

**TOWN OF WEDDINGTON
REGULAR PLANNING BOARD MEETING
WEDDINGTON TOWN HALL
1924 Weddington Road
Weddington, NC 28104
JUNE 25, 2018 – 7:00 P.M.**

AGENDA

1. OPEN THE MEETING
2. DETERMINATION OF QUORUM/ADDITIONS OR DELETIONS TO THE AGENDA
3. APPROVAL OF MINUTES
 - A. May 29, 2017 Regular Planning Board Meeting Minutes
4. OLD BUSINESS
 - A. Discussion of Marginal Access Street
5. NEW BUSINESS
 - A. Review and Recommendation of a Modification of the Subdivision Ordinance Section 46-76(g) Cul de Sac for Weddington Acres (formerly Graham Allen) Subdivision
 - B. Review and Consideration of Minor Subdivision for Wesley Chapel Volunteer Fire Department for a Portion of Parcel Number 06177015
 - C. Presentation of Town Survey Results
 - D. Discussion of Meeting with Randall Arendt
6. UPDATE FROM TOWN PLANNER AND REPORT FROM JUNE TOWN COUNCIL MEETING
7. ADJOURNMENT

Draft

**TOWN OF WEDDINGTON
REGULAR PLANNING BOARD MEETING
WEDDINGTON TOWN HALL
MAY 29, 2018 – 7:00 P.M.
Minutes
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1. OPEN THE MEETING

Chairman Dow called the meeting to order at 6:57 p.m.

2. DETERMINATION OF QUORUM/ADDITIONS OR DELETIONS TO THE AGENDA

Quorum was determined with Chairman Rob Dow, Board members Walt Hogan, Barbara Harrison, Steve Godfrey, and Gerry Hartman present. Board members Jim Vivian and Brad Prillaman were absent.

Staff present: Town Administrator/Planner Lisa Thompson, Town Clerk Karen Dewey

Visitors: Bill Deter, Wes Hinson

3. APPROVAL OF MINUTES

A. April 23, 2017 Regular Planning Board Meeting Minutes

Chairman Dow made a correction to comments on page 4.

Motion: Board member Hartman made a motion to approve the April 23, 2018 Regular Planning Board Meeting Minutes as amended.

Second: Board member Harrison

Vote: The motion passed with a unanimous vote.

4. OLD BUSINESS

**A. Review and Recommendation of a Modification of the Subdivision Ordinance
Section 46-76 (g) Cul-De-Sac for Woodford Chase Subdivision.**

Ms. Thompson presented the staff report: In March, the Planning Board denied recommendation of the preliminary plat for the Woodford Chase Subdivision due to the cul-de-sac length and the need for a private road. The plat moved forward to Town Council in April. The Town Attorney thought that a marginal access street was required, but that cul de sac length request needed to go through the modification petition process. The Town Council tabled the review and approval of the preliminary plat, to wait for answers from NCDOT. The petition for the modification has to be reviewed and recommended by the Planning Board, and approved by the Town Council before a decision is made on the preliminary plat.

Applicant representative Wes Hinson presented the application.

Chairman Dow stated that this is a modification application, not a quasi-judicial hearing. The Planning Board will go through the findings of fact to determine if the application is in agreement with the Land Use Plan and ordinances. Chairman Dow stated that this review is strictly for the modification of the cul de sac length; the decision for that should be weighed on its own merit regardless of the other findings on the preliminary plat.

Board member Hartman asked if the sketch plan guaranteed a certain lot yield. Chairman Dow responded that the sketch plan doesn't guarantee the number of lots, the preliminary plat, if approved, shows the actual planned lots. Yield plans are only used as a basis for figuring the number of lots in conservation subdivisions. Ms. Thompson stated that applicants are vested after preliminary plat approval.

The Planning Board reviewed the Findings of Fact:

- 1. *There are special circumstances or conditions affecting said property such that the strict application of the provisions of this chapter would deprive the applicant of the reasonable use of his land.*** Applicant response: The site contains numerous circumstances and conditions affecting the property, including but not limited to, above ground and underground drainage and utility easements, encumbrances and potential future NCDOT roadway improvements to NC Hwy 84. Applicant is requesting modification to accommodate potential future NCDOT improvements, and as suggested by NCDOT engineer, the western drive connection on the approved Sketch Plan was removed resulting in a private street/cul-de-sac greater than 600 feet in length. NCDOT recommended moving curb cut down Hwy 84 to best accommodate future installation of super street bulb. Reducing the cul-de-sac to 600 feet would also compromise the buildable area resulting in the loss of at least one lot from the subdivision yield.

Chairman Dow stated that the Applicant claims the special circumstances are not caused by himself, but by the property and NCDOT; and he agrees with that if this was the only relative fix.

Board member Hogan asked if the original plan was approvable as submitted with the two entrances. Chairman Dow responded that it was. Board member Hogan stated that the developer is trying to accommodate the potential widening of Highway 84.

Chairman Dow responded that the original plan had two entrances but NCDOT wouldn't approve it that way. Board member Hogan concluded that the problem is NCDOT caused.

Chairman Dow stated that is true if the cul de sac modification is the only answer to develop this property. He doesn't believe there is a safety issue with the cul de sac modification; he is not satisfied with the applicant's conclusion that they are unable to get the same number of lots that would meet all the ordinances. His viewpoint is that there are options to developing this property that haven't been explored.

Board member Hartman stated that the cul de sac length isn't the issue; the issue is that the Planning Board doesn't believe this is the only way to develop property.

Board member Harrison asked if DOT will issue permits for two curb cuts. Mr. Hinson stated that they will issue a permit for two curb cuts, but DOT gives redline comments; they don't do an independent analysis overlaying their comments with respective municipalities' ordinances. They provide a set of comments and the applicants respond to what is the most reasonable. Mr. Hinson stated that once the comments are addressed to NCDOT satisfaction, then NCDOT gives the approval. One curb cut was suggested because of planned Highway 84 improvements and the elevation difference between Highway 84 and the planned subdivision road.

2. ***The modification is necessary for the preservation and enjoyment of a substantial property right of the petitioner.*** Applicant's response: Approval of the private driveway and access easement at a length greater than 600 feet preserves the applicant's ability to develop the site as a conventional subdivision yielding acre lots and is consistent with the yield on the approved Sketch Plan. Further, approval accommodates NCDOT future roadway expansion of Hwy 84.

Mr. Hinson stated that in conversations with council, he was told that constituents preferred development of conventional subdivisions to conservation because of the larger lot sizes.

Chairman Dow asked if 8 lots would have the subdivision less enjoyable. Mr. Hinson stated that it would from the developer's perspective. The reduction to 8 lots is substantial because the development cost would no longer be spread over 9 lots, increasing the development cost per lot.

3. ***The circumstances giving rise to the need for the modification are peculiar to the parcel and are not generally characteristic of other parcels in the jurisdiction of this chapter.*** Applicant's response: The circumstances noted herein, and on the preliminary plat, are unique and specific to the physical characteristics of the subject site. Other parcels in the jurisdiction are not necessarily encumbered with the same magnitude of site constraints and subject to planned future NCDOT improvements.

Chairman Dow stated that the easements are not included in the lots. Mr. Hinson responded that the overall site usable space being roughly almost 2 acres less because those easements are unique to this site.

Board member Harrison agreed that it is a unique piece of property.

4. ***The granting of the modification will not be detrimental to the public health, safety and welfare or be injurious to other property in the territory in which said property is situated.*** Applicant's response: Granting the modification to construct a marginally longer private street within a private street easement will not be detrimental or injurious in that it will still comply with maximum lengths allowed by NCDOT and by the Town in accordance with other portions of the subdivision ordinance. Further, the modification promotes the public health and safety by lengthening the distance between the NCDOT superstreet bulb configuration and the entrance to the proposed subdivision making for a safer means of ingress and egress to the subdivision.

Board member Hartman stated that the Board only saw one design for the subdivision. He is not convinced it cannot be developed differently.

Chairman Dow stated that the entrance would work better off Lester Davis Road, for public safety, rather than pulling out on Highway 84.

- 5. *The modification will not vary the provisions of Chapter 58 applicable to the property.***
Applicant's response: Standards of Chapter 58 applicable to the subject property will not be varied by the requested modification. Conventional Subdivision standards defined by the Town of Weddington Zoning Ordinance will apply to proposed subdivision.

Board member Harrison stated that the question becomes how we found the preliminary plat had multiple reasons for a vote of no recommendation. She asked if Lester Davis Road can be taken into consideration for the entrance. She would rather see the entrance off Lester Davis Road; however, she wants to be sure that she's being fair in consideration of the modification application.

Chairman Dow stated that the Applicant is requesting a modification because they feel that they have shown no other way to build this subdivision and stay within town ordinances. He stated that if there were no other issue with the development, the approval of the cul de sac extension would be no problem.

Board member Hogan stated that in spite of how the Board thinks this subdivision might be done differently, the question is strictly the length of the cul de sac. He believes the hardships are caused by DOT, not by the applicant.

Chairman Dow disagreed, stating that it is assuming that there is no other way this property can be built and therefore the modification must be approved. Board member Hartman agreed. Board member Hogan asserted that this is only about the cul de sac length.

Board member Hartman responded that issues are being brought into this discussion add to more than the length of the cul de sac issue. To grant this modification is assuming that the sketch plan that meets all ordinances and will be approved.

Mr. Hinson stated that they have exhausted the different options for development. He stated that the modification is the result of a circumstance that has befallen the applicant, not applicant created. Mr. Hinson affirmed that the development cost of losing one lot is not only income loss.

- Motion:*** Board member Hogan made a motion to forward the application for the modification of the Subdivision Ordinance from Section 46-76g, related to cul de sac length to the Town Council with a positive recommendation.
- Second:*** Board member Godfrey
- Vote:*** The motion did not pass with Board members Hogan and Godfrey voting in favor, and Board members Hartman and Harrison opposed. Chairman Dow voted against the motion to break the tie.

The Planning Board requested that the exact length for the cul de sac being requested is identified for the town council's review.

B. Discussion of Marginal Access Street

Ms. Thompson explained: one of the concerns in defining a Marginal Access Street is the definition of street in the town ordinances. Staff changed the language to Marginal Access Drive and defined it as a shared driveway easement which is parallel and adjacent to thoroughfares and which provides access to abutting properties and protection from through traffic.

Chairman Dow asked if using the word abutting gave any indication of orientation of the lots.

Ms. Thompson stated that the requirements for a marginal access drive should include: When a major subdivision adjoins a thoroughfare, as designated in town plans, and the lot fronts the thoroughfare because there is no alternative for a public road, the subdivider will be required to provide a marginal access drive.

Chairman Dow expressed concern that the developers are going to figure out that they can increase the yield, escape buffering requirements, and loss of public right of way, if they take lots along current thoroughfare and face them toward the road. If that is done, they gain all property that would have to have a buffer-they can single load the street with a marginal access drive, and not lose any of that roadway out of that lot and then double load the rest. He stated that throughout the Land Use Plan, rural community and keeping the green country look is mentioned. This marginal access drive is in effect motivating developers to completely usurp the Land Use Plan. Ms. Thompson responded that this will be advantageous to properties with a lot of length on a thoroughfare.

Chairman Dow stated that he would like to see the idea of requiring subdivision homes to face internal subdivision roads somewhere in the ordinance. Then the buffer and the public road requirement would kick in and the exemption would be for marginal access driveway to save the small odd pieces of property and keep curb cuts to a minimum.

Ms. Thompson suggested reviewing definitions, adding design standards to conventional subdivisions that match the conservation subdivision design standards and looking at requirements that should apply to all subdivisions, not just RCDs.

Board member Hartman suggested considering two more requirements to the marginal access drive standards: limitation of the total length of the drive and the number of lots the drive serves. He also stated that he agrees with Ms. Thompson to tackle design standards for conventional subdivisions and include a requirement that homes face internal streets and other standards in the RCD requirements that should apply to all subdivisions.

The Planning Board agreed that the Town Planner and Chairman Dow would work together and bring ideas for revising definitions and regulating marginal access drive to Planning Board for next month.

5. NEW BUSINESS

A. Discussion of Land Use Plan Revisions

Ms. Thompson asked if the Planning Board wants a time table to schedule the review of the Land Use Plan and work on the revisions. She suggested analyzing the plan one section at a time. The meeting with Randall Arendt will have an effect on the revisions as well as the survey results.

Chairman Dow asked what the Council wants. Ms. Thompson wants to get suggestions from the Planning Board first. Chairman Dow suggested a review and consideration of the results from the survey first, and then assess the Land Use Plan one section at a time, holding workshops with the Council and getting public input as well.

6. UPDATE FROM TOWN PLANNER

Ms. Thompson gave an update: The survey is complete and raw data will be sent to the planning board. There were 993 respondents, which beat the 2012 survey number of respondents. She stated that if there are any suggestions for cross tabulating the survey results, please feel free to share them.

7. REPORT FROM THE MAY TOWN COUNCIL MEETING

Ms. Thompson gave a report from the May Town Council meeting: NCDOT gave a presentation on plans for NC 16 synchronized street at Rea Road and the Tilley-Morris round a bout. The Council gave approval for Ms. Thompson to enter in a contract with Randall Arendt to review the town's conservation subdivision practices and ordinances. Planning Board and Council will meet with Mr. Arendt on July 10 and 11.

8. ADJOURNMENT

Motion: Board member Hartman made a motion to adjourn the May 29, 2018 Regular Planning Board Meeting at 8:45 p.m.
Second: Board member Hogan
Vote: The motion passed with a unanimous vote.

Adopted: _____

Rob Dow, Chairman

Karen Dewey, Town Clerk

TOWN OF W E D D I N G T O N

MEMORANDUM

TO: Chairman and Planning Board

FROM: Lisa Thompson, Town Administrator/Planner

DATE: June 25, 2018

SUBJECT: Text Amendment to Section 46-76 (c) Marginal Access Street and 46-9; Definitions

The following changes were made to the definitions, marginal access street, and street standards throughout the subdivision and zoning ordinance:

Staff clarified the language to allow shared driveway easements and changed the terminology from a marginal access street to a marginal access drive. A marginal access drive is only allowed when there is no other alternative. Staff added standards and specifications, maintenance agreements, a maximum number of lots and screening requirements.

Definitions not used throughout the ordinances were deleted.

In Weddington, roads are either internal subdivision roads or thoroughfares. Staff amended the thoroughfare definition to reference the Comprehensive Transportation Plan approved through the CRTPO, and made sure the subdivision and zoning definitions matched.

The conservation subdivision design standards were removed and placed in the road standards for all types of subdivisions.

Staff changed the word 'abuts' to 'front or have access to' a public road.

Staff has provided a working draft with comments to all the changes and a clean draft for review.

SUBDIVISION ORDINANCE

Section 46-9 Definitions

~~Private driveway means a roadway serving two or fewer lots, building sites, or other division of land not intended to be public ingress or egress.~~

Comment [p1]: Moved alphabetical order

~~Drive, marginal access, means a shared driveway easement which is parallel to and adjacent to a thoroughfare major streets and highways and which provides access to abutting properties and protection from through traffic.~~

Comment [p2]: rename

Easement means the right to use a specified portion of a tract or tracts of land for a specified purpose. All easements must be in a form suitable for recording as part of a plat.

Easement lot means a lot having an area of a minimum of five acres created pursuant to [section 46-76](#) and that is connected to a public road for access via a recorded easement. An easement lot may be a minimum of 80,000 square feet when created within a conservation easement of at least 25 acres that is dedicated to a conservation organization. The principal uses shall be limited to those uses (i.e., uses by right) that are permitted uses in the underlying zoning district.

~~Road, frontage, means a local street or road that is parallel to a full or partial access controlled facility and functions to provide access to adjacent land.~~

Comment [p3]: This term is not used anywhere – recommend deleting it.

~~Road, local residential, means culs-de-sac, loop streets less than 2,500 feet in length, or streets less than one mile in length that do not connect thoroughfares, serve major traffic generators, or collect traffic from more than 100 dwelling units.~~

Comment [p4]: This term is not used, recommend deleting it.

~~Road, residential collector, means a local access street which serves as a connector street between local residential streets and the thoroughfare system. Residential collector streets typically collect traffic from 100 to 400 dwelling units.~~

Comment [p5]: we don't really use the term, except 46-79 (j)(4) says residential collector and local streets shall be laid out in such a way that their use by through traffic will be discouraged. We could just say local residential streets/roads shall be...changed in (j) below.

LARTP (local area regional transportation plan) means the plan developed in collaboration with and adopted by the Village of Marvin, the Town of Waxhaw, the Town of Weddington, and the Village of Wesley Chapel. The provisions of the plan are intended to ensure: (a) an integrated system of roads that provides safe and efficient traffic circulation; (b) the efficient movement of through traffic by providing an interconnected system of roads; (c) uncomplicated road layouts so that emergency service personnel, public service personnel and visitors can find their way to and from destinations; and (d) controlled access to thoroughfares.

Comment [p6]: Moved from zoning ordinance

~~Private driveway means a roadway serving two or fewer lots, building sites, or other division of land not intended to be public ingress or egress.~~

Street means a dedicated and accepted public right-of-way for vehicular traffic, or a private road, when permitted by this chapter. The term "street" includes, but is not limited to, any road, freeway, highway, expressway or thoroughfare.

~~Street, collector, means streets which carry traffic from minor streets to the system of major streets.~~

Comment [p7]: There is no definition of a major street and it's not used – again - delete

~~Street, marginal access, means a minor street which is parallel to and adjacent to thoroughfares major streets and highways and which provides access to abutting properties and protection from through traffic.~~

Comment [p8]: Renamed to drive and moved.

~~Road~~ Street, private, means an undedicated private right-of-way which affords access to abutting properties and requires a subdivision street's disclosure statement in accordance with G.S. 136-102.6.

Streets, minor-residential, means an internal subdivision street which is used primarily for access to the abutting properties.

Thoroughfare, major, means streets which provide for movement of high volumes of traffic throughout the town a major thoroughfare as designated by the Comprehensive Transportation Plan Mecklenburg Union Thoroughfare Plan or Local Area Regional Transportation Plan (LARTP) and adopted by the town, as amended from time to time. The term "major thoroughfare" includes any other routes as designated by the town.

Comment [p9]: this is an old reference – it's CTP now.

~~Thoroughfare, minor, means a minor thoroughfare as designated by the Comprehensive Transportation Plan Mecklenburg Union Thoroughfare Plan or Local Area Regional Transportation Plan (LARTP) and adopted by the town, as amended from time to time. The term "minor thoroughfare" includes any other routes as designated by the town.~~

Comment [p10]: All streets outside of subdivisions are thoroughfares according to town maps

Sec. 46-44. - Major subdivision preliminary plat submission and review for conservation subdivisions.

~~(d) Conservation subdivision design standards delineation standards.~~

Formatted: Underline

~~(4) Alignment of streets ; street access.~~

Comment [p11]: All these should be standard for all subdivisions – moved and added in below.

a. With house site locations identified, applicants shall delineate a street system to provide vehicular access to each house in a manner conforming to the tract's natural topography and providing for a safe pattern of circulation and ingress and egress to and from the tract.

b. Streets shall be designed and laid out in a manner that minimizes adverse impacts on the conservation lands. To the greatest extent practicable, wetland crossings and new streets or driveways traversing steep slopes shall be avoided.

e. Street connections shall be designed so as to minimize the number of new euls de sac and to facilitate easy access to and from homes in different parts of the tract (and on adjoining parcels). Where practical, at least two means of ingress and egress from the conservation subdivision onto adjoining public roads shall be provided for all conservation subdivisions containing more than 15 lots.

d. Developable lots shall be accessed from interior streets, rather than from roads bordering the tract. Single loaded streets are encouraged to the greatest degree feasible.

e. ~~Two points of ingress and egress onto an adjoining public road from a conservation subdivision containing more than 15 lots is encouraged. Proposals for more than two points of ingress and egress onto any adjoining public road shall be allowed on a case by case basis only when determined by the town council that it would not have a negative impact on traffic levels and patterns and the viability of the conservation subdivision.~~

Comment [p12]: already required in 4 c. above. This should be for all subdivisions.

Sec. 46-75. - Subdivision design.

(c) Easements. Easements shall be provided as follows:

(3) Access easements. Private and recorded easements created according to subsection 46-76(a) that provide access from an easement lot to a public road.

Sec. 46-76. - Road standards and buffering along thoroughfares.

(a) Public roads.

(1) All subdivision lots, except as provided herein and in section 58-10; 58-23, shall front or have access to a abut public roads. ~~All public roads shall be built to the design criteria and construction standards of the state department of transportation and the town for subdivision roads. Streets~~ which are not eligible to be put on the state department of transportation system because there are too few lots or residences shall, nevertheless, be offered for dedication to the public and shall be designed and constructed in accordance with the above-referenced standards. ~~A written maintenance agreement with provision for maintenance of the street until it is accepted as part of the state system shall be included in the final plat.~~

Comment [p13]: Already stated in f below.

(2) Exceptions to the public road frontage requirements shall be as follows: Any lot or tract shall be allowed to have easement lots created for construction of single-family dwellings as the principal use. Creation of such lots is made necessary by virtue of the fact that development of said property by conventional means (i.e., extension of public street) is impractical due to the disproportionate costs of required improvements as compared to the relative value of lots created and is within the spirit and intent of this chapter. These lots shall be created as follows:

Comment [p14]: Not allowed by NCGS.???

a. The applicant shall submit an application to the planning board with a sketch plat showing the proposed easement lots for approval to proceed further as specified in this section.

b. All access easements shall be at least 45 feet in width and shall meet or exceed the state department of transportation minimum standards for subdivision road width where possible. The travel surface of said easement shall be at least 16 feet in width. The travel surface need not be paved. The easement shall be maintained at all times in a condition that is passable for service and emergency vehicles.

c. The creation of **easement** lots shall follow the procedures of a minor subdivision as outlined in [section 46-40](#). In addition, a statement shall be placed on the subdivision plat acknowledging that said lots were being created upon a privately maintained and recorded **easement**, and a statement indicating the parties responsible for maintaining the **easement**.

d. Creation of such **easement** lots and access **easements** shall not impair future extension of an adequate system of public **streets** to serve such lots.

e. **Easement** lots shall not be further subdivided unless the newly created lots abut a public **road**. Any additional subdivision of **easement** lots shall be a major subdivision and shall be reviewed using the major subdivision plat approval process.

f. If public **road** access becomes available to **easement** lots, all affected lot owners shall have the **easement** terminated of record.

(b) *Subdivision **street** disclosure statement.* All **streets** shown on the final plat shall be designated in accordance with G.S. 136-102.6 and designated as a public **street** and shall be conclusively presumed an offer of dedication to the public. Where **streets** are dedicated to the public but not accepted into a municipal or the state system before lots are sold, a statement explaining the status of the **street** shall be included with the final plat. A written maintenance agreement with provision for maintenance of the **street** until it is accepted as part of the state system shall be included in the final plat.

~~(c) Marginal access **drive street**. Where a tract of land to be subdivided When a major subdivision adjoins a **major or minor** thoroughfare as designated on the **town zoning map LARTP or the Comprehensive Transportation Plan maps, and the lots front the thoroughfare because there is no other alternative for a public road**, the subdivider shall be required by the town council to provide a marginal access **drive street** parallel to the **major** thoroughfare or reverse frontage on a minor street for the lots to be developed adjacent to the **major** thoroughfare. **A marginal access **street drive** shall meet the following requirements:** Where reverse frontage is established, private driveways shall be prevented from having direct access to the thoroughfare. In cases where it is not feasible or practical for the subdivider to provide a marginal access street, or when the town council determines that the installation of a marginal access would result in a less desirable subdivision design, the town council may grant an exception to the requirement for a marginal access street. In granting said exception the town council shall find that the spirit and intent of this chapter are preserved and that circumstances particular to the subject property, such as topography or shape of the tract, exist to warrant the exception.~~

~~1) The marginal access drive shall be a minimum of 18' wide and located on a shared access easement that is a minimum 25' wide.~~

~~2) The access easement shall be a minimum of 50' from the thoroughfare right of way;~~

~~3) Not more than ten lots may be subdivided using a marginal access drive.~~

~~4) A visual screen shall be provided between the thoroughfare and access easement.~~

~~5) The marginal access drive shall be built to NCDOT specifications.~~

~~6) A recorded shared access agreement shall be provided prior to approving the final plat.~~

NOTE: (d) Buffer requirements (move to the end (g) and change references throughout)

(ed) *Access to adjacent properties.* Where it is deemed desirable by the town council, proposed streets shall be extended by dedication to the boundary of such property and a temporary turnaround provided.

(fe) *Street design and standards.* Minimum street right-of-way and pavement widths, as well as other engineering design standards shall be in accordance with the minimum design criteria for subdivision roads as established from time to time, by the division of highways, state department of transportation publication entitled "Subdivision Roads: Minimum Construction Standards", except where modified by the Town of Weddington Roadway Standards.

(jf) *Street layout.*

(1) *Conformity to existing maps or plans.* Streets shall be designed and located in proper relation to existing and proposed streets or any proposed street on any adopted town plan, to the topography, to such natural features as streams and tree growth, to public convenience and safety, and to the proposed use of land to be served by such streets.

(2) *Continuation of adjoining streets.* The proposed street layout shall be coordinated with the street system of the surrounding area. Where possible, existing principal streets shall be extended. Street connections shall be designed so as to minimize the number of new cul-de-sac and to facilitate easy access to and from homes in different parts of the tract (and on adjoining parcels).

(3) *Layout of local residential streets.* With house site locations identified, applicants shall delineate a street system to provide vehicular access to each house in a manner conforming to the tract's natural topography and providing for a safe pattern of circulation and ingress and egress to and from the tract. Streets shall be designed and laid out in a manner that minimizes adverse impacts on the conservation lands. To the greatest extent practicable, wetland crossings and new streets or driveways traversing steep slopes shall be avoided.

(4) *Lots to front local residential streets.* Developable lots shall be accessed from interior residential streets, rather than from thoroughfares bordering the tract. Single loaded streets are encouraged to the greatest degree feasible.

(35) *Large tracts or parcels.* Where land is subdivided into parcels larger than ordinary building lots, such parcels shall be arranged so as to allow for the opening of future streets and logical further resubdivision.

(46) *Through traffic discouraged on residential collector and local streets.* Residential collector and local streets shall be laid out in such a way that their use by through traffic will be discouraged. Streets shall be designed or walkways offered for dedication to assure convenient access to parks, playgrounds, schools, or other places of public assembly.

(7) *Ingress and Egress.* Two points of ingress and egress onto an adjoining public road from subdivision containing more than 15 lots is required. In conservation subdivisions, proposals for more than two points of ingress and egress onto any adjoining public road shall be allowed on a case-by-case basis only when determined by the town council that it would

not have a negative impact on traffic levels and patterns and the viability of the conservation subdivision.

(58) *Permits for connection to state roads.* An approved permit is required for connection to any existing state system road. This permit is required prior to any construction on the street or road. The application is available at both the Charlotte and Monroe Offices of the Division of Highways.

(69) *Reservation of future right-of-way.* Whenever a tract of land to be subdivided includes any part of a major or minor thoroughfare shown on the Comprehensive Thoroughfare Mecklenburg Union Thoroughfare Plan adopted by the town, and whenever such right-of-way has been further defined by acceptable locational procedures sufficient to identify properties to be affected, a right-of-way for the major or minor thoroughfare must be platted in the location and to the width specified in the plan. The subdivider is responsible for the reservation of the right-of-way. All measurements involving minimum lot standards under this chapter will be made at the edge of the full/future right-of-way.

Comment [p15]: Is this allowed?

Comment [p16]: Old reference

Comment [p17]: ?

ZONING ORDINANCE

58-4 – Definitions.

Lot, easement. means a lot having an area of a minimum of five acres created per subsection 46-76(a) and that is connected to a public road for access via a recorded easement. An easement lot may be a minimum of 80,000 square feet when created within a conservation easement of at least 25 acres that is dedicated to a conservation organization. The principal uses shall be limited to those uses (i.e., uses by right) that are permitted uses in the underlying zoning district.

~~LARTP (local area regional transportation plan) means the plan developed in collaboration with and adopted by the Village of Marvin, the Town of Waxhaw, the Town of Weddington, and the Village of Wesley Chapel. The provisions of the plan are intended to ensure: (a) an integrated system of roads that provides safe and efficient traffic circulation; (b) the efficient movement of through traffic by providing an interconnected system of roads; (c) uncomplicated road layouts so that emergency service personnel, public service personnel and visitors can find their way to and from destinations; and (d) controlled access to thoroughfares.~~

Comment [p18]: Only used in subdivision ordinance, not Zoning. MOVED

Thoroughfare means streets which provide for movement of high volumes of traffic throughout the town. In general, thoroughfare streets consist of numbered state roads and other major streets as described in NCDOT, Union County, or Town of Weddington Thoroughfare Plans. Design criteria for thoroughfare streets shall be determined by the NCDOT, and construction plans shall be reviewed and approved by the NCDOT District Engineer, as designated by the Comprehensive Transportation Plan Mecklenburg Union Thoroughfare Plan or Local Area Regional Transportation Plan (LARTP) and adopted by the town, as amended from time to time. The term "thoroughfare" includes any other routes as designated by the town.

Comment [p19]: Needs to match subdivision ordinance.

Sec. 58-10. - Lot to ~~abut~~ have access to a public street; exceptions.

No building or structure shall be erected or located, nor shall any principal use be instituted on a lot which does not ~~have access to abut~~ a public street with the following exceptions:

(1) A single-family dwelling or mobile home may be constructed on a lot which does not ~~abut have access to~~ a street, provided such lot existed prior to the date the ordinance from which this chapter is derived became effective and provided such lot is provided access to a public street by an easement at least 20 feet in width for occupants of the dwelling established on such lot and further provided that such easement is maintained in a condition passable for service and emergency vehicles. Said easement may also be used where needed for the installation and maintenance of utility facilities.

(2) Easement lots created pursuant to subsection 46-76(a).

(3) Lots that have been approved within a PRD.

Sec. 58-60. - MX mixed-use conditional district.

b. Except as provided herein, all principal buildings and structures located within the project area shall meet a minimum setback of 25 feet from any public road right-of-way and from any surrounding property not being rezoned as part of the MX district. Where a public road right-of-way along a ~~major or minor~~ thoroughfare has not been established by the ~~Mecklenburg Union~~ Metropolitan Planning Organization's Comprehensive Thoroughfare Plan, the right-of-way shall be determined by a measurement of 50 feet from the centerline of the pavement to the measured line and area of that right-of-way must be dedicated to state department of transportation to provide for future widening. In addition, after considering the criteria for the MX district design as set forth in subsection 58-5(3)b, the town council, at its sole discretion, may reduce one or more of the setbacks to less than 25 feet, but only after the applicant has demonstrated one or more of the following:

d. Landscaping, screening and buffers shall meet or exceed the minimum standards as provided per section 58-8. A buffer shall be built and maintained the entire width of the property fronting ~~major or minor~~ thoroughfares and ~~major or minor~~ roads. The buffers shall be built the width of the setback. All such buffers and/or screens shall be built in such a manner as to effectively screen the development from any ~~major or minor~~ thoroughfare and ~~major or minor~~ road, and/or residential or commercial property existing at the time the MX district is approved. All such landscaping, screening and buffers shall include, protect and maintain existing and planted trees.

Sec. 58-272. - Downtown overlay district.

(c) *Access from* thoroughfares.

(1) Access to parcels within the overlay district from Providence Road shall be limited to the existing number of access points. Any existing access point may be shifted or modified to

accommodate new development and/or parking, subject to council approval and provided the total number of access points is not increased.

(2) Access to parcels within the overlay district from Weddington-Matthews Road shall be limited to one shared access point.

(3) The town council may require all applicants proposing new commercial development within the downtown overlay to coordinate with NCDOT and contribute to the cost of construction for the east-west collector road as shown in the local area regional transportation plan. The cost of the contribution will be approved by both the town council and NCDOT and may be placed into an escrow account, or a similar account, until sufficient funds are in place for construction of the road.

a. The town council may require that maintenance of the collector road to be the responsibility of any or all of the owners within the downtown overlay, until the point that NCDOT takes over maintenance of the road.

b. If and when the collector road is constructed, it shall be limited to one shared access point to parcels within the downtown overlay.

(d) *Connectivity within the Town Center.*

(4) Any proposed development site plan must coordinate with NCDOT and include sidewalks along the thoroughfare or the collector road. Maintenance of the sidewalks must be the responsibility of the property owner, or included within a maintenance agreement including several property owners.

(7) Proposed structures within the downtown overlay should be located towards the exterior of the parcels (along the thoroughfares), and contain interior parking. The town council may approve structures located towards the interior of the parcels if more than one structure is proposed on the same parcel.

SUBDIVISION ORDINANCE

Section 46-9 Definitions

Drive, marginal access, means a shared driveway easement which is parallel to and adjacent to a thoroughfare and which provides access to abutting properties and protection from through traffic.

Easement means the right to use a specified portion of a tract or tracts of land for a specified purpose. All easements must be in a form suitable for recording as part of a plat.

Easement lot means a lot having an area of a minimum of five acres created pursuant to [section 46-76](#) and that is connected to a public road for access via a recorded easement. An easement lot may be a minimum of 80,000 square feet when created within a conservation easement of at least 25 acres that is dedicated to a conservation organization. The principal uses shall be limited to those uses (i.e., uses by right) that are permitted uses in the underlying zoning district.

LARTP (local area regional transportation plan) means the plan developed in collaboration with and adopted by the Village of Marvin, the Town of Waxhaw, the Town of Weddington, and the Village of Wesley Chapel. The provisions of the plan are intended to ensure: (a) an integrated system of roads that provides safe and efficient traffic circulation; (b) the efficient movement of through traffic by providing an interconnected system of roads; (c) uncomplicated road layouts so that emergency service personnel, public service personnel and visitors can find their way to and from destinations; and (d) controlled access to thoroughfares.

Private driveway means a roadway serving two or fewer lots, building sites, or other division of land not intended to be public ingress or egress.

Street means a dedicated and accepted public right-of-way for vehicular traffic, or a private road, when permitted by this chapter. The term "street" includes, but is not limited to, any road, freeway, highway, expressway or thoroughfare.

Street, private, means an undedicated private right-of-way which affords access to abutting properties and requires a subdivision street's disclosure statement in accordance with G.S. 136-102.6.

Street, residential, means an internal subdivision street which is used primarily for access to the abutting properties.

Thoroughfare, means streets which provide for movement of high volumes of traffic throughout the town as designated by the Comprehensive Transportation Plan or Local Area Regional Transportation Plan (LARTP) and adopted by the town, as amended from time to time. The term "thoroughfare" includes any other routes as designated by the town.

Sec. 46-75. - Subdivision design.

(c) *Easements.* Easements shall be provided as follows:

(3) *Access easements.* Private and recorded easements created according to subsection [46-76\(a\)](#) that provide access from an easement lot to a public road.

Sec. 46-76. - Road standards and buffering along thoroughfares.

(a) *Public roads.*

(1) All subdivision lots, except as provided herein and in [section 58-10](#); 58-23, shall front or have access to a public road. Streets which are not eligible to be put on the state department of transportation system because there are too few lots or residences shall, nevertheless, be offered for dedication to the public and shall be designed and constructed in accordance with the above-referenced standards.

(2) Exceptions to the public road frontage requirements shall be as follows: Any lot or tract shall be allowed to have easement lots created for construction of single-family dwellings as the principal use. Creation of such lots is made necessary by virtue of the fact that development of said property by conventional means (i.e., extension of public street) is impractical due to the disproportionate costs of required improvements as compared to the relative value of lots created and is within the spirit and intent of this chapter. These lots shall be created as follows:

a. The applicant shall submit an application to the planning board with a sketch plat showing the proposed easement lots for approval to proceed further as specified in this section.

b. All access easements shall be at least 45 feet in width and shall meet or exceed the state department of transportation minimum standards for subdivision road width where possible. The travel surface of said easement shall be at least 16 feet in width. The travel surface need not be paved. The easement shall be maintained at all times in a condition that is passable for service and emergency vehicles.

c. The creation of easement lots shall follow the procedures of a minor subdivision as outlined in [section 46-40](#). In addition, a statement shall be placed on the subdivision plat acknowledging that said lots were being created upon a privately maintained and recorded easement, and a statement indicating the parties responsible for maintaining the easement.

d. Creation of such easement lots and access easements shall not impair future extension of an adequate system of public streets to serve such lots.

e. Easement lots shall not be further subdivided unless the newly created lots abut a public road. Any additional subdivision of easement lots shall be a major subdivision and shall be reviewed using the major subdivision plat approval process.

f. If public road access becomes available to easement lots, all affected lot owners shall have the easement terminated of record.

(b) *Subdivision street disclosure statement.* All streets shown on the final plat shall be designated in accordance with G.S. 136-102.6 and designated as a public street and shall be conclusively presumed an offer of dedication to the public. Where streets are dedicated to the public but not accepted into a municipal or the state system before lots are sold, a statement

explaining the status of the street shall be included with the final plat. A written maintenance agreement with provision for maintenance of the street until it is accepted as part of the state system shall be included in the final plat.

(c) *Marginal access drive.* When a major subdivision adjoins a thoroughfare as designated on the LARTP or the Comprehensive Transportation Plan maps, and the lots front the thoroughfare because there is no other alternative for a public road, the subdivider shall be required to provide a marginal access drive parallel to the thoroughfare or reverse frontage on a minor street for the lots to be developed adjacent to the thoroughfare. A marginal access drive shall meet the following requirements:

- 1) The marginal access drive shall be a minimum of 18' wide and located on a shared access easement that is a minimum 25' wide.
- 2) The access easement shall be a minimum of 50' from the thoroughfare right of way;
- 3) Not more than ten lots may be subdivided and located a marginal access drive.
- 4) A visual screen shall be provided between the thoroughfare and access easement.
- 5) The marginal access drive shall be built to NCDOT specifications.
- 6) A recorded shared access agreement shall be provided prior to approving the final plat.

(d) *Access to adjacent properties.* Where it is deemed desirable by the town council, proposed streets shall be extended by dedication to the boundary of such property and a temporary turnaround provided.

(e) *Street design and standards.* Minimum street right-of-way and pavement widths, as well as other engineering design standards shall be in accordance with the minimum design criteria for subdivision roads as established from time to time, by the division of highways, state department of transportation publication entitled "Subdivision Roads: Minimum Construction Standards", except where modified by the Town of Weddington Roadway Standards.

(f) *Street layout.*

(1) *Conformity to existing maps or plans.* Streets shall be designed and located in proper relation to existing and proposed streets or any proposed street on any adopted town plan

(2) *Continuation of adjoining streets.* The proposed street layout shall be coordinated with the street system of the surrounding area. Where possible, existing principal streets shall be extended. Street connections shall be designed so as to minimize the number of new cul-de-sac and to facilitate easy access to and from homes in different parts of the tract (and on adjoining parcels).

(3) *Layout of local residential streets.* With house site locations identified, applicants shall delineate a street system to provide vehicular access to each house in a manner conforming to the tract's natural topography and providing for a safe pattern of circulation and ingress and egress to and from the tract. Streets shall be designed and laid out in a

manner that minimizes adverse impacts on the conservation lands. To the greatest extent practicable, wetland crossings and new streets or driveways traversing steep slopes shall be avoided.

(4) *Lots to front local residential streets.* Developable lots shall be accessed from interior residential streets, rather than from thoroughfares bordering the tract. Single loaded streets are encouraged to the greatest degree feasible.

(5) *Large tracts or parcels.* Where land is subdivided into parcels larger than ordinary building lots, such parcels shall be arranged so as to allow for the opening of future streets and logical further resubdivision.

(6) *Through traffic discouraged on local streets.* Residential local streets shall be laid out in such a way that their use by through traffic will be discouraged. Streets shall be designed or walkways offered for dedication to assure convenient access to parks, playgrounds, schools, or other places of public assembly.

(7) *Ingress and Egress.* Two points of ingress and egress onto an adjoining public road from subdivision containing more than 15 lots is required. In conservation subdivisions, proposals for more than two points of ingress and egress onto any adjoining public road shall be allowed on a case-by-case basis only when determined by the town council that it would not have a negative impact on traffic levels and patterns and the viability of the conservation subdivision.

(8) *Permits for connection to state roads.* An approved permit is required for connection to any existing state system road. This permit is required prior to any construction on the street or road. The application is available at both the Charlotte and Monroe Offices of the Division of Highways.

(9) *Reservation of future right-of-way.* Whenever a tract of land to be subdivided includes any part of a thoroughfare shown on the Comprehensive Thoroughfare Plan adopted by the town, and whenever such right-of-way has been further defined by acceptable locational procedures sufficient to identify properties to be affected, a right-of-way for the thoroughfare must be platted in the location and to the width specified in the plan. The subdivider is responsible for the reservation of the right-of-way. All measurements involving minimum lot standards under this chapter will be made at the edge of the full/future right-of-way.

ZONING ORDINANCE

58-4 – Definitions.

Thoroughfare means streets which provide for movement of high volumes of traffic throughout the town, as designated by the Comprehensive Transportation Plan or Local Area Regional Transportation Plan (LARTP) and adopted by the town, as amended from time to time. The term "thoroughfare" includes any other routes as designated by the town.

Sec. 58-10. - Lot to have access to a public street; exceptions. No building or structure shall be erected or located, nor shall any principal use be instituted on a lot which does not have access to a public street with the following exceptions:

(1) A single-family dwelling or mobile home may be constructed on a lot which does not have access to a street, provided such lot existed prior to the date the ordinance from which this chapter is derived became effective and provided such lot is provided access to a public street by an easement at least 20 feet in width for occupants of the dwelling established on such lot and further provided that such easement is maintained in a condition passable for service and emergency vehicles. Said easement may also be used where needed for the installation and maintenance of utility facilities.

(2) Easement lots created pursuant to subsection [46-76\(a\)](#).

(3) Lots that have been approved within a PRD.

