

AGENDA
BOARD OF COMMISSIONERS SPECIAL MEETING
JORDAN ROOM, MATTHEWS TOWN HALL
APRIL 13, 2015 – 5:15 PM

The Board of Commissioners will meet with Planning and Development staff to discuss a possible downtown streetscape project.

RECEPTION
MATTHEWS TOWN HALL
APRIL 13, 2015 – 6:00 PM

A reception will be held at the Town Hall at 6:00 pm in honor of the Sister City partnership between the Town of Matthews and Sainte-Maxime, France.

AGENDA
BOARD OF COMMISSIONERS MEETING
HOOD ROOM, MATTHEWS TOWN HALL
APRIL 13, 2015 - 7:00 PM

1. Regular Meeting Called to Order
2. Invocation
3. Pledge of Allegiance
4. Items to be Added to the Agenda
5. Sign Sister Cities Partnership Documents with Mayor Vincent Morisse of Sainte-Maxime, France
6. Recess Regular Meeting for Public Hearing on Petitions to Amend the Zoning Ordinance of the Town of Matthews as follows:

- A. Application 2015-626: To change the zoning from RVS to CMF + R-12MF(CD) on that certain property located on the west side of Monroe Road between Galleria Boulevard and Gander Cove Lane and being further located across the street from Family Dollar Corporate and being further designated as Tax Parcel 213-231-01. (deferral requested by applicant)
- B. Motion 2015-1: To consider the adoption of a Composite Bicycle and Pedestrian Plan
- C. Motion 2015-2: To change the text of the UDO regarding miscellaneous and technical corrections including add a definition and standards for Residential Development Message Board Signs; correct/add a cross reference for design standards for manufactured homes; clarify when "Specialty Sales" are general merchandise retail; add "community garden" as a land use category in the table of allowed uses; and add clarification for Public Information Kiosks in Downtown and ENT.

7. Reconvene Regular Meeting

8. Planning and Development Business

- A. Report from Planning Board
- B. Consider Approval of Administrative Amendment: Eden Hall
- C. Discuss Possible Locations of Future Small Area Plans
- D. Consider Approval of Patio Enclosure at Beantown in Accordance with Matthews Station Street Development Agreement
- E. Consider Awarding Contract for Downtown Streetscapes Element of Downtown Master Plan Utilizing \$20,000 Transportation Planning Grant

9. Public Comment (Please sign in to speak at this time. Limited to 4 minutes)

10. Reports from Boards/Committees

- A. Transportation Advisory Committee – minutes
- B. Environmental Advisory Committee - minutes

11. Consent Agenda

- A. Approve Minutes of the March 23, 2015 Meetings
- B. Approve Proclamation Recognizing Kids to Parks Day 2015
- C. Approve Proclamation Recognizing the Matthews and Charlotte Chapters of the Red Hat Society
- D. Approve Proclamation Recognizing Matthews Classics Week
- E. Approve Proclamation Recognizing Arbor Day 2015
- F. Accept Zoning Application 2015-628, Provident Land Services, Text Change Regarding Subdivision Names, and Zoning Application 2015-629, Everlane Development, Text Change Regarding R-12MF Maximum Building Height, and set public hearings for May 11, 2015

- G. Approve Disposal of Surplus Property
- H. Approve Budget Ordinance Amendments to:
 - 1) Recognize HIDTA OT Revenues Received in Excess of Budgeted Revenues in the Amount of \$845.51
 - 2) Recognize Non-Budgeted Revenues Received for Police Explorers Program in the Amount of \$1,740.79
 - 3) Recognize Controlled Substance Tax Assessment Revenues Received in Excess of Budget in the Amount of \$735.94
 - 4) Recognize Revenues Received for the School Resource Officer Contract Received in Excess of Budget in the Amount of \$3,764.80

12. Unfinished Business

- A. Consider Approval of Concrete Repairs to Fire Stations 1 and 2

13. New Business

- A. Consider Approval of Entry into State Employee Health Plan
- B. Consider Privilege License Revenue in FY 14-15 Budget

14. Supplemental Material

- A. Consider Oscar Drive Special Assessment

15. Mayor's Report

16. Attorney's Report

17. Town Manager's Report

18. Adjournment

From: **Keith MacVean** <keithmacvean@mvalaw.com>
Date: Fri, Mar 20, 2015 at 2:55 PM
Subject: Rezoning Petition No. 2015-626 - Request for a one Month Deferral of the Public Hearing from April 13th to May 11th
To: "jcamp@matthewsnc.gov" <jcamp@matthewsnc.gov>
Cc: "matt@everlanedevelopment.com" <matt@everlanedevelopment.com>, "kingrish@matthewsnc.gov" <kingrish@matthewsnc.gov>

Jay – The Petitioner for Rezoning Petition No. 2015-626 by Everlane Development, would like to request a one-month deferral of the Public Hearing on the Petition from April 13th to May 11th.

The one-month deferral will allow the Petitioner additional time to continue to work on site plans changes and revisions.

Thank you.
Keith MacVean

Keith H. MacVean | Land Use and Zoning Consultant | keithmacvean@mvalaw.com | [704.331.3531](tel:704.331.3531) | Fax: [704.378.1954](tel:704.378.1954)
Moore & Van Allen PLLC | Suite 4700 | 100 North Tryon Street | Charlotte, NC 28202

Moore & Van Allen

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Project Summary

Location: Monroe Rd Bordering Charlotte City Limits

Owner(s): Renfrow Estate

Agent: Keith MacVean

Current Zoning: RVS

Proposed Zoning: R-12 MF and C-MF

Existing Use: Vacant Land and Historic Roseland Cemetery

Proposed Use: 320 Unit Apartment Community

Community Meeting: Occurred February 26th

Summary of Request

The applicant requests a change from the existing RVS zoning to allow for the construction of a 320 unit apartment development.

Staff Recommendation

After several meetings, staff and the applicant have determined that the C-MF district is not the best fit for the project due to several conflicts with that zoning district. The applicant plans to modify the request to remove the split zoning and rezone the entire site to R-12 MF (CD).

The applicant requests a deferral to May 11th to allow time for site plan changes related to initial staff comments. This timeframe also corresponds with the hearing dates for the recently submitted text amendment to change the maximum building height in the R-12 MF district.

Planning Staff Review

Background And History

Most recently, the site was rezoned in 2008 for up to 96 patio homes. To the rear of the property, the historic Roseland Cemetery is located on about 1.3 acres adjacent to Sardis Forest. The cemetery was designated as a landmark in 2012. A detailed report from the Landmarks Commission may be accessed at the following link: <http://www.cmhpf.org/S&Rs%20Alphabetical%20Order/SurveyS&RRoseland.htm>

Details of the Site Plan

The site plan features two access points, one on Monroe Rd and an access to the traffic light at Galleria Boulevard via a roadway easement to Nolley Court in Charlotte. An eastbound deceleration lane is planned for the main access on Monroe Rd. Apartment buildings flank both sides of the access on Monroe Rd, creating a street frontage condition consistent with the Monroe Rd Small Area Plan. The remainder of the site features a mixture of carriage house buildings (apartments over freestanding garages) as well as 2 and 3 story buildings. The buildings at the rear of the site are separated from Sardis Forest by detention ponds and the cemetery. No building is closer than 225' from the rear property line adjoining the neighborhood. A publicly accessible trail is also shown along the rear of the site per recommendation from the Monroe Rd Small Area Plan.

Summary of Proposed Conditions

1. Maximum of 320 Units
2. Access point to Nolley Court to provide vehicular access to Galleria traffic signal
3. Facades to be constructed with no less than 60% brick
4. Land area reserved on Monroe Rd for future Town gateway signage
5. Construction of publicly accessible trail system.

Planning Staff Review

Outstanding Issues/Planning Staff Comments

(Many of the outstanding issues will be addressed once plan revisions are received prior to the May 11th meeting. The following is a summary of the main items that have been discussed thus far)

1. The C-MF requires a public street system as well as significant dedication of open space. The applicant has agreed to change the rezoning request to zone the entire site to R-12 (MF) (CD) as a result of their desire to maintain a private system of internal drives and streets.
2. More detail on changes and improvements to Monroe Rd is required on the site plan. The deceleration lane to be added is not shown.
3. Buildings should be set back further from Monroe Rd. The change to R-12 MF would create a 35' setback on the street frontage.
4. Planning Staff suggests that the proposed trail connect to the new street at Nolley Court to provide a proper terminus for that segment of the trail system.
5. A copy of the easement to Nolley should be provided to verify that the access is permanent.
6. More detail is required with regard to plans for preservation of the cemetery portion of the site
7. Three story buildings exceed to maximum 35' height limit for R-12 MF. The text amendment will address this item.
8. A vegetation survey is required as part of the rezoning application
9. PCO Concept Plan approval required prior to decision

Consistency with Adopted Plans and Policies and Town Vision Statements

The use of the site as residential, orientation of buildings along Monroe Rd and provision of a trail system are all in conformity with recommendations within the Monroe Road Small Area Plan.

Reports from Town Departments and County Agencies

Matthews Police

Memo to be provided prior to Public Hearing

Matthews Fire

Memo to be provided prior to Public Hearing

Public Works

Memo to be provided prior to Public Hearing

Matthews Parks and Recreation

Memo to be provided prior to Public Hearing

Charlotte Mecklenburg Schools

Report Attached. 61 new students generated by development

PCO Concept Plan Approval Required?

Yes

Charlotte Area Transit System

The CATS bus stop just beyond Galleria Blvd in Charlotte will be relocated to the subject property frontage to provide a better location for transit riders. CATS request a concrete pad to be provided by the developer.

Impact Analysis

The Town does not provide waste pickup for apartment communities thus the primary impact to the Town lies in the incremental increase of providing essential services to new residents.

Projected Financial Impact of the Request

Current Matthews Tax Revenue from parcel: 4,062.73

Anticipated Tax Revenue From Project: \$73,000

Total Increase in Property Revenue \$68,938

As expressed in terms of property tax per acre, the development would increase Matthews property tax revenue per acre from approximately \$190 dollars/acre today to approximately \$3,476/acre. Tax revenue was derived from an estimated tax valuation of \$23,000,000, which is similar to several +/- 300 unit apartment communities in southern Mecklenburg.

Petition No: 2015-626

RECOMMENDATION

We have the following comments that are critical to CMS' support of this petition:

Adequacy of existing school capacity in this area is a significant problem. We are particularly concerned about rezoning cases where school utilization exceeds 100% since the proposed development will exacerbate this situation. Approval of this petition will increase overcrowding and/or reliance upon mobile classrooms at the schools listed below.

The total estimated capital cost of providing the additional school capacity for this new development is \$1,179,000 calculated as follows:

Elementary School: **36** \$20,000 = \$720,000
 High School: **17** x \$27,000 = \$459,000

CMS recommends the petitioner schedule a meeting with staff to discuss any opportunities that the petitioner/developer may propose to improve the adequacy of school capacity in the immediate area of the proposed development.

TOTAL IMPACT FROM PROPOSED DEVELOPMENT

Proposed Housing Units: Up to 320 multi-family dwelling units at 14.8 dwelling units per acre under C-MF (Flexible Design/Innovation) and R-12MF (CD) zoning.

CMS Planning Area: 10

Average Student Yield per Unit: 0.1860

This development will add 61 students to the schools in this area.

The following data is as of 20th Day of the 2014-15 school year.

<i>Schools Affected</i>	<i>Total Classroom Teachers</i>	<i>Building Classrooms/Teacher Stations</i>	<i>20th Day, Enrollment (non-ec)</i>	<i>Building Classroom/Adjusted Capacity (Without Mobiles)</i>	<i>20th Day, Building Utilization (Without Mobiles)</i>	<i>Additional Students As a result of this development</i>	<i>Utilization As of result of this development (Without Mobiles)</i>
GREENWAY PARK ES	40.6	37	605	617	110%	36	116%
MCCLINTOCK MS	52	54	855	1154	96%	8	97%
EAST MECKLENBURG HS	111.5	90	1840	2253	124%	17	125%

INCREMENTAL IMPACT FROM PROPOSED DEVELOPMENT*

Existing number of housing units allowed: The currently vacant parcel under existing 2008 conditional uses petition allows 96 patio homes at 4.4 dwelling units per acre under R-VS (Residential Varied Styles) zoning.

Number of students potentially generated under current zoning: 68 students (57 elementary, 11 middle, 0 high)

The development allowed under the existing zoning would generate 68 student(s), while the development allowed under the proposed zoning will produce 61 student(s). Therefore, the net change in the number of students generated from existing zoning to proposed zoning is zero (0) student(s).

As requested, we are also providing information regarding the difference in the number of potential students from the existing zoning to the proposed zoning. Please note that this method of determining potential numbers of students from an area underestimates the number of students CMS may gain from the new development.



DATE 1-20-15
APPLICATION NUMBER 2015-626
For office use only

**APPLICATION FOR CHANGE IN ZONING CLASSIFICATION
OR CHANGE IN CONDITIONS
(SEE FILING INSTRUCTIONS)**

TO: Town of Matthews Board of Commissioners
Town of Matthews Planning Board
232 Matthews Station Street
Matthews, North Carolina 28105-6713

Ladies and Gentlemen:

Your consideration of this petition is requested for:

- A change in zoning classification of the property hereinafter described; or
- A change in conditions to an existing conditional zoning plan.

Tax parcel number: 213-231-01

Address of property: [vacant land]

Location of property: on the west-side of Monroe Road between Galleria Boulevard and Gander Cove Lane.

Title to the property was acquired on November 17, 1884
and was recorded in the name of T. J. Renfrow
whose mailing address is [deceased—Probate]

The deed is recorded in Book 40 and Pages 40-42 in the office of the Register of Deeds for Mecklenburg County.

Present zoning classification: RVS Requested zoning classification: CMF + R-12MF(CD)

List reason(s) why zoning should be changed (use separate sheet if necessary):

The zoning for this parcel should be changed to allow the development of the Site with a high quality multi-family residential community that:

- Will provide an appropriate transition between the commercial and industrial uses located on the east side of Monroe Road and the existing residential uses located on the west side of the Monroe Road.
- Provides a housing choice for residents of Matthews.
- Provides housing in close proximity to a number of large employees.
- Provides a residential use that meets the density recommendations of the Monroe Road Area Plan.
- Orients multi-story buildings along Monroe Road with parking areas located to the rear of the buildings as called for in the Monroe Road Area Plan.
- Improves pedestrian access along Monroe Road by replacing the existing five foot sidewalk at the back of the curb with a new six foot sidewalk separated by an eight foot planting strip.
- Preserves open space areas along the rear of the Site adjacent to the Sardis Forest neighborhood, including the historical Roseland Cemetery.
- Provides a multi-use trail at the rear of the Site linking the proposed open space areas. This multi-use trail can be extended in the future onto the adjoining properties as called for in the Area Plan.
- Provides an area for a "Welcome to Matthews" sign along Monroe Road.

Application Number
2015-626
For office use only

[Petitioner and Owner's signatures on following two (2) pages]

X Evelyn R. Rogers

Signature of property owner (must be original)

Evelyn R. Rogers

Print Name of property owner

9813 Wesleyan Court

Property owner's mailing address

7427 Matthews Mint Hill Rd
Suite 105-219
Mint Hill, NC 28227

Charlotte, NC 28227

Property owner's mailing address, continued

Signature of property owner (must be original)

Print name of property owner

Property owner's mailing address

Property owner's mailing address, continued

704-578-0749 EVELYNROGERS@aol.com

Property owner's phone number/email address

Property owner's phone number/email address

X Keith MacVean

Signature of agent

Jeff Brown and Keith MacVean

Print name of agent(s)

Moore & Van Allen, PLLC

Agent's mailing address

100 N. Tryon Street, Suite 4700

Agent's mailing address, continued

Charlotte, NC 28202

Agent's mailing address, continued

(704) 331-1144 (JB)

(704) 331-3531 (KM)

jeffbrown@mvalaw.com

keithmacvean@mvalaw.com

Agent's phone number/email address

Everlane Development

Petitioner other than owner (if any)

Matt Poindexter, LEED AP

Print name of petitioner

401 Hawthorne Lane

Petitioner's mailing address

Suite 110-230

Petitioner's mailing address, continued

Charlotte, NC 28204

Petitioner's mailing address, continued

(704) 400-3008

matt@everlanedevelopment.com

Petitioner's phone number/email address

List all tax parcel numbers, names, and mailing addresses of all property owners subject to notification of this zoning application. Attach additional sheets if necessary.

See item #7 in instruction sheet titled "Instructions for Filing an Application for a Change in Zoning Classification or Change in Conditions for Property located in the Town of Matthews."

Application number
2015-626
For office use only

193-55-101 and 193-55-102
TAX PARCELS

Family Dollar Stores, Inc.
PROPERTY OWNER NAME(S)

P.O. Box 1017
OWNER MAILING ADDRESS

Charlotte, NC 28201
OWNER MAILING ADDRESS, CONTINUED

213-22-203
TAX PARCEL

Trotter Properties, LLC
PROPERTY OWNER NAME(S)

1515 Mockingbird Lane, Suite 900
OWNER MAILING ADDRESS

Charlotte, NC 28209
OWNER MAILING ADDRESS, CONTINUED

213-22-258
TAX PARCEL

Denice Valentine-Boone
PROPERTY OWNER NAME(S)

3514 Wylie Meadow Lane
OWNER MAILING ADDRESS

Charlotte, NC 29269
OWNER MAILING ADDRESS, CONTINUED

213-22-259
TAX PARCEL

Sandra Karen Lutz
PROPERTY OWNER NAME(S)

9108 Nolley Court, Apartment D
OWNER MAILING ADDRESS

Charlotte, NC 28270
OWNER MAILING ADDRESS, CONTINUED

213-22-260
TAX PARCEL

Tracy P. Hudson
PROPERTY OWNER NAME(S)

9108 Nolley Court, Apartment E
OWNER MAILING ADDRESS

Charlotte, NC 28270
OWNER MAILING ADDRESS, CONTINUED

213-22-261
TAX PARCEL

W. Wilson Goolsby and Avonelle Stephens
PROPERTY OWNER NAME(S)

9108 Nolley Court, Apartment F
OWNER MAILING ADDRESS

Charlotte, NC 28270
OWNER MAILING ADDRESS, CONTINUED

213-22-262
TAX PARCEL

Gary D. Porter and Brenda D. Porter
PROPERTY OWNER NAME(S)

126 Norcross Lane
OWNER MAILING ADDRESS

Mooresville, NC 28117
OWNER MAILING ADDRESS, CONTINUED

213-22-263
TAX PARCEL

Charlotte W. Pettit
PROPERTY OWNER NAME(S)

9112 Nolley Court, Apartment F
OWNER MAILING ADDRESS

Charlotte, NC 28270
OWNER MAILING ADDRESS, CONTINUED

213-22-264

TAX PARCEL

Katherin J. Windley

PROPERTY OWNER NAME(S)

9112 Nolley Court, Apartment E

OWNER MAILING ADDRESS

Charlotte, NC 28270

OWNER MAILING ADDRESS, CONTINUED

213-22-273

TAX PARCEL

Linda C. Hall

PROPERTY OWNER NAME(S)

9120 Nolley Court, Apartment E

OWNER MAILING ADDRESS

Charlotte, NC 28270

OWNER MAILING ADDRESS, CONTINUED

213-22-265

TAX PARCEL

Karl Steinek

PROPERTY OWNER NAME(S)

12 Priest Road

OWNER MAILING ADDRESS

Watertown, MA 02472

OWNER MAILING ADDRESS, CONTINUED

213-22-274

TAX PARCEL

Michael James Callahan and Marybeth Greziak

PROPERTY OWNER NAME(S)

9120 Nolley Court, Apartment F

OWNER MAILING ADDRESS

Charlotte, NC 28270

OWNER MAILING ADDRESS, CONTINUED

213-22-271

TAX PARCEL

Craig A. Carr

PROPERTY OWNER NAME(S)

9120 Nolley Court, Apartment C

OWNER MAILING ADDRESS

Charlotte, NC 28270

OWNER MAILING ADDRESS, CONTINUED

213-22-275

TAX PARCEL

Patricia L. Gignilliat

PROPERTY OWNER NAME(S)

9128 Nolley Court, Apartment G

OWNER MAILING ADDRESS

Charlotte, NC 28270

OWNER MAILING ADDRESS, CONTINUED

213-22-272

TAX PARCEL

A. Charlene Bush

PROPERTY OWNER NAME(S)

9120 Nolley Court, Apartment D

OWNER MAILING ADDRESS

Charlotte, NC 28270

OWNER MAILING ADDRESS, CONTINUED

213-22-276

TAX PARCEL

William Edward McClellan, Jr.

PROPERTY OWNER NAME(S)

9128 Nolley Court, Apartment F

OWNER MAILING ADDRESS

Charlotte, NC 28270

OWNER MAILING ADDRESS, CONTINUED

213-22-277
TAX PARCEL

Michael James Whittington
PROPERTY OWNER NAME(S)

9128 Nolley Court, Apartment E
OWNER MAILING ADDRESS

Charlotte, NC 28270
OWNER MAILING ADDRESS, CONTINUED

213-22-298 and 213-22-299
TAX PARCEL

Sardis Forest Patio Homes Association
PROPERTY OWNER NAME(S)

P.O. Box 10503
OWNER MAILING ADDRESS

Charlotte, NC 28212
OWNER MAILING ADDRESS, CONTINUED

213-23-101
TAX PARCEL

James M. Renfrow and Evelyn Renfrow
PROPERTY OWNER NAME(S)

9813 Wesleyan Court
OWNER MAILING ADDRESS

Charlotte, NC 28227
OWNER MAILING ADDRESS, CONTINUED

213-23-101
TAX PARCEL

T. A. Brown, Jr.
PROPERTY OWNER NAME(S)

2901 Forest Park Drive
OWNER MAILING ADDRESS

Charlotte, NC 28201
OWNER MAILING ADDRESS, CONTINUED

213-23-101
TAX PARCEL

Merrie Pierce
PROPERTY OWNER NAME(S)

5717 Strawberry Lane
OWNER MAILING ADDRESS

Charlotte, NC 28277
OWNER MAILING ADDRESS, CONTINUED

213-23-102
TAX PARCEL

Legacy Matthews, LLC
PROPERTY OWNER NAME(S)

25101 Chagrain Boulevard, Suite 300
OWNER MAILING ADDRESS

Beachwood, OH 44122
OWNER MAILING ADDRESS, CONTINUED

213-24-111
TAX PARCEL

Kenneth R. Kissiah
PROPERTY OWNER NAME(S)

1437 Renfrow Lane
OWNER MAILING ADDRESS

Charlotte, NC 28270
OWNER MAILING ADDRESS, CONTINUED

213-24-113
TAX PARCEL

Bemie W. Stogner and Carolyn N. Stogner
PROPERTY OWNER NAME(S)

9114 New Towne Drive
OWNER MAILING ADDRESS

Matthews, NC 28105
OWNER MAILING ADDRESS, CONTINUED

213-24-112

TAX PARCEL

Norbert Adam Kieklak, Trustee under Family Trust of Norbert Adam Kiekiak dated 4/11/12

PROPERTY OWNER NAME(S)

1443 Renfrow Lane

OWNER MAILING ADDRESS

Charlotte, NC 28270

OWNER MAILING ADDRESS, CONTINUED

213-24-112

TAX PARCEL

Mary Gail Kieklak, Trustee under Family Trust of Mary Gail Kiekiak dated 4/11/12

PROPERTY OWNER NAME(S)

1443 Renfrow Lane

OWNER MAILING ADDRESS

Charlotte, NC 28270

OWNER MAILING ADDRESS, CONTINUED

213-24-114

TAX PARCEL

David M. Marchant and Jasmine C. Marchant

PROPERTY OWNER NAME(S)

9108 New Towne Drive

OWNER MAILING ADDRESS

Matthews, NC 28105

OWNER MAILING ADDRESS, CONTINUED

213-24-115

TAX PARCEL

Jeremy J. Dreyer and Sandra R. Dreyer

PROPERTY OWNER NAME(S)

9100 New Towne Drive

OWNER MAILING ADDRESS

Matthews, NC 28105

OWNER MAILING ADDRESS, CONTINUED

213-24-116

TAX PARCEL

Bobby Ralph Hudso and Brenda L. Hudso

PROPERTY OWNER NAME(S)

9101 New Towne Drive

OWNER MAILING ADDRESS

Matthews, NC 28105

OWNER MAILING ADDRESS, CONTINUED

213-24-165

TAX PARCEL

Penelope A. Pezdirtz

PROPERTY OWNER NAME(S)

1024 Black Oak Drive

OWNER MAILING ADDRESS

Matthews, NC 28105

OWNER MAILING ADDRESS, CONTINUED

213-24-166

TAX PARCEL

Adam Woodcock and Amanda Woodcock

PROPERTY OWNER NAME(S)

1016 Black Oak Drive

OWNER MAILING ADDRESS

Matthews, NC 28105

OWNER MAILING ADDRESS, CONTINUED

213-24-167

TAX PARCEL

Norman Larry Cross and Elizabeth Hazel

PROPERTY OWNER NAME(S)

1010 Black Oak Drive

OWNER MAILING ADDRESS

Matthews, NC 28105

OWNER MAILING ADDRESS, CONTINUED

213-24-168

TAX PARCEL

Joerg Kuehni and Lynda D. Kuehni

PROPERTY OWNER NAME(S)

1008 Black Oak Drive

OWNER MAILING ADDRESS

Matthews, NC 28105

OWNER MAILING ADDRESS, CONTINUED

TAX PARCEL

PROPERTY OWNER NAME(S)

OWNER MAILING ADDRESS

OWNER MAILING ADDRESS, CONTINUED

213-24-182

TAX PARCEL

Justin D. Ridge and Sharon M. Ridge

PROPERTY OWNER NAME(S)

811 Old Pine Lane

OWNER MAILING ADDRESS

Matthews, NC 28105

OWNER MAILING ADDRESS, CONTINUED

TAX PARCEL

PROPERTY OWNER NAME(S)

OWNER MAILING ADDRESS

OWNER MAILING ADDRESS, CONTINUED

193-10-130

TAX PARCEL

Galleria Partners I, LLC

PROPERTY OWNER NAME(S)

8514 McAlphine Park, Suite 190

OWNER MAILING ADDRESS

Charlotte, NC 28211

OWNER MAILING ADDRESS, CONTINUED

TAX PARCEL

PROPERTY OWNER NAME(S)

OWNER MAILING ADDRESS

OWNER MAILING ADDRESS, CONTINUED

193-10-133

TAX PARCEL

Fifth Third Bank

PROPERTY OWNER NAME(S)

38 Fountain Square – MD10ATA1 Corp.

OWNER MAILING ADDRESS

Cincinnati, OH 45263

OWNER MAILING ADDRESS, CONTINUED

TAX PARCEL

PROPERTY OWNER NAME(S)

OWNER MAILING ADDRESS

OWNER MAILING ADDRESS, CONTINUED

SUMMARY OF THE REZONING PROCESS

Application number
2015-626
For office use only

PETITIONER: Fill in dates for each action below before filing application. Refer to the current Planning Department rezoning schedule for correct dates.

PROPERTY OWNERS: These dates are assumed to be correct at the time of zoning application submittal but are subject to revision. Contact the Planning Department (704-847-4411 or email mjollnitz@matthewsnc.gov) for verification.

Application submitted to and accepted by the Town of Matthews _____ 1/15/15

Town Board of Commissioners formally accepts application and sets Public Hearing date _____ 2/9/15

Notices sent via mail to affected/adjacent property owners on or before _____ 3/30/15

Protest petition filed with Planning Department by 5:00 pm on _____ 4/8/15

Public hearing: petitioner may give explanation of why s/he wishes to have property rezoned and neighboring owners may ask questions and voice opinions on the proposed zoning _____ 4/13/15

Town Planning Board reviews petition, information, and comments from the public hearing, then makes a recommendation to the Board of Commissioners on whether to approve or deny the request _____ 4/28/15

Town Board of Commissioners approves or denies application _____ 5/11/15

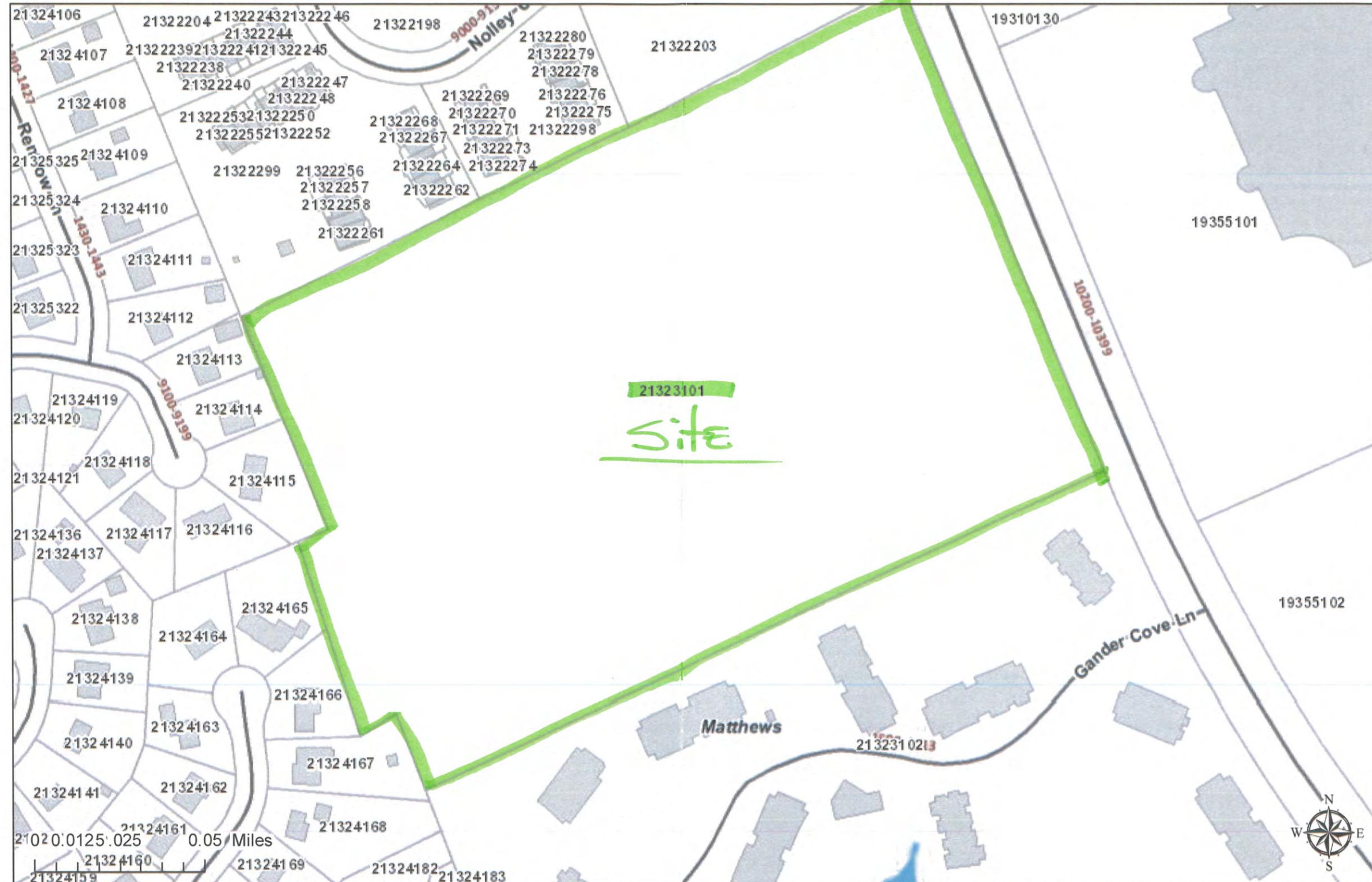
GENERAL STATUTE 160A-385: CHANGES.

- (a) Zoning ordinances may from time to time be amended, supplemented, changed, modified or repealed. In case, however, of a qualified protest against a zoning map amendment, that amendment shall not become effective except by favorable vote of three-fourths of all the members of the city council. For the 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 supermajority. To qualify as a protest under this section, the petition must be signed by the owners of either (i) twenty percent (20%) or more of the area included in the proposed change or (ii) five percent (5%) of a 100-foot wide buffer extending along the entire boundary of each discrete or separate area proposed to be rezoned. A street right of way shall not be considered in computing the 100-foot buffer area as long as that street right of way is 100 feet wide or less. When less than an entire parcel of land is subject to the proposed zoning map amendment, the 100-foot buffer shall be measured from the property line of that parcel. In the absence of evidence to the contrary, the city may rely on the county tax listing to determine the "owners" of potentially qualifying areas. The foregoing provisions concerning protests shall not be applicable to any amendment which initially zones property added to the territorial coverage of the ordinance as a result of annexation or otherwise, or to an amendment to an adopted (i) special use district, (ii) conditional use district, or (iii) conditional district if the amendment does not change the types of uses that are permitted within the district or increase the approved density for residential development, or increase the total approved size of nonresidential development, or reduce the size of any buffers or screening approved for the special use district, conditional use district, or conditional district.
- (b) Amendments in zoning ordinances shall not be applicable or enforceable without consent of the owner with regard to buildings and uses for which either (i) building permits have been issued pursuant to GS 160A-417 prior to the enactment of the ordinance making the change or changes so long as the permits remain valid and unexpired pursuant to GS 160A-418 and unrevoked pursuant to GS 160A-422 or (ii) a vested right has been established pursuant to GS 160A-385.1 and such vested right remains valid and unexpired pursuant to GS 160A-385.1

Polaris 3G Map – Mecklenburg County, North Carolina

Everlane Dev. Monroe Rd. Parcel

Date Printed: 1/13/2015 7:38:24 AM



This map or report is prepared for the inventory of real property within Mecklenburg County and is compiled from recorded deeds, plats, tax maps, surveys, planimetric maps, and other public records and data. Users of this map or report are hereby notified that the aforementioned public primary information sources should be consulted for verification. Mecklenburg County and its mapping contractors assume no legal responsibility for the information contained herein.



design resource group

- landscape architecture
- civil engineering
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2459 wilkinson boulevard, suite 200
charlotte, nc 28208
p 704.343.0608 f 704.358.3093
www.drgp.com

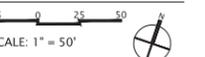


MATTHEWS MULTI-FAMILY

MATTHEWS, NORTH CAROLINA
EVERLANE DEVELOPMENT
401 HAWTHORN LANE
SUITE 110-230
CHARLOTTE, NC 28204

REZONING PETITION

REZONING PETITION
FOR PUBLIC HEARING
2015-XXX

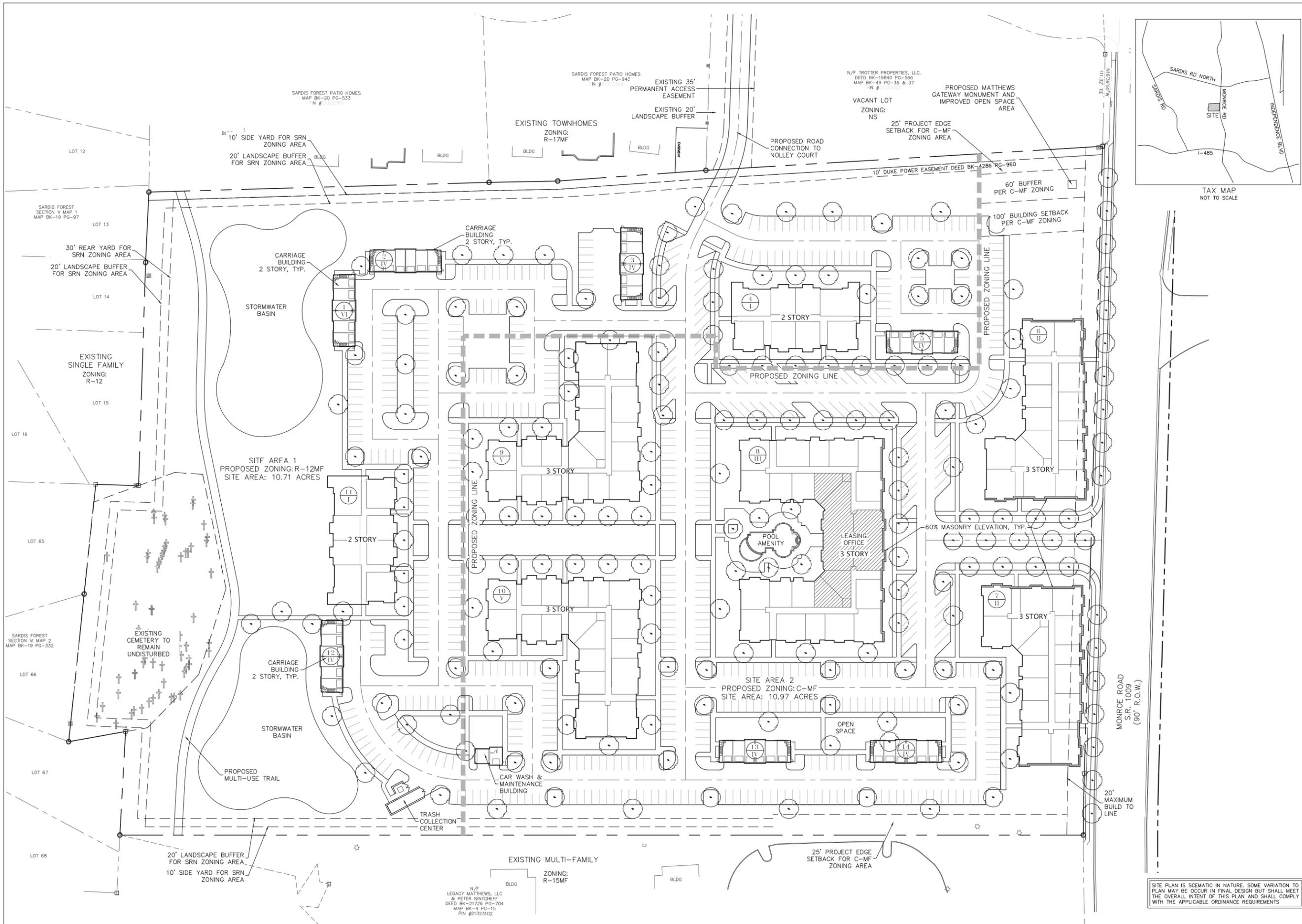


PROJECT #: 508-002
DRAWN BY: DK
CHECKED BY: TH

**SCHEMATIC
SITE PLAN**

JANUARY 20, 2015

REVISIONS:



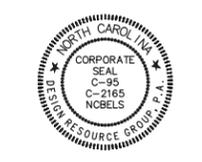
SITE PLAN IS SCHEMATIC IN NATURE. SOME VARIATION TO PLAN MAY BE OCCUR IN FINAL DESIGN BUT SHALL MEET THE OVERALL INTENT OF THIS PLAN AND SHALL COMPLY WITH THE APPLICABLE ORDINANCE REQUIREMENTS.



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SUITE 110-230
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REZONING PETITION

REZONING PETITION
FOR PUBLIC HEARING

2015-XXX

40 0 40 80
SCALE: 1" = 80'

PROJECT #: 508-002
DRAWN BY: DK
CHECKED BY: TH

TECHNICAL
DATA SHEET

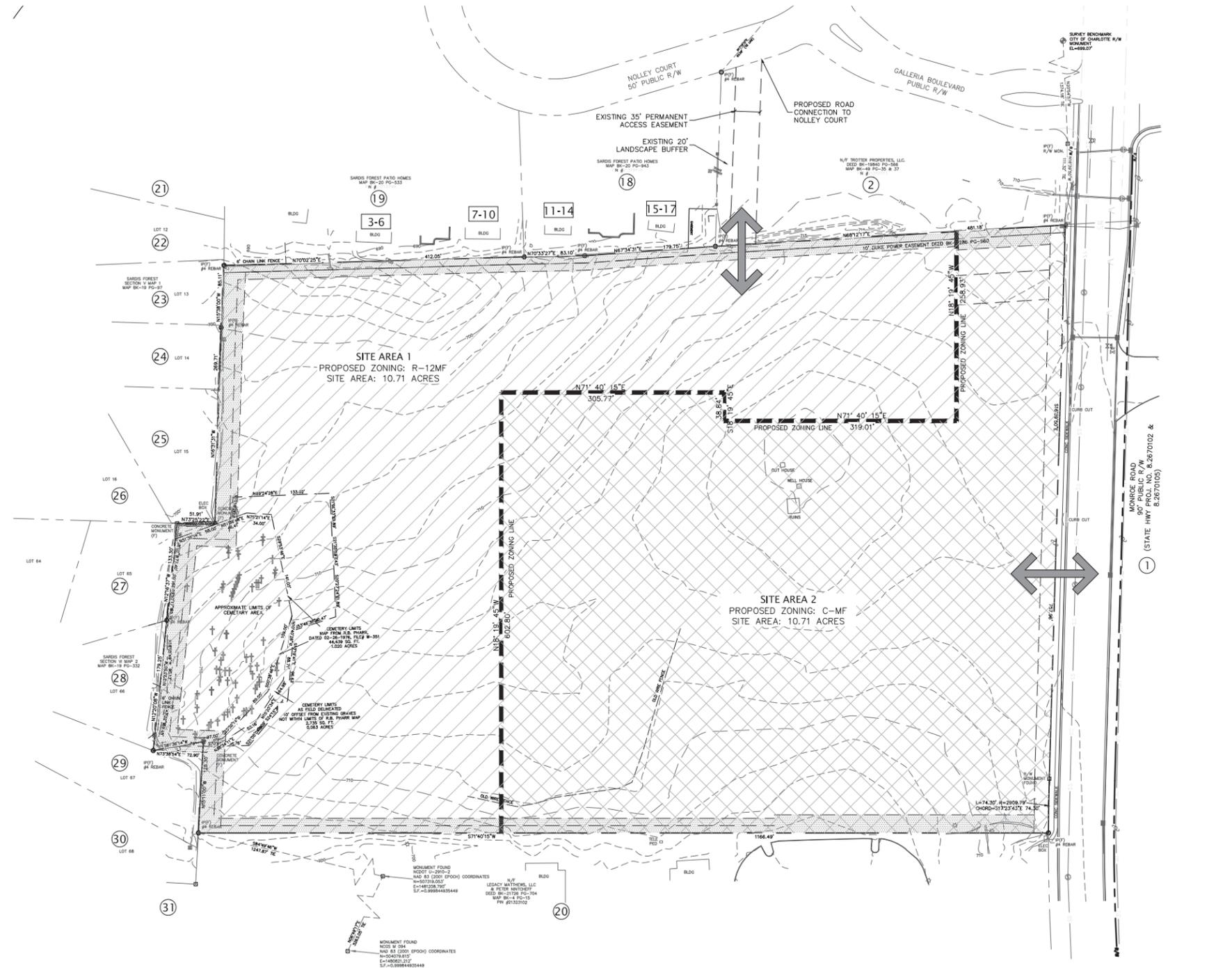
JANUARY 20, 2015

REVISIONS:



KEY TO ADJACENT PROPERTY OWNERS

- | | |
|---|---|
| 1. PARCEL ID: 19355101
ATTN: GEORGE R MAHONEY JR FAMILY
DOLLAR STORES INC
PO BOX 1017
CHARLOTTE NC 28201 | 17. PARCEL ID: 21322277
MICHAEL JAMES WHITTINGTON
9128 NOLLEY CT APT E
CHARLOTTE NC 28270-2424 |
| 2. PARCEL ID: 21322203
TROTTER PROPERTIES LLC
1515 MOCKINGBIRD LN STE 900
CHARLOTTE NC 28209-3292 | 18. PARCEL ID: 21322298
ASSOC. SARDIS FOREST PATIO HOMES
PO BOX 10503
CHARLOTTE NC 28212 |
| 3. PARCEL ID: 21322258
DENICE VALENTINE-BOONE
3514 WYLIE MEADOW LN
CHARLOTTE NC 28269 | 19. PARCEL ID: 21322299
ASSOC. SARDIS FOREST PATIO HOMES
PO BOX 10503
CHARLOTTE NC 28212 |
| 4. PARCEL ID: 21322259
SANDRA KAREN LUTZ
9108 NOLLEY CT APT D
CHARLOTTE NC 28270-2422 | 20. PARCEL ID: 21323102
LEGACY MATTHEWS LLC
PETER NINTCHEFF
25101 CHARGRIN BV STE 300
BEACHWOOD OH 44122 |
| 5. PARCEL ID: 21322260
TRACEY P HUDSON
9108 NOLLEY CT APT E
CHARLOTTE NC 28270-2422 | 21. PARCEL ID: 21324111
KENNETH R KISSIAH
1437 RENFROW LN
CHARLOTTE NC 28270 |
| 6. PARCEL ID: 21322261
WILSON GOOLSBY
AVONELLE STEPHENS C
9108 NOLLEY CT APT F
CHARLOTTE NC 28270-2422 | 22. PARCEL ID: 21324112
NORBERT A (F/T) KIEKLAK
MARY GAIL (F/T) KIEKLAK
1443 RENFROW LN
CHARLOTTE NC 28270-1469 |
| 7. PARCEL ID: 21322262
GARY D PORTER
BRENDA C PORTER
126 NORCROSS LN
MOORESVILLE NC 28117 | 23. PARCEL ID: 21324113
BEMIE W STOENER
CAROLYN W STOENER
9114 NEW TOWNE DR
MATTHEWS NC 28105 |
| 8. PARCEL ID: 21322263
CHARLOTTE W PETTIT
9112 NOLLEY CT APT F
CHARLOTTE NC 28270-2423 | 24. PARCEL ID: 21324114
JASMINE C MARCHANT
DAVID M MARCHANT
9108 NEW TOWNE DR
MATTHEWS NC 28105 |
| 9. PARCEL ID: 21322264
KATHERINE J WINDLEY
9112 NOLLEY CT APT E
CHARLOTTE NC 28270-2423 | 25. PARCEL ID: 21324115
JEREMY J DREYER
SANDRA R DREYER
9100 NEW TOWNE DR
MATTHEWS NC 28105 |
| 10. PARCEL ID: 21322265
KARL STEINEK
12 PRIEST RD.
WATERTOWN MA 02472 | 26. PARCEL ID: 21324116
BOBBY RALPH HUDSO
BRENDA L HUDSO
9101 NEW TOWNE DR
MATTHEWS NC 28105 |
| 11. PARCEL ID: 21322271
CRAIG A CARR
9120 NOLLEY CT APT C
CHARLOTTE NC 28270-1461 | 27. PARCEL ID: 21324165
PENELOPE A PEZDIRTZ
1024 BLACK OAK DR
MATTHEWS NC 28105 |
| 12. PARCEL ID: 21322272
A CHARLENE BUSH
9120 NOLLEY CT APT D
CHARLOTTE NC 28270-1461 | 28. PARCEL ID: 21324166
ADAM WOODCOCK
AMANDA WOODCOCK
1016 BLACK OAK DR
MATTHEWS NC 28105 |
| 13. PARCEL ID: 21322273
LINDA C HALL
9120 NOLLEY CT APT E
CHARLOTTE NC 28270-1461 | 29. PARCEL ID: 21324167
NORMAN LARRY CROSS
HAZEL ELIZABETH
1010 BLACK OAK DR
MATTHEWS NC 28105 |
| 14. PARCEL ID: 21322274
MARYBETH GREZAK
MICHAEL JAMES CALLAHAN
9120 NOLLEY CT APT F
CHARLOTTE NC 28270-1461 | 30. PARCEL ID: 21324168
JOERG KUEHNI
LYNDA D KUEHNI
1008 BLACK OAK DR
MATTHEWS NC 28105 |
| 15. PARCEL ID: 21322275
PATRICIA L GIGNILLIAT
9128 NOLLEY CT #G
CHARLOTTE NC 28270 | 31. PARCEL ID: 21324182
JUSTIN D RIDGE
SHARON M RIDGE
811 OLD PINE LN
MATTHEWS NC 28105 |



SITE DEVELOPMENT DATA:

- ACREAGE: ± 21.68 ACRES
- TAX PARCEL #: 213-231-01
- EXISTING ZONING: R-12MF (FLEXIBLE DESIGN/INNOVATIVE) AND R-12MF(CD)
- EXISTING USES: UP TO [320] MULTI-FAMILY RESIDENTIAL DWELLING UNITS TOGETHER WITH ACCESSORY USES AS ALLOWED IN THE C-MF AND R-12MF ZONING DISTRICTS AS MORE SPECIFICALLY DESCRIBED BELOW IN SECTION 2.
- MAX. BUILDING HEIGHT: AS ALLOWED BY THE ORDINANCE BUT NOT TO EXCEED THREE (3) STORES.
- PARKING: THE SITE WILL COMPLY WITH THE MINIMUM PARKING REQUIREMENTS OF THE ORDINANCE.

1. GENERAL PROVISIONS:

a. THESE DEVELOPMENT STANDARDS FORM A PART OF THE REZONING SITE PLAN ASSOCIATED WITH THE REZONING PETITION FILED BY EVERLANE DEVELOPMENT TO ACCOMMODATE THE DEVELOPMENT OF A MULTI-FAMILY COMMUNITY ON AN APPROXIMATELY 21.68 ACRE SITE LOCATED ON THE WEST SIDE OF MONROE ROAD BETWEEN GALLERIA BOULEVARD AND GANDER COVE LAKE (THE "SITE").

b. DEVELOPMENT OF THE SITE WILL BE GOVERNED BY THE REZONING PLAN AS WELL AS THE APPLICABLE PROVISIONS OF THE CITY OF MATTHEWS ZONING ORDINANCE (THE "ORDINANCE"). UNLESS THE REZONING PLAN ESTABLISHES MORE STRINGENT STANDARDS, THE REGULATIONS ESTABLISHED UNDER THE ORDINANCE FOR THE R-12MF AND THE C-MF ZONING CLASSIFICATIONS SUBJECT TO THE [FLEXIBLE DESIGN/INNOVATIVE] PROVISIONS PROVIDED BELOW SHALL GOVERN ALL DEVELOPMENT TAKING PLACE ON THE SITE.

c. THE SCHEMATIC DEFINITIONS OF THE USES, PARKING AREAS, SIDEWALKS, STRUCTURES AND BUILDINGS, AND OTHER SITE ELEMENTS SET FORTH ON THE REZONING PLAN SHOULD BE REVIEWED IN CONJUNCTION WITH THE PROVISIONS OF THESE DEVELOPMENT STANDARDS. THE ULTIMATE LAYOUT, LOCATIONS AND SIZES OF THE DEVELOPMENT AND SITE ELEMENTS DEPICTED ON THE REZONING PLAN AS WELL AS ANY SCHEMATIC BUILDING ELEVATIONS ARE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT AND SITE ELEMENTS PROPOSED, AND THEY MAY BE ALTERED OR MODIFIED IN ACCORDANCE WITH THE SETBACK, YARD AND BUFFER REQUIREMENTS SET FORTH ON THIS REZONING PLAN AND THE DEVELOPMENT STANDARDS. PROVIDED, HOWEVER, ANY SUCH ALTERATIONS AND MODIFICATIONS SHALL NOT MATERIALLY CHANGE THE OVERALL DESIGN INTENT DEPICTED ON THE REZONING PLAN. CHANGES TO THE REZONING PLAN NOT PERMITTED BY THE REZONING PLAN WILL BE REVIEWED AND APPROVED AS ALLOWED BY SECTION 155.401.5 OF THE ORDINANCE.

2. PERMITTED USES & DEVELOPMENT AREA LIMITATION:

a. THE SITE MAY BE DEVELOPED WITH UP TO [320] MULTI-FAMILY RESIDENTIAL DWELLING UNITS TOGETHER WITH ACCESSORY USES ALLOWED IN THE C-MF AND R-12MF ZONING DISTRICT. OF THE ALLOWED 320 MULTI-FAMILY UP TO [53] RESIDENTIAL DWELLING UNITS MAY BE CONSTRUCTED ON THE PORTION OF THE SITE ZONED R-12MF(CD), AND UP TO [267] RESIDENTIAL DWELLING UNITS MAY BE CONSTRUCTED ON THE PORTION OF THE SITE ZONED C-MF AS LONG AS IN THE AGGREGATE THE TOTAL NUMBER OF DWELLINGS UNITS CONSTRUCTED ON THE SITE DOES NOT EXCEED 320 DWELLING UNITS.

b. THE ROSELAND CEMETERY LOCATED AT THE REAR OF THE SITE WILL BE PRESERVED AND MAINTAINED AS A PASSIVE OPEN SPACE AREA.

c. TO ALLOW THE PRIMARY EXTERIOR BUILDING FACADES ORIENTED TOWARD MONROE ROAD OF BUILDING #S 7, 8 AND 9 TO HAVE A MINIMUM OF [60%] OF EACH PRIMARY EXTERIOR BUILDING FACADE, EXCLUDING ANY GLAZED AREAS, DOORS, BALCONIES/PATIOS AND ROOFS, TO BE COMPOSED OF BRICK, OTHER MASONRY, OR NATIVE STONE (OR SYNTHETIC EQUIVALENT). IN ADDITION TO THE FOREGOING, UPON THE COMPLETION OF ALL OF THE PERMANENT BUILDINGS ON THE SITE AT LEAST [30%] OF THE CUMULATIVE PRIMARY EXTERIOR FACADES, EXCLUSIVE OF GLAZED AREAS, DOORS, BALCONIES/PATIOS AND ROOFS, OF ALL SUCH BUILDINGS LOCATED ON THE SITE SHALL BE CONSTRUCTED OF BRICK, OTHER MASONRY, OR NATIVE STONE (OR SYNTHETIC EQUIVALENT).

d. TO ALLOW THE BUILDINGS CONSTRUCTED ON THE SITE LOCATED IN THE C-MF DISTRICT TO HAVE A GROUND STORY HEIGHT OF NINE (9) FEET, THE STORY HEIGHT OF ALL OTHER STOREYS IN EACH BUILDING WILL ALSO BE NINE (9) FEET.

e. ACCESS/ADJICES:

- i. VEHICULAR ACCESS TO THE SITE WILL BE FROM MONROE ROAD AND A FUTURE ACCESS TO NOLLEY COURT VIA A PRIVATE ACCESS DRIVE AS GENERALLY DEPICTED ON THE REZONING PLAN.
- ii. THE PLACEMENTS AND CONFIGURATIONS OF THE VEHICULAR ACCESS POINT IS SUBJECT TO ANY MINOR MODIFICATIONS, AS APPROVED BY MATTHEWS PUBLIC WORKS DEPARTMENT (MPWD) AND/OR NCDOT, REQUIRED TO ACCOMMODATE FINAL SITE DEVELOPMENT AND CONSTRUCTION PLANS AND TO ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY MPWD AND/OR NCDOT IN ACCORDANCE WITH APPLICABLE PUBLISHED STANDARDS.
- iii. THE ALIGNMENT OF THE INTERNAL VEHICULAR CIRCULATION AND DRIVEWAYS MAY BE MODIFIED BY THE PETITIONER TO ACCOMMODATE CHANGES IN TRAFFIC PATTERNS, PARKING LAYOUTS AND ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY THE MPWD AND/OR NCDOT IN ACCORDANCE WITH PUBLISHED STANDARDS.

5. TRANSPORTATION IMPROVEMENTS:

1. PROPOSED IMPROVEMENTS:

THE PETITIONER PLANS TO PROVIDE OR CAUSE TO BE PROVIDED ON ITS OWN OR IN COOPERATION WITH OTHER PARTIES WHO MAY IMPLEMENT PORTIONS OF THE IMPROVEMENTS. THE IMPROVEMENTS SET FORTH BELOW TO BENEFIT OVERALL TRAFFIC PATTERNS IN ACCORDANCE WITH THE FOLLOWING IMPLEMENTATION PROVISIONS:

- i. IMPROVE MONROE ROAD (SR 1009) & SARDIS ROAD N. (SIGNALIZED) AS FOLLOWS:
 - 1. CONSTRUCT AN EASTBOUND RIGHT TURN LANE ON SARDIS ROAD NORTH WITH 100 FEET OF STORAGE AND APPROPRIATE TAPER.
 - ii. IMPROVE MONROE ROAD (SR 1009) & PROPOSED ACCESS "A" (UNSIGNALIZED) AS FOLLOWS:
 - 1. RE-MARK THE EXISTING TWO-WAY LEFT TURN LANE ON MONROE ROAD FOR A NORTHBOUND LEFT TURN LANE WITH 100 FEET OF STORAGE;
 - 2. CONSTRUCT A SOUTHBOUND RIGHT TURN LANE ON MONROE ROAD WITH 100 FEET OF STORAGE AND APPROPRIATE TAPER; AND
 - 3. CONSTRUCT THE EASTBOUND APPROACH (PROPOSED ACCESS "A") FOR ONE INGRESS AND TWO EGRESS LANES (A LANE THAT TERMINATES AS A LEFT TURN LANE AND A RIGHT TURN LANE WITH 175 FEET OF STORAGE).
 - iii. NOLLEY COURT & PROPOSED ACCESS "B" (UNSIGNALIZED):
 - 1. CONSTRUCT THE NORTHBOUND APPROACH (PROPOSED ACCESS "B") FOR ONE INGRESS LANE AND ONE EGRESS LANE; AND
 - 2. EXTEND ACCESS "B" TO NOLLEY COURT.
- ii. STANDARDS AND COMPLETION:
 - a. MATTHEWS PUBLIC WORKS DEPARTMENT (MPWD)/NCDOT STANDARDS. ALL OF THE FOREGOING PUBLIC ROADWAY IMPROVEMENTS WILL BE SUBJECT TO THE STANDARDS AND CRITERIA OF MPWD AND NCDOT.
 - b. COMPLETION. THE IMPROVEMENTS DESCRIBED ABOVE MUST BE COMPLETED PRIOR TO THE ISSUANCE OF A FINAL CERTIFICATE OF OCCUPANCY FOR ANY BUILDING CONSTRUCTED ON THE SITE.

6. ARCHITECTURAL STANDARDS:

a. THE FACADES OF PRINCIPAL BUILDINGS CONSTRUCTED ON THE SITE THAT ARE ORIENTED TOWARD THE PROPOSED PARKING AREAS AND MONROE ROAD WILL BE SIMILAR IN APPEARANCE AND CHARACTER TO THE BUILDINGS ELEVATIONS GENERALLY DEPICTED ON SHEET 155.401.5 OF THE REZONING PLAN. THESE BUILDING ELEVATIONS ILLUSTRATE THE GENERAL STYLE, QUALITY AND DESIGN TREATMENT FOR THE BUILDINGS THAT WILL BE CONSTRUCTED ON THE SITE (THE ACTUAL BUILDINGS CONSTRUCTED ON THE SITE MAY VARY SLIGHTLY FROM THESE ILLUSTRATIONS AS LONG AS THE DESIGN CONCEPTS AND INTENT ILLUSTRATED IS MAINTAINED).

b. THE BUILDING MATERIALS USED ON THE PRINCIPAL BUILDINGS CONSTRUCTED ON THE SITE WILL BE A COMBINATION OF PORTIONS OF THE FOLLOWING: BRICK, STONE, PRECAST CONCRETE, MANUFACTURED STONE, CEMENTITIOUS SIDING (SUCH AS HARDI-PANK), STUCCO, AND/OR WOOD.

c. THE FOLLOWING ARCHITECTURAL COMMITMENTS SHALL APPLY TO THE PERMANENT BUILDINGS LOCATED ON THE SITE: (i) AT LEAST [60%] OF THE PRIMARY EXTERIOR BUILDING FACADES, EXCLUSIVE OF WINDOWS, DOORS, BALCONIES AND ROOFS, OF THE BUILDINGS ORIENTED TOWARD MONROE ROAD (BLOSSES 7, 8 AND 9) AS GENERALLY DEPICTED ON SHEET 155.401.5 OF THE REZONING PLAN SHALL BE CONSTRUCTED OF BRICK, OTHER MASONRY, OR NATIVE STONE (OR SYNTHETIC EQUIVALENT); AND (ii) IN ADDITION TO THE FOREGOING, UPON THE COMPLETION OF ALL OF THE PERMANENT BUILDINGS ON THE SITE AT LEAST [30%] OF THE CUMULATIVE PRIMARY EXTERIOR FACADES, EXCLUSIVE OF WINDOWS, DOORS, BALCONIES/PATIOS AND ROOFS, OF ALL SUCH BUILDINGS LOCATED ON THE SITE SHALL BE CONSTRUCTED OF BRICK, OTHER MASONRY, OR NATIVE STONE (OR SYNTHETIC EQUIVALENT).

d. METER BANKS WILL BE SCREENED.

e. DUMPSTER, COMPACTOR AND RECYCLING AREAS WILL BE ENCLOSED BY A SOLID WALL WITH ONE SIDE BEING A DECORATIVE GATE. THE WALL USED TO ENCLOSE COMPACTOR, DUMPSTER AND RECYCLING AREAS WILL BE ARCHITECTURALLY COMPATIBLE WITH THE BUILDING MATERIALS AND COLORS USED ON THE BUILDINGS. IF ONE OR MORE SIDES OF A DUMPSTER AREA ADJOIN A SIDE OR REAR WALL OF A BUILDING, THEN THE SIDE OR REAR WALL MAY BE SUBSTITUTED FOR A SIDE.

f. THE ON-SITE COMPACTOR, DUMPSTER AND RECYCLING AREAS MUST BE PICKED UP BETWEEN THE HOURS OF 7:00 AM AND 7:00 PM.

g. SETBACKS, YARDS AND YARDS AS REQUIRED BY THE ORDINANCE AND APPROVAL AS PART OF THE FULL DEVELOPMENT PLAN SUBMITTAL AND ARE NOT IMPLICITLY APPROVED WITH THIS REZONING. ADJUSTMENTS MAY BE NECESSARY IN ORDER TO ACCOMMODATE ACTUAL STORM WATER TREATMENT REQUIREMENTS AND NATURAL SITE DISCHARGE POINTS.

h. THE SITE WILL COMPLY WITH THE TOWN OF MATTHEWS TREE ORDINANCE.

i. SIGNAGE

- a. SIGNAGE AS ALLOWED BY THE ORDINANCE MAY BE PROVIDED.
- b. THE SITE WILL COMPLY WITH THE SIGNAGE REQUIREMENTS OF THE ORDINANCE.

j. LIGHTING

- a. ALL NEW SITE LIGHTING WILL MEET THE STANDARDS OF THE MATTHEWS OUTDOOR LIGHTING ORDINANCE.
- b. THE PETITIONER WILL PROVIDE AN EIGHT (8) FOOT PLANTING STRIP AND A SIX (6) FOOT SIDEWALK ALONG THE SITE'S FRONTAGE ON MONROE ROAD AS GENERALLY DEPICTED ON THE REZONING PLAN.

