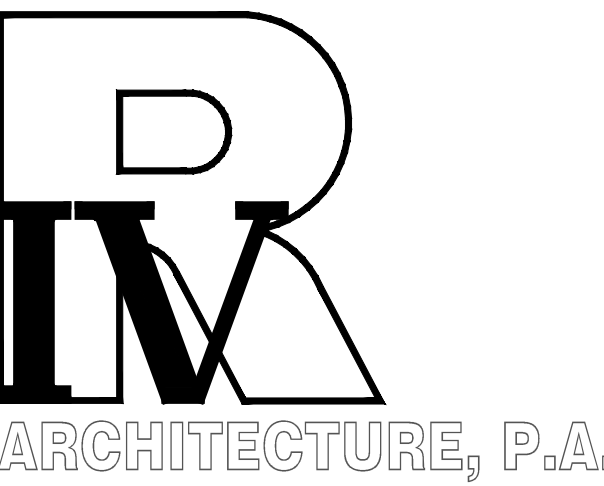
Sam's Xpress Car Wash
Mint Hill, NC

Owner

Sam's Mart
793 Council Place
Suite 200
Matthews, NC 28105



Architectural Review Set 9-20-17



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Revision	Date
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Drawn By	TRB
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Checked By	MJR
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Issue Date	9.13.17
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Project No	170394
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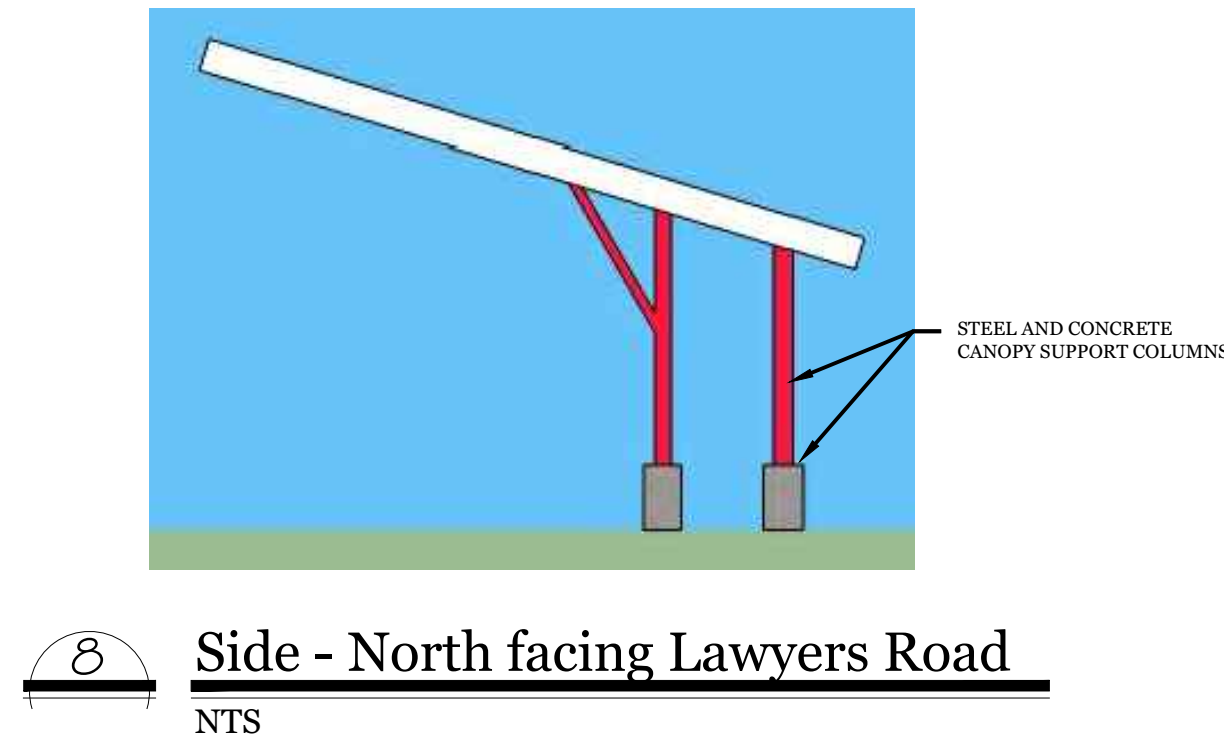
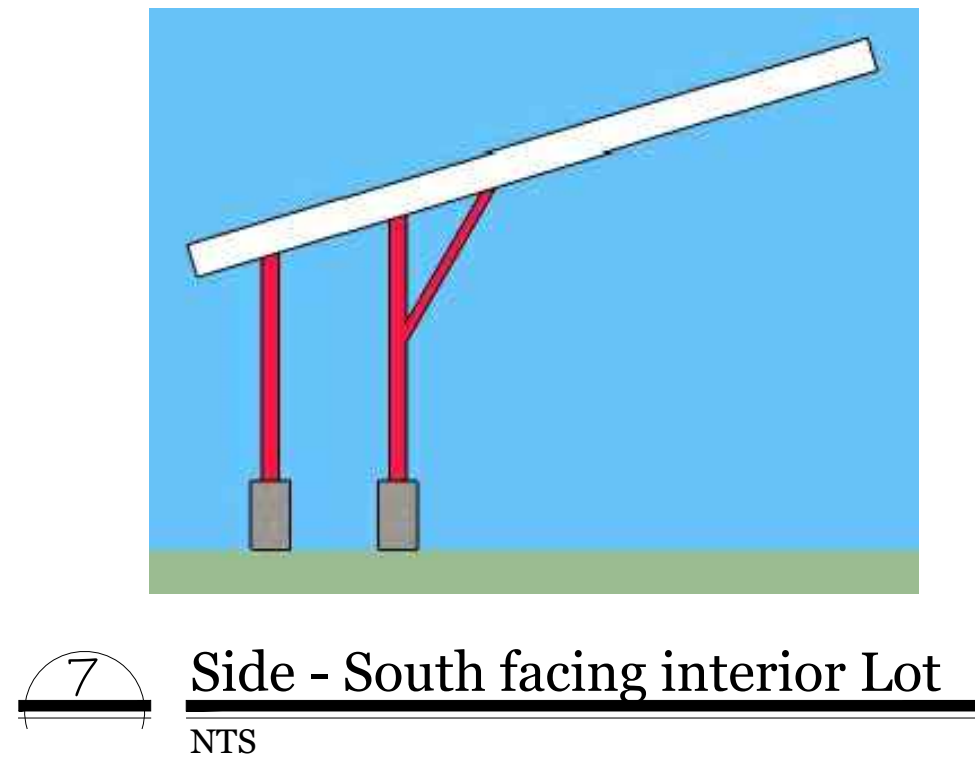
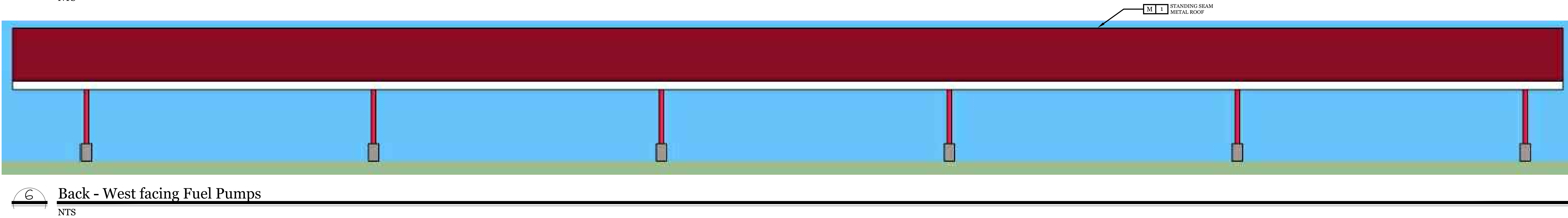
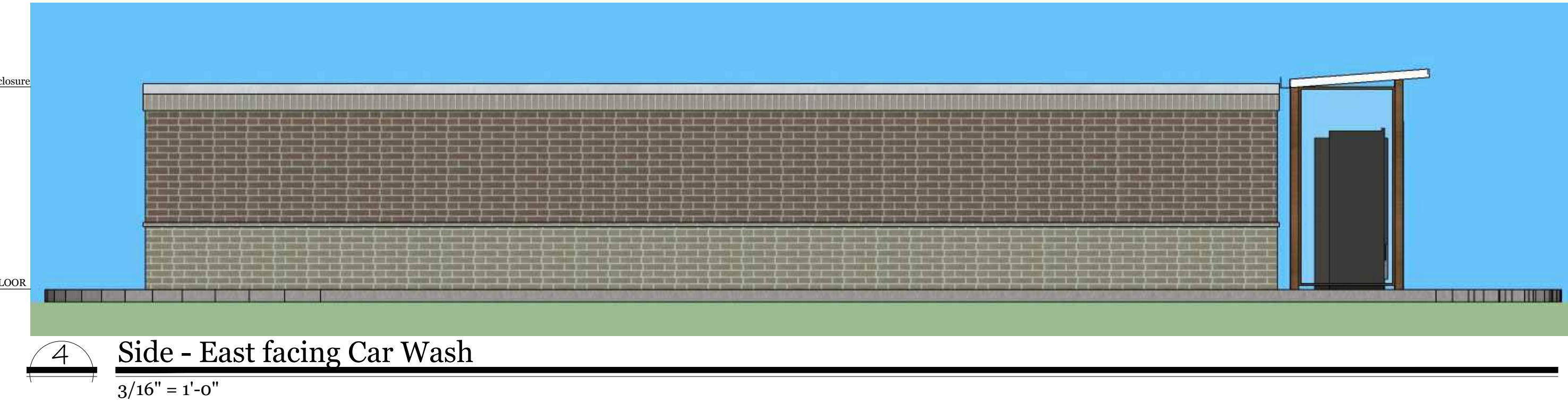
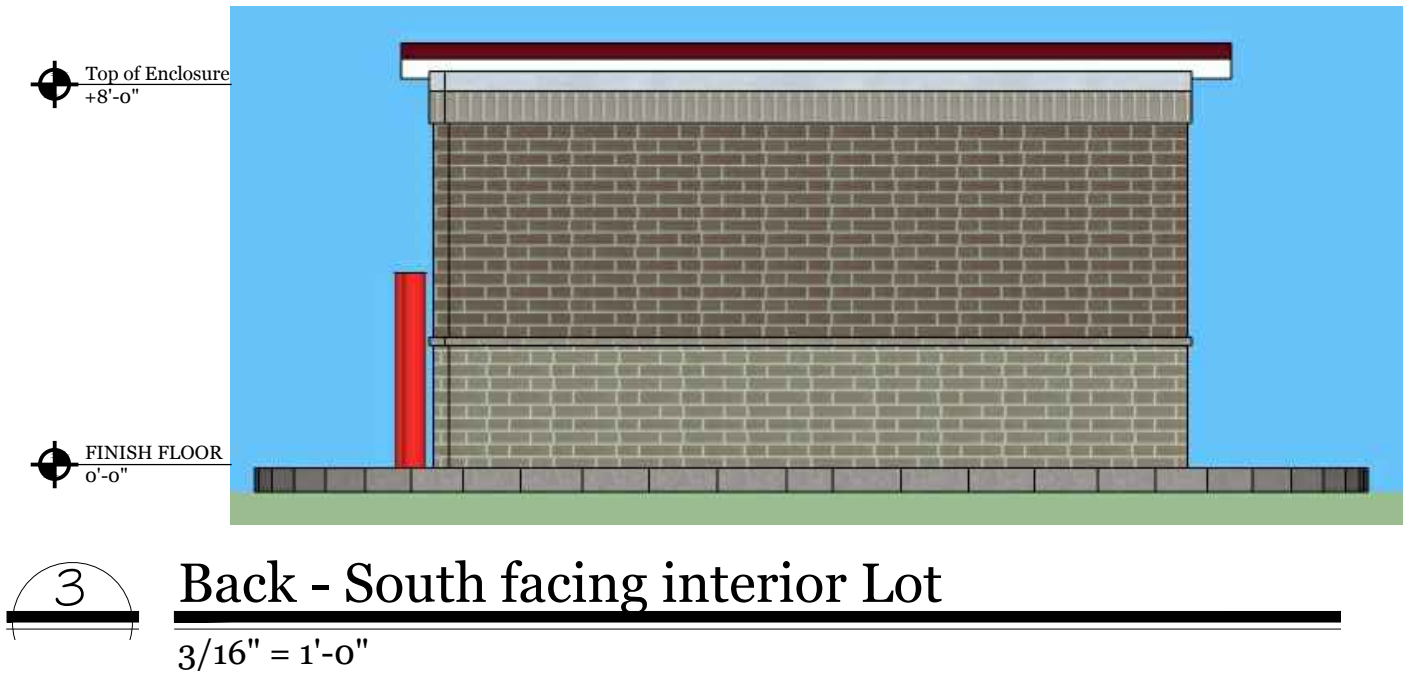
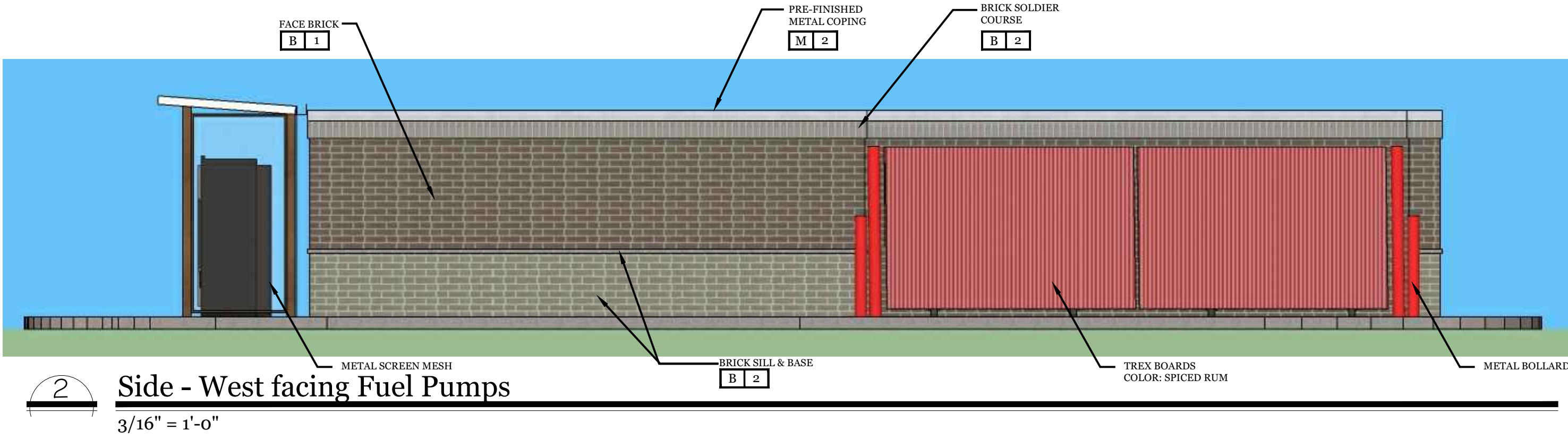
Sheet Title