Sec. 58-60. - MX mixed-use conditional district.

b. Except as provided herein, all principal buildings and structures located within the project area shall meet a minimum setback of 25 feet from any public road right-of-way and from any surrounding property not being rezoned as part of the MX district. Where a public road right-of-way along thoroughfare has not been established by the Metropolitan Planning Organization's Comprehensive Thoroughfare Plan, the right-of-way shall be determined by a measurement of 50 feet from the centerline of the pavement to the measured line and area of that right-of-way must be dedicated to state department of transportation to provide for future widening. In addition, after considering the criteria for the MX district design as set forth in subsection [58-5\(3\)b](#), the town council, at its sole discretion, may reduce one or more of the setbacks to less than 25 feet, but only after the applicant has demonstrated one or more of the following:

d. Landscaping, screening and buffers shall meet or exceed the minimum standards as provided per [section 58-8](#). A buffer shall be built and maintained the entire width of the property fronting thoroughfare. The buffers shall be built the width of the setback. All such buffers and/or screens shall be built in such a manner as to effectively screen the development from any thoroughfare and, and/or residential or commercial property existing at the time the MX district is approved. All such landscaping, screening and buffers shall include, protect and maintain existing and planted trees.

TOWN OF WEDDINGTON

MEMORANDUM

TO: Mayor and Town Council

FROM: Lisa Thompson Town Administrator/Planner

DATE: June 25, 2018

SUBJECT: Subdivision Modification – Weddington Acres

Graham Allen is requesting a modification of the subdivision ordinance from Section 46-76(g), related to cul-de-sac length. Cul-de-sacs are limited to 600 feet in length. Graham Allen is requesting a 1,026' cul-de-sac due to the shape of the lot.

Originally Planning Board reviewed a modification for this subdivision on November 14, 2016 and recommended approval. The Town Council requested the applicant bring back an alternative that eliminated a flag lot however it created two double frontage lots. This plan approved was a 762' cul-de-sac. The minutes and approved plan from those various meetings is attached.

The applicant is re-applying for a modification to go back to the original plan. Since that approval the applicant has agreed to construct a right turn lane taper off of Weddington Matthews Road. In addition, the PRD was approved by Town Council.

Sec. 46-15. - Modifications.

Authorization. The town council may authorize a modification of these regulations when, in its opinion, undue hardship may result from strict compliance with these regulations. Such a modification shall be granted only to the extent that is absolutely necessary and not to an extent which would violate the intent of this chapter.

No modification shall be granted unless the town council finds that:

- (1) There are special circumstances or conditions affecting said property such that the strict application of the provisions of this chapter would deprive the applicant of the reasonable use of his land.
- (2) The modification is necessary for the preservation and enjoyment of a substantial property right of the petitioner.

(3) The circumstances giving rise to the need for the modification are peculiar to the parcel and are not generally characteristic of other parcels in the jurisdiction of this chapter.

(4) The granting of the modification will not be detrimental to the public health, safety and welfare or be injurious to other property in the territory in which said property is situated.

(5) The modification will not vary the provisions of [chapter 58](#) applicable to the property.

In approving modifications, the town council may require such conditions as will, in its judgment, secure substantially the objectives and standards or requirements of this chapter.

If the Planning Board and Town Council find the modification to be necessary, the following conditions shall apply:

- The amendments to the construction plans shall be reviewed and approved by staff.
- The revised final plat shall be reviewed by Planning Board and approved by Town Council.

Attachment 1 – Minutes
Attachment 2 – 162’ extension approved
Attachment 3 – 426’ extension request

11/28/16 PB

Vice-Chairman Dow moved to send the Falls at Weddington Conservation Subdivision Conditional Zoning Final Plat Phase I Map 3 and Phase I Map 4 to Council with a favorable recommendation with the recommended 6 conditions. Ms. Harrison seconded the motion with votes recorded as follows:

AYES: Vice-Chairman Dow, Prillaman, Harrison, Vivian, Klink
 NAYS: None

C. Review and Consideration of a Modification of the Subdivision Ordinance Section 46-76(g) Cul-de-sac for Graham Allen subdivision. The Planning Board received the following memo from Interim Planner Bennett along with the Modification Request and Overall Site Plan for Graham Allen.

Graham Allen subdivision is requesting a modification of the subdivision ordinance from Section 46-76(g), related to cul-de-sac length. Cul-de-sacs are limited to 600 feet in length. Graham Allen is requesting a 1,026' cul-de-sac due to the shape of the lot. Generally, a subdivision would add a stub street to a neighboring property to shorten the cul-de-sac (which is measured from a through street). However, this property is bordered on all sides by conservation land for Brookhaven and Vintage Creek subdivisions. This gives them no ability to stub.

Sec. 46-15. - Modifications.

(a) *Authorization.* The town council may authorize a modification of these regulations when, in its opinion, undue hardship may result from strict compliance with these regulations. Such a modification shall be granted only to the extent that is absolutely necessary and not to an extent which would violate the intent of this chapter.

(b) *Procedure.* A petition for any such modification shall be submitted in writing by the subdivider to the subdivision administrator. The petition shall include:

- (1) The precise nature of the proposed modification of this chapter.
- (2) The reasons that the need for the modification has occurred.
- (3) A plat of the subject property drawn to a scale, suitable for recordation in the office of the appropriate county register of deeds, in which the property is located, indicating: North arrow, Dimensions of the subject property, The precise dimensions of the modification requested.
- (4) The grounds for the modification and all facts relied upon by the subdivider.

(c) *Review and recommendation.* The subdivision administrator shall review the petition and submit his written comments and recommendations with the petition to the planning board. The planning board shall consider the modification request and make a recommendation regarding the modification to the town council. The modification request and any recommendation from the planning board may be handled simultaneously by the planning board with the plat approval process for such subdivision and shall be subject to all submittal and recommendation deadlines and guidelines associated with such plat approval process.

(d) *Consideration by town council.* The town council shall consider the modification request once a recommendation has been received from the planning board, or the time for planning board review has elapsed with no recommendation having been forwarded, whichever comes first. In granting any modification, the town council shall make the findings required in this subsection, taking into account the nature of the proposed subdivision, the existing use of land

in the vicinity, the number of persons to reside or work in the proposed subdivision and the probable effect of the proposed subdivision upon traffic conditions in the vicinity. No modification shall be granted unless the town council finds that:

- (1) There are special circumstances or conditions affecting said property such that the strict application of the provisions of this chapter would deprive the applicant of the reasonable use of his land.
- (2) The modification is necessary for the preservation and enjoyment of a substantial property right of the petitioner.
- (3) The circumstances giving rise to the need for the modification are peculiar to the parcel and are not generally characteristic of other parcels in the jurisdiction of this chapter.
- (4) The granting of the modification will not be detrimental to the public health, safety and welfare or be injurious to other property in the territory in which said property is situated.
- (5) The modification will not vary the provisions of chapter 58 applicable to the property.

In approving modifications, the town council may require such conditions as will, in its judgment, secure substantially the objectives and standards or requirements of this chapter.

Culs-de-sac.

- (1) Permanent dead-end streets shall not exceed 600 feet in length in conventional subdivisions unless necessitated by topography or property accessibility and if the town council grants a modification per section 46-15. In conservation subdivisions, culs-de-sac may be greater than 600 feet in length in order to prevent the degradation and development of primary and secondary lands within the subdivision, thereby conserving the integrity of the conservation subdivision by preserving open space in an unaltered state. Culs-de-sac in conservation subdivisions shall not inhibit emergency vehicular access. The planning board shall review the sketch plan and existing resource and site analysis plan for a conservation subdivision that proposes culs-de-sac greater than 600 feet in length. Measurement shall be from the point where the centerline of the dead-end street intersects with the center of a through street to the center of the turnaround of the cul-de-sac. The distance from the edge of pavement on the vehicular turnaround to the right-of-way line shall not be less than the distance from the edge of pavement to right-of-way line on the street approaching the turnaround. Cul-de-sac pavement and right-of-way diameters shall be in accordance with NCDOT design standards. Designs other than the "bulb" end design with a circular right-of-way will be subject to the approval of the Division Engineer of the Division of Highways, North Carolina Department of Transportation and the town council after review on an individual basis. Culs-de-sac in conventional subdivisions shall not be allowed where connection with an existing street is possible.

The Planning Board discussed the fact that in addition to abutting conservation land the parcel also borders a power line easement making connectivity on that border impossible.

Vice-Chairman Dow moved to send the cul-de-sac modification request for Graham Allen Subdivision to the Town Council with a favorable recommendation. Dr. Klink seconded the motion with votes recorded as follows:

AYES: Vice-Chairman Dow, Prillaman, Harrison, Vivian, Klink
NAYS: None

D. Review and Consideration of Text Amendment to add Section 46-79 Blasting to the Town Ordinances. The Planning Board received the following memo.

As a follow-up to our October discussion, this is the suggested language for blasting:

Sec. 46-79 Blasting

- (a) Blasting permits are issued by the Union County Fire Marshal.
- (b) Any applicant for a blasting permit shall submit a copy of said application to the Town along with a certificate of insurance evidencing all insurances carried by the applicant.
- (c) After receipt of blasting permit from the Union County Fire Marshal the applicant shall send a copy of the blasting permit to the Town. The applicant shall notify in writing the Town and all occupants and owners of residences and businesses adjoining the property where the blasting will occur of the intention to use explosives at least 48 hours before each blast.
- (d) Hours of Detonation. Hours of detonation shall be limited to daylight hours, no earlier than 8:00 a.m. or later than 5:00 p.m., Monday through Friday, except by special exception specifically authorized by the Town Administrator. Blasting shall also be prohibited on the following legal holidays: New Years Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day.

Vice-Chairman Dow moved to send Section 46-79 Blasting Language to Town Council with a favorable recommendation. Ms. Harrison seconded the motion with votes recorded as follows:

AYES: Vice-Chairman Dow, Prillaman, Harrison, Vivian, Klink
NAYS: None

E. Review and Consideration of Text Amendment to Section 58-270 (h) to remove protest petitions from the Town Ordinances. The Planning Board received the following memo.

Protest petitions were eliminated in 2015. S.L. 2015-160 allows written protests to be filed with the city clerk and requires those objections be presented to the council, but provides that a simple majority is required to adopt the amendment.

This probably slipped past Weddington because it has never been an issue here. However, this is necessary to be in compliance with State statute.

~~(h)A written application of protest may be filed with reference to any proposed change or amendment to the zoning map. In case of a protest against such change, an amendment shall not become effective except by favorable vote of three-fourths of the town council. For purposes of this subsection, vacant positions on the council and members who are excused from voting shall not be considered members of the council for calculation of the requisite three-fourths vote. To qualify as a protest, the application must be signed by the owners of either 20 percent or more of the area included in the proposed change or five percent of a 100-foot wide buffer extending along the entire boundary of each discrete or separate area~~

12/12/16 TC

AYES: Councilmembers Smith, Buzzard, Propst and Mayor Pro Tem Titherington
NAYS: None

B. Review and Consideration of the Final Plat for Falls at Weddington Phase I Map 4

Mayor Pro Tem Titherington made a motion to approve the Final Plat for Falls at Weddington Phase I Map 4 with the 6 conditions listed by staff as well as with additional conditions for receipt of the NCDOT letter approving street construction and for the letter of acceptance from UCPW for water and sewer. All were in favor, with votes recorded as follows:

AYES: Councilmembers Smith, Buzzard, Propst and Mayor Pro Tem Titherington
NAYS: None

C. Review and Consideration of a Modification of the Subdivision Ordinance Section 46-76(g) Cul-de-sac for Graham Allen subdivision

Attorney Fox – I believe this to be a process that requires the council to make certain findings and, even though it is not quasi-judicial, if it gets reviewed, the courts are going to want to make sure we have competent evidence and so for that purpose I would want the board to treat the testimony that it hears as sworn testimony for purposes of a judicial process should someone challenge the board's process and findings. What I would suggest the board do in this situation is I would prefer that council would hear from the applicant and hear from your administrator and that the testimony that they give will be sworn testimony in order for the board to then review the request for modification and then as to the ordinance provision I would want this council to make a finding as to whether each of the requirements has or has not been met based upon what is presented before you tonight. Those five findings would require the council to hear the evidence and see whether or not the evidence carries the burden requisite to making those particular findings.

Interim Planner Bennett and Mr. Wes Boles with WK Dickson Engineering were sworn in.

Mr. Wes Boles – We are requesting approximately 1000 foot cul de sac due to site constraints of not having any adjacent stub streets or all the surrounding properties have been developed so there is no ability to tie a future stub street into the property.

Interim Planner Bennett – It is 1026 feet.

The applicant inquired if he should now go over the five findings.

Attorney Fox – The first one is that there are special circumstances or conditions affecting said property such that the strict application of the provisions of this chapter would deprive the applicant of a reasonable use of his land. What I hear you say to that is that there is adjacent property that is conservation subdivision that limits...

Mr. Boles – Yes, sir. It limits the ability to provide stub streets.

Councilwoman Propst – There are two properties, aren't there?

Interim Planner Bennett – Yes, there are two different conservation lands and then there is also Duke Power easement.

Attorney Fox – The second one is that the modification is necessary for the preservation and enjoyment of a substantial property right of the petitioner. Anything you want to add on that other than just affirming?

Mr. Boles – Yes, in terms of the original statement.

Attorney Fox – The circumstances giving rise to the need for the modification are peculiar to the parcel and are not generally characteristic of other parcels in the jurisdiction of this chapter.

Mr. Boles – The same statement is just saying that the land around it has already been developed.

Attorney Fox – The granting of the modification will not be detrimental to the public health, safety and welfare or injurious to other property in the territory in which said property is situated.

Mr. Boles – We are going to be held to DOT standards for roadway design and turnarounds in relationship to public safety.

Attorney Fox – The modification will not vary provisions of Chapter 58 applicable to the property – which is the subdivision ordinance.

Mr. Boles – I think we are going through the steps that are outlined for a modification.

Interim Planner Bennett – Yes. If I could add because it wasn't in the memo, the Planning Board did recommend this unanimously at their meeting in November and I can answer any questions.

Attorney Fox – Nadine, do you want to add anything to these findings other than what was testified to?

Interim Planner Bennett – I would agree with him, again as you said, it's definitely the nature of the property itself. It's not common to the properties around it and it's because of the conservation land on two sides and then the easement by Duke Power on the other. There's just no place to stub.

Councilwoman Propst – And it's an elongated property.

Interim Planner Bennett – And it's elongated property, yes.

Councilmember Smith – And this was approved by the Planning Board?

Interim Planner Bennett – It was recommended approval by the Planning Board.

Councilwoman Propst – And the 600 foot cul de sac that we chose to have as the modification limit before you have to have a modification, did we choose that for any type of specific reason? 600 feet?

Interim Planner Bennett – I would imagine it's a pretty common cul de sac length in the area and probably throughout the state because that's how the planners work. We could look at others but it's so they have more connectivity in a subdivision and we just don't have the one long street of houses all emptying out in the same place. That's the intent of it – fewer houses...

Mayor Deter – I think there was also a public safety issue in terms of fire access getting down there and running hoses. I think that was an element of it.

Attorney Fox – Nadine, could you testify to whether or not there are safety issues associated with over a 1000 foot cul de sac?

Interim Planner Bennett – As far as I know there are not safety issues with that. And they also have two entrances to the subdivision. I'm certainly not an expert on it so you're not getting expert testimony on that but as far as I'm aware and he says they're going to be meeting DOT requirements for turnaround.

Councilwoman Propst – And there are two entrances to the neighborhood and they are two separate roads.

Mayor Deter – I think the 1000 foot comes from where the two entrances come together.

Interim Planner Bennett – Yes, it's measured from a through street.

Mayor Deter asked for any discussion from Council.

Attorney Fox – The council will have the ability to ask either Nadine or the applicant any questions they want.

Mayor Deter – I have a question. On one of the items here, it says "due to the elongated nature of the property and the Town's requirements for 40,000 square foot lots, retention ponds, etc.", we do have ordinances that allow for less than 40,000 square foot lots under RCD ordinances, so I don't know if that creates any opportunities but that is a...

Interim Planner Bennett – If I could add to that though if you weren't allowed to have this cul de sac length modification, he wouldn't have the same number of lots that they're getting right now. It's not going to change the number of lots. They would still have fewer lots if they were doing a conservation subdivision because they would have to do a yield plan that showed what they could do under the ordinances and if they couldn't have this layout under the ordinances then they're not getting that number of lots.

Councilmember Buzzard – That may or may not be true. They have this cul de sac length because of this specific road configuration but that doesn't mean that there's not a road configuration that could provide the same yield which would then be able to be used for the RCD calculation.

Interim Planner Bennett – That's true.

Councilmember Buzzard – I wish we would have had more time to review this and I realize that's not the fault of the applicant, but I would like to make a motion that we table our vote on this until the January meeting.

Councilmember Smith – I got this at the last second too. I wouldn't mind looking a little bit more in-depth myself just to see if there was something else that was missed. I'm not comfortable because I'm just not familiar with it.

Votes on Councilmember Buzzard's motion to table this until the January meeting were recorded as follows:

AYES: Councilmembers Smith, Buzzard and Mayor Pro Tem Titherington

NAYS: Councilmember Propst

D. Review and Consideration of Sign for All Saints Anglican Church

Interim Planner Bennett – This was another one recommended unanimously by the Planning Board. That was their second trip to the Planning Board – the first time they came, the sign was too large. They reduced it to the size that's required by the ordinance - which the condition on approval was that it made the requirements of the ordinance and it does now.

Mayor Pro Tem Titherington – It looks fine. My concern is for the neighbors across the street. This reminds me of when we worked with Pulte to kind of adjust the entrance off of Lochaven to make sure that when people come out they're not shining into the neighbors' bedrooms at night. So not that we can dictate it. but maybe we can ask them just to make sure that when they look at placement of the signs that for the first three or four houses across the street at Hemby they can kind of shoot it up in between the houses.

Mayor Deter – If I understand this right, the lighting is really just the three crosses, right?

Interim Planner Bennett – What they said was that it was a halo effect.

Mayor Deter – Kind of like over here in the Town Center. You've got your sign. There's no light coming forward because this is not transparent so you will see a halo effect.

Mayor Pro Tem Titherington – More backlit?

Interim Planner Bennett – Yes, correct.

Mayor Pro Tem Titherington – Walk me through that, Nadine. Clarify that for me.

Interim Planner Bennett – From what I understand, there's not light going off into the neighborhood. There wouldn't be anything projected.

Councilwoman Propst - It would just have a halo effect around the sign.

1/19/17 T.C.

Planner/Administrator Thompson summarized the text amendment. She stated that in 2015 the state eliminated the protest petition statute that required a supermajority vote in the affirmative for a rezoning approval. This text amendment updates the Town's ordinances with that statute.

Mayor Pro Tem Titherington made a motion to approve the text amendment to Section 58-270(h) titled Protest Petitions as outlined in the January 9th memo from staff. All were in favor, with votes recorded as follows:

AYES: Councilmembers Smith, Buzzard, Propst and Mayor Pro Tem Titherington
NAYS: None

Item No. 9. Old Business

A. Discussion of Employee Handbook

Mayor Deter stated that he had talked to all council members and that the consensus of the council is to look at applying benefits to employees working 30 hours a week or more. Planner Administrator Thompson has been asked to make those changes and to do a general read-through and provide her insight. Mayor Deter feels like this is something that can be done "off-line" and taken off the retreat agenda and addressed at the council meeting on February 13th instead. Council was in agreement.

B. Review and Consideration of a Modification of the Subdivision Ordinance Section 46-76(g) Cul-de-sac for Graham Allen subdivision

Mayor Deter reminded Council that this had been discussed at last month's meeting and Council opted for a number of reasons to defer it to the January council meeting.

Attorney Anthony Fox – You may recall that this was a quasi-judicial kind of proceeding although not mandated by your statutes but just for the purpose of the findings that the council is required to make in this setting. This is a modification of the subdivision requirements and in order for the council to agree to the modification it has to make the findings that are set out and shown in your agenda packet. At last month's meeting the applicant appeared and responded to each of the findings as best they could and this council now it is upon you to consider it in light of the findings. The motion should either find that each of the findings were either met or were appropriate or not.

Mayor Deter listed the five findings that the Council must decide upon.

Councilmember Scott Buzzard indicated that the owner of the property and Planner/Administrator Thompson need to be sworn in since they were not at the last meeting.

Planner/Administrator Thompson and Randy Allen were sworn in.

Mayor Deter – The one question I had was Item #1 - application of the provision of the chapter would deprive the applicant of reasonable use of land. I know the applicant was kind enough to meet with all of the council people at various times last week. Scott and I met together with him. We were trying to

brainstorm ideas. One of the questions that came up was, and Scott mentioned this last month, is there is a way to achieve the ordinance with a change or with a couple of options on the road modifications? Can you address that? My real question is has it been looked at with a road modification that would allow you to meet the ordinance?

Randy Allen – Yes. I went back with our engineer and discussed with him the idea of laying out a sketch to see if extending the road or what amount of road distance that would be. My concern was it would be 400-500 feet of additional roadway which would pretty much create a hardship for this project because of all the other issues with the wetlands and the DOT taking a slice off. This property goes to the center of Matthews-Weddington Road and Antioch Church Road so that takes some of that back and then of course Weddington has the new buffer rule which took more and so by the time we ended up with what we thought to be 31 or 32 lots it dropped down to 25 and that's where it is now. Adding extra road footage would be another close to a half-million dollars because one lot would be lost because of 450 feet added, and I was afraid it was going to be that, but we didn't have it scaled with this here because it appeared to be what we're dealing with so obviously a variance in this particular case would certainly make this a viable project. We also discussed the potential for at 600 foot distance from the cul-de-sac to stay within the code if we created a large roundabout which would allow emergency vehicles to turn around without any problems and anybody else who was going down the road and decided that this wasn't the road they wanted to be on. I'm assuming that would be the major reason for that. There are no other roads to turn on to create an acceptance of that 600 foot that we're dealing with so if a roundabout would work, and it has worked other places, and if it was acceptable here, you're not dealing with 25 homes, you're really dealing with 10-12 homes that would be beyond that 600 foot.

Mayor Deter – It looks like PIM's were held in December 2015. Then the next action was the request for modification and I would have anticipated that there would have been a plan put together that would try to meet the ordinance and then would have gone to the Planning Board and that then might have driven a request for modification. I understand that you're trying to make this thing work and asking for a request for modification to the cul-de-sac ordinance because you think it may cost you a lot – you don't know; it may cost you a lot, it may cost two – you don't know because you haven't done the analysis. To me that's kind of akin to saying "I'd like to get a request for modification from the stormwater runoff ordinance because that's costing me lots." I'm just throwing this out for discussion and where I'm coming from on this.

Mr. Allen – We went through all this to determine before we ever started what was most likely going to be the scenario. We knew it was going to be tight but we knew the land is not worthless and that it had a use and a value. We felt like the large-lot subdivision, which is what predominantly Weddington has dealt with over the years and was a popular idea over the years, would be better than going in for the smaller lot subdivision. Builders can sell on lots. People look at the houses more than they look at the lots and when all they've got to do is look at the lots the bigger the better and so that's what we planned and we felt like that would work but we were kind of right there on the edge. We couldn't go too far further with either losing lots or anything else or that wasn't going to work either.

Mayor Deter – But right now you don't know how many lots you would lose or if you would lose lots if you did a road configuration.

Mr. Allen – You were correct in what you said because we were talking one lot. It's actually more; it's two lots because it would take just a little more than one lot and that means two lots.

Mayor Deter – So you've done that sketch and has that been presented to the Planning Board?

Mr. Allen – No, this is what we did after we talked when we went back the other day. We discussed it to see what we really could do and couldn't and tried to tighten that down. We determined that the added road amount would be somewhere between 400 and 500 feet depending on where you brought the road out to the main road. Then we also looked at the lots themselves and saw – we knew we would lose a lot but it's actually a little more than a lot which means it would be two lots lost.

Mayor Deter – So losing a lot or two lots makes it financially not viable?

Mr. Allen – No, we would not develop it that way. You're walking into a potential nightmare.

Councilmember Buzzard – You said you'd lose a lot if you tried to reconfigure the road. Do you recall what lot number that is by any chance?

Mr. Allen – No, I don't. I didn't bring the map that I was working on and I don't know if you had one but we had already talked that it was going to be more than one. By running the road, one thing that I can tell you is more than a lot, if you take the length and width of the road and what you're adding and the fact that some of that is locked in because of the DOT on the lower side of the road. It's an odd-shaped piece of land; if you take both road sectors, what do I have in the middle? The outside lots weren't a problem - you can move those around – but the inside is locked in an envelope and when you start breaking it out and say how many 40,000 square foot lots are inside this envelope you end up losing two lots –with running that new road or an extended road 400+ feet.

Councilmember Buzzard – I think you would have done better bringing something because again as far as I can see, you've got a 5800 square foot lot, you've got a 7100 square foot lot that would be impacted. I'm curious because I would imagine that you could get a road on both of those lots or all three of those lots without losing any of them. So again, without seeing how you configured it I'm a little perplexed to say that you would lose multiple lots.

Mr. Allen – When I left here that day I was saying one lot because I didn't have it designed down to the tee. If we are talking about exact numbers, a 40,000 square foot lot and 39 are two different lots.

Councilmember Buzzard – I understand. You've got 48,000 square foot, a 53,000 square foot and a 71,000 square foot lot. From the three lots that I would see that would be impacted by a redesigned road, I can't imagine that you would lose 8,000 square foot from a small slice of what I can see of how you can configure a road through that area.

Mayor Pro Tem Titherington – You're talking Lots 6, 7 and 9?

Councilmember Buzzard – Yes. It would be close.

Councilmember Propst – Are you all saying an additional road or are you saying to change that road?

Councilmember Buzzard – Change that road.

Councilmember Propst – You're saying do not put Boswell Road and an additional road; change Boswell Road to run around that length?

Councilmember Buzzard – Correct, you take Boswell up to basically the middle of lot #1, you make a left-hand turn, you've got, 6 and 7 that are panhandle lots. Run the road right down the panhandle and then come up 9 which is a 71,000 square foot lot.

Mayor Pro Tem Titherington – So what they're saying is that would bring them in just shy of that roundabout. Your extension then would be about 680 feet.

Councilmember Buzzard – Right. It would take some work. You may have to configure lot 10 a little bit.

Councilmember Propst – But are you saying you would be more open to a modification if the extension was 680 feet versus 1000 feet?

Councilmember Buzzard – Yes, I think so. One of the issues is you're almost doubling what our current ordinance reads with the modification.

Councilmember Mike Smith – If you did that, would you still have this roundabout here? You wouldn't need it so it wouldn't be an issue. You had mentioned something else about it being a nightmare in a comment earlier, what other additional problems are you anticipating?

Mr. Allen – First off, the property has got to be saleable. So you could develop this wrong because of the power lines; if you don't take that into consideration then you've got to try to make those lots deeper and longer if you could. We've been able to do a fairly good job but that still means there's a couple there that are high risk. From a financial point of view a few changes here can make a lot of difference as to whether the property is viable or not. We can't prove that until we develop it. That's the problem.

Mr. Wes Boles – I think what he is really worried about is those lots and pushing all the homes up against the Duke Power lines. And I think he's worried about the depreciation of the lot if you push the home right up against the easement.

Mayor Pro Tem Titherington – Just from a process standpoint and I appreciate you guys working with Lisa, from my perspective coming in and having the meeting, I'll let you know where I stand is no different than where I was Wednesday at 11:30 when we left you, is that not having the benefit of the other meetings with all the other council people I think Scott and Bill raise a good question and something to look at because then you are talking about a 680 foot cul-de-sac, and I will tell you that we had another property about two years ago where we did approve that because that made sense, and then to Scott's point, we are not doubling it. We are laypeople. You could probably plug this into your computer and have it spit out relatively easily. To me it would make sense to take a look. And again I share with you guys that I had three major issues. One is the wetlands information and making sure USI looked at that and we got the Army Corps information today at 4:30 and we've got a Town Council

meeting at 7:00. That doesn't do me any good to tell you the truth. Second thing that I shared with you here is that I want to make sure if we have to go down the roundabout road, from my perspective at least, is that it needs to be wide enough for the ladder truck and we need to make sure the Wesley Chapel chief signed off on it. My understanding is that as of 2:00 today he hadn't been contacted so I don't have anything from my perspective to vote on tonight based off of what I showed you were my feelings on Wednesday. I think Scott and Bill raised a good question here around that and avoiding the whole cul-de-sac issue. I would tell you that we have had other approvals in that 650-680 range before. That's just kind of where I'm at.

Councilmember Smith – I agree. You and I have talked about this and I share the same concerns that you do as far as the Corps and Bonnie signing off on it and the cul-de-sac issue. Those were my concerns. I think the wetlands look like they've been addressed.

Mayor Pro Tem Titherington – I think that ladder truck in there is the biggest one because that could be a responding vehicle.

Councilmember Buzzard – And honestly, to your point, lot #11 is one that is going to be impacted by the cul-de-sac; if that cul-de-sac – I'm sorry - if that roundabout gets any bigger then you're going to be under 40,000 square feet on that lot there and lot 23, while that has a little bit more leeway, the way that this is put forth to us, that could fall under the 40,000 square feet too.

Mayor Pro Tem Titherington – Mr. Allen, you were very kind when we spoke about this originally on Wednesday saying we've got to make that a little bit bigger and that was some of the mapping work we were expecting to see tonight. Thank you guys for the time. I would like to have the information all in black and white to make a motion. So from my perspective, Council, I have no issues to table this again until next month if that makes sense. If we're asked for a vote tonight I think you probably know where I'm going to be on it. I think there are two questions to really look. Can we get that road extension up here that Bill and Scott talked about to get close enough, and I think there's probably consensus around Council that if it's within or close to that 600 number that's good or, if that's not do-able for you guys, we have to have all the ticks and ties on the other issue we discussed. At least from my perspective, and I think Mike and I agreed to that today.

Mayor Deter – I have kind of a process question. I think what you're saying is to have them come back with an attempt to meet the ordinance with a road configuration. In my mind I think that's the right thing to do but I would think that needs to go back to the Planning Board. Me personally, I would like to get their view of that and so the question I have is, is this a delay or is it going to be an up or down vote that would send it back to the Planning Board but not have you guys have to pay another fee for the process?

Mayor Pro Tem Titherington – I'm sensitive to getting this going for you guys too. To me I think there are two issues. Can we come close enough with the road? And that makes it real simple. I think we've already looked at it. And, if we can, then I think that if we can get within 650 feet that's a fairly benign conversation. If the answer is no and we've got to go with these roundabouts, then I think there's a little bit more safety issues that we talked about – responding equipment, etc. We can still get to the Planning Board before the next council meeting so it would not necessarily delay you guys for next month.

Mayor Deter – If they went with an approach on the road configuration such as Scott’s talked about – I don’t know how long that would take - but that could go to the Planning Board in two weeks. It would still then be back to the Council in February.

Councilmember Smith – And there’s no additional cost.

Mayor Deter – That was my question. Let’s say we do an up or down and it’s like no, this modification is not accepted and then they go back to the Planning Board with a road configuration, does that impact them on a fee?

Attorney Fox – It’s within Council’s discretion. I think what you have is a petition for a modification that’s brought before you. You are now in your deliberation stage and as part of your deliberation you are desirous of looking at other options. Those other options may result in some viewing the petition to be materially different than what originally came before you from the Planning Board and so you may want to have the Planning Board weigh in on that not just for purposes of modification but on how the lot configuration and everything plays and that’s certainly within the Board’s discretion to send it back. But I don’t think that would be construed as a new petition or a new application.

Councilmember Propst – But does it have to go back to the Planning Board since they unanimously approved the modification to begin with?

Attorney Fox – It does not have to. You have a petition that’s before you seeking a modification of the subdivision ordinance. What I’m hearing though is that Council would like the benefit of having the Planning Board weigh in on, for instance, if the layout changes due to the reconfiguration of the streets and the movement of lots that may be something that this Council would enjoy the benefit of the Planning Board’s thinking and input on it.

Mayor Deter – Could the Council reject the modification but stipulate as they make this presentation to the Planning Board that they are exempted from an additional fee?

Attorney Fox – That’s a different question because I think if you reject it you have rejected the petition that is before you.

Attorney Fox – What I think I hear you saying is that you are considering a motion to table this matter to your February meeting conditioned upon the developer revisiting the layout of the road configuration in a manner that will either make it compliant with the 600 foot cul-de-sac requirement or at least be substantially close to that requirement and the other condition being that it is sent back to the Planning Board for review and the Planning Board’s recommendation is also presented to you in time for the February meeting.

Councilmember Smith – I have no problem with this coming back to us next month and seeing if some of these conditions can be made that Don and I said and I don’t have any issue with going before the Planning Board again because it’s not going to alter the time line and it’s not going to have any additional effect; it’s just another safeguard that we could have. I have no problem with that. I would have an issue if it stalled the process longer but it’s not so I’ve got no issue with it.

Councilmember Buzzard – I'm fine with that. That gives them the option if they come back and say that this is the only thing that works then obviously this is what we are going to see a month from now but it gives them the time and flexibility to see if they can come up with something.

Councilmember Propst – I'm okay.

Mayor Pro Tem Titherington – My only comment is Scott's because I agree with it is that if this is the only plan that works then we need to see the roundabout to scale and laid out and fixed up because this is not the final state.

Councilmember Smith – It also gives Bonnie the chance to weigh in.

Councilmember Propst – Did you have anything else that you wanted to say, Mr. Allen?

Mr. Allen – No, I think that we have our work cut out for us and we'll go do it.

Mayor Pro Tem Titherington made a motion to table the decision around the extension on Graham Allen until next month with the intent that the plan adjustments as they submit them will go back to the Planning Board at their January meeting and come back before council on February 13, 2017. All were in favor, with votes recorded as follows:

AYES: Councilmembers Smith, Buzzard, Propst and Mayor Pro Tem Titherington

NAYS: None

Item No. 10. New Business

A. Discussion of Easter Egg Hunt and Litter Sweep

Mayor Deter is concerned that waiting to discuss this until the Town retreat in February is fairly late if the Council is going to support a Spring festival. He assumes the Easter festival would probably be April 15th. He does not have an issue handling the Litter Sweep once we find out the date from NCDOT. The question is the Easter festival since it is significantly more involved.

Mayor Deter was looking for someone on Council to take the lead on this like they did with the Christmas festival. He reminded Council that two months ago he presented a solution that Council was not in favor of and inquired if they would like to rethink it or if it would still work. The option that had been presented was for Mrs. Barbara Harrison to work 2-6 hours a week to take care of all the festivals and litter sweeps and be paid from festival proceeds as our festivals generate a profit.

Mayor Pro Tem Titherington agreed that the litter sweep is benign enough that we can handle it on our own. He thinks like Christmas, the Spring festival is a lot more work.

Mayor Pro Tem Titherington - When we had the discussion in November I was in favor of trying to resource Barbara to do that. She has a passion for it. If she's willing to do it that's great. I'm comfortable with that again but I also know there was a feeling at that time that we wanted to get through the Christmas holiday season and make a decision at that point. I guess my perspective hasn't

1/23/17 PB

**TOWN OF WEDDINGTON
REGULAR PLANNING BOARD MEETING
WEDDINGTON TOWN HALL
JANUARY 23, 2017 – 7:00 p.m.
MINUTES**

The Planning Board of the Town of Weddington, North Carolina, met in a Regular Session in the Town Hall Council Chambers, 1924 Weddington Road, Weddington, NC 28104 on January 23, 2017, with Chairman Rob Dow presiding.

Present: Chairman Rob Dow, Vice-Chairman Brad Prillaman, Bruce Klink, Gerry Hartman, Barbara Harrison, Jim Vivian, Walt Hogan, Town Planner/Administrator Lisa Thompson and Interim Clerk Leslie Gaylord

Absent: None

Visitors: Susan Tolan, Weston Boles, Bill Deter, Liz Callis, Mike Smith

Item No. 1. Open the Meeting. Chairman Rob Dow opened the meeting at 7:00 p.m.

Item No. 2. Determination of Quorum/Additions or Deletions to the Agenda. There was a quorum.

Item No. 3. Approval of Minutes.

A. December 19, 2016 Regular Planning Board Meeting Minutes. Chairman Dow asked to add a comma to 6B's statement by Interim Planner Bennett. Mrs. Barbara Harrison moved to approve the minutes from December 19, 2016 with the amendment of the comma to 6B. Mr. Gerry Hartman seconded the motion, with votes recorded as follows:

AYES: Vice-Chairman Prillaman, Klink, Hartman, Harrison, Vivian and Hogan
NAYS: None

Item No. 4. Old Business.

A. Review and Consideration of a Modification of the Subdivision Ordinance Section 46-76(g) Cul-de-sac for Graham Allen subdivision. The Planning Board received the following memo from Town Planner/Administrator Lisa Thompson along with the subdivision plans.

Graham Allen is requesting a modification of the subdivision ordinance from Section 46-76(g), related to cul-de-sac length. Cul-de-sacs are limited to 600 feet in length. Graham Allen is requesting a 1,026' cul-de-sac due to the shape of the lot.

Culs-de-sac.

(1)

Permanent dead-end streets shall not exceed 600 feet in length in conventional subdivisions unless necessitated by topography or property accessibility and if the town council grants a modification per section 46-15. In conservation subdivisions, culs-de-sac may be greater than 600 feet in length in order to prevent the degradation and development of primary and secondary lands within the subdivision, thereby conserving the integrity of the conservation subdivision by preserving open space in an unaltered state. Culs-de-sac in conservation subdivisions shall not inhibit emergency vehicular access. The planning board shall review the sketch plan and existing resource and site analysis plan for a conservation subdivision that proposes culs-de-sac greater than 600 feet in length. Measurement shall be from the point where the centerline of the dead-end street intersects with the center of a through street

to the center of the turnaround of the cul-de-sac. The distance from the edge of pavement on the vehicular turnaround to the right-of-way line shall not be less than the distance from the edge of pavement to right-of-way line on the street approaching the turnaround. Cul-de-sac pavement and right-of-way diameters shall be in accordance with NCDOT design standards. Designs other than the "bulb" end design with a circular right-of-way will be subject to the approval of the Division Engineer of the Division of Highways, North Carolina Department of Transportation and the town council after review on an individual basis. Culs-de-sac in conventional subdivisions shall not be allowed where connection with an existing street is possible.

In making a decision on this modification, the Planning Board and Council shall take in account the following Section of the Code of Ordinances:

Sec. 46-15. - Modifications.

Authorization. The town council may authorize a modification of these regulations when, in its opinion, undue hardship may result from strict compliance with these regulations. Such a modification shall be granted only to the extent that is absolutely necessary and not to an extent which would violate the intent of this chapter.

No modification shall be granted unless the town council finds that:

- (1) There are special circumstances or conditions affecting said property such that the strict application of the provisions of this chapter would deprive the applicant of the reasonable use of his land.
- (2) The modification is necessary for the preservation and enjoyment of a substantial property right of the petitioner.
- (3) The circumstances giving rise to the need for the modification are peculiar to the parcel and are not generally characteristic of other parcels in the jurisdiction of this chapter.
- (4) The granting of the modification will not be detrimental to the public health, safety and welfare or be injurious to other property in the territory in which said property is situated.
- (5) The modification will not vary the provisions of chapter 58 applicable to the property.

In approving modifications, the town council may require such conditions as will, in its judgment, secure substantially the objectives and standards or requirements of this chapter.

The Planning Board reviewed the modification in November, 2016 and recommended approval.

The Town Council reviewed the application on both December 12, 2016 and January 9, 2017. By a vote 3-1, the Council requested that the applicant provide an alternative plan that meets the ordinance and to send both the original and the modified plan back to the Planning Board for review.

The applicant amended the original plan to add a roundabout to address public safety concerns a few members of the council had and also submitted a new plan showing a through road that meets the cul-de-sac length standards as stated in Section 46-76(g). Both plans are attached.

Town Planner/Administrator Thompson informed the Planning Board that at the December and January Town Council meetings several Town Council members had concerns over safety issues if the modification were to be allowed and that the majority of the council wanted to see if there was an alternative plan that the applicant could provide making it more consistent with the ordinance.

Mrs. Harrison wanted to clarify that the Council did not approve the extended cul-de-sac that had been previously approved by the Planning Board. Chairman Dow and Planner/Administrator Thompson confirmed her understanding to be correct.

Planner/Administrator Thompson stated that the applicant has taken the original plan and added a roundabout to address the public safety concerns and also provided an alternative plan that meets the ordinance's requirement that the cul-de-sac not exceed 600 feet in length.

Chairman Dow indicated that one plan has two roundabouts but still has a 1,000 foot cul-de-sac and that, if there was no alternative to the long cul-de-sac, the Town Council wanted the roundabouts to be big enough for a ladder truck. Chairman Dow said that the second plan submitted by the applicant would meet the ordinance as written.

Mr. Weston Boles, an engineer for WK Dickson on the project, stated that the plan that meets the ordinance provides about 500 feet of additional roadway and the same number of lots, but because the lots on the eastern side are right up against the Duke Power easement the applicant feels this would be a financial hardship. He estimated the cost of the additional roadway to be approximately \$500,000 (\$1000/foot of roadway).

There was discussion as to whether the Council wanted the Planning Board to choose one of the two plans or to give the Council their comments on both plans. It was decided to discuss both plans and to give Council a favorable or unfavorable recommendation for each of the plans.

There was further discussion about cul-de-sac length and that one of the main issues is the number of houses that would be isolated and unreachable if the road were to become impassable.

The Planning Board discussed their concern that the alternative was not presented earlier and that they had been under the impression that the ordinance could not be met.

Chairman Dow stated that in this case the applicant has shown that they can meet the ordinance so it boils down to if our ordinance is an undue hardship. There was discussion about what constitutes hardship and whether or not profit is a hardship and also discussion about safety issues with the roundabout and which plan is safer.

Vice-Chairman Prillaman – Let's have a quick discussion on the original plan with the cul-de-sac. If I can encapsulate what we talked about, we basically understand that we are still dealing with a 1000 foot cul-de-sac road that does not meet the ordinances of the Town. From that aspect my vote would be unfavorable.

Chairman Dow – In the Board's view, is this a safer plan than meeting the ordinance with a short cul-de-sac?

