

**Town of Maggie Valley  
Planning Board  
Maggie Valley Town Board Room  
Thursday, March 6, 2008  
5:30 p.m.  
Minutes**

Members Present: Chairman Billy Brede, Robert Knoedler, John Schreiber, Bill Chamberlin, Burton Edwards, and Scott Pauley.  
Staff Present: Manager Tim Barth, Planning Board Director Nathan Clark, and Town Clerk Vickie Best  
Others Present: Alderman Colin Edwards

**1. Call meeting to order: Opening Prayer**

Chairman Brede called the meeting to order at 5:39 pm in the Flossy White Room followed with an opening prayer.

**2. Approval of the Minutes: January 3, 2008 & February 7, 2008**

**MR. KNOEDLER MADE A MOTION TO APPROVE THE MINUTES OF  
JANUARY 3, 2008 AND FEBRUARY 7, 2008 AS PRESENTED.**

**MR. PAULEY SECONDED THE MOTION.**

**MOTION CARRIED UNANIMOUSLY.**

**3: Land Use Plan: Implementation Matrix: Conservation Subdivision Ordinance**

The Board of Aldermen and the Zoning Board of Adjustment members have requested that the Planning Board develop a Conservation Subdivision Ordinance. The tree canopy would remain except for the house pads and roadways. Council would like to see the clustering of homes rather than cookie cutter plats lining the Mountainsides. The Zoning Board of Adjustments feel that allowing the clustering of homes through a Planned Unit Development is stretching what a PUD actually entails. The Conservation Subdivision, if adopted, would be in addition to the Traditional Subdivision. Based on the topography, this provides a choice for the developer.

There must be a minimum of 10 acres to go the conservation subdivision route. The developer must set aside 33% to 35% of the project in common area greenspace.

**7-200 CONSERVATION SUBDIVISION**

**7-200(A) Purpose and Intent**

*Conservation subdivisions are an alternative development pattern intended to preserve and protect open space and significant natural resources. The purpose of this section is to provide standards for a conservation subdivision.*

**7-200(B) Applicability**

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*Development utilizing the conservation subdivision option shall be limited to the construction of single-family detached (All Residential Zoning Districts) or two family and multifamily dwellings in (R-2 and R-3)*

**7-200(C) Procedure**

*Development utilizing the conservation subdivision option shall be approved by the Town of Maggie Valley Planning Board in accordance with the Town Subdivision Standards.*

**7-200(D) Conservation Subdivision Standards**

*A conservation subdivision shall:*

*(1) Minimum Project Size*

*(a) Be at least ten (10) acres in area (unless exempted by the Planning Board);*

*(2) Required Open Space Set-Aside*

*(a) Set-aside a minimum of thirty-five percent (35%) of the site as open space;*

*(3) Maximum Residential Density*

*Not exceed a density of:*

*three (3) units per gross acre (R-1)*

*four (4) units per gross acre (R-2)*

*six (6) units per gross acre (R-3)*

*(4) Lot Area*

*(a) Have no minimum individual lot size*

*(5) Setbacks*

*(a) Buildings must be twenty (20) feet apart*

*(b) No interior front, side or rear yard setbacks*

*(c) Provide a twenty-five (25) dense vegetative perimeter (exterior) buffer*

*(6) Tree Canopy Retention*

*(a) Except as needed for streets, public utilities, or community water supply and/or septic systems, removal of existing tree canopy from open space set-aside areas is prohibited.*

### **7-200(E) Open Space Standards**

*(1) Common Open Space Plan. Proposed uses/projects shall submit an open space plan as part of the preliminary plat application. The plan shall:*

*(a) Designate areas to be reserved as open space. The specific design of open space shall be sensitive to the physical and design characteristics of the site.*

*(b) Designate the type of open space which will be provided, and indicate the location of plant materials, decorative features, recreational facilities, etc.*

*(c) Specify the manner in which common open space shall be perpetuated, maintained and administered.*

*(2) Types of Common Open Space and Required Maintenance. The types of common open space, which may be provided to satisfy the requirements of this section together with the maintenance required for each, are as follows:*