11. AMENDMENTS TO THE REZONING PLAN:

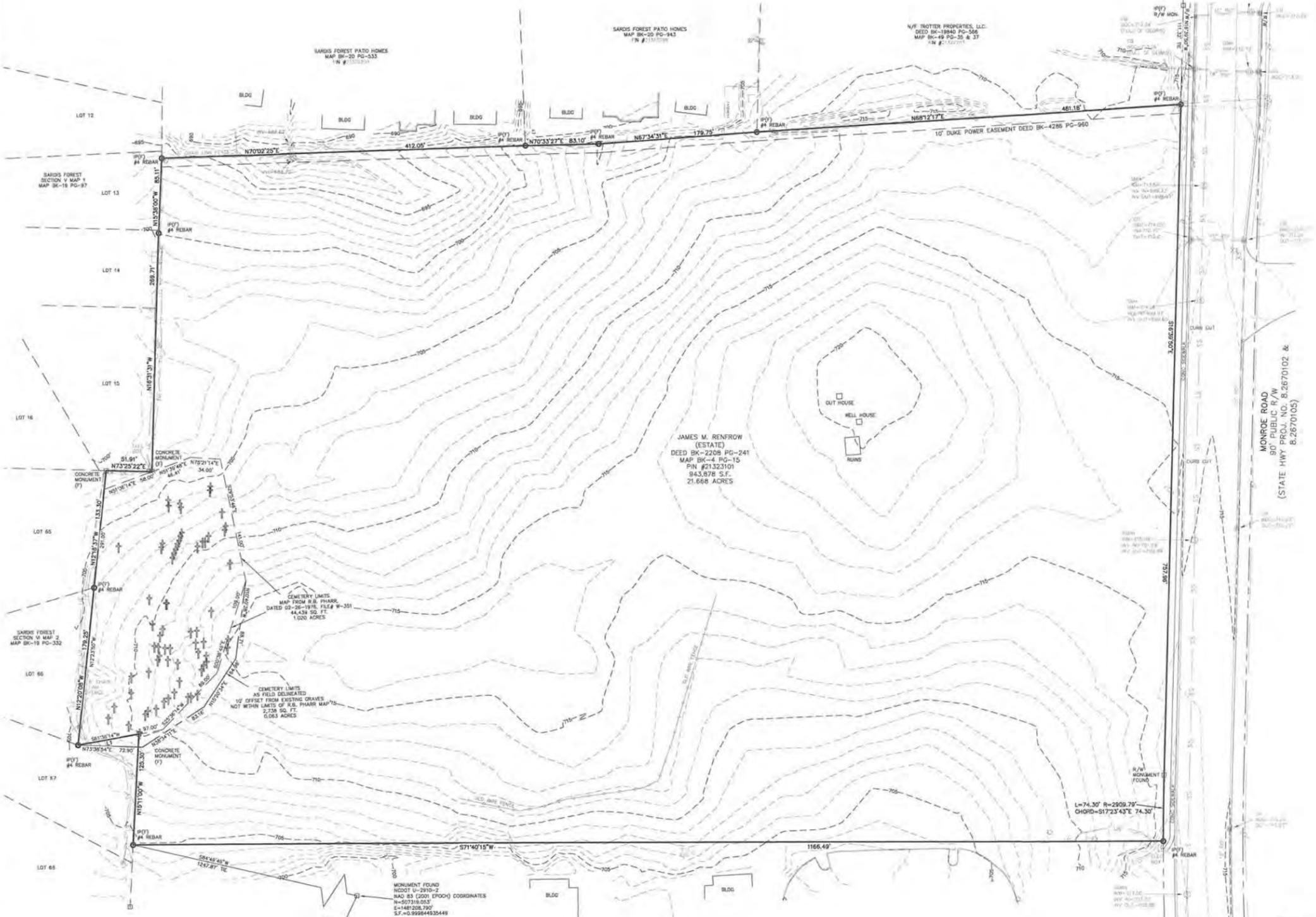
a. FUTURE AMENDMENTS TO THE REZONING PLAN (WHICH INCLUDES THESE DEVELOPMENT STANDARDS) MAY BE APPLIED FOR BY THE THEN OWNER OR OWNERS OF THE APPLICABLE DEVELOPMENT AREA, PORTION OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF SECTION 155.401.5 AMENDMENTS OF THE ORDINANCE.

12. BINDING EFFECT OF THE REZONING APPLICATION:

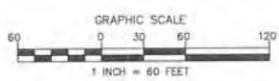
a. IF THIS REZONING PETITION IS APPROVED, ALL CONDITIONS APPLICABLE TO THE DEVELOPMENT OF THE SITE IMPOSED UNDER THE REZONING PLAN WILL UNLESS AMENDED IN THE MANNER PROVIDED UNDER THE ORDINANCE, BE BINDING UPON AND APPLICABLE TO THE BENEFIT OF THE PETITIONER AND SUBSEQUENT OWNERS OF THE SITE AND THEIR RESPECTIVE HEIRS, DEVISEES, PERSONAL REPRESENTATIVES, SUCCESSORS IN INTEREST OR ASSIGNS.

FLOOD CERTIFICATION
THIS IS TO CERTIFY THAT THE PROPERTY SHOWN ON THIS PLAT IS **NOT** LOCATED IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON MAPS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FEDERAL INSURANCE RATE MAP, COMMUNITY NUMBER 370158-0249-E, DATED FEBRUARY 04, 2004.

- NOTES:**
- NO COMPLETE TITLE SEARCH DONE BY OR SUPPLIED TO THE ISAACS GROUP, PC.
 - SUBJECT TO ANY AND ALL RIGHTS OF WAY, EASEMENTS, COVENANTS AND RESTRICTIONS, APPURTENANCES OF RECORD, HOWEVER RECORDED AND/OR IMPLIED.
 - NO HCGS GRID MONUMENTS LOCATED WITHIN 2000 FEET OF SITE.
 - IRON PINS SET AT ALL CORNERS UNLESS OTHERWISE NOTED.
 - AREAS CALCULATED BY COORDINATE GEOMETRY.
 - SUBJECT PARCEL TAX PIN #21323101
 - FIELDWORK COMPLETED: 06-25-2014
 - CURRENT ZONING: R-20
 - SUBJECT PARCEL DEED REFERENCES:
DEED BK-2208 PG-241
DEED BK-3116 PG-194
MAP BK-4 PG-15
DOT PLANS 8.2670102 & 8.2670105



- LEGEND:**
- R/W RIGHT OF WAY
 - IP(F) EXISTING IRON PIN
 - IP(N) NEW IRON PIN
 - P.C. POINT COMPUTED
 - SANITARY SEWER LINE
 - FIRE HYDRANT
 - WATER LINE
 - WATER VALVE
 - WATER METER
 - LIGHT POLE
 - UTILITY POLE
 - OVERHEAD UTILITY LINE
 - TELEPHONE MANHOLE
 - TELEPHONE LINE
 - GAS VALVE
 - GAS LINE
 - GUY WIRE
 - UTILITY PEDESTAL
 - UNDERGROUND CABLE TV
 - UNDERGROUND ELECTRIC
 - HEAD STONE/GRAVE SITE



FOR REVIEW PURPOSES ONLY

BOUNDARY AND TOPOGRAPHIC SURVEY
JAMES M. RENFROW PROPERTY

CITY OF CHARLOTTE
MECKLENBURG COUNTY, NORTH CAROLINA

File # 1407-1449 Date: 01-29-2015 Project: 01.5.001

THE ISAACS GROUP
CIVIL ENGINEERING DESIGN AND LAND SURVEYING

8720 RED OAK BLVD, SUITE 420
CHARLOTTE, N.C. 28217
PHONE (704) 527-3440 FAX (704) 527-8335

NO.	BY	DATE	REVISION
1	MM	7-31-2014	UPDATED SITE SURVEY

MONUMENT FOUND
WOOD W. ORN
RAD 83 (2001 EPOCH) COORDINATES
N=52079.615
E=148062.217
S.F.=0.998644935448

N/W
LEGACY MATTHEWS, LLC
& PETER HARTIGER
DEED BK-21728 PG-704
MAP BK-4 PG-15
PIN #21323102

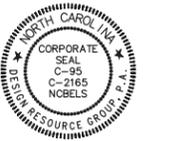
JAMES M. RENFROW
(ESTATE)
DEED BK-2208 PG-241
MAP BK-4 PG-15
PIN #21323101
943,878 S.F.
21.688 ACRES



design resource group

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- transportation planning

2459 wilkinson boulevard, suite 200
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REZONING PETITION

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SCALE: 1" = 80'

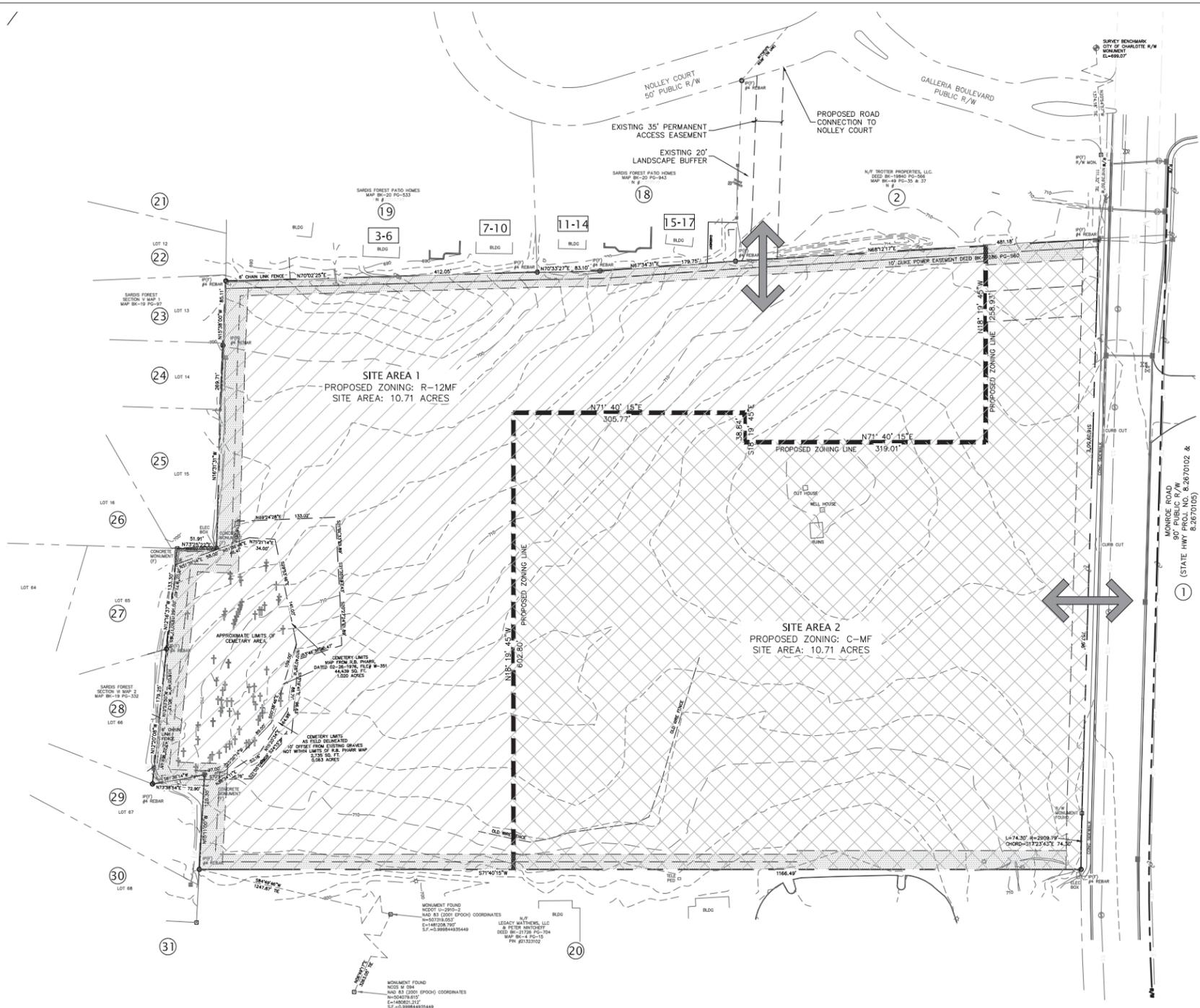
PROJECT #: 508-002
DRAWN BY: DK
CHECKED BY: TH

**TECHNICAL
DATA SHEET**

JANUARY 20, 2015

REVISIONS:

R22.0



KEY TO ADJACENT PROPERTY OWNERS

- | | |
|---|---|
| 1. PARCEL ID: 19355101
ATTN: GEORGE R MAHONEY JR FAMILY
DOLLAR STORES INC
PO BOX 1017
CHARLOTTE NC 28201 | 17. PARCEL ID: 21322277
MICHAEL JAMES WHITTINGTON
9128 NOLLEY CT APT E
CHARLOTTE NC 28270-2424 |
| 2. PARCEL ID: 21322203
TROTTER PROPERTIES LLC
1515 MOCKINGBIRD LN STE 900
CHARLOTTE NC 28209-3292 | 18. PARCEL ID: 21322298
ASSOC. SARDIS FOREST PATIO HOMES
PO BOX 10503
CHARLOTTE NC 28212 |
| 3. PARCEL ID: 21322258
DENICE VALENTINE-BOONE
3514 WYLIE MEADOW LN
CHARLOTTE NC 28269 | 19. PARCEL ID: 21322299
ASSOC. SARDIS FOREST PATIO HOMES
PO BOX 10503
CHARLOTTE NC 28212 |
| 4. PARCEL ID: 21322259
SANDRA KAREN LUTZ
9108 NOLLEY CT APT D
CHARLOTTE NC 28270-2422 | 20. PARCEL ID: 21323102
LEGACY MATTHEWS LLC
PETER NINTCHEFF
25101 CHARGRIN BV STE 300
BEACHWOOD OH 44122 |
| 5. PARCEL ID: 21322260
TRACEY P HUDSON
9108 NOLLEY CT APT E
CHARLOTTE NC 28270-2422 | 21. PARCEL ID: 21324111
KENNETH R KISSIAH
1437 RENFROW LN
CHARLOTTE NC 28270 |
| 6. PARCEL ID: 21322261
WILSON GOOLSBY
AVONELLE STEPHENS C
9108 NOLLEY CT APT F
CHARLOTTE NC 28270-2422 | 22. PARCEL ID: 21324112
NORBERT A (F/T) KIEKLAK
MARY GAIL (F/T) KIEKLAK
1443 RENFROW LN
CHARLOTTE NC 28270-1469 |
| 7. PARCEL ID: 21322262
GARY D PORTER
BRENDA C PORTER
126 NORCROSS LN
MOORESVILLE NC 28117 | 23. PARCEL ID: 21324113
BEMIE W STOENER
CAROLYN W STOENER
9114 NEW TOWNE DR
MATTHEWS NC 28105 |
| 8. PARCEL ID: 21322263
CHARLOTTE W PETTIT
9112 NOLLEY CT APT F
CHARLOTTE NC 28270-2423 | 24. PARCEL ID: 21324114
JASMINE C MARCHANT
DAVID M MARCHANT
9108 NEW TOWNE DR
MATTHEWS NC 28105 |
| 9. PARCEL ID: 21322264
KATHERINE J WINDLEY
9112 NOLLEY CT APT E
CHARLOTTE NC 28270-2423 | 25. PARCEL ID: 21324115
JEREMY J DREYER
SANDRA R DREYER
9100 NEW TOWNE DR
MATTHEWS NC 28105 |
| 10. PARCEL ID: 21322265
KARL STEINEK
12 PRIEST RD.
WATERTOWN MA 02472 | 26. PARCEL ID: 21324116
BOBBY RALPH HUDSO
BRENDA L HUDSO
9101 NEW TOWNE DR
MATTHEWS NC 28105 |
| 11. PARCEL ID: 21322271
CRAIG A CARR
9120 NOLLEY CT APT C
CHARLOTTE NC 28270-1461 | 27. PARCEL ID: 21324165
PENELOPE A PEZDIRTZ
1024 BLACK OAK DR
MATTHEWS NC 28105 |
| 12. PARCEL ID: 21322272
A CHARLENE BUSH
9120 NOLLEY CT APT D
CHARLOTTE NC 28270-1461 | 28. PARCEL ID: 21324166
ADAM WOODCOCK
AMANDA WOODCOCK
1016 BLACK OAK DR
MATTHEWS NC 28105 |
| 13. PARCEL ID: 21322273
LINDA C HALL
9120 NOLLEY CT APT E
CHARLOTTE NC 28270-1461 | 29. PARCEL ID: 21324167
NORMAN LARRY CROSS
HAZEL ELIZABETH
1010 BLACK OAK DR
MATTHEWS NC 28105 |
| 14. PARCEL ID: 21322274
MARYBETH GREZAK
MICHAEL JAMES CALLAHAN
9120 NOLLEY CT APT F
CHARLOTTE NC 28270-1461 | 30. PARCEL ID: 21324168
JOERG KUEHNI
LYNDA D KUEHNI
1008 BLACK OAK DR
MATTHEWS NC 28105 |
| 15. PARCEL ID: 21322275
PATRICIA L GIGNILLIAT
9128 NOLLEY CT #G
CHARLOTTE NC 28270 | 31. PARCEL ID: 21324182
JUSTIN D RIDGE
SHARON M RIDGE
811 OLD PINE LN
MATTHEWS NC 28105 |

SITE DEVELOPMENT DATA:
--ACREAGE: ± 21.68 ACRES
--TAX PARCEL #: 213-231-01
--EXISTING ZONING: R-12MF (FLEXIBLE DESIGN/INNOVATIVE) AND R-12MF(CD)
--EXISTING USES: UP TO [320] MULTI-FAMILY RESIDENTIAL DWELLING UNITS TOGETHER WITH ACCESSORY USES AS ALLOWED IN THE C-MF AND R-12MF ZONING DISTRICTS AS MORE SPECIFICALLY DESCRIBED BELOW IN SECTION 2.
--MAX. BUILDING HEIGHT: AS ALLOWED BY THE ORDINANCE BUT NOT TO EXCEED THREE (3) STORES.
--PARKING: THE SITE WILL COMPLY WITH THE MINIMUM PARKING REQUIREMENTS OF THE ORDINANCE.

2. PERMITTED USES & DEVELOPMENT AREA LIMITATION:
a. THE SITE MAY BE DEVELOPED WITH UP TO [320] MULTI-FAMILY RESIDENTIAL DWELLING UNITS TOGETHER WITH ACCESSORY USES ALLOWED IN THE C-MF AND R-12MF ZONING DISTRICT. OF THE ALLOWED 320 MULTI-FAMILY UP TO [53] RESIDENTIAL DWELLING UNITS MAY BE CONSTRUCTED ON THE PORTION OF THE SITE ZONED R-12MF(CD), AND UP TO [267] RESIDENTIAL DWELLING UNITS MAY BE CONSTRUCTED ON THE PORTION OF THE SITE ZONED C-MF AS LONG AS IN THE AGGREGATE THE TOTAL NUMBER OF DWELLING UNITS CONSTRUCTED ON THE SITE DOES NOT EXCEED 320 DWELLING UNITS.
b. THE ROSELAND CEMETERY LOCATED AT THE REAR OF THE SITE WILL BE PRESERVED AND MAINTAINED AS A PASSIVE OPEN SPACE AREA.
c. TO ALLOW THE PRIMARY EXTERIOR BUILDING FACADES ORIENTED TOWARD MONROCE ROAD OF BUILDING #S 7, 8, AND 9 TO HAVE A MINIMUM OF [60%] OF EACH PRIMARY EXTERIOR BUILDING FACADE, EXCLUDING ANY GLAZED AREAS, DOORS, BALCONIES/PATIOS AND ROOFS, TO BE COMPOSED OF BRICK, OTHER MASONRY, OR NATIVE STONE (OR SYNTHETIC EQUIVALENT). IN ADDITION TO THE FOREGOING, UPON THE COMPLETION OF ALL OF THE PERMANENT BUILDINGS ON THE SITE AT LEAST [30%] OF THE CUMULATIVE PRIMARY EXTERIOR FACADES, EXCLUDING GLAZED AREAS, DOORS, BALCONIES/PATIOS AND ROOFS, OF ALL SUCH BUILDINGS LOCATED ON THE SITE SHALL BE CONSTRUCTED OF BRICK, OTHER MASONRY, OR NATIVE STONE (OR SYNTHETIC EQUIVALENT).
d. TO ALLOW THE BUILDINGS CONSTRUCTED ON THE SITE LOCATED IN THE C-MF DISTRICT TO HAVE A GROUND STORY HEIGHT OF NINE (9) FEET, THE STORY HEIGHT OF ALL OTHER STORIES IN EACH BUILDING WILL ALSO BE NINE (9) FEET.
e. ACCESS/ADJICES:
i. VEHICULAR ACCESS TO THE SITE WILL BE FROM MONROCE ROAD AND A FUTURE ACCESS TO NOLLEY COURT VIA A PRIVATE ACCESS DRIVE AS GENERALLY DEPICTED ON THE REZONING PLAN.
ii. THE PLACEMENTS AND CONFIGURATIONS OF THE VEHICULAR ACCESS POINT IS SUBJECT TO ANY MINOR MODIFICATIONS, AS APPROVED BY MATTHEWS PUBLIC WORKS DEPARTMENT (MPWD) AND/OR NCDOT, REQUIRED TO ACCOMMODATE FINAL SITE DEVELOPMENT AND CONSTRUCTION PLANS AND TO ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY MPWD AND/OR NCDOT IN ACCORDANCE WITH APPLICABLE PUBLISHED STANDARDS.
iii. THE ALIGNMENT OF THE INTERNAL VEHICULAR CIRCULATION AND DRIVEWAYS MAY BE MODIFIED BY THE PETITIONER TO ACCOMMODATE CHANGES IN TRAFFIC PATTERNS, PARKING LAYOUTS AND/OR ADJUSTMENTS REQUIRED FOR APPROVAL BY THE MPWD AND/OR NCDOT IN ACCORDANCE WITH PUBLISHED STANDARDS.

5. TRANSPORTATION IMPROVEMENTS:
1. PROPOSED IMPROVEMENTS:
THE PETITIONER PLANS TO PROVIDE OR CAUSE TO BE PROVIDED ON ITS OWN OR IN COOPERATION WITH OTHER PARTIES WHO MAY IMPLEMENT PORTIONS OF THE IMPROVEMENTS. THE IMPROVEMENTS SET FORTH BELOW TO BENEFIT OVERALL TRAFFIC PATTERNS IN ACCORDANCE WITH THE FOLLOWING IMPLEMENTATION PROVISIONS:
a. IMPROVE MONROCE ROAD (SR 1009) & SARDIS ROAD N. (SIGNALIZED) AS FOLLOWS:
i. CONSTRUCT AN EASTBOUND RIGHT TURN LANE ON SARDIS ROAD NORTH WITH 100 FEET OF STORAGE AND APPROPRIATE TAPER.
ii. IMPROVE MONROCE ROAD (SR 1009) & PROPOSED ACCESS "A" (UNSIGNALIZED) AS FOLLOWS:
i. RE-MARK THE EXISTING TWO-WAY LEFT TURN LANE ON MONROCE ROAD FOR A NORTHBOUND LEFT TURN LANE WITH 100 FEET OF STORAGE;
ii. CONSTRUCT A SOUTHBOUND RIGHT TURN LANE ON MONROCE ROAD WITH 100 FEET OF STORAGE AND APPROPRIATE TAPER; AND
iii. CONSTRUCT THE EASTBOUND APPROACH (PROPOSED ACCESS "A") FOR ONE INGRESS AND TWO EGRESS LANES (A LANE THAT TERMINATES AS A LEFT TURN LANE AND A RIGHT TURN LANE WITH 175 FEET OF STORAGE).
c. NOLLEY COURT & PROPOSED ACCESS "B" (UNSIGNALIZED):
i. CONSTRUCT THE NORTHBOUND APPROACH (PROPOSED ACCESS "B") FOR ONE INGRESS LANE AND ONE EGRESS LANE; AND
ii. EXTEND ACCESS "B" TO NOLLEY COURT.
d. STANDARDS AND COMPLIANCE:
i. MATTHEWS PUBLIC WORKS DEPARTMENT (MPWD)/NCDOT STANDARDS. ALL OF THE FOREGOING PUBLIC ROADWAY IMPROVEMENTS WILL BE SUBJECT TO THE STANDARDS AND CRITERIA OF MPWD AND NCDOT.
ii. COMPLETION. THE IMPROVEMENTS DESCRIBED ABOVE MUST BE COMPLETED PRIOR TO THE ISSUANCE OF A FINAL CERTIFICATE OF OCCUPANCY FOR ANY BUILDING CONSTRUCTED ON THE SITE.

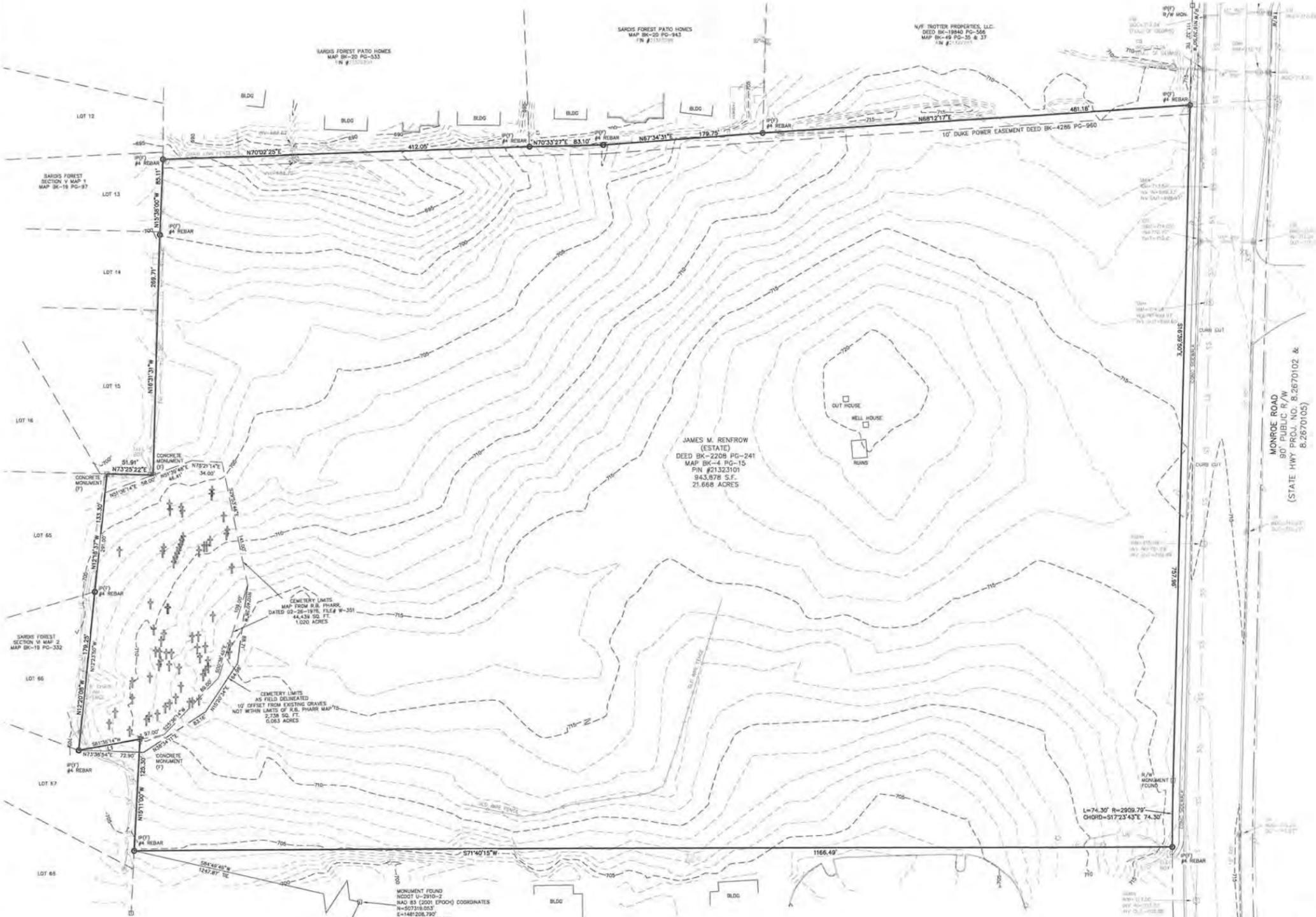
6. ARCHITECTURAL STANDARDS:
a. THE FACADES OF PRINCIPAL BUILDINGS CONSTRUCTED ON THE SITE THAT ARE ORIENTED TOWARD THE PROPOSED PARKING AREAS AND MONROCE ROAD WILL BE SIMILAR IN APPEARANCE AND CHARACTER TO THE BUILDINGS ELEVATIONS GENERALLY DEPICTED ON SHEET 10 OF THE REZONING PLAN. THESE BUILDING ELEVATIONS ILLUSTRATE THE GENERAL STYLE, QUALITY AND DESIGN TREATMENT FOR THE BUILDINGS THAT WILL BE CONSTRUCTED ON THE SITE (THE ACTUAL BUILDINGS CONSTRUCTED ON THE SITE MAY VARY SLIGHTLY FROM THESE ILLUSTRATIONS AS LONG AS THE DESIGN CONCEPTS AND INTENT ILLUSTRATED IS MAINTAINED).
b. THE BUILDING MATERIALS USED ON THE PRINCIPAL BUILDINGS CONSTRUCTED ON THE SITE WILL BE A COMBINATION OF PORTIONS OF THE FOLLOWING: BRICK, STONE, PRECAST CONCRETE, MANUFACTURED STONE, CEMENTITIOUS SIDING (SUCH AS HARDI-PANK), STUCCO, AND/OR WOOD.
c. THE FOLLOWING ARCHITECTURAL COMMITMENTS SHALL APPLY TO THE PERMANENT BUILDINGS LOCATED ON THE SITE: (i) AT LEAST [60%] OF THE PRIMARY EXTERIOR BUILDING FACADES, EXCLUDING WINDOWS, DOORS, BALCONIES AND ROOFS, OF THE BUILDINGS ORIENTED TOWARD MONROCE ROAD (BUILDS 7, 8 AND 9) AS GENERALLY DEPICTED ON SHEET 10-1.0 SHALL BE CONSTRUCTED OF BRICK, OTHER MASONRY, OR NATIVE STONE (OR SYNTHETIC EQUIVALENT); AND (ii) IN ADDITION TO THE FOREGOING, UPON THE COMPLETION OF ALL OF THE PERMANENT BUILDINGS ON THE SITE AT LEAST [30%] OF THE CUMULATIVE PRIMARY EXTERIOR FACADES, EXCLUDING WINDOWS, DOORS, BALCONIES/PATIOS AND ROOFS, OF ALL SUCH BUILDINGS LOCATED ON THE SITE SHALL BE CONSTRUCTED OF BRICK, OTHER MASONRY, OR NATIVE STONE (OR SYNTHETIC EQUIVALENT).
d. METER BANKS WILL BE SCREENED.
e. DUMPSTER, COMPACTOR AND RECYCLING AREAS WILL BE ENCLOSED BY A SOLID WALL WITH ONE SIDE BEING A DECORATIVE GATE. THE WALL USED TO ENCLOSE COMPACTOR, DUMPSTER AND RECYCLING AREAS WILL BE ARCHITECTURALLY COMPATIBLE WITH THE BUILDING MATERIALS AND COLORS USED ON THE BUILDINGS. IF ONE OR MORE SIDES OF A DUMPSTER AREA ADJOIN A SIDE OR REAR WALL OF A BUILDING, THEN THE SIDE OR REAR WALL MAY BE SUBSTITUTED FOR A SIDE.
f. THE ON-SITE COMPACTOR, DUMPSTER AND RECYCLING AREAS MUST BE PICKED UP BETWEEN THE HOURS OF 7:00 AM AND 7:00 PM.
g. SETBACKS, BUILDINGS, DECK SPACES AND LANDSCAPING:
i. SETBACKS AND YARDS AS REQUIRED BY THE ORDINANCE AND AS GENERALLY DEPICTED ON THE REZONING PLAN SHALL BE PROVIDED.
ii. THE PETITIONER WILL PROVIDE AN EIGHT (8) FOOT PLANTING STRIP AND A SIX (6) FOOT SIDEWALK ALONG THE SITE'S FRONTAGE ON MONROCE ROAD AS GENERALLY DEPICTED ON THE REZONING PLAN.

c. ALONG THE SITE'S INTERNAL PARKING AREAS, THE PETITIONER WILL PROVIDE A SIDEWALK AND CROSS-WALK NETWORK THAT LINKS THE BUILDINGS ON THE SITE WITH ONE ANOTHER AND LINKS THE BUILDINGS TO THE SIDEWALKS ALONG THE ADJUTING PUBLIC STREETS. THE MINIMUM WIDTH FOR THIS INTERNAL SIDEWALK WILL BE FIVE (5) FEET. NATURAL TRAILS CONSTRUCTED WITHIN THE OPEN SPACE AREA OR THE PROJECT EDGE WILL BE CONSTRUCTED OF PERVIOUS MATERIALS SUCH AS BUT NOT LIMITED TO GRANITE FINES, MULCH, PINE STRAW OR OTHER SUITABLE PERVIOUS MATERIAL THAT IS IN KEEPING WITH THE CHARACTER OF THE AREA.
d. SCREENING REQUIREMENTS OF THE ORDINANCE WILL BE MET.
e. OPEN SPACE AS REQUIRED BY THE ORDINANCE WILL BE PROVIDED. THE REQUIRED OPEN SPACE WILL BE LOCATED ALONG THE EASTERN PROPERTY BOUNDARY AND WILL BE IMPROVED WITH AN EIGHT (8) FOOT MULTI-USE TRAIL. THE MULTI-USE TRAIL WILL BE CONSTRUCTED OF PERVIOUS MATERIALS SUCH AS BUT NOT LIMITED TO GRANITE FINES, MULCH, PINE STRAW OR OTHER SUITABLE PERVIOUS MATERIAL THAT IS IN KEEPING WITH THE CHARACTER OF THE AREA; THE HISTORIC ROSELAND CEMETERY WILL BE PART OF THE OPEN SPACE REQUIRED FOR THE SITE.
f. ABOVE GROUND BACKFLOW PREVENTERS WILL BE SCREENED FROM PUBLIC VIEW AND WILL BE LOCATED OUTSIDE OF THE REQUIRED SETBACKS.
8. ENVIRONMENTAL FEATURES:
a. THE PROJECT WILL PROVIDE FOR STORM WATER BEST MANAGEMENT PRACTICES (BMP'S) DESIGNED TO MEET REGULATORY REQUIREMENTS FOR STORM WATER CAPTURE, TREATMENT, VOLUME ATTENUATION AND RETENTION, AS APPLICABLE AS GENERALLY ILLUSTRATED ON THE REZONING PLAN.
b. THE LOCATION, SIZE AND TYPE OF STORM WATER MANAGEMENT SYSTEMS DEPICTED ON THE REZONING PLAN ARE SUBJECT TO REVIEW AND APPROVAL AS PART OF THE FULL DEVELOPMENT PLAN SUBMITTAL AND ARE NOT IMPLICITLY APPROVED WITH THIS REZONING. ADJUSTMENTS MAY BE NECESSARY IN ORDER TO ACCOMMODATE ACTUAL STORM WATER TREATMENT REQUIREMENTS AND NATURAL SITE DISCHARGE POINTS.
c. THE SITE WILL COMPLY WITH THE TOWN OF MATTHEWS TREE ORDINANCE.
9. SIGNAGE:
a. SIGNAGE AS ALLOWED BY THE ORDINANCE MAY BE PROVIDED.
b. THE SITE WILL COMPLY WITH THE SIGNAGE REQUIREMENTS OF THE ORDINANCE.
10. LIGHTING:
a. ALL NEW SITE LIGHTING WILL MEET THE STANDARDS OF THE MATTHEWS OUTDOOR LIGHTING ORDINANCE.

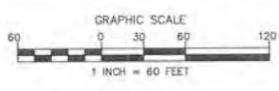
11. AMENDMENTS TO THE REZONING PLAN:
a. FUTURE AMENDMENTS TO THE REZONING PLAN (WHICH INCLUDES THESE DEVELOPMENT STANDARDS) MAY BE APPLIED FOR BY THE THEN OWNER OR OWNERS OF THE APPLICABLE DEVELOPMENT AREA, PORTION OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF SECTION 155-401 AMENDMENTS OF THE ORDINANCE.
b. BINDING EFFECT OF THE REZONING APPLICATION:
i. IF THIS REZONING PETITION IS APPROVED, ALL CONDITIONS APPLICABLE TO THE DEVELOPMENT OF THE SITE IMPOSED UNDER THE REZONING PLAN WILL UNLESS AMENDED IN THE MANNER PROVIDED UNDER THE ORDINANCE, BE BINDING UPON AND APPLICABLE TO THE BENEFIT OF THE PETITIONER AND SUBSEQUENT OWNERS OF THE SITE AND THEIR RESPECTIVE HEIRS, DEVISEES, PERSONAL REPRESENTATIVES, SUCCESSORS IN INTEREST OR ASSIGNS.

FLOOD CERTIFICATION
THIS IS TO CERTIFY THAT THE PROPERTY SHOWN ON THIS PLAT IS **NOT** LOCATED IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON MAPS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FEDERAL INSURANCE RATE MAP, COMMUNITY NUMBER 370158-0249-E, DATED FEBRUARY 04, 2004.

- NOTES:**
- NO COMPLETE TITLE SEARCH DONE BY OR SUPPLIED TO THE ISAACS GROUP, PC.
 - SUBJECT TO ANY AND ALL RIGHTS OF WAY, EASEMENTS, COVENANTS AND RESTRICTIONS, APPURTENANCES OF RECORD, HOWEVER RECORDED AND/OR IMPLIED.
 - NO HIGGS GRID MONUMENTS LOCATED WITHIN 2000 FEET OF SITE.
 - IRON PINS SET AT ALL CORNERS UNLESS OTHERWISE NOTED.
 - AREAS CALCULATED BY COORDINATE GEOMETRY.
 - SUBJECT PARCEL TAX PIN #21323101
 - FIELDWORK COMPLETED: 06-25-2014
 - CURRENT ZONING: R-20
 - SUBJECT PARCEL DEED REFERENCES:
DEED BK-2208 PG-241
DEED BK-3116 PG-194
MAP BK-4 PG-15
DOT PLANS 8.2670102 & 8.2670105



- LEGEND:**
- R/W RIGHT OF WAY
 - IP(F) EXISTING IRON PIN
 - IP(N) NEW IRON PIN
 - P.C. POINT COMPUTED
 - SANITARY SEWER LINE
 - FIRE HYDRANT
 - WATER LINE
 - WATER VALVE
 - WATER METER
 - LIGHT POLE
 - UTILITY POLE
 - OVERHEAD UTILITY LINE
 - TELEPHONE MANHOLE
 - TELEPHONE LINE
 - GAS VALVE
 - GAS LINE
 - GUY WIRE
 - UTILITY PEDESTAL
 - UNDERGROUND CABLE TV
 - UNDERGROUND ELECTRIC
 - HEAD STONE/GRAVE SITE



FOR REVIEW PURPOSES ONLY

BOUNDARY AND TOPOGRAPHIC SURVEY
JAMES M. RENFROW PROPERTY

CITY OF CHARLOTTE
MECKLENBURG COUNTY, NORTH CAROLINA

File # 1407-1449 Date: 01-29-2015 Project #15-058

THE ISAACS GROUP
CIVIL ENGINEERING DESIGN AND LAND SURVEYING

8720 RED OAK BLVD. SUITE 420
CHARLOTTE, N.C. 28217
PHONE (704) 527-3440 FAX (704) 527-8335

NO.	BY	DATE	REVISION
1	MM	7-31-2014	UPDATED SITE SURVEY

TRAFFIC IMPACT ANALYSIS

MATTHEWS GALLERIA

Monroe Road (SR 1009) Between Galleria Boulevard
& Gander Cove Lane
Matthews, North Carolina

Zoning Application # 2015-626



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for

Everlane Development, LLC

February 2015

508-001 (C-2165)



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EXECUTIVE SUMMARY



Everlane Development, LLC proposes to rezone (Zoning Application # 2015-626) approximately 21.8 Acres to construct 322 apartments. The site is located on the west side of Monroe Road (SR 1009), between Galleria Boulevard and Gander Cove Lane in Matthews, NC. The site is expected to be fully developed within three years (2017).



**Monroe Road Facing North
Along Site**

This report provides analysis of the traffic operations within the area of influence, according to the standards set by the North Carolina Department of Transportation's (NCDOT) "Policy on Street and Driveway Access to North Carolina Highways, Chapter 4 Part C" and the Town of Matthews. It provides intersection improvements needed for mitigating traffic impacts. This study evaluates the following scenarios:

- 2014 Existing Conditions
- 2017 No Build
- 2017 Buildout

The area of influence of the study site as indicated by the Charlotte Department of Transportation (CDOT), NCDOT, and Town of Matthews staff includes the following four existing intersections:

1. Monroe Road (SR 1009) & Sardis Road N. (signalized)
2. Monroe Road (SR 1009) & Galleria Boulevard (signalized)
3. Monroe Road (SR 1009) & Gander Cove Lane/Family Dollar Access (signalized)
4. Monroe Road (SR 1009)/W. John Street & Matthews Township Parkway (NC 51) (signalized)

According to the site plan, access to the development is expected to occur via two locations:

- Proposed Access "A" is to be located on Monroe Road (SR 1009) on the east side of the site, approximately 550 feet south of Galleria Boulevard.

- Proposed Access "B" is to be located on Nolley Court on the north side of the site, west of Galleria Boulevard. It should be noted that this driveway is expected to have minimal traffic volumes, therefore, it was not analyzed.



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The proposed trip generation results indicate that the residential development is expected to generate 162 new AM peak hour trips and 195 new PM peak hour trips.

Per CDOT/NCDOT/Matthews staff, two nearby approved (offsite) developments were included in the 2017 analyses (see Table 4):

- QuikTrip #1028 – located on Monroe Road, between NC 51 and the Family Dollar Access (south of the proposed Galleria development). The convenience store with gas pumps is expected to contain 20 fueling positions and generate 121 new AM peak hour trips and 129 new PM peak hour trips (after passby reductions).
- Sam's Mart Express Wash – located on Monroe Road, between NC 51 and the Family Dollar Access (south of the proposed Galleria development – adjacent to the QuikTrip site described above). The automated car wash is expected to generate 44 AM peak hour trips and 48 PM peak hour trips.

Currently, three of the four signalized intersections operate under capacity and at a LOS "D" or better during both peak hours. The intersection of Matthews Twp. Parkway & Monroe Road/W. John Street operates with a LOS "E" in both peak hours. Typically, an intersection is said to be operating at capacity at a volume-to-capacity (v/c) ratio of 1.00 and acceptable at a LOS "D" or better.

NCDOT ANALYSIS REQUIREMENTS – Chapter 5, Section J of the *July 2003 NCDOT Policy on Street and Driveway Access to North Carolina Highways*, the applicant shall be required to identify mitigation improvements to the roadway network if at least one of the following conditions exist when comparing the 2017 Buildout results to the 2017 No Build results. It should be noted that no analysis comparison was performed between the existing conditions and Build scenario (NCDOT Congestion Management scenario):

- *The total average delay at an intersection or an individual approach increases by 25% or greater, while maintaining the same level of service,*

- *The Level of Service (LOS) degrades by at least one level at an intersection or an individual approach,*
- *Or the Level of Service is "F" for an intersection or an individual approach.*



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This section of the driveway manual also states that, *mitigation improvements shall be identified when the analysis indicates that the 95th percentile queue exceeds the storage capacity of the existing lane.*

The intersections within the area of influence were then analyzed under the 2017 No Build and Build scenarios, with the growth in the background traffic and the inclusion of the offsite traffic.

2017 Build Results/Recommendations:

1. Monroe Road (SR 1009) & Sardis Road N. (signalized)

When comparing the impact of the 2017 Build to the 2017 No Build conditions the intersection LOS remains a "C" in the AM peak hour and an "E" in the PM peak hour (all of the approaches remained the same LOS and were within the allowable increase in delay during both peak hours except the eastbound approach LOS dropped from "E" to "F" in the PM peak). It should be noted that some of the 95th % queues exceeded their existing storage lengths, however, these conditions occurred initially in the No Build scenario (the site produced minimal increases in these calculated queue lengths). A potential improvement we recommend includes:

- Construct an eastbound right turn lane on Sardis Road N with 100 feet of storage and appropriate bay taper.

With this improvement the intersection LOS remains a "C" in the AM peak hour and becomes a "D" in the PM peak hour (better than the No Build results). In addition, all of the approaches remained the same or resulted in a better LOS and were within the allowable increase in delay during both peak hours.

The intersection already includes pedestrian amenities such as crosswalks, pedestrian signal heads and pushbuttons on all legs of the intersection, which is adequate.



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2. Monroe Road (SR 1009) & Galleria Boulevard (signalized)

When comparing the impact of the 2017 Build conditions to the 2017 No Build conditions the intersection LOS remains a “B” in both peak hour (all of the approaches remained the same LOS and were within the allowable increase in delay during both peak hours except the southbound approach LOS dropped in the AM peak and the westbound LOS dropped in the PM peak). It should be noted that the 95th % queue for the northbound right turn movement exceeded the existing storage length, however, this condition occurred initially in the No Build scenario (the site produced a minimal increase in this calculated queue lengths). It should be noted that the intersection already includes pedestrian amenities such as crosswalks, pedestrian signal heads and pushbuttons on all legs of the intersection, which is adequate. **Even though two of the approaches drop in LOS when comparing the Build to the No Build results we feel no improvements should be required.**

3. Monroe Road (SR 1009) & Gander Cove Lane/Family Dollar Driveway (signalized)

When comparing the impact of the 2017 Build conditions to the 2017 No Build conditions the intersection LOS remains a “D” in the AM peak hour and a “C” in the PM peak hour (all of the approaches remained the same LOS and were within the allowable increase in delay during both peak hours). It should be noted that the 95th % queue for the eastbound combined thru-right turn movement exceeded the existing storage length, however, this condition occurred initially in the No Build scenario (the site has no volume associated with this movement – therefore no roadway improvements should be deemed necessary). It should be noted that the intersection already includes pedestrian amenities such as crosswalks, pedestrian signal heads and pushbuttons on the appropriate legs of the intersection, which is adequate.

4. Monroe Road (SR 1009)/W. John Street & Matthews Township Parkway (NC 51) (signalized)

When comparing the impact of the 2017 Build conditions to the 2017 No Build conditions the intersection LOS remains an “E” in both peak hours (all of the approaches remained the same LOS and were within the allowable increase in delay during both peak hours). It should be noted that some of the 95th % queues exceeded their existing storage lengths, however, these conditions occurred initially in the No Build scenario (the

site produced minimal increases in these calculated queue lengths – therefore no roadway improvements should be deemed necessary). It should be noted that the intersection already includes pedestrian amenities such as crosswalks, pedestrian signal heads and pushbuttons on all legs of the intersection, which is adequate.



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5. Monroe Road (SR 1009) & Proposed Access “A” (unsignalized)

The intersection ICU is a “B” during both peak hours. The intersection layout we recommend includes:

- Re-mark the existing two-way left-turn lane on Monroe Road for a northbound left turn lane with 100 feet of storage.
- Construct a southbound right turn lane on Monroe Road with 100 feet of storage and appropriate bay taper.
- Construct the eastbound approach (Proposed Access “A”) for one ingress and two egress lanes (a lane that terminates as a left turn lane and a right turn lane with 175 feet of storage).

6. Nolley Court & Proposed Access “B” (unsignalized)

Since there are minimal site traffic volumes associated with this access location, no intersection analysis was performed for this location. Based on this information we recommend:

- Construct the northbound approach (Proposed Access “B”) for one ingress lane and one egress lane. No turn lanes should be required on Nolley Court.

This multifamily development is not expected to create extensive roadway/intersection issues, especially with the minor amount of traffic associated with the proposed plan.

PROPOSED DEVELOPMENT

Everlane Development, LLC proposes to rezone (Zoning Application # 2015-626) approximately 21.8 Acres to construct 322 apartments. The site is located on the west side of Monroe Road (SR 1009), between Galleria Boulevard and Gander Cove Lane in Matthews, NC (see Figure 1). The site is expected to be fully developed within three years (2017).



**Monroe Road Facing South
Along Site**



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According to the site plan, access to the development is expected to occur via two locations (see Concept Plan on Aerial):

- Proposed Access "A" is to be located on Monroe Road (SR 1009) on the east side of the site, approximately 550 feet south of Galleria Boulevard.
- Proposed Access "B" is to be located on Nolley Court on the north side of the site, west of Galleria Boulevard. It should be noted that this driveway is expected to have minimal traffic volumes, therefore, it was not analyzed.

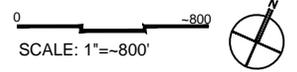


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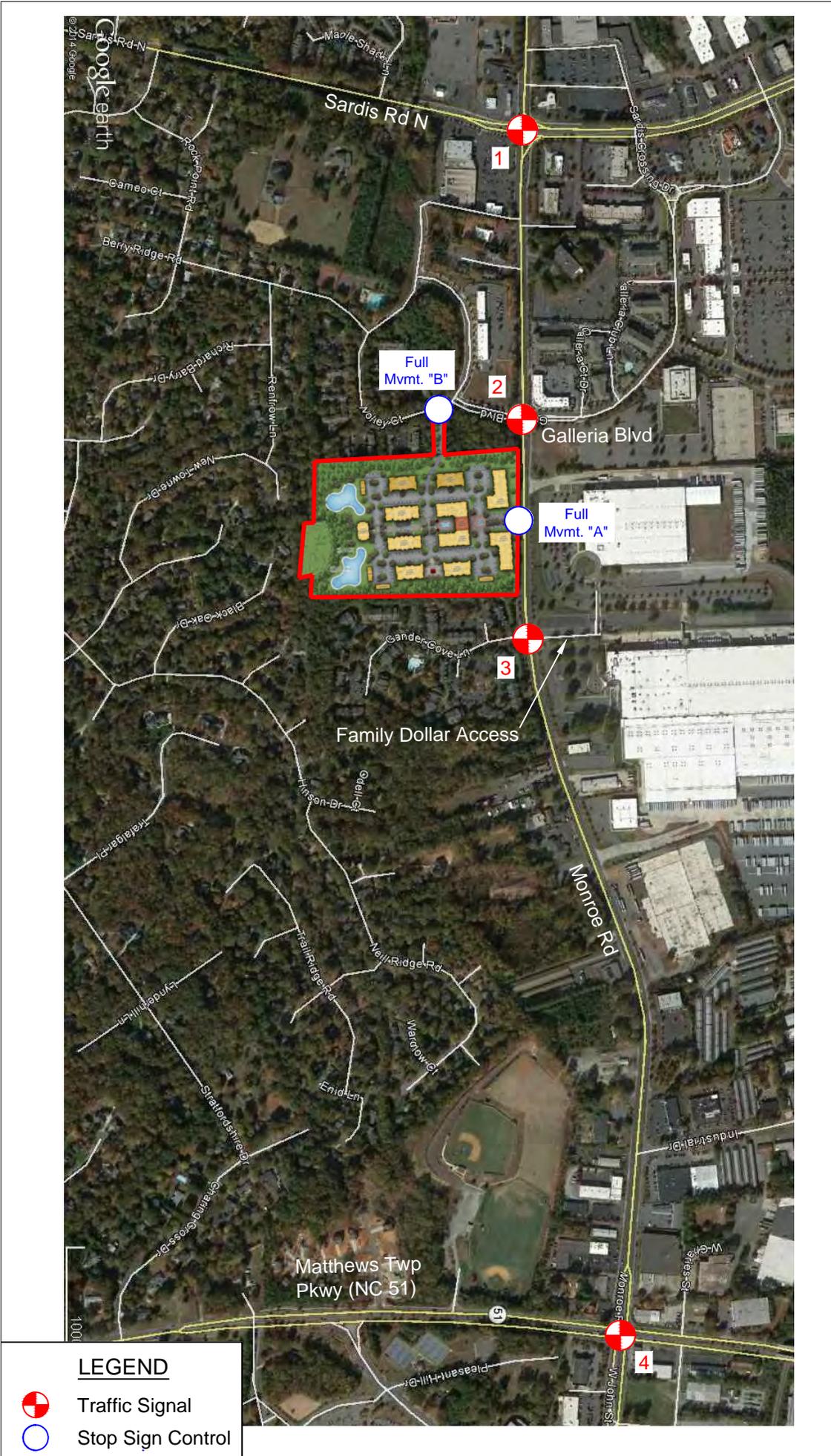


PROJECT #: 508-001
DRAWN BY: MWW
CHECKED BY: REG

AREA of INFLUENCE MAP

OCTOBER 2014

REVISIONS:
1. 10/15/14 Rev per NCDOT input



LEGEND

Traffic Signal

Stop Sign Control

■ Figure 1

AREA CONDITIONS

The area of influence of the study site as indicated by CDOT, NCDOT, and Town of Matthews staff includes the following four existing intersections:

1. Monroe Road (SR 1009) & Sardis Road N. (signalized)
2. Monroe Road (SR 1009) & Galleria Boulevard (signalized)
3. Monroe Road (SR 1009) & Gander Cove Lane/Family Dollar Access (signalized)
4. Monroe Road (SR 1009)/W. John Street & Matthews Township Parkway (NC 51) (signalized)



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**Monroe Road Facing North
Along Site**



**Nolley Court Facing East Along
Site**

As indicated on the most current Charlotte Regional Transportation Planning Organization (CRTPO) Thoroughfare Plan, Monroe Road (SR 1009) is a major thoroughfare with a posted speed limit of 45 mph (located on the east side of the site). Monroe Road is a two-way roadway five lanes wide (two lanes in each direction with occasional left turn lanes in a two-way left-turn lane). The roadway includes curb/gutter on both sides; sidewalk is present on the west side. CATS bus stops (routes 27 and 65x) are located on both sides of Monroe Road along the site or adjacent to the site. Sight distance in both directions at the access location on Monroe Road is adequate, meeting or exceeding normal NCDOT requirements for a 45 mph posted roadway (50 mph design speed = 500 feet of sight distance).

Morning (7-9 AM) and afternoon (4:30-6:30 PM) peak period turning movement counts were conducted at the four existing intersections on Wednesday October 22 or Tuesday October 28, 2014 (see Figure 2A). Figure 2B shows the balanced traffic volumes for these same peak hours (to within 5% to account for mid-block driveways/streets and different peak hours on Monroe Road between Sardis Road N and Galleria Boulevard during the PM peak hour). The volumes from Figure 2B were used as the background base for all intersection analyses.

In addition to the intersection turning movement counts, NCDOT and CDOT are the sources for average annual two-way daily traffic (AADT) volumes within the area of influence. The latest AADT volumes are depicted in Table 1.



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Table 1: Average Annual Daily Traffic Volumes (veh. per day)

Roadway	2012
Monroe Rd. south of Sardis Rd.	29,300-C
Monroe Rd. north of Matthews Township Pkwy. (NC 51)	32,000-N
W John St. south of Matthews Township Pkwy. (NC 51)	18,000-N
NC 51 west of Monroe Rd.	33,000-N
NC 51 east of Monroe Rd.	27,000-N

C = CDOT, N = NCDOT

Table 2 lists the data collected by NCDOT and CDOT for the number of reported crashes at various intersections/roadway segments:

Table 2: High Frequency Crash Locations

Intersection/Roadway	# of Reported Accidents (Years)
Monroe Rd. & Sardis Rd.	48 (2007-11)-N
Monroe Rd. & Galleria Blvd.	27 (2007-11)-N
Monroe Rd. & NC 51	32 (2007-11)-N

C = CDOT, N = NCDOT

Observations were conducted at the study intersections during their morning 15 minute peak to determine the approximate maximum queue at each location. Copies of the intersection investigation worksheets (with each movement’s coinciding maximum queue lengths) are located in the Appendix.

Figure 3 shows the directional distribution for the site. These directional distribution percentages were approved by CDOT/NCDOT/Matthews.