Building Elevations

Sheet Number

A200

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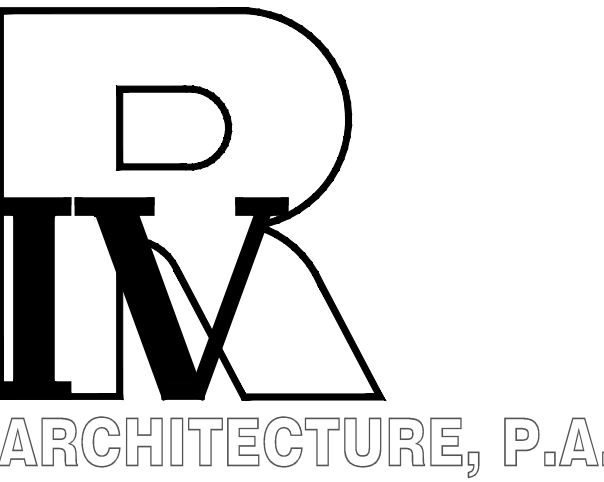
Sam's Xpress Car Wash
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Issue Date	9.13.17
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Project No	170394
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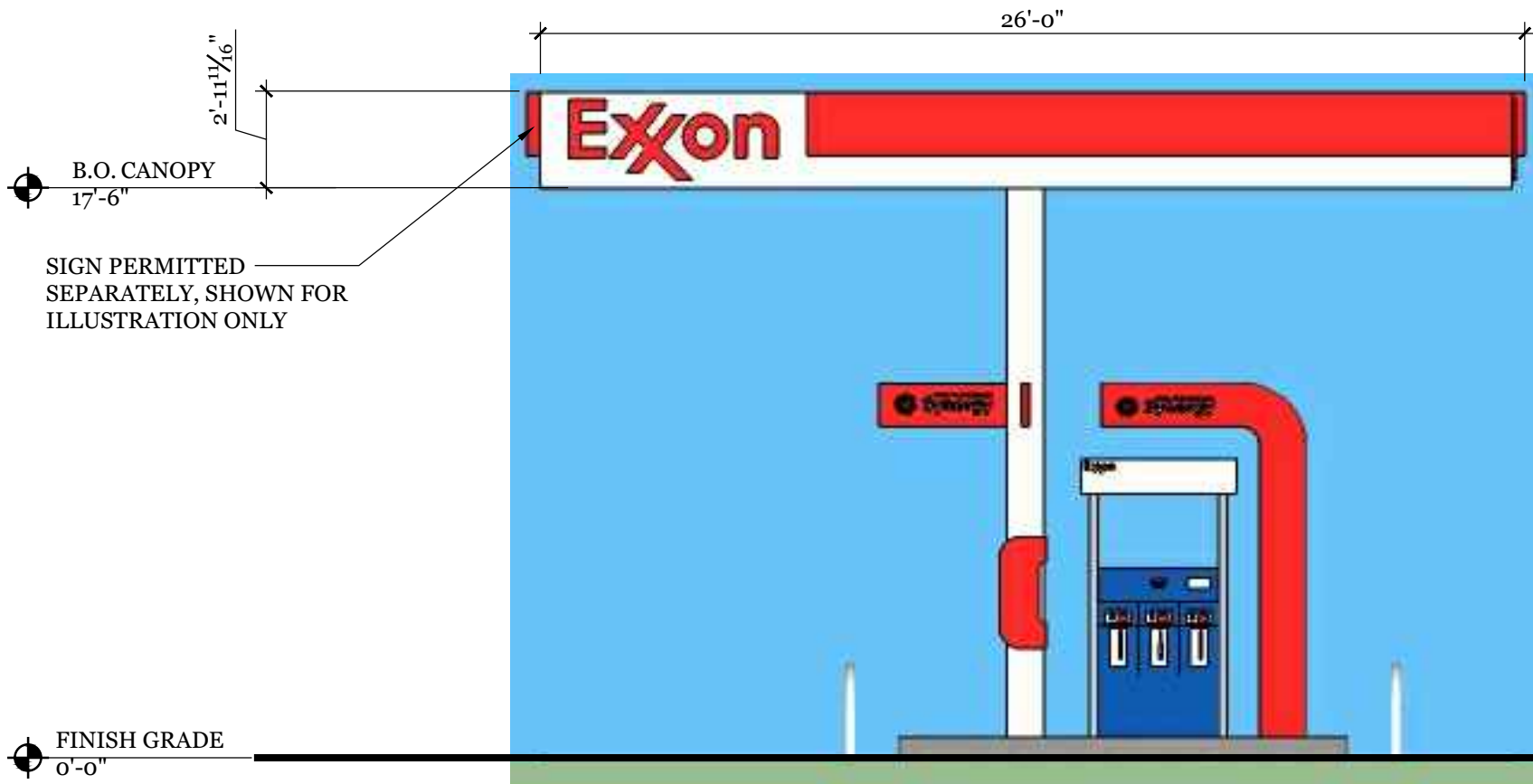
Sheet Title