*(a) Natural areas are areas of undisturbed vegetation or areas replanted with vegetation after construction. Woodlands and wetlands are specific types of natural areas. Maintenance is limited to removal of litter, dead trees, plant materials, and brush. Natural watercourses are to be maintained as free flowing and devoid of debris. Stream channels shall be maintained so as not to alter floodplain levels.*

*(b) Recreational areas are designed for specific active recreational uses such as tot lots, tennis courts, swimming pools, ball fields, and similar uses. Recreational areas shall be accessible to all residents of the development. Maintenance is limited to ensuring that there exist no hazards, nuisances, or unhealthy conditions.*

*(c) Greenways are linear green belts linking residential areas with other open space areas. These greenways may contain bicycle paths, footpaths, and bridle paths. Connecting greenways between residences and recreational areas are encouraged. Maintenance is limited to a minimum or removal and avoidance of hazards, nuisances, or unhealthy conditions.*

*(d) Landscaped areas, lawns and required buffer areas, including creative landscaped areas with gravel and tile, so long as the tile does not occupy more than two percent of the required open space. Lawns, with or without trees and shrubs shall be watered regularly to ensure survival, and mowed regularly to ensure neatness. Landscaped areas shall be trimmed, cleaned, and weeded regularly.*

### **3. Preservation of Open Space.**

*(a) Land designated as common open space may not be separately sold, subdivided or developed. Open space areas shall be maintained so that their use and enjoyment as open space are not diminished or destroyed. Open space areas may be owned, preserved and*

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*maintained as required by this section by any of the following mechanisms or combinations thereof:*

*(1a). Dedication of and acceptance by the Town of Maggie Valley.*

*(2b). Common ownership of the open space by a homeowner's association which assumes full responsibility for its maintenance.*

*(3c). Deed restricted, private ownership, which shall prevent development and/or subsequent subdivision of the open space land and provide the maintenance.*

*(b). In the event that any private owner of open space fails to maintain same, the Town may in accordance with the open space plan and following reasonable notice, demand that deficiency of maintenance be corrected, and enter the open space to maintain same. The cost of such maintenance shall be charged to those persons having the primary responsibility for maintenance of the open space.*

Mr. Edwards felt that requiring 33% to 35% of the project to remain in greenspace was requesting too much land.

Mr. Chamberlin did not like the allowed increased density. He felt all of the good quality land would be used for high density, while the steep unsightly land would be dedicated to greenspace.

Mr. Knoedler was concerned about the possibility of the Town taking over maintenance in the common areas, if dedicated by the developer.

Director Clark clarified that the Town would have to accept dedication. That provision was included in the event that greenway trails could be extended or if the common area could be utilized by all citizens.

Chairman Brede wanted to maintain the authority to allow or disallow conservation subdivision approval based on a case-by-case-basis rather than by ordinance.

Mr. Chamberlin stated that the ordinance should be directed toward the master land use plan. The proposal for the high density clustering seemed extreme to most of the board members.

The Subdivision ordinance would be a stand-alone ordinance other than implementing the land use density criteria.

Board members agreed that the greenspace should range from 25% to 35% in Residential 1 areas. The required 10% greenspace for traditional subdivision would remain the same.

Mr. Pauley wanted to see setbacks incorporated into the Conservation Subdivision. Mr. Pauley's concerns come from his experience with the fire department. North Carolina Fire Code requires a 20-foot separation between structures.

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Mr. Chamberlin was under the impression that the Planning Board wanted to investigate a conservation subdivision to preserve greenspace rather than cluster homes. Chairman Brede was also concerned about adequate parking when there is a clustering of homes.

Manager Barth explained that research has shown that if municipalities want a higher level of conservation; an incentive must be offered to off-set the amount of greenspace desired.

Mr. Knoedler felt that land conservation was good, but could an incentive be provided rather than in ordinance form. Could the developer bring in more free-forming plans for board approval?

Director Clark explained how the concept of Rural by Design came about in order to protect dairy farms in the mid-west. In order to preserve the farms, but yet allow people to enjoy a rural environment, clustering of homes became the practice.

The consensus was to give more thought to where the concept can be revised.