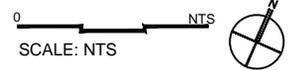
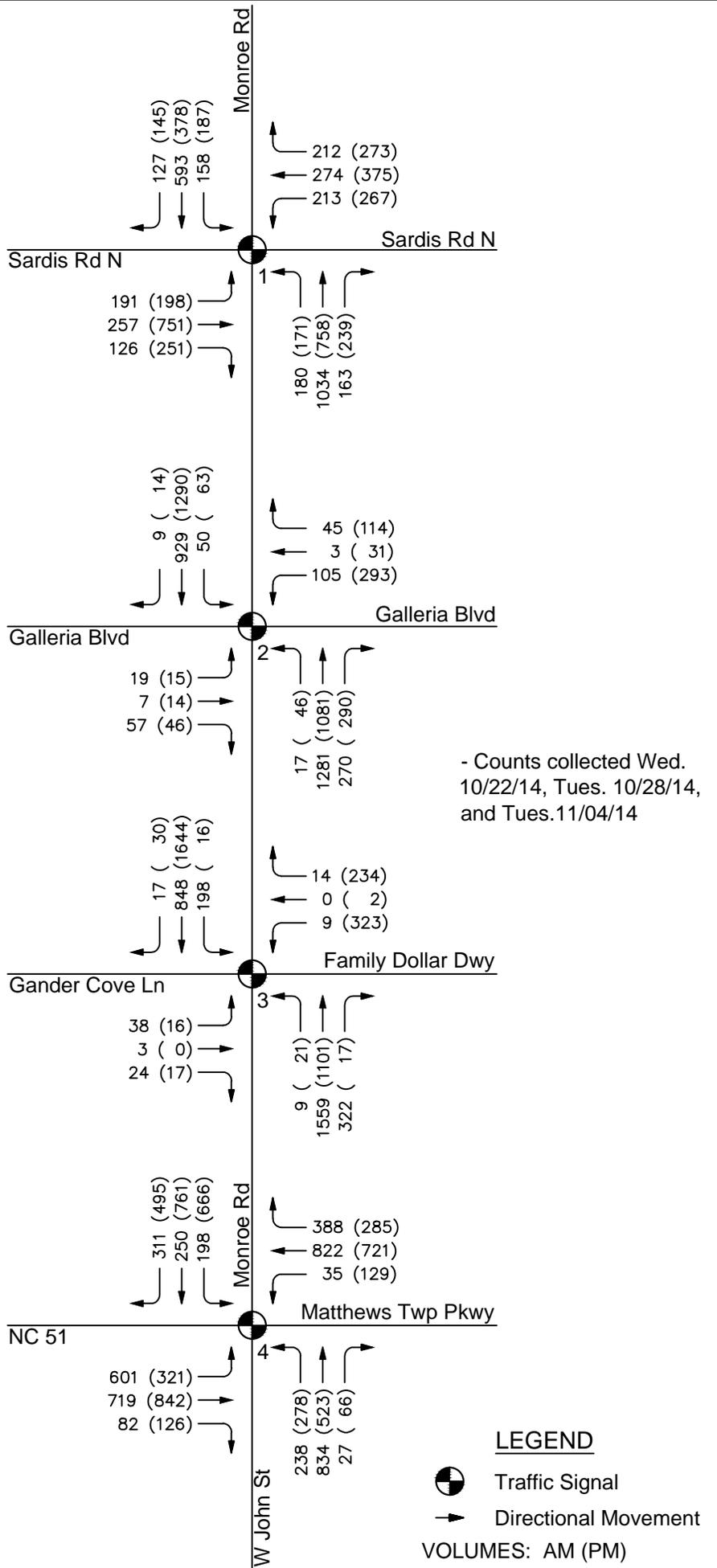
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- Counts collected Wed.
10/22/14, Tues. 10/28/14,
and Tues. 11/04/14



PROJECT #: 508-001
DRAWN BY: MWW
CHECKED BY: REG

**2014 EXISTING
PEAK HOUR
TRAFFIC VOLUMES**

OCTOBER 2014

REVISIONS:
1. XX

■ **Figure 2A**

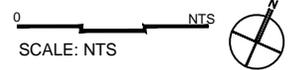
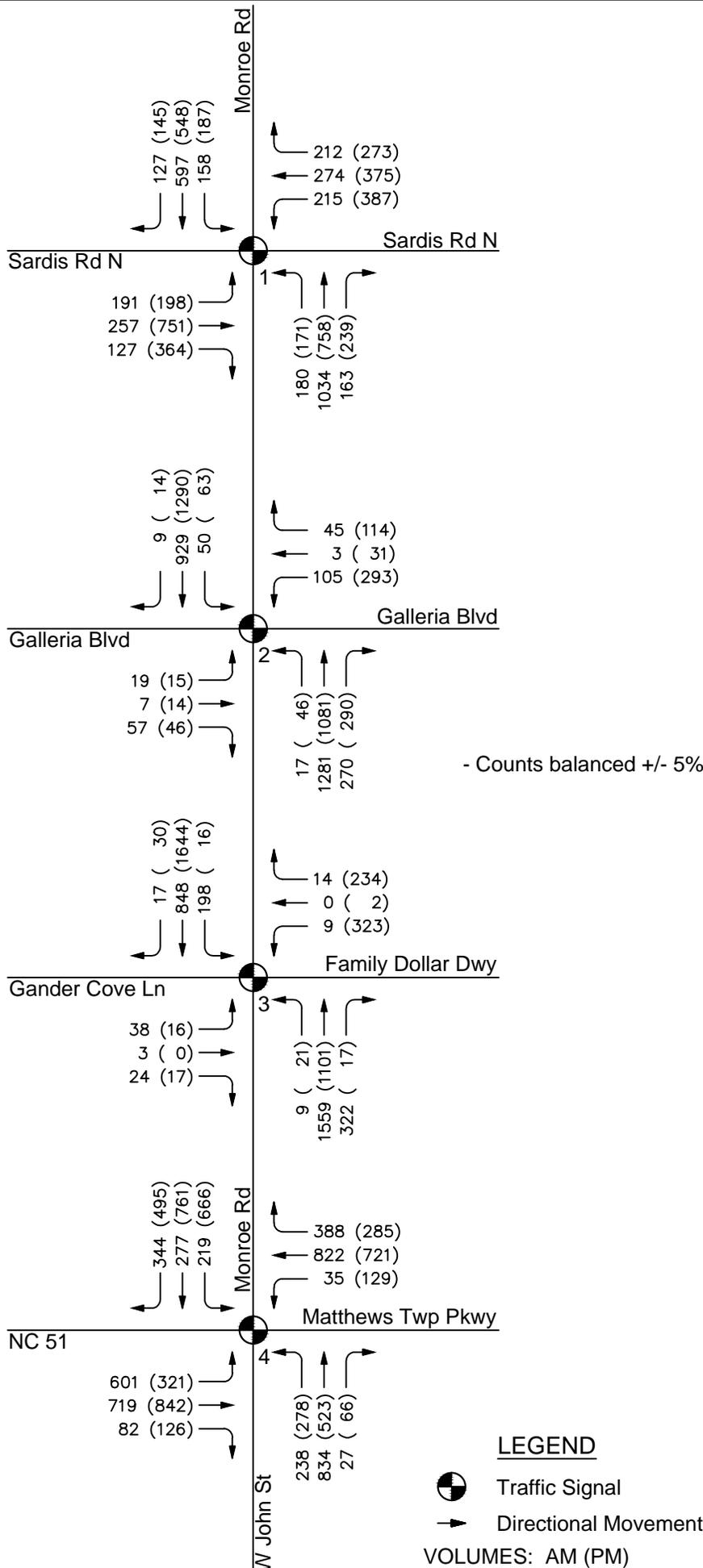


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CHECKED BY: REG

**2014 BALANCED
PEAK HOUR
TRAFFIC VOLUMES**

NOVEMBER 2014

REVISIONS:
1. XX

■ Figure 2B

PROJECTED TRAFFIC

The projected background traffic volumes used in the analyses were developed from the existing (year 2014) peak-hour-turning-movement-count data. The existing intersection turning-movement volumes were increased using a 2 percent growth rate for three years for the area to obtain 2017 background volumes. The growth rate was approved by CDOT/NCDOT/Matthews.

The daily and peak-hour-trip-generation data for the site is presented in Table 3. The values for the trips generated by the residential land use are obtained from the Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012.



Table 3: Site Trip Generation

Land Use [ITE Code]			Daily	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Apartments [220]	322	DUs	2,075	32	130	162	127	68	195

References:

Trip Generation, 9th Edition, Institute of Transportation Engineers, Washington, DC. 2012.

The proposed trip generation results indicate that the residential development is expected to generate 162 new AM peak hour trips and 195 new PM peak hour trips.

Per CDOT/NCDOT/Matthews staff, two nearby approved (offsite) developments were included in the 2017 analyses (see Table 4):

- QuikTrip #1028 - located on Monroe Road, between NC 51 and the Family Dollar Access (south of the proposed Galleria development). The convenience store with gas pumps is expected to contain 20 fueling positions and generate 121 new AM peak hour trips and 129 new PM peak hour trips (after passby reductions).
- Sam's Mart Express Wash - located on Monroe Road, between NC 51 and the Family Dollar Access (south of the proposed Galleria development - adjacent to the QuikTrip site described above). The automated car wash is expected to generate 44 AM peak hour trips and 48 PM peak hour trips.

Table 4: Offsite Trip Generation

Land Use [ITE Code]			Daily	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
QuikTrip #1028 – East Side of Monroe Rd. Bet. Family Dollar Driveway & NC 51									
Convenience Market w/Gas Pumps [853]	20	FP	10,852	165	166	331	190	191	381
<i>63% AM/66% PM Passby Reduction</i>			<i>-462</i>	<i>-105</i>	<i>-105</i>	<i>-210</i>	<i>-126</i>	<i>-126</i>	<i>-252</i>
Convenience Market w/Gas Pumps Total New Trips			10,390	60	61	121	64	65	129
Sam's Mart Express Wash – East Side of Monroe Rd. Bet. Family Dollar Driveway & NC 51									
Automated Car Wash [948] *	3,372	SF	277	22	22	44	24	24	48
Total New Offsite Trips			10,667	82	83	165	88	89	177

References:

Trip Generation, 9th Edition, Institute of Transportation Engineers, Washington, DC. 2012.

Passby taken in accordance with NCDOT Trip Generation Guidelines

* Daily and AM peak derived from comparable existing 3,600 SF automated car wash (data available for PM peak)

Note: Info. for both offsites derived from previous DRG studies

The trip assignments for the 2014 and 2017 morning and afternoon peak hour traffic volumes are presented in Figures 4 through 7 (depending on scenario). The background traffic is indicated to the far left of the movement arrows, followed by the offsite traffic in brackets, and the site traffic in parentheses. The two or three volumes (depending on scenario) are added to obtain the projected total traffic for that movement:

$$\underline{\text{Background} + [\text{Offsite}] + (\text{Site}) = \text{Total}}$$



TRAFFIC ANALYSIS

The intersections identified within the area of influence were analyzed to identify the traffic impact that the site development has under the build scenario. The traffic analysis is based on the LOS analysis at the identified intersections. The intersections were analyzed assuming full buildout of the site in 2017.



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Base assumptions (commonly accepted CDOT/NCDOT/Matthews parameters) for the analysis scenarios include:

- A 2% per year background growth rate between the existing 2014 and future 2017 conditions
- 12-foot wide travel lanes
- A heavy truck percentage of 2% for all movements
- A peak hour factor of 0.90 for all movements
- Total lost time of 5 seconds for all movements at the signalized intersections

LOS is a qualitative measurement of traffic operations. It is a measure of delay time. The Transportation Research Board’s Highway Capacity Manual¹ (HCM) defines six levels of service for intersections with LOS “A” representing the best operating condition and LOS “F” the worst. Table 16-2 of the HCM gives the criteria for signalized intersections.

HCM Table 16-2	
Signalized Level of Service	Signal Delay per Vehicle (sec/vehicle)
A	≤10.0
B	> 10.0 and ≤20.0
C	> 20.0 and ≤35.0
D	> 35.0 and ≤55.0
E	> 55.0 and ≤80.0
F	>80.0

SYNCHRO Pro 9.0 was the software tool used in determining the delay, capacity and corresponding level of service at the study intersections. The intersection worksheet reports are provided in the Appendix.

¹ National Research Council. Transportation Research Board. Highway Capacity Manual, Washington, DC. 2002. Chapters 2, 16, and 17.

For the analysis of unsignalized intersections, Intersection Capacity Utilization² (ICU) methodology is used to predict how often an intersection will experience congestion (i.e., volume/capacity [v/c]). The ICU can be used on unsignalized intersections to determine the capacity utilization as if the intersection was signalized.

ICU defines 8 levels of service for intersection with LOS "A" representing the best operating condition and LOS "H" the worst. The following table gives the intersection capacity utilization:

Unsignalized LOS	ICU v/c
A	≤55.0%
B	>55% to 64.0%
C	>64% to 73.0%
D	>73% to 82.0%
E	>82% to 91.0%
F	>91% to 100.0%
G	>100% to 109.0%
H	>109%

A brief description of the conditions expected for each ICU LOS follows:

LOS A, ICU ≤55%: The intersection has no congestion. A cycle length of 80 seconds or less will move traffic efficiently. All traffic should be served on the first cycle. Traffic fluctuations, accidents, and lane closures can be handled with minimal congestion. This intersection can accommodate up to 40% more traffic on all movements.

LOS B, >55% to 64%: The intersection has very little congestion. Almost all traffic will be served on the first cycle. A cycle length of 90 seconds or less will move traffic efficiently. Traffic fluctuations, accidents, and lane closures can be handled with minimal congestion. This intersection can accommodate up to 30% more traffic on all movements

LOS C, >64% to 73%: The intersection has no major congestion. The majority of traffic should be served on the first cycle. A cycle length of 100 seconds or less will move traffic efficiently. Traffic fluctuations, accidents, and lane closures may cause some congestion. This intersection can accommodate up to 20% more traffic on all movements.

LOS D, >73% to 82%: The intersection normally has no congestion. Most of the traffic should be served on the first cycle. A cycle length of 110 seconds or less will move traffic efficiently. Traffic fluctuations, accidents, and lane closures can cause significant congestion. Sub optimal signal timings can cause congestion. This intersection can accommodate up to 10% more traffic on all movements.

² Trafficware. Intersection Capacity Utilization, 2003.





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LOS E, >82% to 91%: The intersection is right on the verge of congested conditions. Many vehicles are not served on the first cycle. A cycle length of 120 seconds is required to move all traffic. Minor traffic fluctuations, accidents, and lane closures can cause significant congestion. Sub-optimal signal timings can cause significant congestion. This intersection has less than 10% reserve capacity available.

LOS F, >91% to 100%. The intersection is over capacity and likely experiences congestion periods of 15 to 60 consecutive minutes. Residual queues at the end of green are common. A cycle length over 120 seconds is required to move all traffic. Minor traffic fluctuations, accidents, and lane closures can cause increased congestion. Suboptimal signal timings can cause increased congestion.

LOS G, >100% to 109%: The intersection is up to 9% over capacity and likely experiences congestion periods of 60 to 120 consecutive minutes. Long queues are common. A cycle length over 120 seconds is required to move all traffic. Motorists may be choosing alternate routes, if they exist, or making fewer trips during the peak hour. Signal timings can be used to distribute capacity to the priority movements.

LOS H, >109%: The intersection is 9% or greater over capacity and could experience congestion periods of over 120 minutes per day. Long queues are common. A cycle length over 120 seconds is required to move all traffic. Motorists may be choosing alternate routes, if they exist, or make fewer trips during the peak hour. Signal timings can be used to distribute capacity to the priority movements.

This report provides an analysis of the traffic operations within the area of influence, according to the standards set by the North Carolina Department of Transportation's (NCDOT) "Policy on Street and Driveway Access to North Carolina Highways, Chapter 4 Part C". It provides recommended access management for the site and intersection improvements needed for mitigating traffic impacts. This study evaluates the following scenarios:

- 2014 Existing Conditions
- 2017 No Build with offsite
- 2017 Buildout with offsite

Currently, three of the four signalized intersections operate under capacity and at a LOS “D” or better during both peak hours. The intersection of Monroe Road & Monroe Road/John Street operates with a LOS “E” in both peak hours. Typically, an intersection is said to be operating at capacity at a volume-to-capacity (v/c) ratio of 1.00 and acceptable at a LOS “D” or better. The results of the 2014 existing conditions are presented in Table 5.



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Table 5: 2014 Existing Conditions Levels of Service

Intersection	AM Peak			PM Peak		
	Delay (sec/veh)	Capacity (v/c)	Level of Service	Delay (sec/veh)	Capacity (v/c)	Level of Service
1. Monroe Rd. & Sardis Rd	26.6	0.70	C	51.0	0.97	D
2. Monroe Rd. & Galleria Blvd.	9.6	0.56	A	17.2	0.62	B
3. Monroe Rd. & Gander Cove Ln/Family Dollar Access	28.3	0.86	C	23.6	0.79	C
4. NC 51 & Monroe Rd./John St.	66.4	0.88	E	60.5	0.80	E

NCDOT ANALYSIS REQUIREMENTS – Chapter 5, Section J of the *July 2003 NCDOT Policy on Street and Driveway Access to North Carolina Highways*, the applicant shall be required to identify mitigation improvements to the roadway network if at least one of the following conditions exist when comparing the 2017 Buildout results to the 2017 No Build results. It should be noted that no analysis comparison was performed between the existing conditions and Build scenario (NCDOT Congestion Management scenario):

- *The total average delay at an intersection or an individual approach increases by 25% or greater, while maintaining the same level of service,*
- *The Level of Service (LOS) degrades by at least one level at an intersection or an individual approach,*
- *Or the Level of Service is “F” for an intersection or an individual approach.*

This section of the driveway manual also states that, *mitigation improvements shall be identified when the analysis indicates that the 95th percentile queue exceeds the storage capacity of the existing lane.*

Tables 6 and 7 show the results of the 2017 scenarios.

Table 6: 2017 Levels of Service



Intersection	Intersection and Approach	AM Peak			PM Peak		
		Delay	Capacity	Level Of	Delay	Capacity	Level Of
		(sec/veh)	(v/c)	Service	(sec/veh)	(v/c)	Service
2017 No Build w/Offsite							
1. Monroe Rd. & Sardis Rd N	Intersection	28.2	0.75	C	61.6	1.01	E
	Northbound	12.3	-	B	54.4	-	D
	Southbound	25.2	-	C	69.4	-	E
	Eastbound	56.7	-	E	75.9	-	E
	Westbound	40.4	-	D	44.9	-	D
2. Monroe Rd. & Galleria Blvd.	Intersection	10.8	0.61	B	17.1	0.67	B
	Northbound	4.9	-	A	9.3	-	A
	Southbound	9.1	-	A	11.1	-	B
	Eastbound	58.5	-	E	58.6	-	E
	Westbound	55.7	-	E	54.5	-	D
3. Monroe Rd. & Gander Cove Ln.	Intersection	42.5	0.93	D	25.6	0.86	C
	Northbound	56.9	-	E	18.0	-	B
	Southbound	16.0	-	B	16.4	-	B
	Eastbound	59.9	-	E	60.1	-	E
	Westbound	53.5	-	D	67.2	-	E
4. NC 51 & Monroe Rd./John St.	Intersection	73.0	0.95	E	63.7	0.87	E
	Northbound	90.3	-	F	80.9	-	F
	Southbound	63.1	-	E	61.1	-	E
	Eastbound	64.6	-	E	59.3	-	E
	Westbound	74.2	-	E	59.8	-	E
2017 Build w/Offsite							
1. Monroe Rd. & Sardis Rd N	Intersection	29.2	0.77	C	67.2	1.03	E
	Northbound	14.2	-	B	52.7	-	D
	Southbound	26.8	-	C	70.2	-	E
	Eastbound	57.1	-	E	90.7	-	F
	Westbound	40.3	-	D	52.1	-	D
1a. Monroe Rd. & Sardis Rd N ¹	Intersection	27.2	0.74	C	43.8	0.90	D
	Northbound	12.7	-	B	34.8	-	C
	Southbound	25.4	-	C	52.1	-	D
	Eastbound	49.7	-	D	49.9	-	D
	Westbound	41.4	-	D	39.5	-	D
2. Monroe Rd. & Galleria Blvd.	Intersection	11.1	0.64	B	18.0	0.71	B
	Northbound	4.6	-	A	9.0	-	A
	Southbound	10.0	-	B	12.7	-	B
	Eastbound	59.0	-	E	58.8	-	E
	Westbound	56.0	-	E	57.2	-	E
3. Monroe Rd. & Gander Cove Ln.	Intersection	43.0	0.93	D	26.2	0.86	C
	Northbound	58.5	-	E	18.6	-	B
	Southbound	15.2	-	B	17.5	-	B
	Eastbound	59.9	-	E	60.1	-	E
	Westbound	53.3	-	D	67.2	-	E
4. NC 51 & Monroe Rd./John St.	Intersection	73.9	0.95	E	64.2	0.88	E
	Northbound	91.2	-	F	81.4	-	F
	Southbound	63.0	-	E	61.1	-	E
	Eastbound	65.7	-	E	60.4	-	E
	Westbound	75.7	-	E	60.5	-	E

¹ Imp. Includes an EB right turn lane on Sardis Rd N

Table 7: 2017 Unsignalized Intersection LOS

Intersection	AM Peak		PM Peak	
	ICU Capacity (v/c)	Level Of Service	ICU Capacity (v/c)	Level Of Service
5. Monroe Rd. & Proposed Access "A" ²	58.6%	B	60.3%	B

² Laneage on Prop. Access "A" includes a WB entering lane and separate EB left and right exit lanes. Laneage on Monroe Rd. includes a NB left turn lane (within the TWLTL) and a SB right turn lane.



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Table 8 shows the 2017 95th % queue lengths calculated by SimTraffic 9, a traffic simulation software application for signalized and unsignalized intersections (results are based on an average of four corridor simulations), or Synchro 9 – whichever produced the higher queue length.

Table 8: 2017 95th % Queue Lengths

Intersection and Approach		Existing Storage		AM Peak 95 th % Queue Length (feet)			PM Peak 95 th % Queue Length (feet)		
		Left	Right	Left	Thru	Right	Left	Thru	Right
2017 No Build w/Offsite									
1. Monroe Rd. & Sardis Rd. N	NB	170' +TWLTL	160'	199'	391'x2	235'	263'	1781'x2	373'
	SB	300' +TWLTL	-	219'	336'x2		381'	726'x2	
	EB	300' +TWLTL	-	233'	268'x2		391'	1376'x2	
	WB	235'/ 340'	305'	181'x2	186'x2	174'	392'x2	1646'x2	176'
2. Monroe Rd. & Galleria Blvd.	NB	240' +TWLTL	150'	35'	264'x2	132'	182'	574'x2	280'
	SB	210'	-	67'	246'x2		77'	595'x2	
	EB	215'	250'	50'	28'	63'	102'	49'	78'
	WB	165'+TL	250'	107'x2		56'	250'x2		150'
3. Monroe Rd. & Gander Cove Ln.	NB	185' +TWLTL	-	61'	1247'x2		89'	854'x2	
	SB	220' +TWLTL	-	313'	240'x2		63'	524'x2	
	EB	Term.	50' TR	76'		91'	51'		57'
	WB	180'+TL	Term.	26'x2		39'	315'x2		248'
4. NC 51 & Monroe Rd./John St.	NB	240'x2	210'	336'x2	1191'x2	299'	346'x2	974'x2	335'
	SB	200'/ 315' +TWLTL	120'	443'x2	256'x2	433'	587'x2	741'x2	664'
	EB	325'x2	100'	633'x2	1074'x2	189'	422'x2	638'x2	321'
	WB	100'/ 240'	120'	164'x2	1122'x2	539'	296'x2	870'x2	384'

Table 8: 2017 95th % Queue Lengths (cont.)

Intersection and Approach		Existing Storage		AM Peak 95 th % Queue Length (feet)			PM Peak 95 th % Queue Length (feet)		
		Left	Right	Left	Thru	Right	Left	Thru	Right
2017 Build w/Offsite + Imp.									
1a. Monroe Rd. & Sardis Rd. N ¹	NB	170' +TWLTL	160'	199'	386'x2	191'	202'	618'x2	348'
	SB	300' +TWLTL	-	186'	344'x2		366'	597'x2	
	EB	300' +TWLTL	100'	228'	198'x2	135'	387'	1301'x2	156'
	WB	235'/ 340'	305'	180'x2	204'x2	179'	421'x2	1569'x2	181'
2. Monroe Rd. & Galleria Blvd.	NB	240' +TWLTL	150'	35'	237'x2	133'	132'	285'x2	171'
	SB	210'	-	96'	273'x2		165'	366'x2	
	EB	215'	250'	79'	40'	66'	63'	61'	85'
	WB	165'+TL	250'	117'x2		55'	230'x2		98'
3. Monroe Rd. & Gander Cove Ln.	NB	185' +TWLTL	-	64'	1256'x2		94'	473'x2	
	SB	220' + TWLTL	-	311'	230'x2		94'	428'x2	
	EB	Term.	50' TR	77'		105'	58'		56'
	WB	180' +TL	Term.	37'x2		38'	345'x2		258'
4. NC 51 & Monroe Rd./John St.	NB	240'x2	210'	343'x2	1258'x2	298'	361'x2	1043'x2	390'
	SB	200'/ 315' +TWLTL	120'	442'x2	382'x2	455'	555'x2	637'x2	465'
	EB	325'x2	100'	639'x2	1057'x2	204'	502'x2	628'x2	327'
	WB	100'/ 240'	120'	160'x2	1020'x2	548'	303'x2	840'x2	373'
5. Monroe Rd. & Prop. Access "A" ²	NB	100' +TWLTL	-	31'	0'	-	80'	0'	-
	SB	-	100'	-	0'	0'	-	0'	0'
	EB	Term.	175'	213'	-	51'	230'	-	36'

¹ Imp. Includes an EB right turn lane on Sardis Rd N

² Laneage on Prop. Access "A" includes a WB entering lane and separate EB left and right exit lanes. Laneage on Monroe Rd. includes a NB left turn lane (within the TWLTL) and a SB right turn lane.

2017 Build Results/Recommendations:

1. Monroe Road (SR 1009) & Sardis Road N. (signalized)

When comparing the impact of the 2017 Build to the 2017 No Build conditions the intersection LOS remains a "C" in the AM peak hour and an "E" in the PM peak hour (all of the approaches remained the same LOS and were within the allowable increase in delay during both peak hours except the eastbound approach LOS dropped from "E" to "F" in the PM peak). It should be noted that some of the 95th % queues exceeded their existing storage lengths, however, these conditions occurred initially in the No Build scenario (the site produced minimal increases in these calculated queue lengths). A potential improvement we recommend includes:



- Construct an eastbound right turn lane on Sardis Road N with 100 feet of storage and appropriate bay taper.

With this improvement the intersection LOS remains a “C” in the AM peak hour and becomes a “D” in the PM peak hour (better than the No Build results). In addition, all of the approaches remained the same or resulted in a better LOS and were within the allowable increase in delay during both peak hours.

The intersection already includes pedestrian amenities such as crosswalks, pedestrian signal heads and pushbuttons on all legs of the intersection, which is adequate.



design resource group

2. Monroe Road (SR 1009) & Galleria Boulevard (signalized)

When comparing the impact of the 2017 Build conditions to the 2017 No Build conditions the intersection LOS remains a “B” in both peak hour (all of the approaches remained the same LOS and were within the allowable increase in delay during both peak hours except the southbound approach LOS dropped in the AM peak and the westbound LOS dropped in the PM peak). It should be noted that the 95th % queue for the northbound right turn movement exceeded the existing storage length, however, this condition occurred initially in the No Build scenario (the site produced a minimal increase in this calculated queue lengths). It should be noted that the intersection already includes pedestrian amenities such as crosswalks, pedestrian signal heads and pushbuttons on all legs of the intersection, which is adequate. **Even though two of the approaches drop in LOS when comparing the Build to the No Build results we feel no improvements should be required.**

3. Monroe Road (SR 1009) & Gander Cove Lane/Family Dollar Driveway (signalized)

When comparing the impact of the 2017 Build conditions to the 2017 No Build conditions the intersection LOS remains a “D” in the AM peak hour and a “C” in the PM peak hour (all of the approaches remained the same LOS and were within the allowable increase in delay during both peak hours). It should be noted that the 95th % queue for the eastbound combined thru-right turn movement exceeded the existing storage length, however, this condition occurred initially in the No Build scenario (the site has no volume associated with this movement – therefore no roadway improvements should be deemed necessary). It should be noted

that the intersection already includes pedestrian amenities such as crosswalks, pedestrian signal heads and pushbuttons on the appropriate legs of the intersection, which is adequate.

4. Monroe Road (SR 1009)/W. John Street & Matthews Township Parkway (NC 51) (signalized)

When comparing the impact of the 2017 Build conditions to the 2017 No Build conditions the intersection LOS remains an “E” in both peak hours (all of the approaches remained the same LOS and were within the allowable increase in delay during both peak hours). It should be noted that some of the 95th % queues exceeded their existing storage lengths, however, these conditions occurred initially in the No Build scenario (the site produced minimal increases in these calculated queue lengths – therefore no roadway improvements should be deemed necessary). It should be noted that the intersection already includes pedestrian amenities such as crosswalks, pedestrian signal heads and pushbuttons on all legs of the intersection, which is adequate.

5. Monroe Road (SR 1009) & Proposed Access “A” (unsignalized)

The intersection ICU is a “B” during both peak hours. The intersection layout we recommend includes:

- Re-mark the existing two-way left-turn lane on Monroe Road for a northbound left turn lane with 100 feet of storage.
- Construct a southbound right turn lane on Monroe Road with 100 feet of storage and appropriate bay taper.
- Construct the eastbound approach (Proposed Access “A”) for one ingress and two egress lanes (a lane that terminates as a left turn lane and a right turn lane with 175 feet of storage).

The existing laneage is shown on Figure 8. Figure 9 illustrates the recommended laneage.





■ design resource group

- landscape architecture
- civil engineering
- urban design
- land planning
- traffic engineering
- transportation planning

2459 wilkinson boulevard, suite 200
charlotte, nc 28208
p 704.343.0608 f 704.358.3093
www.drgrp.com

MATTHEWS GALLERIA TIA
MATTHEWS, NC

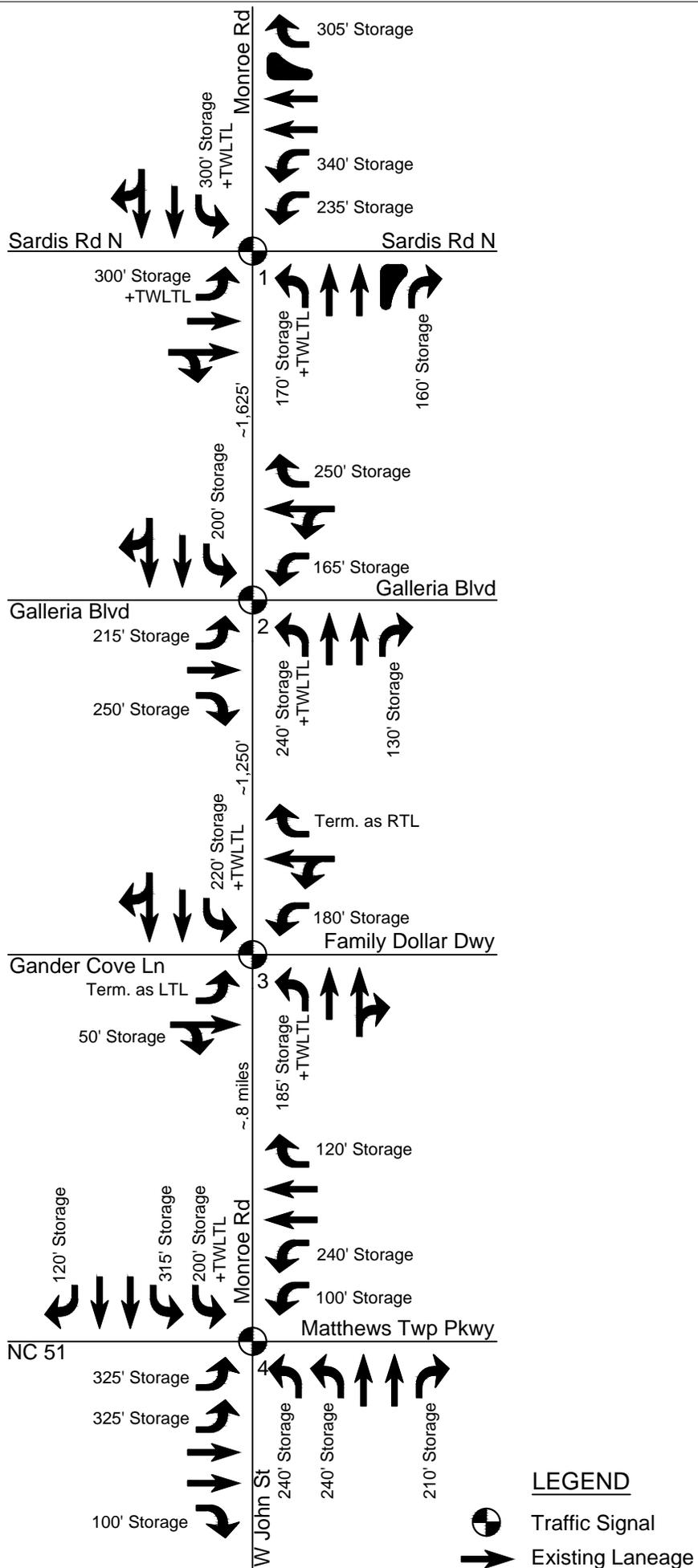


PROJECT #: 508-001
DRAWN BY: MWW
CHECKED BY: REG

EXISTING LANEAGE

NOVEMBER 2014

REVISIONS:
1. XX



■ Figure 8

CONCLUSIONS

2017 Build Results/Recommendations:

1. Monroe Road (SR 1009) & Sardis Road N. (signalized)

When comparing the impact of the 2017 Build to the 2017 No Build conditions the intersection LOS remains a "C" in the AM peak hour and an "E" in the PM peak hour (all of the approaches remained the same LOS and were within the allowable increase in delay during both peak hours except the eastbound approach LOS dropped from "E" to "F" in the PM peak). It should be noted that some of the 95th % queues exceeded their existing storage lengths, however, these conditions occurred initially in the No Build scenario (the site produced minimal increases in these calculated queue lengths). A potential improvement we recommend includes:

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With this improvement the intersection LOS remains a "C" in the AM peak hour and becomes a "D" in the PM peak hour (better than the No Build results). In addition, all of the approaches remained the same or resulted in a better LOS and were within the allowable increase in delay during both peak hours.

The intersection already includes pedestrian amenities such as crosswalks, pedestrian signal heads and pushbuttons on all legs of the intersection, which is adequate.

2. Monroe Road (SR 1009) & Galleria Boulevard (signalized)

When comparing the impact of the 2017 Build conditions to the 2017 No Build conditions the intersection LOS remains a "B" in both peak hour (all of the approaches remained the same LOS and were within the allowable increase in delay during both peak hours except the southbound approach LOS dropped in the AM peak and the westbound LOS dropped in the PM peak). It should be noted that the 95th % queue for the northbound right turn movement exceeded the existing storage length, however, this condition occurred initially in the No Build scenario (the site produced a minimal increase in this calculated queue lengths). It should be noted that the intersection already includes pedestrian amenities such



as crosswalks, pedestrian signal heads and pushbuttons on all legs of the intersection, which is adequate. **Even though two of the approaches drop in LOS when comparing the Build to the No Build results we feel no improvements should be required.**



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3. Monroe Road (SR 1009) & Gander Cove Lane/Family Dollar Driveway (signalized)

When comparing the impact of the 2017 Build conditions to the 2017 No Build conditions the intersection LOS remains a “D” in the AM peak hour and a “C” in the PM peak hour (all of the approaches remained the same LOS and were within the allowable increase in delay during both peak hours). It should be noted that the 95th % queue for the eastbound combined thru-right turn movement exceeded the existing storage length, however, this condition occurred initially in the No Build scenario (the site has no volume associated with this movement – therefore no roadway improvements should be deemed necessary). It should be noted that the intersection already includes pedestrian amenities such as crosswalks, pedestrian signal heads and pushbuttons on the appropriate legs of the intersection, which is adequate.

4. Monroe Road (SR 1009)/W. John Street & Matthews Township Parkway (NC 51) (signalized)

When comparing the impact of the 2017 Build conditions to the 2017 No Build conditions the intersection LOS remains an “E” in both peak hours (all of the approaches remained the same LOS and were within the allowable increase in delay during both peak hours). It should be noted that some of the 95th % queues exceeded their existing storage lengths, however, these conditions occurred initially in the No Build scenario (the site produced minimal increases in these calculated queue lengths – therefore no roadway improvements should be deemed necessary). It should be noted that the intersection already includes pedestrian amenities such as crosswalks, pedestrian signal heads and pushbuttons on all legs of the intersection, which is adequate.

5. Monroe Road (SR 1009) & Proposed Access “A” (unsignalized)

The intersection ICU is a “B” during both peak hours. The intersection layout we recommend includes:



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- Re-mark the existing two-way left-turn lane on Monroe Road for a northbound left turn lane with 100 feet of storage.
- Construct a southbound right turn lane on Monroe Road with 100 feet of storage and appropriate bay taper.
- Construct the eastbound approach (Proposed Access "A") for one ingress and two egress lanes (a lane that terminates as a left turn lane and a right turn lane with 175 feet of storage).

6. Nolley Court & Proposed Access "B" (unsignalized)

Since there are minimal site traffic volumes associated with this access location, no intersection analysis was performed for this location. Based on this information we recommend:

- Construct the northbound approach (Proposed Access "B") for one ingress lane and one egress lane. No turn lanes should be required on Nolley Court.

This multifamily development is not expected to create extensive roadway/intersection issues, especially with the minor amount of traffic associated with the proposed plan.



design resource group

APPENDIX

Jeremy Dreyer
9100 New Towne dr.
Matthews, NC 28105
Phone 704-844-9374
April 8, 2015

Matthews Planning Dept.
Station Rd.
Matthews, NC 28105

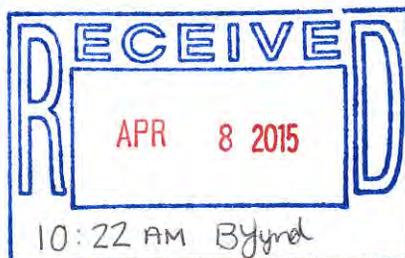
RE: Rezoning Petition 2015-626

Herewith please find a signed rezoning protest petition pursuant NCGS 160A-385 and 386 along with an alternate proposal.

Sincerely,



Jeremy J Dreyer



The Town Clerk
Town of Matthews
232 Matthews Station St.
NC 28105-6713

March 8 2015

REZONING PROTEST PETITION: Protest against Rezoning Petition 2015-626

The undersigned owners of real property, pursuant to NCGS 160A-385 and 386, hereby protest the following request for a change in zoning classification of tax parcel code number 213-231-01 (Renfrow property 21.68 acres on west side of Monroe Rd between Galleria Blvd. and Gander Cove Ln.) from R-VS classification to C-MF and R-12MF(CD) by Everlane Development, LLC.

Name JEREMY I. DREYER
Name Dreyer
Address 9102 NEW TOWNE DR

Signed [Signature]
Signed Sandra Dreyer
Parcel Number ID 21324115

Name Bob Hudson
Name Brenda Hudson
Address 9101 New Towne Dr
Matthews NC

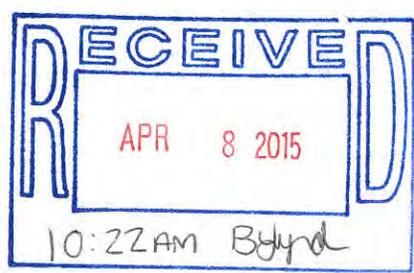
Signed [Signature]
Signed Brenda Hudson
Parcel Number ID 213 24 116

Name CALVIN N. STOGNER
Name BERNIE STOGNER
Address 9114 New Towne Dr.

Signed Calvin N. Stogner
Signed Bernie Stogner
Parcel Number ID 213 24 113

Name Jasmine Marchant
Name Jasmine Dore Marchant
Address 9108 New Towne Dr.
Matthews, NC 28105

Signed Jasmine Marchant
Signed Jae [Signature]
Parcel Number ID 213 24 114



REZONING PROTEST PETITION: Protest against Rezoning Petition 2015-626

Name..... Joerg Kuehni *Joerg Kuehni*
Name.....
Address..... 1008 Black Oak Drive
Matthews, NC 28105
SIGNED.....
SIGNED.....
Parcel Number ID..... 213 24168

Name..... Penelope Pezdirtz
Name.....
Address..... 1024 Black Oak D
Matthews, NC 28105
SIGNED..... *Penelope Pezdirtz*
SIGNED.....
Parcel Number ID..... 213 24165

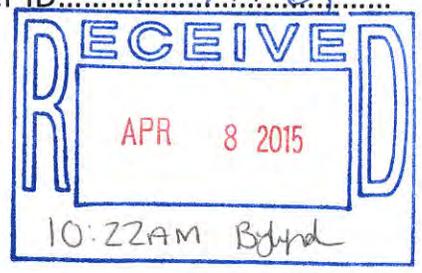
Name..... NORMAN LARRY CROSS
Name.....
Address..... 1010 BLACK OAK DR.
SIGNED..... *Norman R Cross*
SIGNED.....
Parcel Number ID..... 213 24167

Name..... *Mary Gill Kiecklak*
Name..... *Mary G Kiecklak*
Address..... 1443 Penhaw Ln
Charlotte, NC 28270
SIGNED..... *Mary G Kiecklak*
SIGNED..... *Mary Kiecklak*
Parcel Number ID..... 213 24112

Name..... *Patricia's Dinniman*
Name.....
Address..... 9128 G Holloway Ct
SIGNED..... *Patricia's Dinniman*
SIGNED.....
Parcel Number ID..... 213 22275

Name..... Maribeth Grzesiak
Name.....
Address..... 9120 F Nolley Ct
SIGNED..... *Maribeth Grzesiak*
SIGNED.....
Parcel Number ID..... 213 22274

Name..... *Chapette Pettit*
Name.....
Address..... 9108 F Nolley Ct
SIGNED..... *Chapette Pettit*
SIGNED.....
Parcel Number ID..... 213 22261



REZONING PROTEST PETITION: Protest against Rezoning Petition 2015-626

Name.....*Charlette Pettit*
Name.....
Address.....*9112-E Nalley Ct*
.....

Signed.....*Charlette Pettit*
Signed.....
Parcel Number ID.....*213 22263*
.....

Name.....*Tracey Hopkins*
Name.....*Tracey Hopkins*
Address.....*902 E Nalley Ct*
.....

Signed.....*Tracey Hopkins*
Signed.....
Parcel Number ID.....*213 22260*
.....

Name.....*KAREN COESKI*
Name.....*91*
Address.....*9112-C NALLEY*
.....

Signed.....*Karen Coeski*
Signed.....
Parcel Number ID.....*213 22266*
.....

Name.....*Karen Lutz*
Name.....
Address.....*9108 D Nalley Ct*
.....

Signed.....*Karen Lutz*
Signed.....
Parcel Number ID.....*213-22-359*
.....

Name.....*Sharon Ridge*
Name.....*SUSTIN RIDGE*
Address.....*811 Old Pine Lane*
RATTSBURG NC 28168
.....

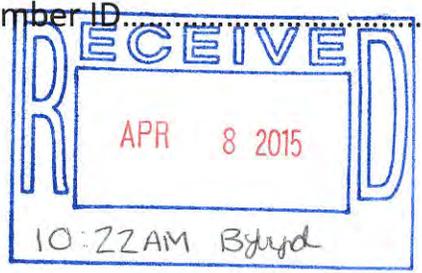
Signed.....*Sharon Ridge*
Signed.....
Parcel Number ID.....*213-24-182*
.....

Name.....*Amy Woodcock*
Name.....*Amy Woodcock*
Address.....*1016 Black Oak Dr*
Matthews, NC 28105
.....

Signed.....*Amy Woodcock*
Signed.....
Parcel Number ID.....*213-24-166*
.....

Name.....
Name.....
Address.....
.....

Signed.....
Signed.....
Parcel Number ID.....

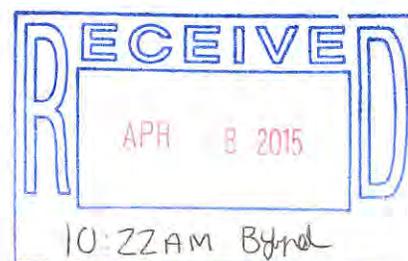


REZONING PROTEST PETITION: Rezoning Petition 2015-626

Alternate protest proposal:

The new zoning proposal would increase the dwellings in the area by and excess of 300 apartments an increase in population which would be intolerable in view of the already existing traffic congestion on Monroe road. In order to reduce this influx of additional traffic we propose the following:

1. All proposed apartment buildings indicated in the proposed R-12MF zoning area on the far western side of the property which borders the existing Sardis Forest residential single homes be reduced from two story to single story and that there is no other development in this area with the exception of the two storm water basins proposed to support runoff.
2. Along with the former amendment a further reduction requested is that the only three story apartments to be built in the C-MF proposed area will be those on the direct boundary facing Monroe road as well as those adjoining the leasing office building as currently shown, all other apartments in this area would be restricted to 2 story apartment homes.
3. A further condition is that no trees whatsoever will be removed from any of the undeveloped areas and that this will be left undisturbed with no trail being developed in this area.



Properties covered Polaris 3G Map – Mecklenburg County, North Carolina

by all owners' signatures as indicated on tax records

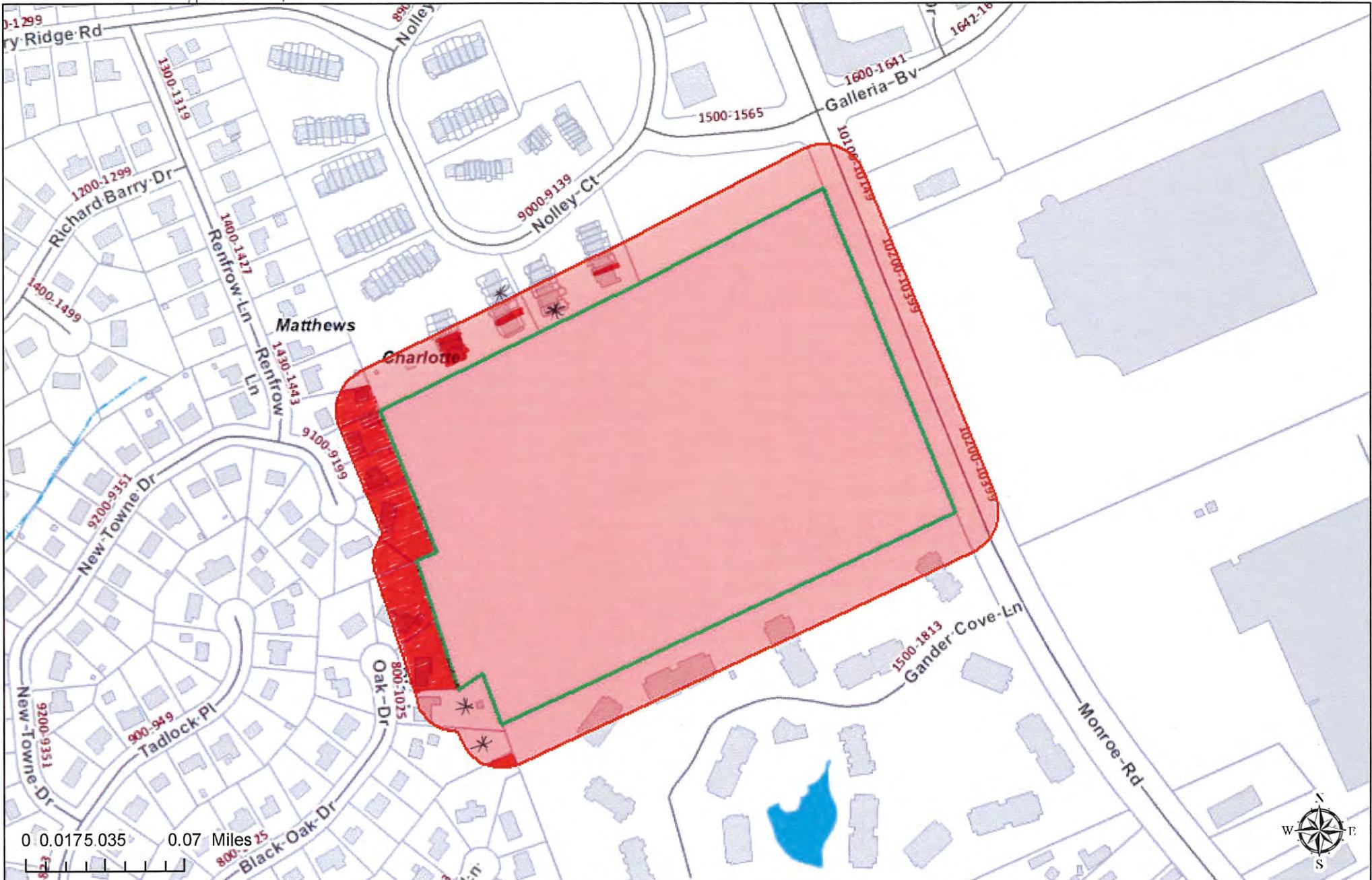
* Additional signatures provided

Protest Petition Buffer

Total buffer ± 426,500 ♂
Minimum 5% needed = ± 21,325 ♂

Buffer area covered by signatures ± 78,530 ♂

Date Printed: 4/9/2015 12:27:42 PM



This map or report is prepared for the inventory of real property within Mecklenburg County and is compiled from recorded deeds, plats, tax maps, surveys, planimetric maps, and other public records and data. Users of this map or report are hereby notified that the aforementioned public primary information sources should be consulted for verification. Mecklenburg County and its mapping contractors assume no legal responsibility for the information contained herein.

2015-626
03-03-2015

----- Original Message -----

Subject: Local Historical Cemetery Restoration Question - Roseland Cemetery - Site Being Rezoned for Apartments

From: [REDACTED]

Date: Thu, February 26, 2015 6:03 pm

To: "info@matthewsreidhouse.org" <info@matthewsreidhouse.org>

Not sure who to direct this towards.

I am a resident that is behind the old Roseland cemetery lot. There is a property developer attempting to rezone the parcel to build some high-density apartments on this piece of land. Public hearing & petitions by residents or opponents to be filed by April of this year.

I had contacted Mary Dominick at the Historic Landmarks Commission for Mecklenburg county as well as the office of professor Dan Morrill's office at UNC. They referred me to the Matthews Historical Foundation & Paula Lester.

In regards to the long-forgotten cemetery lot that is behind my residence in Matthews, I'd much prefer to see it restored to some form of glory & cleaned up as opposed to sitting behind an apartment complex. The reason for my contact is because of my vision for a restoration project or park. Could this potentially be something a local boy scout group would be interested in volunteering for?

Would the town of Matthews consider another park as the gateway or entrance to it's city limits rather than an apartment complex? I don't know how to go about fundraising or starting such an undertaking or project to clean up the area or prevent the development if the rezoning were to be approved.

I believe the land is owned through the probate courts or by the estate of the deceased. Since I don't own the land, I'm not sure what my options are. I was happy to hear when the Matthews Board of Commissioners approved or adopted a historical designation ordinance related to the cemetery. So I at least know the courts or the land owner was aware of the historical significance & might be interested in preserving it in some form at least. The State of North Carolina has also recognized or "protected" the plot of land in documenting it's historical significance.

City of Matthews meeting agenda from last year

- <http://matthewsnc.gov/TownGovernment/AgendaandMinutes/September242012.aspx>

Ordinance historic designation document - direct link

- <http://matthewsnc.gov/LinkClick.aspx?fileticket=Pfzi-3oHdcs%3d&tabid=319>

Detailed information on the Roseland Cemetery's history as it relates to the Crestdale Community of Matthews -<http://www.cmhpf.org/S&Rs%20Alphabetical%20Order/SurveyS&RRoseland.htm>

Hand-drawn survey map - <http://www.cmhpf.org/Surveys/Survey40.gif>

Thank you for any help you can provide.

[REDACTED]
Sardis Forest resident

[REDACTED]

Project Summary

Location: Monroe Rd Bordering Charlotte City Limits

Owner(s): Renfrow Estate

Agent: Keith MacVean

Current Zoning: RVS

Proposed Zoning: R-12 MF and C-MF

Existing Use: Vacant Land and Historic Roseland Cemetery

Proposed Use: 320 Unit Apartment Community

Community Meeting: Occurred February 26th

Summary of Request

The applicant requests a change from the existing RVS zoning to allow for the construction of a 320 unit apartment development.

Staff Recommendation

After several meetings, staff and the applicant have determined that the C-MF district is not the best fit for the project due to several conflicts with that zoning district. The applicant plans to modify the request to remove the split zoning and rezone the entire site to R-12 MF (CD).

The applicant requests a deferral to May 11th to allow time for site plan changes related to initial staff comments. This timeframe also corresponds with the hearing dates for the recently submitted text amendment to change the maximum building height in the R-12 MF district.

Planning Staff Review

Background And History

Most recently, the site was rezoned in 2008 for up to 96 patio homes. To the rear of the property, the historic Roseland Cemetery is located on about 1.3 acres adjacent to Sardis Forest. The cemetery was designated as a landmark in 2012. A detailed report from the Landmarks Commission may be accessed at the following link: <http://www.cmhpf.org/S&Rs%20Alphabetical%20Order/SurveyS&RRoseland.htm>

Details of the Site Plan

The site plan features two access points, one on Monroe Rd and an access to the traffic light at Galleria Boulevard via a roadway easement to Nolley Court in Charlotte. An eastbound deceleration lane is planned for the main access on Monroe Rd. Apartment buildings flank both sides of the access on Monroe Rd, creating a street frontage condition consistent with the Monroe Rd Small Area Plan. The remainder of the site features a mixture of carriage house buildings (apartments over freestanding garages) as well as 2 and 3 story buildings. The buildings at the rear of the site are separated from Sardis Forest by detention ponds and the cemetery. No building is closer than 225' from the rear property line adjoining the neighborhood. A publicly accessible trail is also shown along the rear of the site per recommendation from the Monroe Rd Small Area Plan.

Summary of Proposed Conditions

1. Maximum of 320 Units
2. Access point to Nolley Court to provide vehicular access to Galleria traffic signal
3. Facades to be constructed with no less than 60% brick
4. Land area reserved on Monroe Rd for future Town gateway signage
5. Construction of publicly accessible trail system.

Planning Staff Review

Outstanding Issues/Planning Staff Comments

(Many of the outstanding issues will be addressed once plan revisions are received prior to the May 11th meeting. The following is a summary of the main items that have been discussed thus far)

1. The C-MF requires a public street system as well as significant dedication of open space. The applicant has agreed to change the rezoning request to zone the entire site to R-12 (MF) (CD) as a result of their desire to maintain a private system of internal drives and streets.
2. More detail on changes and improvements to Monroe Rd is required on the site plan. The deceleration lane to be added is not shown.
3. Buildings should be set back further from Monroe Rd. The change to R-12 MF would create a 35' setback on the street frontage.
4. Planning Staff suggests that the proposed trail connect to the new street at Nolley Court to provide a proper terminus for that segment of the trail system.
5. A copy of the easement to Nolley should be provided to verify that the access is permanent.
6. More detail is required with regard to plans for preservation of the cemetery portion of the site
7. Three story buildings exceed to maximum 35' height limit for R-12 MF. The text amendment will address this item.
8. A vegetation survey is required as part of the rezoning application
9. PCO Concept Plan approval required prior to decision

Consistency with Adopted Plans and Policies and Town Vision Statements

The use of the site as residential, orientation of buildings along Monroe Rd and provision of a trail system are all in conformity with recommendations within the Monroe Road Small Area Plan.

Reports from Town Departments and County Agencies

Matthews Police

Memo to be provided prior to Public Hearing

Matthews Fire

Memo to be provided prior to Public Hearing

Public Works

Memo to be provided prior to Public Hearing

Matthews Parks and Recreation

Memo to be provided prior to Public Hearing

Charlotte Mecklenburg Schools

Report Attached. 61 new students generated by development

PCO Concept Plan Approval Required?

Yes

Charlotte Area Transit System

The CATS bus stop just beyond Galleria Blvd in Charlotte will be relocated to the subject property frontage to provide a better location for transit riders. CATS request a concrete pad to be provided by the developer.

Impact Analysis

The Town does not provide waste pickup for apartment communities thus the primary impact to the Town lies in the incremental increase of providing essential services to new residents.

Projected Financial Impact of the Request

Current Matthews Tax Revenue from parcel: 4,062.73

Anticipated Tax Revenue From Project: \$73,000

Total Increase in Property Revenue \$68,938

As expressed in terms of property tax per acre, the development would increase Matthews property tax revenue per acre from approximately \$190 dollars/acre today to approximately \$3,476/acre. Tax revenue was derived from an estimated tax valuation of \$23,000,000, which is similar to several +/- 300 unit apartment communities in southern Mecklenburg.

Petition No: 2015-626

RECOMMENDATION

We have the following comments that are critical to CMS' support of this petition:

Adequacy of existing school capacity in this area is a significant problem. We are particularly concerned about rezoning cases where school utilization exceeds 100% since the proposed development will exacerbate this situation. Approval of this petition will increase overcrowding and/or reliance upon mobile classrooms at the schools listed below.

The total estimated capital cost of providing the additional school capacity for this new development is \$1,179,000 calculated as follows:

Elementary School: **36** \$20,000 = \$720,000
 High School: **17** x \$27,000 = \$459,000

CMS recommends the petitioner schedule a meeting with staff to discuss any opportunities that the petitioner/developer may propose to improve the adequacy of school capacity in the immediate area of the proposed development.

TOTAL IMPACT FROM PROPOSED DEVELOPMENT

Proposed Housing Units: Up to 320 multi-family dwelling units at 14.8 dwelling units per acre under C-MF (Flexible Design/Innovation) and R-12MF (CD) zoning.

CMS Planning Area: 10

Average Student Yield per Unit: 0.1860

This development will add 61 students to the schools in this area.

The following data is as of 20th Day of the 2014-15 school year.

<i>Schools Affected</i>	<i>Total Classroom Teachers</i>	<i>Building Classrooms/Teacher Stations</i>	<i>20th Day, Enrollment (non-ec)</i>	<i>Building Classroom/Adjusted Capacity (Without Mobiles)</i>	<i>20th Day, Building Utilization (Without Mobiles)</i>	<i>Additional Students As a result of this development</i>	<i>Utilization As of result of this development (Without Mobiles)</i>
GREENWAY PARK ES	40.6	37	605	617	110%	36	116%
MCCLINTOCK MS	52	54	855	1154	96%	8	97%
EAST MECKLENBURG HS	111.5	90	1840	2253	124%	17	125%

INCREMENTAL IMPACT FROM PROPOSED DEVELOPMENT*

Existing number of housing units allowed: The currently vacant parcel under existing 2008 conditional uses petition allows 96 patio homes at 4.4 dwelling units per acre under R-VS (Residential Varied Styles) zoning.

Number of students potentially generated under current zoning: 68 students (57 elementary, 11 middle, 0 high)

The development allowed under the existing zoning would generate 68 student(s), while the development allowed under the proposed zoning will produce 61 student(s). Therefore, the net change in the number of students generated from existing zoning to proposed zoning is zero (0) student(s).

As requested, we are also providing information regarding the difference in the number of potential students from the existing zoning to the proposed zoning. Please note that this method of determining potential numbers of students from an area underestimates the number of students CMS may gain from the new development.

Agenda Item: Motion 2015-1, Composite Bicycle & Pedestrian Plan

DATE: April 7, 2015
FROM: Kathi Ingrish

Background/Issue:

- This document summarizes the compilation of previously approved bicycle and pedestrian improvements all over the community and adds new bike and ped projects that fill gaps in an overall networked system
- Preferred bike and pedestrian facilities now include: on-road bike lanes; on-road neighborhood signed routes; side of road multi-use path; side of road sidewalk; off-road multi-use path (includes greenways)
- Previous adopted plans include: Matthews Comprehensive Bicycle Plan (2006); Matthews Comprehensive Transportation Plan (2014); Mecklenburg Park & Recreation Master Plan (2008); Carolina Thread Trail - Mecklenburg County area (2009)
- In-house analysis of existing and proposed improvements to determine missing pieces
- This plan has been presented to and comments have been received from: Matthews Planning Board; Parks, Recreation & Cultural Resources Advisory Committee; and Transportation Advisory Committee
- Additional refinements may be made based on discussion at the public hearing on April 13; the Executive Summary will be drafted; and more explanation in the Implementation final chapter can be added

Proposal/Solution:

- Final composite inventory lists bicycle and pedestrian facilities that are necessary to create a well-connected network
- Implementation of this network will allow residents, workers, and visitors within Matthews to have non-vehicular access to neighborhoods, commercial centers, schools, parks, and more throughout Matthews

Financial Impact:

- None for adoption of the document
- Plan calls for an annual budget line to be created to allow steady incremental implementation

Related Town Goal(s) and/or Strategies:

Quality of Life

Economic Development/Land Use Planning

Recommended Motion/Action:

Hold public hearing, and discuss any specific policies or priorities that Council or citizens feel should be immediately pursued

Composite Bicycle & Pedestrian Plan Town of Matthews

Executive Summary

To be completed...

Executive Summary

To be completed...

Acknowledgements

The Composite Bicycle and Pedestrian Plan was developed through a collaborative effort shared by Town citizens, Board members, and staff.

Matthews Town Board

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Introduction

The Composite Bicycle and Pedestrian Plan is an undertaking by the Town of Matthews to combine two long-range transportation planning focal points: bicycle planning and pedestrian planning. The merger of these two initiative is practical; these transportation modes share many facility types and are often chosen for similar reasons and preferences, such as exercise or convenience. By jointly planning bicycle and pedestrian networks, the Town can ensure an efficient system that avoids duplicative costs and infrastructure and provides the broadest possible range of transportation opportunities for the community.

Additionally, this plan is not starting from scratch; numerous previous long-range plans have focused on various parts of this overall endeavor. Therefore, building on the foundation of previous adopted plans, the Composite Bicycle and Pedestrian Plan will update and expand the proposed bicycle and pedestrian networks currently “on the books.” Tasked with different scopes and objectives, these adopted plans can be complimentary, but are often incongruent. The plans do not always merge seamlessly; there are gaps, redundancies, and variations. One plan may recommend a bike lane along a roadway whereas another plan recommends a multi-use path. Similarly, a plan tasked with a countywide or multi-jurisdictional scope will not always include the detail necessary to tie it in with a town or subdivision plan.