Elevations
Enclosures Building
& Vacuum Canopy

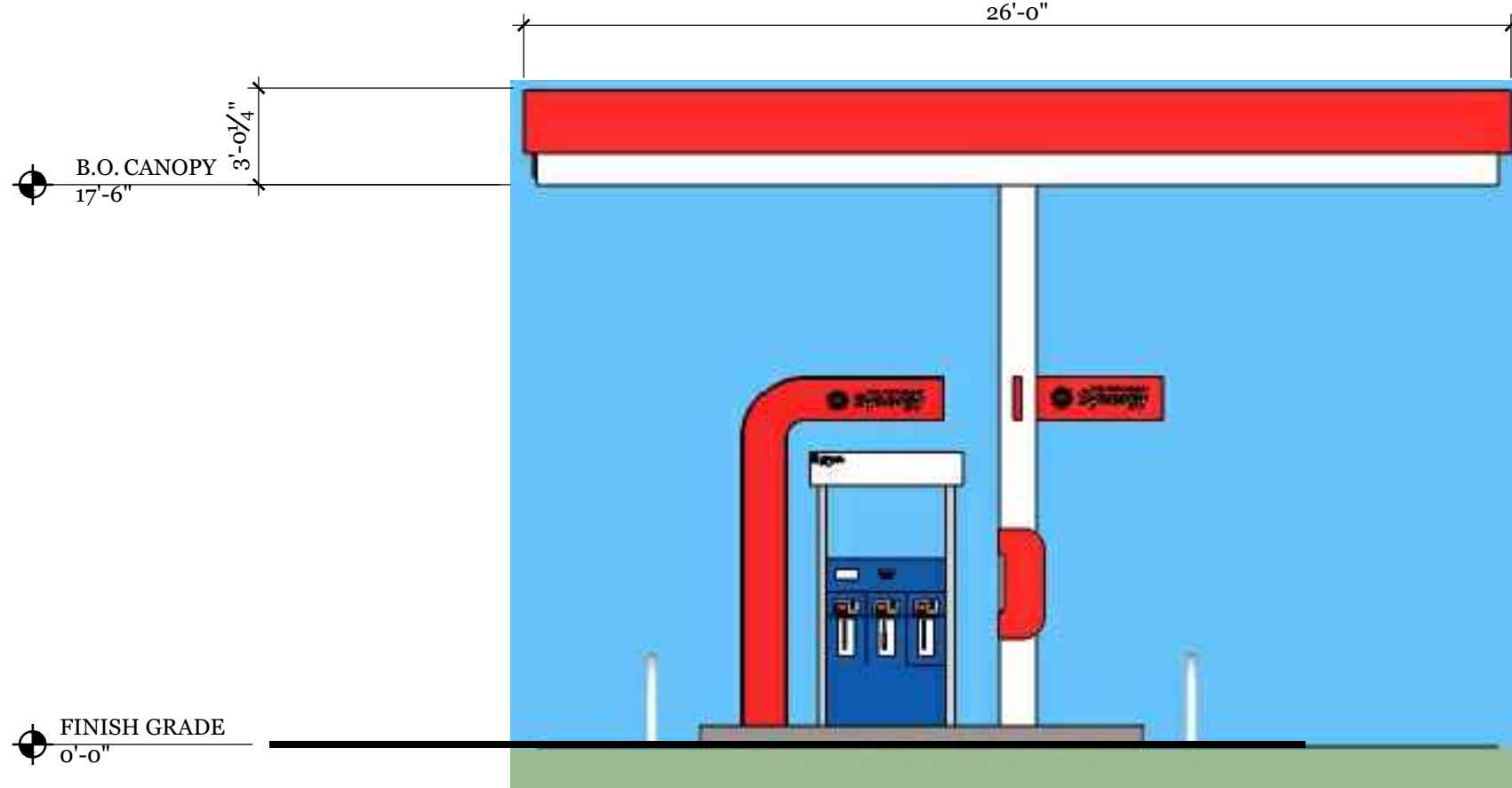
Sheet Number

A201

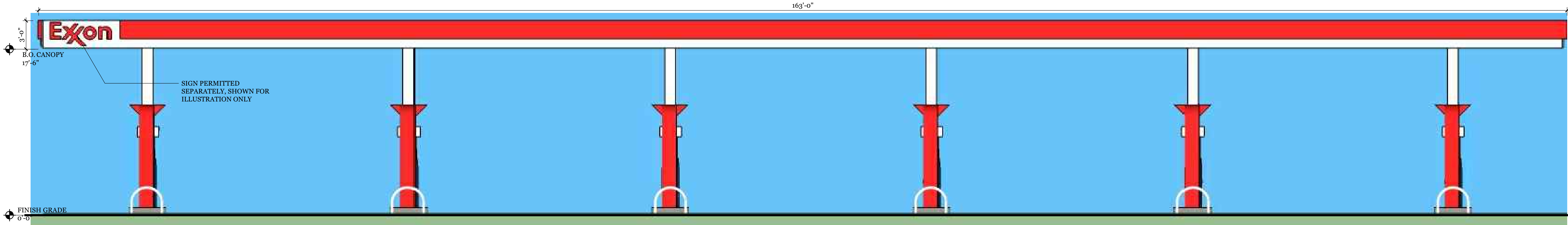
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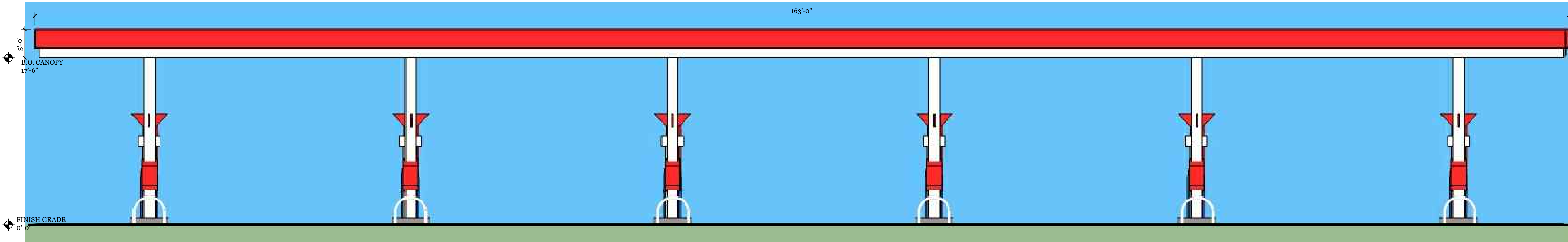
1 Front - North facing Lawyers Road
3/16" = 1'-0"



2 Back - South facing interior Lot
3/16" = 1'-0"



3 Side - West facing
3/16" = 1'-0"



4 Side - East facing Car Wash
3/16" = 1'-0"

Project

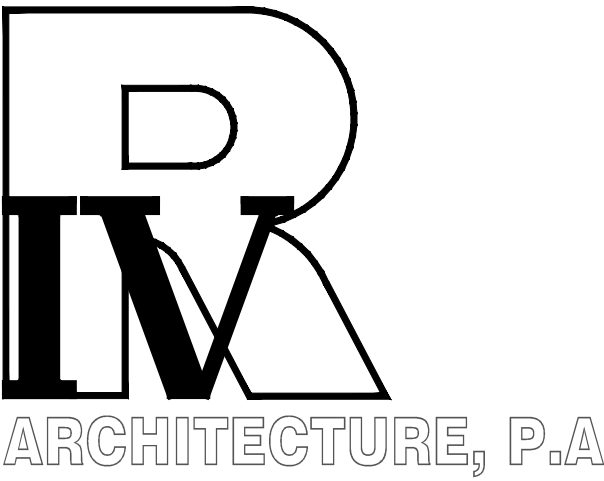
Sam's Xpress Car Wash
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Owner

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793 Council Place
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9-20-17



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Issue Date 9.13.17
Project No 170394