**MR. EDWARDS MADE A MOTION TO PASS ON THE PROPOSED  
CONSERVATION PLAN.  
MR. CHAMBERLIN SECONDED THE MOTION.  
MOTION CARRIED UNANIMOUSLY.**

Alderman Edwards explained the problems that the zoning board had with John Schreiber's project. It was not so much the clustering of homes, but rather the road passing the first cluster going on to two more homes in the development and then the road continuing on out of the proposed development. Who would participate in the road maintenance? Alderman Edwards clarified that Director Clark had indeed furnished what had been requested. Neither the Board of Aldermen nor the Planning Board realized what a conservation ordinance would entail.

Director Clark will make some revisions and bring the plan back for further review.

**4. Subdivision Ordinance: Introduction of Tier Approval Process**

Another item that was discussed at the Board of Aldermen Workshop was how to make the subdivision ordinance more user-friendly. One complaint of the current ordinance is how much work a developer must complete for the "preliminary plat." This term alone is misleading because of the amount of requirements a developer must complete before appearing before the Planning Board for approval. Our current ordinance allows the option (not required) for developers to submit a "sketch plan" to the planning director for initial feedback. Since this is not required, no one has used it since Mr. Clark arrived as planning director. Mr. Clark used a hybrid of preliminary plat and sketch plan requirements as the inspiration behind the new Preliminary Plat Phase (I) requirement. Developers will be required to submit, for planning board approval, a plat with most of today's preliminary plat

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requirements on it. The information that is not required for the Phase I approval are Water and Sewer Approval Permits from NC DENR (however commitment letters from MVSD and MVSS are required for Phase I). Technical Street Design Plans (however rough street layout will be required for Phase I. A Soil Erosion Control Permit is not required. Possession of all technical permits and plans will be a requirement for Phase (II) approval. Like in the current ordinance, no land disturbance or infrastructure improvements can be made until Phase II approval is made. No changes have been made to the final plat approval process.

Additional modification of the Subdivision Ordinance will be necessary. If approved, then minor changes to the current ordinance will be made to reflect the new tier approval process.

Proposed Checklists:

**MAJOR SUBDIVISION: PRELIMINARY PHASE (I) PLAT CHECKLIST**

*The following information shall be contained in the Phase I Plan prior to consideration by the Planning Board:*

*Name of Subdivision* \_\_\_\_\_

*Date Submitted* \_\_\_\_\_

*Location* \_\_\_\_\_

*Haywood County Parcel Identification Number(s)* \_\_\_\_\_

*Town of Maggie Valley Zoning District* \_\_\_\_\_

*Town of Maggie Valley Land Use District* \_\_\_\_\_

*Subdivider* \_\_\_\_\_

*Tel.* \_\_\_\_\_

*Surveyor* \_\_\_\_\_

*Tel.* \_\_\_\_\_

*Engineer* \_\_\_\_\_

*Tel.* \_\_\_\_\_

**ADMINISTRATIVE REQUIREMENTS**

\_\_\_\_\_ plat is either 15 x 20 inches or 20 x30 inches and is at a scale of at least 1" - 100'; .

\_\_\_\_\_ Ten (10) copies submitted

**MAJOR SUBDIVISION: PRELIMINARY PHASE (II) PLAT CHECKLIST**

*The following information shall be contained in the sketch plan prior to consideration by the Planning Board:*

*Name of Subdivision* \_\_\_\_\_

*Date Submitted* \_\_\_\_\_

*Location* \_\_\_\_\_

*Haywood County Parcel Identification Number(s)* \_\_\_\_\_

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Town of Maggie Valley Zoning District \_\_\_\_\_  
Town of Maggie Valley Land Use District \_\_\_\_\_

Subdivider \_\_\_\_\_ Tel. \_\_\_\_\_  
Surveyor \_\_\_\_\_ Tel. \_\_\_\_\_  
Engineer \_\_\_\_\_ Tel. \_\_\_\_\_

**ADMINISTRATIVE REQUIREMENTS**

- \_\_\_\_\_ Submitted within six months of Preliminary Phase I Plan approval, unless written extension is granted by the Board
- \_\_\_\_\_ plat is either 15 x 20 inches or 20 x30 inches and is at a scale of at least 1" - 100';
- \_\_\_\_\_ Ten (10) copies submitted