The overarching goal of this document is to update the bicycle and pedestrian network plans and, in the process, consolidate the applicable components of those various plans into a single document. By taking a holistic approach, merging these plans together, seeing where they fit and where they are at odds, the Town of Matthews will ensure an efficient and complete bike and pedestrian network, one that serves the needs of current and future residents and visitors. This document serves as the official guide to bicycle and pedestrian planning initiatives for the Town of Matthews.

Goals of the Composite Bicycle and Pedestrian Plan

- 1** **Update / Expand Comprehensive Bicycle Plan**
Update the Comprehensive Bicycle Plan completed in 2006 and expand the scope to include pedestrian facilities.

- 2** **Master Inventory**
Consolidate adopted plans, including applicable approved rezoning petitions, into one document and establish a master inventory of all existing and proposed facilities that comprise the bicycle and pedestrian network in the Town of Matthews.

- 3** **Standardization**
Codify the varying terms and facility types of the previous plans and produce a universal nomenclature to aid in comparing plans and ensure consistency going forward.

- 4** **Conflict Resolution**
Identify instances of conflict or redundancy in previously adopted plans and offer resolutions to ensure a clear and concise needs statement.

- 5** **Gap Analysis**
Identify and rectify facility gaps that exist in the master inventory.

- 6** **Analyze Effectiveness**
Devise metrics to objectively determine the effectiveness and efficiency of the network.

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Chapter 1: Background

Background

Transportation has always played an important role in the prosperity of Matthews. Indeed, the town owes its name to the locating of a train stop along the Wilmington-Tennessee rail line. The stop was named after Edward Watson Matthews, a director of the Central Carolina Railroad, in 1874. Little more than a crossroads beforehand, the Town of Matthews was incorporated five years later. From that humble beginning, as the Town has expanded and transportation has evolved, so have the town's attempts to accommodate it.

Due largely to timing, Matthews' existing transportation infrastructure is predominantly a product of the automobile age. More than 90% of the land area in Matthews has been developed since 1960 as farm fields and forests have been converted to accommodate a rapidly growing population.

The development of a transportation network has understandably reflected this era, resulting in the threading of more than 350 linear miles of driving lanes through town, but less than ¼ of this mileage in an accompanying, fragmented sidewalk network. Bicycle facilities are even scarcer within the town. This imbalance ensures that all destinations in and around Matthews are principally, if not exclusively, served by roadways. Residents and visitors oftentimes do not have a choice when going from A to B; they must get in their car.

Providing transportation choices is at the heart of a high-quality, prosperous community and emerging trends suggest that the time is right for a focus on biking and walking:

- Bicycle Sharing Systems have become popular in recent years, with availability nearly quadrupling from 2011 to 2014. Latest estimates place the worldwide number of stations at 37,500¹, including 24 in downtown Charlotte.
- Cities that have invested in bike lanes have experienced dramatic increases in ridership. In 2008, New York City experienced a single-year bike ridership increase of 35%, a figure their Department of Transportation credited in part to the addition of 140 miles of bike lanes during that timeframe². Examples like this suggest that there is latent demand; people ready to engage in bicycling once a safe and complete network is provided.
- Walking and biking trails commonly appear near the top of priority ranking lists of recreational facility needs assessments, including the number one spot in the Mecklenburg County Park and Recreation Master Plan (2008).
- Numerous recent studies indicate that walkable communities are desirable to multiple age groups. Baby boomers, now transitioning to empty-nesters are preferring smaller homes and the conveniences of walkable downtown communities. Millennials are less likely than previous generations to own a car or even obtain a driver's license, citing a desire for freedom and flexibility³. Both of these demographic shifts contain cultural reasons for seeking walkable communities, which are more lasting and propelling than economic reasons.

¹ MTI Report *Public Bikesharing in North America During a Period of Rapid Expansion*

² City of New York *Bike Share Report*

³ Speck, Jeff *Walkable City*

Background: The Benefits of Bicycling and Walking

People choose to bike or walk for a variety of reasons: recreation, exercise and health, convenience, or for financial reasons. The built environment can have a strong influence on these reasons, either encouraging or discouraging walking and biking through ease of access, real and perceived safety, and land use patterns. A built environment that includes a vibrant and safe multi-modal transportation network provides benefits for individuals, as well as the community.

Individual Benefits

- For many households, an automobile is one of the largest expenses after housing. An extensive bicycle and pedestrian network that gives people options can extend the life of their car and, in some cases, even eliminate the need for an additional car.
- Bicycle and pedestrian transportation allows individuals to incorporate physical activity into their daily routine, making it more convenient to exercise and maintain a healthy lifestyle.
- Obesity is a health care issue for many people, including children. Sedentary lifestyles exacerbate this problem. Bicycle and pedestrian facilities in neighborhoods and near schools provide children and families the opportunity for daily exercise.

Community Benefits

- A robust bicycle and pedestrian network can reduce wear and tear on roadways thereby delaying the need for maintenance and repairs.
- Short auto trips produce far more pollution per mile than longer trips. By reducing the reliance on the automobile for short trips, the Town of Matthews can do its part in improving air quality in the Charlotte region.
- Access to trail and pathway systems is often cited as a high priority when people look for housing options. Studies have demonstrated that demand for these facilities can even lead to an increase in property values.
- Businesses tend to invest in areas that have a high quality of life. Employers look for competitive advantages when attracting highly skilled workers and a robust bicycle and pedestrian network can offer some of these qualities.

The Town of Matthews seeks to expand transportation options for all of these reasons and the simple overarching reason: more transportation options accommodate more people, businesses, and community interests.

Background: Demographics

Demographics provide valuable insight into a community. They give context; they help to tell the story of where a community has been, and where it is headed. More importantly, they aid in decision-making and goal-setting, and help to expose the challenges and opportunities that will develop along the way. In this way, the demographics discussed below help to provide a foundation for the Composite Bicycle and Pedestrian Plan.

1. Population
2. Median Income
3. Bicycle and Pedestrian Safety
4. Commuter Behavior
5. Car Ownership

Population

Similar to most of the Charlotte region, the Town of Matthews has experienced rapid growth in recent years. From 2000 to 2010, Mecklenburg County population grew an astounding 32%. The Town of Matthews kept pace, growing 21% in that timeframe, from 22,127 to 27,198.

Figures such as residential construction permits indicate that population has continued to grow since the last census. These estimates place the current population at 29,384, as detailed in the chart to the right.

These figures suggest that the Great Recession (2008-2014) may not have affected population growth as population has continued to climb at a 2% annual rate, comparable to the pace of the entire previous decade (2000-2010).

Population figures are expected to grow in the next decade, despite the limited availability of undeveloped land in Matthews. The Charlotte Regional Transportation Planning Organization (CRTPO) projects a conservative growth rate of 1.24% for the southeast section of Mecklenburg County through 2040. This pace would translate into population figures of 32,031 by 2020 and 40,984 by 2040.

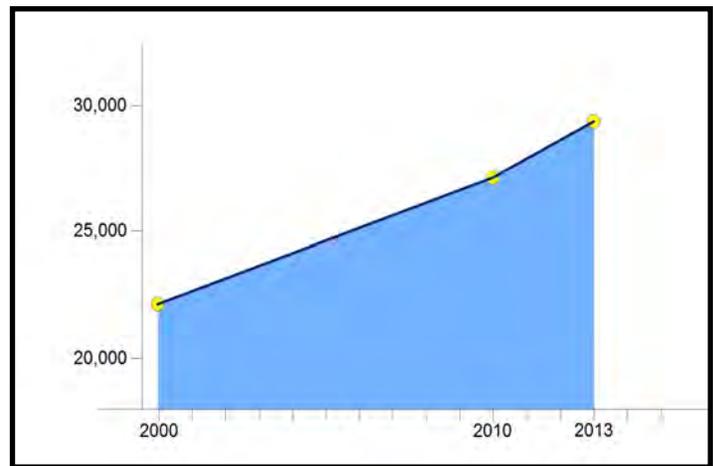


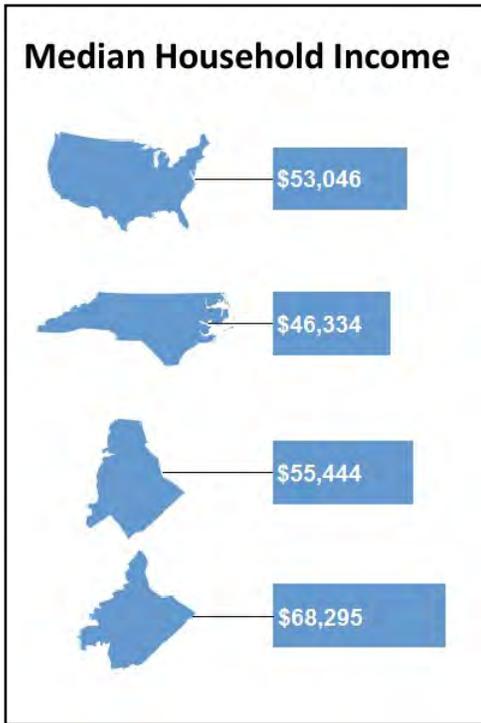
Figure: Population estimates in the 2010 decade suggest the rapid rate of the 2000s remains.

Town of Matthews Population Estimates Based On Residential Construction Permits	
Date	Population
April 1, 2010	27,198
July 1, 2010	27,313
July 1, 2011	27,968
July 1, 2012	28,679
July 1, 2013	29,384

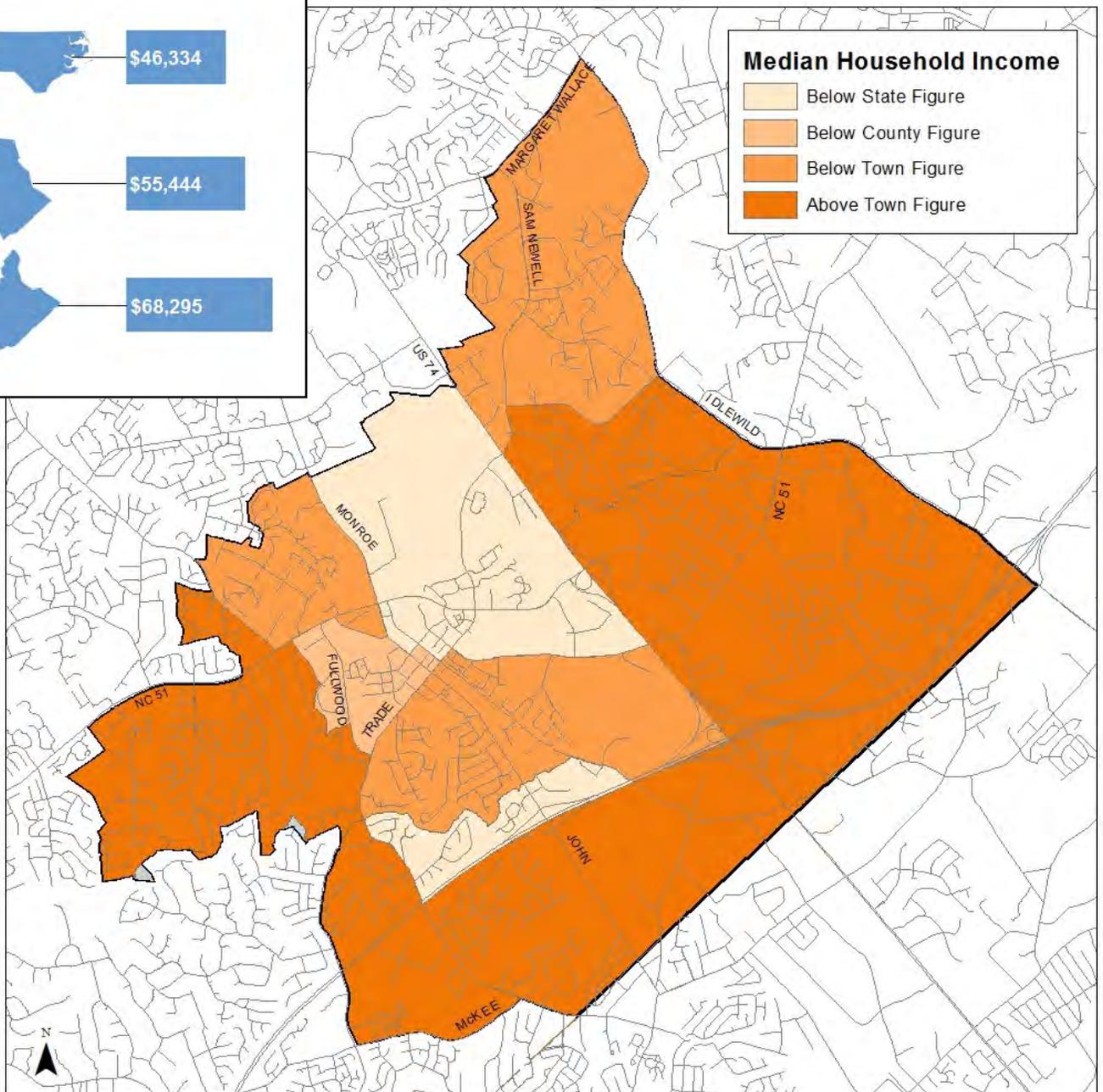
Background: Demographics

Median Income

The Town of Matthews exhibits median household income values above the regional and national averages. According to the 2013 American Community Survey from the U.S. Census Bureau, the Town of Matthews has a median household income of \$68,295. However, the median household income is not uniform across the town. The map below illustrates that some census tracts have incomes below Mecklenburg County and even North Carolina State figures. The areas with the lowest median household income are those between Independence Boulevard and Matthews-Mint Hill Road / Monroe Road, and the Vinings at Matthews and Ashley Creek Neighborhoods. The areas grouped together (based largely on census tracts) mask the reality of the Crestdale Neighborhood, another area of known economic disadvantage.



The areas with the lowest median household income are those between Independence Boulevard and Matthews-Mint Hill Road / Monroe Road, and the Vinings at Matthews and Ashley Creek Neighborhoods. The areas grouped together (based largely on census tracts) mask the reality of the Crestdale Neighborhood, another area of known economic disadvantage.



Background: Demographics

Bicycle Safety

From 1997 through 2012, there were a total of 36 bicycle-vehicle accidents in the Town of Matthews; an average of just more than two per year. Two-thirds of these accidents occurred at some type of intersection. The City of Charlotte experienced 1,600 accidents over this same time period. Normalized for population differences, this amounts to 1 accident for every 500 persons for Charlotte and 1 for every 750 persons for Matthews. Ultimately, however, it is difficult to compare accident data of two areas with vastly different bicycle networks.

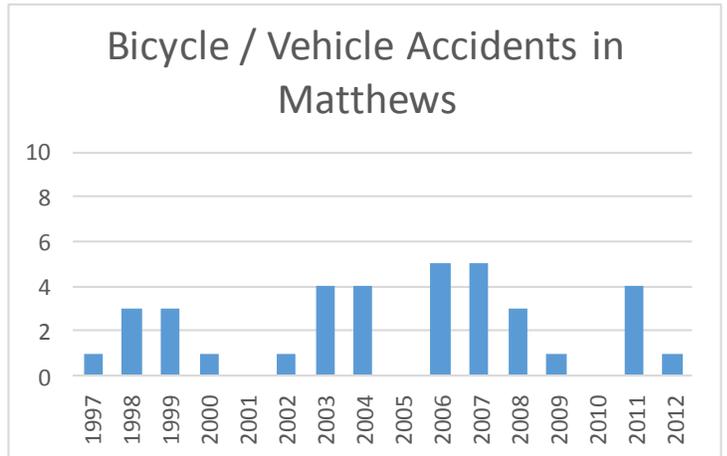


Figure: Bicycle / Vehicle Accidents by year in the Town of Matthews

The relatively few bicycle-vehicle accidents may be a misleading statement on the safety of the overall bicycle network. A perceived lack of safety results in fewer bicycle trips in Matthews, which in turn leads to fewer chances of accidents or conflicts. In many ways, perceived lack of safety is as much a barrier to creating a bicycle friendly community as a lack of facilities. A review of previous plans later in this section will demonstrate that concern is prevalent in Matthews.

Pedestrian Safety

Over the 1997 to 2012 time period, there were a total of 90 pedestrian-vehicle accidents (or an average of 5.6 per year) in the Town of Matthews. Nearly one-third of these accidents (26) occurred in parking lots as opposed to the public right-of-way. However, of the 64 accidents that occurred within the public right-of-way, a significant number of them (19%) were the result of a pedestrian walking along a roadway, suggesting these may be instances where no pedestrian facility is provided. The City of Charlotte experienced 5,593 pedestrian-vehicle accidents in this time frame. Normalized for population differences, Charlotte witnessed an accident for every 140 persons, versus 1 for every 300 persons for Matthews.

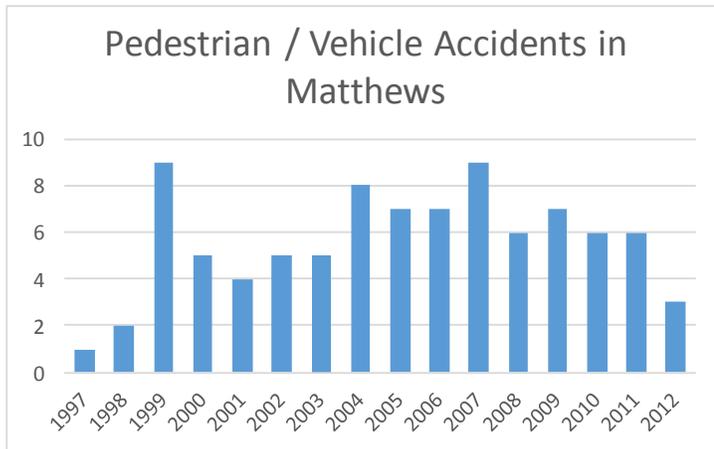


Figure: Pedestrian/ Vehicle Accidents by year in Matthews

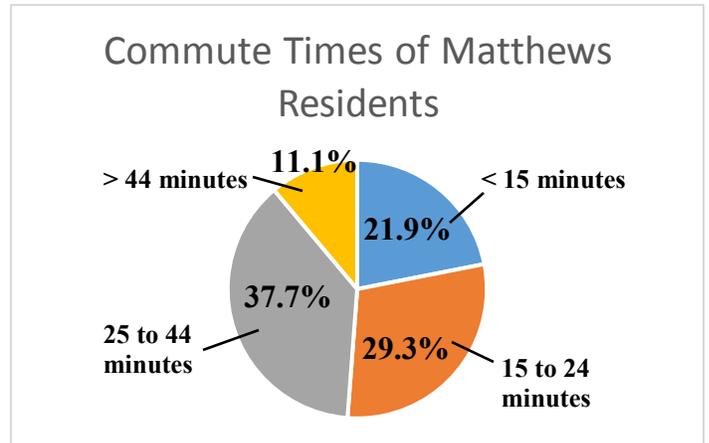
Background: Demographics

Commuter Behavior

Living in a largely suburban area, residents of the Town of Matthews are dependent on their personal vehicles for transportation, particularly for commuting to and from work.

According to the latest American Community Survey, 1.6% of the workforce in Matthews walks to work. An additional 0.2% bike to work. These figures compare unfavorably with national figures of 2.8% and 0.6% respectively. The Town of Matthews figures still trail when compared to other suburban areas that, overall, average 2.4% and 0.4% respectively.

With many Matthews residents commuting into the employment hub of Charlotte, it is not surprising that the mean travel time to work is 25 minutes, which is close to the national average of 25.8 minutes. For most of these individuals, commuting by bicycle or on foot is simply not an option. However, 22% of Matthews residents have a commute time of 15 minutes or less. For these individuals, a complete and safe bicycle and pedestrian network could provide an alternative means of getting to work.



Car Ownership

Households in the Town of Matthews are very likely to own a personal vehicle with more than 96% of them having at least one car and 65% owning at least two. These figures are above the national averages of 90.9% and 57.2% respectively. This data reinforces the notion that Matthews residents are dependent on personal vehicles for daily trips.

Background: Land Use

The pattern and intensity in which land is used and transportation demands and impacts are extensively linked. For example, large shopping centers seek to locate near highways and other areas that can accommodate large traffic volumes. Similarly, the type of development that occurs in an area will dictate the type and extent of transportation infrastructure necessary to serve that area. The spatial distribution of different types of land uses is a predominant determinant to when, where, and to what extent traffic congestion occurs.

The transportation facilities of an area should serve the anticipated and established land uses. For example, industrial and warehouse areas will have a greater need for bulk transport, moving goods and supplies along rail lines and wide roadways, rather than moving people from place to place. Therefore, understanding the land use patterns and issues of the Town of Matthews is an essential precursor to planning a comprehensive and efficient transportation network.

Residential

Residential property is the predominant land use in Matthews, comprising 43% of all physical space. Most residential land is single family on large parcels (at least 15,000 square feet). Currently, all new roads are required to include sidewalks on both sides. Some of Matthews' residential neighborhoods, however, were developed prior to this regulation, resulting in a fragmented sidewalk network and numerous gaps.

Because so many trips originate or conclude at home, providing bicycle and pedestrian facilities in residential areas is an essential component to an overall, comprehensive network.

Commercial

The majority of commercial land in Matthews is located in close proximity to Independence Boulevard (US 74). Independence Boulevard is a major impediment to walking and biking in Matthews. The large, ever-expanding roadway (currently six lanes in many places) has limited safe crossing locations and is generally viewed as an unfriendly or even hostile bicycle and pedestrian environment. Independence Boulevard is currently in the process of being converted to a limited access highway, further challenging the issue of a multi-modal transportation network along this corridor.

Fortunately, Matthews has been at the forefront of planning for this eventuality. As access points are lost on Independence Boulevard, they will be replaced on parallel connector road, Northeast Parkway and Independence Pointe Parkway. These corridors should be utilized for bicycle and pedestrian facilities as well.

Density

In the next decade, Matthews will inevitably face an evolution in land use. A chief component of this change will be an increase in density. Surrounded by other municipalities, Matthews can no longer annex adjacent land and expand its boundaries. Additionally, only a handful of large undeveloped tracts remain within the Town. Despite this relative lack of developable land, Matthews, situated between urban Charlotte and a rapidly suburbanizing Union County, continues to face pressure to develop and grow. At this critical point, where Matthews is restricted in growing outward, the town will have to grow upward.

Background: Land Use

In fact, this style of development is already underway in the Town of Matthews. The burgeoning Matthews Gateway development off of North Trade Street incorporates office uses, retail space, and 54 apartment units on slightly more than six acres. Envisioned as a place where “residents can ditch their cars and walk or bike to area shops, restaurants, the library, church, and even nearby doctors’ offices,” this development concept embraces a new transportation reality: busier, denser areas reduce the need for car trips and encourage non-vehicular modes of transportation. It can even be a selling point!

The Town is now poised to receive new development projects with higher densities than historically typical in Matthews. Two significant projects on the horizon reflect this change: Matthews Fountains at the intersection of Northeast Parkway and NC 51, and the Family Entertainment District between Matthews-Mint Hill Road and the county Sportsplex. The mixed-use nature of these projects will allow for, and encourage, non-vehicular transportation within the sites; and will also ensure that there are adequate connections to the town-wide transportation network.

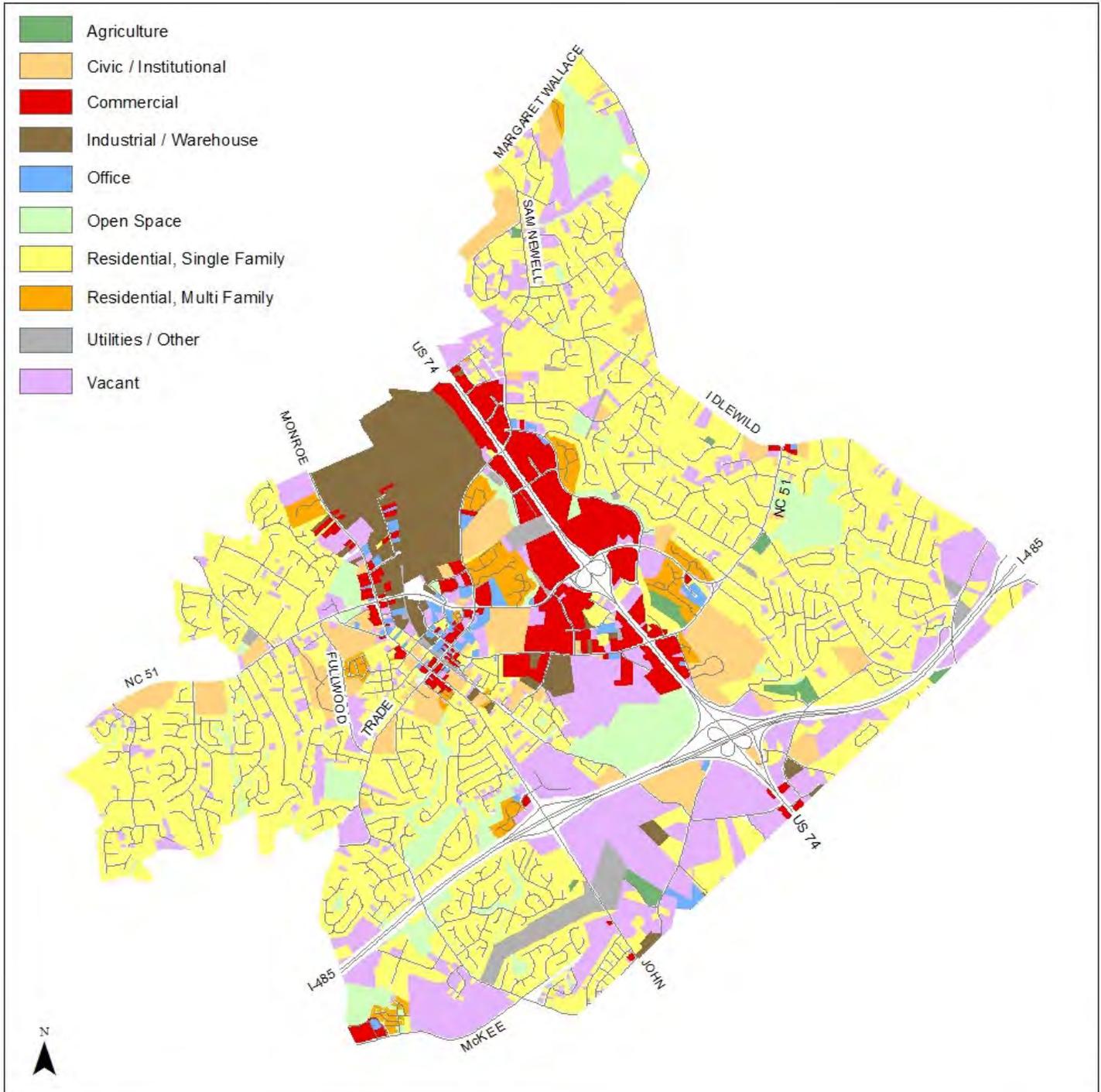
The planned expansion of rapid transit into Matthews will also impact land use and transportation patterns. As witnessed in Charlotte’s South Boulevard Corridor with the installation of the LYNX Blue Line, rapid transit encourages high density, mixed use development; multiple destinations that are easily accessed by foot. A 2010 study in the *American Journal of Preventive Medicine* illustrated the result: residents near the line walked an additional 1.2 miles per day in the first year alone (“Happy City”)¹.

Mult-modal transportation options are essential in mixed use and high density developments. The proximity and abundance of destinations means that alternative modes of transportation such as walking or bicycling are not only possible, but are more convenient. While it is not the purpose of this plan to promote a certain type of land use, it is important to consider what types of transportation infrastructure will be needed to adequately serve expected types of development.

¹ Montgomery, Charles *Happy City*

Background: Land Use

Map: General Land Use Categories and their Spatial Distribution in Matthews



Background: Nomenclature / Naming Convention

Facility types are the building blocks of the bicycle and pedestrian networks. One of the objectives of the Composite Bicycle and Pedestrian Plan is to define universal terms for facility types that can be applied across plans. Developing a consistent nomenclature is essential for determining where various plans are similar and where they differ. In many instances, multiple plans propose the same type of facility but simply call it by a different name.

The main terminology conflict that this plan seeks to resolve is multi-use path vs. multi-use trail. The Comprehensive Bicycle Plan used the term “multi-use path” to refer to paved paths of various widths located in off-road corridors. The Comprehensive Transportation Plan, however, distinguished between these terms based on type of corridor. Facilities in the right-of-way, paralleling a roadway were termed “multi-use *paths*,” whereas those requiring their own corridor were “multi-use *trails*.” Design specifications were identical and so the only distinguishing attribute was the location of the facility.

For the sake of clarity and consistency, the Composite Bicycle and Pedestrian Plan has resolved this conflict by applying the generic “multi-use path” term to refer to all paved paths of width sufficient to accommodate both bicycle and pedestrian traffic simultaneously, regardless of type of corridor. The Composite Bicycle and Pedestrian Plan also recognizes that design specifications will sometimes vary depending on external factors.

The terms used to refer to facility types in this plan are defined on the following page, with the transportation modes they serve identified by the accompanying icons.

Background: Nomenclature / Naming Convention

<p>1. Bike Lane</p> 	<p>A bike lane is a portion of the roadway that is specifically designed for bike travel. Typical bicycle lanes are four to six feet in width and located to the right of the white stripe denoting the edge of the drive lane.</p>
<p>2. Greenway</p>  	<p>Greenways are multi-use paths constructed by Mecklenburg County Park and Recreation, typically ten feet in width. This facility is unique from other multi-use paths as it is typically located along a stream or other non-road corridor.</p>
<p>3. Multi-Use Path</p>  	<p>Multi-Use Paths are paved paths of a variable width sufficient to accommodate both bicycle and pedestrian traffic simultaneously. Recommended width is at least eight feet, and ideally ten, so as to allow for passing in either direction. This facility term refers to both on and off-road corridors and, for the purposes of this plan, encompasses the terms multi-use path and multi-use trail used in previous plans.</p>
<p>4. Neighborhood Signed Route</p> 	<p>A Neighborhood Signed Route is a roadway that uses signage and/or pavement markings to indicate that it is shared by vehicular and bicycle traffic. As the name implies, this facility would be appropriate only along road segments that have a low vehicular traffic volume, such as a residential blocks with large lots. The National Association of City Transportation Officials recommends a maximum vehicular speed of 25 mph and a maximum vehicular volume of 1,500 to 3,000 / day for roads providing these facilities. The CBP recommends that signage or markers be placed at frequent intervals such as ¼ mile apart..</p> <p>These facilities are sometimes called “sharrows” or “bike boulevards.”</p>
<p>5. Sidewalk</p> 	<p>Paved pedestrian pathway, typically five feet in width and typically located within the right-of-way, parallel to the road way.</p>
<p>6. Wide Outside Lane</p> 	<p>A typical vehicular travel lane is 12 feet wide. A wide outside lane consists of additional paved space, typically two additional feet of width, next to the curb and gutter. The primary purpose of a wide outside lane is to allow a motorist to pass a bicyclist without leaving the designated drive lane. Due to the lack of striping or separation between vehicular and bicycle traffic, this type of facility is no longer common.</p>
<p>7. Wide Paved Shoulder</p> 	<p>A wide paved shoulder is similar to a bicycle lane as it provides the same amount of additional pavement (4’) on the right side of the white stripe denoting the edge of the drive lane. Though they contain no markings, they are easily converted to bicycle lanes.</p>

Background: Off-Road Corridor Facilities

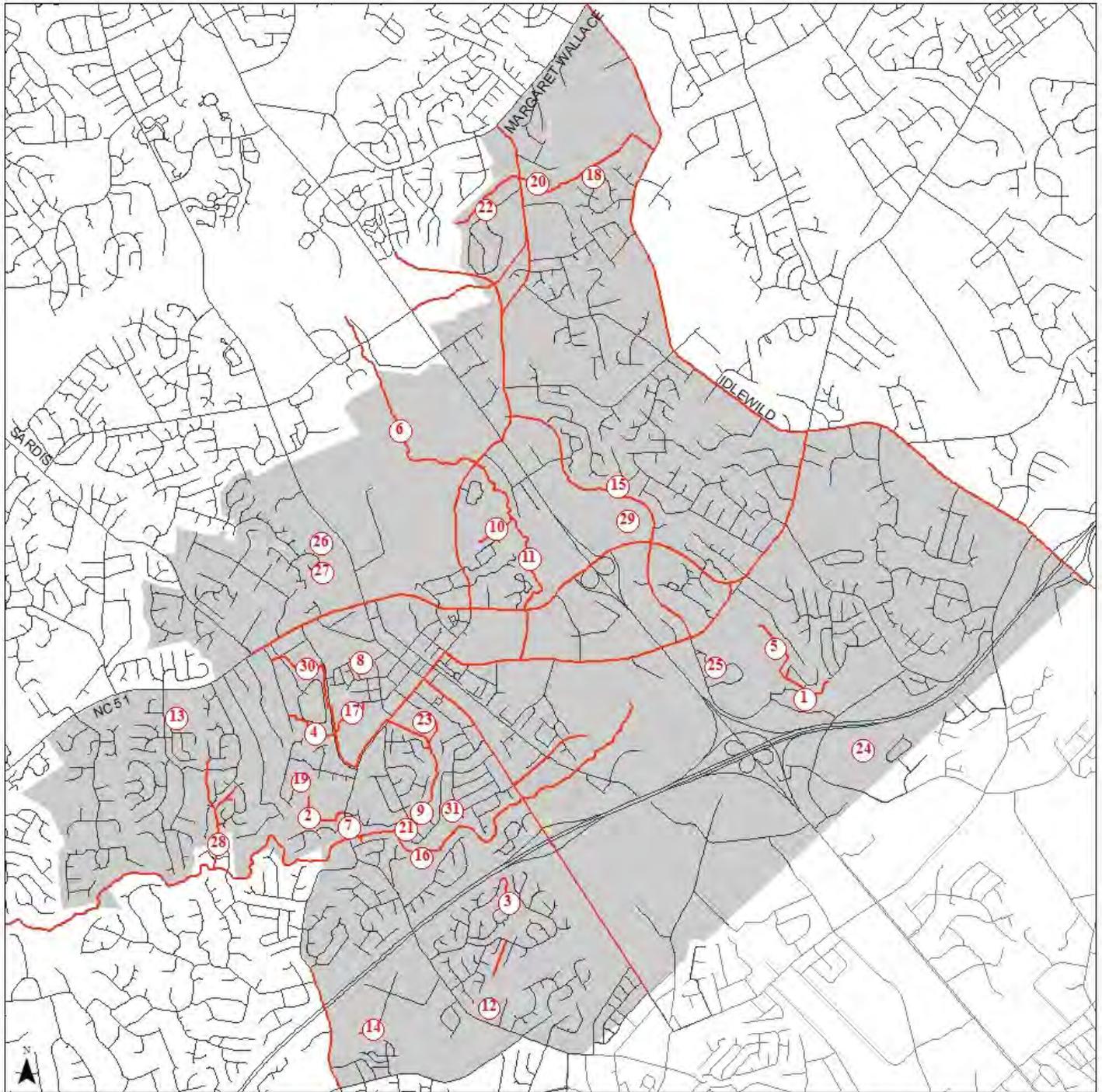
As mentioned earlier, some proposed projects, namely multi-use paths and greenways, are not located in a road right-of-way or parallel to a road. The alignment of these facilities may follow a water feature or take advantage of community open space or public land. Because of the separation from vehicular traffic, these facilities typically provide a safer and more enjoyable experience. With more than xx miles of existing and proposed off-road corridor facilities in Matthews, they play an integral part in the overall bicycle and pedestrian network.

Due to their separation from the street network, the names of off-road corridor facilities are often obscure and do not instantly provide a description of their location. Off-Road corridor facilities are listed in the inventories are the following:

1. Alexander Ridge Connector
2. Arthur Goodman Park Connector
3. Brightmoor Connector
4. Bubbling Well / Fullwood Lane Connector
5. Butler High School Connector
6. Carolina Thread Trail East Connector
7. Chesney Glen / Four Mile Creek Connector
8. Christ Covenant / South Ames Street Connector
9. Country Place Drive / Four Mile Creek Greenway Connector
10. Crestdale Middle School / CATS Park & Ride Connector
11. Downtown Matthews Connector
12. Duke Power Right-of-Way
13. Elizabeth Lane Elementary School Connector
14. Fair Forest / Siskey YMCA Connector
15. Forest Ridge / Northeast Parkway Connector
16. Four Mile Creek Greenway
17. Fullwood Lane / South Freemont Connector
18. Habersham / Irvins Creek Greenway Connector
19. Hampton Green / S. Trade Connector
20. Irvins Creek Greenway
21. Jeffers Drive / Four Mile Creek Greenway Connector
22. Lakeview Circle / Irvins Creek Greenway Connector
23. Matthews Elementary / Four Mile Creek Greenway Connector
24. Mt. Harmony Church Road / Union County Connector
25. Royal Park Connector
26. Sardis Forest / Monroe Road Connector
27. Sardis Forest / Warner Park Connector
28. Sardis Plantation / Four Mile Creek Connector
29. Sycamore Commons Greenway
30. Village at Plantation Estates / Eden Hall Connector
31. Vinecrest / Greylock Ridge Road Connector

Background: Off-Road Corridor Facilities

Map: Off-Road Corridor Facilities, Existing and Proposed, in the Town of Matthews



Background: Existing Plans

The foundation of the Composite Bicycle and Pedestrian Plan is composed of previous plans that were adopted over the past decade. While some of the plans had the chief objective of expanding and enhancing bicycle and/or pedestrian facilities and other plans considered these as ancillary provisions, all the plans made important contributions to stitching together a robust proposed bicycle and pedestrian network. These plans can be divided into two categories:

Long-Term Plans

1. The Comprehensive Bicycle Plan (2006)
2. The Mecklenburg County Park and Recreation Master Plan (2008)
3. The Carolina Thread Trail Plan (2009)
4. The Comprehensive Transportation Plan (2014)
5. The Monroe Road Small Area Plan (2014)
6. The Entertainment District Small Area Plan (2014)

Approved Rezoning Petitions

1. Alexander Ridge
2. Elizabeth Place Neighborhood
3. Fountains at Matthews
4. Greylock Neighborhood
5. Mecklenburg County Sportsplex
6. Plantation Estates & Eden Hall
7. Royal Park
8. Silver Oaks
9. Sycamore Commons
10. Wingate Commons

Background: Existing Plans

Comprehensive Bicycle Plan

The first long-term bike planning initiative undertaken by the Town of Matthews was the 2006 Comprehensive Bicycle Plan (CBP). This document recognized bicycling as “an integral part of the highly livable, family friendly Town of Matthews.” The CBP was prepared by Haden-Stanziale, with participation from Town staff, the NCDOT Division of Bicycle and Pedestrian Transportation, and the Bicycle Steering Committee. The plan sought to propose and develop a system of bicycle facilities that expanded transportation options for the resident and visitors of the Town of Matthews.

The Bicycle Steering Committee played a vital role in ensuring the needs and concerns of the public were met throughout the development of this document. This committee included interested citizens and bicycle advocates, as well as individuals representing various government agencies such as the Town of Matthews Parks and Recreation, Planning, and Police departments, and the North Carolina Department of Transportation.

Additionally, two public meetings were held and a survey was administered to elicit public opinion. Highlights of the public input process included the following comments:

- Matthews is generally considered to have an uncomfortable bicycling environment due to the lack of facilities both on and off-road.
• Automobiles pass too close and too fast, creating a hostile and dangerous on-road environment.
• Lack of ancillary accommodations, such as signage and parking, further contribute to the unfriendly bicycling environment.

Vision Statement:

Bicycling must be an integral part of the highly livable, family friendly Town of Matthews. Residents can choose cycling as a safe and convenient transportation option for moving within and beyond the Town. A system of bicycle facilities is an integral part of Matthews’ transportation system and should provide opportunities for residents to pursue an active healthy lifestyle, expanded recreation options, and reinforce a sense of community.

Background: About the Plans

Comprehensive Bicycle Plan

To achieve the objective of proposing a bicycle network, the CBP first identified destinations, essentially the dots that needed to be connected by a bicycle network. The following places were identified:

Downtown

1. Matthews Library / Town Hall
2. Farmers Market
3. Post Office
4. Downtown Retail
5. Matthews Community Center
6. Wingate University—Matthews Center
7. Stumptown Park

Commercial Centers

8. Movie Theater at Eastpoint
9. Sycamore Commons
10. Windsor Square
11. Matthews Township Festival
12. Matthews Commons

Institutions

13. Levine Senior Center
14. Siskey YMCA
15. Presbyterian Hospital Matthews (Novant Health)

Public Transportation

16. CATS Park and Ride
17. Future Southeast Corridor Transit

Schools

18. Elizabeth Lane Elementary School
19. Butler High School
20. Carmel Christian School
21. CPCC Levine Campus
22. Christ Covenant Church and School
23. Crestdale Middle School
24. Matthews Elementary School
25. Crown Point Elementary School

Parks

26. Arthur Goodman Park
27. Idlewild Park
28. Windsor Park
29. Squirrel Lake Park
30. Idlewild Road Park
31. Baucom Park

Other

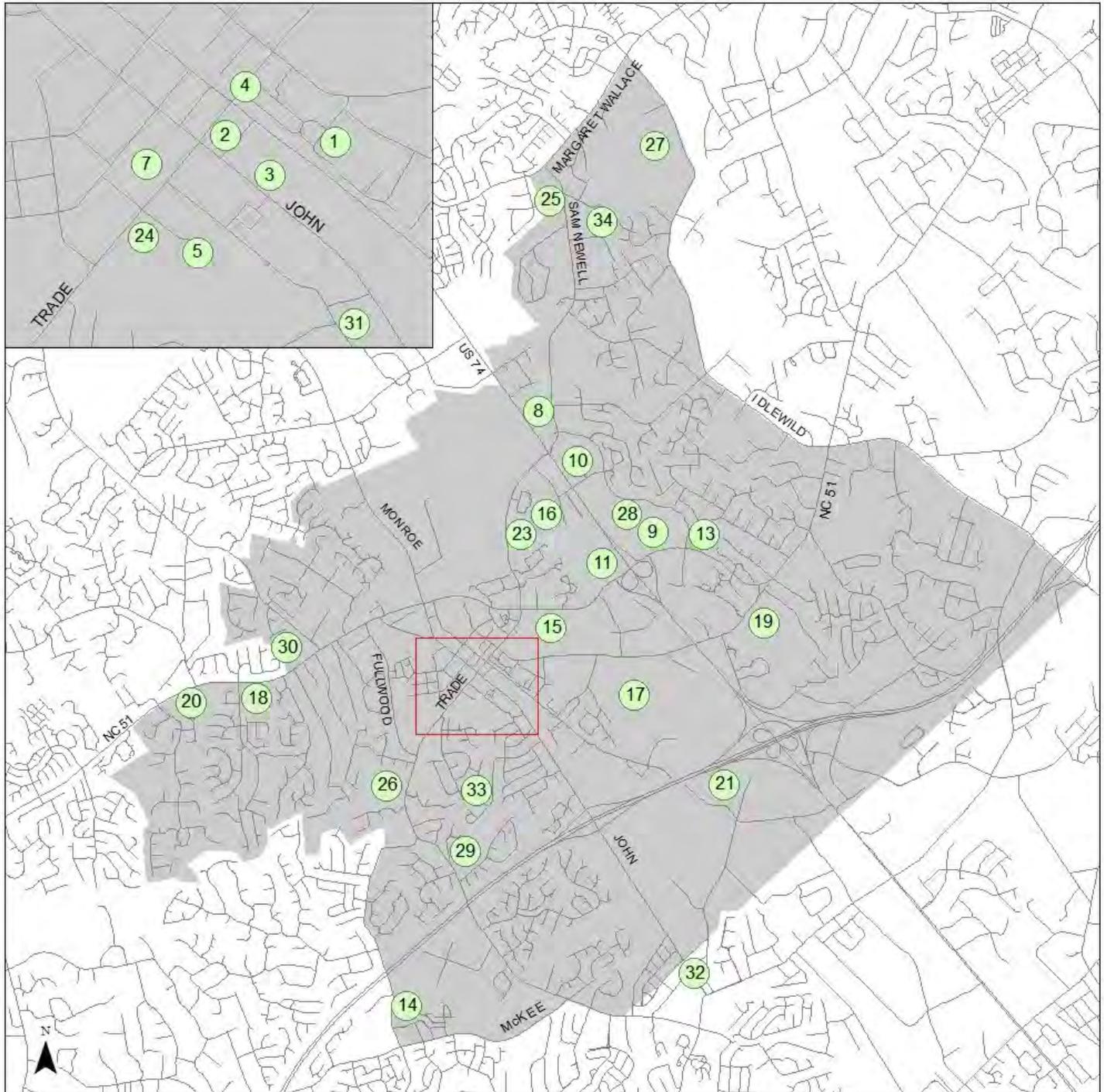
32. Union County (rural roads)
33. Four Mile Creek Greenway
34. Irvins Creek Greenway

The locations of these destinations are illustrated in the map on the next page. The Composite Bicycle and Pedestrian Plan will expand on this list of destinations to ensure a more robust bicycle and pedestrian network. This expanded destination list will be used as a metric in determining the connectivity and completeness of the network.

Background: Existing Plans

**Comprehensive
Bicycle Plan**

Map: Destinations identified in the Comprehensive Bicycle Plan



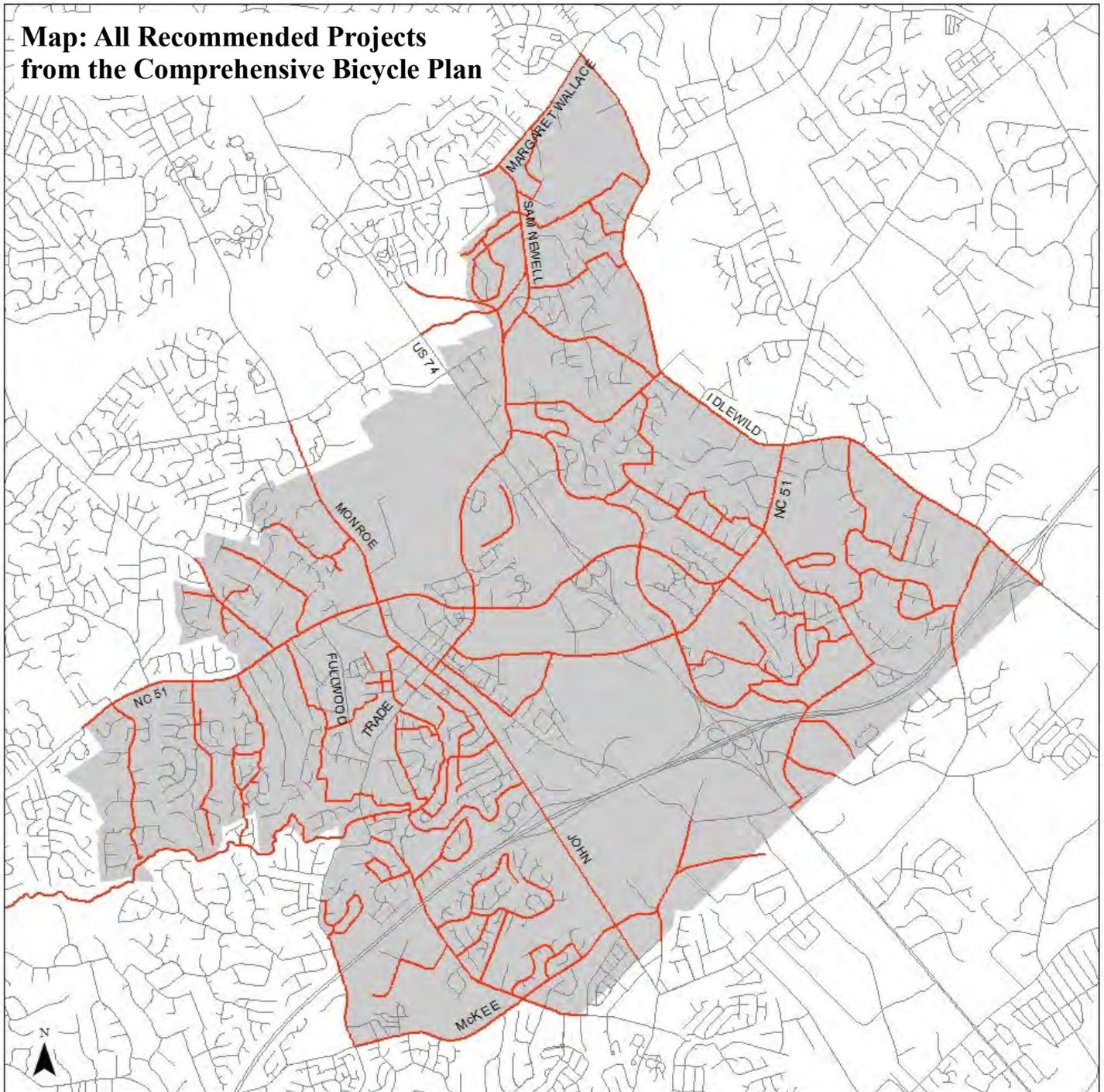
Background: Existing Plans

Comprehensive Bicycle Plan

The CBP employed the following list of bicycle facility types in proposing a bicycle network that would connect these destinations and achieve the objectives of the plan. The placement of these facilities is detailed below and on the following pages.

- 1. Greenways
- 2. Multi-Use Trails
- 3. Neighborhood Signed Routes
- 4. Bike Lanes
- 5. Wide Outside Lane
- 6. Wide Paved Shoulder

Map: All Recommended Projects from the Comprehensive Bicycle Plan

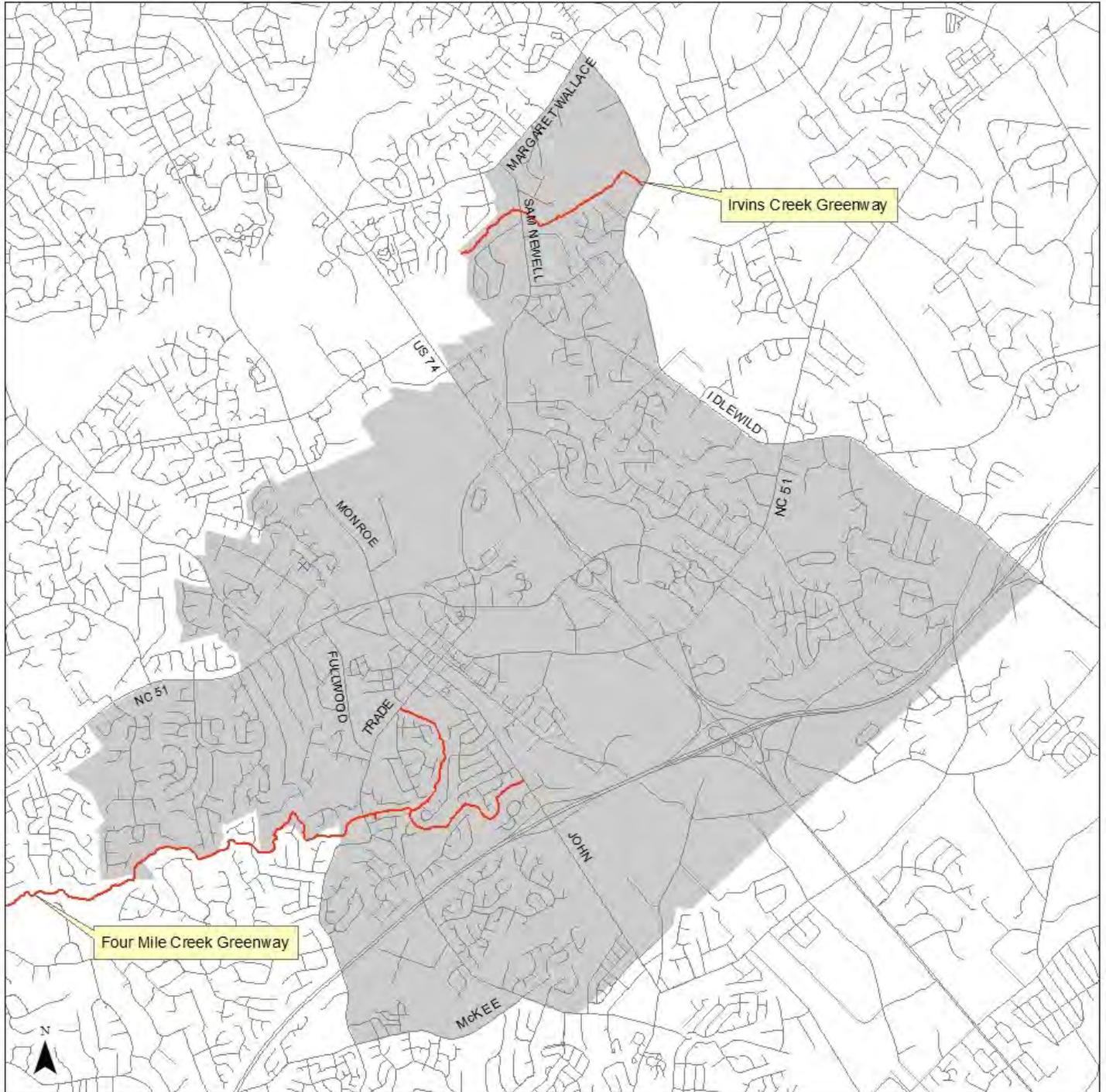


Background: Existing Plans

**Comprehensive
Bicycle Plan**

#1

Map: Recommended Greenway Projects from the Comprehensive Bicycle Plan



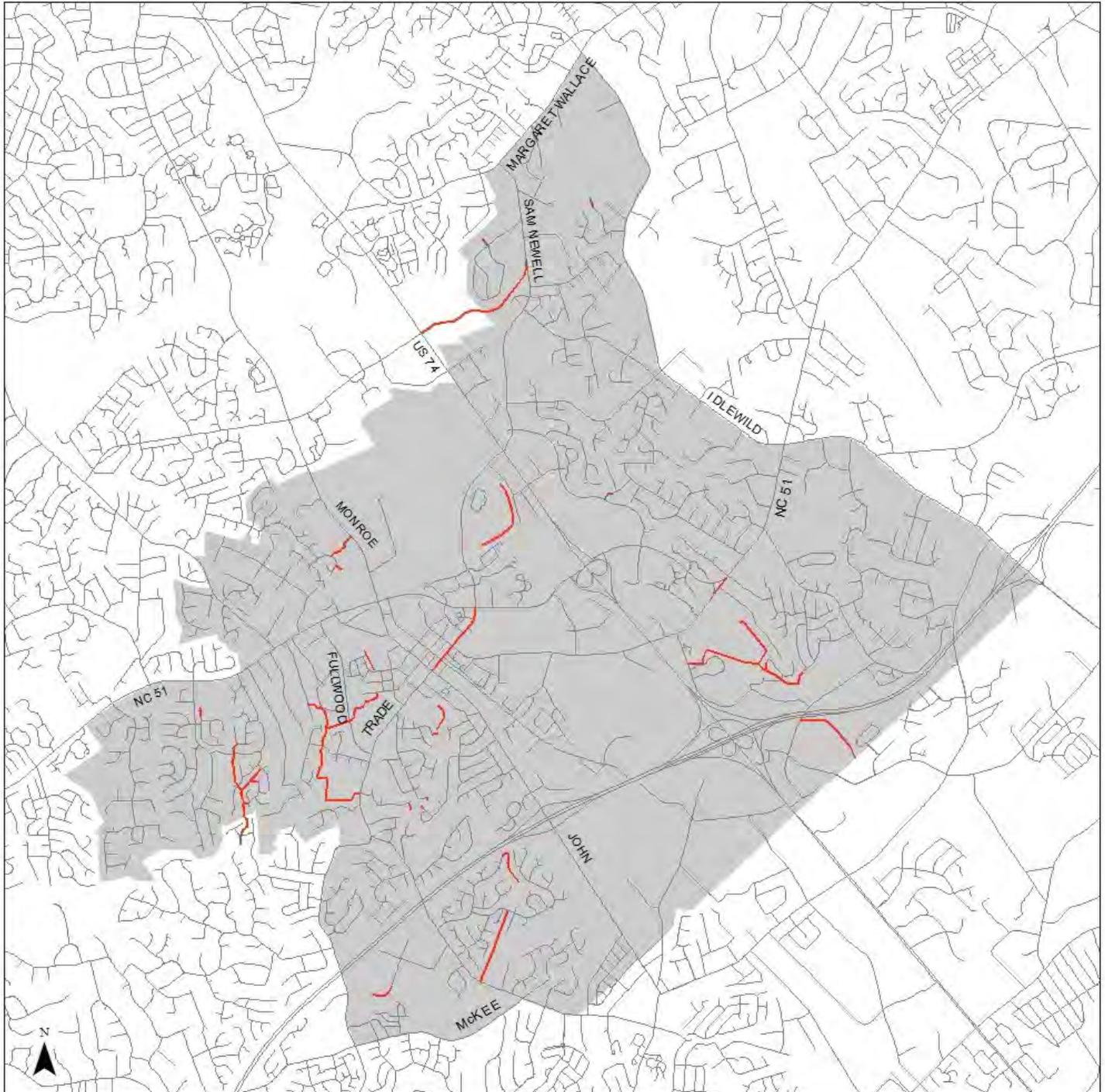
Background: Existing Plans

**Comprehensive
Bicycle Plan**

#2

**Map: Recommended Multi-Use Trail Projects from
the Comprehensive Bicycle Plan**

Some of these projects are neighborhood connections to greenways.