The consensus of the Board was that it is not.

Chairman Dow – Then this is a fact we need to share with the Council. While there are special considerations to this property with the fact that there are conservation lands on one side and right-of-way on the other side, it still is not enough in that it is because it can be shown that the ordinance can be met without the modification, so the use of the property is still there.

Vice-Chairman Prillaman moved to send the original plan with two roundabouts to the Town Council with an unfavorable recommendation due to the cul-de-sac length and safety. Mrs. Harrison seconded the motion, with votes recorded as follows:

AYES: Vice-Chairman Prillaman, Klink, Hartman, Harrison, Vivian and Hogan
NAYS: None

Mrs. Harrison believes the second plan is a better plan from a safety issue. Safety vehicles can get through and there is a shorter amount of distance so not as many people would be cut off in the event of a natural disaster. In addition, the cul-de-sac length is less than 1000 feet so it meets our ordinance.

Mr. Gerry Hartman moved to send Plan 2 to Town Council with a favorable recommendation because it meets the Town's ordinance and has better safety aspects without any difference in yield. Dr. Bruce Klink seconded the motion, with votes recorded as follows:

AYES: Vice-Chairman Prillaman, Klink, Hartman, Harrison, Vivian and Hogan
NAYS: None

Item No. 5. New Business.

A. Review and Consideration of a Rezoning from R-40 to R-CD for properties located at 5800 Deal Road (NE corner of Deal Rd and Hwy 84, parcel numbers 06072003A & 06072003E). The Planning Board received the following memo from Town Planner/Administrator Thompson along with the following attachments:

- Application
- Site Map
- Land Use Plan Goals and Policies
- Land Use Plan Map

The Planning Board is requested to consider a rezoning application from Cameron Helms for property located at 5800 Deal Road, (parcels 06-072-003A and 06-072-003E) from R-40 to R-CD. Combined the tracts are a total 10.169 acres.

The applicant is seeking rezoning in order to combine the two parcels with parcel 06-066-011A to the North (which is currently zoned RCD) and develop the land for residential purposes.

Adjacent Property Uses are as follows:

North- Wedgewood Subdivision/ R-40

South- Shannon Woods Subdivision/ R-40

East: Residential/R-CD

West: Residential/R-CD

Land Use Plan Consistency Statement

State Statute requires that all zoning regulations shall be made in accordance with a comprehensive plan. When adopting or rejecting any zoning amendment, the governing board shall also approve a statement describing whether its action is consistent with an adopted comprehensive plan or any other officially

for repair and maintenance and caps the bond amount at 125%. The Town's ordinance set the bonds at 150%. The text amendment modifies the ordinance to comply with the new state statute and has been unanimously recommended for approval by the Planning Board.

Councilmember Smith made a motion to adopt the text amendment to Section 46-45(b)(1), Section 46-49, Section 58-54(3) i 3 iv, Section 58-58(3) i 3 iv and Section 58-58(4) i 3 iv. All were in favor, with votes recorded as follows:

AYES: Councilmembers Smith, Buzzard and Propst

NAYS: None

B. Text Amendment to Section 58-4 Definitions to add Building Footprint to the Town Ordinances

Mayor Deter opened and closed the public hearing as no one signed up to speak.

Planner/Administrator Thompson summarized the text amendment. Building footprint is the total amount of area on the ground covered by the building structure, in lieu of exact measurements for the principal structure the total square footage divided by the number of floors may be used for the building footprint.

Councilmember Smith made a motion to approve the text amendment to Section 58-4 Definitions to add Building Footprint to the Town Ordinances. All were in favor, with votes recorded as follows:

AYES: Councilmembers Smith, Buzzard and Propst

NAYS: None

C. Text Amendment to Section 58-16 Accessory Uses and Structures

Mayor Deter opened and closed the public hearing as no one signed up to speak.

Planner/Administrator Thompson summarized the text amendment. Section 58-16 states that accessory uses shall not exceed two-thirds of the footprint of the principal building. The text amendment clarifies that the limit applies to the cumulative of all accessory structures rather than each individual accessory structure.

Councilmember Scott Buzzard made a motion to approve the text amendment to Section 58-16 Accessory Uses and Structures. All were in favor, with votes recorded as follows:

AYES: Councilmembers Smith, Buzzard and Propst

NAYS: None

Item No. 9. Old Business

A. Review and Consideration of a Modification of the Subdivision Ordinance Section 46-76(g) Cul-de-sac for Graham Allen subdivision

Mayor Deter reminded Council that this had been discussed at December and January's council meetings and Council had asked the developer to take the plans back to the Planning Board for their review at their January meeting.

The developer has provided three separate plans. The first two plans were presented to the Planning Board. The first plan shows a neighborhood sized roundabout that would slow traffic and provide a turnaround for emergency vehicles. The second option adds a through street and meets the requirement of the ordinance by having a cul de sac that does not exceed 600 feet. The Planning Board unanimously recommended approval of the plan that meets the ordinance. Subsequently, the developer worked with staff to develop a third plan which is a modification of the second plan. The third option requires a modification to the subdivision ordinance but is the developer's preference. It slightly exceeds the ordinance but is the one the developer prefers in terms of lot layout. Planner/Administrator Thompson indicated that it would require a 162 foot modification as the proposed cul-de-sac length is 762 feet.

Councilmember Scott Buzzard – I appreciate them working with the town to address this.

Town Attorney Anthony Fox indicated that Council can rely on previous testimony given while noting that granting a variance in a lesser amount than what was previously testified to (the original modification requested was for 426 feet rather than 162 feet) is more in keeping with the Town's ordinance provisions than the previous request and therefore more favorable to the Town than what was originally presented. The modification addresses the concerns and the change in length is not that substantial to alter the testimony that was put forth.

Council reviewed the 5 findings with respect to the 162 foot modification.

- 1) *There are special circumstances or conditions affecting said property such that the strict application of the provision of this chapter would deprive the applicant of the reasonable use of his land.* Testimony was previously presented with regards to the characteristics of the adjoining property and the limitations of ingress and egress of the adjoining properties to the current site.
- 2) *The modification is necessary for the preservation and enjoyment of a substantial property right of the petitioner.* The modification provides for a more fluid development and addresses some of the concerns. The 162 foot requested variance is not that substantial relative to what was being originally proposed.
- 3) *The circumstances giving rise to the need for the modification are peculiar to the parcel and not generally characteristic of other parcels in the jurisdiction of this chapter.* The back side of the property is surrounded by two RCD conservation districts. There is an issue with power lines with respect to the easement of the power lines. The two front areas are abutted by two different roads – Antioch Church and Matthews-Weddington Roads.
- 4) *The granting of the modification will not be detrimental to the public health, safety and welfare or injurious to other property in the territory in which the property is situated.* There is now a through road rather than a turnaround as originally presented. By allowing the 162 foot modification, instead of having two homes with roads on both the front and the back, there will only be one home in a circular so there will be less flag and double frontage lots.

- 5) *The modification will not vary the provisions of Chapter 58 applicable to the property. The subdivision regulations provide for modifications by Council and in the judgment of the Council the modification meets the standards and objectives of the Chapter.*

Councilmember Propst made a motion to approve a modification of the subdivision ordinance Section 46-76(g) Cul-de-sac for Graham Allen subdivision for a 162 foot modification based upon the findings that were stated by the members of the Council and the attorney in the rehashing of the evidence that had been presented at the public hearing. All were in favor, with votes recorded as follows:

AYES: Councilmembers Smith, Buzzard and Propst
NAYS: None

Item No. 10. New Business

A. WCVFD Update – Budget Presentation and Discussion

Wesley Chapel Volunteer Fire Department Chief Steven McLendon distributed the Fire Department's preliminary budget to Council.

Chief McLendon stated that the Fiscal Year 2018 preliminary budget is broken down by line item for the Town of Weddington and includes an appendix that shows the line items and how the expenses are allocated. A portion of the budget is pro-rated for shared expenses and a portion is for expenses specific to the Town of Weddington. For the pro-rated expenses, the cost-sharing allocation is basically one-third.

Chief McLendon – The budget request is 3% over the current year. Information that I received from Town staff shows the growth rate is somewhere in the 3% conservative range so 3% is being presented. Salaries and wages stayed the same. We are not asking for any increases in salaries and wages. The majority of the increase is going towards our capital program which as we discussed in the past year is for a capital account to pay for future capital expenses such as fire trucks, SCBA units, things that cost several hundred thousand dollars. We include that in the budget to prepare for that and not come back at a later date and ask for additional funding. It's a budget-neutral CIP plan for the Town of Weddington. If you have any questions, please give me a call or shoot me an email and I can come back to the Council at a later date and we can discuss this further. I will be glad to do so as time goes forward.

Mayor Deter inquired about audit expense. Chief McLendon believes the audit cost was approximately \$12,000 so the Town's allocated portion would be \$4,000. Chief McLendon will send a copy of the audit invoice to Finance Officer Leslie Gaylord for reimbursement.

Chief McLendon distributed a copy of the Fiscal Year 2016 Annual Report which details all of the accomplishments and initiatives of the organization over the operating cycle. Highlights of the report include:

- Incident specific data. Responded to 1864 calls for service and breaks out calls by category. Medical calls are still a large portion of the calls for service. Only 30 of the calls were for structure fires.

TOWN OF WEDDINGTON

MEMORANDUM

TO: Chairman and Planning Board

FROM: Lisa Thompson, Town Administrator/Planner

DATE: June 25, 2018

SUBJECT: Reid Property (WCVFD) Minor Subdivision

The applicant, Wesley Chapel Volunteer Fire Department is seeking a minor subdivision for property located at the northeast corner of Rea and Reid Dairy Road. They are subdividing a portion of parcel 06-177-015 in order to purchase the property. It is a total of 1.718 acres and is zoned R40-Conditional. The conditional site plan for a fire station was approved on June 11, 2018.

The proposed minor subdivision is in general conformity with the Town of Weddington Zoning and Subdivision Ordinances; therefore, staff recommends approval with the following conditions:

1. Certificate of approval signature block needs to be amended to wording of section 46-40(c)(7) for the Planning Board chair to sign.
2. Add the name, address, and telephone number of the owner and developer in the signature block.
3. The use of the parcel and adjacent parcels shall be noted.
4. The zoning for the property needs to be amended to R-40 Conditional – WCVFD.
5. Add the township to the location data in the title block.

NOTES:
 THIS PROPERTY MAY BE SUBJECT TO ADDITIONAL RESTRICTIONS, EASEMENTS AND/OR RIGHTS-OF-WAY.
 SET #5 REBAR AT ALL CORNERS UNLESS OTHERWISE NOTED.
 AREAS COMPUTED BY COORDINATE METHOD.
 UNADJUSTED RATIO OF PRECISION: 1:66,094
 TOTAL ACREAGE FOR THE AREA ENCOMPASSED BY THIS MAP IS: 1.718 ACRES
 NO DEVELOPMENTAL STUMP HOLES REPORTED TO THIS FIRM WITHIN THE LOTS WHICH MAKE UP THIS MAP.
 SUBJECT TAX PARCEL: PORTION OF 06177015
 SUBJECT TRACT DEED REFERENCE: DB 6197 PG 421,
 THE GRAPHIC REPRESENTATION OF THE UNDERGROUND UTILITIES SHOWN ON THIS PLAT WERE ESTABLISHED BY FIELD LOCATION OF PAINT MARKS AND/OR PIN FLAGS PLACED BY UTILITY LOCATION CONTRACTOR AND OTHER INFORMATION SHOWING APPROXIMATE LOCATION.
 SUBJECT TRACT GRAPHICALLY LOCATED WITHIN ZONE "X"(OTHER AREAS)-AREAS OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN (500 YEAR FLOODPLAIN); AREAS OUTSIDE OF THE FUTURE CONDITIONS FLOODPLAIN (100 YEAR FLOODPLAIN) PER FEMA FIRM MAP NUMBER 371044660K WITH AN EFFECTIVE DATE OF MARCH 2, 2009.
 CONTOUR INTERVAL: 1 FOOT
 VERTICAL DATUM: NAVD 88
 ZONING INFORMATION PROVIDED BY: APPLIED BUILDING SCIENCES
 PROJECT BENCHMARK: NCGS MONUMENT
 "UNION HMS7"
 N: 462,996.9700
 E: 1,453,521.9300
 ELEV: 619.6 (NAVD 88)
 CF: 0.99985669

- LEGEND**
- FND - FOUND
 - AC - ACRES
 - SF - SQUARE FEET
 - DB - DEED BOOK
 - PG - PAGE
 - PC - PLAT CABINET
 - CB - CATCH BASIN
 - R/W - RIGHT OF WAY
 - INV - INVERT
 - BC - BACK OF CURB
 - EP - EDGE OF PAVEMENT
 - WWF - WOVEN WIRE FENCE
 - DI - DROP INLET
 - TBM - TEMPORARY BENCHMARK
 - RCP - REINFORCED CONCRETE PIPE
 - {NTS} - NOT TO SCALE
 - - FOUND CORNER (AS DESCRIBED)
 - - SET CORNER (#5 REBAR UNLESS OTHERWISE DESCRIBED)
 - - UTILITY POLE
 - - FIRE HYDRANT
 - - GUY ANCHOR
 - - TELEPHONE PEDESTAL
 - - SPOT ELEVATION
 - BOUNDARY/LOT LINE
 - ADJOINING BOUNDARY/LOT LINE (NOT SURVEYED)
 - OVERHEAD ELECTRIC LINE
 - RIGHT OF WAY LINE
 - MAJOR CONTOUR LINE
 - MINOR CONTOUR LINE
 - TREE LINE
 - STORM DRAINAGE LINE
 - TIE LINE

Curve Table

Curve #	Radius	Length	Bearing	Chord	DELTA
C1	460.62	397.42	S 64°55'51" W	385.20	49°26'04"

Parcel Line Table

Line #	Direction	Length
L1	N 34°51'04" W	31.05
L2	S 53°42'33" W	30.00

CERTIFICATE OF APPROVAL - PLANNING DEPARTMENT

I HEREBY CERTIFY THAT ALL STREETS SHOWN ON THIS PLAT ARE WITHIN UNION COUNTY, ALL STREETS AND OTHER IMPROVEMENTS SHOWN ON THE PLAT HAVE BEEN INSTALLED OR COMPLETED OR THAT THEIR INSTALLATION OR COMPLETION (WITHIN FORTY-EIGHT MONTHS AFTER THE DATE BELOW) HAS BEEN ASSURED BY THE POSTING OF A PERFORMANCE BOND OR OTHER SUFFICIENT SURETY, AND THAT THE SUBDIVISION SHOWN ON THIS PLAT IS IN ALL RESPECTS IN COMPLIANCE WITH THE UNION COUNTY LAND USE ORDINANCE.

AND THEREFORE THIS PLAT HAS BEEN APPROVED BY THE UNION COUNTY BOARD OF COMMISSIONERS, SUBJECT TO ITS BEING RECORDED IN THE UNION COUNTY REGISTRY WITHIN NINETY DAYS OF THE DATE BELOW.

DATE _____ PLANNING DIRECTOR
 DATE _____ PLANNING DIRECTOR

CERTIFICATE OF OWNERSHIP AND DEDICATION

I HEREBY CERTIFY THAT I AM THE OWNER OF THE PROPERTY DESCRIBED HEREON, WHICH PROPERTY IS LOCATED WITHIN THE SUBDIVISION REGULATION JURISDICTION OF UNION COUNTY. THAT I HEREBY FREELY ADOPT THIS PLAN OF SUBDIVISION AND DEDICATE TO PUBLIC USE ALL AREAS SHOWN ON THIS PLAT AS STREETS, ALLEYS, WALKS, PARKS, OPEN SPACE, AND EASEMENTS EXCEPT THOSE SPECIFICALLY INDICATED AS PRIVATE, AND THAT I WILL MAINTAIN ALL SUCH AREAS UNTIL THE OFFER OF DEDICATION IS ACCEPTED BY THE APPROPRIATE PUBLIC AUTHORITY. ALL PROPERTY SHOWN ON THIS PLAT AS DEDICATED FOR A PUBLIC USE SHALL USE AUTHORIZED BY LAW WHEN SUCH OTHER USE IS APPROVED BY THE BOARD OF COMMISSIONERS IN THE PUBLIC INTEREST.

DATE _____ BRENDA D. REID

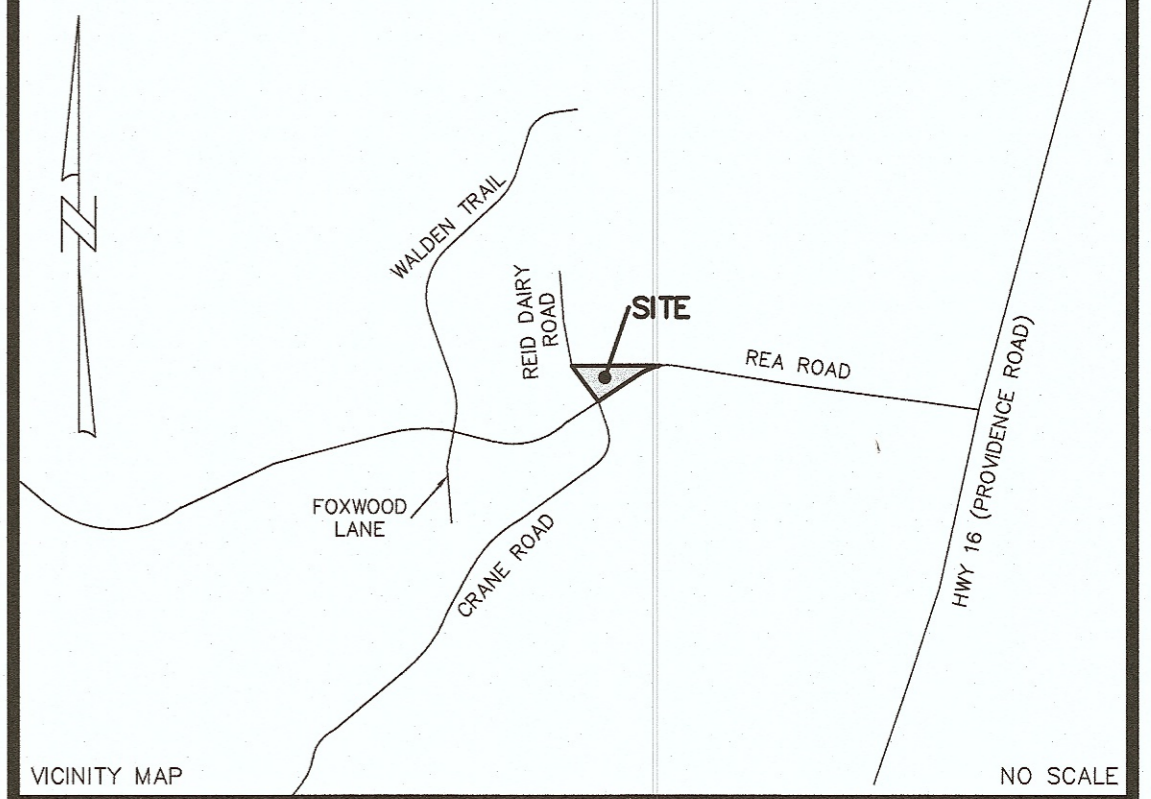
NOTARY FOR OWNER

I, _____ A NOTARY PUBLIC OF _____ COUNTY, NORTH CAROLINA, DO HEREBY CERTIFY THAT PERSONALLY APPEARED BEFORE ME THIS DAY AND ACKNOWLEDGE THE DUE EXECUTION OF THE FOREGOING CERTIFICATE.

WITNESS MY HAND AND OFFICIAL SEAL THE _____ DAY OF _____, 2015.

MY COMMISSION EXPIRES: _____

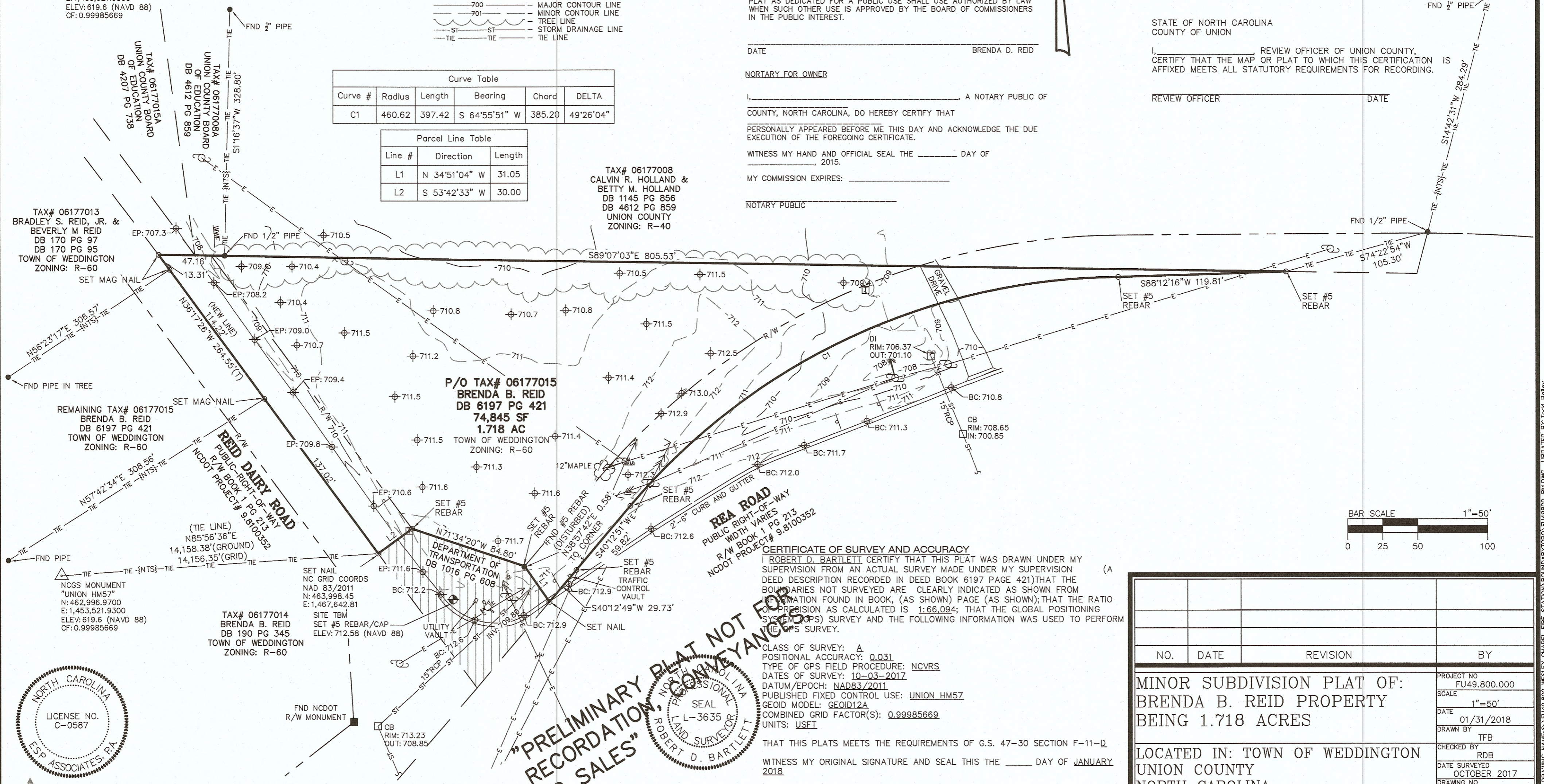
NOTARY PUBLIC _____



STATE OF NORTH CAROLINA
 COUNTY OF UNION

I, _____ REVIEW OFFICER OF UNION COUNTY, CERTIFY THAT THE MAP OR PLAT TO WHICH THIS CERTIFICATION IS AFFIXED MEETS ALL STATUTORY REQUIREMENTS FOR RECORDING.

REVIEW OFFICER _____ DATE _____





Weddington Community Survey 2018



Town of Weddington Community Survey:

Executive Summary

To gain a better understanding of resident perceptions and inform future planning initiatives, a survey was created and administered through Survey Monkey for the Town of Weddington. Overall, there were 965 unique survey respondents who answered the vast majority of questions presented, representing 31 percent of households in the Town of Weddington. Below, you will find a summary of respondent characteristics, along with summaries from the different question categories, and associated implications from the analysis.

Respondent Profile

Survey respondents represent a variety of age ranges and subdivisions within the Town of Weddington. Many of the respondents have been Town residents for over fifteen years (39%), offering a different and unique perspective from the next highest represented group, who have lived in Weddington between one and five years (25%). The majority of the respondents work within Mecklenburg County (62%), while 20 percent work in Union County and another 18 percent work within Weddington, typically from their home. There is a solid mix of ages ranging from 18-65+ with the biggest two age ranges being 45-54 (32%) and 55-64 (26%). Respondents represent 62 subdivisions within the Town. Other respondents are from homes outside of a traditional subdivision or did not wish to declare where they lived. These criteria do show that the sample is representative of the Town's demographics. This data further explains that the majority of respondents are families with children, moved to Weddington before development increased substantially, and have invested in the Town.

Land Use

Survey respondents know what attracted them to Weddington – the small-town charm, the large lots, houses tucked away in wooded lots, and quality green spaces. While transportation, pace of growth, and school overcrowding are major themes in all resident responses, the largest concern throughout this section is to create parkland or open spaces for existing residents to gather, recreating a sense of community. Many residents are concerned that the pace of growth is outpacing infrastructure and their sense of community, threatening to swallow the small-town charm and becoming another town resembling Charlotte. Residents wish to maintain what charm they feel is left and want the Council to consider limiting growth and modifying the conservation subdivision. While many do believe 55+ age communities would be appropriate, many have stated that this type of development should be limited to areas adjacent to existing commercial areas due to walkability concerns.

Non-residential Development

Respondents were very strong in their responses about non-residential development. The major theme through the majority of these questions is that current residents do not want commercial development, but would prefer civic or park-related development, offering suggestions for parks, greenways, and open spaces for gathering. There was a solid group of respondents that did wish to see sit-down eatery

locations within their Town for dinner and gathering with neighbors. It is clear that the majority of residents want this type of development to continue along NC 16, clustered toward Weddington Crossing, as opposed to creating any new commercial spaces. A vast majority of respondents said that they do not want any large scale commercial or service development, absolutely no big-box style stores, or any adult, tattoo, vape, or other similar establishments within their Town.

Transportation

Transportation is a significant concern for residents within the Town. The residents do feel that the work to widen shoulders, repave roads, and widen NC 16 with sidewalks is adequate (74%). While many of the residents do want a more walkable community (47%), respondents do feel that road-related projects still outrank any other mode of transportation (76%). More than half of residents feel that walkability is important (56%) and want to focus on connecting sidewalks throughout the Town. When asked specifically about major transportation concerns, the number one issue is an increase in traffic, which follows previous discussion on why residents do not want commercial development or increases in residential density or development. Many specific issues were mentioned and will be shared with Council and Town Staff to help prioritize future efforts. Overall, residents understand that they chose to live in a Town that is outside of the major metropolitan area, requiring the need to drive. However, the increases in homes, traffic, and lack of safety with this growth does create an overall unease with how the transportation system has kept pace with growth.

Parks, Recreation, and Open Space

Weddington survey participants have mixed reviews about parks, recreation, and open spaces. Roughly half of the respondents said they are satisfied with park and recreation facilities currently available, while the other half of respondents are not. Some respondents commented on not knowing where the park facilities were located. A majority of residents (66%) believe a new park will be worth the Town's investment. When asked about greenways or multi-use paths, the majority of respondents believe traditional greenway development is more appropriate (45%), while a smaller group advocated for multi-use paths (29%). These responses highlight that parks or recreation development is acceptable to the majority of residents. When given the choice, residents would prefer this type of development over commercial or residential spaces, offering residents open spaces to walk, play, and gather.

Services

Residents were asked a series of questions about ordinances, police and fire protection, and other Town services. Participants responded that they did think noise, lighting, and sign ordinances are adequate (48%), though 39 percent either did not think they were adequate or did not know about them. Survey participants were satisfied with police and fire protection services (73% and 69%, respectively) and did not want to increase services for either. When asked about experiences with Town services, the vast majority (89%) stated they had a good experience. Respondents had a variety of ideas for additional services, from garbage and recycling pickup, to road maintenance, to park services. Many stated they did not know what services they were actually provided as a Town resident. When asked if they would pay for any increase in or additional services, 37 percent said they would pay at least a minimal increase to offer the services, 35 percent would not be willing to pay for an increase in services, and 30 percent said it would depend on the cost. Overall, residents would prefer to have greater enforcement for all

services, but especially nuisance complaints, as well as other zoning codes and speed monitoring by the police.

General

The last category of questions related to the Town of Weddington in general, or its staff. The majority of residents did not interact with Town staff (60%), but respondents who did, stated that the staff was professional and courteous, or that they could not interact with staff because of the hours of operation for Town Hall. The majority of respondents had used the Town's website (66%) and rated it an average of four stars for ease of use and three stars for the quality of information available. Perhaps, most importantly, survey participants overwhelmingly responded that they felt their property values were protected in Weddington (84%) and rated their overall quality of life at four or five stars (84%).

Implications

This survey is a testament to how many residents value the Town of Weddington. The response rate alone shows this, but the value of input and thought given by each resident represents their pride. Having gone through all of the responses, there are a few main points that stand out from many of the respondents. They are summarized below.

The residents do not want to continue to grow at this pace. Many residents do not feel the conservation district accomplishes its intent, stating that a lot of the land set aside ends up in an overgrown state, does not conserve any usable land, and may be developed at a later date. If the Town wishes to continue using conservation subdivisions, it would be worth investigating how to educate residents on the development restrictions in place on conservation areas and having formal board approval of where these open spaces would be located. Additionally, the 12,000 square foot lot size may need to be revised to 20,000 or more as per respondent comments. Otherwise, the Town many want to update their future land use map significantly to conserve land from certain types of development.

Survey respondents are worried that the pace of growth will significantly deteriorate the transportation and school system. These issues highlight compatibility and cohesion issues between the Town and the County; development zoning decisions occur within the Town, but transportation and school decisions are administered by the County. It may be advantageous to start a dialogue with the County about these expressed concerns.

It became apparent during the survey analysis that some public education material would be helpful to residents, especially new residents, about what the Town can and cannot control and some general planning practices. There seems to be a perception that the Town can deny subdivisions because they do not want more growth; whereas, the Town cannot deny a subdivision if it meets current ordinances. Other educational outreach may include discussions on how conservation land is protected, services available, what the Town can regulate, how to report a code violation, and the process for code violations and remediation.

Perhaps the clearest opinion to come out of this survey is that residents do not want commercial development, aside from a small boutique-style complex adjacent to the current commercial area. Instead, residents would prefer an investment into park and open spaces with greenways and sidewalks to improve connectivity. This opinion came across strong in the majority of the survey sections, leading it to be a top priority for Weddington's future.

Questions and Answers

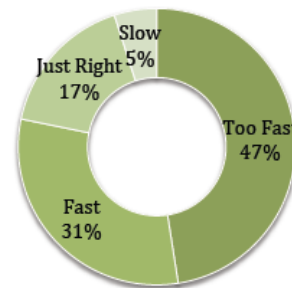
Land Use

Survey participants are very clear about what land uses they like and support and which ones they do not. The largest concerns are focused on infrastructure and services not keeping pace with growth. While this may seem to indicate that the residents would like infrastructure to increase to accommodate growth, respondents feel growth should slow or stop altogether. Additionally, many residents would like to focus on growing Town park facilities over additional residential development. Residents wish to maintain what charm they feel is left. While many do believe 55+ age communities would be appropriate, many have stated that this type of development should be limited to around the existing commercial areas due to walkability.

Question 1 - What is your perception of the pace of growth in the Town of Weddington?

The majority of respondents feel that Weddington is growing too fast, 48 percent, or fast, 31 percent. Seventeen percent (17%) of respondents feel the pace of growth is just right, while five percent (5%) say it is growing slowly.

Wedding's Pace of Growth



Question 2 - What type of new development do you prefer?

Of the categories listed, 67 percent of respondents selected parkland or open space for the type of new development they would prefer. This was followed by local business (31%), and public spaces and residential with 28 percent each. It is important to note that 11 percent of respondents originally selected "other," but referred to parks or open space, schools and post offices as public spaces, or local business types. The one percent (1%) of responses that remained "other," after analysis, referred to transportation, infrastructure, or a master planned style of mixed-use development.

"I did not select local business/retail; however, if this development should come it should have a hometown feel similar to the downtown areas of Davidson, Statesville, or Waxhaw. The buildings should be upscale, brick, charming and create a sense of community. After all, people gravitate to these downtown areas and spend a lot of money."

Question 3 - If you selected “Local business or retail” above, what type of new business uses do you feel are needed?

Over half of respondents (53%) stated they felt restaurants were needed, specifically non-chain, small-scale, locally-owned restaurants ranging from a small coffee shop to a fine-dine experience in a historic-looking structure. Respondents also expressed a need for boutique-style shopping (35%) with a historic town center feel. Specifically mentioned were book stores, higher-end daycare, medical offices, specialty or small-scale food stores, restaurants and other services. There was also an expressed need for improved walkability within this area connecting to neighboring developments. Numerous respondents stated that this development should only occur along NC 16, Providence Road.

“Small commercial development tied to the Hwy 16 corridor. Limited height structures with low impact to the visual appeal in the area. The development in Hilton Head is a good example for blending with the environment.”

Question 4 – Which residential types would you prefer to see in the Town?

Preferred housing types are overwhelmingly larger lot, single-family homes on one acre (86%). Types of housing that are not preferred include town or patio homes (80%), smaller lot residential (75%), a mix of various-sized residential and small business spaces (66%), and age-restricted communities (45%). Respondents could click any that applied for either preferred, not preferred, or no preference.

Question 5 – Do you support the use of conservation residential districts?

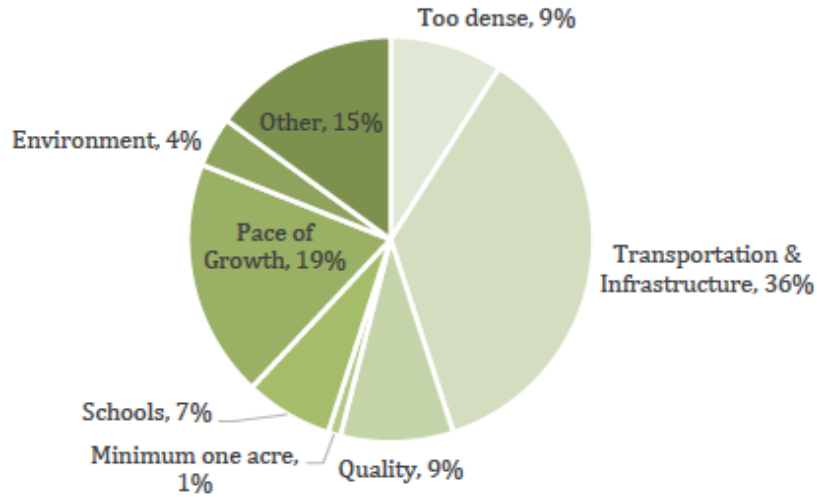
Fifty-four percent (54%) of respondents stated that they supported the use of conservation residential districts, with 46 percent opposing this district. Twenty-nine (29) people skipped this question. Those that did not like the concept stated that they felt the guidelines provided houses too close together, allowed for poor quality housing, and increased density.

Question 6 – If you have concerns with subdivisions, what would they be?

The response to what concerns respondents have with subdivisions mirrored a lot of the responses opposing conservation districts; namely that the area is growing too fast to handle the influx of residents. The responses were categorized based upon focus, with some responses being categorized twice if they mentioned more than one main focus. Thirty-six percent (36%) of respondents reported an increase of traffic, the current quality of transportation routes, and infrastructure quality as major concerns with both conservation and new subdivisions. This was followed by an overall concern over the pace of growth (19%) with many stating that growth should not continue until transportation and infrastructure are upgraded. It is important to note that many people included an opinion that existing residents are paying for new water and sewer lines for new development while they are not supported by these services. Other responses centered around too much density, the increase in school attendance without an increase in the number of schools, the overall loss of trees and environmental degradation, low quality homes being built, and the mistrust of developers conserving spaces to be developed at a later time, all under 10 percent each.

“Traffic, overall congestion will take away from the exclusivity and quality of life in Weddington. One thing that makes living in Weddington special is that it's close to the city but it's tucked away.”

Subdivision Concerns



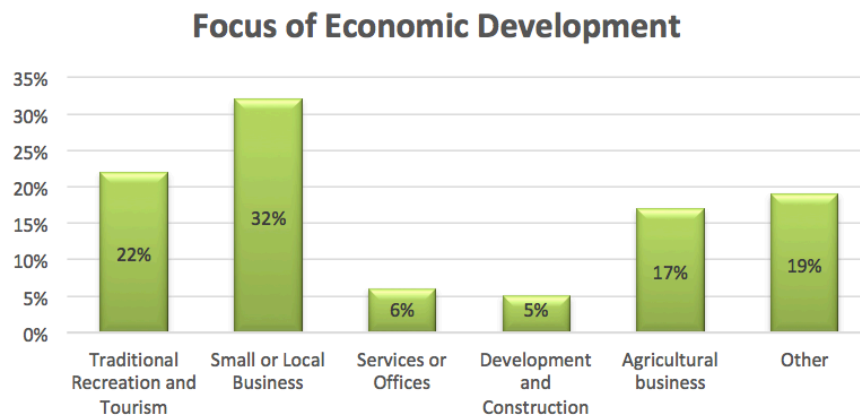
Dear Weddington, We are having our cake and eating it too. We need to share. We moved to this place for a reason 11 years ago. It was beautiful and it was country, but was easy access to the city. (I know you have heard this lament before). Do we really need another million \$ subdivision? Can residential taxes pay for the services that this type of consumer wants? Can't someone design a mixed-use center. I do know that all poor people are not criminals and they have the same hopes and desires as you do. Let's look outside the box and try to accommodate 'others' to make them 'us'.

Non-residential Development

While there are some that would enjoy small, boutique style retail or food establishments, the majority of survey participants do not want any non-residential development, aside from a park or common green space. There is a significant group of respondents that would like sit-down restaurants, especially if in renovated historic buildings. Respondents did state they wished that if commercial development occurred, it be concentrated to Providence Road around Weddington Crossings.

Question 7 – Where should economic development efforts focus?

When asked about economic development efforts, 35 percent of respondents stated that they wanted to focus on small or local businesses. This was followed by 21 percent stating they wanted to focus on traditional recreation or tourism efforts. Agricultural business rounded out the top three with 15 percent of responses. Eighteen percent (18%) of respondents selected “other,” responding that they primarily did not want to see any economic development in Weddington.



Question 8 – Would you like to see more small business, office, or retail development in Weddington?

Of the 920 answers to this question, 62 percent of responses stated no. This supports the responses above including those that did not want this type of development and those that wanted recreation and tourism efforts.

Question 9 – What style of eateries would you prefer to see in Weddington?

Almost 500 respondents (53%) stated that they wanted sit-down restaurants as the main style of eatery for the Town. Another 29 percent stated that they did not want any style of eatery in Weddington, while eight percent (8%) responded “other,” with suggestions from having enough eateries nearby to non-chain style fine dining to boutique cafes or coffee houses focused on local products. A main concern noted was that no development should happen until traffic issues have been alleviated and/or there is more transportation infrastructure to accommodate the business.

Question 10 – What type of shopping opportunities would you prefer?

When asked about shopping opportunities, respondents stated that they wanted none (38%), while 29 percent stated they wanted a neighborhood market over other types. Specialty stores were preferred by 20 percent of respondents while general merchandise stores carried four percent (4%) of the responses. Convenience stores had less than one percent (1%) of responses. Seven percent (7%) of respondents selected “other” where they shared the desire for a farmer’s market and perhaps upscale stores, but still cautioned that no development should be allowed without transportation improvements, if at all.

Question 11 – Where do you typically go for shopping and services?

Respondents generally shop as close to home as possible. Generally, 19 percent of respondents shop in Charlotte, whereas 16 percent shop in Wesley Chapel, 13 percent at Weddington Crossing, 12 percent in Matthews, 11 percent specifically at Blakeney, and 10 percent specifically at Waverly. Other shopping areas were under 10 percent each and included online, Austin Village, Ballantyne, Chestnut, Indian Trail, Monroe, Providence Promenade, South Park, Stonecrest, and Waxhaw.

Question 12 – Are there types of business you would like to see in Weddington?

Survey participants were clear that they want nothing (29%), sit down restaurants (19%), small or local businesses (8%), unique shops (7%), services or offices (4%), and competition grocery (4%). Some residents gave specific examples of what they would like, such as Trader Joes, a small coffee shop, park spaces, and a post office.

“I feel like we have it all already! Sit down restaurants are nice, and I'd like more options in this category BUT do not want to sacrifice less-funds being directed at roadway improvement!”

Question 13 – Are there types of business you would like to keep out of Weddington?

When asked what respondents want to keep out of Weddington, in terms of non-residential development, respondents stated that they did not want any development (32%), big box style establishments (18%), or fast food establishments (12%). Other types of businesses that were discouraged included ABC stores, tattoo parlors, vaping shops, auto-care shops, adult establishments, dollar style stores, industrial or manufacturing, and any type of large-scale development.

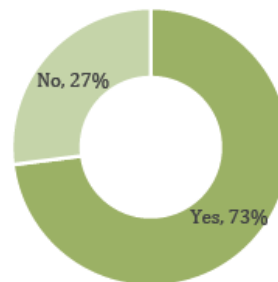
Transportation

Residents of the Town of Weddington have seen a tremendous increase in traffic over the last decade, which has highlighted issues related to development, discussed in previous sections. While the work that has been completed is satisfactory, road maintenance has not kept up with the pace of growth, creating a myriad of issues. Many residents want more attention for transportation-related concerns, as well as to increase walkability within the Town. While not every comment can be shared in this document, all the comments and suggestions have been forwarded to Town Staff.

Question 14 – Are you satisfied with road improvements?