**Preliminary Phase (II) Plat Checklist**

- \_\_\_\_\_ Preliminary Phase (I) Approval
- \_\_\_\_\_ Easements of twenty feet shall be provided for all utilities
- \_\_\_\_\_ Access to open or piped storm drainage channels shall be guaranteed to the Town by granting an easement no less than twenty (20) feet wide and shown on plat
- \_\_\_\_\_ Water and Sewer system plans approved by the State of North Carolina (provide approval permits). Items to be noted in plans included: line sizes, approximate location of manholes, pumps, hydrants, force mains, or treatment facilities; and the connection of the proposed system(s) with existing systems. Subdivisions utilizing septic systems must provide Septic Evaluations from Haywood County Health Department.
- \_\_\_\_\_ Erosion Control Plan approved by the Land Quality Section of North Carolina Department of Environmental and Natural Resources
- \_\_\_\_\_ Technical Street Plans that comply to the Town of Maggie Valley Streets Construction & Design Standards verified by a certified surveyor or registered engineer (section 2008).

**MAJOR SUBDIVISION: FINAL PLAT SUBMISSION**

Name of Subdivision \_\_\_\_\_  
Date Submitted \_\_\_\_\_

The Final Plat shall meet the following requirements prior to any review of the plat by the Planning Board:  
Date Final Plat Submitted \_\_\_\_\_

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Date Preliminary Phase I Plat Approved \_\_\_\_\_

Date Preliminary Phase II Plat Approved \_\_\_\_\_

Location \_\_\_\_\_

Haywood County Parcel Identification Number(s) \_\_\_\_\_

Town of Maggie Valley Zoning District \_\_\_\_\_

Town of Maggie Valley Land Use District \_\_\_\_\_

Subdivider \_\_\_\_\_

Tel. \_\_\_\_\_

Surveyor \_\_\_\_\_

Tel. \_\_\_\_\_

Engineer \_\_\_\_\_

Tel. \_\_\_\_\_

**ADMINISTRATIVE REQUIREMENTS**

\_\_\_\_\_ Notice that improvements guarantee has been accepted or certification of improvements has been granted;

\_\_\_\_\_ Submitted within twelve months of Preliminary Plat approval, unless written extension is granted by the Board;

\_\_\_\_\_ plat is either 15 x 20 inches or 20 x30 inches and is at a scale of at least 1" - 100';

\_\_\_\_\_ Required Certificates (Appendix I)

\_\_\_\_\_ Ten (10) copies submitted

**Final Plat Checklist**

\_\_\_\_\_ Subdivision name, North arrow, scale denoted graphically and numerically, date of plat preparation and revision dates (if any) since preliminary plan, and township, county and state in which the subdivision is located; and the name(s) of the owner(s) and the surveyor including the seal(s) and registration number(s)).

\_\_\_\_\_ The exact boundary lines of the tract to be subdivided fully dimensioned by length and bearings, and the location of intersecting boundary lines of adjoining lands.

\_\_\_\_\_ The names and deed references (when possible) of owners of adjoining properties and adjoining subdivisions of record including those proposed or under review.

\_\_\_\_\_ All visible and apparent rights-of-way, watercourses, applicable buffers, minimum building setback lines, utilities, roadways, and other such improvements shall be accurately located (including dimensions) within the property, where crossing, or forming any boundary line of the property shown.

\_\_\_\_\_ Sufficient engineering data to determine readily and reproduce on the ground every straight or curved boundary line, street line, lot line, right-of-way line, easement line, and minimum building setback line, including dimensions, bearings or deflection angles, radii, central angles, and tangent distances for the centerline of curved streets and curved property lines that are not the boundary of curved streets.



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*Date*

*Notary*

\_\_\_\_ *Certificate of Accuracy*

*(As required under G.S. 47-30 as amended)*

*Date*

*Registered Surveyor*

\_\_\_\_ *The following statement shall appear on the plat where applicable:*

*THIS SUBDIVISION IS LOCATED IN A WATER SUPPLY WATERSHED:  
DEVELOPEMENT RESTRICTIONS MAY APPLY*

This would “beef up” the sketch plan process and get the planning board involved before “dirt is disturbed”. Many aspects of the project can change after road construction begins. This would also save developers from spending so much money in developing the preliminary plat and having it denied.

Alderman Edwards, experienced in excavating, stated that it is better to build the road and then lay out lots. There is always the uncertainty of hitting a rock bed when building roads and most developers cannot afford to do core drills. As for a timeframe, when possible, Council does not want to hold up the developer.