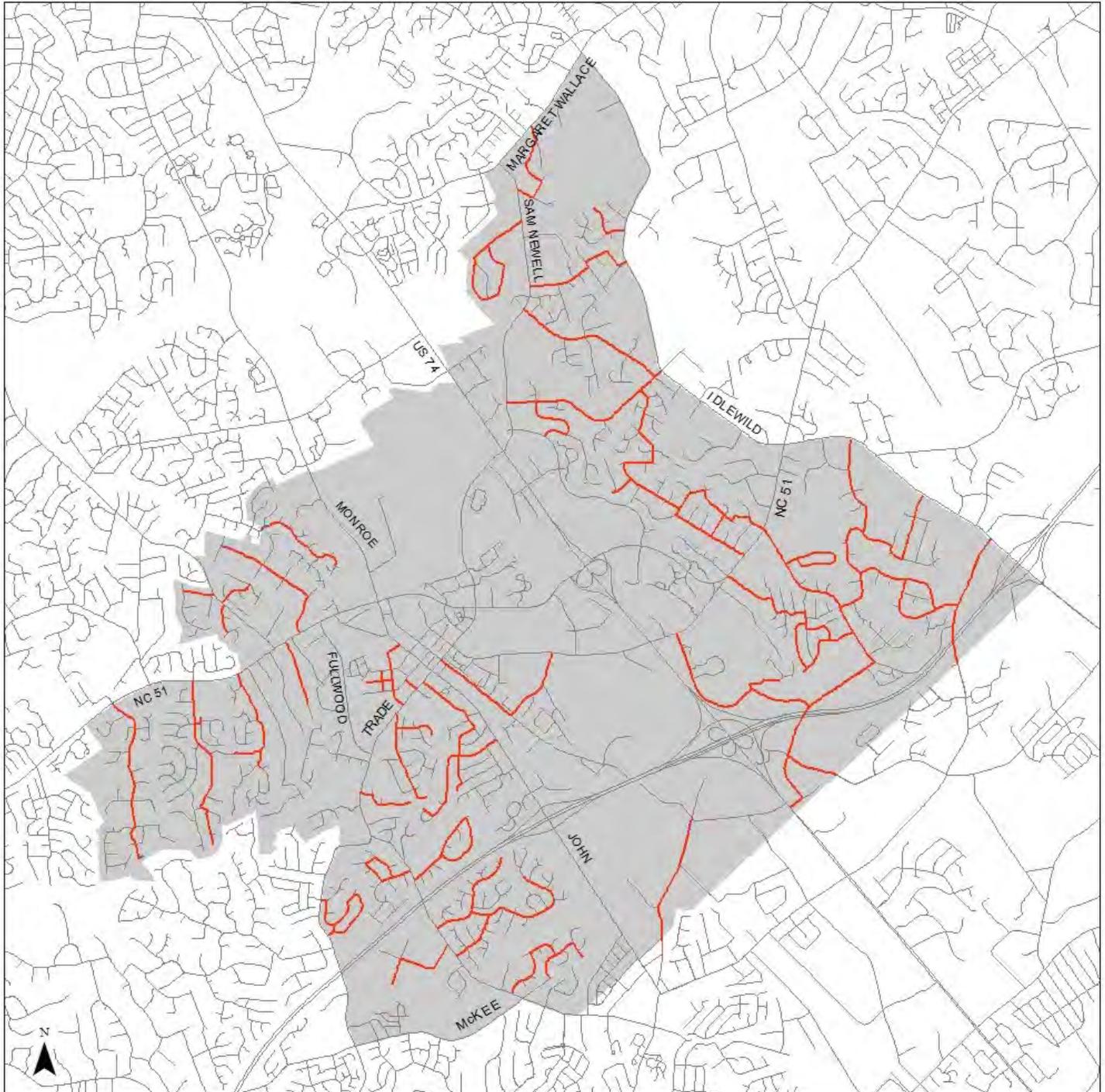


Background: Existing Plans

**Comprehensive
Bicycle Plan**

#3

Map: Recommended Neighborhood Signed Route
Projects from the Comprehensive Bicycle Plan

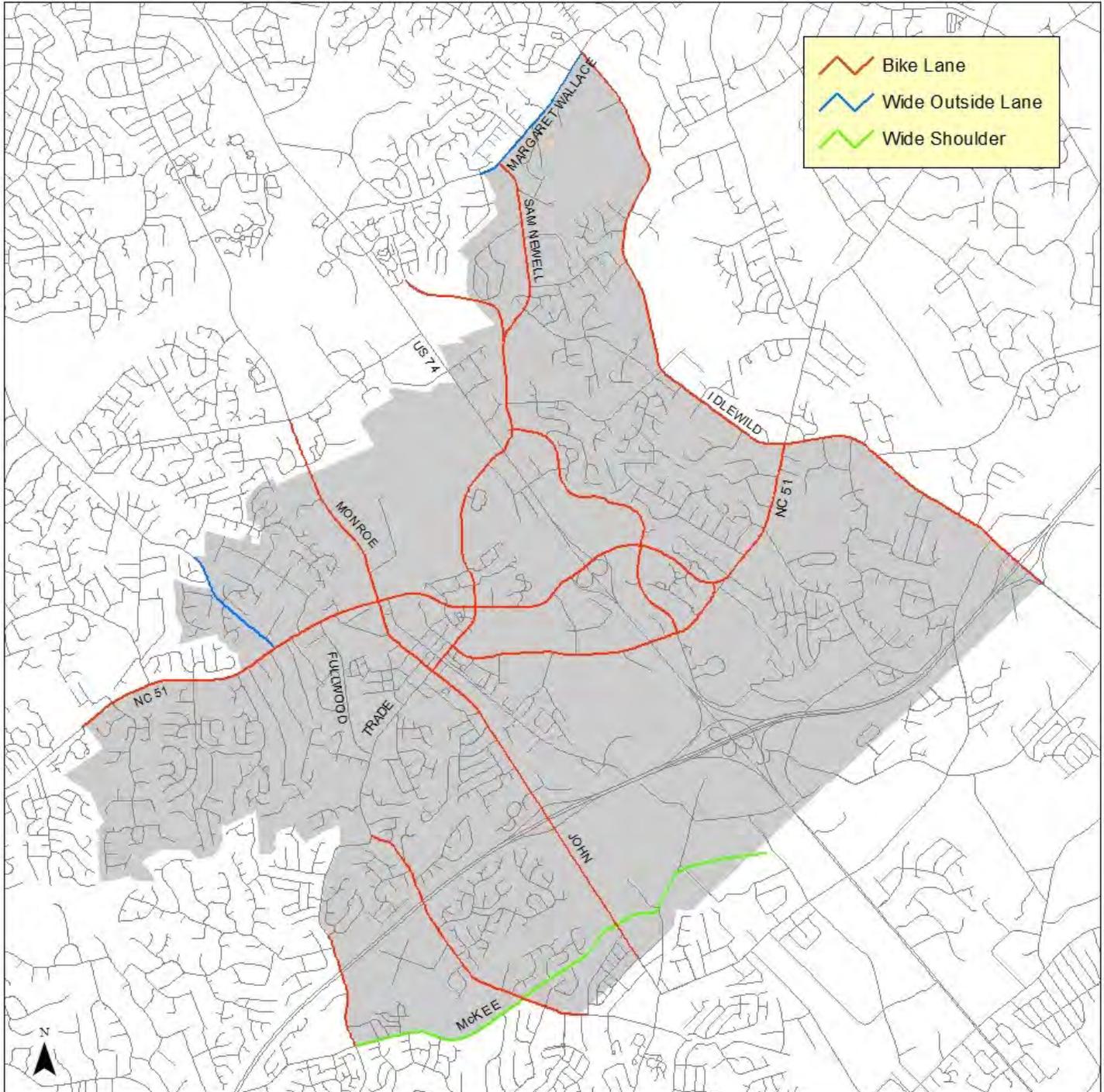


Background: Existing Plans

**Comprehensive
Bicycle Plan**

#4 - 6

Map: Recommended On-Road Projects (Bike Lane, Wide Outside Lane, and Wide Shoulder) from the Comprehensive Bicycle Plan



Background: Existing Plans

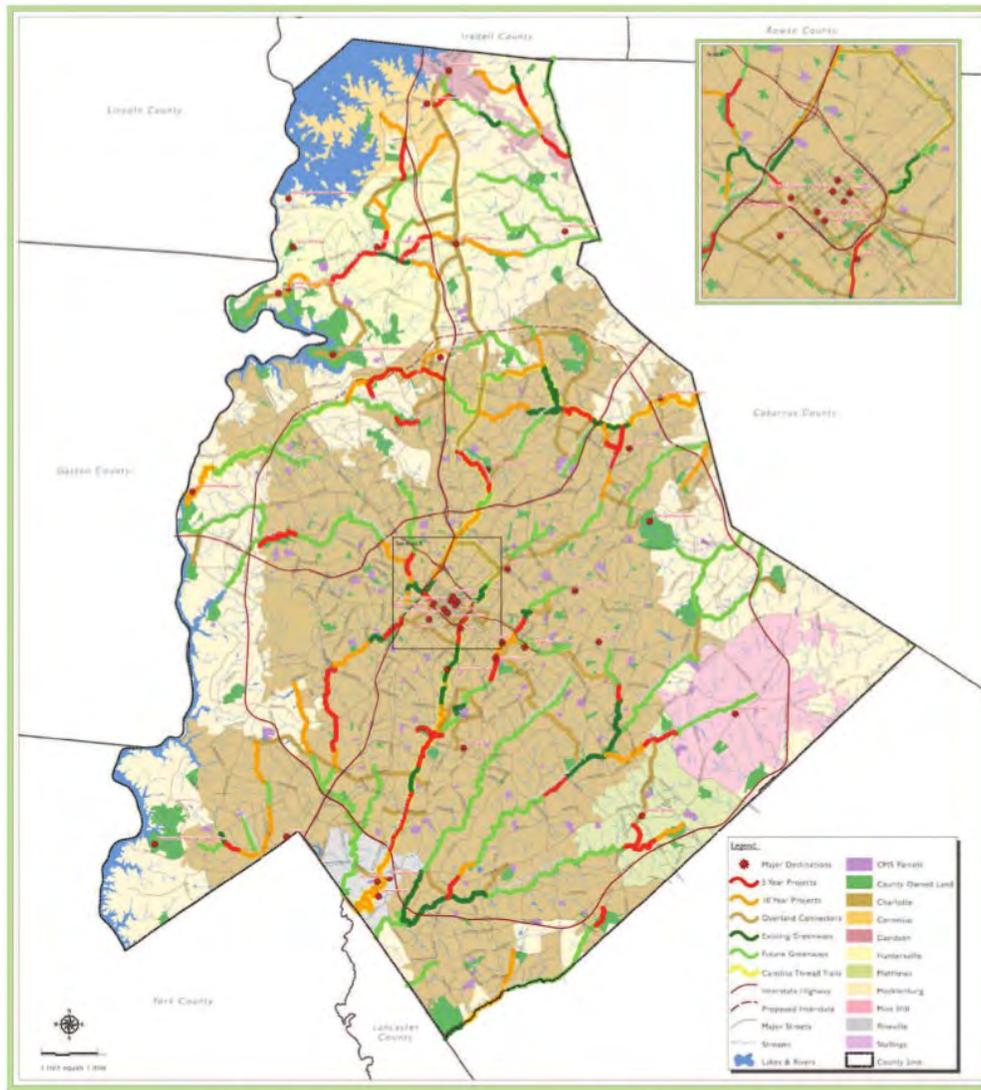


Mecklenburg County Park and Recreation Master Plan

Adopted in 2008, the Mecklenburg County Park and Recreation Master Plan identified park and greenway construction projects to be implemented over a ten year span. As it relates to the Town of Matthews’ bicycle and pedestrian network, the Master Plan identified two greenway corridors within the town: the Four Mile Creek Greenway, and the Irvin Creek Greenway. All projects were categorized based on priority as part of either a five-year or ten-year action plan.

The initial two mile segment of the Four Mile Creek Greenway (from East John Street to South Trade Street) was identified in the five-year action plan. This segment was constructed in 2010, though it stopped just short of South Trade Street with a connection to Brenham Lane. The remaining segment to be built in the Town of Matthews (a 3.6 mile segment from South Trade Street eastward) was part of the ten-year action plan.

A two-mile segment of the Irvins Creek Greenway (from Idlewild Road to Lakeview Circle) was part of the five-year action plan but has not been planned or constructed.

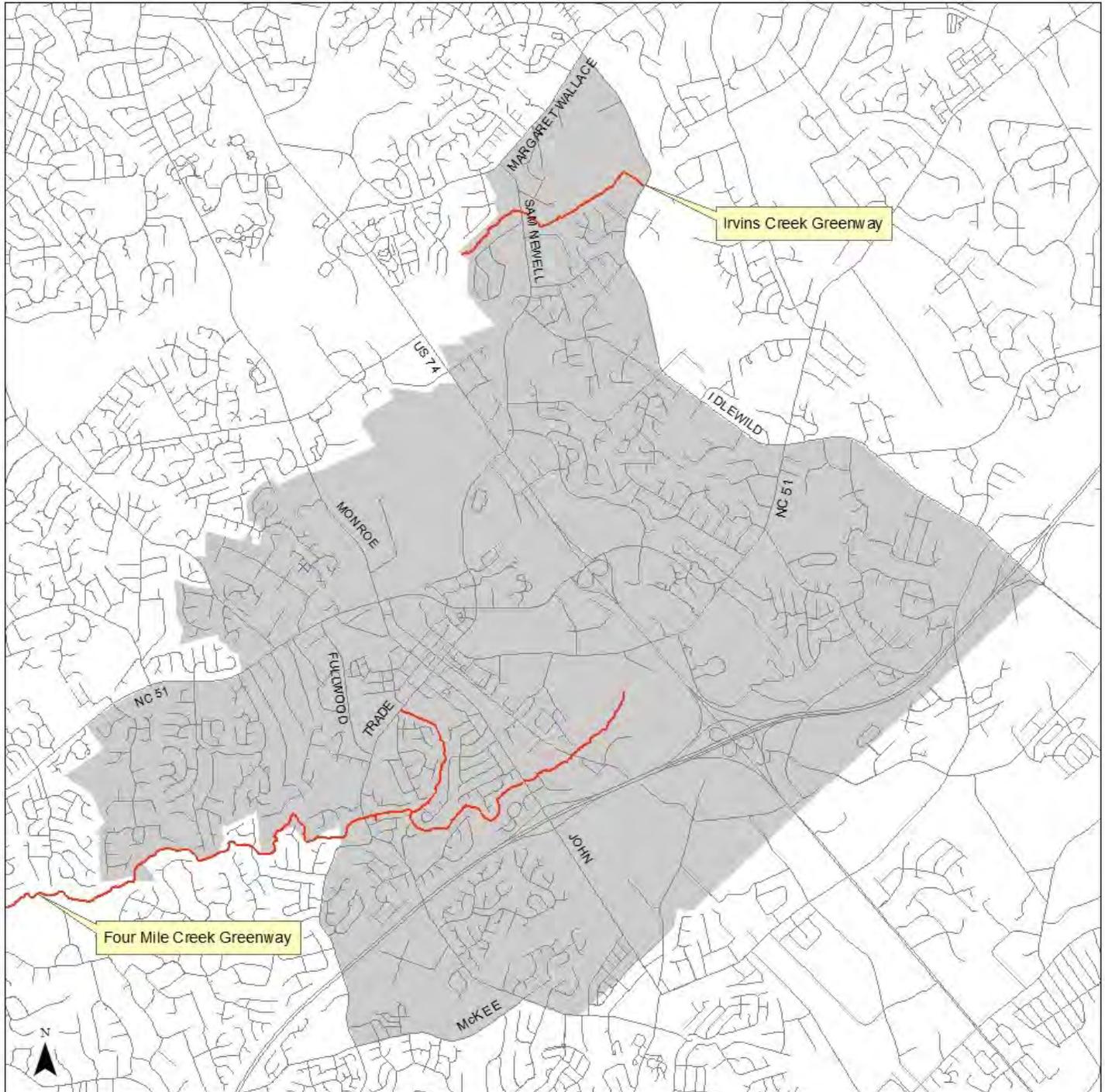


Greenway Master Plan (Priority Map)
Mecklenburg County, North Carolina

Background: Existing Plans



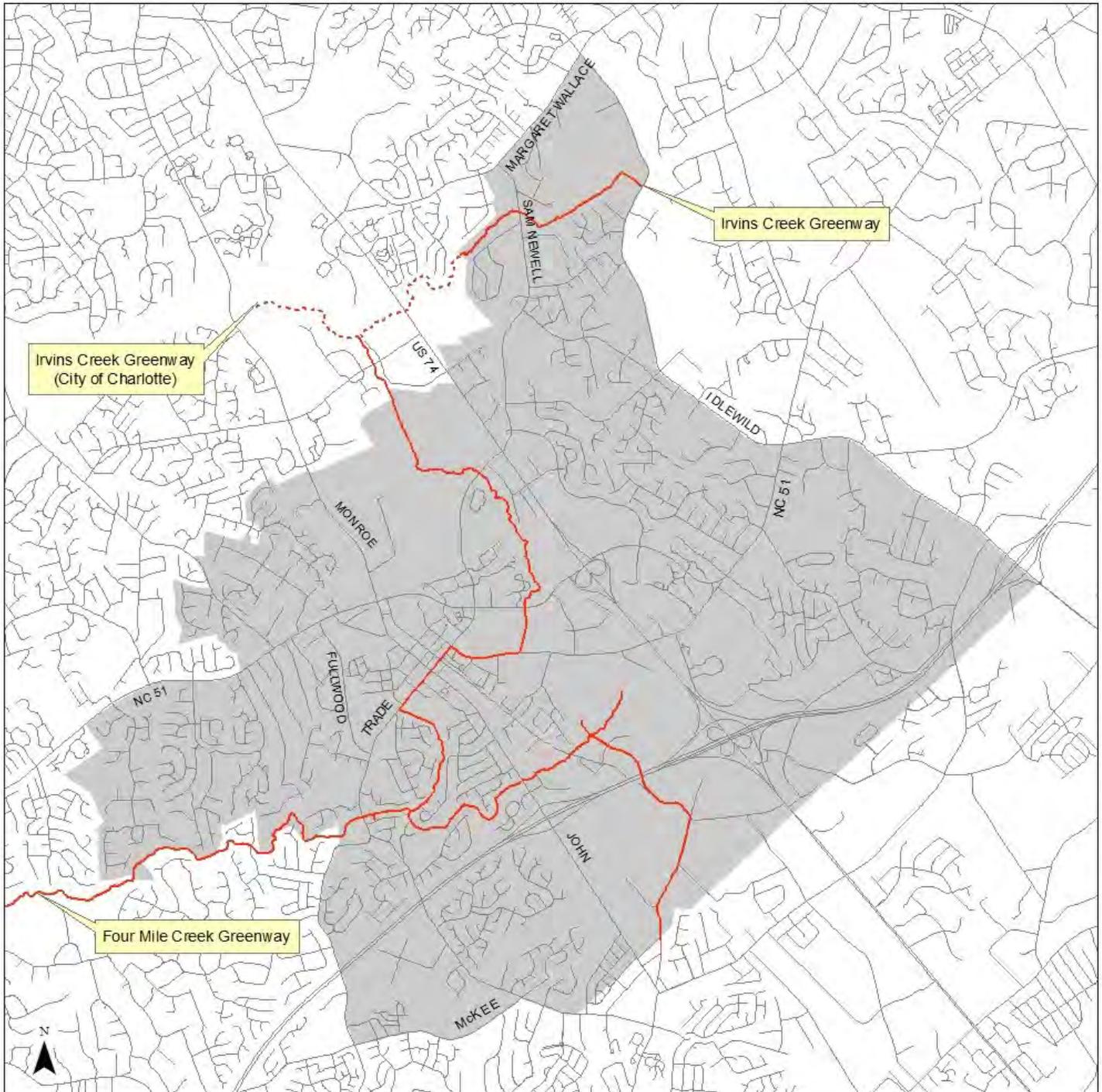
**Map: Planned Greenways in Matthews from the
Mecklenburg County Park and Recreation Master Plan**



Background: Existing Plans



The Carolina Thread Trail is a regional trail initiative that plans to connect trails across fifteen counties in North and South Carolina to form a contiguous network. Thread Trail staff help communities in identifying and coordinating trail alignments and connections. The map depicting proposed trail segments for Mecklenburg County was adopted in 2009. In Matthews, the two planned greenways, plus the necessary corridors (both on-road and off-road) to create a continuous route, comprise the Carolina Thread Trail components.



Background: Existing Plans



The Comprehensive Transportation Plan (CTP) was completed as a joint venture between the Town of Matthews and the Town of Stallings, Matthews' neighbor to the east in Union County. The plan was shepherded by a task force including members from both towns, and led by consultants CDM Smith and Haden Stanziale. The purpose of the plan is to serve "as an official guide to providing a well-coordinated, efficient, and economical transportation system for the future of the region."

As such, the CTP reviewed existing conditions and provided recommendations for all modes of transportation: roadways, transit, bicycling, and pedestrian travel. Emphasis was placed on considering all these modes as components of a larger network, as reflected in the stated goals of the CTP:

- Provide safe, dedicated facilities for multi-modal transportation, including automobiles, bicycles, pedestrians, and transit.
- Bridge transportation gaps between neighborhoods, communities, towns, and counties.
- Promote a safe environment for all modes of transportation.
- Balance transportation system levels of service with the physical environments and character that make Matthews and Stallings unique.
- Balance the diverse needs of local trips within the study area and commuting traffic through the study area.
- Create transportation facilities for users of all ages, abilities, and skill levels.
- Provide multi-modal transportation connections between mixed, diverse land uses.
- Encourage non-vehicular local trips by providing multi-modal transportation facilities that make useful connections.
- Support current and future land uses with proactive transportation facility development and improvement.
- Assign funding for the improvement and development of multi-modal transportation facilities.

Background: Existing Plans



The CTP recognized the importance of understanding the needs of the community in developing an inventory of potential projects. In addition to holding a community workshop to elicit public input, the CTP conducted a survey of Matthews and Stallings residents. Some of the results are valuable to the Composite Bicycle and Pedestrian Plan as they provide firsthand recommendations from end-users. The following lists are road corridors in the Town of Matthews cited in the survey that need facility improvements in order to better accommodate the corresponding transportation mode.

Bicycle Facility Improvements Needed

1. Idlewild Road
2. McKee Road
3. Monroe Road / John Street
4. NC 51
5. Pleasant Plains Road
6. Sam Newell Road
7. Stallings Road
8. Trade Street

Pedestrian Facility Improvements Needed

1. McKee Road
2. Monroe Road / John Street
3. NC 51
4. Pleasant Plains Road
5. Sam Newell Road
6. Trade Street

With a different scope and different study area, the CTP is unique from the CBP in many ways:

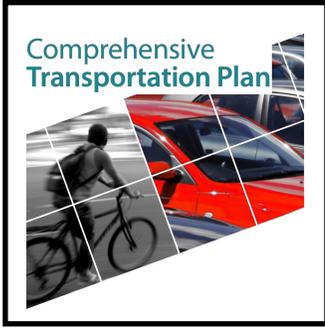
- The expanded study area led to a focus on thoroughfares and larger facilities. Therefore, some detail is lost in the bicycle facilities recommended, namely the Neighborhood Signed Route facility type is absent from this plan
- Because the CTP reviews modes other than bicycle-based transportation, there are some facilities that exclusively serve other modes that are not covered in the CBP. Relevant to the Composite Bicycle and Pedestrian Plan, sidewalk facilities are included in the CTP.

Furthermore, the CTP considered multi-modal facilities along road corridors, as opposed to only along off-road corridors. These on-road corridor facilities were distinguished from multi-modal off-road corridor facilities by name only: multi-use paths for on-road, multi-use trails for off-road; both facilities come with a recommended minimum width of 10 feet. Therefore, because they are designed similarly and serve the same user groups, they are both identified as “multi-use paths” throughout the Composite Bicycle and Pedestrian Plan. All facility types identified in the CTP are as follows:

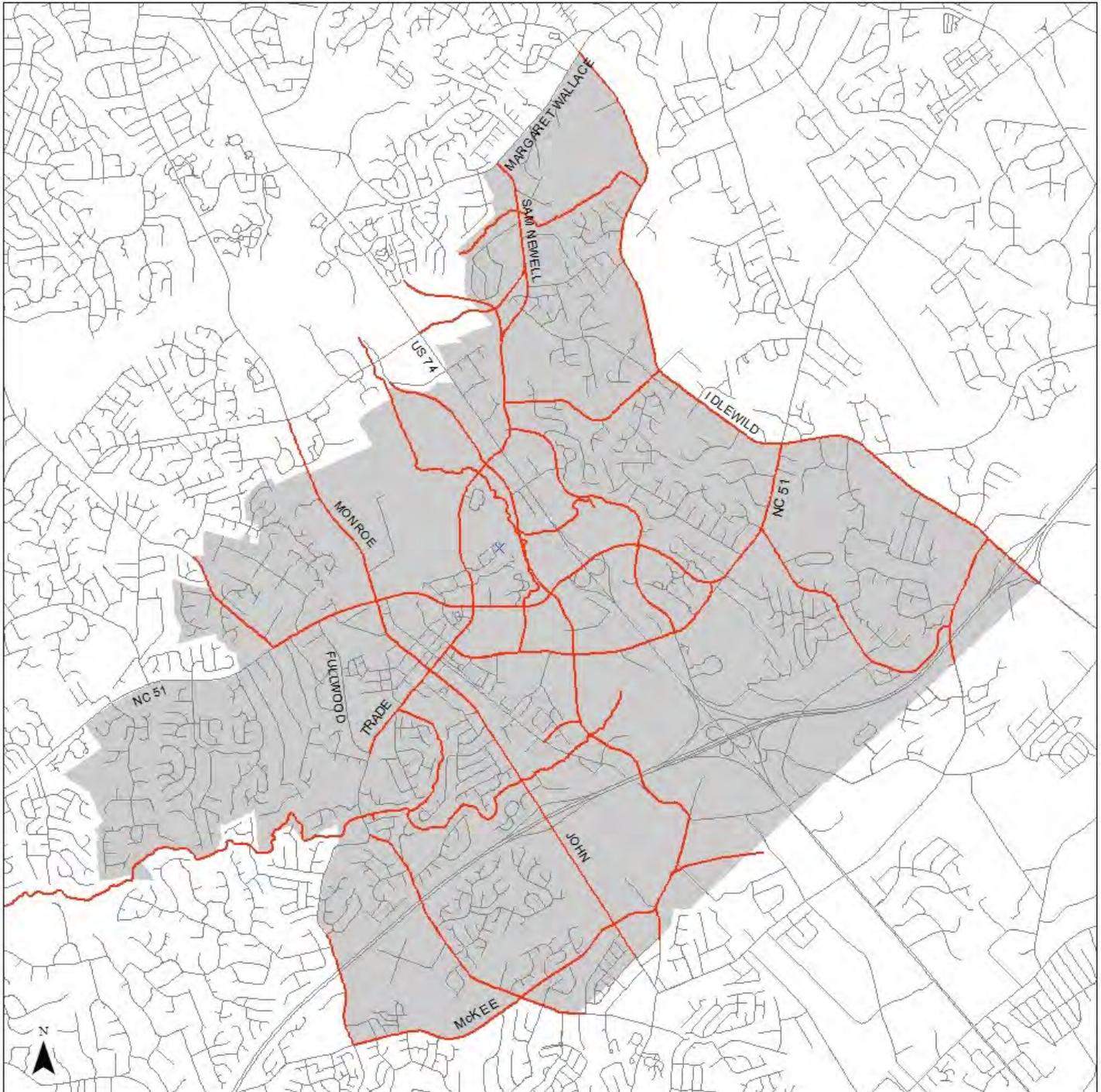
1. Multi-Use Paths
2. Multi-Use Trails
3. Sidewalks
4. Bike Lanes
5. Wide Outside Lane

Maps illustrating these facilities as identified by the CTP are on the following pages.

Background: Existing Plans



Map: All Recommended Project in the Town of Matthews from the Comprehensive Transportation Plan

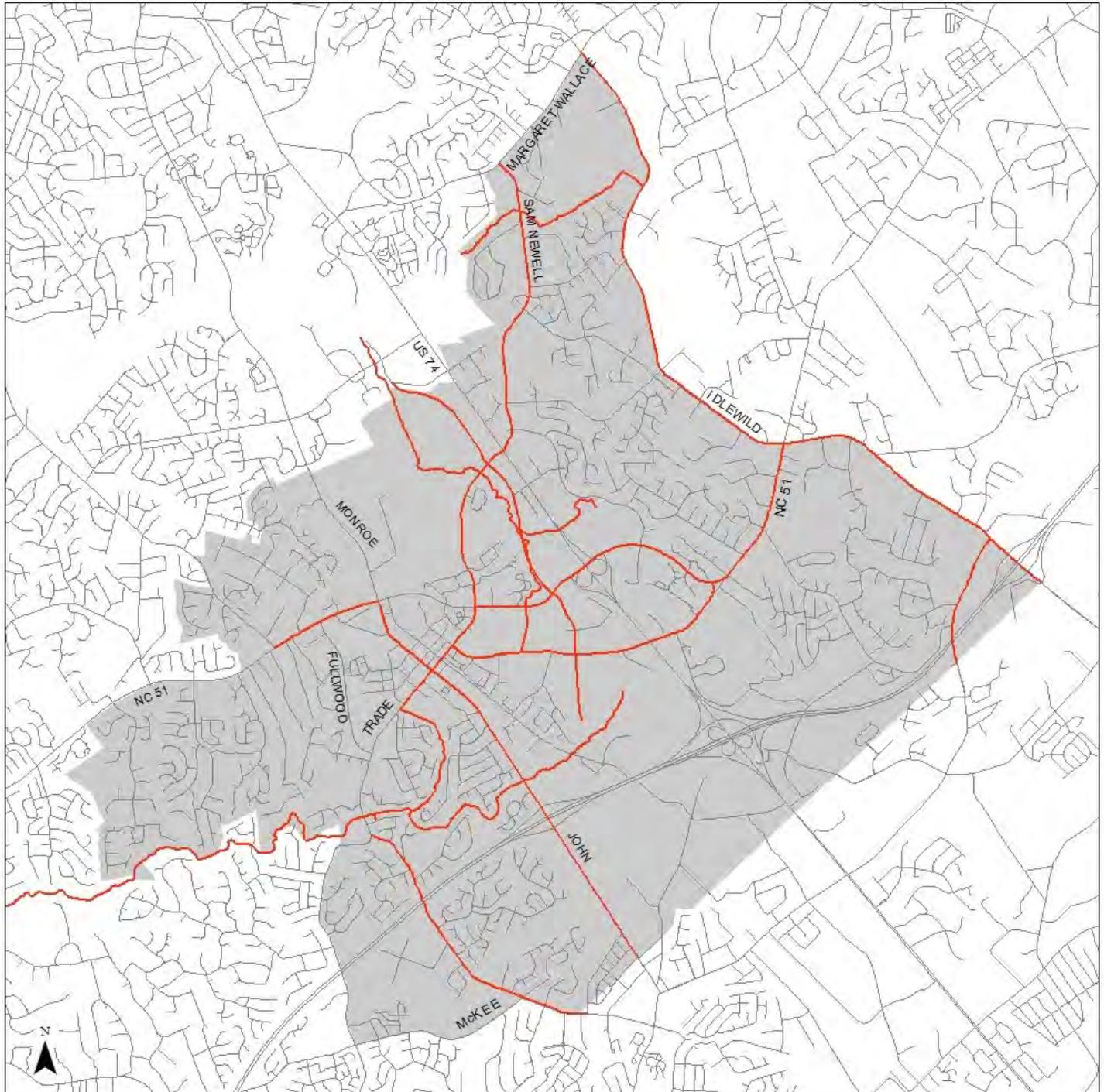


Background: Existing Plans



#1, 2

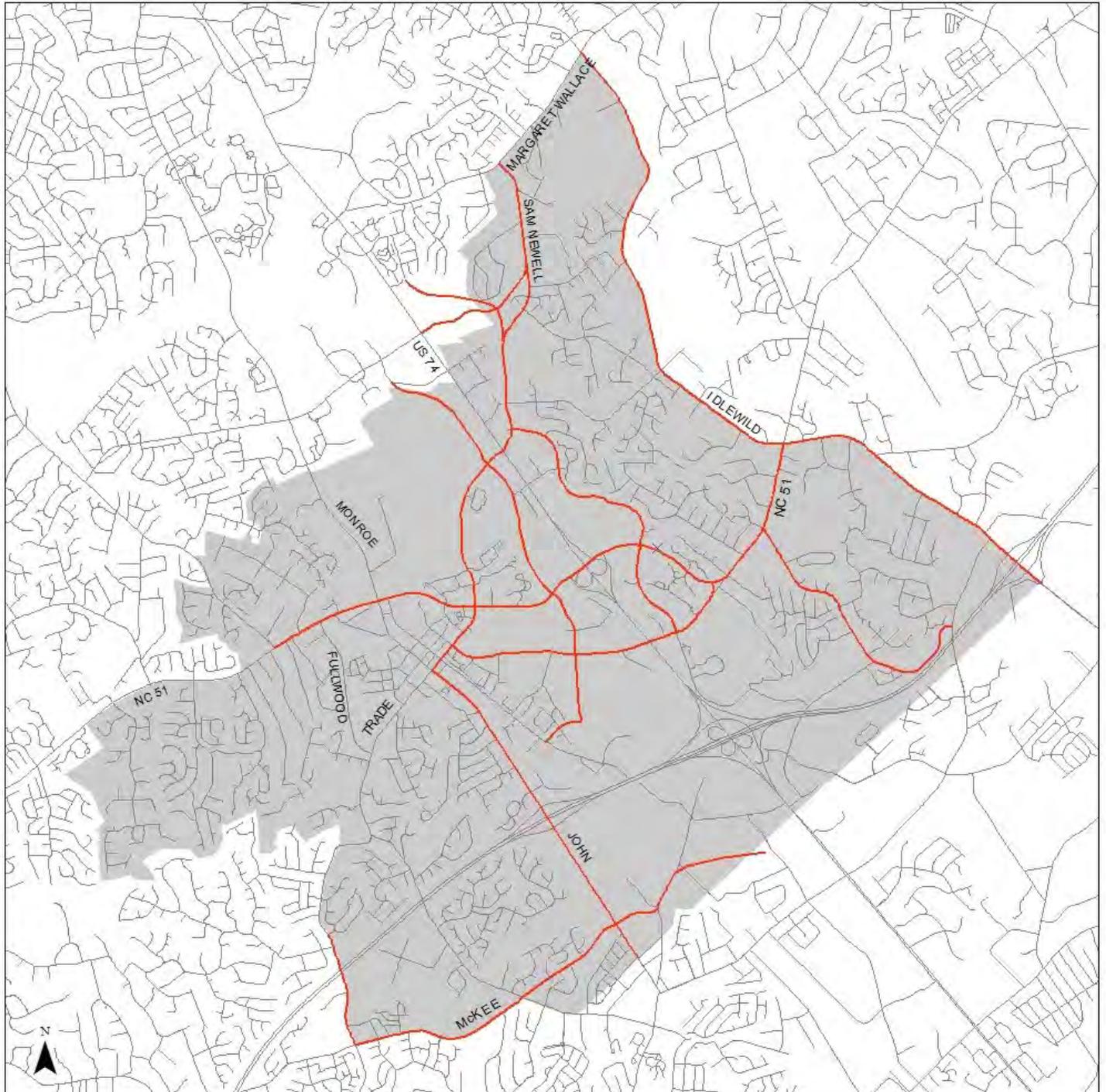
Map: Recommended Multi-Use Facilities in the Town of Matthews from the Comprehensive Transportation Plan



Background: Existing Plans



#3 Map: Recommended Sidewalks in the Town of Matthews from the Comprehensive Transportation Plan

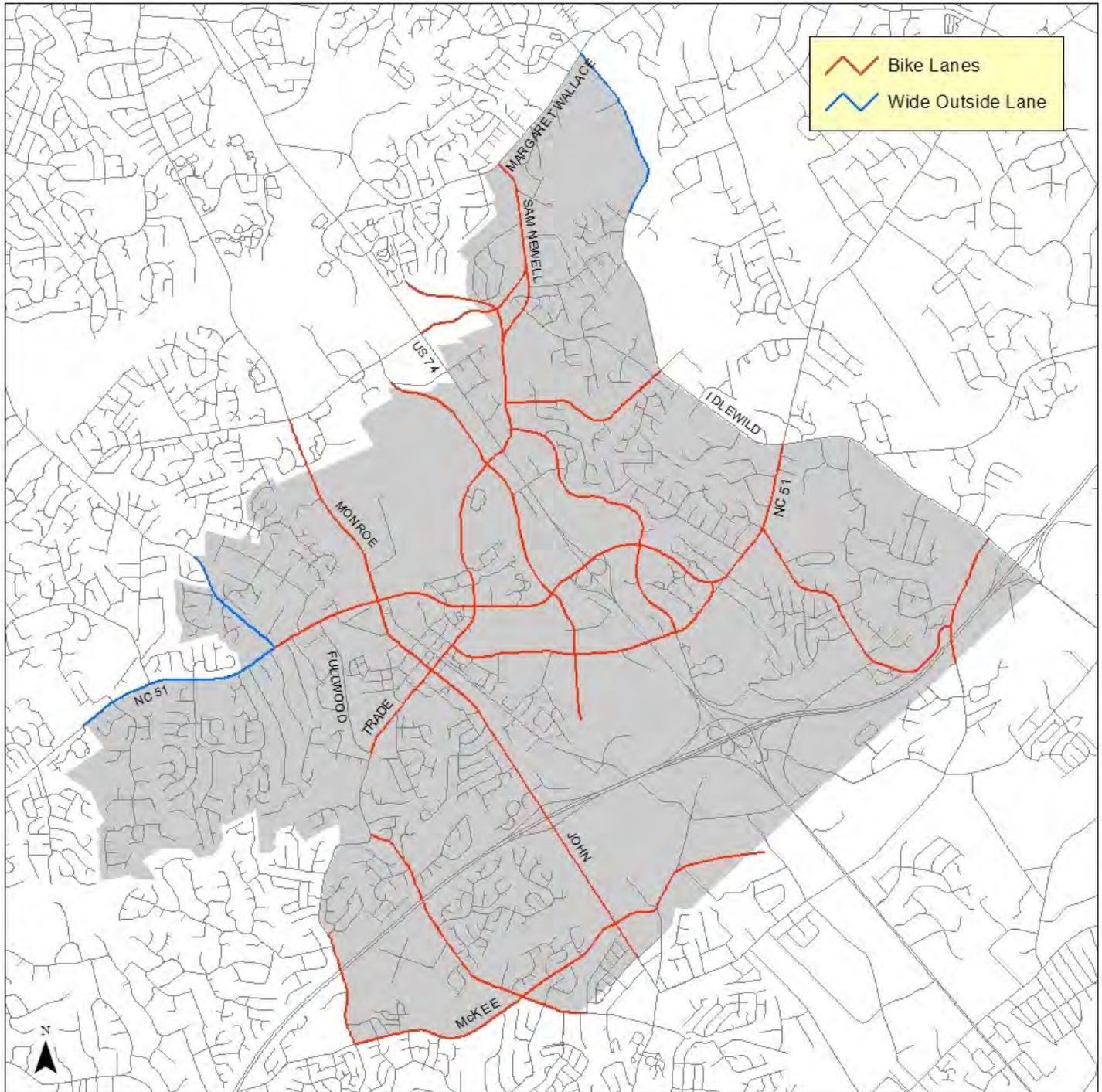


Background: Existing Plans



#4, 5

Map: Recommended On-Road Projects (Bike Lanes and Wide Outside Lane) in the Town of Matthews from the Comprehensive Transportation Plan



Background: Existing Plans



**Monroe
Small Area
Plan**

The Town of Matthews Land Use Plan Update in 2012 contained the objective of developing Small Area Plans for portions of town that were undergoing, or likely to undergo, significant change. By establishing Small Area Plans that delved into more detail than the Land Use Plan, the town can establish a vision for the area and ensure that it is developed with safety and sustainability in mind. The Monroe Road Small Area Plan, the first of the Small Area Plans, was completed in 2014.

The Monroe Road Area consists of all parcels located between NC 51 and the town limits, from the Sardis Forest neighborhood east to the CSX Railway. With 32,000 vehicles traveling five-lane Monroe Road daily and a fragmented sidewalk network, the area is generally considered unwelcoming to bicyclists and pedestrians. The Small Area Plan recognized this challenge and offered the following planned action items:



- Consider a feasibility study for replacing the center turn lane with a landscaped median with pedestrian safety zones at designated crosswalks.
- Identify potential pedestrian connection from Sardis Forest neighborhood to Monroe Road.
- Consider a Multi-Use Path at the rear of properties adjacent to Sardis Forest.
- Encourage internal connectivity between and within developments.
- Complete sidewalk network.
- Consider adding bike lanes or other bicycle facilities.

Background: Existing Plans

Entertainment District Small Area Plan

The Entertainment District (ENT) is a zoning classification that will be applied to a specific area of approximately 300 acres bounded by Matthews-Mint Hill Road to the north, US74 / Independence Blvd to the east, I-485 to the south and southeast, and the Crestdale neighborhood to the west and southwest. Included in this area is the Mecklenburg County Regional Sportsplex, which will encompass the southern half of the district. This district will be unique in Matthews in that it will be a planned, urban -scale neighborhood with a mixture of uses and a unique brand. A Small Area Plan was completed for this district in 2014, establishing a framework for how the district should be developed.

This district will also accommodate the planned LYNX Silver Line, the Charlotte Area Rapid Transit Corridor for the Southeast Corridor. Emanating from Uptown Charlotte, the Silver Line will parallel US74 and snake its way through the Entertainment District before terminating at CPCC Levine Campus on the other side of I-485.

Although the layout of the Entertainment District has not yet been planned, it is essential that the goals of the Small Area Plan that pertain to multi-modal transportation are brought forward and implemented once design occurs. These goals include:

- The area should be developed with public plazas and small green spaces that enhance the ease of access to the various businesses and activity sites. This will enable the district to operate as a “park once” environment where using a personal vehicle internally becomes a choice rather than a necessity.
- Any pedestrian and multi-modal pathways incorporated in the Entertainment District must continue outside of the district, linking this area to other existing development sites in Matthews. With downtown Matthews less than a mile away, safe, continuous connections along Matthews-Mint Hill Road and the planned Crestdale Heritage Trail are essential.
- The internal road network of the district should exceed typical sidewalk provisions of development elsewhere in town. As illustrated in an example cross-section below, all roads should have a multi-modal path on at least one side, and bike lanes will be appropriate on many streets.

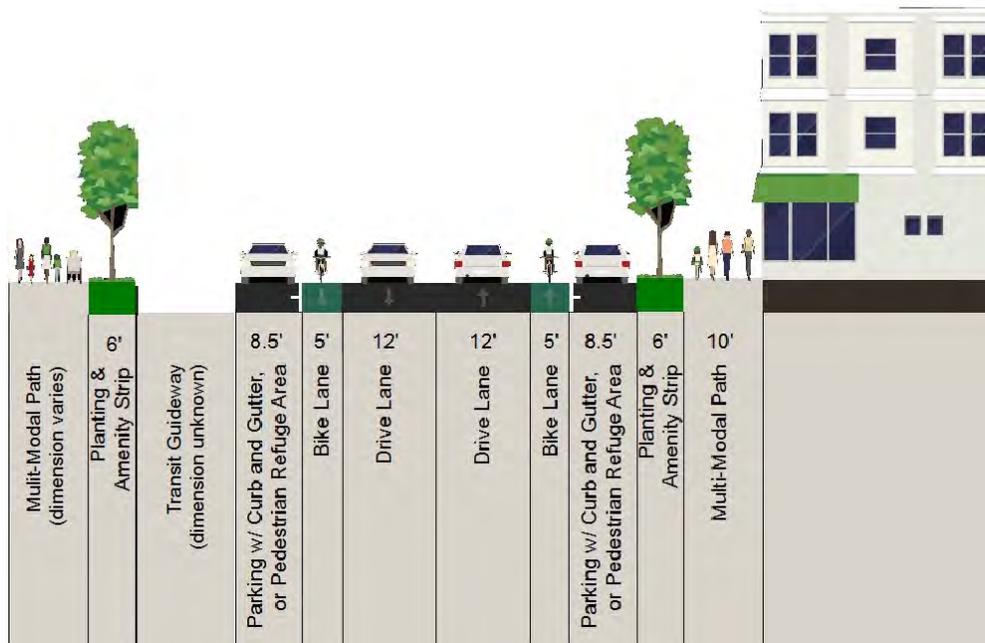


Figure: A possible cross-section for Independence Pointe Parkway through the ENT district.

Background: Existing Plans



Approved Rezoning Petitions

Over the past decade, numerous zoning petitions have been approved with conditions that include provisions for bicycle and pedestrian facilities. This process can play an important role in attaining the Town’s overall vision of a multi-modal transportation network. These private development projects have committed to dedicating space, funds, and sometimes even constructing these facilities.

New development reimagines and transforms the landscape it inhabits, as well as adjacent areas. Development can create new roads, realign existing ones, change traffic patterns, create new destinations, and more. Therefore, the provisions included in these zoning petitions are often absent from previous planning documents. It is for this reason that integrating approved zoning petitions is a critical component in developing a comprehensive multi-modal transportation network; and should be regarded as an ongoing process with the Composite Bicycle and Pedestrian Plan appended as needed.

The following zoning petitions and board actions have been adopted with conditions pertaining to the bicycle and pedestrian network. They are summarized on the following pages for background and context into the contributions they make to the composite inventory.

1. Alexander Ridge
2. Elizabeth Place Neighborhood
3. Fountains at Matthews
4. Greylock Neighborhood
5. Mecklenburg County Sportsplex
6. Plantation Estates & Eden Hall
7. Royal Park
8. Silver Oaks
9. Sycamore Commons
10. Wingate Commons

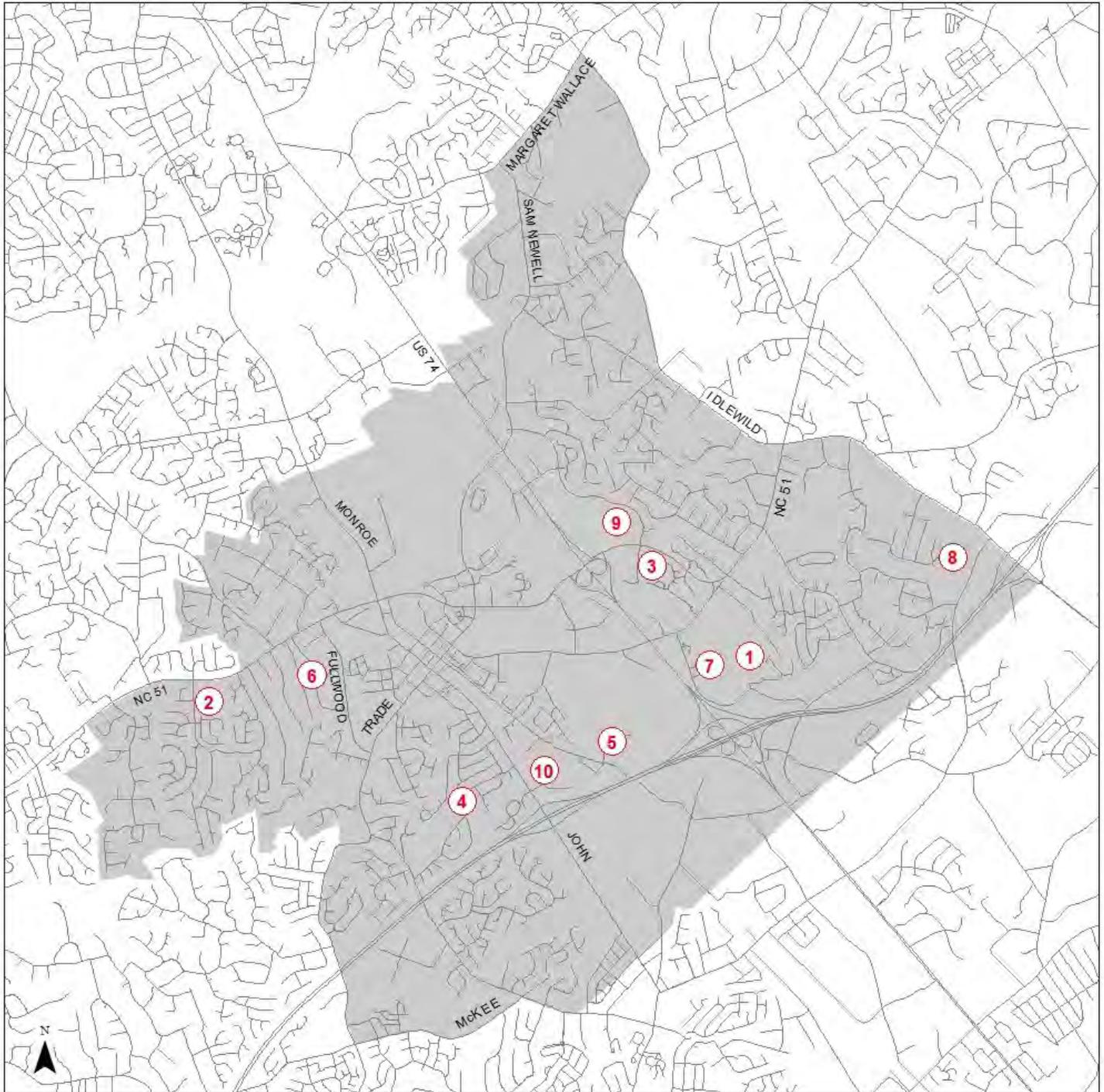
The zoning petitions approved at the time of this document have been catalogued on the following pages.

Background: Existing Plans



Map: Approved Zoning Petitions with Bicycle and/or Pedestrian Facility Components in the Town of Matthews

- | | |
|----------------------------------|-----------------------------------|
| 1. Alexander Ridge | 6. Plantation Estates & Eden Hall |
| 2. Elizabeth Place Neighborhood | 7. Royal Park |
| 3. Fountains at Matthews | 8. Silver Oaks |
| 4. Greylock Neighborhood | 9. Sycamore Commons |
| 5. Mecklenburg County Sportsplex | 10. Wingate Commons |



Background: Approved Zoning Petitions

#1 Alexander Ridge

Alexander Ridge was platted as a single-family residential neighborhood under the cluster zoning provision in 2002. The cluster zoning provision allowed for an increase in density in exchange for the dedication of open space. A total of 6.2 acres of land stretching along the North Fork Crooked Creek tributary were dedicated to the Town of Matthews. Running through the middle of the Alexander Ridge development, this land has access points in the Kimbrell Court and O’toole Drive cul-de-sacs and connects to Butler High School property to the west. These open space areas were subsequently identified in the Comprehensive Bicycle Plan as a corridor for a multi-use path connecting the neighborhoods and Butler High School.



Figure: Land in the Alexander Ridge neighborhood dedicated to the Town for future bicycle / pedestrian access.

#2 Elizabeth Place Neighborhood

The Elizabeth Place subdivision was platted in 2003 with a 20ft wide easement placed at the northern cul-de-sac of Willow Brook Drive. This easement connects the subdivision directly with Elizabeth Lane Elementary School to the north. Currently, the easement is functioning as an unpaved trail into the school site.

#3 Fountains at Matthews

The Fountains at Matthews is a mixed-use development on the southeast corner of the Matthews Township Parkway and Northeast Parkway intersection. Approved in 2014, the zoning petition allows for up to 250 apartment units and at least 8,000 sf of commercial space. Instead of the typical five foot sidewalk along the property road frontage, the developer agreed to install a ten foot wide multi-use path along Northeast Parkway.

Background: Approved Zoning Petitions

#4 Greylock Ridge Neighborhood

The Greylock Ridge subdivision is located on the south side of East John Street near the overpass of Four Mile Creek. Being strategically located near the future Four Mile Creek Greenway, land was dedicated for connections to the greenway. Direct formal connections were made at the end of Greylock Ridge Road and at the end of Rockwell View Road, and a subsequent connection was made from the previously developed Vinecrest Drive to Greylock Ridge Road. Additional open space between the planned greenway and Greylock Ridge Road, for a total of 16.4 acres, was also dedicated to the Town, as detailed in the map to the right.



Figure: Land in the Greylock Ridge neighborhood dedicated to the Town for greenway use.

Since the neighborhood was undeveloped at the time of drafting the Comprehensive Bicycle Plan, the greenway connections were not recognized in the document. These connections, therefore, are a good example of how a zoning action can add to the overall bicycle and pedestrian network plan.

#5 Mecklenburg County Regional Sportsplex

The Mecklenburg County Regional Sportsplex is a valuable asset for the Town of Matthews. This park will be a major destination for recreation and entertainment and will complement, in form and function, the planned Entertainment District immediately adjacent to the north (discussed later in this chapter). The internal road network will connect Tank Town Road with Matthews-Mint Hill Road.

The first phase of Sports Parkway, the entrance road off of Tank Town Road, set the standard for this trunk road when it was constructed in 2012. Mecklenburg County asked for, and received from the Town, a public improvement variance for the requirement of providing sidewalks on both sides of the street. Factors such as severe slope limited the ability of constructing a sidewalk on the west side of Sports Parkway. Therefore, the County agreed to provide a ten foot wide Multi-Use Path on the east side of the road with an eight foot landscaped buffer. This cross-section standard will be continued along Sports Parkway through Phase 2 of the Sportsplex construction and into the Entertainment District. In a park setting, a Multi-Use Path is preferable to sidewalks as it allows for multiple modes and creates a more enjoyable travel environment.

Background: Approved Zoning Petitions

#6 Plantation Estates & Eden Hall

Plantation Estates is a large and expanding retirement community in Matthews. The original campus, constructed in the late 1980s, offers more than 350 independent-living apartments on more than 50 acres off of Pineville-Matthews Road between Sardis Road and Fullwood Lane. A second campus, the Village at Plantation Estates, was approved through a zoning petition in 2011. This campus, located at the corner of Fullwood Lane and South Trade Street will consist of villa homes and apartment units. A condition of this zoning petition was the installation of a ten foot wide multi-use path along South Trade Street and Fullwood Lane, a crosswalk with a HAWK signal, and the continuance of the multi-use path across the rear of the original campus to Bubbling Well Road. In addition to completing the Bubbling Well / Fullwood Connector identified in the Comprehensive Bicycle Plan, this would extend a multi-use path to the entrance of Four Mile Creek Greenway on South Trade Street, a total length of over a mile.

In 2014, Plantation Estates submitted a zoning petition to expand their original campus with the addition of a health care facility at the rear of the property. At that time, it was determined that the multi-use path alignment approved in the Village of Plantation Estates zoning petition would be difficult to install due to topography issues. Serendipitously, a development adjacent to the north of Plantation Estates submitted a zoning petition around the same time. A townhouse development, Eden Hall would be located on 16 acres at the corner of Fullwood Lane and Marion Drive. Arrangements were made to shift the multi-use path to roughly the property boundary between the two developments, providing a better alignment and allowing more residents access to the path.



Figure: These maps show the two planned alignments of a multi-use path that will connect Four Mile Creek Greenway to NC51.

Background: Approved Zoning Petitions

#7 Royal Park

Royal Park is a retirement community located along Moore Road near the I-485 / Independence Boulevard interchange. Currently, a rehabilitation center is located on the site, but build-out will include offices, an assisted living facility, an independent living facility, and independent living cottages. The McEwen-Moore Farmhouse, a historic property, is also part of the complex, having been relocated from elsewhere on the site.

As a condition of the rezoning petition to develop this project in 2011, Liberty Healthcare, the property owner, agreed to construct a multi-use trail along the northeast border of the property. This trail will be paved and at least ten feet in width. It will connect with Butler High School property to the north. Approximately 540 linear feet, beginning at Moore Road, have already been constructed.

Completion of the trail will occur at the time of construction of independent living facilities and office facilities. Joined with the Alexander Ridge connections, this multi-use trail will eventually stretch to over a mile in length.

This connection was also identified in the Comprehensive Bicycle Plan, as part of the Butler High School / Moore Road Connector.

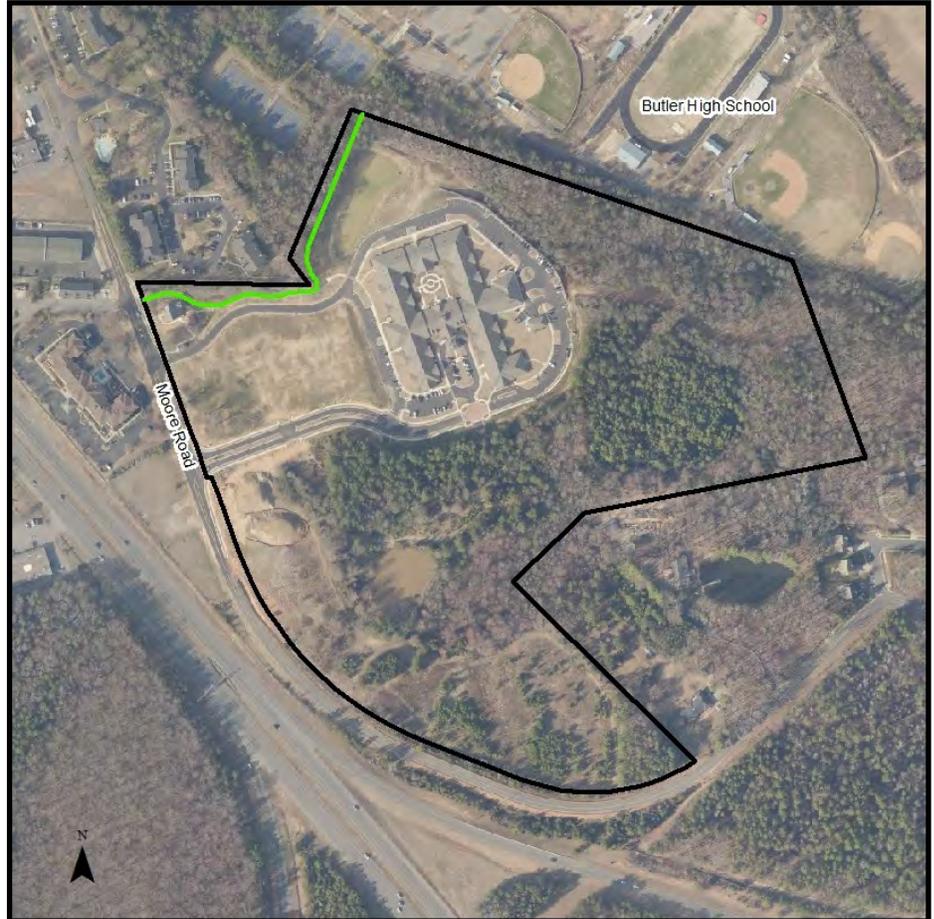


Figure: The Royal Park development, as of 2014, with extent of future multi-use trail depicted along the northern property boundary line.

#8 Silver Oaks

Silver Oaks was a planned residential development at the corner of Stallings Road and Idlewild Road in the northeast corner of the town. The development used the R-VS, or varied style, zoning designation to... The development backed up to the Windrow subdivision, terminating at the dead end of Creekside Drive. Though no road connection was planned, a pedestrian connection via a 10ft wide multi-use path was to be provided.

This project was never built, but any future development should maintain this multi-use path connection, if not a road connection.

Background: Approved Zoning Petitions

#9

Sycamore Commons

The Sycamore Commons shopping center is located at the corner of Matthews Township Parkway and Northeast Parkway. This development straddles a tributary of Irvins Creek and is bordered by Windsor Park to the north. The developer agreed to install and maintain a “greenway trail” along the tributary corridor, stretching a half-mile from the front of the shopping center northwest into Windsor Park. This facility is essentially a multi-use path with an unpaved pit gravel surface.

#10

Wingate Commons

Wingate Commons was a planned mixed use development off of East John Street near I-485. The project, located on 68 acres, was to include 200 multi-family units, nearly one hundred thousand square feet of retail space, a hotel, and another one hundred thousand square feet of Wingate University campus space. With Four Mile Creek running through the middle of the site, the developer agreed to dedicate and convey greenway space to the Town of Matthews. Additionally, the developer agreed to construct a ten foot wide Multi-Use Path along portion of the property that fronts the Greylock Ridge Road corridor.

Though this project has been abandoned, it is important that these provisions be retained and, if appropriate, enhanced when the site is rezoned again.



Figure: Wingate Commons schematic plan with Greylock Ridge Road in the upper left corner and Four Mile Creek represented by the swath of green through the middle of the site.

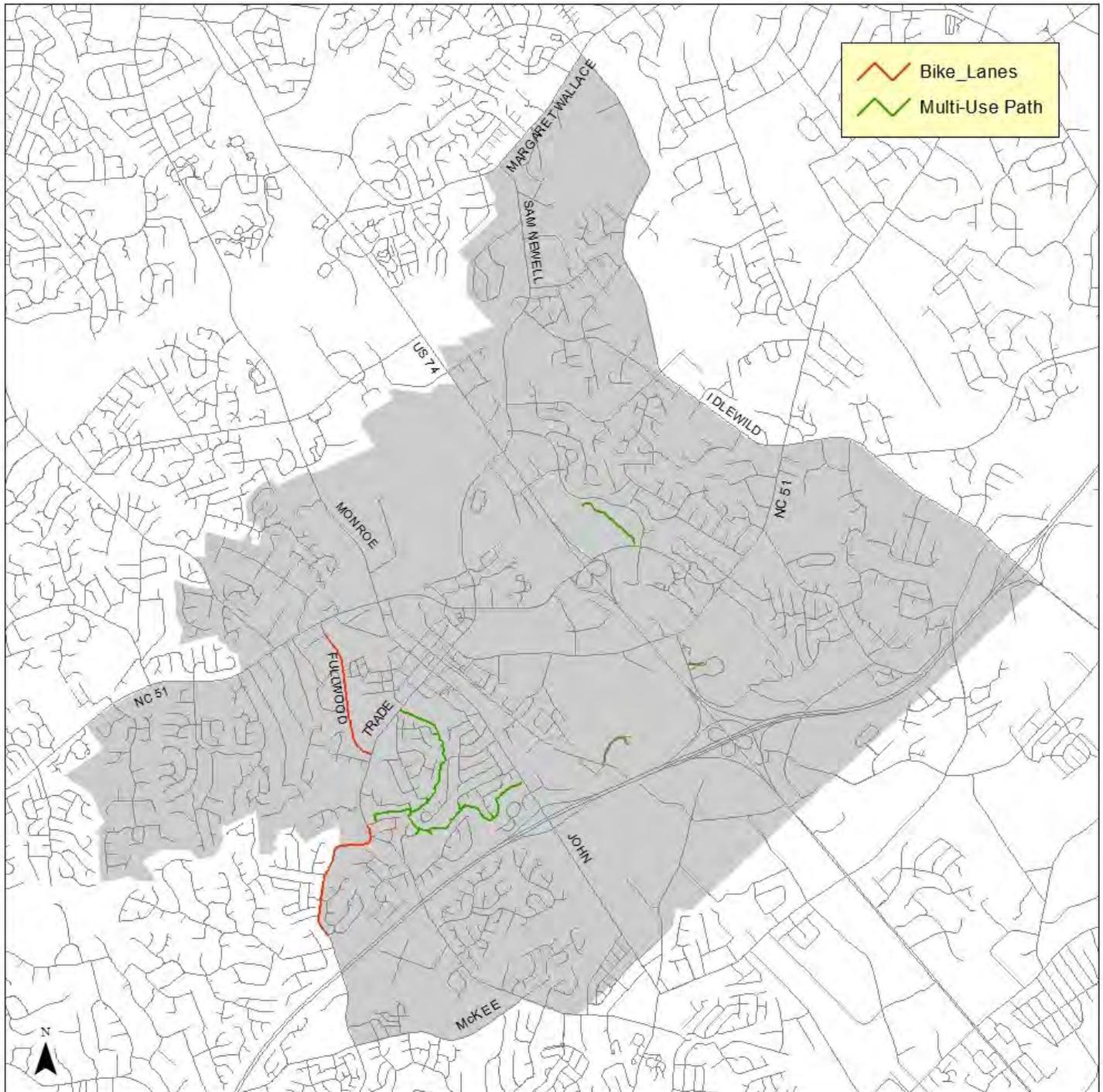
Background: Existing Inventory / Current Conditions

Existing Inventory

In addition to the 2 mile segment of Four Mile Creek Greenway and the half-mile Sycamore Commons Greenway that have been constructed in town, sidewalks and a few bike lanes comprise the existing bicycle and pedestrian network.