Survey respondents appreciate the work Weddington has done to encourage NCDOT to perform roadway improvements, namely the work to re-pave roads, widen shoulders and widen NC 16 with sidewalks. Seventy-four percent (74%) of respondents stated that they were satisfied with these road improvements. For the 26 percent that chose “no, please specify,” the comments ranged from widening more roads, to fixing potholes, to confusion over how the sidewalk connects to the rest of the Town. Many who commented on the sidewalks also asked for more sidewalks in order to create a network that people could use to get from one place to another.

Satisfied with Existing Improvements



Question 15 – What are the top transportation-related issues that currently affect you?

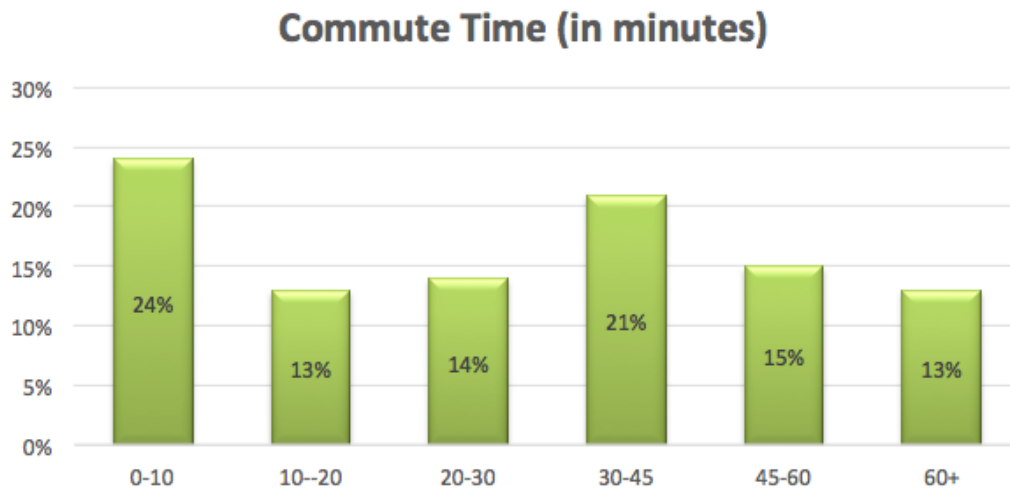
When asked what transportation issues concerned them, respondents answered with general and specific information. Generally, the largest concern was an increase in traffic and congestion (45% of total responses). Other concerns were the lack of traffic lights on country roads and overall road conditions including soft shoulders, potholes, and the need for re-pavement. Specifically, numerous responses focused on Providence Road, NC 84, Forest Lawn, Rea Road Extension, Potter Road, Weddington Road, Tilley Morris Road and Antioch Church Road. It is important to note that Providence Road and Antioch Church Road concerns were the two highest occurrences with nine and six percent (9%, 6%) of the total responses, respectively.

Question 16 – Would you prefer to have access to other modes of transportation, such as bicycle lanes, pedestrian pathways/walkways, a bus route, etc.?

Weddington survey respondents were split about if they would prefer to have access to other modes of transportation, aside from the automobile. Forty-four percent (44%) of respondents stated that they did not prefer access to other modes, while 56 percent said they would. Of those who responded yes, interest was expressed in sidewalks/pedestrian pathways that were connected and created a walkable Town, as well as bicycle lanes or widened shoulders to allow for bicyclist and motorist safety.

Question 17 – How long is your typical commute?

When asked about commute times, 24 percent of respondents stated that they lived at home and did not commute, further commenting that this was necessitated by the heavy traffic. Twenty-one percent (21%) of respondents had a commute between 30 and 45 minutes, while 20 percent had a commute between 10 and 30 minutes. There are 28 percent of respondents who drive over 45 minutes to get to work each way. This highlights the traffic issues as many respondents stated their commute from 5 years ago was much shorter.



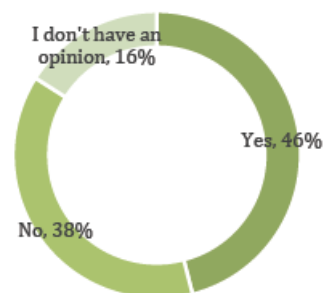
Question 18 – What roadway connections are needed in Weddington?

The majority of residents skipped this question or said that they did not know which roadway connections were needed. The intent of this question was to query residents who use the roads everyday to determine if they felt an obvious connection was missing. Of those that did respond, 36 percent mentioned the necessity of finishing the Rea Road Extension project. This was followed by 15 percent of respondents stating that they would like to see an additional exit for Interstate 485. Other various connections were mentioned, at a smaller scale, including NC 84 and Providence Road, Antioch Church Road and Providence Road, and alternative roads to Waxhaw and Wesley Chapel.

Question 19 – Is walkability important to you?

When asked if walkability was important, the majority of respondents said that walkability is important (47%), while 36 percent said it was not important. Seventeen percent (17%) had no opinion and there were 94 respondents who skipped this question.

Is Walkability Important?



Question 20 – How would you rank the need for these improvements?

Respondents were asked to rank the need for road, public transportation, bicycle facilities, and safe pedestrian pathways improvements. The majority of respondents selected road improvements as the most important (76%), with the second priority being safe pedestrian pathways (57% for this ranking). Bicycle facility importance came in third and public transportation was ranked last.

Parks, Recreation, & Open Space

The majority of residents value a Town park and/or greenways or pathways that connect developments to this park or venue. Some residents did not know what parks, recreation, or open space(s) were available outside of specific developments and were not shy about stating that they would prefer this type of development over any more residential and/or commercial, allowing for residents to gather and create the once lost sense of community that was typical of Weddington.

Question 21 – Are you satisfied with the park and recreation facilities available to you?

Respondents of the Weddington community survey were split on whether they were satisfied with the park and recreation facilities currently available, with 52 percent stating they are satisfied and 48 percent saying they are not.

Question 22 – What open space, parks, or recreation needs are not being met?

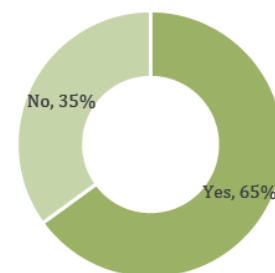
Residents were not shy to point out that they did not know if Weddington had anything to offer to address recreation, parks, or open space needs. Residents who answered this way, but offered no specifics on what they wanted were categorized as answering that none of their needs were met (16%). Thirty-seven percent (37%) stated that they wanted a park, even describing a Colonel Francis Beatty-style park, with another nine percent (9%) stating they wanted a common green area with a potential amphitheater or other layout to use for Town events and gatherings. Another 14 percent specifically suggested greenways or walking trails. Some respondents stated that they had no needs or were satisfied with what was around the area (14%). It is important to note that some participants specifically asked for a dog park (3%) or mentioned other amenities such as a golf course, lake for recreation, and/or splash pad facilities for young families (all categorized as “other” – 6%).

“There isn’t a park in Weddington. Now that the town bought the property behind town hall why not make it into a nice place to sit and have lunch/picnic, read a book in the open air or just sit and veg. Maybe even a small walking path with plant and tree identification markers.”

Question 23 – Do you feel a new park would be worth Weddington’s investment?

A majority of residents do feel a new park would be worth Town investment, with 66 percent of respondents showing their support. Thirty-four percent (34%) of respondents said a new park was not worth the investment and another 12 percent of survey participants skipped this question.

Is a New Park a Good Town Investment?



Question 24 – What public spaces would you like to see in Weddington?

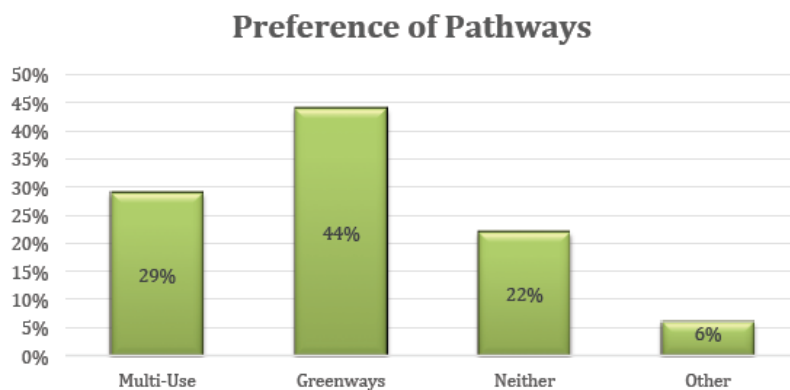
The majority of respondents reaffirmed their desire for a park (28%), while another 21 percent suggested a community center, 20 percent suggested a library, and eight percent (8%) suggested a common green area including an amphitheater.

“A unique old fashioned museum for children would be wonderful. It would be perfect in the old house which was recently purchased by the town by the back entrance of Weddington Corners. A place where no cell phones are allowed but blocks, dolls, trucks, a little garden in the back, a clothes line for the kids to hang up clothes, a room with books and little tables, a wooden kitchen with pots and pans. A place where imagination rules. An old fashioned place which really stimulates the mind. An experience they will always remember. I am sure there are lots of volunteers who would love to be part of something like that.”

Question 25 – Would you prefer a bicycle/pedestrian path connecting neighborhoods along existing roads or traditional greenway development?

Forty-five percent (45%) of respondents stated that traditional greenways were preferred with 29 percent advocating for multi-use paths. There was a group of people who did not want either option (21%) and a few respondents (5%) selected “other,” with the majority of these responses clarifying that they would prefer either or, or had no opinion.

It is important to note that some respondents seemed confused by this question. Further clarification on what constitutes a multi-use path versus a traditional greenway would be needed if this was asked of the Town residents in the future, as well as offering a “both” option to the list.



Question 26 – For either the paths or greenways determined above, where would you prioritize these connections?

The intent of this question was to specify locations where residents thought greenways, parks, or other facilities may be necessary. Less than half of survey participants responded, and many of those that did respond stated that they did not understand the question, were not sure, etc.

Specific locations that were mentioned focused mainly upon bicycle lanes and/or greenways and sidewalks. Suggestions include along NC 84 (31%) and connecting developments (12%). Connecting the schools was the third most populous answer with nine percent (9%) of the total. Other roads included Wedding-Matthews Road (7%), Hemby Road (5%), Antioch Church Road (3%), Providence Road (8%), and 12 Mile Creek Road (2%). Four percent (4%) of respondents stated that they wanted a connection to the center of Town, or they wanted to let the Town decide based upon existing projects.

Question 27 – Where do you typically go for park and/or outdoor recreation opportunities?

Survey participants mostly went to parks or greenways outside of the immediate area, utilizing Colonel Francis Beatty Park in Mecklenburg County (26%), greenways or parks in Charlotte (15%), and/or greenways and parks in Matthews (13%). Other mentions were all less than 10 percent each, but included Dogwood Park in Wesley Chapel, Cane Creek Park in Union County, Squirrel Lake Park in Matthews, and the Wesley Chapel Weddington Athletic Association fields.

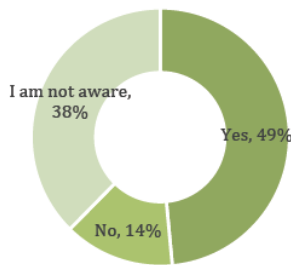
Services

Respondents were overall pleased with the services offered, stating that they were adequate and did not want to increase services. While the fire department is a controversial topic, it should be noted that residents were overall pleased with their coverage. In terms of code enforcement, there were mixed opinions about its effectiveness, with many respondents describing a situation that was not adequately handled. The majority of these cases refer to poorly maintained accessory structures, homes, or junk, which are not currently regulated by the Town of Weddington. Additionally, a significant amount of residents would like to have trash and recycling handled by the Town as opposed to individual Homeowners Associations.

Question 28 – Do you feel that the current noise, lighting, and sign ordinances are adequate?

When asked if they felt the current noise, lighting, and sign ordinances are adequate, just about half of respondents (48%) replied yes. The remaining respondents said that they were not aware of these

Are Current Ordinances Adequate?



ordinances (39%) or that they were not adequate, citing many issues with noise, signs, and lighting or the lack thereof. They also pointed out many apparent violations in terms of deteriorated accessory structures and/or junk. The responses for noise were similar, as well as signs, but in the case of street lighting, respondents were fairly split on whether there should be more lighting or less lighting. Overall, however, respondents felt that the enforcement of ordinances in place is insubstantial and needs to be more proactive.

Question 29 – How would you rate police services in Weddington?

Police services were rated as satisfying, with 24 percent of respondents being very satisfied and an additional 49 percent being satisfied. Roughly 20 percent of respondents had no opinion, with six percent (6%) stating they were dissatisfied.

Question 30 – Would you like to increase police presence in Weddington?

The majority of respondents do not want to increase police presence in Weddington (65%). Of those that do want to increase police presence, respondents wished to have more visible patrols and a larger presence at schools. It is important to note that it was mentioned that police presence will need to increase if development increases.

Question 31 – How would you rate fire protection in Weddington?

Similar to police presence, the majority of survey participants feel satisfied (42%) or very satisfied (27%) with fire protection in Weddington. Twenty-six percent (26%) of respondents had no opinion and five percent (5%) of respondents were dissatisfied or very dissatisfied.

Question 32 – Would you like to increase fire protection in Weddington?

The vast majority (80%) of respondents stated that they did not want to increase fire protection in the Town of Weddington. Of those that did want to increase fire protection, most stated it was due to the increase in development or they did not know their existing coverage. Some residents focused on the lack of a fire hydrant nearby as opposed to increasing fire coverage.

Due to the complexity of fire issues in Weddington, there were also some respondents that shared their opinion of changes in the fire department and coverage. While it is important to note these opinions, this is also a political issue and deserves special consideration for analysis.

Question 33 – Have you had a poor experience with a Town service?

It speaks well for Weddington that 89 percent of 855 respondents stated they did not have a poor experience with Town services. There was a small percent (11%) of respondents that did, however. Respondents mentioned Council-related issues, reactionary code enforcement, and a lack of services available overall. One common issue reported was the availability of Town Hall and employees, mentioning that it is hard to meet with staff due to the short hours of operation. There were no dates associated with these incidents, so deficiencies cannot be placed on any specific people, on or off Council.

Question 34 – What types of services would you like to add to the existing planning, zoning, fire, and deputy services provided by the Town of Weddington?

When asked what other services were desired, 34 percent of residents stated they wanted no more services, or might want to reduce taxes and get rid of services they already had. However, 14 percent of respondents wished for unified trash and recycling collection to handle solid waste needs for the Town. Eleven percent (11%) of respondents included planning services; while the Town already provides these services, residents feel that planning is not sufficient or done at the whim of developers. In conjunction, three percent (3%) of respondents included code enforcement as a service to add, even though the Town already has these services. The majority of these responses related to junk and property maintenance, which the Town does not currently regulate. Respondents also included additional police (8%) and fire (5%) services, stating they wanted their fire department back, while another six percent (6%) wanted parks and recreation services. Lastly, three percent (3%) of respondents shared a desire to have water and sewer availability to existing residents.

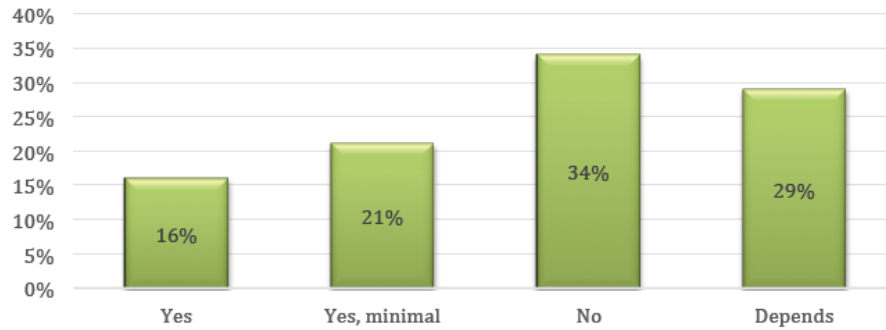
“I would like to see an ordinance that requires home owners to maintain their property. No trash, unregistered cars, etc.”

“More comprehensive ordinances prohibiting junk, inoperable, abandoned etc., vehicles, rv's, boats, trailers, tractors, and other safety hazards.”

Question 35 – Would you be willing to pay a property tax increase to support these additional Town-provided services?

Respondents were varied on whether they would be willing to pay an increase in taxes to support additional services they mentioned in Question 34. Thirty-five percent (35%) stated they were not willing to pay a tax increase, while 30 percent said it would depend on how much of an increase. An additional 37 percent said they would pay the increase, or would pay a minimal increase.

Would You Pay a Tax Increase for Services?



General Town

The last category of questions related to the Town of Weddington in general. While residents overwhelmingly felt that their property values were protected in Weddington, a significant portion of respondents felt that Weddington was a wonderful place and is now losing its charm due to overcrowding and the pace of growth. They still feel, however, that Weddington is a four or five star community and has potential to take stock of where they are and planning comprehensively for a future that maintains their rural atmosphere.

Question 36 – What other Town-sponsored events would you like to see?

Specific events in Towns are important for generating a sense of community. There were various great ideas shared by residents. Some suggestions included summer concerts (10%), Fall Festivals (9%), a 4th of July Celebration and Parade (8%), and Food Truck Fridays extending throughout the summer/fall (6%). Many residents also stated that they missed the Fall Festival and the Easter Egg Hunt from previous years. Lastly, it is important to call out that 28 percent of respondents said that they liked the amount of community events as they are and felt no more are necessary, especially without a better location.

Question 37 – Have you interacted with Weddington’s staff?

When asked whether respondents had interacted with Weddington’s staff, the majority (60%) had not. There were still 40 percent that did interact with staff and they responded about their experience in Question 38.

Question 38 – Please tell us about this experience?

Eighty-one percent (81%) of respondents stated their experience(s) with Town Staff were positive, professional, and acceptable. The other 13 percent and six percent (6%) said their experiences were okay and poor, respectively. It is important to note that many of the negative responses referred to Council or Board members, not staff, and/or they were from many years ago.

Question 39 – Would you like to be added to our contact list?

There were 367 people (45%) who elected to be added to the contact list. Their emails have been shared with the Town Administration.

Question 40 – Have you used Weddington’s website?

There were 563 respondents who have used the Town of Weddington’s website (66%).

Question 41 – How would you grade the website’s ease of use?

Out of five stars, one being poor and five being excellent, the majority of respondents graded the website at 4 stars (41%), while 40 percent gave the website three stars, and 13% rated the website at five stars.

Question 42 – How would you grade the website’s quality of information?

The majority of respondents rated the Town’s website at three stars for the quality of information available (43%), followed by a four-star rating (34%).

Question 43 – Do you feel that your property values are stable in Weddington?

Overwhelmingly, Weddington survey respondents stated that they felt their property values are stable (84%). Of the 16 percent of respondents who did not feel their property values are stable, the majority cited concerns over the fast pace of development having a detrimental effect on their home values.

Question 44 – What is your overall perception of Weddington?

Survey respondents were detailed in describing their perception of the Town of Weddington. Overall, 56 percent of respondents feel that Weddington is a good place to live. Thirteen percent (13%) stated that they felt the Town is growing too fast, while others said its losing its charm (10%). Other keywords used to answer this question were bedroom community, small-town feel, developer friendly, needs an identity, and potential. Overall, the majority of residents like what Weddington was and could maintain if the amount of growth was controlled and regulated.



Question 45 – Why did you move to Weddington?

When asked why residents moved to Weddington, the majority of respondents moved for the quality of the local schools (30%), though it should be noted that some of these respondents have since gone through a school redistricting process. Rounding out the top reasons for moving to Weddington are the rural character of the area with open spaces (20%) and the large lot minimums in the Town (16%). Other noted reasons include the overall quality of life, the area has been their home or is where their ideal house was located, low taxes, and the ability to move out of the City of Charlotte while being in close proximity.



Question 46 – How would you rate your overall quality of life in Weddington?

When asked to rate their overall quality of life in Weddington, over 80 percent of respondents gave four or five stars (84%).

Question 47 – What can we do better?

When asked what the Town of Weddington could do better in the future, the majority of respondents wanted to slow or stop development, both residential and commercial (33%). Other responses included nothing (16%), work on improving transportation (12%), and maintaining a minimum lot size of one acre (7%). Various other responses represented at one or two percent each include Code Enforcement – specifically nuisance ordinance requests, allowing businesses, being flexible and progressive, improving social media and website usage, adding bike lanes, having a dedicated post office, building community through events, and improving communication with residents. Important to note with communication, there were quite a few residents who thanked the Town for this survey, many who want the results of this survey to be distributed.

“Be more open to change and ideas. The survey is a good start. Towns and the counties around Weddington seem more progressive and open. The quietness of the Town is good but it could get left behind. Finding balance in growth is good.”

“Follow up with residents after this survey to let us know what the consensus is and exactly what the town is doing to affect change.”

“This is a great start! Thanks for communicating. Always a challenge, and I am honestly always fearful that developers with the most money will have free reign. Thanks for your thoughtful approach and soliciting our opinions.”

Question 48 – Is there any additional information you would like us to know?

There were just over 200 different responses to this question that were all unique and, therefore, difficult to summarize. These responses have been shared with Town Staff and will be used accordingly.

Respondent Profile

Survey respondents represent a variety of age ranges and subdivisions within the Town of Weddington. Many of the respondents have been Town residents for over fifteen years (39%), offering a different and unique perspective from the next highest represented group, who have lived in Weddington between one and five years (25%). The majority of the respondents work within Mecklenburg County (62%), while 20 percent work in Union County and another 18 percent work within Weddington, typically from their home. There is a solid mix of ages ranging from 18-65+ with the biggest two age ranges being 45-54 (32%) and 55-64 (26%). Respondents represent 62 subdivisions within the Town. Other respondents are from homes outside of a traditional subdivision or did not wish to declare where they lived. These criteria do show that the sample is representative of the Town's demographics. This data further explains that the respondents are families with older children, moved to Weddington before development increased substantially, and have invested in the Town.

Specific subdivisions represented include:

Aero Plantation	Rosehill
Antioch Plantation	Sanctuary at Weddington
Antioch Woods	Shannon Woods
Atherton Estates	Shagbark Lane
Avery	Shaver Farms
Bromley	Steeple Chase
The Falls at Weddington	Stratford Hall
Fox Run	Stratford on Providence
Gatewood	The Retreat
Greylyn	Valley Ranch
Greystone	Walden on Providence
Hadley Park	Waybridge
Highgate	Weddington Brook
Highview Estates	Weddington Downs
Hunting Creek	Weddington Estates
Lake Forest Preserve	Weddington Heights
Lake Providence	Weddington Heritage
Lake Providence East	Weddington Hills
Lochaven	Weddington Preserve
Mandy's Plantation	Weddington Oaks
Meadows at Weddington	Weddington Woods
Preserve at Brookhaven	Wedgewood
Providnece Acres	Wellington Place
Providence Forest	Wellington Woods
Providence Place	White Oak Colony
Providence Woods	Williamsburg
Providence Woods South	Willow Oaks

Analysis & Implications

Analysis

As part of this community survey, responses were reviewed and analyzed based upon voting district, age, tenure, and type of development. Below you will find a brief description on how different groups deviated from the overall average responses given previously.

Voting Districts

When survey responses were isolated based upon voting districts, there were no significant deviations from the overall survey response outcomes. This means that opinions and perceptions remain fairly even throughout the Town, regardless of district.

Respondent Age

In terms of age, when younger respondents, those between the ages of 18 and 54, were isolated, there was a stronger support for parks (72% as opposed to the 66% of overall respondents) and more dissatisfaction with available park and recreation amenities (56% of young respondents as opposed to 48% of overall respondents). Additionally, younger respondents also valued other modes of transportation more with 61 percent wanting access to other modes, as opposed to 56 percent of the overall population.

This analysis highlights that as the population declines in age, there will be more value placed upon greenways, parks, and sidewalks to connect the developments to Town facilities. This is common for the younger generations who value quality outdoor and gathering spaces.

Resident Tenure

Respondents were split based upon how long they have lived in the Town of Weddington to highlight any issues between new and old residents. Newer residents seem to be more open to commercial spaces in the Town with 36 percent supporting neighborhood markets, as opposed to only 29 percent of overall residents. Similarly, newer residents also support access to public transportation (66%) more than older residents (56%). Newer residents also believe a new park is well worth Weddington's investment (76%), as opposed to an overall support of 66 percent. It is important to note that the majority of newer residents are also younger residents (78%), further highlighting the differences between population groups.

Development Type

Perceptions of land use were analyzed based upon style of development – conventional versus conservation residential developments. This analysis was performed to determine if residents in conservation residential developments supported its continued use or not. There was a strong support for continued use of conservation districts among respondents who currently live in one (74%) as opposed to residents of conventional subdivisions (48%). Respondents who live in conservation residential districts also were less satisfied with park, recreation, and open spaces (36%) down from 52 percent, and 77 percent of these respondents thought a new park would be a great investment for the Town.

Implications

This survey is a testament to how many residents value the Town of Weddington. The response rate alone shows this, but the value of input and thought given by each resident represents their pride. Many respondents thanked the Town for having the foresight to survey their residents and allow them ample opportunity to share their opinions and desires. Having gone through all of the responses, there are a few main points that stand out from many of the respondents. These are summarized below.

The residents do not want to continue to grow at this pace. Many residents do not feel the conservation district accomplishes its intent, stating that a lot of the land set aside ends up in an overgrown state, does not conserve any usable land, and may be developed at a later date. If the Town wishes to continue using conservation subdivisions, it would be worth educating the public on how the conservation sections of development are preserved from future development and having a board formally approval where these open spaces are located. Additionally, the 12,000 square foot lot size may need to be revised to 20,000 or more as per respondent comments; it seems that at the 12,000 square foot lot size, the houses are too dense and lose the charm of a traditional Weddington neighborhood. Otherwise, the Town may want to consider options to slow or stop growth until a comprehensive plan update and review of zoning can be accomplished.

Survey respondents are worried that the pace of growth will significantly deteriorate the transportation and school system. These issues highlight compatibility and cohesion issues between the Town and the County; development and zoning decisions occur within the Town, but transportation and school decisions are administered by the County. Similarly, infrastructure decisions are made at the County level, based on growth. It may be advantageous to start a dialogue with the County about these expressed concerns and determine how to improve the situation in the future.

It became apparent during the survey analysis that some public education material would be helpful to residents, especially new residents, about what the Town can and cannot control and some general planning practices. There seems to be a perception that the Town can deny subdivisions because they do not want more growth; whereas, the Town cannot deny a subdivision if it meets current ordinances. Other educational outreach may include discussions on services available, how to report a code violation, and the process for code violations and remediation.

Specifically related to code enforcement is the misconception that the Town can enforce property maintenance. Currently, the Town does not have nuisance ordinances regulating outside junk, property maintenance, high grass, etc. Without these ordinances, the Town's enforcement office cannot regulate properties, even with complaints. The Town may want to consider adopting a set of nuisance regulations or discuss options with Homeowners Associations to adequately handle these requests.

Perhaps the clearest opinion to come out of this survey is that residents do not want commercial development, aside from a small boutique-style complex adjacent to the current commercial area. While the Town cannot regulate specific businesses in or out of any district, there can be some distinction within the zoning use tables to allow sit-down versus fast food restaurants.

Instead, residents would prefer an investment into park and open spaces with greenways and sidewalks to improve connectivity. This opinion came across strong in the majority of the survey sections, becoming a top priority for Weddington's future. Sidewalks were mentioned throughout transportation related questions, but greenways and trails, and a community green space and/or park were highlighted

in several sections. There are also a handful of dedicated respondents who feel its their mission to ensure a farmer's market comes to Town.

Overall, residents are happy with their Town, but are worried about the future. New residents want more, albeit sparse, options for gathering and shopping. Older residents want to have larger lots, with two-three acre minimums, that maintain a rural atmosphere. Marrying these two opinions, along with ensuring continued growth does not inundate the Town, is the complex problem that now faces Weddington. There are numerous options to accommodate these requests, but this will take a transparent process that includes significant community participation to create a happy medium.

TOWN OF WEDDINGTON

MEMORANDUM

TO: Chairman and Planning Board

FROM: Lisa Thompson, Town Administrator/Planner

DATE: June 25, 2018

SUBJECT: Conservation Subdivision Design Review

In 2001 the Town held meetings with Mr. Randall Arendt who assisted the Town in creating the ordinances for the conservation district. Mr. Arendt is a nationally recognized planner/landscape designer and author of *Conservation Design for Subdivisions* and *Rural by Design*. After hearing Planning Board concerns on lot size requirements within recently approved conservation subdivisions and Town Council concerns over lot width and viewshed, a scope of work (attachment 1) was approved to have Mr. Arendt back to revisit the ordinance and conduct some case studies on approved conservation subdivisions.

Since the contract was approved the town received survey responses (attachment 2) specifically regarding conservation subdivisions. When shown a picture and asked the following question;



Conservation residential districts have a standard minimum lot size of 40,000 square feet (roughly one acre), unless they conserve 50% of property space, dropping the minimum lot size to 12,000 square foot (roughly 1/3 acre) - please see the above image. Do you support the use of conservation residential districts?



54% of the respondents said yes. However; when asked what you don't like about conservation subdivisions; and concerns with subdivisions – the comments and misconceptions were alarming. Staff reviewed the written comments and detailed them below:

- Lots are too small
- Houses are too close together
- Less curb appeal
- Weddington was first designed to be one lot per acre
- It's not unique and doesn't set Weddington apart from other town's
- In the future they'll develop the conservation areas
- Smaller lots = cheaper homes
- Smaller lots = smaller homes
- Smaller lots = lower property values
- Smaller lots = more density
- Overall appearance
- The open space left natural isn't attractive
- Common areas aren't being maintained

- HOA's having too much control
- Developers only save unusable areas that can't be developed anyways
- The open space is not available to the community

Mr. Arendt has drafted a memo with recommendations regarding conservation subdivision regulations (attachment 3).

Staff is looking for initial feedback to some of the recommendations.

In addition, On July 10th, Town appointed and elected officials will visit some of the recent RCD subdivisions under construction. That evening, Mr. Arendt will address some of the issues in a presentation to the Planning Board and Council.

Staff is also seeking feedback on what Planning Board likes from some of the older RCD subdivisions (attachment 4) and which new subdivisions they'd like to visit.

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rgarendt@comcast.net
www.greenerprospects.com
"Designing with Nature for People"

Proposal

To: Lisa Thompson
Town Administrator / Planner
Weddington, NC

From: Randall Arendt

Date: April 27, 2018

Subject: Review and Recommendations Regarding Conservation Subdivision Regulations

Thank you for asking me to submit a proposal to review the town's zoning and subdivision regulations regarding conservation subdivisions and to prepare a technical memo containing written recommendations regarding potential changes to resolve issues identified by town officials, based on their experience with developers and on-the-ground results.

I will also review existing regulations and prepare written recommendations for potential wording improvements based on experience I have gained since providing model regulatory language to the town (via Centralina COG) about 15 years ago.

In addition to re-reading the regulations and discussing issues with town officials, another part of my review process would be to examine older and more recent conservation subdivisions through aerial photography (Google Earth), followed by site visits to selected developments to see, photograph, and evaluate them three-dimensionally. These site visits or tours could be held during the afternoon of my day of arrival, say from 2-5 pm. If desired, they could include town staff and interested planning board members (which I recommend, as it is usually a good idea for them to visit approved developments after they have been built, in order to critically examine them.) Through such a visit or series of visits, one can better appreciate what has worked well and what could have worked better, had they been designed differently, leading to recommendations for regulatory refinements.

After touring selected developments, I could, say from 7-9 pm, conduct a public presentation illustrating some of the more notable and successful conservation subdivisions in the country, so that staff, officials, developers, and the general public can see a broad range of results and better appreciate what is potentially achievable locally.

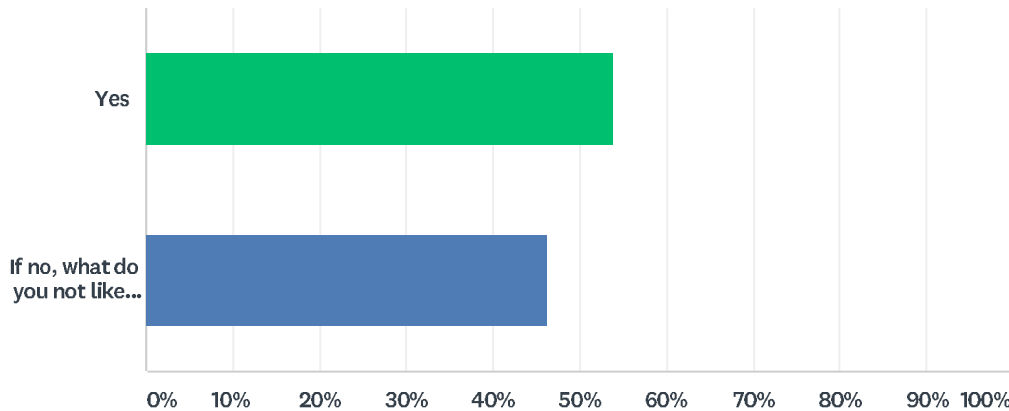
During the following morning I could lead a technical discussion with staff and planning board members focusing on my specific findings and recommendations regarding ordinance language.

After returning to my office I would update my original technical memo to incorporate ideas and knowledge that I gained during the site visits, meetings, and discussions. It would also contain recommended wording refinements to the existing regulations. I would anticipate arriving in Weddington around noon on the first day and departing at the end of the following workday, to catch an 8 pm flight.

For the above services, the fee would be \$4,750.00, plus travel expenses.

Q5 Conservation residential districts have a standard minimum lot size of 40,000 square feet (roughly one acre), unless they conserve 50% of property space, dropping the minimum lot size to 12,000 square foot (roughly 1/3 acre) - please see the above image. Do you support the use of conservation residential districts?

Answered: 965 Skipped: 29



ANSWER CHOICES	RESPONSES
Yes	53.78% 519
If no, what do you not like about this option?	46.22% 446
TOTAL	965

#	IF NO, WHAT DO YOU NOT LIKE ABOUT THIS OPTION?	DATE
1	I prefer larger lots	5/21/2018 8:35 AM
2	Stop all expansion and construction.	5/20/2018 10:13 PM
3	overall lots too small and more houses per district which overwhelms schools	5/20/2018 10:12 PM
4	It does not promote the quality of life of the larger lot subdivision	5/20/2018 1:01 PM
5	You allow the actual housing lots to be too small.	5/20/2018 12:33 PM
6	Misleading question. Should be do you support a strict definition of a Conservation Subdivision which mandates a lot size of 40000 sqft. The "unless" is a loophole to deviate from the definition and misleads the intent of the question.	5/20/2018 9:04 AM
7	I support planned mixe usage, but I like some conservation use.	5/20/2018 8:33 AM
8	Smaller lot size. Prefer min of 1 acre	5/20/2018 7:15 AM
9	Want Weddington to stay as a large lot Suburb. Set apart from so maby other towns	5/18/2018 11:32 PM
10	Lots need to be at least one acre or larger for each home.	5/18/2018 9:44 PM
11	It's brings in the same amount of people.	5/18/2018 4:15 PM
12	Less curb appeal	5/18/2018 2:16 PM
13	At a future date, they might try to add more homes.	5/18/2018 2:11 PM
14	For the geographic footprint of the town, 1) the infrastructure for utilities, roads, and schools et al are not equipped to handle the additional population influx; 2) the small real property lot sizes lowers the overall land values for residential property owners.	5/18/2018 2:01 PM

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15	i like the look of acre lots for residential, plus the 50% conserved you don't know what this land will look like	5/18/2018 12:43 PM
16	makes building cheaper and more likely to put in cheaper homes	5/18/2018 11:22 AM
17	there shouldn't be a 1/3 acre option	5/18/2018 9:42 AM
18	Property values would not keep up with the conventional values	5/18/2018 9:25 AM
19	It looks stupid	5/18/2018 5:45 AM
20	Houses too close	5/18/2018 12:18 AM
21	Back to way we had it AT least 1 acre or more per house.	5/17/2018 10:17 PM
22	I want to have a least one acre of land which puts more space between my home and my neighbor's home. I would not want to go out into some community common ground area to realize lawn space and shared lawn space at that. No Thanks.	5/17/2018 9:24 PM
23	Changes character and appearance of neighborhoods	5/17/2018 9:09 PM
24	Larger lots fit the mold of the weddington community	5/17/2018 9:05 PM
25	In theory in means lovely green space, in practice in could mean unmaintained "natural" space that isn't able to be utilized by residents. I also suspect that those homes sell at a lower point of entry, and while I have no issue with lower cost housing, I do have issue with more children in our schools if the town/city/county isn't going to have a dialogue with the boe about how to handle this growth. My thought is that higher priced housing is less likely to be "family" housing and therefor will have less population impact on our schools. I'm tired of redistricting anxiety every four years.	5/17/2018 8:40 PM
26	All lot sizes should be 40,000 sq ft. Min.	5/17/2018 8:37 PM
27	Only 1/3 acre	5/17/2018 8:26 PM
28	All growth should be stopped until proper transportation corridors are put in place.	5/17/2018 8:15 PM
29	It will destroy the value and character of the town long term - we will just start looking like another overbuilt Charlotte neighbor- I lived in Matthews for 14 years I watched the builders game this type of zoning time and again in mecklenburg county to their financial benefit and the detriment of the areas character.	5/17/2018 8:06 PM
30	All lots need to be an acre for builders and individuals	5/17/2018 7:44 PM
31	no guarantee that it would remain that way, plus houses would be smaller which drives down prices	5/17/2018 6:12 PM
32	I don't like condensed housing. The charm of Weddington are the horse farms and open spaces. I don't want to live in Mecklenburg Co. THE only way I would agree to a conservation residential district would be for a 55+ community.	5/17/2018 6:10 PM
33	Neighbors jammed tightly. No control on use of conserved land.	5/17/2018 5:14 PM
34	I like for residences to have more space between them	5/17/2018 5:09 PM
35	Houses are too close to each other	5/17/2018 4:48 PM
36	I think the large lot size appears cleaner	5/17/2018 4:37 PM
37	Density I prefer 1acre lots	5/17/2018 2:45 PM
38	Hoa have too much control over the "open space" created of property is owned it can be used more effectively.	5/17/2018 2:15 PM
39	We don't need to be packed like sardines!	5/17/2018 1:49 PM
40	What we love about Weddington is that the houses aren't on top of each other. Conservation districts puts the homes too close together. Also, what's to stop future people from developing the conservation land.	5/17/2018 1:22 PM
41	We keep putting too many in.	5/17/2018 1:17 PM
42	Keep as much farm land as possible	5/17/2018 1:04 PM
43	Detracts from present feel of town	5/17/2018 12:49 PM
44	Homes are clustered, less privacy.	5/17/2018 12:12 PM

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45	Depends on design	5/17/2018 12:01 PM
46	people do NOT need to be that close to eachother if they want that there is always Charlotte	5/17/2018 10:38 AM
47	Not if it means cramming more houses into a development	5/17/2018 10:11 AM
48	People need a place to develop their own interests. If you want to live in a metropolis then don't move to the country. What will America do when when there are so many houses and businesses there is no place to grow food? Every one of us is succceptible to hardships occassionally and we should reserve the right to grow food for ourselves.	5/17/2018 9:27 AM
49	open land is not kept up if you have a house fire several homes will get damaged	5/16/2018 11:34 PM
50	Once the zoning is changed, it is subject to change again given the rate of growth of the region. You need to get w/ the state & DOT & get the roads amended & suitable for growth before you worry about zoning changes,etc...	5/16/2018 9:05 PM
51	Over crowding	5/16/2018 4:17 PM
52	lots no smaller than half acre in conservation districts	5/16/2018 11:48 AM
53	I feel weedinting too built out as it is now	5/16/2018 9:28 AM
54	I've always liked the larger lots per household	5/16/2018 8:24 AM
55	Lack off privacy for home owner. Congestion.	5/16/2018 7:36 AM
56	The homes cost less and the conserved land can be rezoned later to build more homes.	5/15/2018 8:58 PM
57	They group so many of the houses near the road. I wouldn't mind so much if the greenspace was more of a buffer	5/15/2018 4:59 PM
58	Smaller lot equals smaller house.	5/15/2018 3:41 PM
59	this proposal does not produce equal density.	5/15/2018 1:24 PM
60	not sure the open land will be conserved and I like big lots	5/15/2018 12:24 PM
61	Lot sizes too small	5/15/2018 12:03 PM
62	future growth finds a way	5/15/2018 11:35 AM
63	Weddington has allowed development like Harlows Crossing that is poor trend with conserved area to rear and very poor optics from road. Weddington has lost the original vision for what made this area unique.	5/15/2018 9:32 AM
64	Don't like large houses close together	5/14/2018 9:55 PM
65	If lot is close to an acre	5/14/2018 8:33 PM
66	No preference, there is too much development in general.	5/14/2018 7:52 PM
67	Gives people privacy	5/14/2018 7:44 PM
68	Houses too close	5/14/2018 5:03 PM
69	less development	5/14/2018 5:00 PM
70	Only support if it is a 12000sf lot and there is 50% reserved in parkland and green space	5/14/2018 4:32 PM
71	It appears more houses can be built in a Conservation Residential sistrict, therefore adding mor traffic	5/14/2018 4:18 PM
72	Lots too small - homes smaller and lower value	5/14/2018 3:48 PM
73	Too many people and the roads can not handle the amount of people and traffic. It is a total mess at all hours through the day and evening	5/14/2018 3:45 PM
74	I like this but it drives up the value of the home and makes 55+ communities almost impossible	5/14/2018 3:41 PM
75	I prefer only big lots - over 1 acre with only 1 house	5/14/2018 3:09 PM
76	Small lots	5/14/2018 2:03 PM
77	Although is a good idea on the surface, should the conservation area be allowed other uses in the future it defeats the purpose.	5/14/2018 12:24 PM
78	I prefer larger lot sizes. Larger than 1 acre is preferable.	5/14/2018 12:01 PM