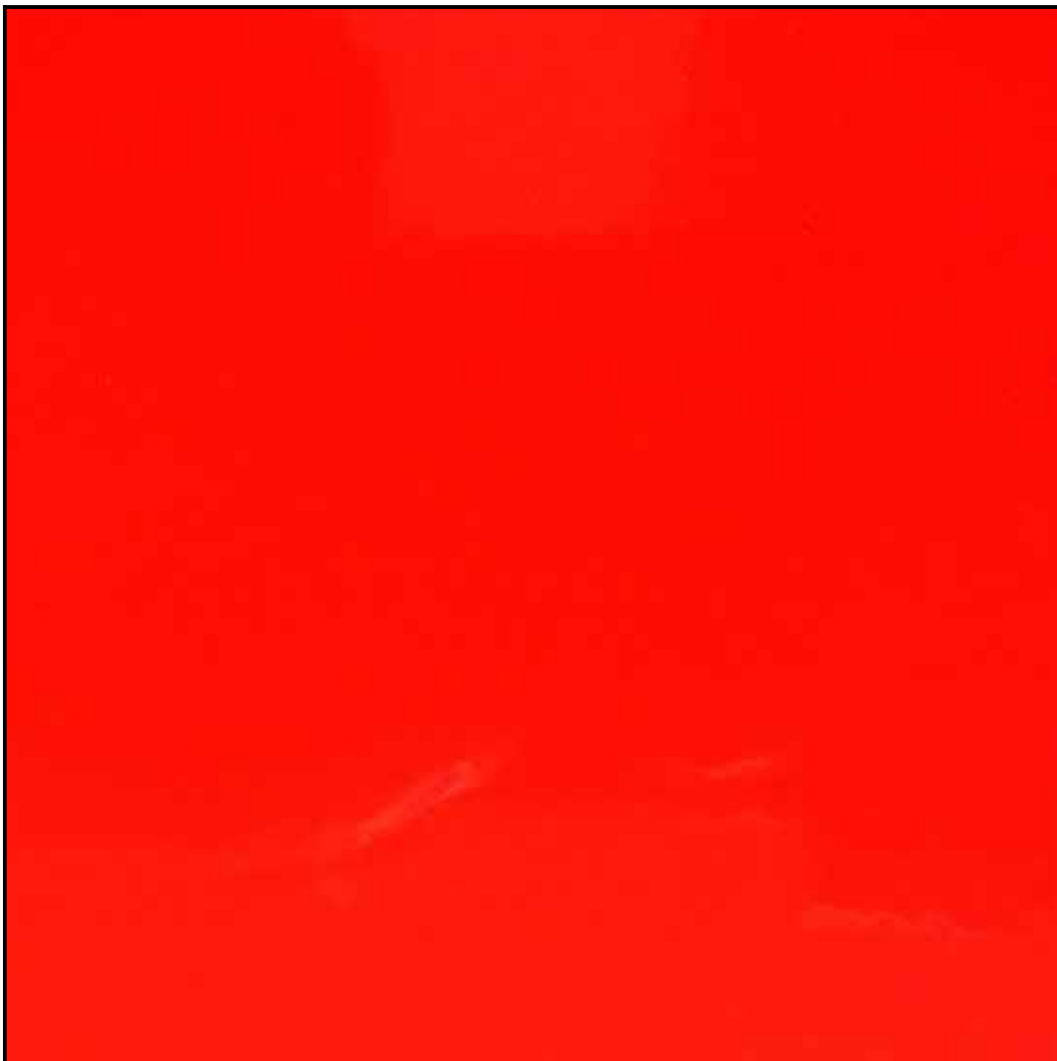
Sheet Title
GAS CANOPY
ELEVATIONS

Sheet Number

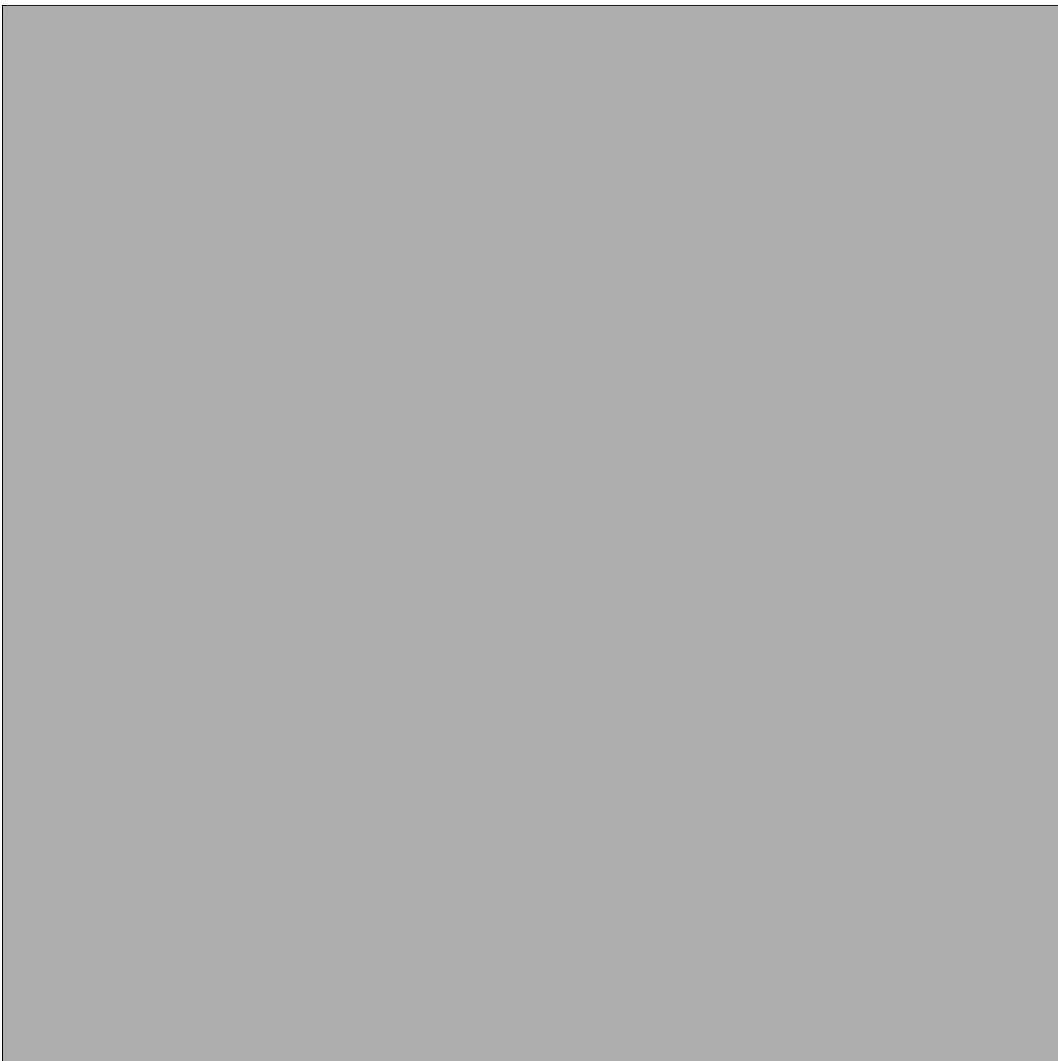
A202

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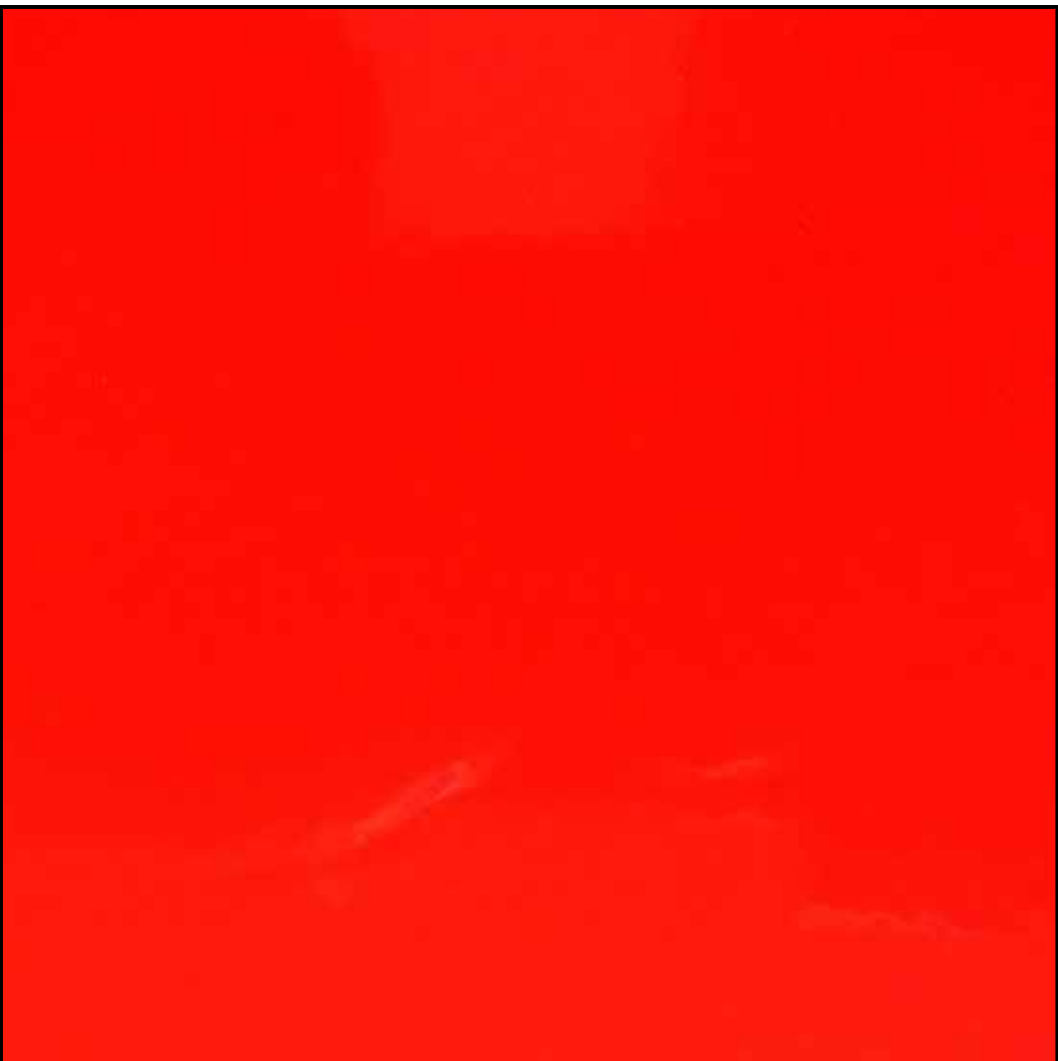
MATERIAL SCHEDULE - EXTERIOR					
KEY		MANUFACTURER	MATERIAL	COLOR	LOCATION
M	1	CONSTRUCTION METAL PRODUCTS	STANDING SEAM METAL ROOF	REGAL RED (SEE AWNEX RED)	VACUUM CANOPY