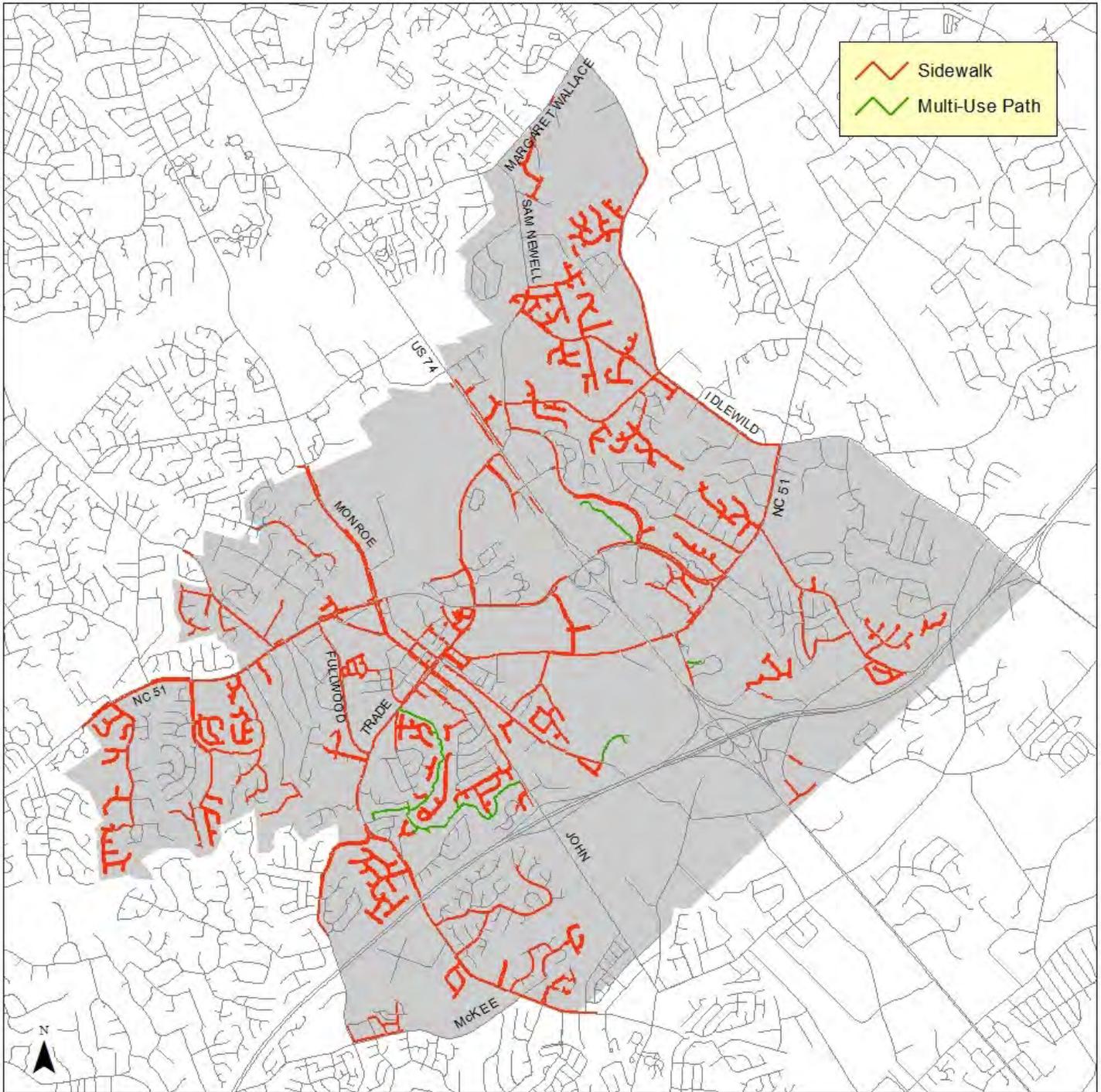
Requirements to provide these facilities were strengthened with the adoption of the Unified Development Ordinance in 2014. In addition to constructing sidewalks on both sides of all streets, a development site must build any bicycle facilities that are recognized on an adopted plan and fall within their development area.

Map: Existing Bicycle Network in the Town of Matthews



Background: Existing Pedestrian Inventory

Map: Existing Pedestrian Network in the Town of Matthews



Chapter 2: Inventory

Organization

One of the most challenging tasks in comprising the composite inventory is organizing and combining the inventories of the various plans in a manner that is concise and yet still informative. The sheer size of the town and quantity of proposed improvements makes an alphabetical listing daunting to sort through. Therefore, the proposed facilities inventory has been divided into two parts based on the mode of travel accommodated. Facilities that allow for both bicycle and pedestrian travel (i.e. multi-use paths, trails, and greenways) are included in both inventories.

The facility name, type, and corridor are included in each inventory listing. The previous source of each facility is also indicated.

Bicycle Facilities Inventory

The majority of proposed bicycle facilities are derived from the Comprehensive Bicycle Plan (CBP). The Comprehensive Transportation Plan (CTP), adopted years later, complemented the CBP, bringing forward many of the recommendations and slightly expanding the scope of on-road bicycle facilities.

The CBP proposed four facility types along road corridors: Bike Lanes, Wide Outside Lanes, Wide Shoulders, and Neighborhood Signed Routes. The CBP also proposed two facility types for off-road corridors: Greenways and Multi-Use Trails.

With the CTP's focus on busier thoroughfares, the document did not use the Neighborhood Signed Routes facility.

Pedestrian Facilities Inventory

The majority of proposed pedestrian facilities are derived from the Comprehensive Transportation Plan (CTP). Due to the timing of adoption, the CTP incorporated the project listings of the two earlier planning documents that dealt with pedestrian facilities: the Mecklenburg County Park and Recreation Master Plan and the Carolina Thread Trail Plan.

A handful of zoning petitions provided additional pedestrian facility projects, some of which have been constructed and reside in the Existing Inventory section, others are listed in the following composite inventory.



Composite Bicycle Facilities Inventory

	Facility Name	Facility Type	Corridor	CBP	CTP	Other
1	Alexander Street	N'hood Signed Route	Road	●		
2	Alexander Ridge Connector	Multi-Use Path	Off-Road	●		●
3	Alexander Ridge Drive	N'hood Signed Route	Road	●		
4	Andalusian Drive	N'hood Signed Route	Road	●		
5	Annecy Drive	N'hood Signed Route	Road	●		
6	Arthur Goodman Park Connector	Multi-Use Path	Off-Road	●		
7	Ashley Creek Drive	N'hood Signed Route	Road	●		
8	Ballards Pond Lane	N'hood Signed Route	Road	●		
9	Barington Place	N'hood Signed Route	Road	●		
10	Bathgate Lane	N'hood Signed Route	Road	●		
11	Benton Woods Drive	N'hood Signed Route	Road	●		
12	Biltmore Forest Drive	N'hood Signed Route	Road	●		
13	Brightmoor Drive	N'hood Signed Route	Road	●		
14	Brightmoor / Pleasant Plains Road Connector	Multi-Use Path	Off-Road	●		
15	Bubbling Well / Fullwood Lane Connector	Multi-Use Path	Off-Road	●		●
16	Bubbling Well Road	N'hood Signed Route	Road	●		
17	Butler High School Connector	Multi-Use Path	Off-Road	●		
18	Campus Ridge Road	N'hood Signed Route	Road	●		
19	Carolina Thread Trail East Connector	Multi-Use Path	Off-Road		●	●
20	Carolina Thread Trail West Connector	Multi-Use Path	Off-Road		●	●
21	Candlelight Woods Drive	N'hood Signed Route	Road	●		
22	Charing Cross Drive	N'hood Signed Route	Road	●		
23	Chesney Glen Drive	N'hood Signed Route	Road	●		
24	Chesney Glen / Four Mile Creek Connector	Multi-Use Path	Off-Road	●		
25	Chesswood Lane	N'hood Signed Route	Road	●		
26	Christ Covenant / S. Ames Street Connector	Multi-Use Path	Off-Road	●		
27	Cithara Drive	N'hood Signed Route	Road	●		
28	Clearbrook Road	N'hood Signed Route	Road	●		



Composite Bicycle Facilities Inventory

	Facility Name	Facility Type	Corridor	CBP	CTP	Other
29	Cloudburst Drive	N'hood Signed Route	Road	●		
30	Coach Ridge Trail	N'hood Signed Route	Road	●		
31	Cochrane Woods Lane	N'hood Signed Route	Road	●		
32	Connemarra Drive	N'hood Signed Route	Road	●		
33	Country Place Drive	N'hood Signed Route	Road	●		
34	Country Place / Four Mile Creek Connector	Multi-Use Path	Off-Road	●		
35	Creekside Drive	N'hood Signed Route	Road	●		
36	Crescent Knoll Drive	N'hood Signed Route	Road	●		
37	Crestdale Road	N'hood Signed Route	Road	●		
38	Crestdale Middle School Connector	Multi-Use Path	Off-Road	●		
39	Cross Point Road	N'hood Signed Route	Road	●		
40	Danny Court	N'hood Signed Route	Road	●		
41	Deer Creek Drive	N'hood Signed Route	Road	●		
42	Dion Drive	N'hood Signed Route	Road	●		
43	Downtown Matthews Connector	Multi-Use Path	Off-Road		●	
44	Duke Power Right-of-Way	Multi-Use Path	Off-Road	●		
45	East Charles Street	N'hood Signed Route	Road	●		
46	East John Street	Bike Lanes	Road	●	●	
47	East John Street	Multi-Use Path	Road		●	
48	Elizabeth Lane	N'hood Signed Route	Road	●		
49	Elizabeth Lane Elementary School Connector	Multi-Use Path	Off-Road	●		
50	Fair Forest Drive	N'hood Signed Route	Road	●		
51	Fair Forest / Siskey YMCA Connector	Multi-Use Path	Off-Road	●		
52	Fairfax Woods Drive	N'hood Signed Route	Road	●		
53	Firewood Drive	N'hood Signed Route	Road	●		
54	Forest Ridge / Northeast Parkway Connector	Multi-Use Path	Off-Road	●		
55	Forest Wood Drive	N'hood Signed Route	Road	●		
56	Four Mile Creek Greenway	Greenway	Off-Road	●	●	●



Composite Bicycle Facilities Inventory

	Facility Name	Facility Type	Corridor	CBP	CTP	Other
57	Four Mile Creek Greenway / Greylock Ext.	Greenway	Off-Road		●	●
58	Fraserburgh Drive	N'hood Signed Route	Road	●		
59	Fullwood Lane / South Freemont Connector	Multi-Use Path	Off-Road	●		
60	Gladewater Drive	N'hood Signed Route	Road	●		
61	Grayfox Lane	N'hood Signed Route	Road	●		
62	Greylock Ridge Road Extension	Multi-Use Path	Road			●
63	Habersham / Irvins Creek Connector	Multi-Use Path	Off-Road	●		
64	Hackamore Drive	N'hood Signed Route	Road	●		
65	Hadco Lane	N'hood Signed Route	Road	●		
66	Hallmark Drive	N'hood Signed Route	Road	●		
67	Hampton Green / S. Trade Street Connector	Multi-Use Path	Off-Road	●		
68	Hargett Road	N'hood Signed Route	Road	●		
69	Heathershire Lane	N'hood Signed Route	Road	●		
70	Hickory Lake Lane	N'hood Signed Route	Road	●		
71	Hinson Drive	N'hood Signed Route	Road	●		
72	Holly Ridge Drive	N'hood Signed Route	Road	●		
73	Honey Creek Lane	N'hood Signed Route	Road	●		
74	Hounds Run Drive	N'hood Signed Route	Road	●		
75	Idlewild Road	Bike Lanes	Road	●		
76	Idlewild Road	Multi-Use Path	Road		●	
77	Idlewild Road	Wide Outside Lane	Road		●	
78	Independence Commerce Drive	N'hood Signed Route	Road	●		
79	Independence Pointe Parkway	Bike Lanes	Road		●	
80	Independence Pointe Parkway	Multi-Use Path	Road		●	
81	Irvins Creek Greenway	Greenway	Off-Road	●	●	●
82	Ivey Wood Lane	N'hood Signed Route	Road	●		
83	Ivy Bluff Way	N'hood Signed Route	Road	●		
84	Jeffers Drive	N'hood Signed Route	Road	●		



Composite Bicycle Facilities Inventory

	Facility Name	Facility Type	Corridor	CBP	CTP	Other
85	Jeffers Drive / Four Mile Creek Connector	Multi-Use Path	Off-Road	●		
86	Jefferson Street	N'hood Signed Route	Road	●		
87	Kale Wood Drive	N'hood Signed Route	Road	●		
88	Kilkenney Hill Road	N'hood Signed Route	Road	●		
89	Kintyre Court	N'hood Signed Route	Road	●		
90	Lakeview Circle	N'hood Signed Route	Road	●		
91	Lakeview Circle / Irvins Creek Connector	Multi-Use Path	Off-Road	●		
92	Laurel Fork Drive	N'hood Signed Route	Road	●		
93	Light Brigade Drive	N'hood Signed Route	Road	●		
94	Lightwood Drive	N'hood Signed Route	Road	●		
95	Linville Drive	N'hood Signed Route	Road	●		
96	Main Street	N'hood Signed Route	Road	●		
97	Mangionne Drive	N'hood Signed Route	Road	●		
98	Margaret Wallace Road	Wide Outside Lane	Road	●		
99	Marglyn Drive	N'hood Signed Route	Road	●		
100	Matthews Elem. School Greenway Connector	Multi-Use Path	Off-Road	●		
101	Matthews Estates Road	N'hood Signed Route	Road	●		
102	Matthews Estates / Four Mile Creek Connect.	Multi-Use Path	Off-Road	●		
103	Matthews-Mint Hill Road	Bike Lanes	Road	●	●	
104	Matthews-Mint Hill Road	Multi-Use Path	Road		●	
105	Matthews-Mint Hill Road Connector	Multi-Use Path	Off-Road	●		
106	Matthews Plantation Drive	N'hood Signed Route	Road	●		
107	Matthews Township Parkway	Bike Lanes	Road	●	●	
108	Matthews Township Parkway	Multi-Use Path	Road		●	
109	McDowell Street	N'hood Signed Route	Road	●		
110	McKee Road	Bike Lanes	Road		●	
111	McKee Road	Wide Shoulder	Road	●		
112	McKee Road Extension	Wide Shoulder	Road	●		



Composite Bicycle Facilities Inventory

	Facility Name	Facility Type	Corridor	CBP	CTP	Other
113	Monroe Road	Bike Lanes	Road	●	●	
114	Moonstone Drive	N’hood Signed Route	Road	●		
115	Moore Road	N’hood Signed Route	Road	●		
116	Mt. Harmony Church Road	N’hood Signed Route	Road	●		
117	Mt. Harmony Church / Union Co. Connector	Multi-Use Path	Off-Road	●		
118	Mullis Lane	N’hood Signed Route	Road	●		
119	Neill Ridge Road	N’hood Signed Route	Road	●		
120	North Trade Street	Bike Lanes	Road	●		
121	Northeast Parkway	Bike Lanes	Road	●	●	
122	Northeast Parkway	Multi-Use Path	Road			●
123	Northeast Parkway Extension	Bike Lanes	Road	●	●	
124	O’Malley Drive	N’hood Signed Route	Road	●		
125	Otoole Drive	N’hood Signed Route	Road	●		
126	Oxborough Drive	N’hood Signed Route	Road	●		
127	Phillips Road	Bike Lanes	Road		●	
128	Phillips Road	N’hood Signed Route	Road	●		
129	Phillips Woods Lane	N’hood Signed Route	Road	●		
130	Pineville-Matthews Road	Bike Lanes	Road	●		
131	Pineville-Matthews Road	Wide Outside Lane	Road		●	
132	Pleasant Plains Road	Bike Lanes	Road	●	●	
133	Pleasant Plains Road	Multi-Use Path	Road		●	
134	Plentywood Drive	N’hood Signed Route	Road	●		
135	Point Drive	N’hood Signed Route	Road	●		
136	Port Patrick Lane	N’hood Signed Route	Road	●		
137	Port Royal Drive	N’hood Signed Route	Road	●		
138	Reid Harkey Road	N’hood Signed Route	Road	●		
139	Reverdy Lane	N’hood Signed Route	Road	●		
140	Rice Road	Bike Lanes	Road		●	



Composite Bicycle Facilities Inventory

	Facility Name	Facility Type	Corridor	CBP	CTP	Other
141	Rice Road	N'hood Signed Route	Road	●		
142	Royal Park Connector	Multi-Use Path	Off-Road	●		●
143	Sadie Drive	N'hood Signed Route	Road	●		
144	Sam Newell Road	Bike Lanes	Road	●	●	
145	Sam Newell Road	Multi-Use Path	Road		●	
146	Sardis Forest / Monroe Road Connector	Multi-Use Path	Off-Road	●		●
147	Sardis Forest / Warner Park Connector	Multi-Use Path	Off-Road	●		
148	Sardis Plantation / Four Mile Creek Connect.	Multi-Use Path	Off-Road	●		
149	Sardis Plantation Open Space Connector	Multi-Use Path	Off-Road	●		
150	Sardis Road	Wide Outside Lane	Road	●	●	
151	Sardis Road N.	Bike Lanes	Road		●	
152	Sardis Road N. Ext. / Sam Newell Connector	Multi-Use Path	Road	●		
153	Sardis Mill Drive	N'hood Signed Route	Road	●		
154	Silver Oaks / Creekside Connector	Multi-Use Path	Off-Road			●
155	Springwater Drive	N'hood Signed Route	Road	●		
156	Stallings Road	Bike Lanes	Road		●	
157	Stallings Road	Multi-Use Path	Road		●	
158	Stallings Road	N'hood Signed Route	Road	●		
159	Stevens Mill Road	N'hood Signed Route	Road	●		
160	Stratfordshire Drive	N'hood Signed Route	Road	●		
161	Strathaven Drive	N'hood Signed Route	Road	●		
162	Straussburg Woods Lane	N'hood Signed Route	Road	●		
163	Swaim Drive	N'hood Signed Route	Road	●		
164	Sycamore Commons Greenway	Greenway	Off-Road			●
165	Tanfield Drive	N'hood Signed Route	Road	●		
166	Thornblade Ridge Drive	N'hood Signed Route	Road	●		
167	Vinecrest Drive	N'hood Signed Route	Road	●		
168	Vinecrest / Greylock Ridge Road Connector	Multi-Use Path	Off-Road			●

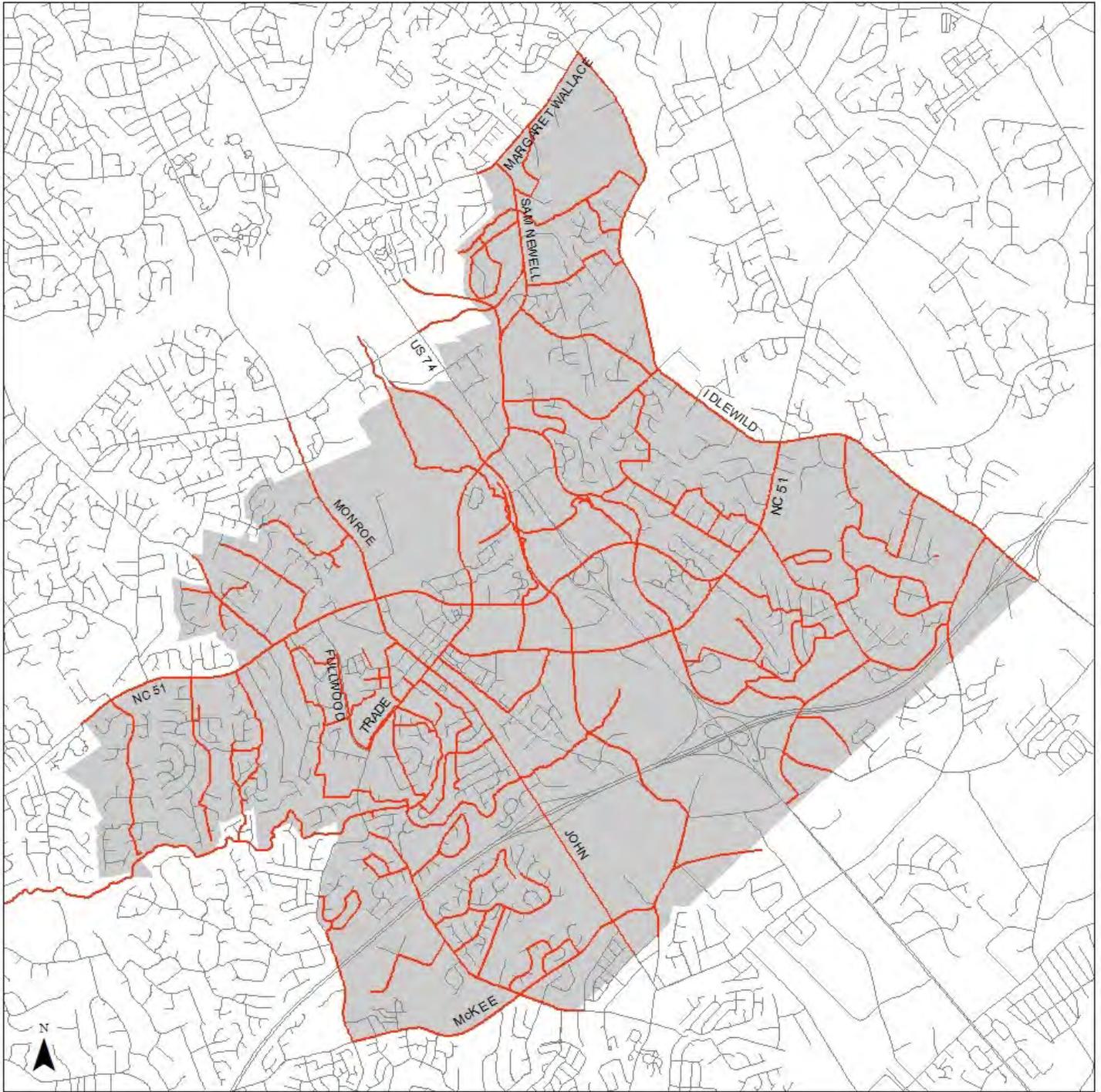


Composite Bicycle Facilities Inventory

	Facility Name	Facility Type	Corridor	CBP	CTP	Other
169	Weddington Road	Bike Lanes	Road	●	●	
170	West John Street	Bike Lanes	Road	●	●	
171	West John Street	Multi-Use Path	Road		●	
172	Williams Road	N'hood Signed Route	Road	●		
173	Willow Brook Drive	N'hood Signed Route	Road	●		
174	Village at Plantation Estates / Eden Hall	Multi-Use Path	Off-Road			●
175	Winding Trail	N'hood Signed Route	Road	●		
176	Windrow Lane	N'hood Signed Route	Road	●		
177	Winter Wood Drive	N'hood Signed Route	Road	●		
178	Winterbrooke Drive	N'hood Signed Route	Road	●		
179	Woodbend Drive	N'hood Signed Route	Road	●		
180	Woody Creek Road	N'hood Signed Route	Road	●		

 Composite Bicycle Facilities Inventory

Map: All Bicycle Facilities in the Composite Inventory





Composite Pedestrian Facilities Inventory

	Facility Name	Facility Type	Corridor	CBP	CTP	Other
1	Alexander Ridge Connector	Multi-Use Path	Off-Road	●		●
2	Arthur Goodman Park Connector	Multi-Use Path	Off-Road	●		
3	Brightmoor / Pleasant Plains Road Connector	Multi-Use Path	Off-Road	●		
4	Bubbling Well / Fullwood Lane Connector	Multi-Use Path	Off-Road	●		●
5	Butler High School Connector	Multi-Use Path	Off-Road	●		
6	Carolina Thread Trail East Connector	Multi-Use Path	Off-Road		●	●
7	Carolina Thread Trail West Connector	Multi-Use Path	Off-Road		●	●
8	Chesney Glen / Four Mile Creek Connector	Multi-Use Path	Off-Road	●		
9	Christ Covenant / S. Ames Street Connector	Multi-Use Path	Off-Road	●		
10	Country Place / Matthews Elem. Connector	Multi-Use Path	Off-Road	●		
11	Crestdale Middle School Connector	Multi-Use Path	Off-Road	●		
12	Downtown Matthews Connector	Multi-Use Path	Off-Road	●		
13	Duke Power Right-of-Way	Multi-Use Path	Off-Road	●		
14	East John Street	Multi-Use Path	Road		●	
15	East John Street	Sidewalk	Road		●	
16	Elizabeth Lane Elementary School Connector	Multi-Use Path	Off-Road	●		
17	Fair Forest / Siskey YMCA Connector	Multi-Use Path	Off-Road	●		
18	Forest Ridge / Northeast Parkway Connector	Multi-Use Path	Off-Road	●		
19	Four Mile Creek Greenway	Greenway	Off-Road	●	●	●
20	Four Mile Creek Greenway / Greylock Ext.	Greenway	Off-Road		●	●
21	Fullwood Lane / S. Freemont Connector	Multi-Use Path	Off-Road	●		
22	Greylock Ridge Road Extension	Multi-Use Path	Road			●
23	Greylock Ridge Road Extension	Sidewalk	Road		●	
24	Habersham / Irvins Creek Connector	Multi-Use Path	Off-Road	●		
25	Hampton Green / S. Trade Street Connector	Multi-Use Path	Off-Road	●		
26	Idlewild Road	Multi-Use Path	Road		●	
27	Idlewild Road	Sidewalk	Road		●	
28	Independence Pointe Parkway	Multi-Use Path	Road		●	



Composite Pedestrian Facilities Inventory

	Facility Name	Facility Type	Corridor	CBP	CTP	Other
29	Independence Pointe Parkway	Sidewalk	Road		●	
30	Irwins Creek Greenway	Greenway	Off-Road	●	●	●
31	Jeffers Drive / Matthews Elem. Connector	Multi-Use Path	Off-Road	●		
32	Lakeview Circle / Irwins Creek Connector	Multi-Use Path	Off-Road	●		
33	Matthews Elem. School Greenway Connector	Multi-Use Path	Off-Road	●		
34	Matthews Estates / Matthews Elem. Connect.	Multi-Use Path	Off-Road	●		
35	Matthews-Mint Hill Road	Multi-Use Path	Road		●	
36	Matthews-Mint Hill Road	Sidewalk	Road		●	
37	Matthews-Mint Hill Road Connector	Multi-Use Path	Off-Road	●		
38	Matthews Township Parkway	Multi-Use Path	Road		●	
39	Matthews Township Parkway	Sidewalk	Road		●	
40	McKee Road	Sidewalk	Road		●	
41	Mt. Harmony Church / Union Co. Connector	Multi-Use Path	Off-Road	●		
42	Northeast Parkway	Multi-Use Path	Road			●
43	Northeast Parkway	Sidewalk	Road		●	
44	Phillips Road	Sidewalk	Road		●	
45	Pleasant Plains Road	Multi-Use Path	Road		●	
46	Royal Park Connector	Multi-Use Path	Off-Road	●		●
47	Sam Newell Road	Multi-Use Path	Road		●	
48	Sam Newell Road	Sidewalk	Road		●	
49	Sardis Forest / Monroe Road Connector	Multi-Use Path	Off-Road	●		
50	Sardis Forest / Warner Park Connector	Multi-Use Path	Off-Road	●		
51	Sardis Plantation / Four Mile Creek Connect.	Multi-Use Path	Off-Road	●		
52	Sardis Plantation Open Space Connector	Multi-Use Path	Off-Road	●		
53	Sardis Road N.	Sidewalk	Road		●	
54	Sardis Road N. / Sam Newell Connector	Multi-Use Path	Off-Road	●		
55	Stallings Road	Multi-Use Path	Road		●	
56	Sycamore Commons Greenway	Greenway	Off-Road			●



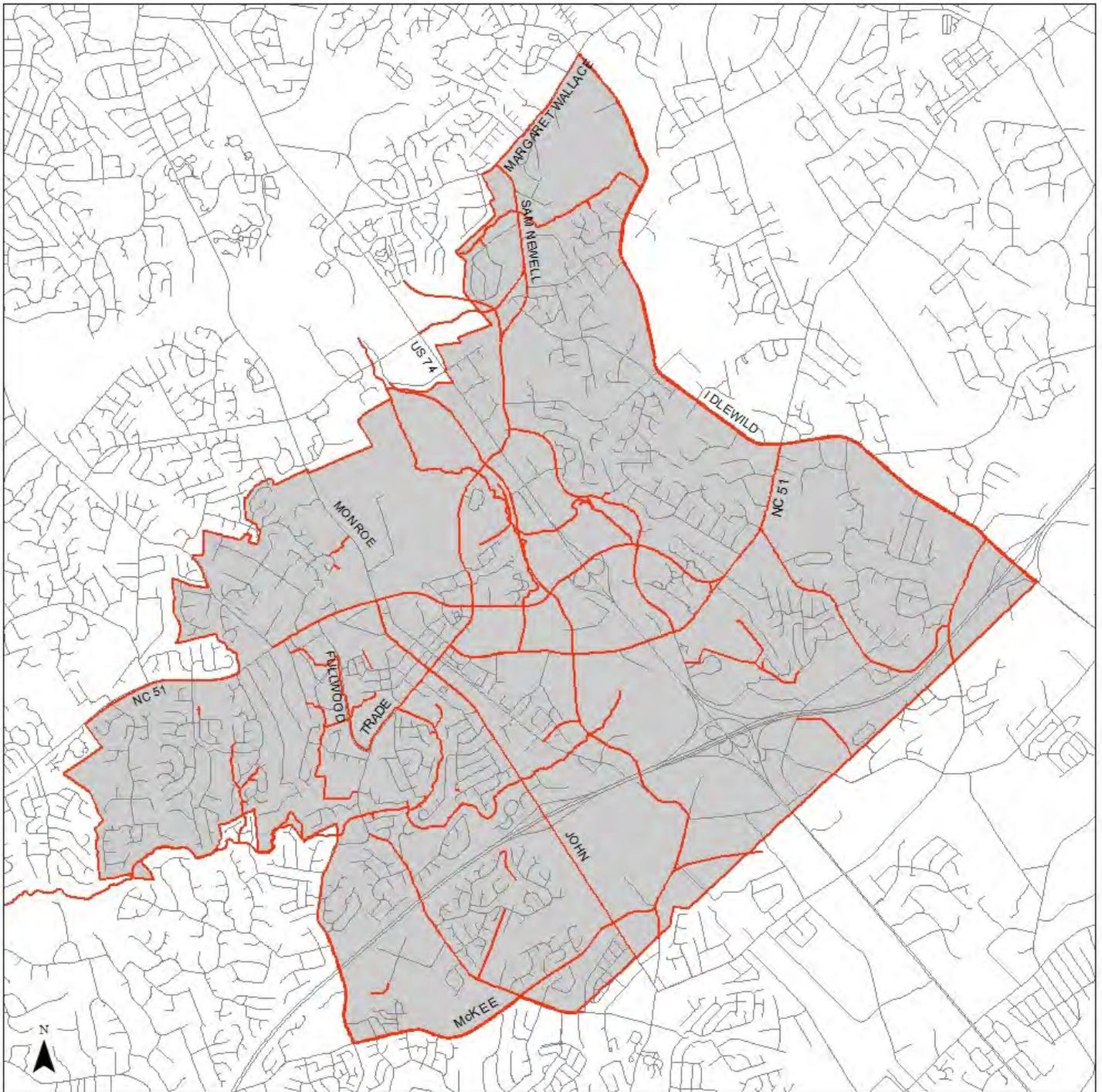
Composite Pedestrian Facilities Inventory

	Facility Name	Facility Type	Corridor	CBP	CTP	Other
57	Village at Plantation Estates / Eden Hall	Multi-Use Path	Off-Road			●
58	Vinecrest / Greylock Ridge Road Connector	Multi-Use Path	Off-Road			●
59	Weddington Road	Sidewalk	Road		●	
60	West John Street	Multi-Use Path	Road		●	



Composite Pedestrian Facilities Inventory

Map: All Pedestrian Facilities in the Composite Inventory



Updating the Composite Inventory

Now that the composite inventory has been established, the next step is to sort through it. In order to present an efficient and complete network, some clean-up and adjustment of the composite inventory is necessary. Because of the various plans and timeframes from which these projects originated, sorting through them can be a complicated undertaking. These adjustment procedures include:

1. Identifying **completed projects** and moving them to the existing inventory ledger.
2. **Resolving conflicts and redundancies** between projects in different plans.
3. **Modifying characteristics** of projects to better align with the overall network plan.
4. **Eliminating** projects that are no longer feasible.
5. **Realigning** projects that have been impacted by external factors such as development.
6. **Adding projects through gap analysis** to form a more complete and efficient network.

As discussed in previous chapters, the bicycle and pedestrian inventories contain a significant amount of overlap with some facility types serving both uses. Additionally, limited amounts of right-of-way mean that bicycle and pedestrian facilities will sometimes compete for space in the same corridor. Therefore, the inventory adjustment process reviews both modes simultaneously, on a per project basis. The applicable modes are indicated.

Completed Projects

With the oldest plan, the Comprehensive Bicycle Plan, approaching ten years in age, a number of projects suggested in the plan can be checked off as completed. All of these completed projects are multi-use paths and, as such, apply to both transportation modes:

1. Chesney Glen / Four Mile Creek Connector		
2. Country Place / Four Mile Creek Connector		
3. Jeffers Drive / Four Mile Creek Connector		
4. Matthews Elementary School Greenway Connector		
5. Matthews Estates / Four Mile Creek Connector		
6. Sycamore Commons Greenway		
7. Vinecrest / Greylock Ridge Road Connector		

Updating the Composite Inventory

Conflicts and Resolutions

Conflict #1: Bubbling Well / Fullwood Connector vs. Village at Plantation Estates / Eden Hall Connector



Bubbling Well / Fullwood Connector	Corridor aligned to the south of Plantation Estates facilities.
Village at Plantation Estates / Eden Hall Connector	Corridor aligned to the north of Plantation Estates facilities.
Resolution and Explanation	Village at Plantation Estates / Eden Hall Connector determined to be more feasible alignment and will provide access to more residents.

Conflict #2: East John Street



Comprehensive Bicycle Plan	Bike Lanes
Comprehensive Transportation Plan	Bike Lanes, Multi-Use Path, and Sidewalk
Resolution and Explanation	Providing all three facilities would require a minimum of 30 feet of right-of-way. This amount of space is simply not available. Because both modes can be accommodated with a multi-use path, this is the preferred facility.

Conflict #3: Idlewild Road



Comprehensive Bicycle Plan	Bike Lanes
Comprehensive Transportation Plan	Multi-Use Path, Sidewalk, and Wide Outside Lane
Resolution and Explanation	Providing all four facilities would require a minimum of 34 feet of right-of-way. This amount of space is simply not available. Because both modes can be accommodated with a multi-use path, this is the preferred facility.

Conflict #4: Independence Pointe Parkway



Comprehensive Transportation Plan	Bike Lanes, Multi-Use Path, and Sidewalk
Resolution and Explanation	Sidewalks and Bike Lanes are a redundant facility where Multi-Use Paths are provided. Therefore, on the undeveloped sections of Independence Pointe Parkway, Multi-Use Paths are the preferred facilities.

Updating the Composite Inventory

Conflict #5: Matthews-Mint Hill Road



Comprehensive Bicycle Plan	Bike Lanes
Comprehensive Transportation Plan	Bike Lanes, Multi-Use Path, and Sidewalk
Resolution and Explanation	Providing all three facilities would require a minimum of 30 feet of right-of-way. This amount of space is simply not available. Because both modes can be accommodated with a multi-use path, this is the preferred facility.

Conflict #6: Matthews Township Parkway



Comprehensive Bicycle Plan	Bike Lanes
Comprehensive Transportation Plan	Bike Lanes, Multi-Use Path, and Sidewalk
Resolution and Explanation	Providing all three facilities would require a minimum of 30 feet of right-of-way. This amount of space is simply not available. Because both modes can be accommodated with a multi-use path, this is the preferred facility.

Conflict #7: McKee Road



Comprehensive Bicycle Plan	Wide Shoulder
Comprehensive Transportation Plan	Bike Lanes
Resolution and Explanation	Wide Shoulder is redundant with Bike Lanes provided and should be eliminated.

Conflict #8: Northeast Parkway



Comprehensive Transportation Plan	Sidewalk
Approved Zoning Petition	Multi-Use Path
Resolution and Explanation	Multi-Use Paths accommodate both transportation modes and where installed, render Sidewalks redundant.

Updating the Composite Inventory

Conflict #9: Phillips Road



Comprehensive Bicycle Plan	Neighborhood Signed Route
Comprehensive Transportation Plan	Bike Lanes and Sidewalk
Resolution and Explanation	Due to the high speed and volume of traffic associated with a connector road such as Phillips Road, a Neighborhood Signed Route is not appropriate. Both modes can be accommodated with a Multi-Use Path, thereby separating bicycle traffic from vehicular traffic and providing a safer facility.

Conflict #10: Pineville-Matthews Road



Comprehensive Bicycle Plan	Bike Lanes
Comprehensive Transportation Plan	Wide Outside Lane
Resolution and Explanation	Wide Shoulder is redundant with Bike Lanes provided and should be eliminated.

Conflict #11: Pleasant Plains Road



Comprehensive Bicycle Plan	Bike Lanes
Comprehensive Transportation Plan	Bike Lanes and Multi-Use Path
Resolution and Explanation	Bike Lanes are redundant with provision of Multi-Use Path and should be eliminated.

Conflict #12: Rice Road



Comprehensive Bicycle Plan	Neighborhood Signed Route
Comprehensive Transportation Plan	Bike Lanes
Resolution and Explanation	Due to the high speed and volume of traffic associated with a connector road such as Phillips Road, Bike Lanes are the more appropriate facility.

Updating the Composite Inventory

Conflict #13: Sam Newell Road



Comprehensive Bicycle Plan	Bike Lanes
Comprehensive Transportation Plan	Bike Lanes, Multi-Use Path, and Sidewalk
Resolution and Explanation	Providing all three facilities would require a minimum of 30 feet of right-of-way. This amount of space is simply not available. Because both modes can be accommodated with a multi-use path, this is the preferred facility.

Conflict #14: Sardis Road N. / Sam Newell Connector



Comprehensive Bicycle Plan	Multi-Use Path
Comprehensive Transportation Plan	Bike Lanes
Resolution and Explanation	Bike Lanes are redundant with provision of Multi-Use Path and should be eliminated.

Conflict #15: Stallings Road



Comprehensive Bicycle Plan	Neighborhood Signed Route
Comprehensive Transportation Plan	Bike Lanes and Multi-Use Path
Resolution and Explanation	Due to the high speed and volume of traffic associated with a connector road such as Stallings Road, a Neighborhood Signed Route is not appropriate. Furthermore, Bike Lanes are redundant with provision of Multi-Use Path and should be eliminated.

Conflict #16: West John Street



Comprehensive Bicycle Plan	Bike Lanes
Comprehensive Transportation Plan	Bike Lanes and Multi-Use Path
Resolution and Explanation	Bike Lanes are redundant with provision of Multi-Use Path and should be eliminated.

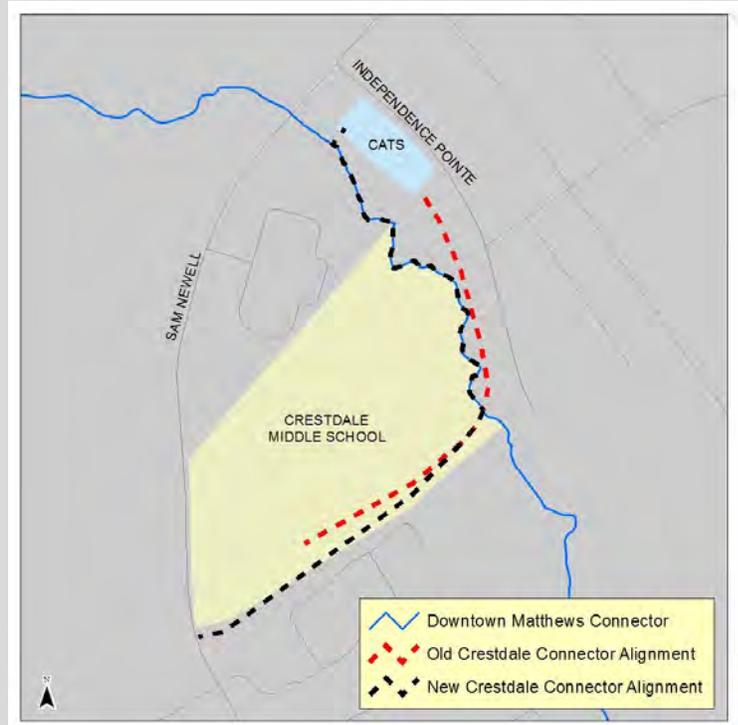
Updating the Composite Inventory

Realignments

Some proposed projects remain viable despite external factors such as development or the adoption of alternate plans. These projects simply need to be realigned to accommodate and work in concert with these factors. The following two projects have been adjusted accordingly:

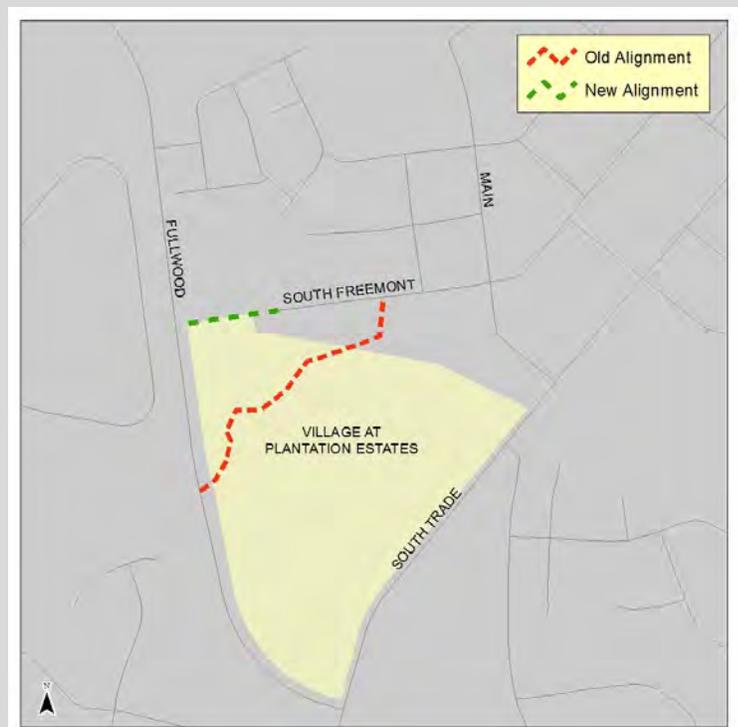
1. **Crestdale Middle School Connector:** Multi-Use Path

The purpose of the Crestdale Middle School Connector was to link two important destinations: Crestdale Middle School on Sam Newell Road and the CATS Park & Ride facility on Independence Pointe Parkway. This connector was originally identified in the Comprehensive Bicycle Plan in 2006. Subsequent plans (the Carolina Thread Trail and the Comprehensive Transportation Plan) have identified an additional project that traverses the planned connector, following the stream corridor from McAlpine Creek Greenway in Charlotte southeast to Matthews-Mint Hill Road. This project, entitled the Downtown Matthews Connector, accesses both Crestdale Middle School and the CATS Park & Ride facility. Therefore, the Crestdale Connector alignment has been modified to utilize the Downtown Matthews Connector alignment where they parallel, still extending into the Park & Ride site, and across Crestdale Middle School campus to connect with Sam Newell Road.



2. **Fullwood Lane / South Freemont Connector:** Multi-Use Path

Originally identified in the Comprehensive Bicycle Plan (CBP), the Fullwood Lane / South Freemont Connector was intended to follow the stream corridor from South Freemont Street, across sparsely developed property, and terminate at Fullwood Lane. Since the adoption of the CBP, 42 acres on both sides of the stream have been rezoned for the Village at Plantation Estates retirement community, as discussed in other sections of this plan. The developers attempted to include this connector in their site plan but ultimately determined that the severe topography between the stream and Fullwood Lane rendered the project infeasible. By shifting the proposed alignment north to the edge of the project, the connector can still serve its purpose and line up nicely with the planned crosswalk on Fullwood Lane.



Updating the Composite Inventory

Facility Type Changes

The following projects have been modified to a different facility type for the final inventory:

Project	Old Facility Type(s)	New Facility Type	Explanation
1. Campus Ridge Road	Neighborhood Signed Route	Multi-Use Path  	Due to high volume of traffic, Neighborhood Signed Route is not an appropriate facility type. A Multi-Use Path will be consistent with the plans for the Carolina Thread Trail West Connector which is a Multi-Use Path that will use the Campus Ridge Road from I-485 to Union County.
2. Margaret Wallace Road	Wide Outside Lane	Bike Lanes 	Wide Outside Lane is an undesirable facility type. As redevelopment occurs along this corridor, there will be an opportunity to widen the road enough for Bike Lanes
3. McKee Road Extension	Wide Shoulder and Sidewalks	Multi-Use Path  	The McKee Road Extension will improve access to the CPCC Levine campus as well as the largely undeveloped surrounding area. A Multi-Use Path will ensure safe access for all users.
4. Mt. Harmony Church Road	Neighborhood Signed Route	Bike Lanes 	Due to high volume of traffic, Neighborhood Signed Route is not an appropriate facility type. Bike Lanes are more appropriate.
4. Northeast Parkway Extension	Bike Lanes and Sidewalks	Multi-Use Path  	Separating bicycle traffic from vehicular traffic is a priority and an undeveloped road corridor presents an opportunity to accomplish this.
5. Williams Road	Neighborhood Signed Route	Bike Lanes 	Due to high volume of traffic, Neighborhood Signed Route is not an appropriate facility type. Bike Lanes are more appropriate.

Updating the Composite Inventory

Eliminated Projects

A 2012 corridor study by Stewart Engineering determined that the Hampton Green / South Trade Street Connector project identified in the Comprehensive Bicycle Plan was cost prohibitive based on the presence of wetlands and significant topography across virtually all of the 900 foot long trail. The multi-use path would traverse the Hampton Green neighborhood common open space north to south and would require boardwalk for most of the length, thereby increasing the cost almost fivefold over a typical paved trail.

A second trail segment would then cross the Arthur Goodman Park property to the east to make the connection with South Trade Street. This segment of the path was called the Arthur Goodman Park Connector and, without the Hampton Green segment, is rendered obsolete. Therefore, both of these projects are being stricken from the inventory.

1. ~~Hampton Green / South Trade Street Connector: Multi-Use Path~~



2. ~~Arthur Goodman Park Connector: Multi-Use Path~~



Updating the Composite Inventory

Gap Analysis

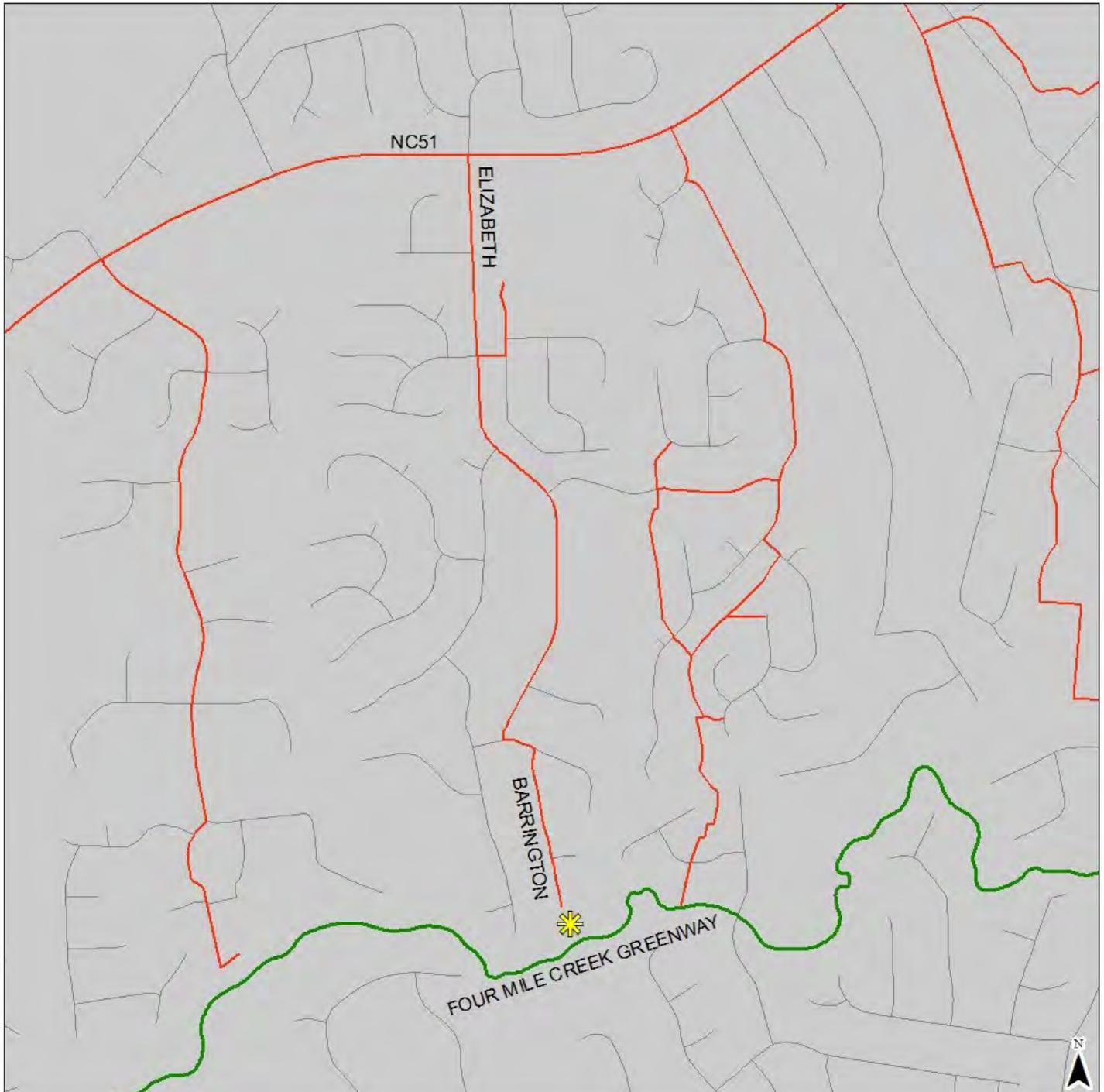
Because so many previous plans have developed lists of recommended projects, much of Matthews is covered. However, due to external factors such as unforeseen development and changes in land use type or intensity, some areas of Matthews can benefit from the provision of bicycle and pedestrian facilities previously unrecognized. The proposed additional facilities are listed below and discussed in detail on the following pages.

1. Barrington Place / Four Mile Creek Connector: Multi-Use Path	 
2. Brenham Lane: Neighborhood Signed Route	
3. Creekside Drive: Neighborhood Signed Route	
4. English Knoll Drive: Neighborhood Signed Route	
5. Greylock Ridge Road: Neighborhood Signed Route	
6. Greylock Ridge Road Extension: Multi-Use Path	 
7. Mangionne Drive: Neighborhood Signed Route	
8. Marque Place: Neighborhood Signed Route	
9. Mt. Harmony Church Connector: Multi-Use Path	 
10. Rice Road / Williams Road Connector: Multi-Use Path	 
11. Rockwell View Road: Neighborhood Signed Route	
12. Somersby Lane: Neighborhood Signed Route	
13. Stanhope Lane: Neighborhood Signed Route	
14. Thornblade Ridge Drive: Neighborhood Signed Route	
15. Windrow Connector: Multi-Use Path	 

Updating the Composite Inventory

Barrington Place / Four Mile Creek Connector—Multi-Use Path

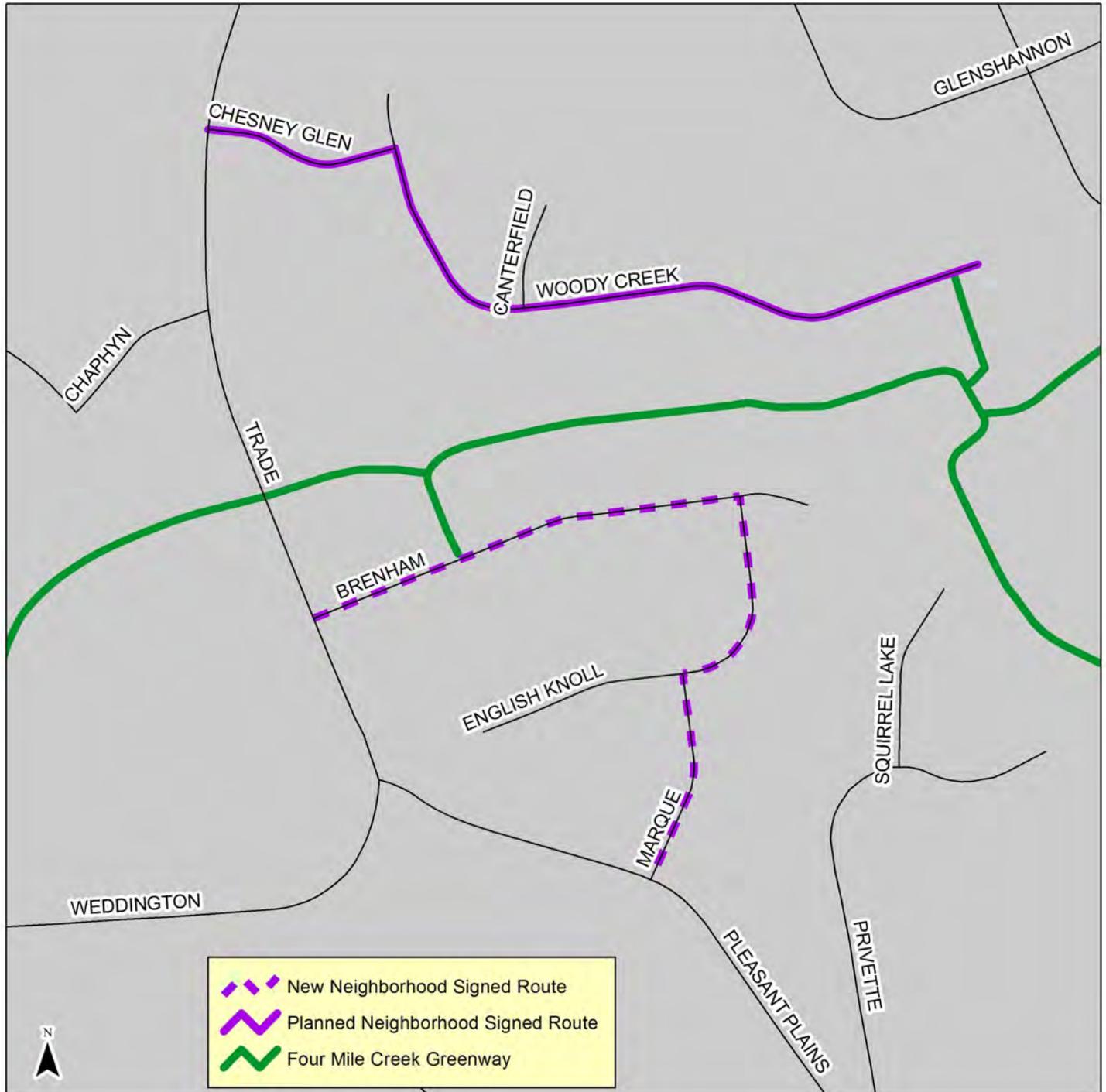
The expansion of Four Mile Creek Greenway westward from its current terminus near South Trade Street will present a challenge to provide access to all the Matthews neighborhoods bordering the creek to the north. Many of these are older neighborhoods that were completely built-out decades before the greenway corridor was planned. Therefore, there simply are not many clear opportunities to make connections. Sardis Plantation, with community open space bordering the creek, is an exception and, as such, has been recognized as a planned connection on the Comprehensive Bicycle Plan. Barrington Place, with a utility easement leading from the right-of-way to county-owned property, is another opportunity. This connection would provide greenway access to more than 400 residences located off of Elizabeth Lane.



Updating the Composite Inventory

Brenham Lane, English Knoll Drive, and Marque Place—Neighborhood Signed Routes

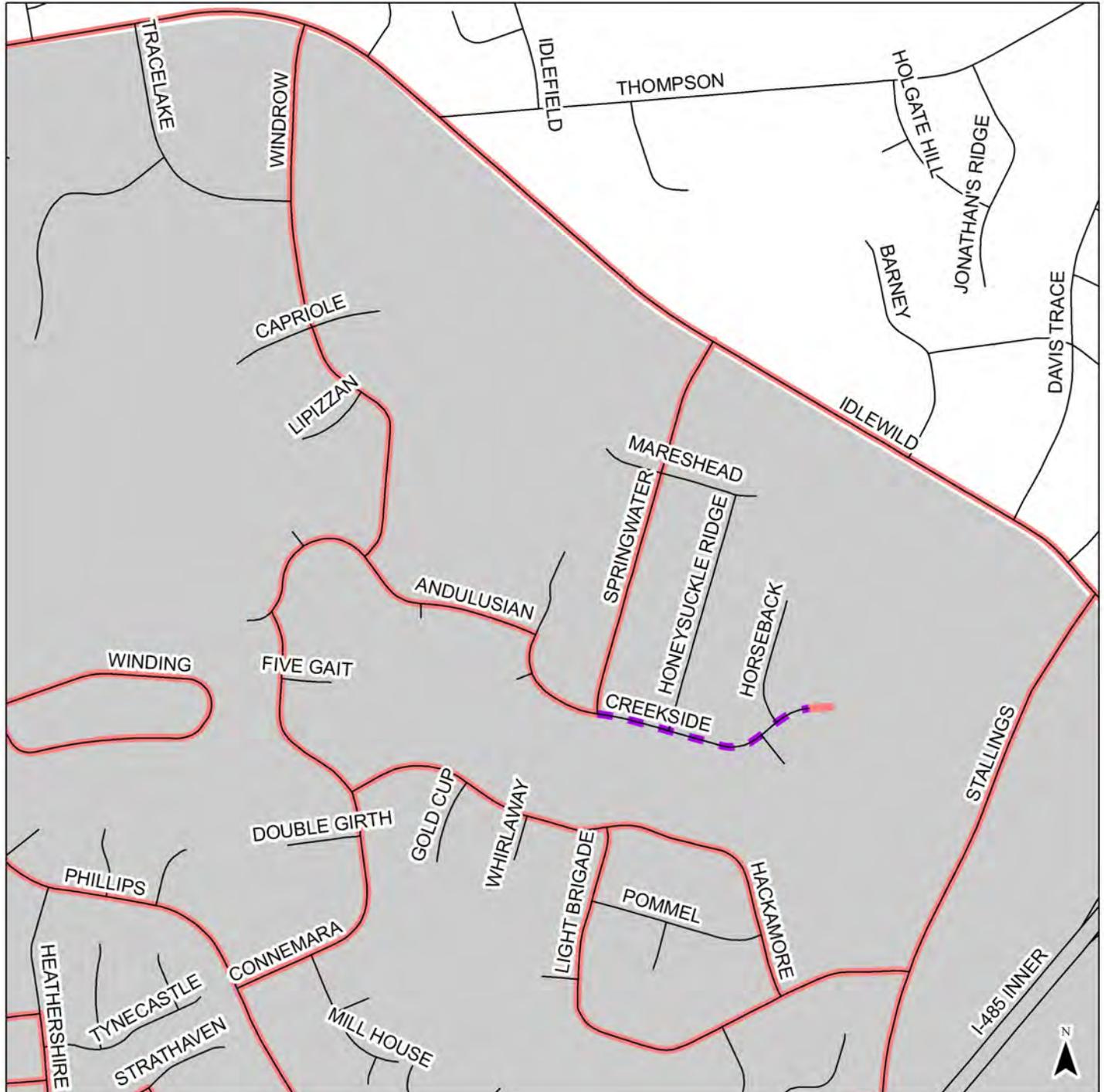
With a Four Mile Creek Greenway access established on Brenham Lane in 2010, enhancing bicycle and pedestrian facilities in the Brighton on Matthews neighborhood is a priority. Installing Neighborhood Signed Routes along the three roads serving the neighborhood will improve safety and access to the greenway.