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79	The large lots in Weddington differentiates it from most other areas in the Charlotte area.	5/14/2018 11:02 AM
80	Restricts the ability to build reasonably priced homes. Not talking about starter homes or cookie cutter production. Again, very strong need for our seniors to downsize to an affordable (\$300k+) home in the area they currently live. I'm one of those people.	5/14/2018 7:31 AM
81	They only save the junk land which would not be used anyway	5/14/2018 7:04 AM
82	Still have concerns about potential impact for home sales comps	5/14/2018 6:32 AM
83	only residents can use the greenspace.	5/13/2018 9:40 PM
84	I prefer larger space between myself and my neighbor	5/13/2018 9:18 PM
85	Too many homes close together	5/13/2018 8:25 PM
86	only one acre lots or larger	5/13/2018 8:16 PM
87	Lot size is too small	5/13/2018 7:36 PM
88	Houses are too close together	5/13/2018 5:57 PM
89	Leaves the "conserved" space available for future town governments / developers to change the rules and build more houses in what was once open space.	5/13/2018 2:47 PM
90	Houses are crowded	5/12/2018 5:20 PM
91	I left charlotte to get away from this (dense homes)	5/12/2018 4:07 PM
92	It looks like lower value properties	5/12/2018 12:25 PM
93	The space being conservrd would not be able to be built on anyway. Flood plane, utility easements	5/12/2018 11:30 AM
94	leaves a loop hole for the one acre and allows development on land that may not have been able to be developed because of drainage by using the open land as excuse to build more homes	5/12/2018 10:32 AM
95	Make the land available for people of all incomes.	5/12/2018 10:25 AM
96	This is a way for the developer/builder to save money and yes, it conserves "green space" but it is not the same as building a conventional subdivision. The homes in this style development are packed onto one another with much less privacy and space for the family. Myself and many of my friends that live in Weddington view this as a way to "circumvent" the conventional building method/code that Weddington was once known for and the reason why many of us moved here years ago.	5/12/2018 9:59 AM
97	Plow everything under	5/11/2018 6:32 PM
98	Not without additional setbacks versus existing neighborhoods on back and sides. Should be minimum 100 feet of no disturbing it	5/11/2018 3:59 PM
99	Drives up the cost of housing	5/11/2018 1:19 PM
100	We need to keep original R40 restrictions	5/11/2018 10:34 AM
101	family privacy and limits outdoor activity on home property	5/11/2018 10:29 AM
102	House congestion	5/10/2018 10:12 PM
103	the provision to drop the lot size below 1 acre	5/10/2018 9:49 PM
104	Homes too close	5/10/2018 8:34 PM
105	Homes are literally on top of one another - tend to favor lower price homes while larger lots tend to favor higher price homes	5/10/2018 8:07 PM
106	As a homeowner I'd prefer to have the extra land on my property as opposed to around me. If the land can not be used it is wasteful.	5/10/2018 5:56 PM
107	Stop developing	5/10/2018 4:06 PM
108	need 40,000 sq. ft. Keep area nice!!!	5/10/2018 12:46 PM
109	All the houses are right on top of each other like every other surrounding area	5/10/2018 12:14 PM
110	allow the market place to decide.	5/10/2018 11:18 AM
111	The possibility that in the future the 50% rule might be changed, and they are too close together.	5/10/2018 10:53 AM

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112	Do not support smaller lot size	5/9/2018 7:39 PM
113	Feel like builders skirt the true meaning of the neighborhood and bunch larger groups of homes together. Smaller homes are most typical in this neighborhood. Most folks come to welcome to get individual privacy and space, that is one of the wonderful parts of Weddington. If folks want the smaller lots, there are plenty of places around the area where they can get that.	5/9/2018 6:21 PM
114	the reduced lot size; keep it at 1 acre with conservation	5/9/2018 2:45 PM
115	Prefer larger lots	5/9/2018 2:15 PM
116	Traffic congestion and public safety. Ex. Stonegate in Waxhaw: all those properties and only 1 exit. Also, conservation subdivisions have a "congested feel" vs. the more "open feel" of conventional spacing that Weddington is known and valued for.	5/9/2018 11:58 AM
117	There are too many houses, and lot sizes are too small.	5/9/2018 11:06 AM
118	This is not to development that made Weddington a special pace to live. This has the potential to be abused by developers and disadvantage existing home owners	5/9/2018 10:55 AM
119	small lot sizes, clustered buildings	5/9/2018 9:52 AM
120	Option always available to build on conserved space in the future	5/9/2018 8:47 AM
121	allows developers to use land that could never be developed used for green space, thus still getting more homes per acre.	5/9/2018 8:25 AM
122	small houses with little privacy	5/8/2018 9:37 PM
123	Too small	5/8/2018 8:34 PM
124	No privacy for owners of the homes	5/8/2018 7:27 PM
125	Waste of land	5/8/2018 7:27 PM
126	Over crowding schools	5/8/2018 6:59 PM
127	The houses would be too close together. We should stay 1 acre per home or more. It is why we moved out this way and what makes Weddington unique.	5/8/2018 5:13 PM
128	Homes are to close together. Common areas are not being maintained.	5/8/2018 1:46 PM
129	The lot size is too small. While preferable to a traditional subdivision, a larger minimum would be a better solution.	5/8/2018 12:05 PM
130	Lots end up being too small; houses right on top of each other. Looks like Stallings development.	5/8/2018 12:02 PM
131	All homes should have a minimum of one acre, no matter what.	5/8/2018 11:59 AM
132	Having houses too close together is just like every other town. Weddington is know for the larger lots and not having houses on top of each other. Keep it that way	5/8/2018 9:46 AM
133	not enough buffer between houses	5/8/2018 9:41 AM
134	Concerns that they will just develop the open space later anyway.	5/8/2018 8:34 AM
135	Keep lot acreage to 1 acre ... 1/3 too small	5/8/2018 8:24 AM
136	"Conserved" area is not really half of the acreage, and is never just left natural.	5/8/2018 7:17 AM
137	Size of lots are too small, houses bunched up on top of each other.	5/7/2018 11:11 PM
138	no new construction	5/7/2018 7:47 PM
139	Homes are too small and clustered tightly together	5/7/2018 6:50 PM
140	1/3 acre properties do not hold their market value in the longer term as compared to 1 acre properties.	5/7/2018 5:58 PM
141	dislike lots smaller than 1 acre	5/7/2018 5:36 PM
142	structure size	5/7/2018 5:31 PM
143	It really isn't green space, just what you have been sold by developers.	5/7/2018 5:12 PM
144	Later it will be rezoned for higher densely	5/7/2018 4:43 PM
145	Concern the lot size requirement will change and many houses will be squeezed in.	5/7/2018 4:30 PM

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146	maintain minimum one acre + lot size	5/7/2018 4:09 PM
147	It changes the rules that were in place when the property was purchased. Why make a change just because a developer can't make as much money as he'd like to?	5/7/2018 4:02 PM
148	Builds too much density against existing neighborhoods. See Antioch Woods as example. Back yards of new homes are righth up against the older homes. IF you continue to allow these double the set back requirements	5/7/2018 3:43 PM
149	too many houses, not enough space	5/7/2018 3:35 PM
150	I wish there was a 3rd option. Personally I would rather own the property (min 1 acre). As a current resident (who grew up here) I just don't want to see a field for of houses close together.	5/7/2018 3:18 PM
151	The reasons people originally moved to this area was for having land and not being over populated.	5/7/2018 3:08 PM
152	Skinny long lots right beside one another is not what the town of Weddington is supposed to be	5/7/2018 2:43 PM
153	cramming houses together on smaller lots	5/7/2018 2:09 PM
154	minimum lot size too small	5/7/2018 2:08 PM
155	One acre lots should be mandatory, roads DO NOT support conservation subdivisions	5/7/2018 1:28 PM
156	Houses are too close together, looks low end cheap	5/7/2018 12:59 PM
157	would prefer larger minimum lot size (at least 20,000 sq ft) for any property space conservation plan	5/7/2018 12:52 PM
158	The Conservation districts are not being used	5/7/2018 12:45 PM
159	too much land waste	5/7/2018 11:20 AM
160	1/3 of acre, math doesn't seem to work! 1/2 acre?	5/7/2018 10:40 AM
161	Resident lot size too small because of combination conservation space area added to compensate.	5/7/2018 9:47 AM
162	Prefer full acre lots	5/7/2018 9:24 AM
163	because they will find someone to develop the open spaces later	5/7/2018 9:23 AM
164	this is just a weasel way of letting developers blur the lines. Like making areas where there are high voltage power lines part of the "conservation area"	5/7/2018 9:02 AM
165	Keeps home values lower and leaves just blank, I developed green space rather than using the green space as trails or fields open to the community.	5/7/2018 7:09 AM
166	The # of homes is the problem not the amount of open space	5/7/2018 6:22 AM
167	It will still appear to be higher desity	5/6/2018 11:12 PM
168	houses closer together, less land for each owner	5/6/2018 10:10 PM
169	Lots to build upon must be an acre in size	5/6/2018 10:07 PM
170	The math would support more homes in the same space.	5/6/2018 9:43 PM
171	I feel that it cheapens the entire look of Weddington. But I also know that some people prefer that type of neighborhood. Having a choice is probably good but I prefer large lots. However an age restricted choice would naturally be a tight housing situation and I would be ok with that. I know a lot of older people in Weddington who have live here their entire life and want to stay but downsize. There is no where for them to go at the moment.	5/6/2018 8:57 PM
172	Keep with tradition and keep property values high	5/6/2018 8:37 PM
173	individual lots are too small	5/6/2018 8:34 PM
174	housing density / small lots size	5/6/2018 7:25 PM
175	a mix between the two would be good	5/6/2018 6:52 PM
176	living to close to your neighbor	5/6/2018 6:45 PM
177	Keep the minimum requirement of 1 acre.	5/6/2018 4:16 PM

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178	like minimum lot size of 1 acre per house	5/6/2018 4:12 PM
179	Small lots	5/6/2018 3:29 PM
180	too much crowding in lot size, it takes away the unique look of Weddington	5/6/2018 2:19 PM
181	I like larger lot size and full use of land by land owner	5/6/2018 2:09 PM
182	Houses are much too close	5/6/2018 1:44 PM
183	lot sizes to small increasing population and not accommdating traffic. Utilities!	5/6/2018 1:42 PM
184	Too much density . will stress an already weak infrastructure	5/6/2018 1:20 PM
185	One house one acre period	5/6/2018 1:12 PM
186	stop with the building!!!!	5/6/2018 12:51 PM
187	house density appearances	5/6/2018 11:48 AM
188	lots too small, promotes higher density	5/6/2018 11:42 AM
189	The homes as too close and will end up being transitional housing and not ones that you would keep in your family in a trust that you would move from generation to generation, Parents to children to grandchildren	5/6/2018 11:38 AM
190	The developer stacks house on to of one another with long deep lots to reduce street cost. Looks awful!! Just look at new development on potters road just past waxhaw-indian trail rd.	5/6/2018 9:35 AM
191	Think each lot per Home should be at least 1 acre. No exceptions. Look at the existing conservation subdivisions, looks like homes are on top of each other regardless of what a developer tries to "sell"	5/6/2018 7:53 AM
192	houses too close together	5/6/2018 12:52 AM
193	like one acre lots or more	5/6/2018 12:44 AM
194	Prefer larger lot sizes	5/5/2018 10:18 PM
195	We moved to Weddington for its tradition of having large acre lots in lieu of dense development. It is VERY worrisome that this survey seems to have been devised to use works like "green" and "conservation" so that people are more likely to choose those options.	5/5/2018 9:04 PM
196	To many homes, which we do not need more of	5/5/2018 8:56 PM
197	denser housing also means more roads needed	5/5/2018 8:50 PM
198	I prefer all lots be 1 acre minimum	5/5/2018 7:38 PM
199	You'd likely get awful land so that prime land would be premium	5/5/2018 6:55 PM
200	I thought the rule was that each subdivision had to put back enough conservation space to average 1 acre per home	5/5/2018 6:13 PM
201	The space that is usually left is unusable anyway (river beds, marshy areas, hills, etc.), leading to great population densities in the town and many more houses. Neighborhoods with larger lots are more beautiful and enjoyable. Public spaces often become hidden and unusable except for unsavory purposes.	5/5/2018 6:03 PM
202	Will drop home prices	5/5/2018 5:12 PM
203	I would prefer the one acre concept the way it used to be.	5/5/2018 5:07 PM
204	the entire town will look too "urban" with clustered developments	5/5/2018 5:02 PM
205	Lots too small.	5/5/2018 4:53 PM
206	We live in one (LFP) and we only support the above if an amount of existing trees between lots are kept. Not just select areas of trees. Takes away from the beauty of the environment here.	5/5/2018 4:36 PM
207	Maintain 1 acre lots.	5/5/2018 4:12 PM
208	change of rules leading to further future development in the set aside space	5/5/2018 3:35 PM
209	Roads are not keeping up with the building. Too congested.	5/5/2018 3:30 PM

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210	Phones are too close together and it goes against the way Weddington Has been building famili has been building for many years now	5/5/2018 3:15 PM
211	Too many houses. The original Weddington feel was larger lots per home. The conservation plan is cluttering up the town	5/5/2018 3:08 PM
212	Houses close together	5/4/2018 1:07 PM
213	i prefer homes on large lots	5/4/2018 10:57 AM
214	It jsut plays games with the space. The open space is not available to the community.	5/4/2018 9:20 AM
215	I think a balance of lot size and conservation land needs to happen. I would ask for the same 1 acre provisions or a minimum of .5 acres.	5/4/2018 8:58 AM
216	Zoning laws can change, now open space is sold and developed. 12,000sf is too small.	5/3/2018 12:21 AM
217	this option doesn't allow for character of a subdivision. It becomes very manufactured and cookie-cutter looking. The conventional allows for a more natural look to the overall subdivision and gives more character to the whole.	5/2/2018 5:18 PM
218	Strongly oppose. It will allow higher density and it reduces value of lot which ultimately reduces overall property values. Conservation easements benefit the developer and the property owners of that subdivision but few others.	5/2/2018 4:36 PM
219	I wouldn't want to live on top of everyone...having land on my property would be a must	5/2/2018 1:06 PM
220	houses looking into each other's backyards and windows. we moved here to look at trees and green space. not the sides of houses.	5/1/2018 9:43 AM
221	This does not support the reason I chose to live in weddington	4/30/2018 10:40 PM
222	crowding of homes	4/30/2018 10:19 PM
223	There is an incentive for a developer to buy large track of land that have a component of undevelopable land land (I.e wet land, creek, etc) and claim at as conservation land. Under a conventional subdivision Most of that land would be still undeveloped while maintaining large lots for residential development	4/29/2018 10:47 PM
224	Not enough privacy and space between houses	4/29/2018 9:07 PM
225	There is already way to many houses and no road structure to support it	4/28/2018 7:16 PM
226	Small lots require sewer lines	4/28/2018 11:46 AM
227	conventional is more aesthetically pleasing	4/26/2018 3:44 PM
228	I chose this community based on the fact that Weddington had 1 acre lot restrictions. This makes us unique not just like everyone else.	4/25/2018 8:01 AM
229	The appeal of many developments is feeling of space and not crowded homes bunched together. Conservation space should be reserve/park type areas for the people of Weddington; not just within a development with crowded housing	4/24/2018 11:13 PM
230	Afraid they would develop the empty space eventual	4/24/2018 10:07 PM
231	Potential changes in regulation later year, also depreciates the value of existing hold owners	4/24/2018 8:47 PM
232	Houses are too close together. Prefer larger lots	4/24/2018 7:53 PM
233	Lots too small	4/24/2018 7:46 PM
234	Decreasing home prices	4/24/2018 6:43 PM
235	Lots too small and housing too close. Does not fit our expectations for the town of Weddington	4/24/2018 4:40 PM
236	Conversation districts typically get been rezoned...then twice the number of houses are added.	4/24/2018 1:08 PM
237	eliminate hoa just build homes	4/24/2018 12:23 PM
238	I think the homesites should be one acre	4/24/2018 10:56 AM
239	But difficult to maintain and use effectively.	4/23/2018 4:54 PM
240	tiny houses on tiny lots, with potential huge traffic jams	4/23/2018 4:07 PM
241	Need larger lot size	4/22/2018 12:24 PM

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242	Cluster homes	4/22/2018 11:06 AM
243	You're changing everything we moved here to enjoy	4/22/2018 9:25 AM
244	I feel that it is just a way for the developers to build more homes on land that isn't "buildable" creating higher density	4/21/2018 11:28 AM
245	I prefer conventional	4/21/2018 8:39 AM
246	Houses are too close and often the green space is land that is unusable and therefore provides no benefit.	4/20/2018 8:48 PM
247	It is too high density	4/20/2018 5:50 PM
248	to small and cookie cutter	4/20/2018 3:33 PM
249	Some day the "extra" land may be filled in with houses...then we will be too dense population wise	4/20/2018 1:45 PM
250	Do not like the density	4/20/2018 1:43 PM
251	Houses too close together	4/20/2018 1:34 PM
252	I would prefer houses be spaced apart and not on top of each other families should have yards and some privacy from their neighbors.	4/20/2018 1:25 PM
253	Don't like the crowded feeling of homes on small lots, and no guarantee green spaces will be preserved	4/20/2018 10:36 AM
254	because the government always screws up when it implements central planning.	4/19/2018 10:13 PM
255	It's a workaround for builders to build high density and it's a scam.	4/19/2018 3:07 PM
256	High concentration of non-permeable surfaces	4/18/2018 10:02 PM
257	Less privacy	4/18/2018 9:48 AM
258	Houses too close	4/18/2018 9:32 AM
259	There are enough Truman show type neighborhoods. The larger lots set Weddington apart.	4/18/2018 8:06 AM
260	each lot should still be one acre	4/18/2018 7:47 AM
261	It is merely a way to supercede R-40 zoning-Weddington's hallmark.	4/17/2018 9:02 PM
262	No growth. Waste of land	4/17/2018 8:23 PM
263	I see no advantages over 1-acre zoning.	4/17/2018 6:55 PM
264	Houses are too close together	4/17/2018 2:02 PM
265	housing is too close to one another. problems with parking, yard maintenance due to concentrate high foot traffic etc. just as well have townhouses or apartments since the close construction resembles that type of development. not something we need. totally destroys the unique character of Weddington.	4/17/2018 10:45 AM
266	The resulting "row houses" on tiny lots absolutely kill the charm of the area. I could never live in one myself. I MUST have my own acre, fence for the digs, space between neighbors, etc.	4/17/2018 10:43 AM
267	looks like the homes are on top of each other and the green space look is not achieved	4/16/2018 12:59 PM
268	Homes are too close together	4/16/2018 12:55 PM
269	Isn't as natural.	4/16/2018 9:16 AM
270	What sets aside Weddington from Marvin (the town we moved from) is the way in which Weddington preserves the 1-acre lot for each home. Each home is not on top of each other and there is plenty of space for each homeowner to have personal space, instead of one on top of another and in each other's business.	4/15/2018 8:47 PM
271	Natural wetlands that could not be developed anyway are be considered as preserved land. I think only buildable land should be able to be counted for conservation	4/15/2018 7:01 PM
272	the esthetics are not pleasing and more trees and property space tend to be lost	4/15/2018 4:58 PM
273	Takes away from present landscape.	4/15/2018 8:59 AM
274	Personal preference	4/13/2018 9:52 PM

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275	House are too close to one another and have a cramped feel.	4/13/2018 7:57 PM
276	would like to build another house next to mine for my daughter	4/13/2018 4:44 PM
277	The idea is nice, but the execution has been lackluster. Even the image above indicates a neighborhood with few trees surrounding the houses, but pushed to the edges. It makes for ugly suburbia in either scenario.	4/13/2018 12:29 PM
278	Noise issues in living spaces. We moved to this area to not be on top of our neighbors	4/13/2018 11:19 AM
279	not the best use of the land	4/13/2018 7:56 AM
280	Clear cutting!	4/13/2018 5:43 AM
281	Its not in keeping with the large lot, lots of space between homes that Weddington is known for.	4/12/2018 8:10 PM
282	ReSee Randall Arendt in his new second addition update as the person that introduced conservation subdivisions he is now pointing out their shortcomings in favor of hamlets and villages. http://www.greenerprospects.com/rbd_d.html	4/12/2018 12:29 PM
283	I think this Conservation districts are good for single family home subdivisions, but I feel like we should allow some higher density development for either mixed use retail/residential communities or age restricted developments. I think these type of developments would be a good balance for our community. Without them we'll just have nothing but subdivisions and residents will be force to go elsewhere for shopping and dining options.	4/12/2018 10:31 AM
284	12000 Sq foot lots.	4/12/2018 7:59 AM
285	Recommended maintenance of minimum 1 acre/dwelling...prevention of resident over crowding, etc.	4/11/2018 10:00 PM
286	This question needs more clarification...	4/11/2018 8:53 PM
287	overcrowding	4/11/2018 5:12 PM
288	Houses to close together	4/11/2018 3:47 PM
289	Seems like too much too fast in past 5 years of housing.	4/11/2018 3:26 PM
290	the houses dont give much privacy to the homeowner	4/11/2018 9:10 AM
291	What stops the future development in reserved areas?	4/11/2018 8:04 AM
292	Houses are too close together.	4/11/2018 7:51 AM
293	Houses are too close together.	4/11/2018 5:11 AM
294	Still would be bringing in more residents than our town can support. The charm and draw of this community is it's small town charm and we are already waybpast that so let's not make it worse by adding more development.	4/10/2018 10:23 PM
295	Looks like all other communities around Charlotte. Houses on top of each other. Not what weddington is about or why we moved here	4/10/2018 10:10 PM
296	larger lot (1/2 acre)	4/10/2018 9:51 PM
297	No way to guarantee "conserved" space isn't rezoned for house lots in the future. Building between existing houses to increase density (reduced lot sizes) would be difficult.	4/10/2018 9:47 PM
298	Don't want a bunch of cookie cutter homes on top of each other! Weddington could be a hugely desirable town in its own right if thought is put into the future developments	4/10/2018 9:46 PM
299	Smaller houses = overcrowding.	4/10/2018 9:43 PM
300	They tend to have lower value homes	4/10/2018 9:36 PM
301	Small lot sizes	4/10/2018 9:16 PM
302	Promotes overcrowding	4/10/2018 9:12 PM
303	Larger houses work at least 1 acre lot size	4/10/2018 9:10 PM
304	Ruins the country feel. Sprawling homes and lots of green and trees, not packing people in homes in as much as possible.	4/10/2018 9:09 PM
305	Smaller lot size not preferred	4/10/2018 9:08 PM

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306	Takes away why I moved to this area 14 years ago. You lose even more charm the fast paste land grab has taken.	4/10/2018 9:02 PM
307	too many houses on top of each other and is a move to the cookie cutter neighborhood scenario... takes away from the essence of wedddington subdivisions as they are today.	4/10/2018 7:54 PM
308	Increased populations and over crowded schools along with decreased property values.	4/10/2018 7:45 PM
309	I want R-80	4/10/2018 7:32 PM
310	I don't want to see the smaller lot size. The appeal of weddington is the larger acre plus lots.	4/10/2018 6:42 PM
311	Only 12,000 square feet why no 15,000 to 18,000	4/10/2018 6:05 PM
312	only unbuildable land is included in the conservation tracts	4/10/2018 5:18 PM
313	Each lot should be 1 acre	4/10/2018 2:57 PM
314	If I understand correctly, Conservation allows more homes per each acre lot	4/10/2018 2:39 PM
315	Cookie cutter homes	4/10/2018 2:28 PM
316	Homes look packed in.	4/10/2018 1:58 PM
317	Too cramped	4/10/2018 1:43 PM
318	Unused space	4/10/2018 1:28 PM
319	Too crowded. No sense of having property.	4/10/2018 12:35 PM
320	Do not like the smaller lot sizes	4/10/2018 12:13 PM
321	No	4/10/2018 12:05 PM
322	still think too many homes and destruction of natural spaces and trees	4/10/2018 11:51 AM
323	Houses so close together look just like high density housing. The conservation area isn't even recognizable because it counts as entrances and perimeters.	4/10/2018 11:46 AM
324	The feel ends up feeling more like track homes instead of nicely developed neighborhoods.	4/10/2018 11:35 AM
325	I like the acre minimum. The other subdivision has houses too close together. Property values drop. Allowing for the quality of family who lives in the area to drop.	4/10/2018 11:19 AM
326	Lot sizes too small with conservation space. Conservation space should be required in ALL new subdivisions.	4/10/2018 10:09 AM
327	Over crowded, more congestion, destroys the rural feeling.	4/10/2018 9:59 AM
328	Elitist...need make more accommodations for middle class	4/10/2018 8:15 AM
329	High density	4/10/2018 4:23 AM
330	None	4/10/2018 12:52 AM
331	I dont like crowded, cluster homes	4/10/2018 12:04 AM
332	Keep the size to min. R-40 plus, that's why we bought here in the first place!!	4/9/2018 11:29 PM
333	Houses to close together and to many trees cleared	4/9/2018 10:57 PM
334	Too crowded in smaller areas.	4/9/2018 10:20 PM
335	Under acre lots.	4/9/2018 9:53 PM
336	Too small	4/9/2018 9:52 PM
337	I don't like the 1/3 acre lots	4/9/2018 9:18 PM
338	lots are still too small	4/9/2018 9:00 PM
339	Should keep everything conventional. That's what makes Weddington and why I moved here.	4/9/2018 8:53 PM
340	houses on top of each other	4/9/2018 8:25 PM
341	houses are too close together	4/9/2018 8:13 PM
342	It doesn't allow for affordable housing options	4/9/2018 8:05 PM

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343	I like the look and feel of a conventional neighborhood. More space between neighbors.	4/9/2018 7:52 PM
344	Hard to say— is it possible to have larger lots, fewer homes and still have a conservation residential district?	4/9/2018 7:27 PM
345	The reduction in size of lots	4/9/2018 6:56 PM
346	neighbors are created on small lots that are not in the line with Town of Weddington vision	4/9/2018 6:50 PM
347	houses on top of each other...go to Charlotte.	4/9/2018 5:09 PM
348	Lots are much smaller, and the houses are closer to each other.	4/9/2018 5:05 PM
349	houses to close together...who will control the open land????.....keep it 1 acre or bigger as that is how Weddington started	4/9/2018 3:58 PM
350	Larger lots are more attractive	4/9/2018 3:18 PM
351	I don't like government telling private property owners what to do – let the private landowners work it out, without government [other than abiding by the existing regulatory framework].	4/9/2018 2:00 PM
352	Large lot sizes maintained properly by the homeowner is more appealing	4/9/2018 11:28 AM
353	1/3 acre lots create density that feels out of character with Weddington	4/9/2018 9:52 AM
354	Too much growth with no resource management	4/9/2018 9:38 AM
355	smaller lots look cheap and do not fit in well with established Weddington neighborhoods	4/9/2018 9:20 AM
356	There should be room in the middle	4/9/2018 9:07 AM
357	Larger lots look like the Weddington everyone knows. If lots are smaller we look like every other Stallings, Indian Trail, Wesley Chapel around.	4/9/2018 8:52 AM
358	houses too close together	4/9/2018 8:50 AM
359	Want more green space, trees and privacy between homes with home on one acre lot	4/9/2018 8:50 AM
360	This is used as a loophole around the 1 acre rule. It allows developers to build higher house counts on land that would otherwise be unsuitable for such counts, by declaring difficult to build areas as "conservation spaces." For example, a swampy area, an area near power lines, next to a busy road, on a steep hillside, etc. The rule should be: "the land set aside for conservation must be prime buildable land."	4/9/2018 7:18 AM
361	Seems like developers are pulling the wool over the the towns eyes selling smaller lots and "green spacing" unsuitable land. A good example of this eyesore conservation building is the Falls of Weddington.	4/8/2018 11:15 PM
362	you allow builders to "play with numbers." They will weasel the land and put power lines, perk ponds, or other unusable land in the "undeveloped" areas	4/8/2018 9:12 PM
363	developers can get around requirements by utilizing areas such as lakes, utility areas and others. your picture does not accurately project actual land areas.	4/8/2018 8:37 PM
364	They seem to be cookie cutter crammed in mini McMansions.	4/8/2018 6:53 PM
365	With the county needing to expand the water and sewer system, current residents are having to given up some land use for this growth.	4/8/2018 3:48 PM
366	Community is not prepared to accommodate higher density developments (roads, schools)	4/8/2018 3:17 PM
367	No more growth. Keep grass and trees.	4/8/2018 3:12 PM
368	Too close together	4/8/2018 2:05 PM
369	Stop Building so many Homes - Keep Weddington Green	4/8/2018 1:19 PM
370	I would like more diversity in our town and this segregates many middle income people	4/8/2018 1:10 PM
371	My concern is, that as land value rises and availability decreases, those open spaces will eventually be filled in. I'm sure there would be restrictions set in place to prevent this, public servants change, and so do rules.	4/8/2018 12:23 PM
372	Lots too small. That is not what Weddington used to be.	4/8/2018 10:44 AM
373	Too crowded.	4/8/2018 9:33 AM

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374	Houses too close together	4/8/2018 8:34 AM
375	It reduces the open feel of the neighborhoods. If used, the total number of lots should not exceed the number that would be allowed if divided into 40,000 lots. (10 acres could only have 10 lots.) More requirements needed to insure the entire development is properly maintained.	4/8/2018 8:01 AM
376	The open spaces will eventually be built on.	4/8/2018 6:49 AM
377	I do not support any residential development. We're already developing too fast	4/8/2018 6:18 AM
378	Too many houses!! No more subdivisions!	4/7/2018 11:40 PM
379	Allows for future development of open spaces	4/7/2018 11:08 PM
380	No more housing in Weddington!!! It's already too congested and none is thinking about the schools with all of this growth	4/7/2018 10:30 PM
381	Homes too close together. I suspect the undeveloped land would be developed at a later date anyway.	4/7/2018 9:17 PM
382	They only look good on paper but not from the street. It's looks like a cluster of mansions on too small of space, just like Charlotte. Wedding ton was created to be different. Don't let Charlotte's builders mess with our beauty for greed.	4/7/2018 9:06 PM
383	Been trying to cram this down our throats for years. It sucks. What attracted people to Weddington was the conventional subdivision. Progressives think change is better.	4/7/2018 9:04 PM
384	Small houses with little privacy	4/7/2018 7:20 PM
385	50% is too high which make lots to small - look at lake forest - lots should be no smaller then .65	4/7/2018 6:40 PM
386	Get trashed.	4/7/2018 5:40 PM
387	Homes look smashed together and very cluttered	4/7/2018 4:44 PM
388	People appreciate not being so close to your neighbors, that's a huge selling point for Weddington.	4/7/2018 3:38 PM
389	Do not support additional housing in our area	4/7/2018 3:19 PM
390	weddington is overdeveloped!	4/7/2018 3:11 PM
391	Too many houses	4/7/2018 2:40 PM
392	I prefer a minimum of R40	4/7/2018 2:33 PM
393	Like more space between homes	4/7/2018 2:19 PM
394	The houses are too close together.	4/7/2018 2:16 PM
395	I don't support any add'l growth The infrastructure does not support, nor is it improving (roads/tum lanes/schools:etc).	4/7/2018 1:53 PM
396	Limit to lots sizes. No need for more conservation subdivisions.	4/7/2018 1:26 PM
397	Lots to small	4/7/2018 1:16 PM
398	Not more building	4/7/2018 12:52 PM
399	Want to keep 1 acre lots as that is appealing to many vs sub divisions	4/7/2018 12:38 PM
400	1/3 acre lot is too small. I would support 1/2 acre conservation subdivision	4/7/2018 12:37 PM
401	The houses all look the same, totally away from what Weddington should be	4/7/2018 12:28 PM
402	I would like to see all lots remain at a minimum of at least 1 acre	4/7/2018 12:09 PM
403	Why have a 3000 sq ft house on a baby lot?	4/7/2018 10:59 AM
404	Too many houses	4/7/2018 10:55 AM
405	I would prefer to see larger lot sizes.	4/7/2018 9:02 AM
406	Hadley Park is an example of how developers game the system	4/7/2018 8:59 AM
407	They can still get in more houses total	4/7/2018 8:22 AM
408	I like weddington the way it is	4/7/2018 6:58 AM
409	Too many houses	4/6/2018 10:14 PM

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410	Houses too close.	4/6/2018 9:49 PM
411	Houses too close together. Loses the rural feeling. We moved here 32 years ago and we built on 1 1/4 acre. We moved from Charlotte for a more country feel.	4/6/2018 9:39 PM
412	Eventually a developer will find a loophole to build in the conservation space but won't provide the infrastructure to support the population.	4/6/2018 7:36 PM
413	Small lot/more dense areas result in stripping all trees in the residential areas.	4/6/2018 7:16 PM
414	This allows developer the ability to cram too many houses per acre and this is not preferred.	4/6/2018 5:44 PM
415	Homes too close together.	4/6/2018 4:41 PM
416	look at what they do.. they hide the green space in ditches and it looks like every other charlotte housing development	4/6/2018 4:11 PM
417	Prefer larger lots	4/6/2018 3:08 PM
418	Small lots and close together homes are not appealing.	4/6/2018 3:06 PM
419	I don't like the look F neighborhood where they are so close together.	4/6/2018 2:27 PM
420	Go back to R-40 only	4/6/2018 2:22 PM
421	Too many homes in overpopulated schools	4/6/2018 2:12 PM
422	I like 1 acre or mor lots.	4/6/2018 2:11 PM
423	Conventional made Weddington a unique town	4/6/2018 1:22 PM
424	Seems like a way around the 1 acre requirement.	4/6/2018 1:22 PM
425	Tiny lots that are clear cut and conservation land doesn't benefit existing neighbors.	4/6/2018 12:58 PM
426	Too small	4/6/2018 12:54 PM
427	Houses are crammed together	4/6/2018 12:46 PM
428	Open land can be developed later	4/6/2018 12:06 PM
429	Who will eventually maintain the open space?	4/6/2018 11:50 AM
430	Prefer large lots; looks like any other fast growing Charlotte suburb with the smaller lots.	4/6/2018 11:29 AM
431	Builders take advantage of it. Some neighborhoods are not done well.	4/6/2018 11:26 AM
432	My concern is that open space would invite future redevelopment by unscrupulous interests	4/6/2018 11:17 AM
433	depends on the topo, locations, flood plain etc.	4/6/2018 11:16 AM
434	Not appealing; eye sore	4/6/2018 11:04 AM
435	We should retain 40K requirement, no exceptions	4/6/2018 10:57 AM
436	Houses are still close and there is the opportunity to convert to houses the "Green " space at a latter date	4/6/2018 10:54 AM
437	to tightly packed	4/6/2018 10:50 AM
438	Too many homes, increase in traffic, school size	4/6/2018 10:48 AM
439	too tightly packed	4/6/2018 10:46 AM
440	potential for future development	4/6/2018 10:30 AM
441	Should be 1 acre lots	4/6/2018 10:24 AM
442	I do not support smaller than 1 acre lots	4/6/2018 10:21 AM
443	It is great in theory but "conservation areas" are becoming a way to utilize land that can't be developed anyway.	4/6/2018 10:20 AM
444	Does not allow the homeowner to manage the care of their own land.	4/6/2018 10:14 AM
445	Don't need house on top of each other. Spread out makes more inviting.	4/6/2018 10:07 AM
446	Houses are too close	4/6/2018 10:06 AM

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Q6 If you have concerns with subdivisions, what would they be?

Answered: 673 Skipped: 321

#	RESPONSES	DATE
1	Stop the sewer line project coming from Brookhaven West 12 mile creek project. Enlarge the existing line.	5/21/2018 7:11 AM
2	It's already too over-populated around here, I'll be moving when I retire because I wanted to Country Living when I moved here, it's changed so I'll be moving to a less populated area.	5/20/2018 10:13 PM
3	Not too big or too many houses in one subdivision	5/20/2018 10:12 PM
4	Weddington does not have enough (actually ANY)public open land - & subdivisions are just gobbling it up.	5/20/2018 12:33 PM
5	Too many. Too small and increases the population per sq mile and the density of subdivisions. Weddington is quickly becoming a sprawling bedroom community and therefore will increase the already overcrowding and taxing of infrastructure we already have. I would rather have fewer, larger Conservation Subdivisions, as in years past.	5/20/2018 9:04 AM
6	For any development, it would be good to see preplanning of roads, parks, sidewalks, schools etc. Seems like a helter skelter approach in this area sometimes.	5/20/2018 8:33 AM
7	Impact on traffic. New subdivisions should be required to pay for road widenings. Prefer no more subdivisions at all.	5/20/2018 7:15 AM
8	Density. As it relates to the drain on services and schools. So many new residents in a compact area changes the feel of the town.	5/18/2018 11:32 PM
9	Limit development. Infrastructure can't handle the growth. Make sure each home is on at least 1 acre.	5/18/2018 9:44 PM
10	The addition of new residential development without corresponding improvements to infrastructure.	5/18/2018 7:46 PM
11	too many houses and too many cars; overcrowded schools, traffic nightmare	5/18/2018 7:09 PM
12	NOTHING significantly is being done to the roads to accommodate the growth. It's uncontrollable growth	5/18/2018 4:15 PM
13	over crowding - houses too close to each other etc.	5/18/2018 3:39 PM
14	Too many	5/18/2018 2:16 PM
15	too many	5/18/2018 2:11 PM
16	1. Infrastructure has not been developed to support increased expansion (road use - traffic patterns; utilities; school census, et al) 2. Lot sizes less than 1 acre 3. Subdivisions that barter common areas of the subdivision with the city or state to advance the subdivisions priorities - e.g. Donating acreage to have city sewer for the subdivision; to advance unnecessary highway construction; to violate flood plains, forest area and marshlands	5/18/2018 2:01 PM
17	I don't want small lots, moved to Weddington because it was acreage	5/18/2018 12:43 PM
18	This area has far too many subdivisions going in. We moved here because of the low density and rural feeling. That is disappearing, please stop approving all of this new building, it is ruining the feeling of our community. Also, please stop changing zoning. We made buying decisions based on zoning of land around us, and when you change zoning it is like "bait & switch", it is unfair to people like me that have invested our savings in a home in Weddington. Thank you.	5/18/2018 11:22 AM
19	one acre lots provide enough space between homes. no need for 1/3 acre lots. too crowded	5/18/2018 9:42 AM
20	No homeowner codes. Owners not maintaining their yards or houses.	5/18/2018 5:45 AM
21	At least 1 acre per house like Weddington was set up for which is the reason I brought my land and build out in Weddington. Look like it got change to open space which is what I don't think we need.	5/17/2018 10:17 PM
22	Their very existence.	5/17/2018 9:43 PM

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23	That subdivisions are not spaced adequately enough away from each other. One subdivision onto of another subdivision is not complementary to any town or village or area being developed. There should be a good amount of wooded area standing between each development... a healthy buffered area between subdivisions.	5/17/2018 9:24 PM
24	the road infrastructure cannot support more subdivisions. Our roads are terrible now, even without additional residential cars being added!!!	5/17/2018 9:05 PM
25	I elaborated above my main concern..instead of being reactive I would really like leaders to be proactive and work cooperatively with school officials, emergency services, transportation experts, etc when allowing development.	5/17/2018 8:40 PM
26	Too small lot sizes reducing the overall attractiveness of Weddington.	5/17/2018 8:37 PM
27	Current growth is far beyond what the current transportation corridors can handle. A 5 mile journey out of the middle of Weddington to 485 in the morning business day transit times can take up to 30 minutes. Stop the growth and address the traffic.	5/17/2018 8:15 PM
28	Lack of coordination with UCPS and other infrastructure needs.	5/17/2018 8:06 PM
29	To many homes and the builders are not responsible to improve the roads. Builders need to widen the main roads.	5/17/2018 7:44 PM
30	Too many people & too much traffic	5/17/2018 6:57 PM
31	Too many subdivision would bring more families and over crowd schools.	5/17/2018 6:43 PM
32	lack of roads to handle the subdivisions. Lack of schools to handle additional students. Increase in cars- more accidents.	5/17/2018 6:32 PM
33	Most subdivisions have roads that are too narrow for parking and driving safely through with children running around. Overall, we believe that the infrastructure can't handle more people with children in the area. We need the schools to have fewer students per classroom. Over 55+ communities would be wonderful as they would add to the tax base without overwhelming our schools. The Town and its people would benefit from community recreational green space and trails. How about building a few pretty plazas like they have in foreign countries where kids can play soccer, kickball, etc. for fun instead of having to pay to play on local fields since they are denied access to freely play on school property? For the safety and enjoyment of our children and families, we are in great support of sidewalks and crosswalks (at the schools and WCWAA soccer field) on Weddington Road 84 so please work with Wesley Chapel to see this through during the Rea Road expansion. Thank you.	5/17/2018 6:10 PM
34	Like CONVENTIONAL.	5/17/2018 5:14 PM
35	Quality of houses, number of houses on land	5/17/2018 5:09 PM
36	Overall population density straining the roads and schools. We left Waxhaw after 13 years due to it's uncontrolled growth and lack of planning for growth strains.	5/17/2018 5:08 PM
37	Growth not keeping up with road infrastructure.	5/17/2018 4:55 PM
38	Roads need to keep up with the development. I am worried we will have a great deal of traffic with all neighborhoods being built.	5/17/2018 4:48 PM
39	High density. More vechile traffic	5/17/2018 4:37 PM
40	That setbacks be maintained or increased, that requirements for visual screens--berms and trees-- be enforced	5/17/2018 3:14 PM
41	All new subdivisions should have curb/gutter and sidewalks with walking spaces/trails. Architectural materials should be higher grade such as all brick not cheaper lap siding.	5/17/2018 3:07 PM
42	School overcrowding	5/17/2018 2:47 PM
43	Increased road traffic on undersized roads. The roundabout at the downhill can be difficult to enter from Weddington Matthews Road at many times of the day.	5/17/2018 2:44 PM
44	School is getting overcrowded as it is. Road infastructure is absent to support this residential growth.	5/17/2018 2:39 PM
45	That the Union county commissioners vote for Haymond to sell very small residential parcels for commercial use. Very bad for existing home value.	5/17/2018 2:29 PM