The Planning Board members have always been agreeable to calling special call meetings when there is a need.

Mr. Pauley reminded the members that this would not stop development from beginning in the County and then petitioning for annexation in order to obtain sewer.

Mr. Edwards stated that there is no harm in stopping by areas that appear to be preparing for development and forewarn them of the rules, if municipal sewer is desired.

**MR. CHAMBERLIN MADE A MOTION TO APPROVE THE CONCEPT OF THE  
TIER APPROVAL PROCESS.  
CHAIRMAN BREDE SECONDED THE MOTION.  
MOTION CARRIED UNANMOUSLY.**

The members will review the finalized document at the next meeting, prior to going before Council to set a public hearing.

**5: Subdivision Ordinance: Introduction of Street Design and Construction Standards**

The street standards were created in 1995 with only one revision (last month when the Town Board began to require road grades to be measured at 50 foot intervals). This is a freshening of those standards, which under this plan would become an article of the Subdivision Standards instead of a stand alone document.

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Highlights of the New Design and Construction Standards include:

Establishment of a Street Classification System: each street class would have its own unique requirements

Better explanation on Town and Private Roads

Planning Board input on turnarounds

**2008.001 Streets in General**

*If the tract to be subdivided is located on both sides of an existing, recorded private right-of-way that contains an existing private road, the applicant shall be required to upgrade the portions of the existing private road which are contained on the tract that is being subdivided to meet the road standards found in this chapter. It should be understood that all roads proposed to be public must originate as private roads until there is formal dedication and acceptance by the town. All roads proposed to be private may, if designed and constructed to public standards and dedicated by those with the authority to do so, eventually become public (town maintained). The applicant shall determine at the time of application if the subdivision roads are to be public, private or a combination of both types.*

**2008.002 Town Street System Requirements**

**A) General Requirements**

- 1) *All roads considered for addition to the Town Street System must be located within the Town Limits.*
- 2) *Streets must meet all minimum construction and design standards. Streets that have received deviations from the street construction and design standards are not eligible for admission into the Town Street System.*
- 3) *Development along street must be 75% complete. Streets that do not have 75% development may enter the Town Street System at \$1,000.00 per lot fee along the requested road.*
- 3) *A petition from all property owners or developer*
- 4) *Developer or property owners must dedicate a free and clear right of way*

**B) Application Requirements**

*Any developer desiring to construct a new subdivision road, to be designated as a Town Street, must submit the following information to the Town Planning Director for evaluation.*

- 1) *Two complete subdivision masterplans, including any future expansion plans*
- 2) *Horizontal alignment indicating general curve data on site plan*

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3) *Typical Road Way Section*

4) *Vicinity Map*

6) *Four (4) copies of the recorded plat*

7) *Drainage facilities to be reviewed by the Public Works Director*

*If the new subdivision road will connect to a state road, a permit authorizing construction on the state right-of-way must be obtained from the Division of Highways before construction begins.*

**2008.003 Streets that do not qualify for Town Street System**

*Streets that do not qualify for admittance into the Town Street System will be eligible for some minor street maintenance and repair provided by the Town on a case by case basis. Those requesting assistance must do so in writing. All requests must include (1) street name, (2) street location (3) number of homes/lots that the street services, (4) specific service request. Assistance applications will be accepted twice a year; one in early spring and one in late summer. Projects will be prioritized and completed as funding allows.*

**2008.004 Street Classifications**

(1) **RESIDENTIAL COLLECTOR STREET** is a road or a section of a road which:

(a) *Provides direct or indirect access from the entrance of the subdivision inward to twenty (20) or more existing or proposed residential lots and/or dwelling units and is designed to be the main travel path for the residential access. In calculating residential density, dwelling units having driveway access on the subject road and dwelling units on side roads which feed the subject residential collector road shall be counted. (b) Is designed to serve, or has the potential to serve in a future phase, property in the same ownership of the applicant that, if developed, will meet the twenty (20) dwelling-unit standard.*

(c) *Connects proposed developments with existing developments where the aggregate sum of dwelling units in both developments is twenty (20) or more.*

(d) *Serves a nonresidential facility located within a residential development, such as a frequently used recreation area, club house, golf course, public utility site, and the like. (NOTE: See Table 1, "Collector" column.)*

(2) **LOCAL RESIDENTIAL SUBDIVISION ROAD** is a road or group of roads which abuts less than twenty (20) residential lots or serves less than twenty (20) existing or proposed residential dwelling units and does not connect thoroughfares. (NOTE: See Table 1, "Local" column.)