M	2	CARLISLE SYNTEC SYSTEMS	PARAPET WALL COPING	DOVE GRAY A09	MAIN BUILDING
M	3	AWNEX	TRELLIS	RED (PMS 185C)	MAIN BUILDING
M	4	CITADEL	INSULATED GLAZING INSERT	DOVE GRAY	MAIN BUILDING
S	1	SENERGY	PORTLAND CEMENT STUCCO ULTRA	DOVE GREY	MAIN BUILDING
B	1	TAYLOR CLAY PRODUCTS	FACE BRICK	322 GRAY	MAIN BUILDING
B	2	TAYLOR CLAY PRODUCTS	FACE BRICK	320 GRAY	MAIN BUILDING
O	1	ROLLING SERVICE DOOR	ROLL UP DOOR	CLEAR ANODIZED	MAIN BUILDING
AL	1	KAWNEER	ALUM. CURTAIN WALL SYSTEM	CLEAR ANODIZED & 1" CLEAR INSUL GLASS	MAIN BUILDING
AL	2	KAWNEER	ALUM. CURTAIN WALL SYSTEM	CLEAR ANODIZED & 1" SPANDREL GLASS	MAIN BUILDING
PLEASE NOTE THAT THESE COLORS MAY NOT PRECISELY MATCH ACTUAL COLORS BUT ARE A BASIC RESPRESTATION OF THE ACTUAL MATERIAL AND COLORS.					



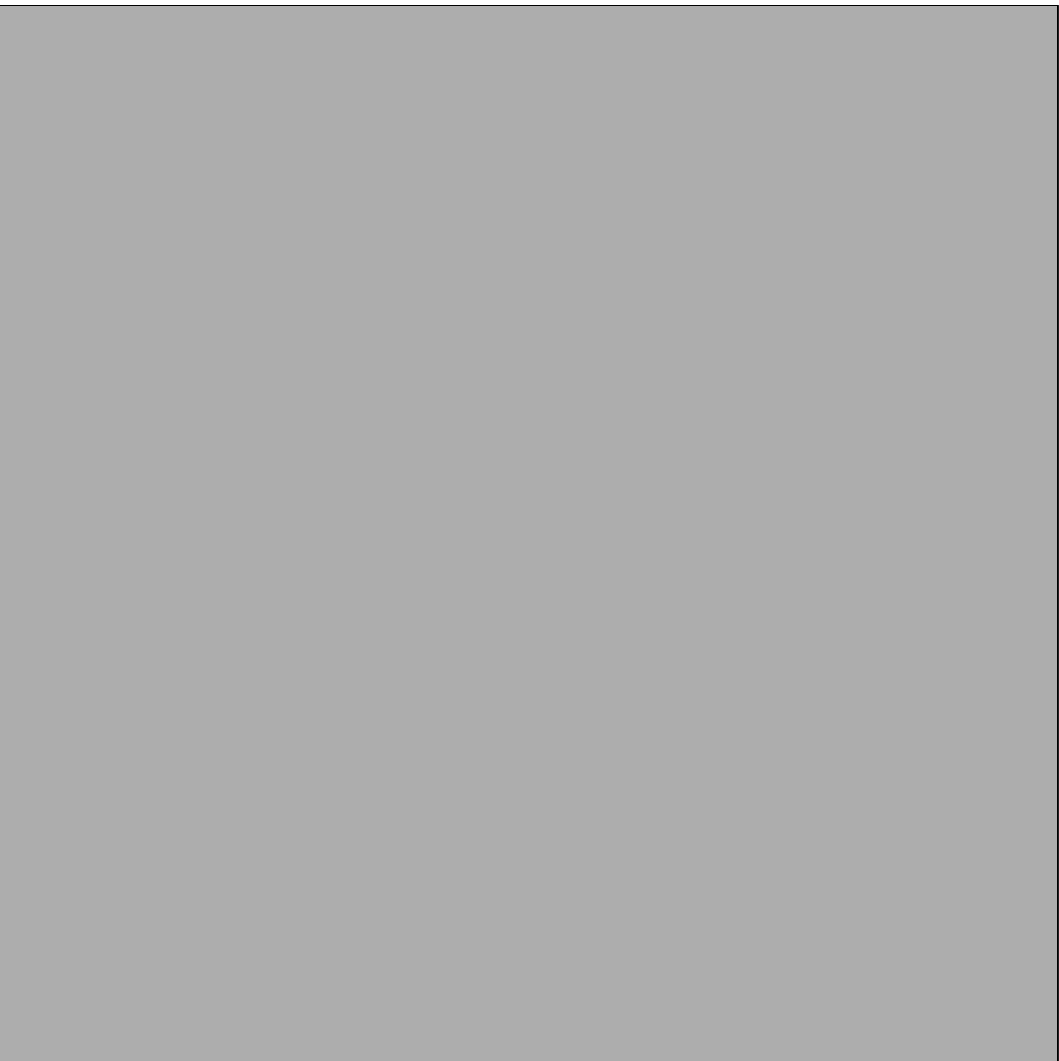
M 1 CONSTRUCTION METAL PRODUCTS
SERIES 2000 STANDING SEAM METAL ROOF
COLOR: REGAL RED