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46	Keep schools in mind, if there is no room, then there is no room, redistricting is a horrible solution to overburdening schools.	5/17/2018 2:15 PM
47	N/A	5/17/2018 1:37 PM
48	roads, schools, traffic congestion, and more crime	5/17/2018 1:24 PM
49	We need to stick with our 1 acre minimum lot size to protect the esthetic of Weddington! We are starting to look like the area around Cuthbertson with homes crammed in together!	5/17/2018 1:22 PM
50	Traffic!	5/17/2018 1:17 PM
51	Traffic, traffic, traffic. Need to keep a small town feel, that is why people moved to Weddington years ago.	5/17/2018 1:01 PM
52	Traffic on roads not wide enough to support current traffic. School overloading for schools already overloaded.	5/17/2018 12:56 PM
53	Maintain present size and type.	5/17/2018 12:49 PM
54	Not creating the infrastructure to support them. No increase in resources for schools, public safety, roads, etc. The developer creates a turn lane but that's it.	5/17/2018 12:48 PM
55	Many newer subdivisions do not preserve large existing trees, additionally they build developments with roads that are too small (which makes it less safe for residents & children....just one car parked on the road vs. in a driveway every night creates a big safety hazard). Speed bumps inside neighborhoods should become a 'norm' rather than the exception, as PARENTS are the biggest violators of neighborhood speed limits! Furthermore, safe passageways for older kids walking to & from a Middle or High school should be considered, as well as enough shoulder on roads in areas where there are many curves & speed limits too high (45 mph).	5/17/2018 12:25 PM
56	Schools overcrowded, traffic	5/17/2018 12:22 PM
57	No road improvements done on the surrounding roads	5/17/2018 12:20 PM
58	Too many subdivisions are being approved without needed infrastructure to support the increased population. Older subdivisions were never hooked up to sewers or water and yet tax rates are the same.	5/17/2018 12:12 PM
59	No mega communities	5/17/2018 12:01 PM
60	Too crowded, not enough shared green or shared spaces to play or congregate, no sidewalks and lack of safe routes for kids to walk or bike to nearby schools.	5/17/2018 11:40 AM
61	RCD was one of the biggest hoax pervaded on Weddington. All it does is put houses very close together and provides a MUCH LOWER cost (greater profits) to the developer.	5/17/2018 10:38 AM
62	traffic, overcrowding. Accidents all the time now in Weddington due to huge traffic jams and lack of proper lights/roads. Antioch Church Rd and Weddington rd has at least 1 accident a day there, very dangerous intersection.	5/17/2018 10:11 AM
63	The traffic is so bad already that we plan our doctor appointments and grocery shopping according to the school schedules and work hours. Please leave some room for the people that were born and raised here.	5/17/2018 9:27 AM
64	Capacity of local roads and availability of water and sewer	5/17/2018 7:33 AM
65	Developers get all the profit then tax payers get stuck fixing the roads they tore up while developing it and expanding schools to hold all the new kids	5/16/2018 11:34 PM
66	They are overcrowding the road system & crowding the schools.	5/16/2018 9:05 PM
67	Too large	5/16/2018 7:55 PM
68	Ugly track Home but we need affordable homes for teachers, and workers	5/16/2018 7:28 PM
69	Congestion	5/16/2018 6:51 PM
70	Too many and they are overcrowding the schools	5/16/2018 5:59 PM
71	Current roads and lack of traffic signals can't handle additional traffic. In additional, schools are already over-crowded.	5/16/2018 4:17 PM
72	Too many of them being built at once	5/16/2018 3:31 PM

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73	Planned infrastructure with wider roads and more access points to 485. A longer term plan to address school growth.	5/16/2018 2:57 PM
74	More traffic on two lane roads and over crowded schools	5/16/2018 2:12 PM
75	We need wider 2 lane roads, more schools, more traffic signals at congested intersections	5/16/2018 11:48 AM
76	Weddington has been built out too much especially after current new subdivisions are complete in next 5 years.	5/16/2018 9:28 AM
77	Too many people. If growth isn't slowed, we will be hurt by the amount of people and the character of the town will be changed forever.	5/16/2018 7:36 AM
78	More subdivisions being created but no roads being built or widened to handle the extra traffic.	5/15/2018 8:58 PM
79	Our roads are already so poorly maintained and heavily trafficked. Also, our town no longer has a country feel. Now it is just turning into a suburban area with no green space/farmland and is just neighborhood after neighborhood.	5/15/2018 4:59 PM
80	For conservation districts, how is the green space maintained? How is development of the green space prevented in the future?	5/15/2018 4:32 PM
81	Too much density for rural road system.	5/15/2018 3:41 PM
82	They create a high population density that cannot be handled by current highways when added to the current developments.	5/15/2018 2:37 PM
83	Our schools nor our roads are able to keep up with the constant population growth	5/15/2018 1:24 PM
84	Too many for our schools and roads to support	5/15/2018 12:24 PM
85	Strain on Sewer capacity	5/15/2018 12:03 PM
86	infrastructure in place to handle, schools	5/15/2018 11:35 AM
87	More people/kids with same number of schools equals a big problem long term. Require developers to fund schools if they are permitted to build in Weddington.	5/15/2018 10:48 AM
88	See #5	5/15/2018 9:32 AM
89	Don't like cookie cutter houses, close together, and there should not be low income housing put in Weddington. There is enough commercial bldg all around Weddington and enough parks! Don't need more!	5/14/2018 9:55 PM
90	Developers and town planners do not consider how adding so many residents will affect schools, roads, property values, light and sound pollution, lack of small town charm, etc.	5/14/2018 7:52 PM
91	Building cheaper homes would devalue the area!!! Most of us moved here for more space and more expensive housing all around us.	5/14/2018 6:13 PM
92	Overbuilding, crowded roads and schools, too much traffic, no parks and green spaces- little regard to land conservation is ruining our area.	5/14/2018 5:15 PM
93	Traffic	5/14/2018 5:03 PM
94	too many house per sq.ft	5/14/2018 4:47 PM
95	My concern with subdivisions is that the size of lots and amount of space they take up won't lend space for a public parkland/green space for the city of Weddington. We are in desperate need of these green areas and parks.	5/14/2018 4:32 PM
96	Extra traffic on 2 lane roads	5/14/2018 4:23 PM
97	The existing road infrastructure cannot handle the increased traffic. At peak traffic times, it is impossible to turn into the primary roads, no traffic lights or roundabouts.	5/14/2018 4:18 PM
98	Lots too small - homes smaller and lower value	5/14/2018 3:48 PM
99	No comment	5/14/2018 3:45 PM
100	Would like pedestrian pass thrus between neighborhoods for walking/biking.	5/14/2018 3:41 PM
101	Traffic flow onto crowded streets. Schools that are not expanding having to handle more that they are designed to hold.	5/14/2018 3:09 PM
102	Overcrowding	5/14/2018 2:09 PM

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103	Small lots	5/14/2018 2:03 PM
104	to dense population for roads	5/14/2018 1:04 PM
105	Traffic, wildlife	5/14/2018 12:23 PM
106	Too many houses crammed in the subdivisions causing even more traffic issues.	5/14/2018 12:15 PM
107	Larger number of vehicles on roads. Would prefer not to widen roads and take away green natural roadways. Also prefer acreage not be clear cut, keeping as many trees as possible.	5/14/2018 12:01 PM
108	Lot sizes and cheap housing. Small lots and cheap hosing would bring down property values and it is not necessary for the town of Weddington to grow.	5/14/2018 11:02 AM
109	The increase of traffic during commute times on a road system already beyond capacity. That's pretty much the case for our region, regardless of location.	5/14/2018 7:31 AM
110	Lot size too small. Increased overall traffic and congestion on surrounding public roads without improvements to those public roads.	5/14/2018 6:32 AM
111	They all look the same	5/13/2018 9:31 PM
112	Too many going up really fast	5/13/2018 8:25 PM
113	traffic congestion, traffic lights and condition of roads.	5/13/2018 7:18 PM
114	Too much new building with no plan for improving roads and planning for new schools; traffic becoming too congested	5/13/2018 5:57 PM
115	growing too fast traffic is out of control. we are losing our identity as a country town	5/13/2018 5:17 PM
116	traffic	5/13/2018 4:43 PM
117	Too much traffic	5/13/2018 4:42 PM
118	Developers do not pay enough infrastructure costs to cover roads, schools, etc. This should be included in development costs	5/13/2018 4:19 PM
119	Overall additional density and traffic	5/13/2018 4:06 PM
120	town roads are not upgraded fast enough to handle increases in car volume	5/13/2018 2:47 PM
121	Want to keep quality a factor. I prefer brick/stone/hard stucco structures - not vinyl siding.	5/13/2018 2:07 PM
122	too much traffic already .. no one goes 45 mph on Hwy 84 ..we need a sign that says "subdivision ahead" ..	5/13/2018 10:57 AM
123	Small lots / lack privacy	5/13/2018 10:37 AM
124	Running sewer systems and utilities	5/12/2018 5:32 PM
125	Too many people for the size of roads and the capacity of the schools. The roads and schools are already full	5/12/2018 5:20 PM
126	Small lots	5/12/2018 4:15 PM
127	the roads are not designed to support the traffic on the outlets (e.g. Lochaven to Providence)	5/12/2018 4:07 PM
128	Too many and not enough businesses to support tax base.	5/12/2018 2:32 PM
129	Too much traffic, too much congestion. We love weddington because of the trees and undeveloped land. There have been way too many new neighborhoods going up.	5/12/2018 10:32 AM
130	traffic growth. Do not want to be rotten Charlotte like!	5/12/2018 10:26 AM
131	See above answers for concerns. For age-restricted communities, where these are being built in Matthews right now, leave them in Mecklenburg County! These developments are best for when they are built close to an existing commercial development so the 55/65+ owners can walk or drive their golf carts to the stores or downtown areas. Building these out off of Beulah Church Rd or Antioch Church Road, doesn't help anyone. If these developments have to be built, place them beside of our commercial development area by our Town Hall so people can walk back & forth.	5/12/2018 9:59 AM
132	Making sure the infrastructure (roads) are in place.	5/12/2018 8:39 AM
133	Everything is beginning to look the same. Boring.	5/11/2018 9:54 PM
134	They get all the attention. We have been begging for water. Roads not wide enough. Traffic.	5/11/2018 6:32 PM

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135	Falls at Weddington did not take care of storm runoff in early phases and in general seemed to clear cut much more than the plat that I was shown	5/11/2018 3:59 PM
136	Concern it the current explosive growth and that we will not have the infrastructure to support.	5/11/2018 11:45 AM
137	Tiny streets, cars parked on street, too many cars, random stuff in yards, overgrown plants and shrubs, cheap construction .Also, over growth...crowding of schools, roads, intersections, losing rural type atmosphere, more dense population, more crime.	5/11/2018 11:45 AM
138	too many in our area.... we will be a town with no trees and all homes	5/11/2018 11:06 AM
139	The increased traffic without improved roads is causing problems.	5/11/2018 10:34 AM
140	houses that are close together	5/11/2018 10:29 AM
141	There are too many subdivisions with too many houses. We need to conserve our land. Our roads need repair and are over crowded.	5/11/2018 9:29 AM
142	Our roadways are too congested already	5/10/2018 9:49 PM
143	causes over crowding in schools and more traffic and infrastructure burden	5/10/2018 8:49 PM
144	None	5/10/2018 8:34 PM
145	Traffic, water, fire coverage	5/10/2018 8:07 PM
146	All subdivisions need a dedicated turn lane into and out of the community in order to insure safety.	5/10/2018 5:56 PM
147	That there are too many of them and the infrastructure can't support them. There is already too much traffic on Hemby Road.	5/10/2018 5:55 PM
148	There are too many. It is ruining the town. The schools are impacted. The greenspace is being destroyed. The value and culture of our town is being harmed.	5/10/2018 4:06 PM
149	Too many being built	5/10/2018 12:53 PM
150	Area would grow to fast and property value goes down.	5/10/2018 12:46 PM
151	too many	5/10/2018 11:29 AM
152	Scale of things that are mostly government provided now --- roads (traffic), school capacity. Consider impact fee to support scaling with growth.	5/10/2018 11:18 AM
153	Partly answered in question 5, additionally, in the last large survey years ago 96% of the 6000+ residents responded, and unbelievable number, but they did, and they preferred that the community remain a bedroom community, and not fall victim to the large city rule. The fear then by some wanting large city development was the the taxes would be high, but that has proved bogus. The conservation districts seem to yield to the "New York" type of subdivisions which appear crowded, with no large trees left in the housing portion of the subdivision. We have found many other problems with the CSD system forced upon us when 98% of the residents before a packed meeting at Weddington High School opposed such...our reps were voted out, but too late. Don't continue to make the same mistake over and over expecting a different answer.	5/10/2018 10:53 AM
154	Turning out of subdivisions on busy roads (like Rt 84) can be difficult. If subdivisions were connected, you might be able to get out on a less busy road.	5/9/2018 9:38 PM
155	Density	5/9/2018 7:39 PM
156	too many new ones going in without the infastructure to support, we are on our 4th or 5th school redistricting since we moved here in 2000. The roads cannot handle the increased traffic. The schools are over crowded. Let's slow down and regroup and make the most of what we currently have and improve these areas before we jump into adding more and more.	5/9/2018 6:21 PM
157	No opinion	5/9/2018 2:50 PM
158	density; traffic; adequate police and fire services	5/9/2018 2:45 PM
159	Added traffic. Displaced wildlife.	5/9/2018 2:15 PM
160	Amount of potential traffic affecting main arteries	5/9/2018 1:49 PM
161	They generate a lot of traffic on roads too narrow and busy to service them.	5/9/2018 1:05 PM
162	Not enough affordable housing	5/9/2018 12:40 PM

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163	See above comments. I am very concerned about the proximity of the lots at the new subdivision on the corner of Beulah Church and Weddington road.	5/9/2018 11:58 AM
164	Weddington town council has given developers permission to build too many developments. When these are completed the traffic problem is going to be even worse than now. Our quality of life now is less than before.	5/9/2018 11:06 AM
165	Traffic, there is development all around Weddington and the surrounding counties with out infrastructure to support the increase in population. Its gets measurably worse by the day.	5/9/2018 10:55 AM
166	Infrastructure not able to keep up with rapid growth.	5/9/2018 9:52 AM
167	Traffic density	5/9/2018 9:06 AM
168	There are not enough major roads to support the continual development in the area. Too many autos for 2 lane roads	5/9/2018 8:25 AM
169	overcrowding	5/8/2018 10:53 PM
170	Too many homes in the subdivisions which would increase the schools number of students.	5/8/2018 9:19 PM
171	inadequate roads and infrastructure to support massive growth	5/8/2018 8:34 PM
172	too many	5/8/2018 8:17 PM
173	Too much land waste	5/8/2018 7:27 PM
174	Over crowding public facilities need to designate land for schools	5/8/2018 6:59 PM
175	Too many are popping up and causing over crowding in the schools and traffic issues. Not to mention the unsightly water tower that was built.	5/8/2018 5:13 PM
176	Strain on schools and increased traffic. Most of us moved here to get away from Charlotte. Weddington and Ballantyne are too similar now.	5/8/2018 4:13 PM
177	To many	5/8/2018 4:05 PM
178	Too many homes resulting in too much traffic.	5/8/2018 3:40 PM
179	Uncontrolled growth!	5/8/2018 1:46 PM
180	Need to have sidewalks on both sides of the street throughout the community. It would promote exercise and keep people out of the road. In some subdivisions I feel like the roads are too narrow.	5/8/2018 12:50 PM
181	Strain on already difficult traffic	5/8/2018 12:27 PM
182	The lack of planning put into the over strained infrastructure the county and town already has. Just because there's an "empty" lot, does not mean slam a development or strip mall-esque structure upon it. Planning for the future, and not the 5 year immediate, but ten to 20 years down the road, should be a priority before allowing more housing.	5/8/2018 12:05 PM
183	Too many, too fast. Lot sizes way too small. Too much traffic as no roads are being built to accommodate all the new houses.	5/8/2018 12:02 PM
184	Small lot sizes, and too many of them. This is not why we moved out here...	5/8/2018 11:36 AM
185	Traffic and infrastructure to properly support.	5/8/2018 11:12 AM
186	Traffic, ease of access to major routes utilizing traffic lights.	5/8/2018 11:05 AM
187	Overcrowded schools and roads.	5/8/2018 10:19 AM
188	Most of us moved to Weddington for the beauty, the country feel, and the peace. I, personally, do not want it to become just another urban part of Charlotte.	5/8/2018 9:53 AM
189	There are too many of them.	5/8/2018 9:46 AM
190	Traffic and roads not meeting the need!!!!	5/8/2018 9:44 AM
191	Increased traffic	5/8/2018 9:41 AM
192	Too crowded too much traffic, must build infrastructure before development. this is not New York where they are jammed on top of each other. Reason I moved here was for the open space. In the name of progress you are ruining this town.	5/8/2018 9:27 AM
193	They will increase traffic in an already congested area.	5/8/2018 9:24 AM

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194	Too many homes in a subdivision.	5/8/2018 9:21 AM
195	Traffic - Antioch Church Road for example - too many homes to go in and no traffic control. Roads were also not built to withstand the construction in those neighborhoods!	5/8/2018 9:14 AM
196	Inexpensive homes, small lots less than 1 acre	5/8/2018 9:01 AM
197	The open farmland and big mature trees are what makes Weddington beautiful. As more and more subdivisions are built this beauty is being demolished. I fear at some point Weddington is going to look like an overcrowded mess like Charlotte and Huntersville. Houses everywhere and people living on top of one another! In addition, in the last 2.5 years we have noticed congestion has increased dramatically. Overall, I would say our quality of life in Weddington is decreasing. Please limit growth!!! We love this community and want to maintain the small town county feel.	5/8/2018 8:50 AM
198	Too many new homes before the roads can support it creating commuting headaches, overcrowding of schools causing kids having to be redistricted. People live in Weddington because of the spacious country feel. Too much development will just make it like Matthews. We've already seen too many developments go in since rebuilding started.	5/8/2018 8:34 AM
199	Sewer needs..I	5/8/2018 8:24 AM
200	lots are to small and many houses	5/8/2018 8:11 AM
201	Habitat for animals is disappearing at an unbelievable rate. Construction run-off is not controlled. Infrastructure is not able to support the development. Traffic is overwhelming.	5/8/2018 7:17 AM
202	More families that will overload our schools leading to larger classrooms; higher ratio of kids to teachers. More traffic.	5/7/2018 11:11 PM
203	No concerns	5/7/2018 10:54 PM
204	We need better county roads (wider, properly lit) in order to support all these new residents in all these new neighborhoods.	5/7/2018 8:08 PM
205	no new construction	5/7/2018 7:47 PM
206	infrastructure does not keep pace with development. ie: Road systems, sewer, water, utilities.	5/7/2018 7:33 PM
207	Too many, too fast. Destroying our roads with all the trucks and adding too much traffic before roads can handle the added vehicles.	5/7/2018 7:26 PM
208	For age restricted sub divisions, if they can't sell to seniors, they will sell to anyone and causes an unintended negative effect on the town.	5/7/2018 7:15 PM
209	More master planning, less thrown together one off, piecemeal "developments".	5/7/2018 7:08 PM
210	Too many new houses on small lots	5/7/2018 7:02 PM
211	Covenants not being enforced and followed This is true even with the builders (Toll Brothers)	5/7/2018 6:50 PM
212	cutting down existing trees is a major concern for the future, also too many subdivision leads to congestion on the road and schools. these affect the quality of life	5/7/2018 6:46 PM
213	There should still be a provision to require conservation or green space in all communities to provide parks, beautification of the town. Too much emphasis has been placed on clearing the land of mature trees and developing every square inch for profit. IF the town does not effectively managed the development request to a larger master plan that include preservation of nature habitat, trees, and green space /park land.... the developers will come... leave behind high density communities and strip malls and the very reasons that we desire to live in Weddington will be lost.	5/7/2018 5:58 PM
214	Too many too large developing too fast	5/7/2018 5:45 PM
215	Sub-divisions cause overcrowding in public schools and traffic bottle necks. Existing roads not designed to handle the additional influx of people.	5/7/2018 5:41 PM
216	too many	5/7/2018 5:36 PM
217	over loading utilities i.e. sewer, water, and infrastructure roads.	5/7/2018 5:31 PM
218	Too many, no infrastructure to handle the traffic, schools can't handle the increase in students, lessens the quality of life - nothing to traffic and congestion and noise and pollution.	5/7/2018 5:12 PM
219	Increased traffic, damage to existing roadways; these roads in Weddington were never meant to handle the ridiculous amount of traffic we have now, dislike too many houses on small lots right on top of each other, and all this building is very hard on indigenous wildlife.	5/7/2018 5:08 PM

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220	No more subdivisions! We are only making land developers and building contractors rich. Every new house puts at least 2 additional vehicles on our roads. People on Hwy 84 can't get out of our driveways now. I realize that a lot of the traffic is overflow from other counties and that just shows their desire for tax revenue and control.	5/7/2018 4:43 PM
221	I would prefer some of the new neighborhoods to have homes that are priced less than \$400 to diversify the new residents.	5/7/2018 4:30 PM
222	destroys the small town atmosphere which is what makes this area desirable. Increases local tax burden, strains local schools, traffic, infrastructure and, specifically, fire and police service.	5/7/2018 4:09 PM
223	Too many additions without supporting the infrastructure.	5/7/2018 4:02 PM
224	Density of population. 1/3 acre lots create more density of population and will lead to the necessity to widen roads, increase School capacities, etc.	5/7/2018 3:46 PM
225	not enough green space and too much traffic	5/7/2018 3:35 PM
226	Homes being too close, taking away from the dense forestry that makes this town, and not having rude neighbors building houses that back up your yard which you have maintained since 1989. (Current situation)	5/7/2018 3:08 PM
227	Skinny long lots right beside one another is not what the town of Weddington is supposed to be	5/7/2018 2:43 PM
228	building without regard or planning for the increased traffic on our roads	5/7/2018 2:25 PM
229	Too many subdivisions approved without concerns about increase in traffic on current roads or the impact on infrastructure, public utilities, or the school system. There is too much interest in increasing the tax base without concerns of the citizens.	5/7/2018 2:14 PM
230	additional traffic	5/7/2018 2:09 PM
231	road upkeep, repaving	5/7/2018 2:08 PM
232	ROADS! Either expand to a minimum 3 lane roads that support Weddington growth (the WHOLE road not just in front of the "new" subdivision) or quit approving growth.	5/7/2018 1:28 PM
233	too many cul-de-sacs (some smaller subdivisions have only one outlet to main road).	5/7/2018 12:52 PM
234	Not enough commercial development to support all the people	5/7/2018 12:45 PM
235	Prefer conventional. We have lots of land that could be put to better use.	5/7/2018 11:20 AM
236	Infrastructure is not keeping pace with housing growth. Traffic is awful, roads are in terrible condition, schools are getting overcrowded (again)...and we do not have adequate water/sewer service to accommodate the population growth.	5/7/2018 10:49 AM
237	Road use, traffic, water, sewer, schools, taxes	5/7/2018 10:40 AM
238	don't want more sewer lines more traffic	5/7/2018 10:00 AM
239	Conservation space should not be considered as part of home site!	5/7/2018 9:47 AM
240	Too many now, let neighboring towns have them, not Weddington	5/7/2018 9:24 AM
241	traffic, roads, school space, water consumption, property tax rates to pay for it all, trash everywhere, light pollution, water pollution, real estate crash leaving all the interest only loan houses in default	5/7/2018 9:23 AM
242	I don't like new subdivisions affecting established ones by adding sewer lines down a creek easement. The developers should foot the bill to use existing road R/W and pay for pumping stations if necessary	5/7/2018 9:02 AM
243	That they are done with an aim of immediate profit to less quality developers instead of toward a longer view of making neighborhoods as foundations of Weddington's long-term stability and growth.	5/7/2018 7:09 AM
244	The roads and infrastructure is not in place to support large neighborhoods with .25-.50 acre lots.	5/7/2018 6:22 AM
245	Traffic, overall congestion will take away from the exclusivity and quality of life in weddington. One thing that makes living in weddington special is that it's close to the city but it's tucked away.	5/6/2018 11:12 PM
246	approving of subdivisions where the builder does not have the finances to complete the project as happened on Weddington Rd. which leaves us all driving by seeing erosion, a project that failed and obviously will not be completed.	5/6/2018 10:07 PM

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247	Increased traffic and lack of water/sewer capacity. My community is currently being impacted by having a sewer line run through homeowner's properties to support the seemingly uncontrolled growth.	5/6/2018 9:43 PM
248	The quality of the new build is not what I would call quality.	5/6/2018 8:57 PM
249	Increase in population which impacts schools, traffic, and crime.	5/6/2018 8:37 PM
250	loss of natural habitat , tree removal to make developers jobs easier	5/6/2018 8:34 PM
251	housing density / small lots size	5/6/2018 7:25 PM
252	There are WAY too many subdivisions going in without fixing road issues. To many roads have no turn lanes, stop lights or traffic circles to help with all the traffic. There are times of day during the week that you just don't even try to go out, it's terrible.	5/6/2018 7:03 PM
253	There is not enough of them and as one of the 3 founders of WCWAA I started the ballpark which is now the largest athletic association there is (google it) I learned how to gather community support to elect multiple different councils all over, mayors (Charlotte when last republican) all the way to governor. Weddington will return to the community we started it out as with an elected council having educated long term residents that know and don't have to ask what the community wants. There's been 25 random people that have controlled the votes for too long while city council listens to them and not the silent majority who always wins in the end.	5/6/2018 7:00 PM
254	My husband and I moved to Weddington, from Charlotte 12 years ago and since that time we are experiencing dramatically increased traffic directly related to all the development in the area. With this new traffic comes the need for improved roads, and on and on....Pretty soon life here will be as hectic and noisy and what we were trying to get away from!	5/6/2018 6:52 PM
255	too many	5/6/2018 5:10 PM
256	There are too many subdivisions going up at once without the infrastructure to support this. Traffic among narrow roads very heavy and dangerous with no shoulders and no turning lanes in many areas.	5/6/2018 4:16 PM
257	too many & traffic is getting worse	5/6/2018 4:12 PM
258	Quit building until you have the infrastructure in place first and narrow two lane roads are not acceptable for the level of growth here.	5/6/2018 3:16 PM
259	existing subdivisions' school district that are in Weddington district being readistricted to carry load of new families moving in. Also the growth of area but roads not being on pace with the growth.	5/6/2018 2:50 PM
260	too small of a lot size, too much crowding of homes	5/6/2018 2:19 PM
261	My major concern is that the growth of this town has occurred so rapidly that nobody has addressed the traffic and inadequate roads to accommodate flow to the highways.	5/6/2018 2:09 PM
262	Lot sizes, traffic, and utilities (sewer, septic, water),	5/6/2018 1:42 PM
263	Houses densely packed land with poorly design ed "conservation space..as you have allowed around town..)	5/6/2018 1:12 PM
264	none!!! stop building and creating TRAFFIC!!!	5/6/2018 12:51 PM
265	more homes equals more traffic. Current roads are out dated and in need of repair	5/6/2018 12:39 PM
266	Safe for Children to navigate.	5/6/2018 11:58 AM
267	increased traffic on roads	5/6/2018 11:48 AM
268	higher density, lower building quality, school overcrowding	5/6/2018 11:42 AM
269	Smaller homes, small lots, mixed with townhomes etc	5/6/2018 11:38 AM
270	At some point in the future the unused "natural space" in conservation districts will be developed.	5/6/2018 11:38 AM
271	Too many popping up!	5/6/2018 10:42 AM
272	There seems to be limited coordination with the large influx of new residents who drive and the upgrades to the road network, signage and traffic lights.	5/6/2018 10:20 AM
273	Traffic is getting really bad, especially during rush hours times. The town is lacking in green/public spaces for residents, the only thing that is growing is the traffic mess in Weddington.	5/6/2018 10:05 AM

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274	Save the trees! Save the open space. Building permits should not be granted unless there is infrastructure in place to support the growth. Road widening, left turn lanes, schools, etc. Part of the cost should be paid for by the developers.	5/6/2018 10:02 AM
275	Too many conventional. Ruining country charm of the area	5/6/2018 9:59 AM
276	Local roads and schools can't handle growth.	5/6/2018 9:35 AM
277	Type of structure....Lack of access roads to new subdivision	5/6/2018 9:29 AM
278	Too many. Need to keep our community more rural.	5/6/2018 9:21 AM
279	Too many to keep up with road improvement!	5/6/2018 8:43 AM
280	Not able to manage the traffic. Look at Hollister neighborhood or any one on 84 trying to turn left in the mornings	5/6/2018 8:43 AM
281	Traffic	5/6/2018 8:38 AM
282	Unaffordable housing. Homes too large for the average family to afford maintenance, etc. We are pricing our children out of living close by and our aging population to stay near to us.	5/6/2018 8:03 AM
283	Concern - Clear cutting trees to make it easier for the developer to put up homes. Need to keep as many trees as possible for "appearance". Any subdivisions having less than 1 acre homesites per residence is a HUGE concern. Developers should HAVE to put in a side walk along side any busy thoroughfare they build on ie Hemby, 12 Mile, 84, etc. This way residents can walk the trails and ride bikes. If developers refuse, they shouldn't have the ability to put up a new development.	5/6/2018 7:53 AM
284	Too many	5/6/2018 7:48 AM
285	too small lots	5/6/2018 12:44 AM
286	sewer capacity, traffic congestion	5/5/2018 9:08 PM
287	Why are more and more new subdivision needed? Very few existing resident want this.	5/5/2018 9:04 PM
288	Town is over grown with homes,which schools and roads can not support	5/5/2018 8:56 PM
289	Huntersville, Harrisburg, Pineville, are experiencing exponential growth which also means they are having road problems. How will our infrastructure work with higher population?	5/5/2018 8:50 PM
290	We need to continue to restrict growth as much as feasible. Schools are overcrowded and the local roads are the same country roads we had many years ago, but with a lot more traffic than they were ever intended to accommodate.	5/5/2018 7:52 PM
291	traffic	5/5/2018 7:07 PM
292	They cause problems everyone must get involved in solving. Subdivisions think of their best interests first.	5/5/2018 6:55 PM
293	access onto "main" roads with failures of developers to be required to put in left/right turn lanes or to help with town infrastructure costs	5/5/2018 6:13 PM
294	Subdivision on Hemby and Matthews Weddington road has small lots. The roads are congested, traffic lights need improvement,and schools are ordering more trailers in order to keep up with the demand.In addition, the power project is not aesthetically appealing.	5/5/2018 6:11 PM
295	Too many houses on tiny lots. Subdivisions cause increased traffic congestion. I would support the town purchasing land even if it cost us much greater taxes. Weddington has changed too much lately and my worry is that it is almost too late to do anything about it.	5/5/2018 6:03 PM
296	Over crowding and loss of property value.	5/5/2018 6:01 PM
297	traffic: roads have not been expanded yet number of car trips has multiplied dramatically in the last several years. Union County charter school and developments at Weddington and Hemby intersection will only make this worse.	5/5/2018 5:48 PM
298	The entry price of homes. Please keep the higher value homes.	5/5/2018 5:12 PM
299	The way they used to be. With 1 acre or more for each lot.	5/5/2018 5:07 PM
300	adequate access to high speed thoroughfares to eliminate bottlenecks and dangerous intersections	5/5/2018 5:02 PM
301	too many too close and roads are not able to handle traffic. Potter Road can be a problem.	5/5/2018 4:53 PM

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302	Cutting down too many trees along Hemby Rd.	5/5/2018 4:48 PM
303	Our concerns would be to avoid have any more subdivisions that are greater than 75 homes. The beauty of this town is the existing trees and farms. While it makes sense for the farm owners to sell, it does not make sense to crowd lots and take down existing trees to expose homes to each other. Takes away the uniqueness of our town. Also, we are concerned by the fast growth and the town inspectors not catching things when they should and then we get into a builder vs inspector blame war. Growth is great and is expected, but not at the cost of trees and homes that are safe.	5/5/2018 4:36 PM
304	The cheesy and tasteless look of something like Waverly. If town is going to force feed a PUD, think Baxter or one of many Southern Living communities.	5/5/2018 4:04 PM
305	Traffic, road infrastructure already completely inadequate for current residents	5/5/2018 3:35 PM
306	Too many being approved.	5/5/2018 3:30 PM
307	We are building too many of the same type homes. Developers are profiting but not necessarily the people of Weddington.	5/5/2018 3:15 PM
308	Overdevelopment of Weddington.	5/5/2018 3:08 PM
309	We need to not be just a "subdivision city". Parks, open spaces, retail and commercial space are part of a vibrant and connected community. We are far too over-rotated into a "subdivision only" mindset. We need bike paths, walking trails, and reserved open areas.	5/5/2018 3:00 PM
310	more traffic	5/5/2018 2:52 PM
311	The town's roads are already too busy and schools are filled. Any more growth and we will look like every other town outside of Charlotte-crowde and congested	5/5/2018 2:48 PM
312	Large lots with lots of trees	5/4/2018 6:36 PM
313	Way too many of them, area losing uniqueness with cookie cutters houses that are all basically the same. Overcrowding	5/4/2018 1:07 PM
314	I don't like the lot sizes that are being allowed in some of the new neighborhood. They are too small and conflict with what we thought Weddington stood for.	5/4/2018 8:58 AM
315	That the road infrastructure has not been upgraded to deal with the increase in traffic and that schools have not been upgraded to deal with an increase in population.	5/3/2018 9:28 PM
316	Small lots under an acre.	5/3/2018 4:33 PM
317	Traffic and high density takes away from the small town feel	5/3/2018 10:30 AM
318	Traffic, reserving space for future and current traffic needs.	5/3/2018 7:49 AM
319	Off site road improvements to support	5/3/2018 7:40 AM
320	Not well designed, too much clearing	5/3/2018 12:21 AM
321	You trying to cheaply run sewers through back yards vs roads	5/2/2018 10:12 PM
322	Make sure that there are plenty of options from the builder for the homeowners to choose from and set standards on how the homes are to be different and unique to the others around it. also set strict regulations on landscape and upkeep on years with HOA's. Wedding ton is a very coveted area and if homeowners choose to build here, they will have no problem complying to the regulations. All would agree that Weddington needs to stay a beautiful place to live and be proud of.	5/2/2018 5:18 PM
323	I oppose subdivisions that would reduce the character of Weddington as a lower density, upper scale township. Congestion is already too great. We need green spaces that offer opportunities for children and families and everyone to enjoy nature. Have you read "Last Child in the Woods" regarding the need for our society to spend more time in nature? If you can protect our woods and farms, please do so. Family farms are dying but they need to be incentivized. Traffic, congestion, and higher density developments are not why we moved to Weddington.	5/2/2018 4:36 PM
324	there are too many going up and roads and schools cannot keep up	5/2/2018 1:06 PM
325	In the high school halls, in the shopping malls. Conform or be cast out.	5/2/2018 12:36 PM
326	Death of wildlife. Clear-cutting of trees, installation of sewer & water lines which mean sacrificing old- & medium-growth trees & undeveloped space, and the development of every square inch of Weddington.	5/1/2018 1:19 PM

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327	noise, lack of privacy, traffic	5/1/2018 9:43 AM
328	Traffic exiting	5/1/2018 8:50 AM
329	1acre minimum	4/30/2018 10:40 PM
330	Too many!	4/29/2018 9:07 PM
331	Lots are too small. I moved to Weddington for 2 acre lots and now we have enormous homes on top of each other with no space inbetween (ie. Antioch Church Rd. - disgraceful!!	4/28/2018 7:16 PM
332	The amount of added traffic and the affect on the watershed.	4/28/2018 12:26 PM
333	Dense packed subdivision require sewer lines.	4/28/2018 11:46 AM
334	these create clogged farm to market feeder roads, overburden our creeks with run off and reduce overall sense of community.	4/28/2018 10:00 AM
335	Ensuring infrastructure keeps up with population growth, loss of forest.	4/26/2018 3:44 PM
336	Limited town provided amenities	4/25/2018 4:35 PM
337	stress on the infrastructure. traffic.	4/25/2018 11:12 AM
338	Allowing 1/3 acre lots. I do like the idea of 55 age restricted developments which goes against the wanting 1 acre lots, because it does not work to have that says lots. 55 + community creates tax dollars with less effect on schools and road congestion. Most 55+ communities allow a certain percent of people being under 55, but no resident can potentially effect the school, hense no children. That is a 55 communitites rule, because there promise to the community is that they are providing tax dollars with a promise not to effect the school.	4/25/2018 8:01 AM
339	There are already too many popping up. Traffic is horrific and made worse with inadequate infrastructure on Providence due to Waverly. Taking almost 20 minutes to go from Hemby to I-485 is unacceptable and will just worsen with more developments and retail added to town of Weddington. The charm of Weddington will be lost. Stop the madness - there is too much development and zero retail needed in Weddington given all the retail a few minutes down Providence Rd	4/24/2018 11:13 PM
340	Traffic increase	4/24/2018 10:07 PM
341	Keep some trees.	4/24/2018 9:06 PM
342	No walking/Cycling trails	4/24/2018 8:47 PM
343	TRAFFIC!!!!	4/24/2018 8:23 PM
344	Too many, too quickly.	4/24/2018 7:53 PM
345	Lots that are less than an acre	4/24/2018 7:46 PM
346	Too many with small lot sizes.	4/24/2018 7:45 PM
347	None	4/24/2018 7:31 PM
348	Decreasing home prices	4/24/2018 6:43 PM
349	Too many of them. Union County does not have it's own water supply and has to rely on water supply from outside the county	4/24/2018 4:40 PM
350	hoa are a additional tax burden they should be eliminated town should provide lighting and maint if they want buffers and spec plantings	4/24/2018 12:23 PM
351	Small lots. Too many homes in one neighborhood.	4/24/2018 10:56 AM
352	Traffic is a concern for safety for all. But our community is growing and we cannot become closed to new growth.	4/23/2018 4:54 PM
353	Their impact on neighboring subdivisions and current infrastructure	4/23/2018 3:27 PM
354	Too many. You are allowing Weddington to be over-developed.	4/23/2018 10:56 AM
355	RCD is developer friendly, not community friendly	4/22/2018 12:24 PM
356	Should be R40 only	4/22/2018 11:06 AM
357	You're turning house farms into house farms	4/22/2018 9:25 AM

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358	Developers should be charged with ensuring that the infrastructure supports these large neighborhoods prior to building.	4/21/2018 11:28 AM
359	Too many big homes on small lots	4/21/2018 8:39 AM
360	Schools, road maintenance, heavy traffic, public safety; I could continue.....	4/20/2018 8:48 PM
361	Dear Weddington, We are having our cake and eating it too. We need to share. We moved to this place for a reason 11 years ago. It was beautiful and it was country - but was easy access to the city. (I know you have heard this lament before) Do we really need another million \$ subdivision? Can residential taxes pay for the services that this type of consumer wants? Can't someone design a mixed use center. Maybe with Sec. 8 apt. on top. I don't know what the legal restrictions are but I do know that all poor people are not criminals and they have the same hopes and desires as you do. Lets look outside the box and try to accommodate 'others' to make them 'us'. I'm sure Mr. Moser can figure something out. It's his home now too. Peace, Lin	4/20/2018 5:50 PM
362	Weddington stands out because there's no "house farm" type neighborhoods. Busy roads is a concern. It's already a madhouse in the mornings getting around. It's as if any unused space with trees is getting bought, cleared and used by unscrupulous builder that don't care 2 bits about the town. Stricter permits would control that from occurring.	4/20/2018 4:48 PM
363	with more houses, there will be more children and cars. Our current infrastructure does not adequately support the current traffic patterns and the schools are continually redistricting. Making some neighborhoods difficult to sell due to the concern they may be moved to another school every 3-5 years.	4/20/2018 4:08 PM
364	Too many too fast with lack of infrastructure	4/20/2018 1:43 PM
365	Not enough space in schools.	4/20/2018 1:34 PM
366	There are a lot of them being built currently. Are school size and school availability being considered? Also use of roads and traffic?	4/20/2018 1:25 PM
367	Keep trees. When they plant, plant large trees. Large green lots are what Weddington is known for and will keep the property values up as other towns allow small lots and lots cannot hold lush vegetation. This will keep Weddington unique and hold up property values.	4/20/2018 1:19 PM
368	What happened to keeping Weddington a rural small town? With all the developments going in where what are we going to do with all the traffic, school over crowding, etc...	4/20/2018 1:18 PM
369	Infrastructure will not support them and the congestion they bring.	4/20/2018 10:36 AM
370	Do not permit "Conservation residential districts" . It's a complete scam on the town and a profit windfall to the builders.	4/19/2018 3:07 PM
371	I believe there is something that people want which you are not offering, which is something in between conventional and conservation. Specifically lots of 1/2 acre to 3/4 acre with houses not so close to one another as conservation, and still having some conservation space.	4/18/2018 10:14 PM
372	Reduction of minimum lot sizes	4/18/2018 10:02 PM
373	need more commercial development.	4/18/2018 2:24 PM
374	cutting down the trees and clearing lots	4/18/2018 12:56 PM
375	Houses too close, congestion, etc	4/18/2018 9:48 AM
376	Not enough schools	4/18/2018 9:32 AM
377	Too many houses on smaller lots.	4/18/2018 8:06 AM
378	Too many	4/17/2018 8:59 PM
379	Traffic on inadequate roads, school populations soaring, Services to public being increased with appropriate increases in costs (taxes).	4/17/2018 6:55 PM
380	My concerns are less with types of subdivisions but the quantity of subdivisions. Providence Rd is a mess in during the morning commute. Adding more families would only make matters worse.	4/17/2018 3:40 PM
381	Poor quality of construction; small lots with few trees	4/17/2018 2:02 PM
382	Too many	4/17/2018 11:27 AM
383	crowded schools, more traffic, and do not want vinyl siding houses	4/17/2018 11:11 AM