(3) **LIMITED RESIDENTIAL SUBDIVISION ROAD** is a road which abuts no more than three (3) residential lots, each containing or to contain no more than one (1) existing or proposed residential dwelling unit and its associated driveway and which does not connect thoroughfares. (Note: See Table 1 "Limited")

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**TABLE 1**

<b>Road Classification</b>			
<i>Item</i>	<i>Collector</i>	<i>Local</i>	<i>Limited</i>
<i>Number of dwelling units served</i>	20 +	1 to 19	1 to 3
<b>Right-of-way width</b>			
<i>Roads</i>	40 feet	35 feet	30 feet
<i>Sight distance for intersections</i>	100 feet	50 feet	50 feet
<b>Maximum grade: Measured at Fifty (50) Feet Intervals</b>			
<i>Unpaved</i>	10%	10%	10%
<i>Paved surface</i>	16% (1)	18% (1)	20% (1)
<b>Design Standards</b>			
<i>Minimum travelway width (2 way road)</i>	18 feet	16 feet	14 feet
<i>Minimum travelway width (1 way road)</i>	12 feet (2)	12 feet (2)	12 feet (2)
<i>Shoulder width (each side, 2 way road)</i>	3 feet	3 feet	2 feet
<i>Shoulder width (each side, 1 way road)</i>	2 feet (2)	2 feet (2)	2 feet (2)
<i>Cul-de-Sac (radius)</i>	30 feet	30 feet (3)	30 feet (3)
<i>Sight distance for intersections</i>	100 feet	50 feet	50 feet
<i>Design Speed</i>	20 feet	15 feet (3)	10 feet (3)
<b>Street Construction Standards</b>			
<i>Stone base (ABC) compacted</i>	8 inches	8 inches	8 inches
<i>Asphalt</i>	1-1/2 inches of I-2 or BST	1-1/2 inches of I-2 or BST	1-1/2 inches of I-2 or BST
<i>Concrete</i>	5 inches	5 inches	5 inches
<i>Cut Slope</i>	1:1	1:1	1:1
<i>Fill slope</i>	1 ½ : 1	1 ½ : 1	1 ½ : 1

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<i>Ditch slope</i>	<i>4 to 1</i>	<i>3 to 1</i>	<i>3 to 1</i>
<i>NOTES:</i>			
<p>(1) <i>Exceptions may be granted by the Town Board of Aldermen on a individual basis</i></p> <p>(2) <i>One Way Roads are not eligible for Town Street System Maintenance</i></p> <p>(3) <i>“T” or “Y” Turnarounds may be approved by the Town Planning Board on an individual basis</i></p> <p><i>Definitions:</i></p> <p><i>ABC - Aggregate base course</i></p> <p><i>I-2 - Asphalt</i></p> <p><i>BST - Bituminous surface treatment (tar and gravel)</i></p>			

(4) *If not specifically listed in Table 1 above or elsewhere in this chapter, design and subsequent construction of private roads shall be reviewed by the Planning Board based on the standards and requirements of the NCDOT and with the local NCDOT District Engineer policy modifications.*

(D) *Road drainage and culverts. All road or drainage structures shall be constructed in accordance with state road standards. Road drainage side ditches shall be constructed with sufficient depth and width to carry the expected volume of stormwater runoff. Where the road crosses streams or minor watercourses, culverts shall be designed and installed in accordance with state road standards. Development plans shall show all the drainage culvert locations, as well as the length, diameter and type of culvert.*

(E) *Road construction. All roads must be constructed with suitable stone and compacted properly. Used asphalt is unacceptable as a base course. The subbase must be of suitable soil capable of supporting the road above. The road should be built so that water will drain from the road surface into side ditches. Because of the difficulty of operating vehicles on steep grades and the high potential for erosion, where possible, roads should be constructed along the contour of the land. No stone-based road may exceed the following grades of 10% and no paved road collector road may exceed 18% and no paved local road may exceed 16%. The Subdivision Administrator may require that a professional engineer or professional land surveyor certify on the final plat that no portion of the road(s) have grades that exceed maximum allowable grade as defined herein or submit a final as-built graded center line profile showing grade and alignment for all roads.*