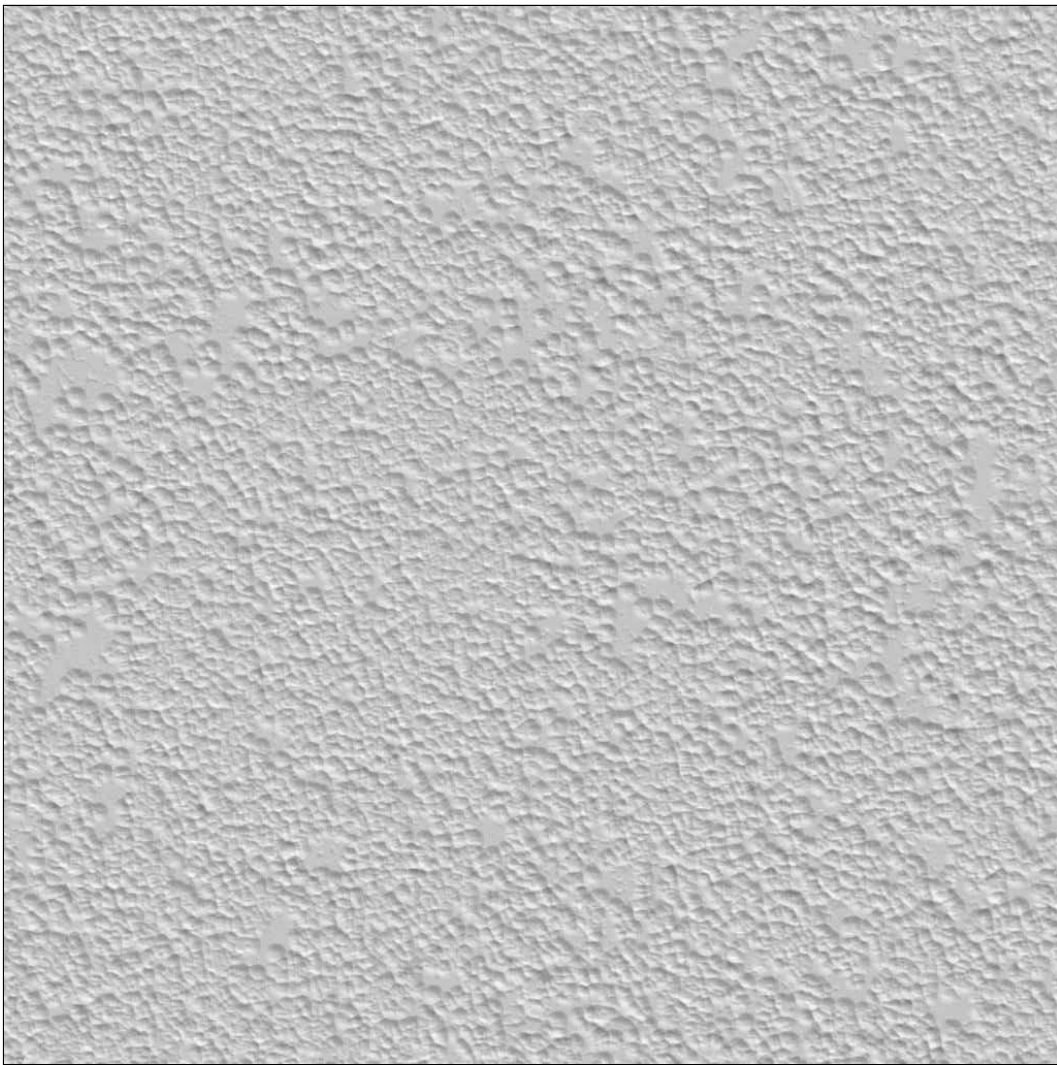
M 2 CARLISLE SYNTEC SYSTEMS METAL
SECURE EDGE 300 METAL COPING
COLOR: DOVE GRAY A-09



M 3 AWNEX TRELLIS: PMS 185C RED



M 4 CITADEL
INSULATED GLAZING INSERT
COLOR: DOVE GRAY



S 1 SENERGY PLATINUM CI CEMENT STUCCO ULTRA
COLOR: DOVE GREY
FINISH: FINE



B 1 FACE BRICK
TAYLOR BRICK
COLOR: 322 GRAY



B 2 SOLDIER COURSE & SILL BRICK
TAYLOR BRICK
COLOR: 320 GRAY

Project

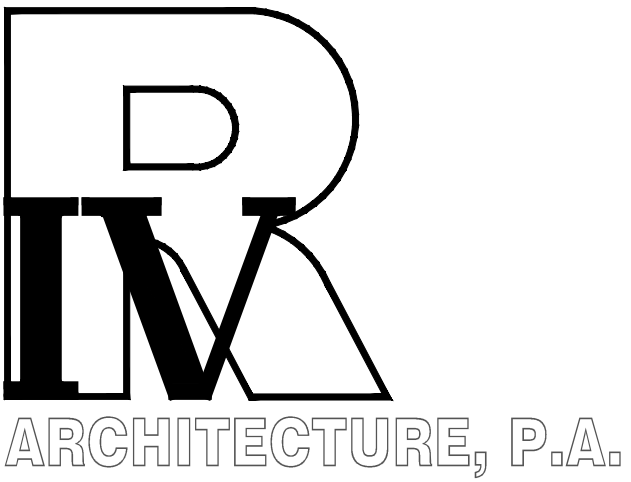
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9-20-17



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Drawn By TRB
Checked By MJR
Issue Date 9.13.17
Project No 170394

Sheet Title
BUILDING ELVATION
MATERIAL / COLOR
BOARD

Sheet Number
A203