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384	Entrances and traffic concerns	4/17/2018 10:56 AM
385	too many being allowed with no thought to traffic. roads are already beyond design. most of the roads presently in use existed prior to 1900 with 2018 traffic on them. very short sighted on the part of town planners and county officials.	4/17/2018 10:45 AM
386	Building houses too close together is one main concern. I honestly can't stand vinyl siding which seems to find its way into all but the nicest developments. I also hate to see the last of our pastoral farms disappearing. Steep price for progress, I think.	4/17/2018 10:43 AM
387	The roads are not growing with the subdivisions! Traffic is horrible	4/17/2018 9:55 AM
388	Too many subdivisions all coming in at one time. Roads are too tight and not adequate for growth. The construction is tearing up the roads immensely!	4/17/2018 8:07 AM
389	Traffic and impacts on schools	4/16/2018 3:36 PM
390	Would like variety in builders home styles	4/16/2018 3:17 PM
391	Toll on roads and intersections that are already backed up and dangerous	4/16/2018 1:55 PM
392	I would like to see the builders improve the roads as they bring in these big, heavy equipment our roads and sides of narrow roads are becoming dangerous	4/16/2018 12:59 PM
393	The problem with conservation districts is that it's never usable space. It's wet lands not parks in the neighborhood. Is Union county requiring developers to pay for new roads? To widen current roads?	4/16/2018 10:45 AM
394	With more subdivisions, we need to evaluate infrastructure!!!	4/15/2018 8:47 PM
395	Increased traffic and limited thoroughfares	4/15/2018 6:04 PM
396	I'm not sure I understand the question. Subdivisions tend to have pools and clubhouses, which is not part of what I'd like to see in Weddington going forward.	4/15/2018 4:58 PM
397	Tract home builders building homes so similar in the same neighborhood. Character is lost. We have a lot of new ones being developed now. I am concerned about traffic issues.	4/15/2018 8:59 AM
398	Additional congestion, overcrowding of schools, loss of the "country" look and feel in the area.	4/15/2018 7:42 AM
399	None	4/14/2018 4:27 PM
400	I wish conventional subdivisions required 2 acre lots minimum.	4/13/2018 8:34 PM
401	The developers are cutting down too many trees causing Weddington to lose that rural charm. Storm water run off isn't being properly addressed. No infrastructure growth/ support.	4/13/2018 7:57 PM
402	No related plan for managing transportation volume resulting from development	4/13/2018 6:08 PM
403	Too dense.	4/13/2018 5:53 PM
404	parking space is too limited/small	4/13/2018 4:44 PM
405	There are way too many being built.	4/13/2018 3:07 PM
406	Mixed use is best, but doing it well is very difficult. We don't want another area like Waverly.	4/13/2018 12:29 PM
407	Traffic!!!	4/13/2018 11:42 AM
408	Traffic, current roads do not support, sewer systems, overloaded school systems.	4/13/2018 11:19 AM
409	We do not offer currently affordable housing for police, and teachers and service providers, we should consider that for the people who serve our community	4/13/2018 7:56 AM
410	Overcrowding our schools cause big need go redistribute sending our neighbors to less desirable schools	4/13/2018 6:38 AM
411	need sidewalks	4/13/2018 6:21 AM
412	lack of ascetics	4/13/2018 5:43 AM
413	Lot sizes in conservation districts are not in keeping with the typical Weddington home...40K/ sqft lots, and lots of space between homes.	4/12/2018 8:10 PM
414	Growth is too fast for the current infrastructure and school system	4/12/2018 2:45 PM

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415	Both conventional and conservation subdivisions are becoming increasingly passe' as the population shifts its desires more holistic communities where you do not have to drive everywhere for everything. Market research shows increasing demand for walkable highly-amenitized communities - especially with aging boomers and millennials starting families.	4/12/2018 12:29 PM
416	Too many houses in one area. Look like every other town around.	4/12/2018 7:59 AM
417	Then being too close to the main roads like 84. The construction would be hard to balance.	4/11/2018 10:19 PM
418	Over crowding, poor road/transportation planning (2 lane country roads), traffic congestion, population density, etc.	4/11/2018 10:00 PM
419	More subdivisions means more traffic and congestion. Has anyone given consideration to the poor conditions of our roadways?	4/11/2018 8:53 PM
420	They are outpacing our ability to provide resources such as sewer, water etc. I believe we should maintain lot sizes and accept higher property taxes to distinguish us from Meck county and other surrounding areas. We have abundant natural resources and beauty in Weddington and it could easily be squandered.	4/11/2018 6:29 PM
421	Roads not able to support additional traffic	4/11/2018 4:20 PM
422	Would prefer to keep Weddington as a much-higher-than-average median home price.	4/11/2018 3:26 PM
423	Water and sewer use since long time residents are still using individual wells and septic systems.	4/11/2018 11:48 AM
424	water run off, traffic	4/11/2018 11:10 AM
425	too high volume. large builders come in and build cheap homes. takes infrastructure too long to catch up to the growth causing congestion.	4/11/2018 9:10 AM
426	The smaller lots & houses make Weddington a cheap town more than upper class.	4/11/2018 8:33 AM
427	To close and to regeulated	4/11/2018 8:04 AM
428	The conservation subs are making Weddington look like every other town around. The larger lots and rural look are what kept Weddington unique - the compact, house on top of house of these conservation neighborhoods are making the town look (and drive and feel) like South Charlotte	4/11/2018 7:51 AM
429	Roads can't handle the increase in traffic	4/11/2018 5:16 AM
430	All subdivisions should have a 1 acre 1 house rule	4/11/2018 5:11 AM
431	Too many for our infrastructure to support	4/10/2018 10:23 PM
432	Too small of lots not enough green space, conservation area saved	4/10/2018 10:13 PM
433	Small lots and houses on top of each other.	4/10/2018 10:10 PM
434	Traffic congestion ingress and egress from single points. Don't want small lots with high density housing	4/10/2018 10:08 PM
435	Update/upgrade the roads first	4/10/2018 9:51 PM
436	Clear cutting of land and cookie cutter neighborhoods.	4/10/2018 9:47 PM
437	Traffic, cheap looking cookie cutter homes, loss of rural small town feel of Weddington	4/10/2018 9:46 PM
438	Too many subdivisions continue to flourish without the proper infrastructure to support the local growth.	4/10/2018 9:43 PM
439	Increase in traffic. Increased crime. Less open green space and more pollution.	4/10/2018 9:38 PM
440	1 + acre lots	4/10/2018 9:25 PM
441	Overcrowding in schools, traffic	4/10/2018 9:16 PM
442	The traffic and schools that will be impacted by overcrowding	4/10/2018 9:14 PM
443	Too many of them and no sidewalks on main streets creating these separated pockets of housing and no feeling of community	4/10/2018 9:12 PM
444	Property values, lower income residents, too much added traffic. Upgrade roads before you start adding subdivisions.	4/10/2018 9:10 PM
445	Poor placement of entrances on curves or difficult to see areas	4/10/2018 9:10 PM

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446	Weddington was created to be over one acre. Not many, many homes on little land. Weddington was desirable because of its beauty.	4/10/2018 9:09 PM
447	Brings more traffic than we can already handle. Already too much school redistricting.	4/10/2018 9:02 PM
448	road conditions not being maintained from increased traffic from builders and residents. intersections not upgraded for increased road traffic(traffic circles or stop lights)	4/10/2018 8:44 PM
449	NO cookie cutter. KEEP trees. STOP clear cutting land for houses stacked on top of each other.	4/10/2018 7:54 PM
450	Lower values and crowded lot lines	4/10/2018 7:32 PM
451	The road structure and school capacity supporting more growth.	4/10/2018 6:42 PM
452	access to them on these small country roads	4/10/2018 6:05 PM
453	growing too fast (number of new subdivisions)	4/10/2018 5:18 PM
454	Don't want smaller lot sizes. Too many residence will over crowd schools.	4/10/2018 4:19 PM
455	There are too many being built for the current infrastructure.	4/10/2018 2:40 PM
456	too many units, too dense, want to maintain Weddington peacefulness	4/10/2018 2:39 PM
457	Traffic, low priced homes	4/10/2018 1:43 PM
458	Traffic	4/10/2018 1:34 PM
459	Small lot sizes. Clear cut lots. Not enough common space.	4/10/2018 1:28 PM
460	There are too many going up too close to each other. The school overcrowding is going to be horrible!	4/10/2018 1:14 PM
461	Too many, too many houses crammed in. Creating more traffic on already poorly designed roads.	4/10/2018 1:01 PM
462	HOAs are out of control. In my experience, when homes are crammed together in a line, there is more dissatisfaction amongst the owners. "Oh, I can see their trash can." "That dog is barking at my cat." Pool noises, parked cars on street blocking driveways, etc. We moved out here to get away from all of that mess.	4/10/2018 12:35 PM
463	Keep the 1 acre per family rule. No High Density & Mixed Use Developments.	4/10/2018 12:16 PM
464	Cheap builders	4/10/2018 12:13 PM
465	roads cannot handle the additional traffic	4/10/2018 11:55 AM
466	way too many are being built and they are outlandish in size too much traffic and roads cannot handle the increase roads and infrastructure not keeping pace with extensive building	4/10/2018 11:51 AM
467	Looking like high density housing	4/10/2018 11:46 AM
468	Too many homes. Smaller communities would be better.	4/10/2018 11:35 AM
469	There's too many	4/10/2018 11:33 AM
470	Property values drop	4/10/2018 11:19 AM
471	Roads need to keep pace with the growth. No new subdivisions should be put in unless the roads are enhanced to handle the increased traffic.	4/10/2018 10:49 AM
472	Subdivisions are growing like wildflowers, but roads are highly inadequate (and in ill repair) to safely handle the additional traffic.	4/10/2018 10:09 AM
473	New subdivisions are promoting over-growth and congestion. People moving into Weddington from out of state are bringing undesirable attitudes and behavior.	4/10/2018 9:59 AM
474	That we do not have the roads to support the subdivisions. They are too narrow and not well maintained.	4/10/2018 8:43 AM
475	Current construction is geared toward move-up buyer need more options for middle class	4/10/2018 8:15 AM
476	Too much density	4/10/2018 4:23 AM
477	Control growth	4/10/2018 12:52 AM
478	I like private large lots,	4/10/2018 12:04 AM
479	Mix of housing that would allow broader mix of socio-economic groups.	4/9/2018 11:11 PM

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480	To many homes built on less than an acre, trees being taken down, and infrastructure and schools not keeping up with the pace.	4/9/2018 10:57 PM
481	Setback from thoroughfares to protect the viewshed needs to be maintained. Minimum RCD lot size is too small for the size houses being built on them. The houses are too close together and aren't set back enough from the street.	4/9/2018 10:29 PM
482	Road infrastructure is not sufficient	4/9/2018 10:20 PM
483	Weddington did not use the developers to improve roads or build parks	4/9/2018 10:01 PM
484	Lack of sewer and water	4/9/2018 9:52 PM
485	Amount of children being added to school	4/9/2018 9:42 PM
486	The roads do not support the growth. No more growth without infrastructure.	4/9/2018 9:40 PM
487	That the main roads can support the additional traffic. That our schools are prepared for the influx	4/9/2018 9:25 PM
488	That the lot sizes are below 1 acre and not enough conservation spaces	4/9/2018 9:20 PM
489	too many homes. overcrowded, losing charm	4/9/2018 9:00 PM
490	Too many Conservation subdivisions are being approved recently.	4/9/2018 8:53 PM
491	Densely packed houses, all identical or nearly identical.	4/9/2018 8:39 PM
492	The roads are not wide enough/not enough traffic lights to support new subdivisions and many of the day costing ones.	4/9/2018 8:36 PM
493	Traffic/accidents/more dogs	4/9/2018 8:30 PM
494	Weddington was known for its large lots, now it seems as though we have succumbed to the developers.	4/9/2018 8:25 PM
495	Tree removal. I think trees should preserved instead of clear cutting.	4/9/2018 8:13 PM
496	I absolutely do not like it when new neighborhoods clear all of the gorgeous natural trees. Leave the trees up.	4/9/2018 7:52 PM
497	Too much increase in traffic.	4/9/2018 7:48 PM
498	Impact on traffic, services, and schools.	4/9/2018 7:37 PM
499	Too many subdivisions, too crowded— case in point, Waverly. Love the restaurants, hate the crowded houses, hotels and buildings. Yuck	4/9/2018 7:27 PM
500	Roads do not support subdivisions we have now... slow development	4/9/2018 7:12 PM
501	Traffic. Need developers to widen and replace roads.	4/9/2018 7:04 PM
502	Too many without roads to support the growth	4/9/2018 7:03 PM
503	Too many and not enough road, access, school planning.	4/9/2018 6:56 PM
504	Too many!! The town of Weddington is losing its rural feel with housing developments coming up on every corner.	4/9/2018 6:51 PM
505	big homes on small lots, additional cars on roads that are already crumbling.	4/9/2018 6:50 PM
506	patio home is typically a single story dwelling unit - with possible 2nd level. A townhouse can be 3+ stories. They should be differentiated	4/9/2018 6:13 PM
507	Lot size.	4/9/2018 5:35 PM
508	Larger lots, not postage stamp Mc-Mansions.	4/9/2018 5:09 PM
509	Traffic, subdivision restrictions not followed, and road repairs not kept up.	4/9/2018 5:05 PM
510	keep it the way it was started....don't want anything else as u can go to any other area around here and get that kind of land use if u want it.....don't move here if u want other land use	4/9/2018 3:58 PM
511	lowering property value of surrounding homes if done poorly.	4/9/2018 3:23 PM
512	Too many houses in them	4/9/2018 3:18 PM
513	Clear cutting all trees prior to building.	4/9/2018 2:51 PM

Weddington Resident Survey

514	Growth is going to happen in Weddington & western Union Ct. No stopping it. Best thing to do is work constructively/productively with developers.	4/9/2018 2:00 PM
515	We are allowing too many new subdivisions to be build without the needed infrastructure to support the added traffic. Must work with Matthews and CharMeck for better planning (case in point Tilley Morris Rd, Matthews/Weddington Rd).	4/9/2018 1:08 PM
516	Contributions to traffic, schools and infrastructure.	4/9/2018 12:27 PM
517	Too much growth too quickly. We're turning into Waxhaw.	4/9/2018 11:51 AM
518	there are already more people than current schools can support so I do not like seeing more subdivisions being built. Also, builders tend to come and clear all the land (conservation and conventional styles) which leaves no shade or aged landscaping when a subdivision is completed. I do not like subdivisions where all the homes are so similar to each other and cheaply made.	4/9/2018 11:33 AM
519	That too many today are not 1 acre lots that remain as natural as possible. Conservation of wooded lots is better for environment.	4/9/2018 11:28 AM
520	1. Tendency toward homogeneous housing stock. (i.e. every 4th house is the same) 2. Greater density within the neighborhood. 3. Less room for vegetation; reduced privacy.	4/9/2018 9:52 AM
521	Weddington should remain R40 for homes with minimum setbacks of 50' or greater from the road. Smaller setbacks start the trend of increased density and conflict with the small town rural charm of Weddington.	4/9/2018 9:46 AM
522	Too many houses with no retail nearby.	4/9/2018 9:43 AM
523	Water, sewage, roads, increase of traffic, over crowding at schools draining of natural resources killing the attraction to move here in the first place.	4/9/2018 9:38 AM
524	They should have turning lanes in/out to improve traffic. ideally shouldn't be 'bulldozed neighborhoods.	4/9/2018 9:31 AM
525	cutting down too many trees - lot sizes are getting too small, prefer the traditional 1 acre min. lots	4/9/2018 9:20 AM
526	Streets should be wider	4/9/2018 9:07 AM
527	Cheap, small close together houses. Doesn't fit Weddingtons wide open country look, that appeals to everyone.	4/9/2018 8:52 AM
528	Narrow roads. Too many homes, overcrowding and not good for why we moved to Weddington. And too much speeding traffic on our roads.	4/9/2018 8:50 AM
529	Too many	4/9/2018 8:20 AM
530	Increased pressure on already clogged roads. Increased pressure on local schools. Ideally there should be a focus on improving the infrastructure and local amenities before expanding further housing developments.	4/9/2018 7:45 AM
531	Sewage disposal. Storing one's sewage wastewater on-site permanently contaminates soil and groundwater. Sewage treatment should be required.	4/9/2018 7:18 AM
532	Seems like the developers are trying to use this conservation lot selling technique more and more. It means bigger profits for developers but at a cost to the uniqueness of the brand of Weddington. Buyers are wondering why drive all the way out to Weddington to live on a postage size lot. The entire selling point of Weddington is big lots otherwise affluent buyers will choose to live closer in Dilworth or Myers Park.	4/8/2018 11:15 PM
533	We do not have the infrastructure to support such fast growth. Our roads are deteriorating and traffic is becoming agonizing. We rely on clean underground aquifers for our water supply, which are now being stressed and sewage systems would destroy the natural beauty of this "park like" area, and threaten contamination of those same water reserves.	4/8/2018 9:55 PM
534	they should be required to pay for school expansions, figure out where to pipe their sewer without impacting long-standing residential lots	4/8/2018 9:12 PM
535	Too damn many being built. Restrain new development to allow infra structures to catch up. past and present developements have destroyed our roads and created traffic pressures.	4/8/2018 8:37 PM
536	No conservation (eventually squeezing in more homes in open spaces), poor infrastructure (roads can't sustain growth and causes backups and traffic jams – like Providence is for Waxhaw)	4/8/2018 8:10 PM
537	Too many.	4/8/2018 6:55 PM

Weddington Resident Survey

538	Do not trust that the land supposedly set aside in the conservation type subdivision will actually always stay set aside.	4/8/2018 6:53 PM
539	They are going up faster than what our roads and sewer capacities can handle! I resent the proposed sewer line (and all that goes along with it) going through my yard to benefit everyone else while i remain on septic system.	4/8/2018 6:12 PM
540	The subdivisions are being built too quickly and left empty such as The Woods. What will be happening with the empty subdivisions.	4/8/2018 5:43 PM
541	More people on our already overburdened roads. Intersections need to be upgraded to handle traffic that already exists before adding to the problem.	4/8/2018 5:12 PM
542	It's a lot of growth for the schools at this time.	4/8/2018 3:48 PM
543	Bike paths to help keep the area a chosen bike travelers area.	4/8/2018 3:43 PM
544	Home values, population density, water pressure (ours is dismal, and our home is within sight distance of the new water tower)	4/8/2018 3:17 PM
545	Too much traffic already. No more subdivisions!	4/8/2018 3:12 PM
546	Too many residents	4/8/2018 1:34 PM
547	Too many going up too quickly.	4/8/2018 1:25 PM
548	Stop Building them in Weddington ! We have too many for such a small town!!!!	4/8/2018 1:19 PM
549	It would be nice to have more connectivity between the community- the ability to walk, or ride a bike and gather to enjoy community.	4/8/2018 1:10 PM
550	Homes are too close together, very restrictive HOAs (approval to plant a tree or put a birdhouse on a pole in your backyard), no walks to connect the neighborhoods and to local retailers (more walking, less driving), no green space for residents with lakes\ponds.	4/8/2018 1:03 PM
551	Traffic jams, road access	4/8/2018 12:38 PM
552	Traffic, school load,clear cutting of older growth trees, diversity of home values.	4/8/2018 12:23 PM
553	No building road and school infrastructure to keep pace with subdivisions.	4/8/2018 12:11 PM
554	Where do these folks' kids go to school...more trailers?	4/8/2018 11:21 AM
555	Keep the lots at one acre minimum. i don't support patio home on small lots with conservation areas. That concept is for the benefit of builders who have lots that won't perk.	4/8/2018 10:44 AM
556	Too many people, cars parked on streets, over crowding of schools.	4/8/2018 10:17 AM
557	Minimize clearing of the trees for mass site development	4/8/2018 10:10 AM
558	Not enough schools to support the influx of families	4/8/2018 9:35 AM
559	Traffic impact of huge communities. And, we have too many giant homes here . To whom will we be able to sell them all in 20 years?	4/8/2018 8:46 AM
560	Leasing	4/8/2018 8:43 AM
561	Overcrowding roads , natural open trees and quaint feeling being destroyed in Weddington.	4/8/2018 8:34 AM
562	More people/ overcrowding/more traffic- we have enough problems with this issue already/ more litter along roads will increase. STOP ALL THE CONCRETE- keep WEDDINGTON GREEN. !!!!!	4/8/2018 8:20 AM
563	Infrastructure must be part of the development and should not negatively impact the existing neighborhoods and homes.	4/8/2018 8:01 AM
564	Overcrowding schools again.	4/8/2018 7:47 AM
565	They should be separated by private open or public open spaces	4/8/2018 6:49 AM
566	Too many. Town has to stop developing. Roads are getting ridiculously busy and unsafe.	4/8/2018 6:18 AM
567	Clear cutting. We should be requiring developers to leave the old oak trees. They are critical to the wildlife.	4/8/2018 5:35 AM
568	Too many many developments.	4/8/2018 12:47 AM
569	Too much growth. We need to catch up on schools, roads and basic infrastructure.	4/7/2018 11:40 PM

Weddington Resident Survey

570	Too many!!!!	4/7/2018 11:08 PM
571	The roads and especially, intersections, are not keeping pace with development. Resurfacing roadways is not enough. We need to fix intersections by adding r & L turn lanes!	4/7/2018 10:56 PM
572	Too many - STAY OUT OF WEDDINGTON!!!!!!	4/7/2018 10:30 PM
573	Too many. Need more infrastructure for the growth (ie. roads, schools, etc.)	4/7/2018 10:28 PM
574	Just keep it low density. Avoid multi family/townhomes/condos/apartments. Keep Weddington Weddington	4/7/2018 10:07 PM
575	Too many going in.	4/7/2018 10:01 PM
576	HOA restrictions	4/7/2018 9:40 PM
577	Quality and ethics of home builders.	4/7/2018 9:17 PM
578	You only provide services for new big builders while homeowners for over 20+ years receive no services. We are taxed with no services while Union County is allowed to take our beautiful settings to accommodate new homeowners, i.e. sewer pipes and vents,. We are on well, septic and LP gas; when do we get a utility service? With every new big subdivision you also threaten our neighborhood school district boundaries. Someone gets rich and our kids get shipped to a terrible school.	4/7/2018 9:06 PM
579	Old subdivisions 20 years or more subsidize new subdivisions. I've lived in my house 21 years. I have no water, sewer, sidewalks, gas, fire protection. I pay for new subdivisions getting water, sewer, gas, sidewalks, street lights. Got a letter today from Union County my house is being reassessed for tax value. My guess is it's not going down. I have to pay \$300 a months to continue living in my home for taxes. Retired. Fixed income.	4/7/2018 9:04 PM
580	I'm unsure if the current roads have the size and ability to support the current growth. It seems to take much longer for me to move through Weddington and Wesley Chapel in the last 5-7 years. I moved out here because it was less populated and had more woods, green space, etc. Now new subdivisions are being built all around my neighborhood, knocking down trees. I also have concerns regarding overcrowding at schools (class size, etc.) with all the new homes.	4/7/2018 8:39 PM
581	To many people on the roads and overcrowding in schools.	4/7/2018 7:46 PM
582	Too many! Schools overcrowding again!	4/7/2018 7:39 PM
583	The effect they have on schools becoming over crowded and how no planning is done in advance. Traffic is also another big concern.	4/7/2018 7:07 PM
584	Small lots anything under .65	4/7/2018 6:40 PM
585	Traffic, school over crowding and constant redistricting. Smaller inexpensive homes could introduce crime	4/7/2018 6:37 PM
586	Too many homes	4/7/2018 6:34 PM
587	Too many being built concurrently. We chose Weddington specifically due to the restrictions on lot sizes and how much green space was in the area. Do not like what is happening to the Waxhaw area.	4/7/2018 6:33 PM
588	Too much traffic as is- it is so difficult to make turns out on 84 and other roads in Weddington.	4/7/2018 6:32 PM
589	Too much population density	4/7/2018 5:53 PM
590	No concerns with conventional 1-acre lot subdivisions.	4/7/2018 5:40 PM
591	So many going in at once around the area.	4/7/2018 4:44 PM
592	Destruction of natural areas.	4/7/2018 4:30 PM
593	The power lines that run thru them. Weddington has many.	4/7/2018 3:38 PM
594	Overcrowding schools, traffic.	4/7/2018 3:19 PM
595	Lack of procedures by Subdivision HOA Boards	4/7/2018 3:19 PM
596	Too much traffic.	4/7/2018 3:11 PM
597	They are going up too fast and too many, we chose Weddington years ago because of the trees and farms	4/7/2018 2:40 PM

Weddington Resident Survey

598	Traffic, impact of schools.	4/7/2018 2:33 PM
599	Traffic	4/7/2018 2:19 PM
600	Small lot size	4/7/2018 2:16 PM
601	Losing the small town character and charm of Weddington. It seems like every farm or wooded area is being plowed down to build more homes with no regard to roads and school capacities	4/7/2018 2:07 PM
602	I moved to Weddington for the minimum 1 acre lot, so I thought. I don't support any add'l growth. The infrastructure does not support, nor is it improving (roads/turn lanes/schools:etc).	4/7/2018 1:53 PM
603	Every acre in Weddington does not have to be developed. Stop all development. Bigger is not better.	4/7/2018 1:26 PM
604	Crammed up subdivisions - too many in such a small space. Reach out and touch your neighbor is not inviting and it makes it a super small yard -unappealing	4/7/2018 1:26 PM
605	too many in our town too fast	4/7/2018 12:46 PM
606	To many houses not enough infrastructure to support...roads schools etc..	4/7/2018 12:39 PM
607	Overcrowding	4/7/2018 12:38 PM
608	New developments push existing residents out of Weddington school districts and in to sun valley schools. It's wrong.	4/7/2018 12:33 PM
609	Track homes are awful, they all look alike, they just mow the trees down and pop up the same thing over and over again	4/7/2018 12:28 PM
610	I hate seeing woodlands cut down to be replaced with subdivisions. It is taking away from the beauty of the area as well as displacing wildlife.	4/7/2018 12:09 PM
611	Making sure that the impact to traffic congestion is minimized through the use of turn lanes and improvement to affected intersections.	4/7/2018 11:57 AM
612	Too many. Pushing out existing people from neighborhood schools	4/7/2018 10:59 AM
613	Stop the cookie cutter neighborhoods	4/7/2018 10:55 AM
614	12,000 sq. ft. is too small. It should be increased for Conservation district subdivisions to a larger size (14k-16k)	4/7/2018 10:53 AM
615	We have too much residential growth. Need to add street lights and water and sewer access to our older subdivisions that need it.	4/7/2018 10:42 AM
616	Connectivity should be require to illuminate requiring families to go to major thoroughfares to mover between neighborhood to see friends etc	4/7/2018 9:33 AM
617	They bring in an overpopulation issue for the area, increasing traffic which is a safety issue for our youth. It is not aesthetically pleasing for our area and defeats the purpose of why people move here in the first place.	4/7/2018 9:02 AM
618	there are way too many,Weddington has been ruined	4/7/2018 8:43 AM
619	They are adding more cars & students to a community without adequate roads and schools!!! You've GOT TO STOP ??	4/7/2018 8:22 AM
620	Removal of too many trees-new subdivisions need to plant more trees after removal....traffic concerns.	4/7/2018 8:07 AM
621	Too many homes,traffic	4/7/2018 6:58 AM
622	Safety exiting neighborhood onto main road.	4/7/2018 5:32 AM
623	The demand on utilities, the increase in traffic, and the burden on the school (need to stop continued redistricting).	4/6/2018 10:14 PM
624	TOO MUCH TRAFFIC. What happened to the large lots and rural feeling??? We no longer can get out of our community onto Providence Rd.	4/6/2018 9:39 PM
625	More subdivisions, more cars	4/6/2018 8:34 PM
626	Stop building them.	4/6/2018 7:49 PM
627	Too many people, not enough infrastructure.	4/6/2018 7:36 PM

Weddington Resident Survey

628	Too many trees are cut.	4/6/2018 7:16 PM
629	Too many subdivisions are being approved for development. Our schools and utilities (water/sewer) are NOT able to keep up. SLOW IT DOWN. We moved to Weddington for the amazing schools, the wide open spaces, the quiet nature of this town. It's now becoming overpopulated, causing the schools to suffer. SLOW IT DOWN. NO MORE NEW SUBDIVISIONS.	4/6/2018 5:52 PM
630	Overdevelopment with no attempt for infrastructure to catch up.	4/6/2018 5:44 PM
631	Not well planned. Like Atherton....looks terrible with no underground drainage, no sidewalks. Weddington should have communities not mass builders coming in charging a fortune to profit off of poorly made homes and poorly developed communities.	4/6/2018 5:27 PM
632	increased traffic	4/6/2018 4:41 PM
633	strain on schools	4/6/2018 4:11 PM
634	Infrastructure access roads, turn lanes, traffic lights and schools	4/6/2018 3:34 PM
635	Please plan for the increase in traffic and noise. Currently there is not enough infrastructure planning, just building.	4/6/2018 3:03 PM
636	Roads being adequate to handle the additional traffic.	4/6/2018 2:45 PM
637	Our schools can not keep up	4/6/2018 2:45 PM
638	Traffic, infrastructure	4/6/2018 2:30 PM
639	RCD allows low end builders such as MI to build lower end house, this hurts current property values	4/6/2018 2:22 PM
640	Be at least 1 acre lots	4/6/2018 2:12 PM
641	The infrastructure.	4/6/2018 2:11 PM
642	That the houses are lower quality in newer subdivisions. They won't hold up well. There also seems to be much more closer homes now with a conservation area that is undesirable or unbuildable. That makes the neighborhoods look cheap.	4/6/2018 1:45 PM
643	1) Increased traffic, 2) Over crowded schools, 3) Increases in property taxes to pay for new schools, road improvements and fire service.	4/6/2018 1:30 PM
644	Too many	4/6/2018 1:22 PM
645	Weddington has allowed too many large neighborhoods to be built. DOT can't keep up and the infrastructure is horrible. The current roads worked when Weddington was all farmland not one huge neighborhood after another. UCPS just redistricted again after 3 years and will continue to if the towns don't slow down on accepting additional neighborhoods. Weddington, DOT, and UCPS must be a team and not blame each for the mess we are in. All contributed starting mainly with the towns.	4/6/2018 12:58 PM
646	Too many of them. Stop development.	4/6/2018 12:54 PM
647	R-CD needs to be eliminated or at least conventional subdivisions required for each R-CD done!	4/6/2018 12:46 PM
648	Drainage, support, traffic	4/6/2018 12:38 PM
649	The amount of traffic in this area is a problem. We need to make sure that we have appropriate infrastructure in place before growth occurs.	4/6/2018 11:53 AM
650	Aren't there enough of the same old same old in Weddington? Is anyone ready for any kind of a change? I'm for a change.	4/6/2018 11:50 AM
651	Cheap looking homes going up.	4/6/2018 11:47 AM
652	Traffic & wear & tear on our roads is past ridiculous.	4/6/2018 11:46 AM
653	Too many and lots are not large enough which changes the character of Weddington.	4/6/2018 11:29 AM
654	Please, retain trees and greenery. I like wooded lots. I'd be concerned that too many trees would be cut down.	4/6/2018 11:27 AM
655	We are getting too large. The roads/schools can't support. We should NOT allow anymore residential development.	4/6/2018 11:21 AM

Weddington Resident Survey

656	I think Weddington has created tremendous esoteric and investment value the way it's developed. This will become more apparent as we have already seen with the paving over of both sides of Providence just across the county line.	4/6/2018 11:17 AM
657	no services without driving all the way to Charlotte	4/6/2018 11:16 AM
658	They need to pay their way. Infrastructure, school support. \$10,000 per home to county and town to pay for traffic needs, safety, etc	4/6/2018 11:07 AM
659	Traffic patterns & turn lanes need to be address when new subdivisions are built. Not just the area around the subdivision but the traffic pattern coming to and from the area.	4/6/2018 11:04 AM
660	Traffic and inadequate infrastructure. Our existing streets are a mess and we should see to them before building more.	4/6/2018 10:57 AM
661	Weddington has strayed from the rural, small town, county feel that brought me here in the first place. I feel that Weddington has lost that appeal and growing extremely too much and too fast.	4/6/2018 10:52 AM
662	lack of connections	4/6/2018 10:50 AM
663	keep what we have: 1 acre lots	4/6/2018 10:46 AM
664	Do NOT let them split a sub development between roads; Make the open space visible form the road - NOT at the back of a development (what good does that do); Make the homes farther apart - we don't want them to look like Hunter Oaks.	4/6/2018 10:37 AM
665	Subdivisions from the major builders, often devalues other real estate in Weddington. You can easily find the same model home from Ryan homes for example for 850K in Marvin, 600K in Weddington and 500K in Indian Trail. Additionally subdivisions create a quick influx of volume to the area vs individual plat development. The goal of the developer is to develop and dump the houses on the market. Many existing homes in Weddington are from the 90's, if we wanted to sell, it'd be hard with all the different new development options going up at once as competition.	4/6/2018 10:30 AM
666	Developer selling water or sewage to private companies (I am categorically opposed to this)	4/6/2018 10:28 AM
667	crowding, density issues, traffic	4/6/2018 10:21 AM
668	Impact on traffic and school assignment.	4/6/2018 10:19 AM
669	too many developing in Weddington and not needed.	4/6/2018 10:18 AM
670	Ruining the beauty and small town feel of Weddington	4/6/2018 10:07 AM
671	Too many. Over crowding of roads and schools.	4/6/2018 10:07 AM
672	.	4/6/2018 10:06 AM
673	Concerns about increased traffic	3/26/2018 10:18 AM

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To: Lisa Thompson
Town Administrator / Planner
Weddington, NC

From: Randall Arendt

Date: June 20, 2018

Subject: Review and Recommendations Regarding Conservation Subdivision Regulations

Thank you for asking me to review the town's zoning and subdivision regulations regarding conservation subdivisions.

Below are my findings and recommendations, specifically addressing the concerns expressed in the community survey.

Minimum Required Percentage of Open Space: The ordinance requires a minimum of 50 percent of gross tract acreage. This is not the approach recommended in my books and model ordinances, because it allows unusable land (wet, floodprone, or steep) to be included, which would be protected in any case due to its inherent constraints. The purpose of conservation subdivision design, as I invented the approach 25 years ago, was to protect land from development that would otherwise be cleared, graded, and divided into houselots. I have therefore recommended that 50 percent of all unconstrained land (not wet, floodprone, steep, or under powerlines) be preserved, in addition to all unbuildable constrained land. Following this approach would meet a major objection reported in the resident survey, that too much of the conservation land is unusable and of "low quality". From a landowner and developer perspective, it is important to note that the number of lots permitted would not change by increasing the open space percentage, as that is determined by a Yield Plan showing the number of homes possible with conventional one-acre lots.

Density Concerns: it is important for residents to understand that conservation subdivisions do not permit a greater number of homes than would be built in conventional subdivisions, due to the Yield Plan requirement mentioned above. If they are concerned about the number of homes being built in town, the only way to lower that number (in any zoning district) would be to increase the minimum land requirements per dwelling (say from 40,000 SF to perhaps 60,000 SF, in the R-40 district). Although this kind of "downzoning" is legal, it is typically opposed strongly by landowners and developers, and this issue is beyond the scope of my review.

Home Price/Value Concerns: Because developers must buy the same amount of expensive land to build say 25 homes, regardless whether they are within conventional subdivisions or in conservation subdivisions, they cannot, financially, sell homes in conservation subdivisions for less than those in conventional subdivisions. Because conservation subdivisions are an option that developers can either select or not, they would not opt for this approach if it were less lucrative for them. In fact, experience

shows that many homebuyers are willing to pay slightly more for a home on a smaller lot in neighborhood with preserved open space than they are for the same home on a larger lot without open space. Developers of golf course subdivisions have known this for decades: open space boosts the value of the smaller lots because many people like to live next to preserved land.

Spacing of Homes: The observation that homes in recent conservation subdivisions have “less curb appeal” than those in earlier conservation subdivisions or in conventional developments is probably an individual judgment call, based on personal preferences, which is understandable in a community where homes have traditionally been built on larger, wider lots. However, there is a fairly simple way to address concerns about homes being built too close together: homes in new conservation subdivisions in the future can be required to have more space between them by increasing sideyard setbacks. Many developers would probably respond by modifying their house designs so their homes would be say 10-12 feet less wide and perhaps 15-20 feet deeper, providing the same total floorspace. In fact, there is a national trend in this direction anyway, with many house designs becoming slimmer and deeper (see photo examples in the Illustrated Appendix). Interestingly, there appears to be little push-back among homebuyers, who apparently like the stronger sense of community that these newer house designs seem to suggest. (Another approach, which I earnestly recommend against, would be to increase lot widths, which would increase street lengths and costs, and reduce the conservation land. It should be noted that developers do not pay for streets, as they pass the initial cost onto homebuyers, and ongoing maintenance costs onto the town.)

Appearance of the Open Space: The town’s regulations require maintenance plans prepared by subdivisions applicants and approved by the town. Those regulations could be augmented by additional wording listing typical open space types (mown lawn, fields/meadows, pastures, woodlands, etc.) with typical maintenance schedules and suggested procedures where desirable. For example, grass not mown on a weekly basis during the growing season could be managed as a meadow with annual mowing in the late fall, after wildflower seed have been set. There is a particular natural beauty to well-managed meadows, and annual mowing would prevent them from being overrun by invasive species such as *rosa multiflora* or Japanese knotweed. (Again, please see photos in the Illustrated Appendix.) Woodlands could be managed so that trails are cleared and trimmed every spring and fall. Trees could be inspected annually and those found to be injured or weak, posing danger of falling onto streets, trails, or structures, would be required to be removed.

Permanent Protection of the Open Space: The town’s regulations provide for perpetual conservation easements that permanently protect the open space from future subdivision or other development. Residents concerned about that land being built upon in the future can rest assured that this will not be the case. Such changes would have to have 100 percent approval of the homeowner association and unanimous approval by the town council, plus a zoning change.

Types of Open Space to be Preserved. Current regulations contain a section setting priorities (high, medium, and low) for various kinds of resource lands to be preserved. However, applicants are not required to address these three tiers until the “Preliminary” Plat stage, rather than at the critical Sketch Plan stage. Because of this, town officials and staff have limited scope to help shape the conservation lands proposed by developers. This function should therefore be advanced to the Sketch Plan stage.

Setbacks from Existing Public Roads: The regulations require that new buildings be set back at least 100 feet from existing public roadways. Although developers comply with this requirement, the results are often less attractive than they could be, if an innovative design approach were to be followed. Rather than backing homes up toward existing roads and (in unwooded areas) buffering them with expensive earthen berms and heavy landscape screening -- which tend to be very suburban and nonrural in appearance -- I have long advocated for the practical and cost-effective “foreground meadow” design

approach, combined with orienting homes toward the roadway instead of away from it. (Please see examples in the Illustrated Appendix.) Backing homes up to public roadways is very nontraditional, as the view from roads is typically of house fronts and not of patios, decks, swimming pools and sheds.

Earthen berms and heavy landscaping cost a great deal, and are usually provided to screen residential back yards from the street, as most homebuyers are looking for backyard privacy, among other things. (Unless the public road is a busy state highway generating considerable traffic noise, I have recommended that berms not be used, except as a final resort.)

Public Access to Open Space: The regulations provide for a voluntary option for developers to receive a modest density bonus in exchange for designating all or of the preserved open space for public access by part people living outside the subdivision. To require developers to open the conservation land for wider public use might be illegal, possibly constituting an unconstitutional “taking” of land by the town for public purposes without compensation. Some towns have worked cooperatively with developers to encourage them to allow wider public access, particularly when the trail system within the development connects with trails in adjacent subdivisions or public parklands. In this manner, for example, Westford MA has achieved a notable degree of success, as has London Grove Township in Chester County PA (both described in the 2015 edition of *Rural by Design*.) If the town were to map out potential conservation land on all undeveloped properties, and tie this map to the subdivision design and review process, it could help ensure that the open space in one conservation subdivision will ultimately link up with similarly protected land on adjacent parcels when they are ultimately developed.

Sketch Plans. The regulation contains an excellent section on mandatory Sketch Plans, and the only suggestion I have is that these plans be prepared as an overlay sheet and to the same scale as the ER/SA Plan so that the former can be overlain on top of the latter. This enables staff and board members to more easily identify which resources are proposed to be preserved and which are proposed to be developed.

Four-Step Design Approach. I regularly recommend that the four-step design approach, described and illustrated in several of my books, be included in regulations for conservation subdivisions. This practical approach, which begins with identifying both Primary and Secondary conservation areas as the first design step, is particularly useful to site designers who have not been trained in landscape architecture principles, such as civil engineers (who typically begin the design process with street alignments, as they have not been trained to conceptualize plans in terms of conservation objectives as the foremost consideration).

I believe that the most effective methodology for producing superior subdivision layouts is one that begins with the determination of open space as the first step. If this is done, and if the code requires that a significant proportion of the unconstrained land be designated as open space, it is nearly impossible to produce a truly inferior or simply conventional plan, where the open space consists merely of leftover bits and pieces of marginally useful land. The logical second step, after locating the open space areas, is to select house locations, with homes positioned to take maximum advantage of the open space in neighborhood squares, commons, greens, playing fields, greenways, farms, or woodland.

The third step involves “connecting the dots” by aligning the streets and trails to serve the new homes. Drawing in the lot lines, Step Four, is the least significant part of the process. One of the greatest weaknesses of most subdivision regulations is that the open space is not defined in this manner, and therefore tends to become a collection of whatever slivers or chunks of land are challenging to develop.

Site Inspections: On-site visits -- a critical component of the conservation subdivision design process, as detailed in several of my books -- is not yet part of the town’s regulations. In my view, this is an essential step and it is strongly recommended that the town include it in its next update. The basic reason is that it

is impossible to completely understand a site only by examining a two-dimensional paper document inside a meeting room. Planning Board members and staff should walk the property with the *ER/SA Plan*, to take the full measure of the proposed development site, and to help them determine which site features are most worthy of “designing around”. (I also encourage officials to invite abutters to this advertised site meeting, where information will be collected and input solicited, but where no decisions will be taken. I have found that abutters greatly appreciate being included from the outset, and that they are usually much less inclined to fight a process which includes them from the very beginning, rather than being kept in the dark and held at arm’s length until the Public Hearing stage, by which time all major design decisions have been made.) Without the benefit of experiencing the property in a three-dimensional manner at a very early stage in the process, it is extremely difficult for staff and officials to offer informed suggestions as to the preferred locations of conservation areas and development areas, and to evaluate the proposed layouts. In my view, such site walks should definitely become a standard operating procedure, and part of the job description for all Planning Board members (except those with physical disabilities). Once members participate in their first site walk, they typically appreciate its value and advantages.