Updating the Composite Inventory

Creekside Drive—Neighborhood Signed Route

An extensive Neighborhood Signed Route network is planned for the Windrow subdivision. With development of the previously planned Silver Oaks area likely at some point in the future, extending the Neighborhood Signed Route along Creekside Drive to the dead end would ensure bicycle and pedestrian connection into the future neighborhood.



Updating the Composite Inventory

Greylock Ridge Road and Rockwell Veiw Road—Neighborhood Signed Routes

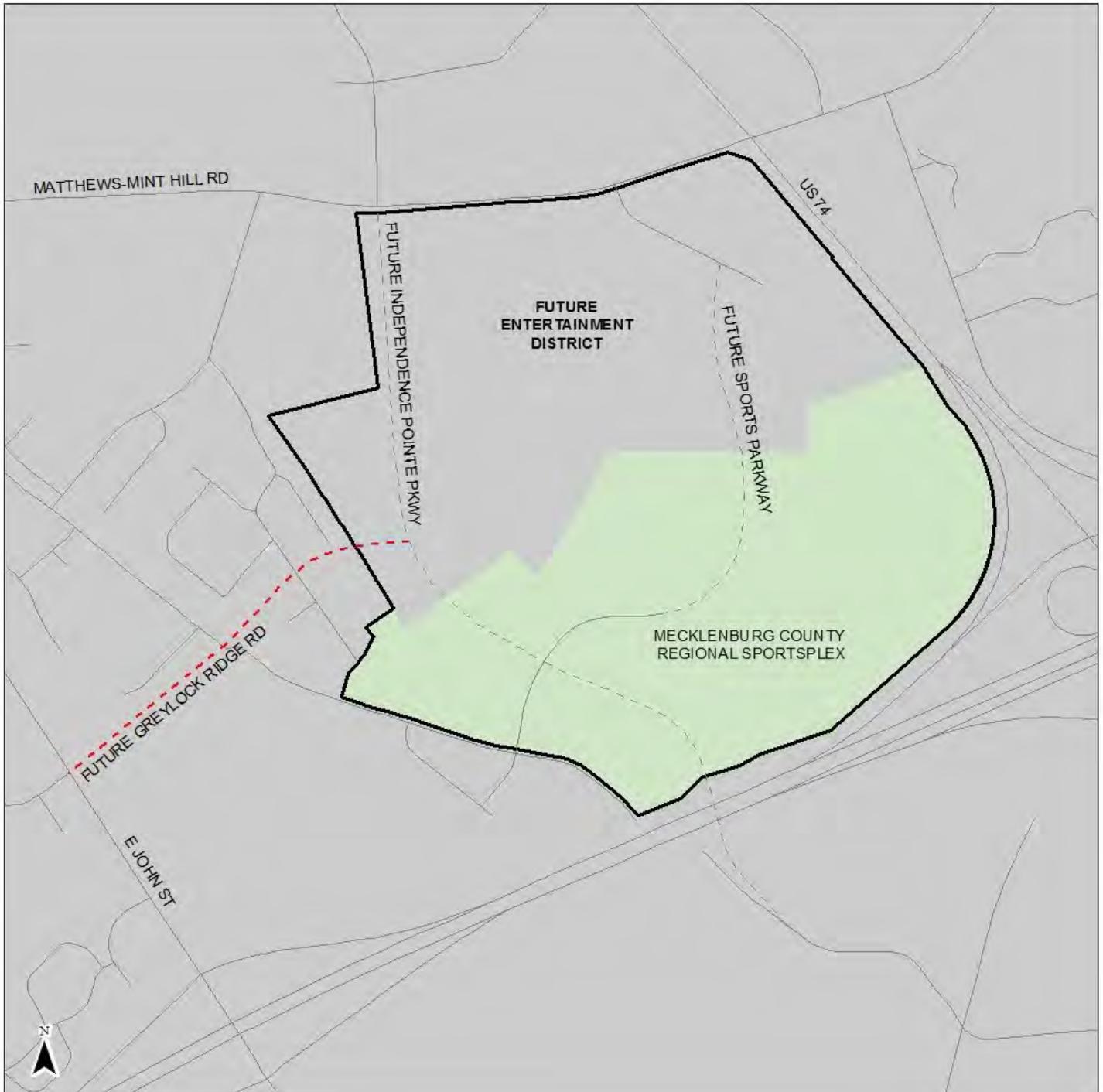
With Four Mile Creek Greenway entrances on Greylock Ridge Road and Rockwell View Road, ensuring safe access in the Greylock neighborhood is a priority. Installing Neighborhood Signed Routes on these two roads achieves this objective.



Updating the Composite Inventory

Greylock Ridge Road Extension—Multi-Use Path

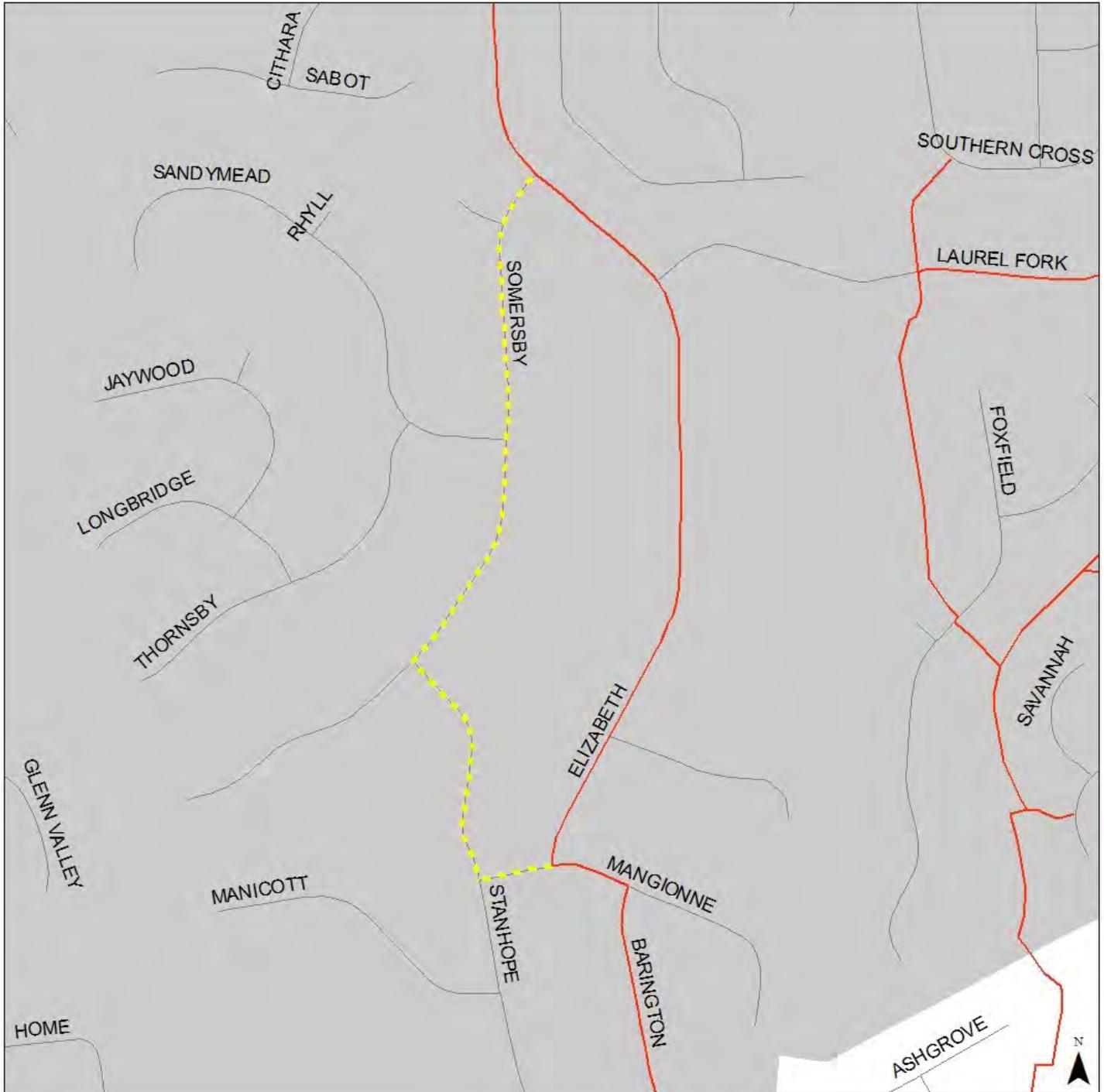
The initial 200 feet of Greylock Ridge Road Extension off of East John Street have been planned to include a Multi-Use Path on the east side of the road per the approved zoning petition for Wingate Commons. The Multi-Use Path should be extended along the entire length of Greylock Ridge Road Extension, into the Entertainment District. This would provide a high-volume connector into a major destination.



Updating the Composite Inventory

Mangionne Drive, Somersby Lane, and Stanhope Lane—Neighborhood Signed Routes

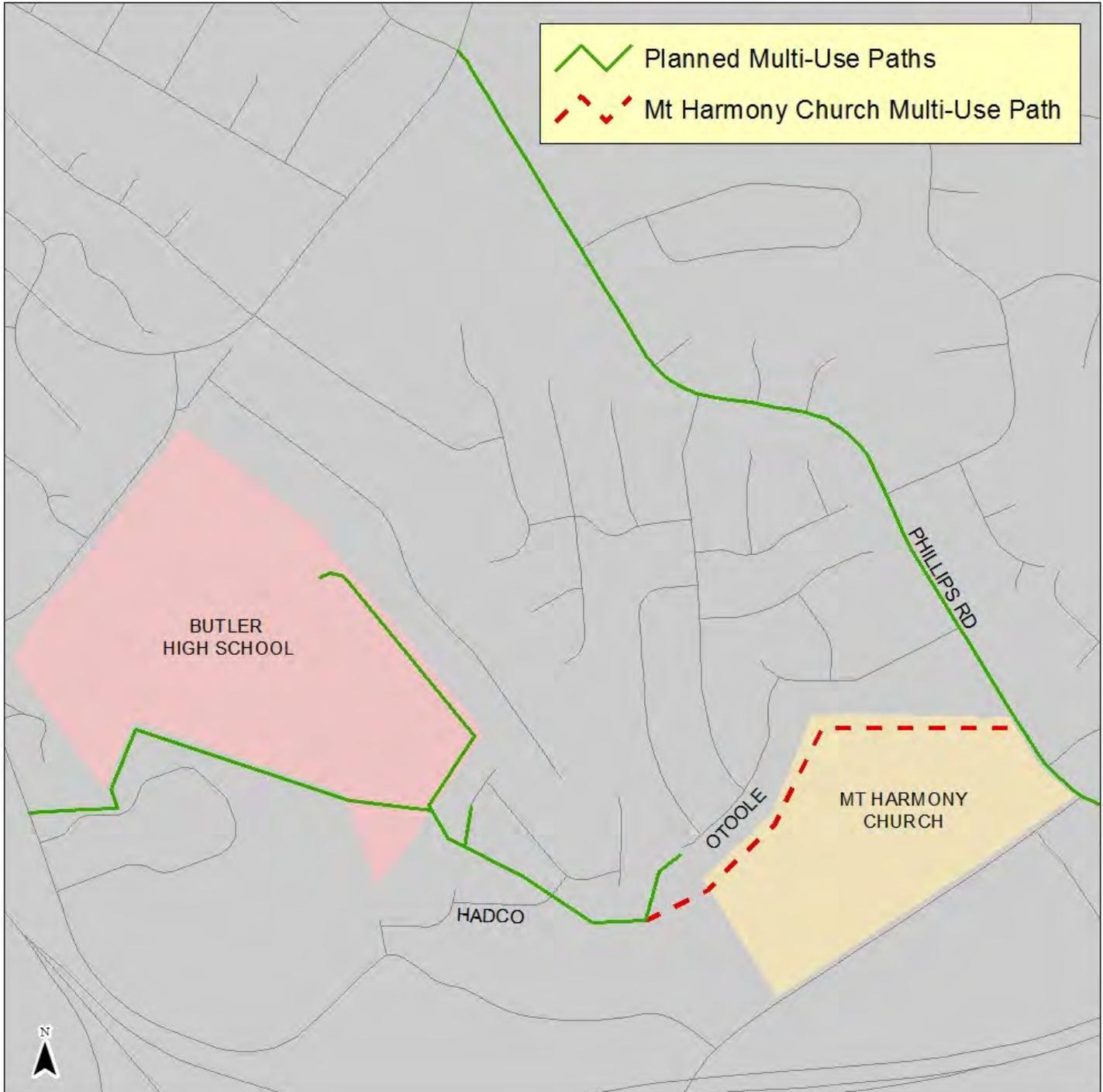
Placing Neighborhood Signed Routes on Somersby Lane, Stanhope Lane, and Mangionne Drive will provide bicycle facilities to many more residents in the Somersby and Mallory Manor neighborhoods.



Updating the Composite Inventory

Mt. Harmony Church Connector—Multi-Use Path

Nearly a mile of Multi-Use Paths are planned to link Moore Road at Royal Park, Butler High School, and the Alexander Ridge Neighborhood. Additionally, a Multi-Use Path is planned along Phillips Road. Currently, there is no pedestrian connection planned between the two, nor sidewalks on the ground along O Toole Drive. Utilizing the substantial open space on Mt. Harmony Church property would connect these two Multi-Path systems, greatly improving the connectedness of the network.



Updating the Composite Inventory

Rice Road / Williams Road Connector—Multi-Use Path

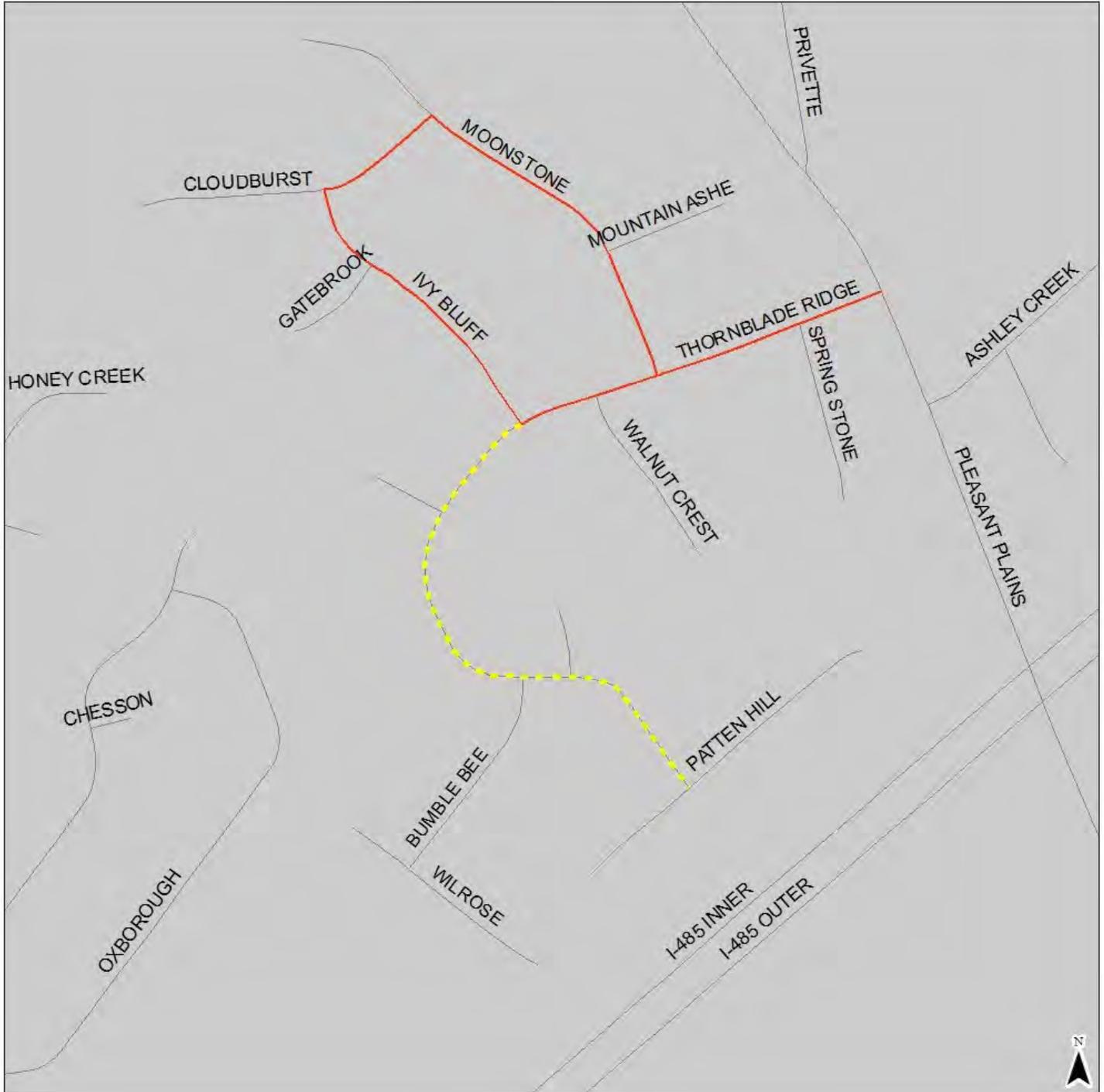
Utilizing the Duke Power transmission line corridor between Rice Road and Williams Road (similar to the planned multi-use path in the Brightmoor neighborhood) will provide safe access to the future town park on Rice Road for the Williams Crossing neighborhood, as well as other neighborhoods off of Williams Road. This path would occupy one parcel owned by Duke and another owned by the Williams Crossing homeowners association.



Updating the Composite Inventory

Thornblade Ridge Drive—Neighborhood Signed Route

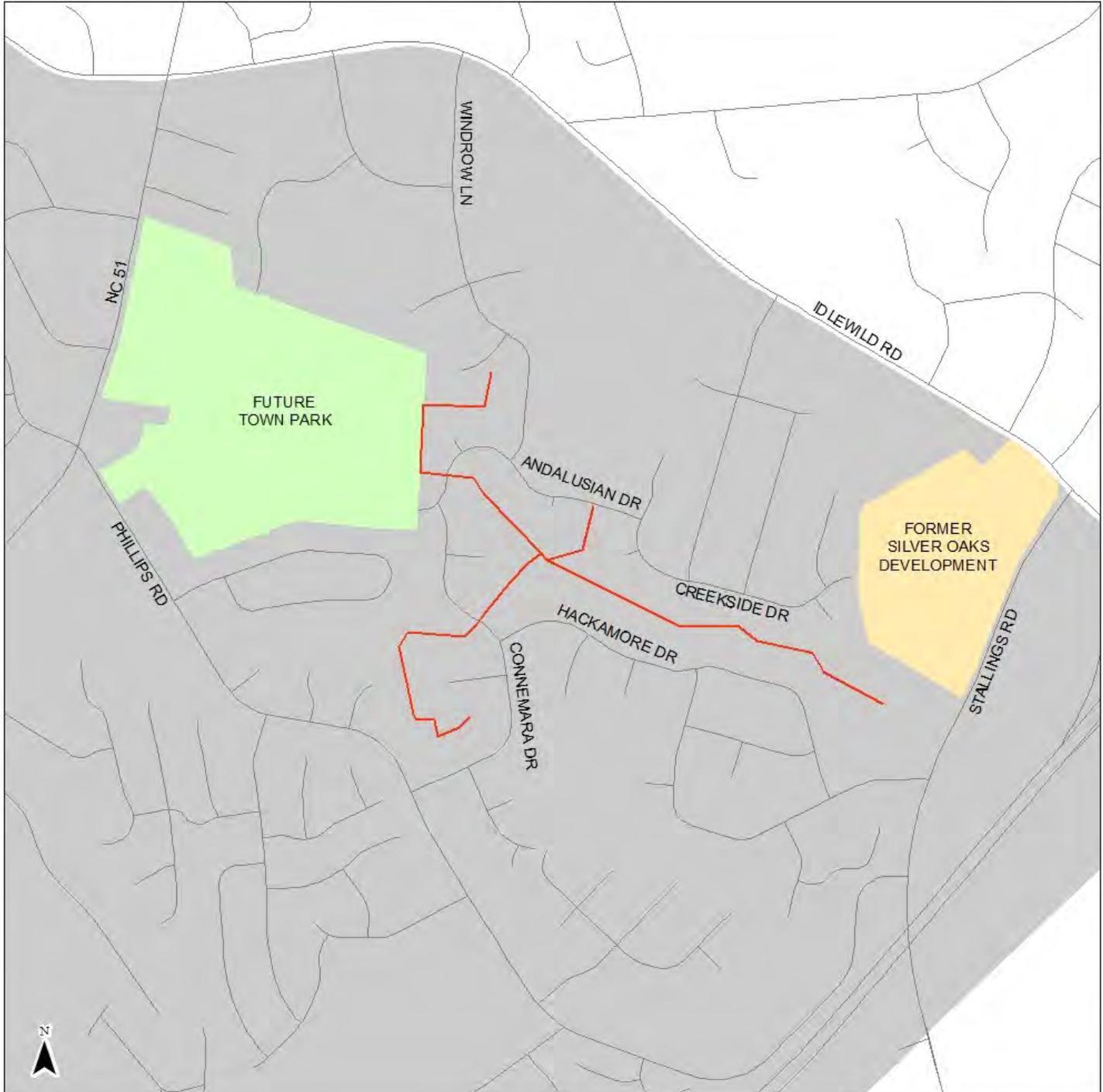
The Thornblade neighborhood has the start of a Neighborhood Signed Route network but the back section of the neighborhood is not served. By extending the Neighborhood Signed Route on Thornblade Ridge Drive to Patten Hill Drive, the percentage of neighborhood residents served by this facility is greatly increased.



Updating the Composite Inventory

Windrow Connector—Multi-Use Path

The Windrow neighborhood was developed long before sidewalks were required in subdivisions and, as a result, the neighborhood has no pedestrian facilities. The neighborhood is unique in that it does have a rough trail system, originally designed to accommodate horse riding. Horse keeping is no longer allowed in the subdivision, leading the trail system to be largely unused. Using this corridor to build a Multi-Use Path would provide for a connection to the future town park located off of NC51 and Phillips Road, as well as creating the only pedestrian facility for a neighborhood of more than 350 residences. Extending it a quarter-mile along a stream corridor between Creekside Drive and Hackamore Drive will allow for a future connection near the former Silver Oaks development, a large area of undeveloped land.





Final Inventory: Bicycle Facilities

	Facility Name	Facility Type	Corridor
1	Alexander Street	N'hood Signed Route	Road
2	Alexander Ridge Connector	Multi-Use Path	Off-Road
3	Alexander Ridge Drive	N'hood Signed Route	Road
4	Andalusian Drive	N'hood Signed Route	Road
5	Annecey Drive	N'hood Signed Route	Road
6	Ashley Creek Drive	N'hood Signed Route	Road
7	Ballards Pond Lane	N'hood Signed Route	Road
8	Barington Place	N'hood Signed Route	Road
9	Barington Place / Four Mile Creek Connect.	Multi-Use Path	Off-Road
10	Bathgate Lane	N'hood Signed Route	Road
11	Benton Woods Drive	N'hood Signed Route	Road
12	Biltmore Forest Drive	N'hood Signed Route	Road
13	Brenham Lane	N'hood Signed Route	Road
14	Brightmoor Drive	N'hood Signed Route	Road
15	Brightmoor / Pleasant Plains Road Connector	Multi-Use Path	Off-Road
16	Bubbling Well Road	N'hood Signed Route	Road
17	Butler High School Connector	Multi-Use Path	Off-Road
18	Campus Ridge Road	Multi-Use Path	Road
19	Carolina Thread Trail East Connector	Multi-Use Path	Off-Road
20	Carolina Thread Trail West Connector	Multi-Use Path	Off-Road
21	Candlelight Woods Drive	N'hood Signed Route	Road
22	Charing Cross Drive	N'hood Signed Route	Road
23	Chesney Glen Drive	N'hood Signed Route	Road
24	Chesswood Lane	N'hood Signed Route	Road
25	Christ Covenant / S. Ames Street Connector	Multi-Use Path	Off-Road
26	Cithara Drive	N'hood Signed Route	Road
27	Clearbrook Road	N'hood Signed Route	Road
28	Cloudburst Drive	N'hood Signed Route	Road



Final Inventory: Bicycle Facilities

	Facility Name	Facility Type	Corridor
29	Coach Ridge Trail	N'hood Signed Route	Road
30	Cochrane Woods Lane	N'hood Signed Route	Road
31	Connemarra Drive	N'hood Signed Route	Road
32	Country Place Drive	N'hood Signed Route	Road
33	Creekside Drive	N'hood Signed Route	Road
34	Crescent Knoll Drive	N'hood Signed Route	Road
35	Crestdale Road	N'hood Signed Route	Road
36	Crestdale Middle School Connector	Multi-Use Path	Off-Road
37	Cross Point Road	N'hood Signed Route	Road
38	Danny Court	N'hood Signed Route	Road
39	Deer Creek Drive	N'hood Signed Route	Road
40	Dion Drive	N'hood Signed Route	Road
41	Downtown Matthews Connector	Multi-Use Path	Off-Road
42	Duke Power Right-of-Way	Multi-Use Path	Off-Road
43	East Charles Street	N'hood Signed Route	Road
44	East John Street	Multi-Use Path	Road
45	Elizabeth Lane	N'hood Signed Route	Road
46	Elizabeth Lane Elementary School Connector	Multi-Use Path	Off-Road
47	English Knoll Drive	N'hood Signed Route	Road
48	Fair Forest Drive	N'hood Signed Route	Road
49	Fair Forest / Siskey YMCA Connector	Multi-Use Path	Off-Road
50	Fairfax Woods Drive	N'hood Signed Route	Road
51	Firewood Drive	N'hood Signed Route	Road
52	Forest Ridge / Northeast Parkway Connector	Multi-Use Path	Off-Road
53	Forest Wood Drive	N'hood Signed Route	Road
54	Four Mile Creek Greenway	Greenway	Off-Road
55	Four Mile Creek Greenway / Greylock Ext.	Greenway	Off-Road
56	Fraserburgh Drive	N'hood Signed Route	Road



Final Inventory: Bicycle Facilities

	Facility Name	Facility Type	Corridor
29	Coach Ridge Trail	N'hood Signed Route	Road
30	Cochrane Woods Lane	N'hood Signed Route	Road
31	Connemarra Drive	N'hood Signed Route	Road
32	Country Place Drive	N'hood Signed Route	Road
33	Creekside Drive	N'hood Signed Route	Road
34	Crescent Knoll Drive	N'hood Signed Route	Road
35	Crestdale Road	N'hood Signed Route	Road
36	Crestdale Middle School Connector	Multi-Use Path	Off-Road
37	Cross Point Road	N'hood Signed Route	Road
38	Danny Court	N'hood Signed Route	Road
39	Deer Creek Drive	N'hood Signed Route	Road
40	Dion Drive	N'hood Signed Route	Road
41	Downtown Matthews Connector	Multi-Use Path	Off-Road
42	Duke Power Right-of-Way	Multi-Use Path	Off-Road
43	East Charles Street	N'hood Signed Route	Road
44	East John Street	Multi-Use Path	Road
45	Elizabeth Lane	N'hood Signed Route	Road
46	Elizabeth Lane Elementary School Connector	Multi-Use Path	Off-Road
47	English Knoll Drive	N'hood Signed Route	Road
48	Fair Forest Drive	N'hood Signed Route	Road
49	Fair Forest / Siskey YMCA Connector	Multi-Use Path	Off-Road
50	Fairfax Woods Drive	N'hood Signed Route	Road
51	Firewood Drive	N'hood Signed Route	Road
52	Forest Ridge / Northeast Parkway Connector	Multi-Use Path	Off-Road
53	Forest Wood Drive	N'hood Signed Route	Road
54	Four Mile Creek Greenway	Greenway	Off-Road
55	Four Mile Creek Greenway / Greylock Ext.	Greenway	Off-Road
56	Fraserburgh Drive	N'hood Signed Route	Road



Final Inventory: Bicycle Facilities

	Facility Name	Facility Type	Corridor
57	Fullwood Lane / South Freemont Connector	Multi-Use Path	Off-Road
58	Gladewater Drive	N'hood Signed Route	Road
59	Grayfox Lane	N'hood Signed Route	Road
60	Greylock Ridge Road	N'hood Signed Route	Road
61	Greylock Ridge Road Extension	Multi-Use Path	Road
62	Habersham / Irvins Creek Connector	Multi-Use Path	Off-Road
63	Hackamore Drive	N'hood Signed Route	Road
64	Hadco Lane	N'hood Signed Route	Road
65	Hallmark Drive	N'hood Signed Route	Road
66	Hargett Road	N'hood Signed Route	Road
67	Heathershire Lane	N'hood Signed Route	Road
68	Hickory Lake Lane	N'hood Signed Route	Road
69	Hinson Drive	N'hood Signed Route	Road
70	Holly Ridge Drive	N'hood Signed Route	Road
71	Honey Creek Lane	N'hood Signed Route	Road
72	Hounds Run Drive	N'hood Signed Route	Road
73	Idlewild Road	Multi-Use Path	Road
74	Independence Commerce Drive	N'hood Signed Route	Road
75	Independence Pointe Parkway	Bike Lanes	Road
76	Independence Pointe Parkway	Multi-Use Path	Road
77	Irvins Creek Greenway	Greenway	Off-Road
78	Ivey Wood Lane	N'hood Signed Route	Road
79	Ivy Bluff Way	N'hood Signed Route	Road
80	Jeffers Drive	N'hood Signed Route	Road
81	Jefferson Street	N'hood Signed Route	Road
82	Kale Wood Drive	N'hood Signed Route	Road
83	Kilkenney Hill Road	N'hood Signed Route	Road
84	Kintyre Court	N'hood Signed Route	Road



Final Inventory: Bicycle Facilities

	Facility Name	Facility Type	Corridor
85	Lakeview Circle	N'hood Signed Route	Road
86	Lakeview Circle / Irvins Creek Connector	Multi-Use Path	Off-Road
87	Laurel Fork Drive	N'hood Signed Route	Road
88	Light Brigade Drive	N'hood Signed Route	Road
89	Lightwood Drive	N'hood Signed Route	Road
90	Linville Drive	N'hood Signed Route	Road
91	Main Street	N'hood Signed Route	Road
92	Mangionne Drive	N'hood Signed Route	Road
93	Margaret Wallace Road	Bike Lanes	Road
94	Marglyn Drive	N'hood Signed Route	Road
95	Marque Place	N'hood Signed Route	Road
96	Matthews Estates Road	N'hood Signed Route	Road
97	Matthews-Mint Hill Road	Multi-Use Path	Road
98	Matthews-Mint Hill Road Connector	Multi-Use Path	Off-Road
99	Matthews Plantation Drive	N'hood Signed Route	Road
100	Matthews Township Parkway	Multi-Use Path	Road
101	McDowell Street	N'hood Signed Route	Road
102	McKee Road	Bike Lanes	Road
103	McKee Road Extension	Multi-Use Path	Road
104	Monroe Road	Bike Lanes	Road
105	Moonstone Drive	N'hood Signed Route	Road
106	Moore Road	N'hood Signed Route	Road
107	Mt. Harmony Church Road	Bike Lanes	Road
108	Mt. Harmony Church / Union Co. Connector	Multi-Use Path	Off-Road
109	Mullis Lane	N'hood Signed Route	Road
110	Neill Ridge Road	N'hood Signed Route	Road
111	North Trade Street	Bike Lanes	Road
112	Northeast Parkway	Multi-Use Path	Road



Final Inventory: Bicycle Facilities

	Facility Name	Facility Type	Corridor
113	Northeast Parkway Extension	Multi-Use Path	Road
114	O'Malley Drive	N'hood Signed Route	Road
115	Otoole Drive	N'hood Signed Route	Road
116	Oxborough Drive	N'hood Signed Route	Road
117	Phillips Road	Multi-Use Path	Road
118	Phillips Woods Lane	N'hood Signed Route	Road
119	Pineville-Matthews Road	Bike Lanes	Road
120	Pineville-Matthews Road	Wide Outside Lane	Road
121	Pleasant Plains Road	Multi-Use Path	Road
122	Plentywood Drive	N'hood Signed Route	Road
123	Point Drive	N'hood Signed Route	Road
124	Port Patrick Lane	N'hood Signed Route	Road
125	Port Royal Drive	N'hood Signed Route	Road
126	Reid Harkey Road	N'hood Signed Route	Road
127	Reverdy Lane	N'hood Signed Route	Road
128	Rice Road	Bike Lanes	Road
129	Rice Road / Williams Road Connector	Multi-Use Path	Off-Road
130	Rockwell View Road	N'hood Signed Route	Road
131	Royal Park Connector	Multi-Use Path	Off-Road
132	Sadie Drive	N'hood Signed Route	Road
133	Sam Newell Road	Multi-Use Path	Road
134	Sardis Forest / Monroe Road Connector	Multi-Use Path	Off-Road
135	Sardis Forest / Warner Park Connector	Multi-Use Path	Off-Road
136	Sardis Plantation / Four Mile Creek Connect.	Multi-Use Path	Off-Road
137	Sardis Plantation Open Space Connector	Multi-Use Path	Off-Road
138	Sardis Road	Wide Outside Lane	Road
139	Sardis Road N. Ext. / Sam Newell Connector	Multi-Use Path	Road
140	Sardis Mill Drive	N'hood Signed Route	Road

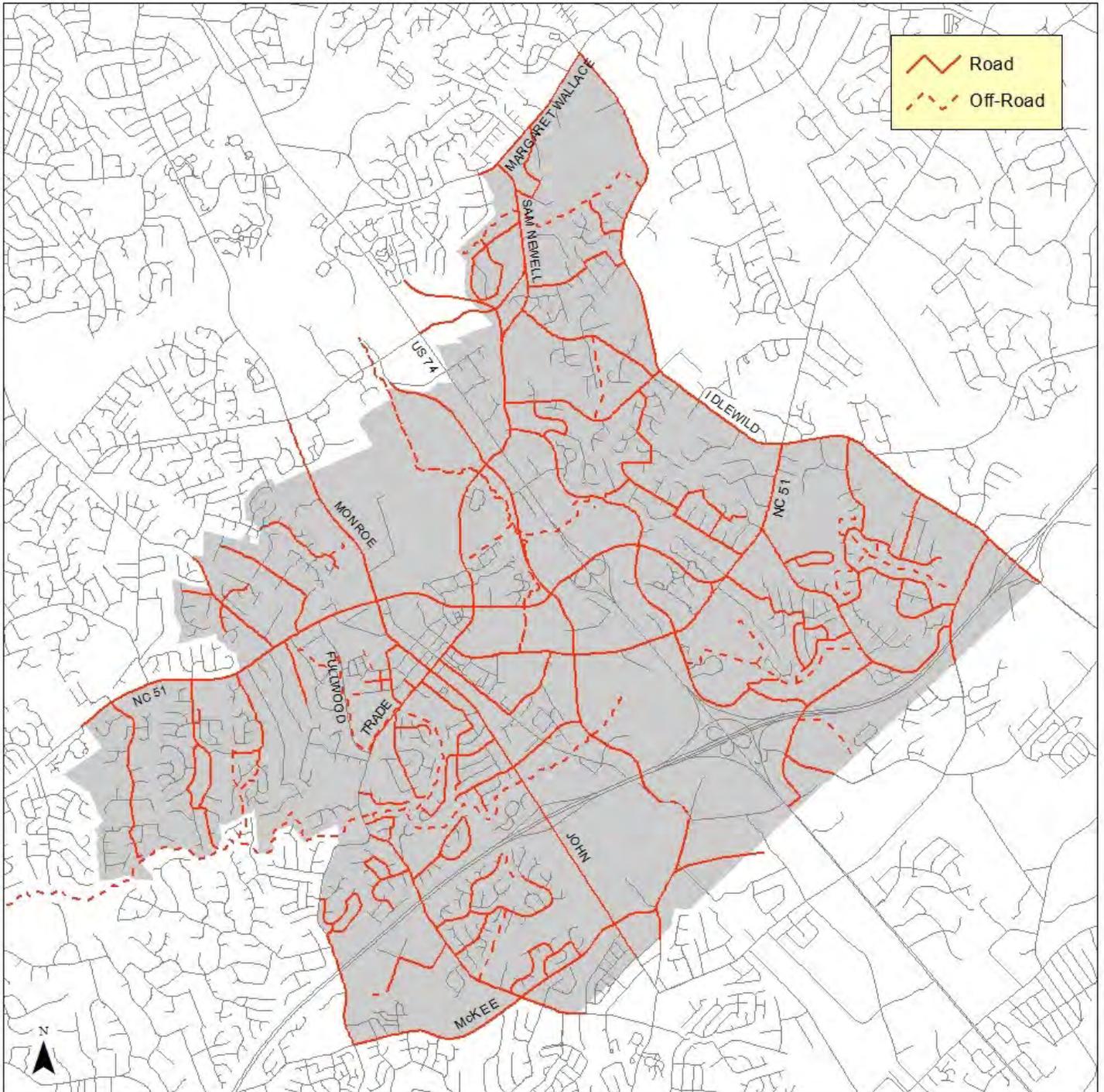


Final Inventory: Bicycle Facilities

	Facility Name	Facility Type	Corridor
141	Silver Oaks / Creekside Connector	Multi-Use Path	Off-Road
142	Somersby Lane	N’hood Signed Route	Road
143	Springwater Drive	N’hood Signed Route	Road
144	Stallings Road	Multi-Use Path	Road
145	Stanhope Lane	N’hood Signed Route	Road
146	Stevens Mill Road	N’hood Signed Route	Road
147	Stratfordshire Drive	N’hood Signed Route	Road
148	Strathaven Drive	N’hood Signed Route	Road
149	Straussburg Woods Lane	N’hood Signed Route	Road
150	Swaim Drive	N’hood Signed Route	Road
151	Tanfield Drive	N’hood Signed Route	Road
152	Thornblade Ridge Drive	N’hood Signed Route	Road
153	Village at Plantation Estates / Eden Hall	Multi-Use Path	Off-Road
154	Vinecrest Drive	N’hood Signed Route	Road
155	Weddington Road	Bike Lanes	Road
156	West John Street	Multi-Use Path	Road
157	Williams Road	Bike Lanes	Road
158	Willow Brook Drive	N’hood Signed Route	Road
159	Winding Trail	N’hood Signed Route	Road
160	Windrow Connector	Multi-Use Path	Off-Road
161	Windrow Lane	N’hood Signed Route	Road
162	Winter Wood Drive	N’hood Signed Route	Road
163	Winterbrooke Drive	N’hood Signed Route	Road
164	Woodbend Drive	N’hood Signed Route	Road
165	Woody Creek Road	N’hood Signed Route	Road

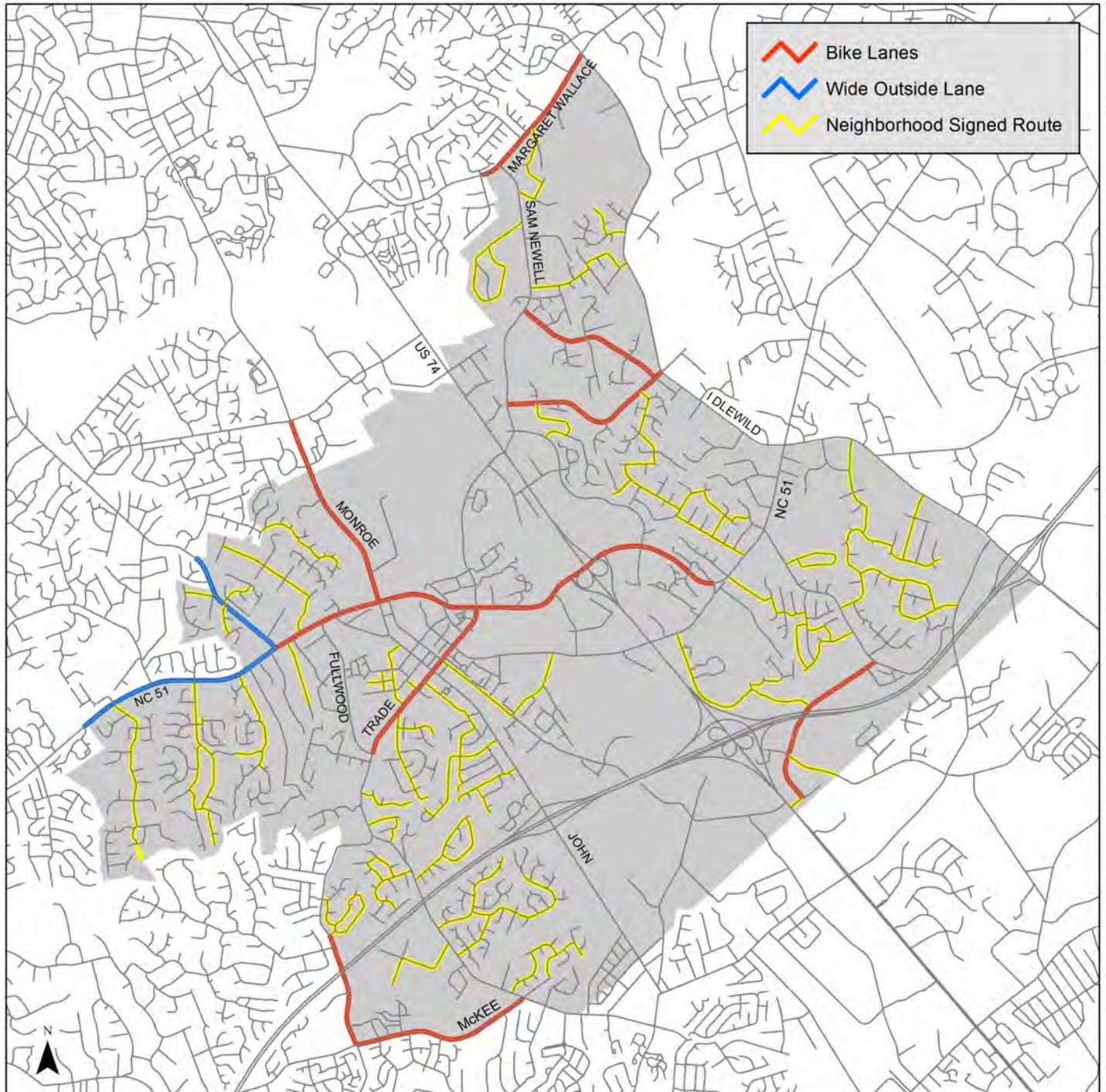
 Final Inventory: Bicycle Facilities

Map Depicting All 165 Planned Bicycle Facilities in the Final Inventory



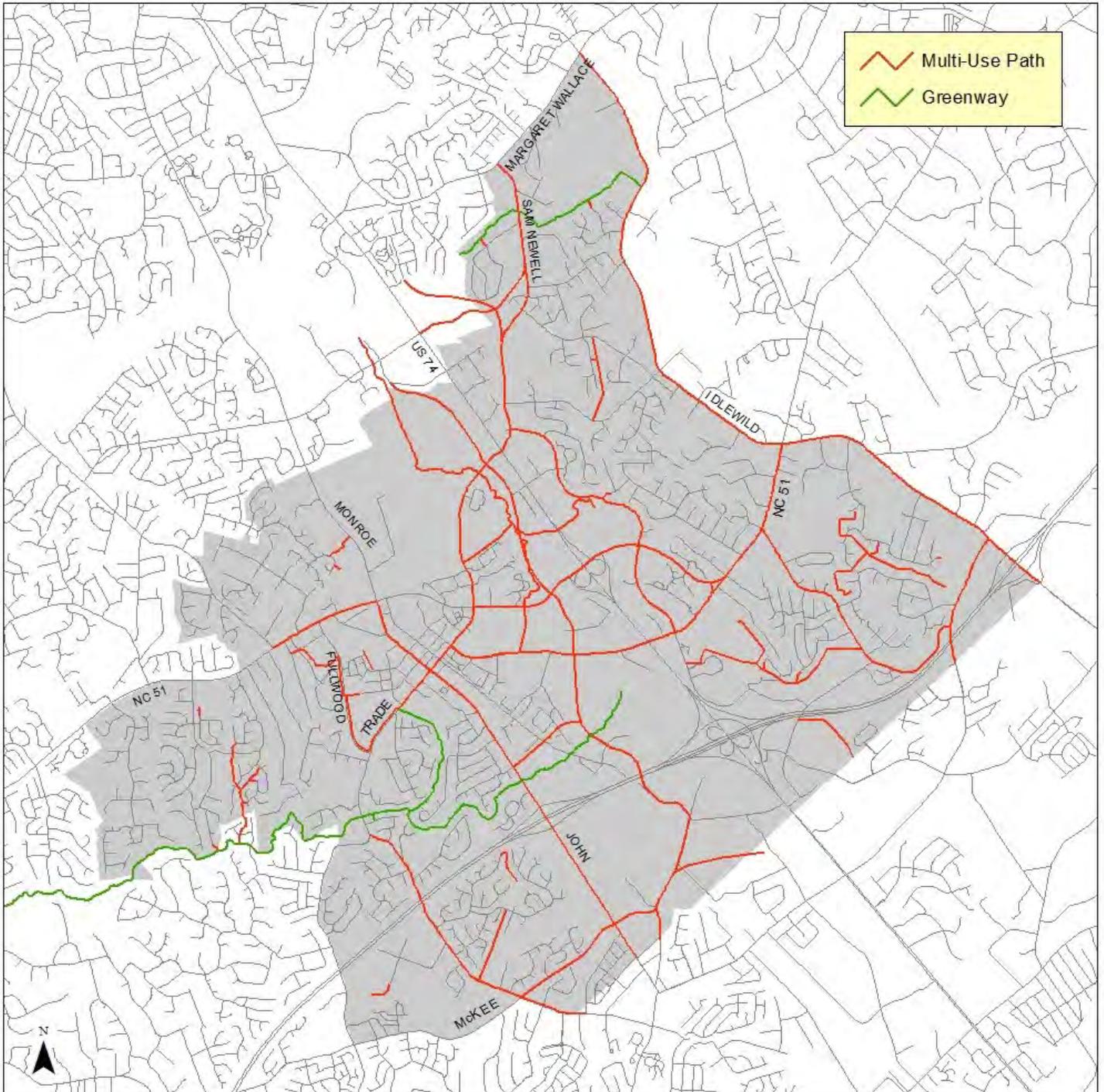
 Final Inventory: Bicycle Facilities

Map Depicting All In-Road Facilities in the Final Inventory



 Final Inventory: Bicycle Facilities

Map Depicting Multi-Use Paths and Greenways in the Final Inventory





Final Inventory: Pedestrian Facilities

	Facility Name	Facility Type	Corridor
1	Alexander Ridge Connector	Multi-Use Path	Off-Road
2	Barington Place / Four Mile Creek Connect.	Multi-Use Path	Off-Road
3	Brightmoor / Pleasant Plains Road Connector	Multi-Use Path	Off-Road
4	Bubbling Well / Fullwood Lane Connector	Multi-Use Path	Off-Road
5	Butler High School Connector	Multi-Use Path	Off-Road
6	Campus Ridge Road	Multi-Use Path	Road
7	Carolina Thread Trail East Connector	Multi-Use Path	Off-Road
8	Carolina Thread Trail West Connector	Multi-Use Path	Off-Road
9	Chesney Glen / Four Mile Creek Connector	Multi-Use Path	Off-Road
10	Christ Covenant / S. Ames Street Connector	Multi-Use Path	Off-Road
11	Country Place / Matthews Elem. Connector	Multi-Use Path	Off-Road
12	Crestdale Middle School Connector	Multi-Use Path	Off-Road
13	Downtown Matthews Connector	Multi-Use Path	Off-Road
14	Duke Power Right-of-Way	Multi-Use Path	Off-Road
15	East John Street	Multi-Use Path	Road
16	Elizabeth Lane Elementary School Connector	Multi-Use Path	Off-Road
17	Fair Forest / Siskey YMCA Connector	Multi-Use Path	Off-Road
18	Forest Ridge / Northeast Parkway Connector	Multi-Use Path	Off-Road
19	Four Mile Creek Greenway	Greenway	Off-Road
20	Four Mile Creek Greenway / Greylock Ext.	Greenway	Off-Road
21	Fullwood Lane / S. Freemont Connector	Multi-Use Path	Off-Road
22	Greylock Ridge Road Extension	Multi-Use Path	Road
23	Greylock Ridge Road Extension	Sidewalk	Road
24	Habersham / Irvins Creek Connector	Multi-Use Path	Off-Road
25	Idlewild Road	Multi-Use Path	Road
26	Independence Pointe Parkway	Multi-Use Path	Road
27	Irvins Creek Greenway	Greenway	Off-Road
28	Lakeview Circle / Irvins Creek Connector	Multi-Use Path	Off-Road



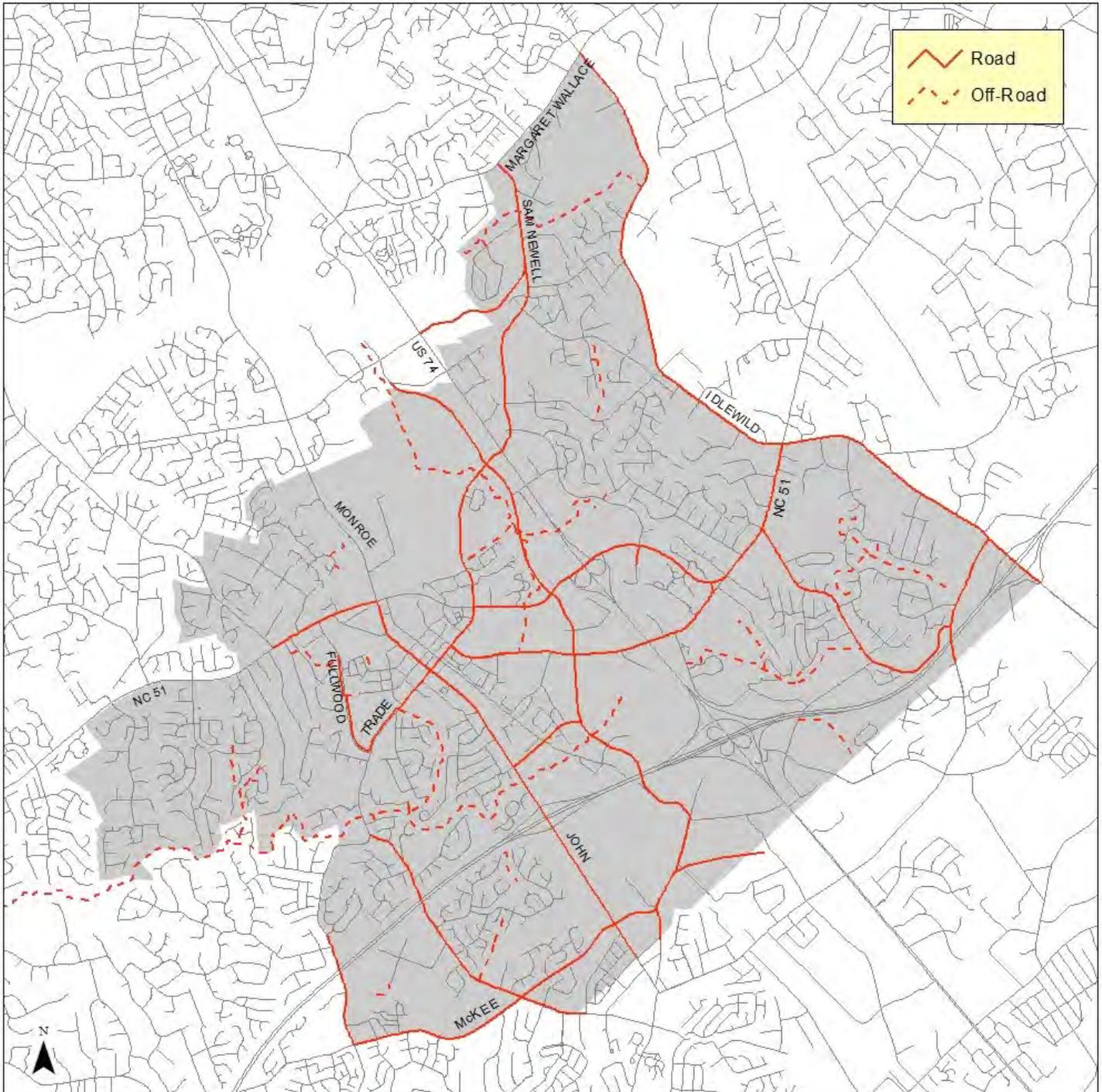
Final Inventory: Pedestrian Facilities

	Facility Name	Facility Type	Corridor
29	Matthews-Mint Hill Road	Multi-Use Path	Road
30	Matthews-Mint Hill Road Connector	Multi-Use Path	Off-Road
31	Matthews Township Parkway	Multi-Use Path	Road
32	Matthews Township Parkway	Sidewalk	Road
33	McKee Road	Sidewalk	Road
34	McKee Road Extension	Multi-Use Path	Road
35	Mt. Harmony Church / Union Co. Connector	Multi-Use Path	Off-Road
36	Northeast Parkway	Multi-Use Path	Road
37	Phillips Road	Multi-Use Path	Road
38	Pleasant Plains Road	Multi-Use Path	Road
39	Rice Road / Williams Road Connector	Multi-Use Path	Off-Road
40	Royal Park Connector	Multi-Use Path	Off-Road
41	Sam Newell Road	Multi-Use Path	Road
42	Sardis Forest / Monroe Road Connector	Multi-Use Path	Off-Road
43	Sardis Forest / Warner Park Connector	Multi-Use Path	Off-Road
44	Sardis Plantation / Four Mile Creek Connect.	Multi-Use Path	Off-Road
45	Sardis Plantation Open Space Connector	Multi-Use Path	Off-Road
46	Sardis Road N. / Sam Newell Connector	Multi-Use Path	Off-Road
47	Stallings Road	Multi-Use Path	Road
48	Village at Plantation Estates / Eden Hall	Multi-Use Path	Off-Road
49	Weddington Road	Sidewalk	Road
50	West John Street	Multi-Use Path	Road
51	Windrow Connector	Multi-Use Path	Off-Road



Final Inventory: Pedestrian Facilities

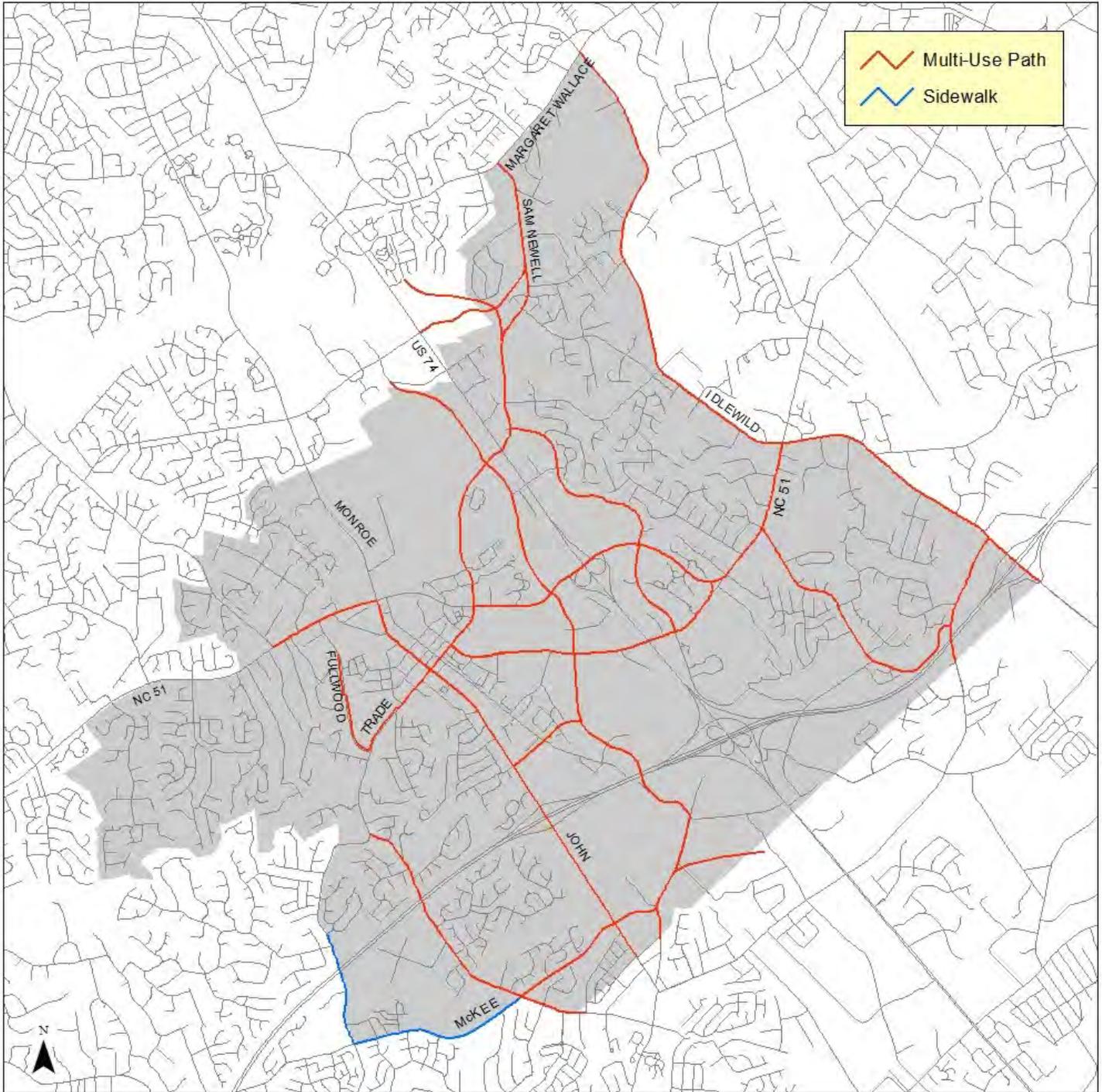
Map Depicting All 51 Planned Pedestrian Facilities in the Final Inventory





Final Inventory: Pedestrian Facilities

Map Depicting Road Corridor Facilities in the Final Inventory





Final Inventory: Pedestrian Facilities

Road Corridor Facilities in the Final Inventory:

Multi-Use Paths

- | | |
|----------------------------------|--------------------------|
| 1. Campus Ridge Road | 10. North Trade Street |
| 2. East John Street | 11. Northeast Parkway |
| 3. Fullwood Lane | 12. Phillips Road |
| 4. Greylock Ridge Road Extension | 13. Pleasant Plains Road |
| 5. Idlewild Road | 14. Sardis Road North |
| 6. Independence Pointe Parkway | 15. Sam Newell Road |
| 7. Matthews-Mint Hill Road | 16. South Trade Street |
| 8. Matthews Township Parkway | 17. Stallings Road |
| 9. McKee Road Extension | 18. West John Street |

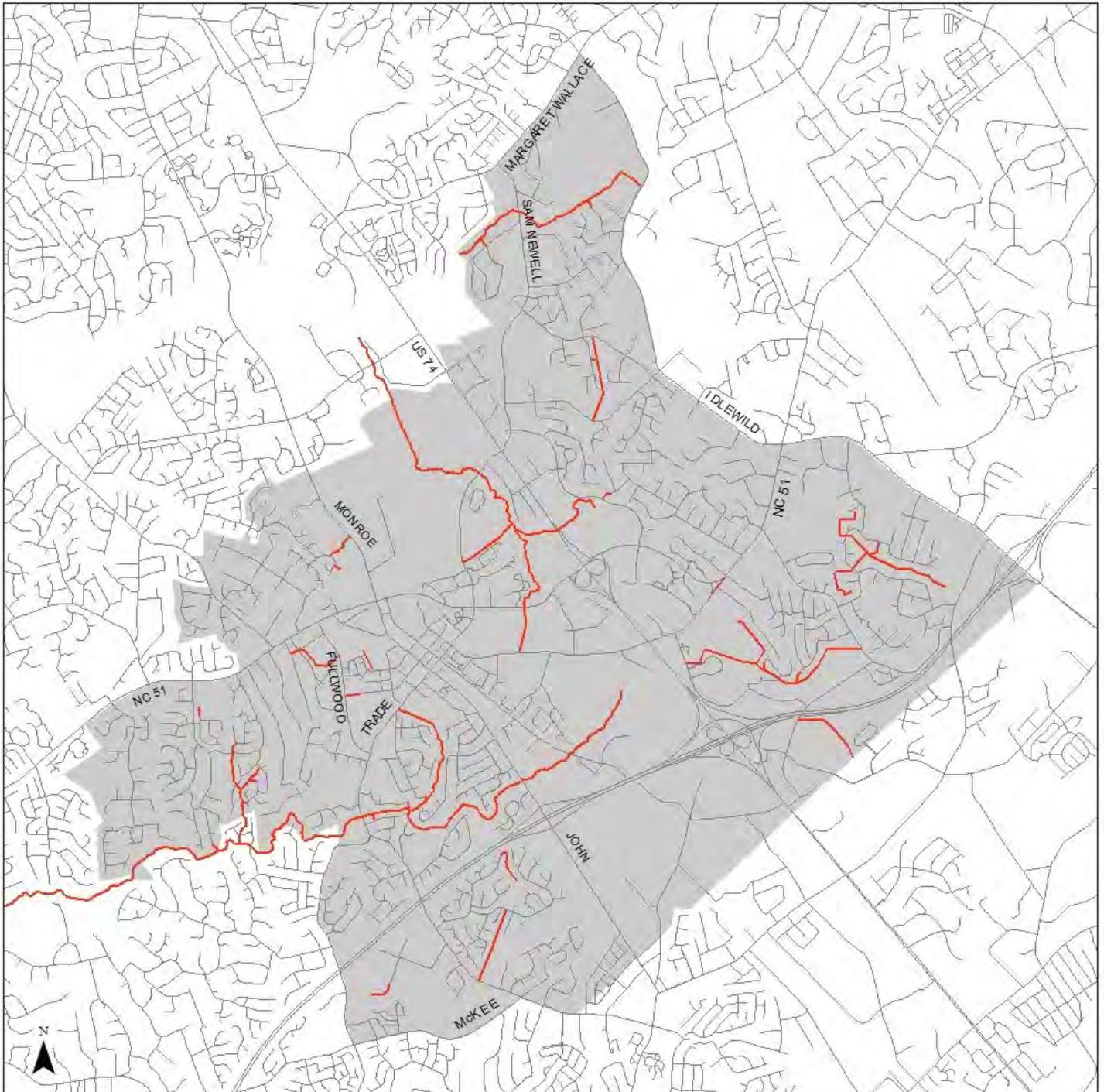
Sidewalks

1. McKee Road
2. Pleasant Plains Road



Final Inventory: Pedestrian Facilities

Map Depicting Off Road (Multi-Use Path) Facilities in the Final Inventory



Chapter 3: Evaluation & Recommendations

Evaluation: Measuring Effectiveness

In order to determine the overall effectiveness of the bicycle and pedestrian network, the Composite Bicycle and Pedestrian Plan will employ three metrics. These metrics will help to guide the Town of Matthews in evaluating existing conditions and proposed improvements, as well as establishing objective, measurable goals.