(F) *Minimum curve radius. Where practical, roads shall be centered in the road right-of-way. The minimum curve radius (the distance measured from the centerline of the road to a fixed point inside the curve) shall be no less than 90 feet except as provided below. The right-of-way must include*

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*sufficient width for the travelway and the necessary shoulders, ditches and slopes. Where the existing cross slope on private limited local residential subdivision roads or private local residential subdivision roads is 15% or greater, a minimum centerline radius of 60 feet shall be permitted. Where the existing cross slope on private residential collector roads is 15% or greater, a minimum centerline radius of 80 feet shall be permitted. Curve radii must be noted on development plans.*

*(G) Intersections. The proposed intersection of all roads should conform with the corresponding design standards. Adequate sight distances along the proposed roads shall be provided by choosing a good location for the right-of-way and clearing sight triangles when building the road. When connecting roads, the minimum sight distance is 70 feet along the existing road right-of-way and 10 feet along the new road right-of-way. The intersection of roads must provide an adequate place for vehicles to stop before entering the road. Roads must have an apron design at proposed intersections in order to permit a vehicle to enter when another vehicle is waiting to turn.*

*(H) Dead ends, cul-de-sac and turnarounds. All roads or sections thereof with dead-ends or cul-de-sac should not exceed 2,500 feet in length. Loop roads should be encouraged where possible in lieu of cul-de-sac. The Planning Board may require the installation of a temporary turnaround at the end of a phased project or a partial turnaround along any road that exceeds 1,500 feet in length. Vehicle turnaround areas shall be provided at the end of all dead-end roads that exceed 300 feet. The required turnaround on a dead-end road shall have a roadway radius of not less than 30 feet. Stub roads shall be designed in locations which will permit the future extension of subdivision roads.*

*(I) Bridges. If bridges on private roads in residential subdivisions are proposed, the applicant must submit a copy of bridge plans showing certification from a registered professional engineer indicating that the bridge plans meet state road standards for public road bridges for drainage, hydraulics and minimum live load. The proposed bridges must have a vertical clearance of at least thirteen and half (13.5) feet. The travelway width across the proposed bridge must not be less twelve (12) feet. If the travelway of a bridge is less than 18 feet wide and the bridge is proposed to accommodate 2 way traffic, a paved turnout shall be provided on each end of the proposed bridge to provide space for at least 1 vehicle to safely pull over and allow an oncoming vehicle to traverse the bridge. However, prior to final plat approval or release of any improvement guarantee, however, the applicant must submit a copy of an as-built drawing of the bridge with certification from a registered professional engineer that the bridge meets the standards required in this subsection.*

**2008.005 Shoulder Stabilization**

*All areas disturbed by the construction of a private and/or a public road, including cut and fill slopes, shoulders and ditch banks, shall be seeded in permanent vegetation to stabilize the soil and prevent erosion. Seeding should be done as soon as feasible after road construction.*

**2008.06 Road Naming**

*Proposed road names for a private and/or a public road shall be pre-approved by Haywood County in accordance with the Haywood County Property Address Ordinance. Proposed roads which are obviously in alignment with other roads already existing and named shall bear the names of the existing roads. In no case shall names for proposed roads duplicate or be phonetically similar to existing road names in Haywood County, irrespective of the use of the suffix (i.e., road, avenue,*

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*boulevard, drive, place, court and the like). Road names shall not exceed 15 characters, including spaces, but not including prefixes and suffixes. For mapping purposes, short roads should have correspondingly short road names.*

**2008.007 Subdivision Name & Signage**

*All major subdivisions may provide for, at the primary entrance, a subdivision name sign to conform with Town of Maggie Valley sign standards. The signs should be located in dedicated sign easements, which must be shown on the final plat. The name of a subdivision shall not duplicate a name that is identical to or phonetically similar to any other subdivision or named community in Haywood County.*