Regarding timing, I suggest walking the site with the applicant even before the *Sketch Plan* is prepared, if possible, so that the applicant may receive critical input from staff, board members, and abutters before he/she prepares that conceptual layout. It is usually best to provide ideas to applicants as early as possible. The Public Involvement Meeting is another critical component, but if it is scheduled after most of the design work and engineering have been done, there is usually little scope for significant change.

Open Space Ownership Options. In addition to homeowner associations as designated holders of the open space, I recommend land trusts and public bodies (such as municipal parks departments and county conservation districts), as well as non-common private ownerships. In southeastern PA, I know of conservation subdivision open space having been sold to individuals who use it for specific purposes, such as wholesale nurseries, orchards, and equestrian facilities. Another non-common ownership is the “conservancy lot”, typically at least 10 or more acres in size, which would support a principal dwelling, perhaps a barn or stable, and also an accessory dwelling unit (such as a caretaker’s cottage, which could also be rented out as a granny flat). The uses allowed on non-common open space must be strictly limited and regulated, and they should be subject to the same kinds of permanent easements and Management Plans as any other kinds of open space. In Weddington this approach can be seen in the large lot in Stratford Hall, with its pastures. Non-common ownership not only relieves HOAs of acreage they would otherwise have to maintain, but also provides developers with an additional bonus for doing the right thing and opting for conservation design rather than the large land-hog lot approach which is contradictory to common open space goals contained in most Comprehensive Plans. However, I also recommend that no more than 10-15 percent of the minimum required open space be in noncommon ownership

Design Charrettes: I usually end my site walks with a very informal design session, where the significant natural and cultural features (from the *ER/SA Map*) are identified and “designed around”, with house sites being positioned in proximity to these special features to add value to all homes. This is a lesser version of a procedure followed by the Town of Davidson for many years, when a period ranging from a half-day to several days was assigned to a very participatory and public design “charrette”. I strongly believe in this concept, but also believe that the goals of this kind of exercise can often be accomplished in the course of a single afternoon.

Existing Resources and Site Analysis Plan. The regulations require applicants to locate trees with a caliper greater than 15 inches in diameter, a species-specific approach would provide better information. Some trees, particularly softwood evergreens, grow quickly and attain that diameter relatively quickly, but many hardwoods become equally significant at lesser diameters. With respect to the diameter at which a tree becomes noteworthy, I recommend girths related to specific species, such as 4 inches for an Eastern

redbud or flowering dogwood, 6 inches for a sassafras or water beech, 8 inches for a holly, 10 inches for a wild cherry, 12 inches for a white oak, 14 inches for a green or white ash or for a red oak, 16 inches for a tulip poplar, larch, or sweet gum, 18 inches for a sycamore, 20 inches for white pines, etc. Because understory trees are of different scale altogether compared with canopy trees, and because some species grown much faster than others (red oaks grow twice as quickly as white oaks), a “one-size-fits-all” approach makes little sense. Trees in unbuildable wetlands or floodplains would – of course -- not need to be documented, as no development would occur there.

On a related note, I have found that a short-cut to locating the largest trees on a property is to look at old aerial photos. Several years ago, I used Davidson’s set of 1937 aerials to locate the oldest trees on an entirely wooded tract. Back when the photo was taken, the property was mostly agricultural, with a small woodland, which is where the oldest trees were easily found.

Shade Tree Planting Along Streets. The best policy is to require native species trees such as traditionally grow in town, based on general observation or survey. These species are well adapted to the local climate and soil conditions. They also help to capture “the spirit of the place”. Among my favorite species is the Red maple, hardy in our winters, tolerant of both wet and dry conditions, and particularly beautiful (red in the Spring, and also red in the Autumn). In my view, canopy shade trees are one of the most important improvements any community can require of developers. They should be deciduous varieties of hardy species capable of attaining a mature height of at least 60 feet (not flowering ornamentals, which are more suited to courtyard situations and areas of lawn decoration), they should be planted with a minimum dbh of 2-1/2”, at intervals of about 35 feet on both sides of each street, in “tree-lawns” at least five feet wide located between the sidewalk and the curb or edge of pavement. Such standards will ensure that residential streets created in Weddington will be leafy and shady in future years. Maintenance requirements are also very important, with replacement assured within 18 months after planting, through a performance guarantee (such as a bond). I feel that shade trees are the single most important aspect of subdivision design, second only to open space preservation. Please see examples in the Illustrative Appendix.

Illustrated Appendix

Meadowland in Conservation Areas



Former farmland typically has great soil for creating meadows, as illustrated in these four photos (two above, and two below). Typically mown once annually (in late fall), they provide habitat for pollinators such as butterflies and honeybees, small mammals, and many bird species. On the below left the meadow also serves as a broad, shallow infiltration basin for stormwater,



“Foreground Meadows” Buffering Existing Public Roads

The design approach, known as “foreground meadows” offers a vast improvement in the way subdivision homes are typically built on land bordering existing country roads. Because of safety hazards posed by multiple driveways entering such roadways, local regulations usually prohibit this “stripping” of the public road frontage. The typical response by developers is to build homes facing onto internal streets, with their rear elevations backing up to those country roads, creating an unsightly result sometimes referred to as *“the Fanny-First School of Design”*. Fortunately, this result can be easily avoided by following the practical and economic “foreground meadow” design approach illustrated below, on the right. Residents of those homes enjoy quieter lots, greater backyard privacy, and green views across the enclosed conservation land from their front windows. This approach need not increase the developer’s costs, as the length of new street construction can remain the same, as illustrated in this pair of drawings. This example is an apples-for-apples comparison, as the number, size, and width of lots, as well as the street length and the percentage of open space, are all equal in both cases. The better example on the right

succeeds in protecting backyard privacy, while the more typical layout on the left exposes back yards to all who pass by on the road.



Foreground meadows buffer and frame the homes at Stratford Hall in Weddington (left) and at The Park at Wolf Branch Oaks in central Florida, both of which I designed for developers. The view from the public road is traditional, and costly, suburban berms (an admission of design failure) were avoided.

Slimmer House Designs, Deeper than they are Wide (to increase distance between homes)



These four homes have been designed to be located on lots so that side yard separation can be greater than would be possible with wider homes. Typically a bit deeper than they are wide, they provide as much or more floorspace than their wider counterparts. The homes pictured above have two-car garages. The homes shown below have three-car garages. (The one on the bottom right is a Toll Brothers house near Dallas.)



Shade Tree Planting



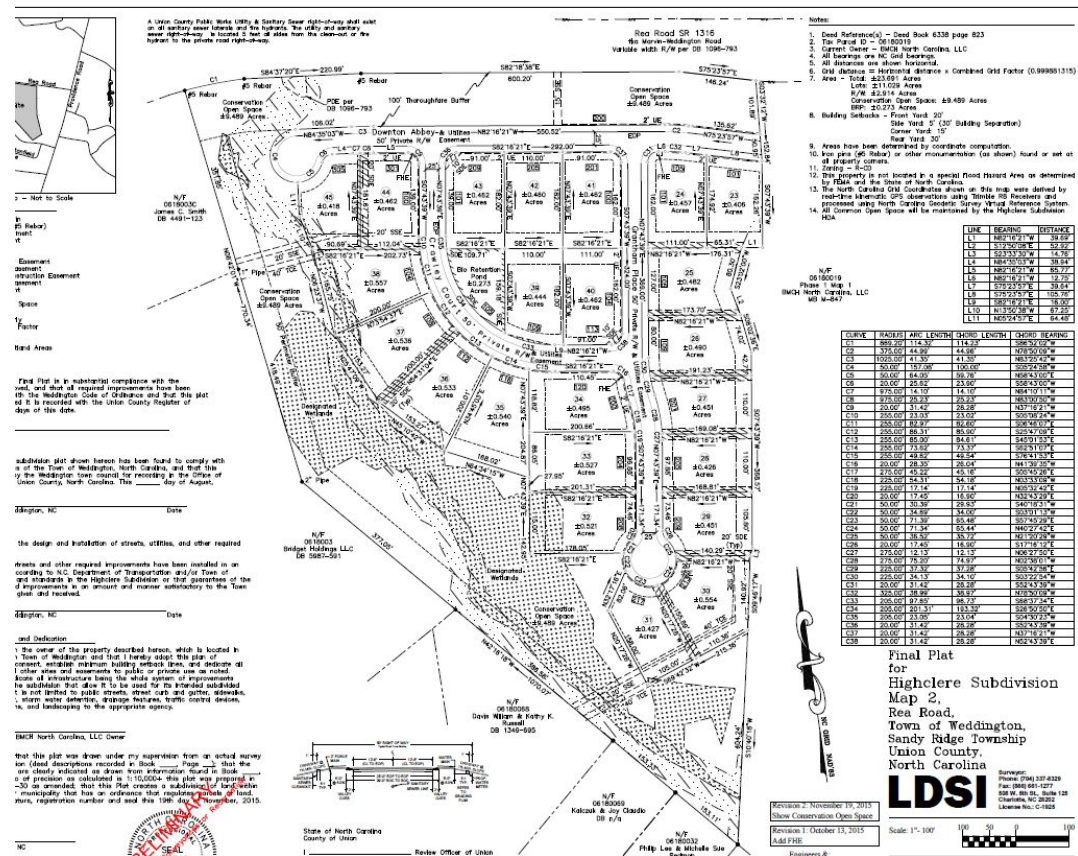
These four photos show what a significant difference is made when developers are required to plant shade trees along new streets in conservation subdivisions, in unwooded parts of the development. Unless this is required, experience shows that the streetscapes remain relatively barren (except for flowers and shrubs) even decades later, as individual homeowners almost never join together to coordinate such tree planting.



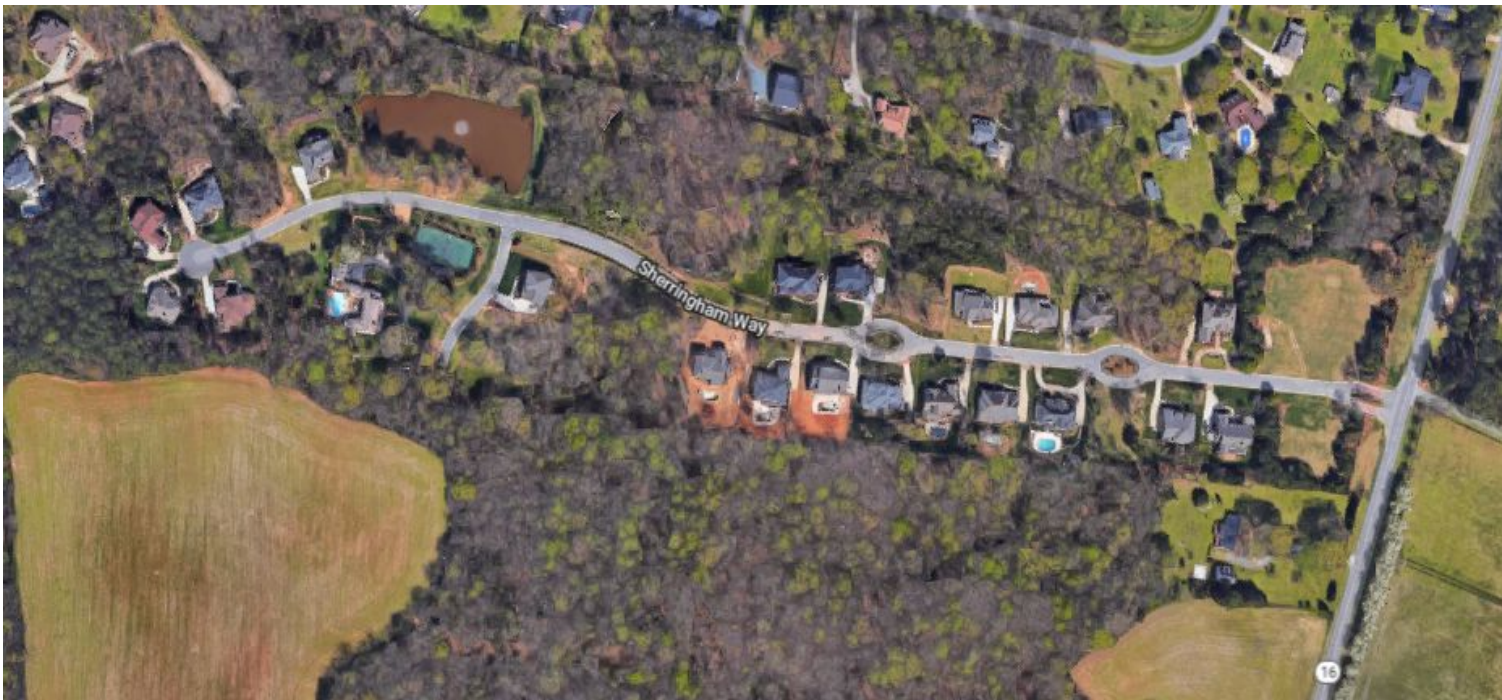
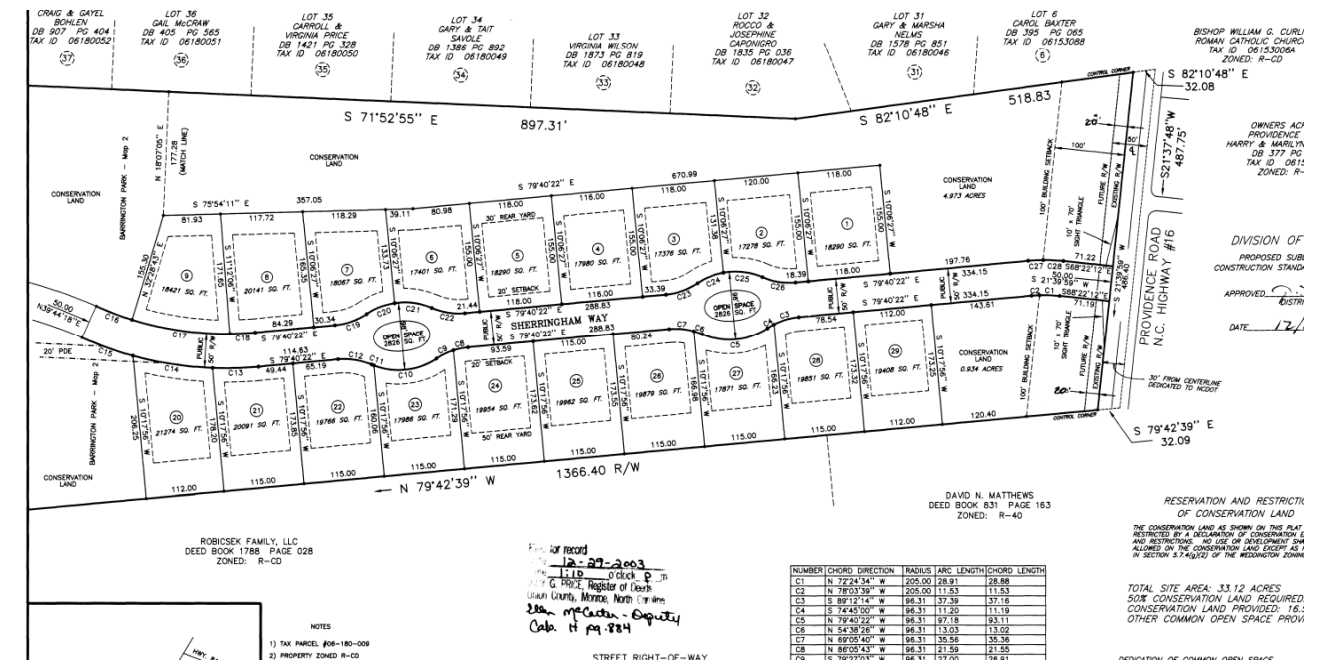
Providence Forest Estates

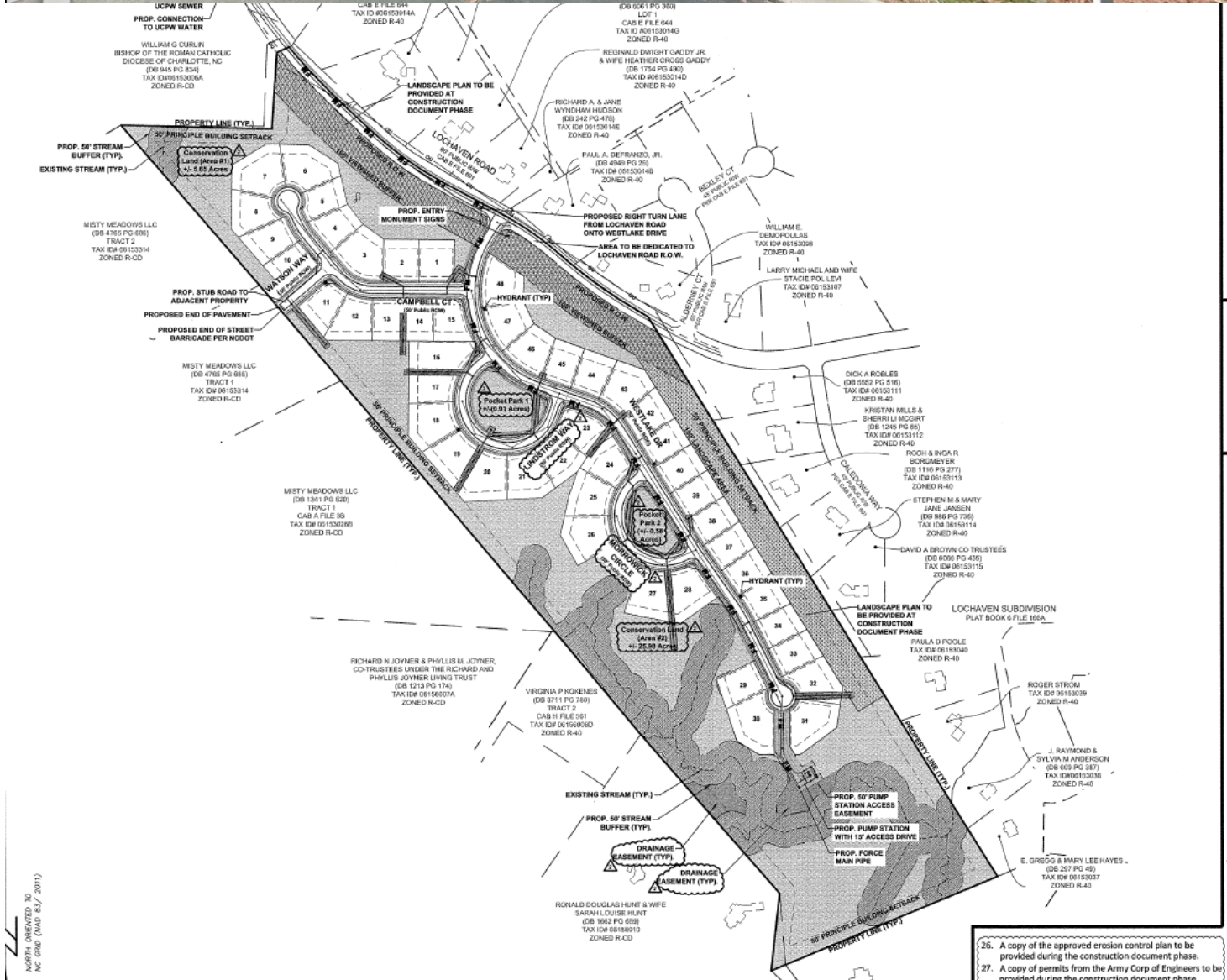


Highclere



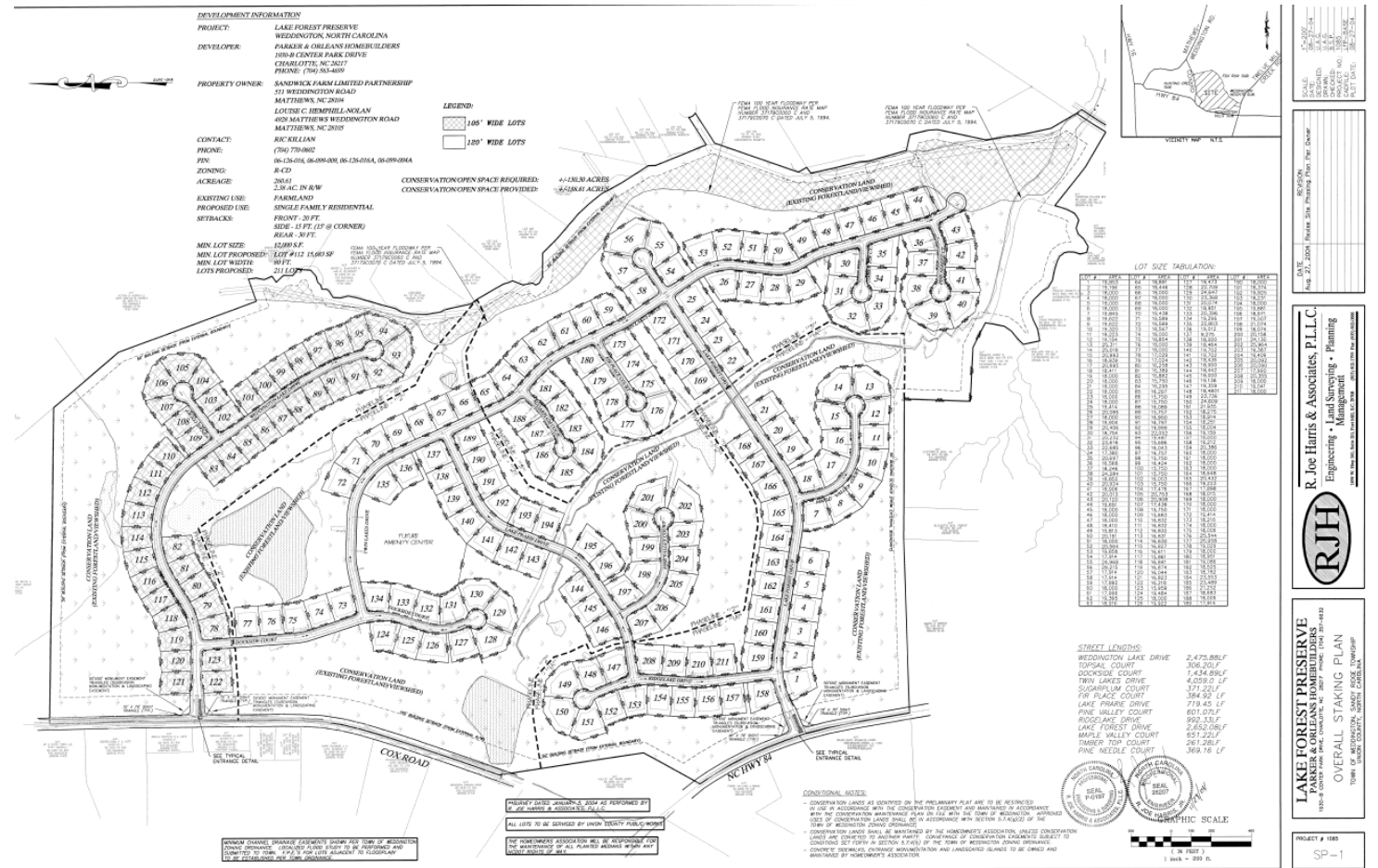
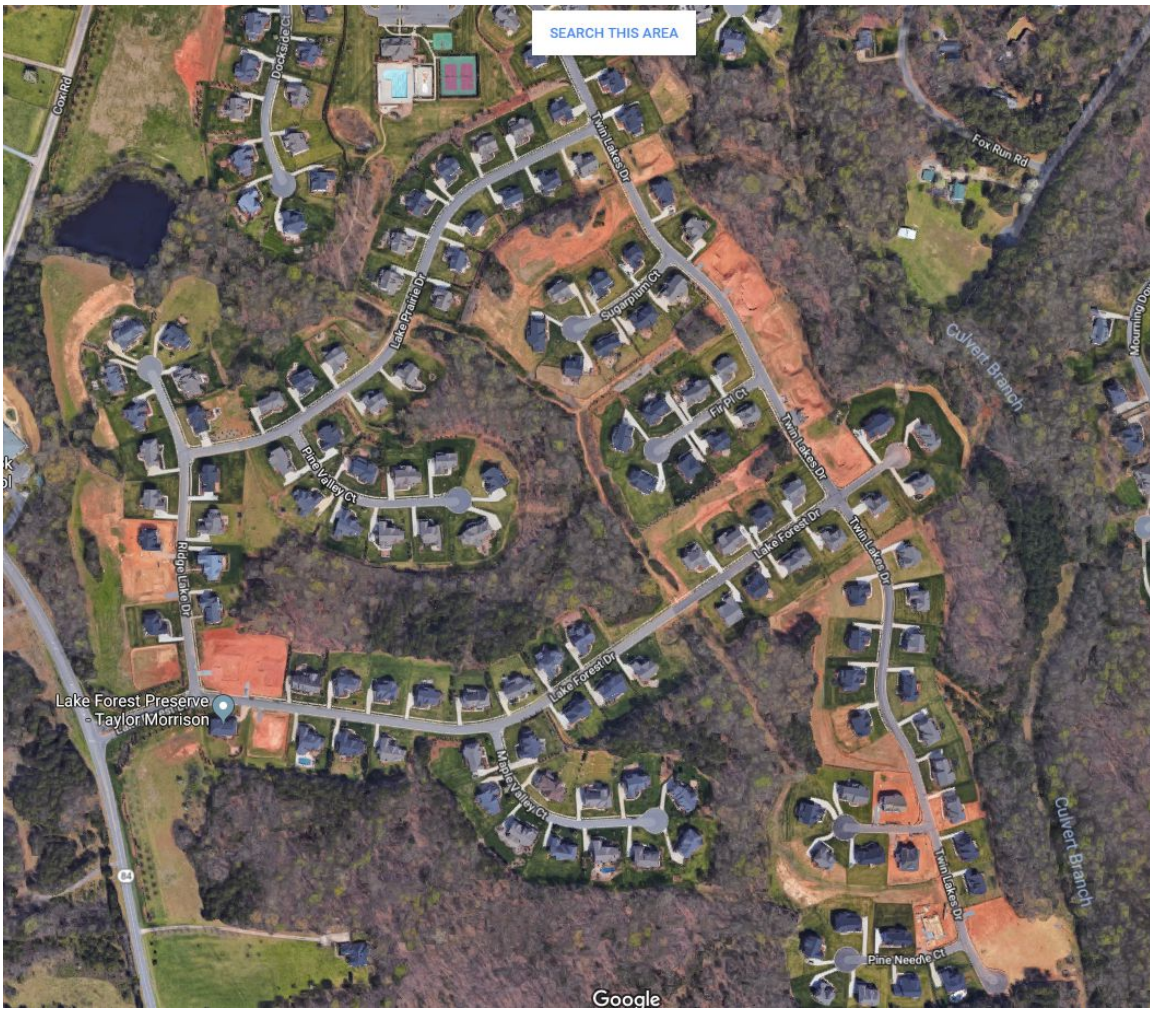
Gardens on Providence





- 26. A copy of the approved erosion control plan to be provided during the construction document phase.
- 27. A copy of permits from the Army Corp of Engineers to be provided during the construction document phase.

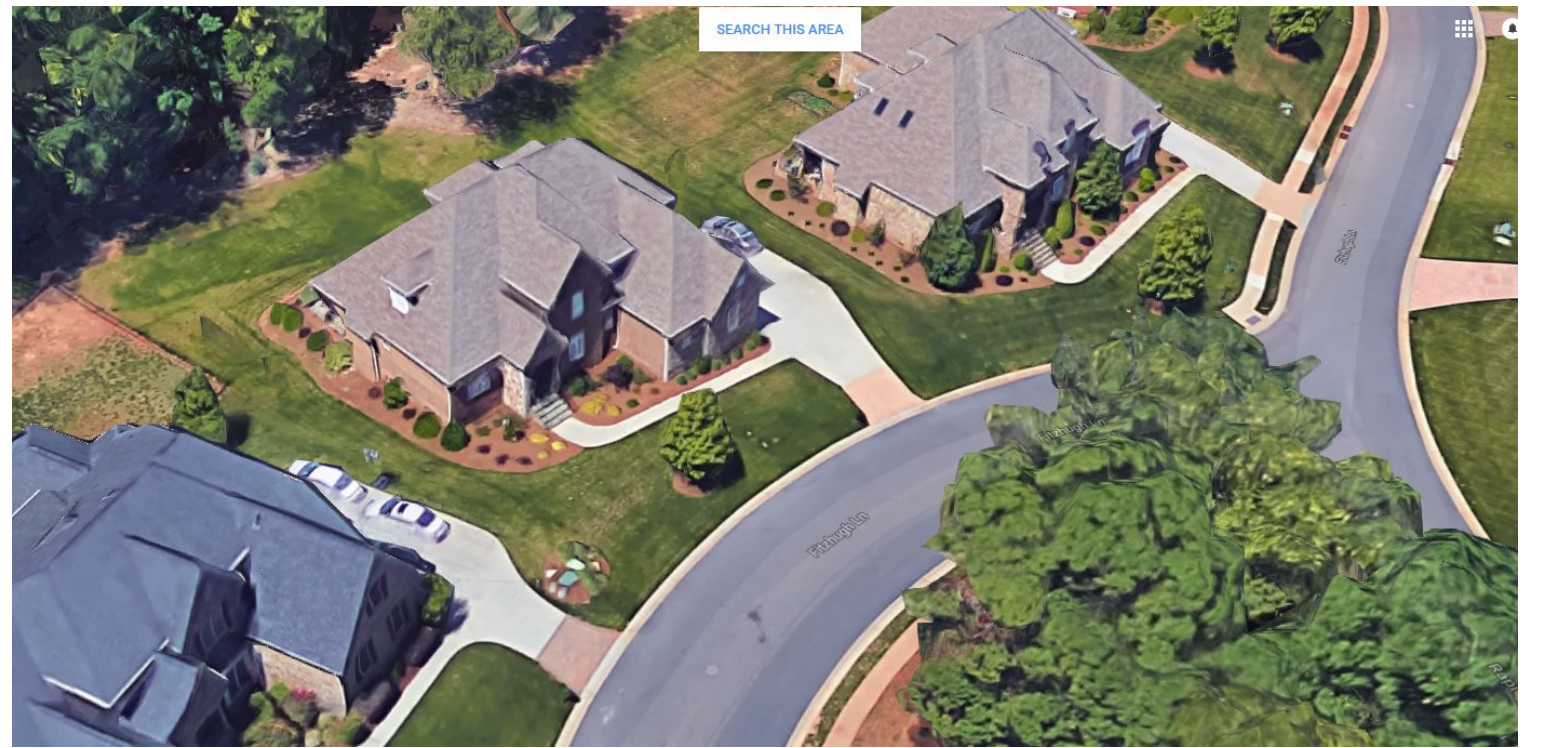
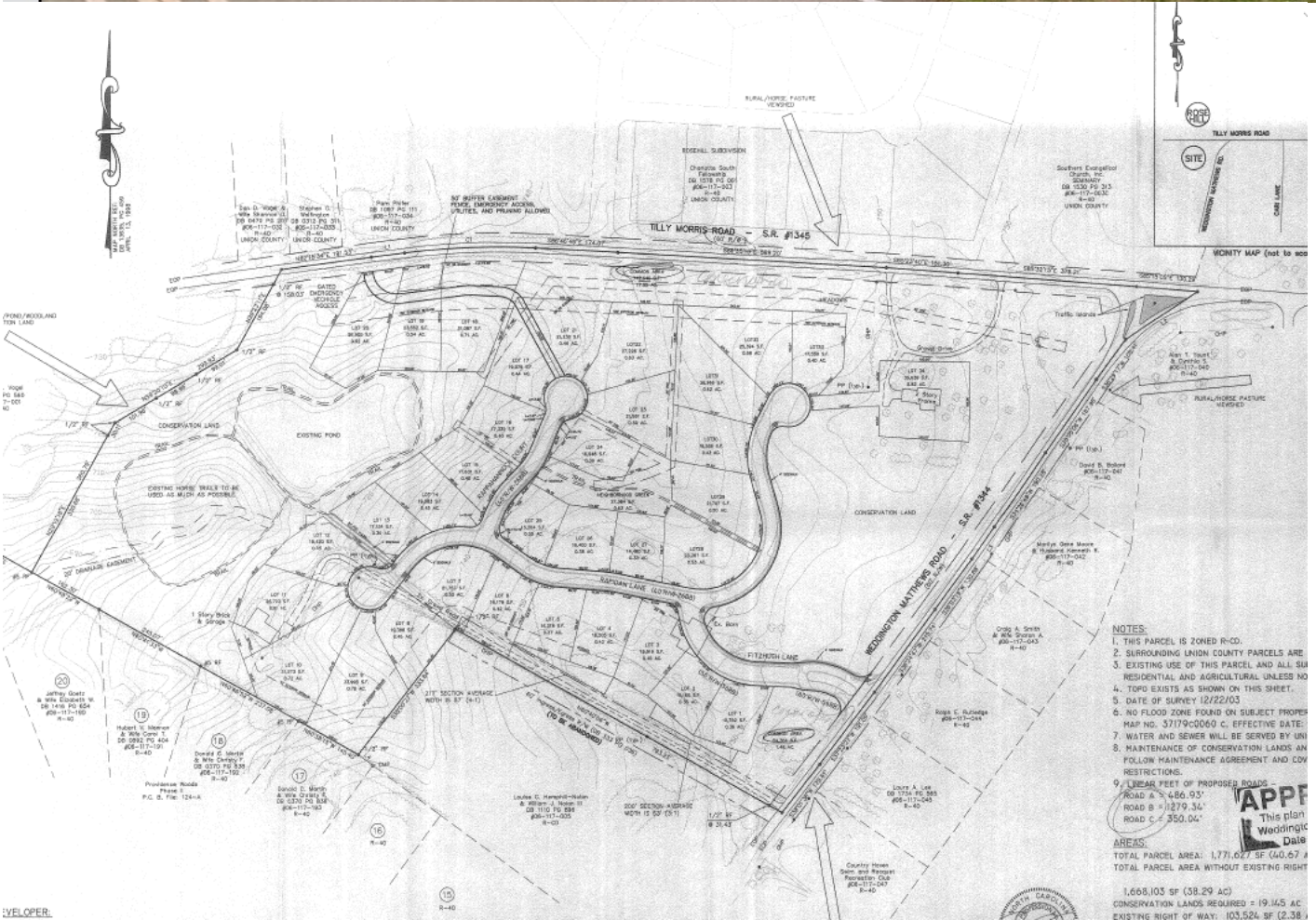
Weddington Preserve



Lake Forest Preserve

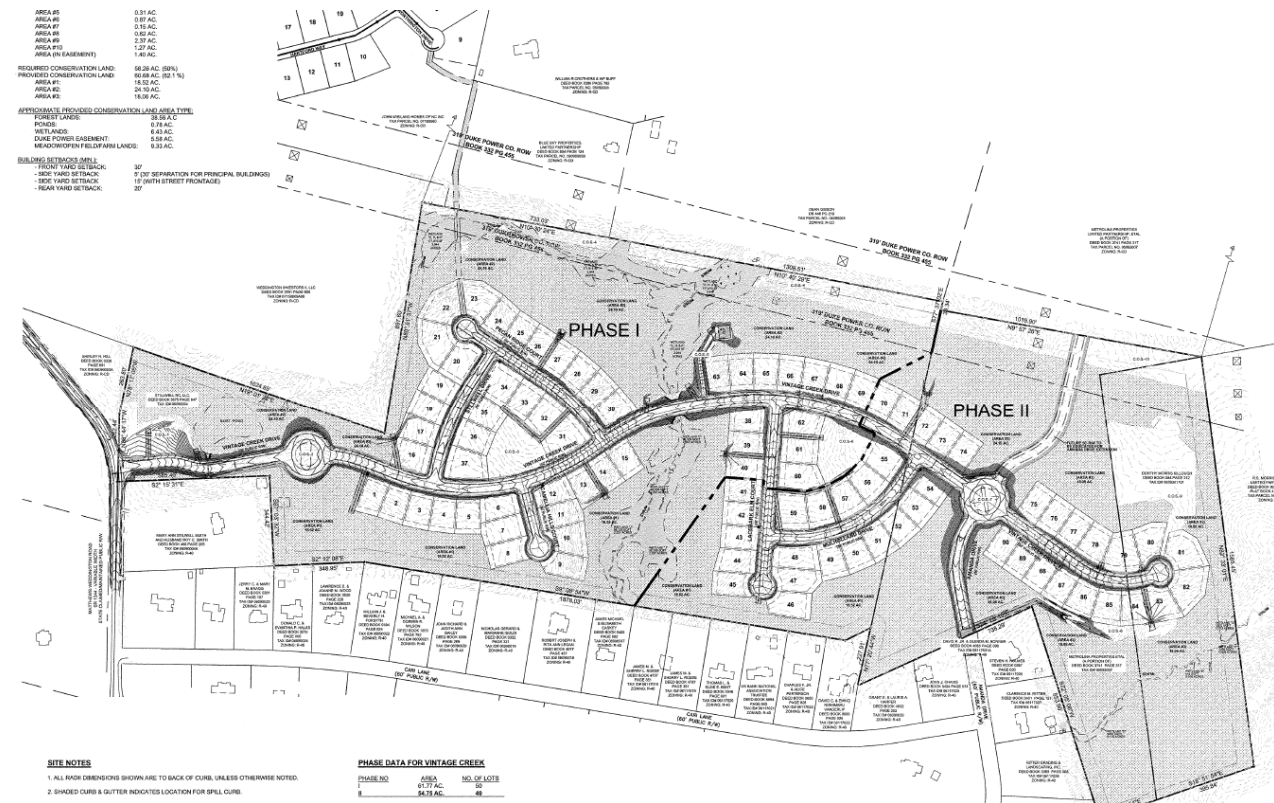


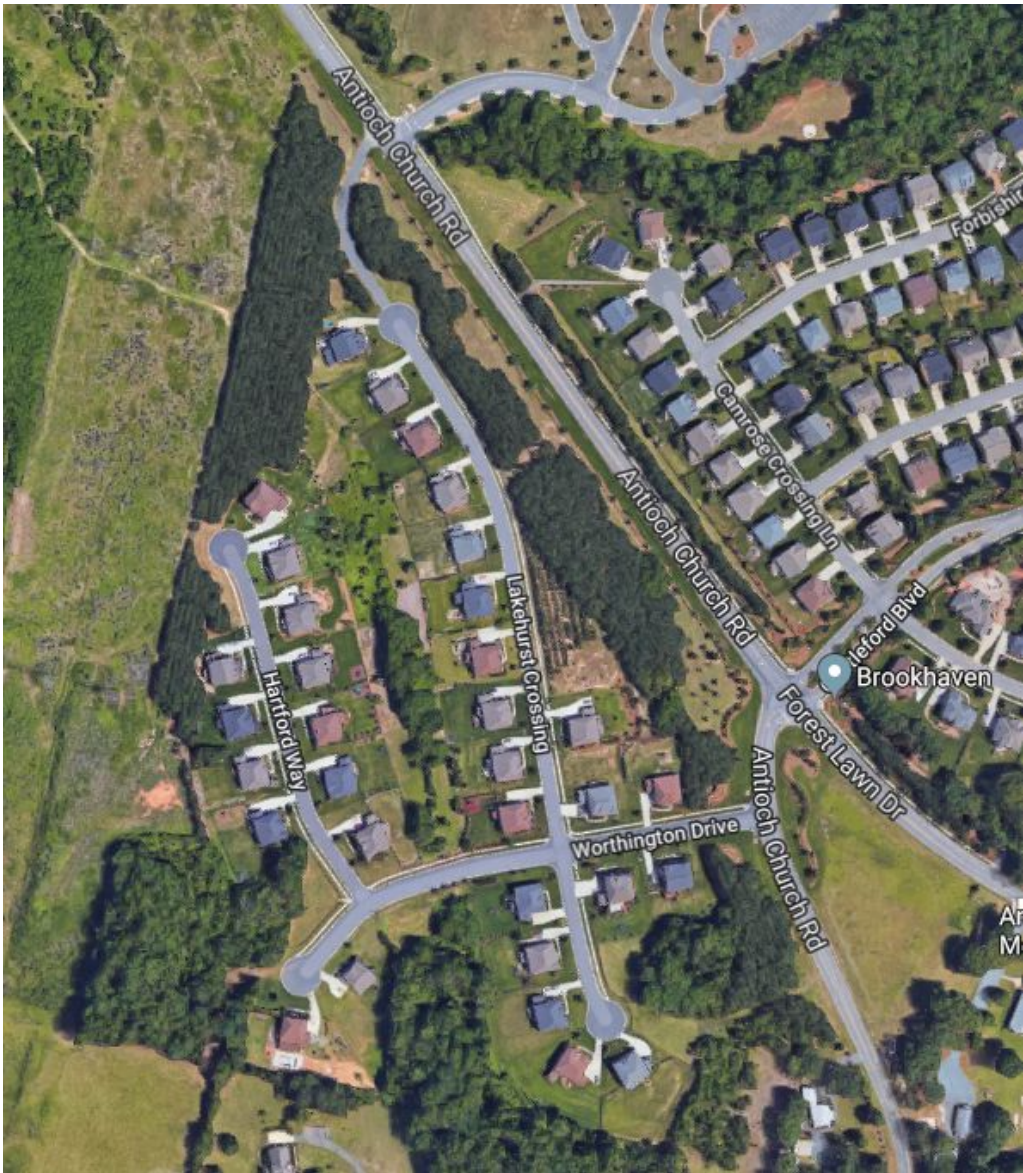
Google



Stratford Hall

Vintage Creek





Brookhaven