**2008.008 Road Name Signs & Regulatory Signs**

*Each subdivision shall provide road name signs and regulatory signs (speed limit signs, stop signs, and the like) in accordance with the Haywood County Property Address Ordinance and with applicable federal, state and local laws, rules and regulations.*

**2008.009 Right of Way Access**

*All subdivision lots must abut on a private or public right-of-way. The right-of-way shall, for public roads, meet or exceed the minimum width specified in the state road standards or, for private roads, the minimum width specified in Table 1 and must be capable of supporting a road. The right-of-way standards apply within the boundaries of the property being developed. Proposed subdivisions which abut an existing or recorded public or private right-of-way which do not meet the minimum width requirements of this chapter shall be required to provide additional rights-of-way to conform to the ordinance standards to the maximum extent possible, as provided below. The applicant shall provide up to ½ of the required right-of-way measured from the center line of the existing right-of-way. If the subdivision is located on both sides of the existing road right-of-way, then the full right-of-way requirement shall be required. Access to a proposed subdivision through another jurisdiction shall meet or exceed all right-of-way requirements herein. Exceptions to the state road standards for right-of-way or the right-of-way standards shown in Table 1, whichever is applicable, may be provided for lots in conservation areas and for planned unit developments, but the exceptions must be specifically approved by the Planning Board.*

**2008.010 Storm Water Drainage**

*A) All development plans shall show the general drainage patterns of all areas of the subdivision. Where the drainage of the subdivision does not follow the natural drainage of the property, the applicant shall design the new drainage systems, including swales, ditches, pipes, culverts, detention ponds, lakes or similar devices, to minimize any adverse effect on the proposed subdivision and on adjacent and downstream properties. Stormwater drainage improvements shall be designed and constructed to minimize erosion and downstream sedimentation, to follow natural drainage where possible, to minimize flooding or standing water conditions, to maintain desirable groundwater conditions and to avoid excessive stormwater discharge. Points of stormwater discharge shall be within the site unless otherwise approved by the Planning Board and adjoining property owners.*

*(B) All roads, bridges and major culverts shall be designed according to state road standards.*

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(C) *An easement shall be reserved on-site by the applicant, or otherwise provided, conforming with the lines of any drainageway into which natural runoff has been diverted. Drainage improvements, where applicable, shall be designed in accordance with state road standards.*

Ms. Johnson arrived at 5:50 pm.

Director Clark explained how Powell Bill Funds are distributed. Powell Bill does not recognize one-way streets or streets less than 16-feet in width. Driveways often create problems for emergency vehicles. Director Clark informed the members that he will be meeting with the Fire Chief within the week to discuss the issue. Town Council desires a better way to address road maintenance needs within the town.

The members will review the proposed changes to the road standards and be prepared to discuss the issue at the next meeting.

6: **Land Use Implementation Matrix: Board Led Discussion**

Due to the length of the meeting, this agenda item will be placed on the April Planning Board agenda.

7: **Other Business**

Mr. Pauley encouraged everyone to attend the 2008 Christmas Parade meeting on Monday March 10 at 9:00 a.m. at the Police Department. The Planning Board has volunteered to organize entertainment at the festival grounds after the Christmas Parade.

Ms. Johnson, a local artist, stated that the vacant Soco Zoo building is for sale or lease. Ms. Johnson felt that art studios would be a great asset to Maggie Valley. It would be a great area for a crafters guild.

8: **Planning Director's Report**

▼ The joint-workshop with the Board of Aldermen will be held at 4:00 pm on April 15, 2008 prior to the regularly scheduled Board of Aldermen meeting at 5:30 pm

▼ The workshop with the Department of Community Assistance will be postponed until June so that hopefully more members will be able to attend.

▼ Director Clark provided expiration dates for the projects that have been approved over the last year. When a project is approved, the owner has one year to begin construction.

▼ Director Clark encouraged the members to participate and to encourage others to purchase commemorative bricks to be positioned in a prominent location at the festival grounds. The program will end April 4, 2008.

9: **Public Comment**

There were no public comments.

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10: **Adjournment**

**ON MOTION OF MR. KNOEDLER, SECONDED BY MR. EDWARDS, WITH ALL MEMBERS IN FAVOR, THE MEETING ADJOURNED AT 7:18 PM.**

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Chairman Billy Brede

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Vickie Best, CMC, Town Clerk