Metric	Definition
Residences served by a network	Measures percentage of residential parcels that have direct access to bicycle facilities.
Commercial properties served by a network	Measures percentage of commercial properties that have direct access to bicycle facilities.
Destination Ratio of a network	Measures ratio of connections from each identified destination to every other destination.

The first two metrics simply measure access to a facility, they do not consider the length or connectedness of that facility to the rest of the network. For example, if there is a sidewalk in front of a business, that business is deemed to have access to a pedestrian facility, even if its neighbors have no sidewalk. These metrics are useful in determining network gaps and identifying potential barriers. The figures are obtained through GIS using geoprocessing and proximity analysis.

The third metric addresses the notion of connectedness, the true measure of a network’s effectiveness. Using GIS network analysis, each destination is reviewed on how many other destinations can be accessed through the network. The results of every destination are aggregated and the total number of connections made compared against the total number of connections possible represents the Destination Ratio. The list of destinations, originally developed in the Comprehensive Bicycle Plan, has been greatly expanded and is discussed on the next page.

On the following pages, these metrics are applied to each modal network (bicycle and pedestrian) for each of the three inventories addressed in this plan:

1. Existing facilities
2. Composite inventory of proposed facilities
3. Final inventory after the six modification procedures discussed in the previous chapter were applied.

Evaluation: Measuring Effectiveness

Current Destinations

A fundamental measure of the effectiveness of any proposed bicycle and pedestrian network is the objective answer to the question: are the places people want to go to and from easily accessed? The first step in answering that question is to identify a comprehensive list of destinations, which include both starting and ending points since most trips are round trips. Therefore, this updated destinations list expands the original Comprehensive Bicycle Plan list by including residential clusters, loosely defined as cohesive neighborhoods and subdivisions:

- | | | |
|-----------------------------------|----------------------------------|------------------------------------|
| 1. Alexander Ridge | 41. Forest Brook Estates | 82. Reverdy Woods |
| 2. Annecy | 42. Forest Ridge / Woodhollow | 83. Royal Park |
| 3. Annecy II | 43. Fountains at Matthews | 84. Saddlebrook |
| 4. Archstone | 44. Four Mile Creek Greenway | 85. Sardis Forst |
| 5. Arthur Goodman Park | 45. Greystone | 86. Sardis Mill |
| 6. Ashley Creek | 46. Greylock | 87. Sardis Plantation |
| 7. Avington | 47. Habersham | 88. Sardis Road Park |
| 8. Baucom Park | 48. Hampton Green | 89. Siskey YMCA |
| 9. Bellasera Villas | 49. Idlewild Road Park | 90. Somersby |
| 10. Benton Woods | 50. Irvins Creek Greenway | 91. South Windsor |
| 11. Brandywine | 51. Jessica Park | 92. Southwoods |
| 12. Brightmoor | 52. Julian Meadows | 93. Springwater |
| 13. Brighton on Matthews | 53. Kimbrell Acres | 94. Squirrel Lake Park |
| 14. Bubbling Well Road | 54. Lakeview Circle | 95. Sterling Square |
| 15. Butler High School | 55. Levine Senior Center | 96. Stratfordshire |
| 16. Candalon | 56. Mallory Manor | 97. Streamside |
| 17. Carmel Christian School | 57. Matthews Commons | 98. Stumptown Park |
| 18. Castle Cliff | 58. Matthews Community Center | 99. Suburban Woods |
| 19. CATS Park and Ride | 59. Matthews Elem. School | 100. Sycamore Commons |
| 20. Chesney Glen | 60. Matthews Estates | 101. The Drake |
| 21. Christ Covenant Day School | 61. Matthews Gateway | 102. The Heathers |
| 22. Cinemark (movie theater) | 62. Matthews Library / Town Hall | 103. Thornblade |
| 23. Coachman's Ridge | 63. Matthews Plantation | 104. Village at Plantation Estates |
| 24. Colonial Grand at Matthews | 64. Matthews Township Festival | 105. Village at St. Andrews |
| 25. Country Place | 65. Matthews Village | 106. Vinings at Matthews |
| 26. Courtney II | 66. McKee Farms | 107. Warner Park |
| 27. Courtney Lane | 67. Mecklenburg Co. Sportsplex | 108. Williams Crossing |
| 28. CPCC Levine Campus | 68. Millstone Ridge | 109. Williams Station |
| 29. Crestdale Neighborhood | 69. NC 51 Park (future) | 110. Windrow I |
| 30. Crestdale Middle School | 70. Novant Health Center | 111. Windrow II |
| 31. Crews Road Rec. Center | 71. Oakcroft | 112. Windsor Chase |
| 32. Crown Point Elementary School | 72. Oakhaven | 113. Windsor Park |
| 33. Downtown Retail | 73. Paces Commons | 114. Winterbrooke |
| 34. Eastwood Forest | 74. Parkview at Matthews | 115. Wynchase |
| 35. Elizabeth Lane Elem. School | 75. Plantation Estates | 116. Wyndmere |
| 36. Elizabeth Place | 76. Pleasant Ridge | 117. Yorktown |
| 37. Entertainment District | 77. Polo Club | |
| 38. Fair Forest | 78. Poplar Forest | |
| 39. Fairfax Woods | 79. Post Office | |
| 40. Farmers Market | 80. Providence Manor | |
| | 81. Reid Hall | |

Evaluation: Bicycle Network

Bicycle Network

The existing bicycle network is scant, with the majority of facilities consisting of multi-use paths, namely, Four Mile Creek Greenway and its various connectors. While the greenway connectors serve numerous neighborhoods, the lack of bicycle facilities on these neighborhood streets severely limits the ability to form connections beyond the greenway and its immediate surroundings.

The network devised by the sum of all previous plans goes a long way to filling out bicycle facility access throughout the Town of Matthews. Chief among the contributors is the Neighborhood Signed Route facility which links neighborhoods to collector bicycle facilities much in the same way sidewalks do for pedestrians.

Number of Existing Facilities	5
Mileage of Existing Facilities	4
Number of Planned Facilities	165
Mileage of Planned Facilities	97
Residences Served by Existing Network	2.0%
Residences Served by Composite Network	39.6%
Residences Served by Final Network	42.0%
Commercial Properties Served by Existing Network	3.1%
Commercial Properties Served by Composite Network	73.7%
Commercial Properties Served by Final Network	73.7%
Destination Ratio of Existing Network	0.0060
Destination Ratio of Composite Network	0.9194
Destination Ratio of Final Network	0.9673

The final inventory refines the composite inventory by eliminating redundancies and adjusting a few facility types and alignments. The final inventory also expands network access slightly, adding a few projects that stretch further into neighborhoods.

Pedestrian Network

The presence of an extensive sidewalk system places the pedestrian network at a decent starting point in terms of overall access and connectivity. Multi-Use Paths, however, are few and, thus far, have been exclusively applied to off-road corridors. Four Mile Creek Greenway and its neighborhood connections form the vast majority of Multi-Use Paths on the ground.

The composite network introduces the concept of Multi-Use Paths along road corridors. Many of these proposed facilities would replace existing sidewalks, thereby providing a superior facility but not significantly improving the overall access.

Similar to the bicycle inventory, the final inventory for pedestrian facilities refines the composite inventory by eliminating redundancies and adjusting a few facility types and alignments. The final inventory also expands network access, adding Multi-Use Paths in neighborhoods previously without pedestrian facilities.

Number of Existing Facilities	n/a
Mileage of Existing Facilities	104
Number of Planned Facilities	51
Mileage of Planned Facilities	53
Residences Served by Existing Network	43.6%
Residences Served by Composite Network	56.2%
Residences Served by Final Network	56.9%
Commercial Properties Served by Existing Network	77.3%
Commercial Properties Served by Composite Network	92.6%
Commercial Properties Served by Final Network	92.6%
Destination Ratio of Existing Network	0.6439
Destination Ratio of Composite Network	0.7975
Destination Ratio of Final Network	0.8573

Recommendations for Implementing the Plan

Install Pilot Neighborhood Signed Route Projects

1

Increased biking in residential areas can improve the health and socialization of children and should be encouraged. Neighborhood Signed Routes can be a strong advocate for this objective. They encourage bicyclists to use an existing infrastructure while at the same time communicating to drivers to be aware. Implementing Neighborhood Signed Routes is a quick and inexpensive way to provide new facilities.

Establish Network Effectiveness Metric Benchmarks

2

To measure progress in implementing the Composite Bicycle and Pedestrian Plan, five and ten year Network Effectiveness Metric goals should be established for both transportation modes.

Consider Dirtways as a First Stage Facility

3

Dirtways, or unpaved pathways, are an excellent first step toward providing a bicycle / pedestrian facility on a virtually non-existent budget. Temporarily opening up a planned corridor to bike or foot traffic over a natural surface helps to develop interest and demand for the facility, as well as show commitment to the goals of the bicycle and pedestrian network. Potential dirtway pilot projects are the Four Mile Creek Greenway section west of Trade Street and the Downtown Matthews Connector that parallels future Independence Pointe Parkway between Sam Newell Road and Matthews-Mint Hill Road.

Consider Bike Sharing Stations

4

Identify appropriate locations for bike sharing stations, such as Downtown Matthews and the Entertainment District, and pursue the provision of this facility.

Regional Coordination

5

Ongoing coordination with local and regional agencies should be pursued to ensure connectivity with areas outside of Matthews.

Agenda Item: Motion 2015-2, Text Changes in UDO

DATE: April 7, 2015
FROM: Kathi Ingrish

Background/Issue:

- Add a definition and standards for “Residential Development Message Boards”, to allow 2 per neighborhood at 12 square feet each, maximum 5’ high
- Correct and add cross references for manufactured home design standards (as specifically allowed by state law)
- Clarify when “Specialty Sales” are general merchandise retail
- Add “Community Garden” as a land use category in the Tables of Allowed Uses
- Reference Public Information Kiosks in Downtown and ENT Districts, up to 20 square feet when authorized by the Town at specific locations
- Change “(Acres)” to “(Feet)” in table heading at 155.608.16.B.7.
- Change “one feet” to “one foot” in footnote 4 under the table at 155.604.3

Proposal/Solution:

- This will create clear provisions for neighborhood message signs which currently have no allowances to exist
- This will clarify, correct, and complete intended provisions for certain uses
- This will provide allowances for public information signage (kiosks) in the downtown and the Entertainment district whenever they are desired

Financial Impact:

None

Related Town Goal(s) and/or Strategies:

Quality of Life

Economic Development/Land Use Planning

Recommended Motion/Action:

Hold the public hearing and discuss any provisions in which Council or citizens have an interest

MOTION # 2015-2

MOTION TO CHANGE: x TEXT
 DISTRICT BOUNDARIES
(IF A CHANGE IN DISTRICT BOUNDARIES, LIST PARCEL(S) AFFECTED)

PUBLIC HEARING DATE 4-13-15

PROPOSED ACTION

Miscellaneous text amendment and technical corrections to UDO, including

- 1) Add a definition and standards for Residential Development Messages Board Signs.
- 2) Correct/Add a cross reference for design standards for manufactured homes.
- 3) Clarify When "Specialty Sales" are general merchandise retail.
- 4) Add "community garden" as a land use category in the Tables of Allowed Uses.
- 5) Add clarification for Public Information Kiosks in Downtown and ENT.

AFFECTED AND/OR ADJACENT PROPERTY OWNERS NOTIFIED NA

ATTACHMENTS INCLUDE Proposed new text at multiple sections of the UDO

PROTEST PETITION FILED? YES (IF YES, DATE)
 NA NO

OTHER COMMENTS: When the UDO was initially adopted in December 2013, it was understood that there would likely be further relatively minor amendments as the document was placed into use. The revisions included here have been identified as desired since the last group amendment.

Mot 2015-2 Misc text

Motion #2015- 2 Miscellaneous UDO Text Changes

Add a New Definition 155.103.C. Definitions

Sign, Residential Development Message Board: shall mean a sign used to announce meetings or programs and similar noncommercial messages specifically intended for the residents of the one specific residential subdivision, development, or complex within which it is located.

Replacement of Manufactured Homes Outside of the R-MH District Shall Follow Design Standards

155.304. Nonconforming Structures

F. An existing manufactured home as a principal residential building on an individual lot . . . may be replaced with another manufactured home. . . . Any replacement manufactured home not within the R-MH district shall comply with the lot development and design criteria as outlined in 155.605.1.A.4.

Correct a Cross Reference

155.502.5 Manufactured Home District (R-MH)

C. Manufactured home subdivisions shall follow the lot development and design criteria as outlined in 155.605.1.A.4.

Add/Revise/Delete Certain Land Use Categories Within the Tables of Allowed Uses

155.505.1, 2, and 3 Tables of Allowed Uses

– General Commercial Uses

Delete listing of “Specialty retail that predominately sells one type or group of merchandise such as butcher, confectionery, jewelry, handcrafts, gift baskets, apparel, or similar items, with limited accessory assembly or processing” from all three tables

In Table 2, add “PC” to the remaining “Specialty retail” row for HUC, B-1, B-3, B-H, and I-1.

– Miscellaneous Uses

Add “community garden” as a listed land use in all three tables, then add as an permitted (P) use:

Page 505.1-9 (Table 1): all districts in Table 1

Page 505.2-9 (Table 2): same districts as urban farms, not I-2 Heavy Industrial

Page 505.3-10 (Table 3): same districts as urban farms, not AU Adult Uses

Add Clarification When “Specialty Sales” are General Merchandise Retail

155.506.39 Specialty Sales Establishments with Related Activities.

Add a new second paragraph:

Retail establishments specializing in, or limited to, one type or group of merchandise with very limited to no on-site processing or assembly of materials to create the final product for sale (i.e., no baking or meat cutting of food

items, no assembling of several elements into a final jewelry piece or gift basket, no sewing into final garments) shall be considered general merchandise retail.

Add Clarification for Public Information Kiosks (L) and a New Section Explaining Use of Residential Development Message Board Signs (V)

155.608.6. Special Criteria for Signs Other Than Primary Identification and Advertising.

Certain types of signs may be suitable in most areas of the Town jurisdiction, . . . [and] will generally not be counted toward the maximum number or size of signage allowed by the individual use . . . unless specifically listed.

L. (add at end of current paragraph) Freestanding kiosks or wall displays in the downtown or in the ENT district intended to provide current information to the public about the immediate vicinity, including but not limited to directory maps, upcoming events, and related information regarding area streets, businesses and public amenities, authorized by the Town at specific locations shall not exceed twenty (20) square feet in sign area.

V. Residential Development Message Board signs may be located within or at a main entrance to a residential subdivision, development, or complex, whether single-family detached, attached, multi-family or a combination, when such subdivision, development, or complex utilizes an established name for the designated residential component. The geographic area shall be the residential project as identified on an approved preliminary subdivision plan (not just a phase of a larger subdivision), or on an approved zoning plan or site plan for a residential development not involving subdivision of individual dwelling parcels. Up to two (2) Residential Development Message Board signs may be placed within a subdivision, development, or complex to provide information to the residents within that area. No Residential Development Message Board shall be larger than twelve (12) square feet or more than five feet (5') in overall height. Such signs shall not be located with any sight triangle. These signs shall either be out of the right-of-way, or must receive approval of a Town encroachment agreement when proposed to be located on a Town-maintained street. They may be placed near clustered mail box units, a community recreational amenity (pool, walking trail entrance, etc.) near a main street entry, or similar location where many residents would likely see it on a recurring basis.

Add Residential Message Board Sign in Tables of Signs by Zoning District

155.608.10.D. TABLE OF SIGN REGULATIONS FOR USES IN THE RESIDENTIAL DISTRICTS

<u>Use</u>	<u>Type</u>	<u>Number</u>	<u>Maximum</u>
	<u>Permitted</u>	<u>Permitted</u>	<u>Sign Area (SqFt)</u>
Residential Subdivision Development, or Complex	Residential Development Message Board as regulated at 155.608.6.V	2	12 sq ft

155.608.12.D. TABLE OF SIGN REGULATIONS FOR USES IN OFFICE DISTRICTS

<u>Use</u>	<u>Type</u>	<u>Number</u>	<u>A or F</u>	<u>Maximum</u>
	<u>Permitted</u>	<u>Permitted</u>		<u>Sign Area (SqFt)</u>
Residential Subdivision Development or Complex	Residential Development Message Board as regulated at 155.608.6.V	2	A or F	12 sq ft

155.608.13. D. TABLE OF SIGN REGULATIONS IN HUC, B-1, B-3, B-D, B-H, I-1, I-2, MUD, TS, B-1SCD, ENT, AND AU DISTRICTS

Type of Sign	Number Permitted	Lot Frontage (Lineal Feet)	Total Max Sign Area (SqFt)
Residential Development Message Board as regulated at 155.608.6.V	2	N.A.	12 sq ft

** ** ** ** (added 3-10-15)

155.604.3 Table of Dimensional Standards
Footnote ⁽⁴⁾
Change “one feet” to “one foot” in footnote

155.608. 16 Special Regulations for the US74/Independence Boulevard Sign Corridor.
B.7. INDEPENDENCE BOULEVARD SIGN CORRIDOR TABLE 3.
Change “(Acres)” to “(Feet)” in table heading

**PLANNING BOARD REPORT
ON THEIR MEETING OF
MARCH 24, 2015**

FOR TOWN BOARD ACTION:

I. ADMINISTRATIVE AMENDMENT – Eden Hall, Request Removal and Replacement of Trees and Sidewalk Along Fullwood Lane Frontage

Planning Board unanimously recommended this request be decided by Town Board of Commissioners, with the following:

- Consider incorporating public input on the proposed new design, being sensitive to the community's preferences on tree preservation
- Consider new large maturing trees placed along the road frontage and sidewalk to be a minimum of 3 1/2 " caliper
- Make the replacement sidewalk meander like the existing one does to assure users of a continued pleasurable walking experience

II. PRIORITY LIST FOR NEXT SMALL AREA PLAN IN-HOUSE COMPLETION

Planning Board unanimously recommended the E John Street corridor between I-485 and the Union County line, extending to the CSX rail line, be the next location for an in-house produced small area plan.

Next future staff produced small area plans should be the continuation of the E John corridor between downtown and I-485, then the Independence Boulevard corridor, a section of yet-unbuilt Northeast Parkway between old and new NC51, and a section of Matthews-Mint Hill Road between downtown and US74.

**MINUTES
PLANNING BOARD
TUESDAY, MARCH 24, 2015
7:00 PM
HOOD ROOM, MATTHEWS TOWN HALL**

PRESENT: Chairman Steve Lee; Vice-chair: Rob Markiewitz; Members David Pratt, Eric Johnson; Alternate members Barbara Dement and David Barley; Town Attorney Craig Buie; Youth Voice Benjamin Dodson; Planning Director Kathi Ingrish, Planner II/Zoning Administrator Mary Jo Gollnitz and Zoning Technician/Deputy Town Clerk Betty Lynd.

ABSENT: Members Gary Turner, Eric Welsh, and Michael Ham.

CALL TO ORDER

Chairman Steve Lee called the meeting to order at 7:05 p.m.

Mr. Lee stated that there were three regular members absent, so both alternates, Ms. Barbara Dement and Mr. David Barley, would need to be voted in as voting members. Mr. David Pratt made a motion to appoint the two as voting members. Mr. Rob Markiewitz seconded the motion. The motion passed unanimously.

ADMINISTRATIVE AMENDMENT- Eden Hall, Removal of Trees, Replacement of Public Sidewalk Along Fullwood Lane Frontage

Ms. Mary Jo Gollnitz stated that Eden Hall was a rezoning petition approved in July of 2014. One of the conditional notes listed on the rezoning approval stated that the petitioner would create an appropriately landscaped corridor along Fullwood Lane that utilized existing vegetation to the greatest extent possible to maintain the natural character of the corridor. Ms. Gollnitz stated that during the review process for the Sketch Site Plan and Development Plan that is reviewed by the Town and Mecklenburg County, it was noticed that existing trees were removed and the existing sidewalk would be removed and replaced with a straight sidewalk along Fullwood Lane. Staff then advised the applicant that this change would need to be brought before the Planning Board as an Administrative Amendment. The Town of Matthews Unified Development Ordinance provides three levels of approval for an Administrative Amendment. These three are staff review, Planning Board action, and Town Board of Commissioners action. Ms. Gollnitz stated that staff is very aware of the public attachment to the sidewalk as it runs through the trees. It was Staff's feelings that this matter should be brought before the board and encouraged the applicant to submit the application for this Administrative Amendment. Ms. Gollnitz stated that while the Planning Board may take action on this matter, the board could also make a recommendation for the Town Board of Commissioners to take final action. There was quite a bit of discussion during the public hearing, Planning Board meeting, and decision by the Town Board concerning treescape along Fullwood Lane.

Mr. Lee asked how the removal of the existing trees meshed with the Town's tree ordinance. Ms. Gollnitz stated that the petitioner would have to replace all of the trees and the applicant has indicated that they are willing to do that. The Unified Development Ordinance says to save existing trees when possible. The applicant has provided photos of the site. Staff understands that some trees needed to be removed for access to the subdivision.

Mr. Barley stated that his question might be better suited for the applicant, but wanted to know if there was a logistical reason for removing the trees. Ms. Gollnitz stated that she would allow the applicant to answer that question.

Mr. Pratt asked if the Planning Board makes a recommendation to the Town Board of Commissioners, could the Commissioners call for a public hearing on the matter. Ms. Gollnitz stated it would be more like a public input session as opposed to a public hearing.

Mr. Lee asked if staff had already received any public input. Ms. Gollnitz indicated that staff has not.

The applicant, Mr. Mel Graham, of 2701 Coltsgate Road, Charlotte, stated that what they are proposing now is essentially what was approved through the rezoning process. Once engineering on the project began, they

realized that there was a huge elevation grade difference between Fullwood Lane and the project. Because of the grade issue, the entrance to the project would take up 100 feet. Mr. Graham stated that they have spoken with a landscaping expert who stated that the existing trees were not of any special species. He also stated, while showing photographs to the board, that the existing trees and sidewalk were well loved by the public, but are in much disrepair. Mr. Graham stated that everyone consulted decided that removing the existing trees and creating a new sidewalk was the only course of action that made sense. It is in the best long-term interest of the project and the surrounding area. The proposed town homes are going to be very high end at the \$400,000 to \$500,000 price range, so the landscaping to the project must be done extraordinarily well. It would be difficult to tie-in the existing landscape to the new vegetation, so that is why the applicant made the decision to remove the trees. Mr. Graham stated that their proposed plan would far exceed the Town of Matthews Tree Ordinance. Referring to the photograph on screen, Mr. Graham stated that the larger trees would be lifelong trees, such as oak trees. The new sidewalk would be a straight sidewalk that would be wider and more level than the existing sidewalk. The new sidewalk would tie into the existing sidewalk at the corner of the property.

Ms. Dement stated that as an employee of Plantation Estates, she walks the current path on her lunch breaks and it is crumbling and unsafe for the public. She stated that most citizens enjoy the wandering of the path. She asked if the sidewalk would only be completely straight on this project's property. Mr. Graham stated that the photograph was the current proposal. He stated that if it was feasible with engineering, they would be open to giving the path some slow curves. Ms. Dement stated that she thought citizens would enjoy that because it is part of the charm of walking along the path. Mr. Graham stated that there should be enough width available to avoid keeping the path straight. He suggested something similar to a golf path with a little motion. He reminded the board that this project will also connect a trail all the way from Bubbling Well Road.

Mr. Markiewitz asked if trees would be planted on both sides of the proposed pathway. Mr. Graham explained that the larger trees will be on the left side and smaller trees would line the right side, providing a shade canopy over the path. Keith Cooper, the engineer with the applicant, stated that by giving the path gentle curves, the trees could also move with the path. Mr. Graham stated that the trees planned will be canopy trees to provide a shady walk. Mr. Markiewitz asked if the applicant had committed to a certain species of tree. Mr. Graham stated that the species they would ultimately choose would exceed the Town's requirements. Mr. Barley asked if there was a specific caliper tree that Mr. Graham had in mind. Mr. Graham answered that he believed the Town's requirement was a 2 inch (2") caliper, but they would be willing to commit to a 3 or 4 inch (3"-4") caliper. Mr. Lee asked if that information was currently documented on the site plan. Mr. Graham stated that the only thing documented is that they must meet the Town's standards.

Mr. Markiewitz asked if the board's recommendation would only pertain to this site. Ms. Ingrish stated that this is site specific. Ms. Gollnitz clarified that it is an Administrative Amendment for this site only.

Mr. Pratt asked the distance from the curb to the wall. Mr. Graham stated at least 30, possibly closer to 40 feet in some areas.

Mr. Lee opened the floor for discussion. Mr. Lee stated that he appreciated the improvements the applicant is trying to make to the area. He agreed with Ms. Dement about avoiding the completely straight sidewalk. Mr. Lee stated that he did not see an issue with recommending that this amendment go forward to the board with the considerations of curving the sidewalk and a certain caliper of tree. He also suggested asking for some type of public hearing or input. Tree saving can be a sensitive topic amongst the public.

Ms. Dement stated that any time we give the citizens a chance to voice their opinions is great because while many citizens might not show up to this particular public hearing, the citizens appreciate their opinions being valued.

Mr. Lee asked for clarification of the UDO. He asked if these types of things will always go by right to the Town Board for final approval. Ms. Gollnitz stated that it depends on what the Administrative Amendment is changing. Because this was such a visible project and is widely used by the citizens, Staff was not comfortable making a decision at their level, therefore they brought it before the Planning Board to take action or make a recommendation to the Town Board. Mr. Lee asked if the Planning Board could take action and vote to approve it tonight. Ms. Gollnitz stated that was correct. Mr. Lee stated that he agreed with staff that it should go before the Town Board.

Mr. Markiewitz stated that the recommendation should also include a size caliper tree that the board would be comfortable with. Ms. Dement stated that the movement of the path should also be included.

Mr. Eric Johnson stated that what the applicant has proposed is greater than what is required of them by the UDO. Mr. Barley stated that recommending a certain caliper tree would mitigate the removal of some of the larger existing trees.

Ms. Dement stated that it was possible that some of the existing trees were aging out anyways. Having an opportunity at this time to plant lifelong new trees could be a great thing.

Mr. Barley asked if any existing trees had been deemed by the Staff as larger, stable trees. He wanted to know to what extent are the age or width of the trees that would be lost out there. Ms. Gollnitz pulled up a street view of the property for the board to look at. Mr. Barley stated that it looked like the existing trees were not too old or rare of a species.

Mr. Lee asked for clarification of what a recommendation from the Planning Board could be. Could the board make a recommendation that the Town Board take action with possible public input and certain conditions such as a wandering path and the caliper of trees required? Ms. Ingrish stated that the board could recommend conditions, public input, etc. to any extent that would please the board.

Mr. Johnson made a motion that the requested Administrative Amendment is consistent with the Town's policies, but recommends the Town Board take action with consideration for a public hearing, at least 3 ½ inch (3 ½") caliper trees, and a curving path to provide greater aesthetic view and pleasurable walkability. The motion was seconded by Ms. Dement. The motion carried with a unanimous vote.

Mr. Barley asked if this was par for the course for Administrative Amendments. Ms. Dement commented that during the public hearing for the rezoning there was much citizen discussion concerning tree save. Mr. Markiewitz stated that the Planning Board is not just pushing this off to the Town Board. The Planning Board has taken a stand on what they would like to see, but is recommending that the Town Board take action in order to receive additional citizen or board input. Mr. Lee stated that this option is available within the new UDO. In the past, the Planning Board would have been forced to take action. With this option, there is time to digest the information and receive further clarification on their concerns as a board.

Mr. Barley asked how, short of advertisement and a public hearing, would public input occur on this matter. Ms. Ingrish stated that the UDO allows for two options. The Town Board could schedule a time for public input or the Town Board could allow the applicant to schedule a community meeting before this comes before the Town Board. There are three weeks in between tonight's meeting and the next Town Meeting which would be a great opportunity for the second option. Ms. Dement stated that it is also possible for citizens to send e-mails to the Board's Matthews e-mail accounts to have their voices heard.

REVIEW AND RECOMMENDATION ON FUTURE SMALL AREA PLAN PRIORITIES

Ms. Ingrish stated that two small area plans were begun once the UDO was adopted. Two plans have been completed and Staff knows that there are several more possibilities for future plans. These plans are being done as addendums to the Land Use Plan and are developed for specific geographic locations. This list was created several years ago and consists of options for small area plans to begin next. The first five are what Staff considers the highest priorities and what would most likely be needed going forward. The rest are other available options. Ms. Ingrish stated that the geographic boundaries of these options were not set in stone, however if several options were combined, the geographic location would become too large for the plan to be completed in-house by Staff. Staff is assuming that future small area plans will be completed in-house. Staff's workload is back to pre-recession development and these plans would be an additional project. Ms. Ingrish stated that each small area plan will be headlined by a particular planner and Staff plans to complete these on a rotating schedule.

Ms. Ingrish stated that the first option is East John Street/I-485/CSX Railroad/Mecklenburg County Line boundaries. This plan could include both sides of East John Street up to the railroad tracks up to the County

Line. Two-thirds of the properties within this area have been brought to Staff by developers or property owners within the last year. That makes Staff think that this is a very desirable area for development. East John Street is on NCDOT's radar for widening. Campus Ridge Road's construction also adds to the desirability. That construction is slated for late summer 2015. There are no adequate utilities in the area at the present time, so development will need to be very large or very minimal. Very large development will make it worthwhile to extend utilities and that will open the floodgate for development. Staff's perspective is that this will be a priority to complete a plan before this mass amount of development begins.

Ms. Ingrish explained that a second option is the East John Street corridor coming back towards downtown Matthews due to East John Street's widening. Greylock Ridge Road's construction would hopefully connect East John Street to the Sportsplex and Entertainment District, making it desirable for development as well.

Ms. Ingrish stated that a third possible plan is the future Northeast Parkway area between Matthews Township Parkway and Matthews-Mint Hill Road. Northeast Parkway and Independence Pointe Parkway are parallel collector roads to Independence Boulevard. Independence Boulevard is to be converted to six general purpose lanes, and one or two managed/toll lanes in each direction. It will be a barrier to Matthews in the future. Ways for citizens to get around in Matthews without having to get on Independence Boulevard will require Northeast Parkway and Independence Pointe Parkway. Northeast Parkway will come out across from Moore Road. Because there is no date slated for construction, Staff has had development interest, but not as much as some other areas listed. There is no discussion on mass transit or high density development here as much as the other side of Independence Boulevard.

Ms. Dement asked if anything had been scheduled for Independence Pointe Parkway behind Harris Teeter and Home Depot. She stated it would seem like the biggest relief valve from Independence Boulevard. Ms. Ingrish stated that Matthews and Charlotte are both pushing for these parallel collector roads to be built due to the expansion of Independence Boulevard. There has been pushback from some Federal agencies. The Town Planning Staff has been pushing the parallel road concept for over twenty years. Ms. Ingrish stated that when Matthews Festival Shopping Center was initially zoned in 1984, it consisted of several properties. This project built the first section of Matthews Township Parkway into a T-intersection with Independence Boulevard. This rezoning is what made Matthews Township Parkway an area for development instead of Matthews-Mint Hill Road. It also started the concept of a fly-over at NC 51 (Matthews Township Parkway) when it extended to the other side of Independence Boulevard. This interchange area was built and paid for mostly by the developers of the Sycamore Commons area. Ms. Ingrish explained that Independence Pointe Parkway behind Home Depot and Harris Teeter was unfortunately created one year prior to the formal adoption of the Parallel Collector Roads Plan. The land is still there, but it is not considered right-of-way today. Because the land is steep, Duke Power has transmission lines along the land, and there is a creek, it will be much more difficult to squeeze a road into the area. It is still a project that the Town deems necessary, but the Town cannot afford to build the road with all of those issues. This is why the Town is pushing for state and federal help.

Ms. Dement asked if the protected buzzards that roost along the area would cause problems with extending Independence Pointe Parkway. Ms. Ingrish said that she did not have an idea on how that obstacle would be tackled.

Mr. Lee asked if the presented list is in order of priority. He stated that it seemed like they were in order of priority, but that Northeast Parkway seemed like the least likely to come to fruition at the moment. Ms. Ingrish stated that the top one is the Staff's best pick. The rest are not in any particular order.

Mr. Johnson asked Ms. Ingrish to explain her thoughts on the fifth option, which is the redevelopment options along Independence Boulevard as it converts from full to limited access. He stated that he drives Independence Boulevard on a daily basis and we should look at Matthews' future separate from Charlotte and what could happen to the Town once changes to Independence are completed. He asked what could be done about Matthews' future because he envisioned a larger Independence Boulevard causing commuters to just fly by Matthews without entering the Town to explore. Ms. Ingrish stated that ULI did a study a couple of years ago primarily for Charlotte concerning Independence Boulevard. The study stated that Independence Boulevard could not be so many things: local road, managed toll lanes, future mass transit, and truck route. That is when mass transit was taken off the center median of Independence Boulevard in Charlotte. In Matthews, mass transit was always going to be centered on Independence Pointe Parkway. This is another reason why it is an

important parallel collector road. Ms. Ingrish stated that what she means by removing mass transit is a separate lane dedicated to a rubber tire bus, light rail, etc. As far as road projects, there is construction being completed on Independence Boulevard at Idlewild. The state is working on environmental plans on the last six miles of Independence Boulevard from there to I-485. There is a toll road (Monroe Bypass) in Union County coming back to the existing alignment at I-485. In Stallings, this will be a double decker system with the toll lanes being on top, what will then become 74 Business on the bottom. They have looked at the double decker system in Matthews because the topography of our land could allow for that in some areas. The issues with this is that there are toll lanes coming from all areas into Matthews. Toll roads will be necessary to accommodate continuation on the last six miles of Independence Boulevard. That will just be through traffic that is only concerned with getting past Matthews. The Town also wants to accommodate traffic that does want to come into Matthews. This is why the parallel collector roads and access to Independence Boulevard are critical. Ms. Ingrish stated that right now, the only access to Independence Boulevard is Sardis Road North, which will be an interchange continuing over Independence and connecting with Northeast Parkway, and the existing Sam Newell Road intersection will become a flyover. The flyover will not connect to Independence Boulevard. A second access would be NC 51 interchange, which will have to be reworked to accommodate the additional lanes on Independence Boulevard. Matthews-Mint Hill will become a flyover like Sam Newell. Interstate 485 will remain an interchange, but will have extra ramps for toll lanes and Monroe Bypass, etc. We will push for any access in and out of Independence Boulevard for the general traffic. Windsor Square Drive is a possibility. Something in the Sportsplex area could be a possibility. Ms. Ingrish stated that most of Independence Boulevard is a 200 foot right-of-way. Staff has been reserving a more than 300 foot right-of-way. Charlotte is reserving 280 feet in most places. Because the Town has known about the parallel road collector system for some time, Staff has been requiring temporary driveway cuts with the knowledge that Independence access could be lost. Other projects have been gaining access to other streets instead of exclusively using Independence Boulevard. All the car dealerships have cross access easements to the future parallel connector roads that do not exist yet. The Town hopes that state and federal agencies acknowledge our efforts to find solutions to the widening.

Ms. Dement said she felt validated about her feelings, based on that answer and several NC DOT presentations concerning the construction that we should focus on the Independence area. If we sleep on this between now and Independence's widening, the Town might as well give what is on the other side of Independence Boulevard to Mint Hill. She stated that it would be her preference to spend time planning around the Independence project to enhance the Town. She stated that the Town's revenue mostly comes from Independence Boulevard. Ms. Ingrish stated that while Ms. Dement's concerns were valid, the only sizeable land area that we have to be developed is between Independence and East John Street, especially closer to Union County. Staff's concern is for this development to boom without a plan in place. There is not much vacant land along Independence Boulevard.

Mr. Johnson asked what strategies the Town could use to entice future owners to develop into other uses along Independence. Ms. Ingrish explained that the state did show us options for what kind of land would be needed for Independence construction. We recently had two cases, Newk's Restaurant and Woodie's Automotive, which wanted to develop on the land that was slated to be impacted. Both applicants were informed of the pending construction. The Newk's case wanted to develop further into the land that would be impacted, whereas Woodie's wanted to use the building as-is. They could pick up and remove their business in five to ten years if needed. As soon as the Town received information from NC DOT or other state agencies, we try to pass it along to applicants to warn them of future complications. For example, Boston Market has a driveway on Sam Newell Road and Independence Boulevard so that they will have access to Sam Newell when Independence Boulevard is impacted. Once the adjacent property is developed, they will have to share the Sam Newell access with Boston Market.

Mr. Lee asked if, because Sam Newell Road will not have access to Independence Boulevard, you will have to know as a commuter way back at Northeast Parkway that you are trying to get to the Kohl's and JC Penney in Windsor Square. Ms. Ingrish stated that was correct. Mr. Lee inquired about the newer car dealerships being developed along Independence. Ms. Ingrish stated that Charlotte changed their land use plans to allow the dealerships along Independence Boulevard because economic redevelopment with mass transit in the center is not a viable option anymore. Charlotte is also looking for alternate access to these dealership. Mr. Barley asked if the dealerships could keep their driveways until alternate access was made available. Ms. Ingrish explained that the state would need to find alternate access or compensate the dealerships for their loss.

Mr. Lee stated that he agreed with the list's priorities as presented. He asked for clarification on what the Staff would like the Planning Board to do concerning the list. Ms. Ingrish stated that Staff was looking for a recommendation to Town Council on what the top three priorities the Planning Board felt was necessary.

Mr. Pratt asked if everyone was in agreement with the current order. Mr. Lee stated that he was in agreement and asked about a construction timeline for E John Street. Ms. Ingrish stated that funding and the timeline has been pushed earlier for the portion from downtown Matthews to I-485. It could be bumped further up the priority list for funding in the next few months. Mr. Johnson agreed with the priorities listed as well.

Mr. Lee made a motion that the Planning Board recommend that the Planning Staff dedicate resources to creating small area plans for E John Street to downtown Matthews and East John Street to the county line as the number one and two priorities. Additional resources could be allotted to Northeast Parkway and the other options as they were made available. Mr. Markiewitz seconded the motion. The motion passed unanimously.

Mr. Johnson stated that a further concern of his was the bigger companies on the other side of Matthews from Town Hall discussing the future of Independence Boulevard and deciding to remove themselves from the Town in order to not deal with the construction.

ADJOURNMENT

Mr. Barley made a motion to adjourn the meeting at 8:14 p.m. Mr. Johnson seconded the motion and it carried unanimously.

Respectfully submitted,

Betty Lynd
Zoning Technician/ Deputy Town Clerk

Agenda Item: Eden Hall Administrative Amendment

DATE: April 6, 2015

FROM: Mary Jo Gollnitz

Background/Issue:

- During rezoning case for Eden Hall, there was discussion about the existing sidewalk/trail and existing tree cover along the frontage on Fullwood Lane (at public hearing, Planning Board meeting, and Council). It was verbally stated several times that minimal vegetation would be removed and no indication given of removal of the sidewalk.
- Approved zoning plans show the existing walk and “wooded” area between existing sidewalk and proposed brick wall to remain; conditional zoning notes say vegetation here will be preserved “to the greatest possible to maintain the natural character of the corridor”.
- Zoning for Eden Hall was approved on July 14, 2014.
- During subsequent plan review, the site/grading plans called for the removal of all existing vegetation and sidewalk along the approximately 980 lineal feet of Fullwood Lane frontage
- Because this is a change from approved zoning conditions, the applicant was directed to request an Administrative Amendment
- Planning Board reviewed the Administrative Amendment at their March 24, 2015 meeting and recommended approval with the following conditions:
 - Use meandering sidewalk similar to existing sidewalk to provide a “pleasurable walking experience”
 - Require replacement large maturing trees along the cleared area with a minimum 3 ½” caliper
 - Create opportunity for public input before Town Board approval
- Applicant was given the option of conducting a public input session in the 3 week period between Planning Board and Town Board meetings

Proposal/Solution:

- Applicant at Planning Board meeting agreed to the larger minimum caliper tree size
- Applicant has revised the road frontage plan to incorporate a new meandering sidewalk and a new landscaping layout that includes both large maturing trees and smaller ornamental trees and shrubs (attached)
- No public input has yet been requested, so it is up to Town Board whether to conduct any session (NOT a public hearing)
- Town Board has ability to make a final determination on this request

Financial Impact:

None

Related Town Goal(s) and/or Strategies:

Quality of Life: #2 Continue pedestrian friendly initiatives and promote alternative means of travel. #3 Develop and expand green initiatives by the Town, assist in informing citizens about a healthy environment, and continue to enhance the appearance of the community.

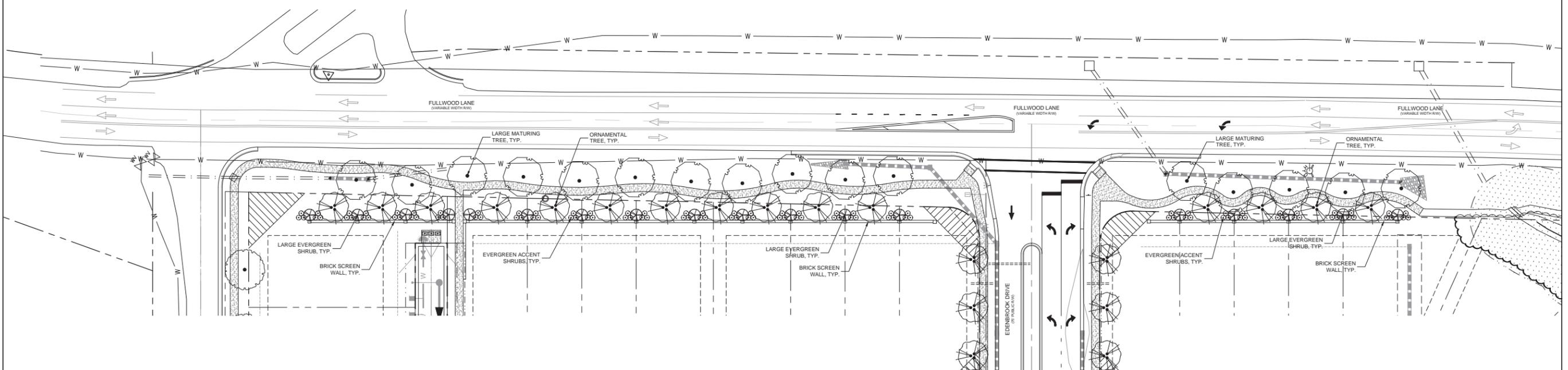
Recommended Motion/Action:

Determine if any further information or public input is necessary, and then approve the Administrative Amendment based on the revised submitted plans.

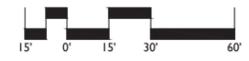


04/07/15

**EDEN HALL
 MULTI-FAMILY TOWNHOME DEVELOPMENT**
 LANDTEC DEVELOPMENT, INC.
REVISED FULLWOOD STREETSCAPE



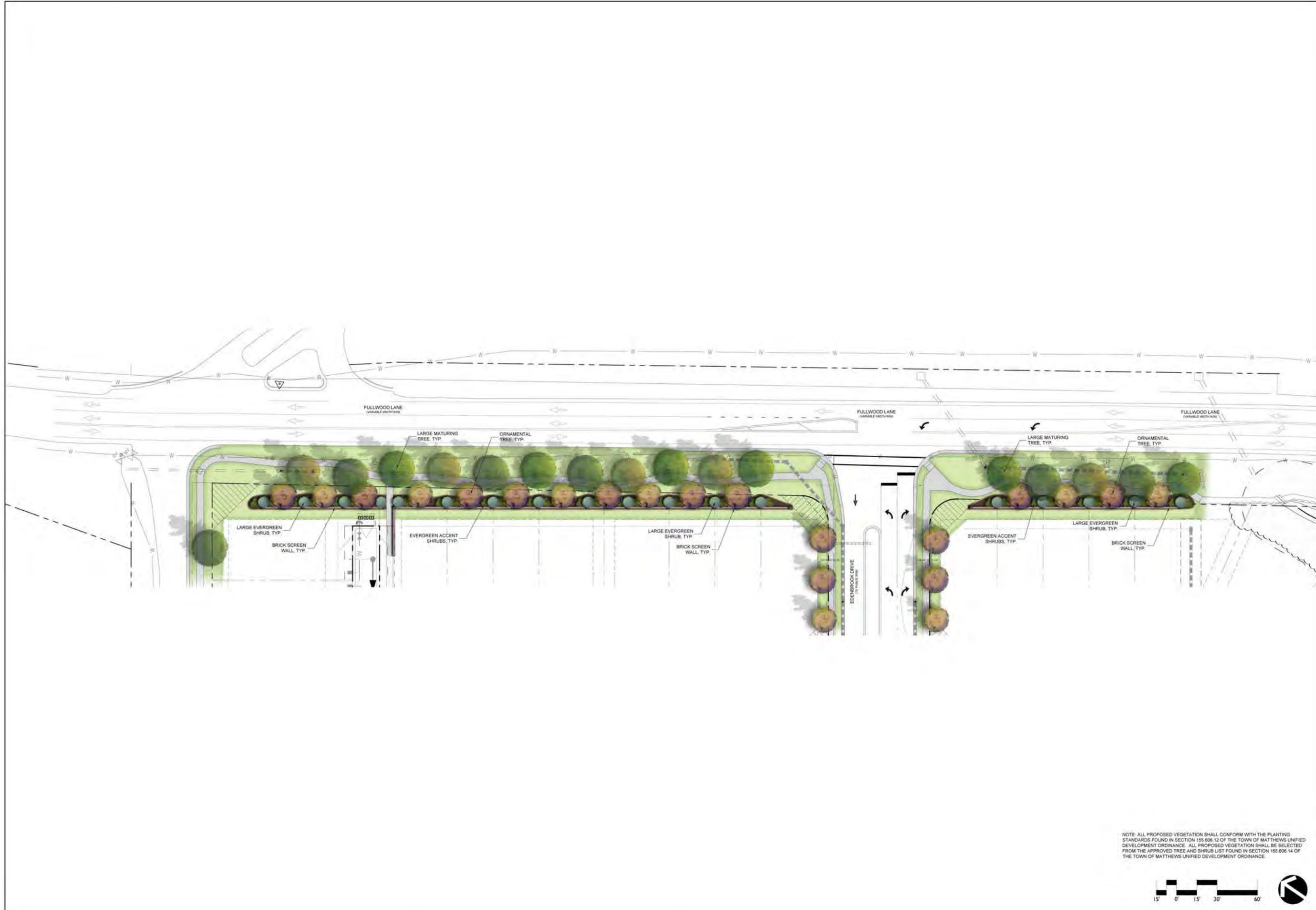
NOTE: ALL PROPOSED VEGETATION SHALL CONFORM WITH THE PLANTING STANDARDS FOUND IN SECTION 155.606.12 OF THE TOWN OF MATTHEWS UNIFIED DEVELOPMENT ORDINANCE. ALL PROPOSED VEGETATION SHALL BE SELECTED FROM THE APPROVED TREE AND SHRUB LIST FOUND IN SECTION 155.606.14 OF THE TOWN OF MATTHEWS UNIFIED DEVELOPMENT ORDINANCE.



REVISIONS:
 4/7/15 - REVISED PER LUESA COMMENTS

DATE: JANUARY 20, 2015
 DESIGNED BY: MKR
 DRAWN BY: PHK
 CHECKED BY: MKR
 QC'D BY: MKR
 PROJECT #: 1013172

SHEET #:
EX-1.0



NOTE: ALL PROPOSED VEGETATION SHALL CONFORM WITH THE PLANTING STANDARDS FOUND IN SECTION 155.606.12 OF THE TOWN OF MATTHEWS UNIFIED DEVELOPMENT ORDINANCE. ALL PROPOSED VEGETATION SHALL BE SELECTED FROM THE APPROVED TREE AND SHRUB LIST FOUND IN SECTION 155.606.14 OF THE TOWN OF MATTHEWS UNIFIED DEVELOPMENT ORDINANCE.



REVISIONS:
4/7/15 - REVISED PER LUESA COMMENTS

DATE: JANUARY 20, 2015
DRAWN BY: PKK
CHECKED BY: MEK
O.C. BY: MEK
SCALE: 1"=30'
PROJECT #: 1013172

SHEET #:
EX-1.0

EDEN HALL
MULTI-FAMILY TOWNHOME DEVELOPMENT
LANDTEC DEVELOPMENT, INC.
REVISED FULLWOOD STREETSCAPE



LandDesign
223 N Graham Street, Charlotte, NC 28002
V: 704.333.0325 F: 704.332.3246
www.LandDesign.com
NC Eng. Firm License: C-0688

Agenda Item: Next Small Area Plan

DATE: April 8, 2015
FROM: Kathi Ingrish

Background/Issue:

- Planning Staff has completed 2 small area or neighborhood plans since adoption of the Land Use Plan and UDO
- There are a number of subareas within the Town that would benefit from a more detailed review of current and future development patterns and opportunities
- Each small area plan, when conducted in-house by Planning staff, generally takes about a year; this includes initial inventory collection of data; review of other adopted plans to verify consistency; public outreach efforts; property owner and/or stakeholder committees/meetings; involvement of other governments and agencies; drafting of document and mapping; informal presentations at certain stages to confirm accuracy; formal review and approval process
- The Planning & Development Department has maintained a list of future study locations (attached), and has identified our top priorities
- Planning Board discussed the various sections of Town that merited vision and policy creation
- Both staff and Planning Board recommend the same locations as their top priorities, with the E John Street Corridor being highest on the list: I-485 to County line, then downtown to I-485
- The top priority subarea has considerable property owner and developer interest

Proposal/Solution:

- Review the list of potential subareas for future small area plans to determine the volume of work anticipated

Financial Impact:

None

Related Town Goal(s) and/or Strategies:

Quality of Life

Economic Development/Land Use Planning

Recommended Motion/Action:

Agree the next focus area will be the E John area generally between I-485 and the Union County line, up to the CSX railroad and incorporating both sides of E John Street.

sap priority 4-2015

Possible Small Area Plan Locations to Become Appendices to the Matthews 2012 Land Use Plan

** Monroe Road Corridor – Charlotte City Limits to NC51 – approved 6-9-14 (12 month project)*

** Family Entertainment Neighborhood and Sportsplex – approved 12-8-14 (8 month project, plus 3 months for policy statement process)*

This list identifies various subareas of Matthews that will benefit from having a clear vision for development or redevelopment. If completed by existing Planning staff, each separate area's visioning study – inventory of existing features, public input, review of optional future scenarios, drafting of proposed goals and actions, etc. – will generally take approximately 12 months. Several subareas will benefit by including active participation from neighboring jurisdictions, other departments, and NCDOT. Following each subarea are some pros and cons for doing that particular project next.

Staff's top 5:

* E John/I-485/CSX railroad/County line, which can include both road frontages of E John Street, including the future E John/McKee intersection (in collaboration with Town of Stallings and/or Four Towns Alliance)

- + with construction of Campus Ridge Rd relocation and talk about E John widening, there is increased developer interest here
- + Warren Report recommended this area be directed into an employment-focused development site – offices and businesses that generate adequate-salaried jobs
- + as NCDOT pursues E John widening design, any plans completed by the Town can be incorporated into the state's programming
- +/- no public water or sewer available to much of this area at this time, which depresses forward movement on development here

* E John St corridor/Wingate Commons area between I-485 and downtown, and future Greylock Ridge Rd extension area around CSX rail line/Crestdale edges (include both sides of E John St)

- + as NCDOT pursues E John widening design, any plans completed by the Town can be incorporated into the state's programming
- + good to coordinate this with recently revised Downtown Master Plan
- +/- without Wingate U as an anchor, LPA needs to come up with a new layout for the Wingate Commons mixed use development quadrant at I-485

* future Northeast Parkway area between Matthews Township Pky and Matthews-Mint Hill Rd

- + general alignment of future road has been identified
- + would assist in determining how to deal with 100+ year old farmhouse in the way of the future road
- + multiple parcels fronting on US74 will need to reconfigure their vehicular access/front doors to obtain road connection when US74 becomes limited access
- + over the years there has been continual interest in developing this area, with vacant parcels of usable size for medium to higher density residential and/or mixed use consideration

- * Matthews-Mint Hill Rd corridor between downtown and Independence Blvd
 - + now a Town-maintained street, and Town landscape crew has been doing some street tree assessment and replacement
 - + connecting corridor between future Family Entertainment District and downtown and connects to back entrance of hospital
 - + a portion of Carolina Thread Trail falls here
 - specifics of fly-over at Independence is still unclear
 - already much of the road frontage is developed or is part of the Family Entertainment District

- * redevelopment options along Independence Blvd as it converts from full access to limited access
 - + already 25+ years of planning and zoning towards eventual conversion
 - + NCDOT is conducting environmental studies now, including determining the likely design – expressway, freeway, double stacking
 - may be a little too early; best to start once the expected design of the converted highway is known

Additional Areas for Future Examination:

- * Idlewild Rd/Stallings Rd/I-485 interchange area (in collaboration with Towns of Stallings and Mint Hill)
 - + Matthews and Mint Hill established policy years ago to prevent typical interchange development and encourage instead residential uses
 - + good opportunity here to have a variety of residential styles and densities, and some neighborhood jobs/services
 - + existing grocery-anchored shopping center just over the County line as part of a mixed use concept would allow some less intense uses to extend back to I-485
 - Idlewild Road is on the long-range transportation improvement plans to be widened, but there is no funding or schedule for it

- * Margaret Wallace Rd/Idlewild Rd/Idlewild Rd Park area (in collaboration with Town of Mint Hill and City of Charlotte)
 - + a couple tracts of land between Idlewild Rd Park and Margaret Wallace/Idlewild Rd intersection, so property owner participation could be relatively easy to attain
 - + Charlotte has an existing shopping center with a pending zoning application for greater build-out at the Margaret Wallace/Idlewild Intersection
 - + Time Warner office on Mint Hill side of Idlewild may transition over time – lattice tower with large dishes has been changed
 - Margaret Wallace and Idlewild Roads are both on long-term transportation plans to be widened, but without any schedule of funding

- * Eastwood Forest (in collaboration with Town of Stallings)
 - + neighborhood now used as a cut-through between Pleasant Plains and E John, which should change when McKee is built between these two roads
 - + neighborhood is experiencing some change in ownership and style of houses with Habitat's involvement, but is still a fragile neighborhood that can benefit from Town study and intervention
 - + sanitary sewer line was extended to the neighborhood several years ago and receives water from Carolina water, but utility provisions still need improvements
 - + would be a good opportunity for land use issues, police and public safety issues, and transportation issues to be dealt with holistically

- * future Northeast Pky extension through residential enclave off Independence Blvd between Claire Dr and Town limits (in collaboration with City of Charlotte)
 - + area includes sparse single-family houses and vacant land behind lots fronting Independence; a number of years ago the residents there did not want any change to their neighborhood but it is time to ask them again
 - + adjacent land in Charlotte jurisdiction has been proposed in the past for significant higher density residential and commercial uses, but no specific plans are submitted at this time
 - + this is the area where both future Sardis Rd North and Aequipa Dr/Northeast Parkway will be built; alignment for Aequipa/Northeast Pky was determined by both Charlotte and Matthews several years ago
 - + can be done prior to start of US74 conversion

- * CPCC and Hendrick area bounded by CSX railroad, I-485, Independence Blvd, and County line (in collaboration with Town of Stallings and/or four towns alliance)
 - +/- NCDOT is conducting environmental study now on US74 and potential express lanes on I-485, all of which may impact this area
 - +/- Hendrick corporation initially planned to relocate multiple Hendrick automotive dealerships here as Independence was converted in Charlotte, but Charlotte's land use policies for the converted US74 have changed and this relocation may no longer be necessary or desired by the company
 - limited public sewer and water in place, so there would be considerable expense in extending utilities here; most of this area is not within the Four Mile Creek/Catawba River basin – impacts interbasin transfer requirements for water and sends sewer toward Union County

- * Mt Harmony Church Rd/Stevens Mill Rd/I-485 area (in collaboration with the Town of Stallings)
 - + this area may now be, or may in near future be, opened up to sanitary sewer access which would allow more intense development than previously
 - not a high pressure location for nonresidential land uses

- * Sam Newell Rd corridor between Independence Blvd and Matthews Township Pky, including long-term future redevelopment of quarry
 - + most of the land on one side is developed, and quarry did not plan to develop their road frontage until they ceased active quarrying operations
 - + traffic has steadily increased on this segment
 - + substantial amount of land already zoned/used for heavy industrial, so is a good opportunity to plan for increased industrial concentration when quarry land is ready for redevelopment
 - +/- Independence Pointe Parkway is needed through this area to connect into Charlotte (Krefeld Dr) as parallel collector roadway; no funding for it if not included in US74 conversion project
 - +/- recurring flooding is a known problem at creek, so any planning efforts here should recognize the problem and identify potential solutions
 - +/- unknown at this time how much longer the quarry may continue to excavate and crush stone

- * Mt Harmony Church Rd area between Phillips Rd and I-485, including Margyln Rd
 - + could include a look at how Margyln could be redesigned/built for better vehicular safety
 - + at least a portion of this area may now be opened up to sanitary sewer access, which would allow more intense development than previously
 - not a high pressure location for nonresidential land uses

Park Area Master Planning/Surrounding Community Areas:

(to be coordinated with or following after master plan for each park site is underway/completed)

*Stumptown Park vicinity

- + Town already owns several parcels here to allow eventual expansion of the park
- + can be done while Downtown Master Plan has been recently completed

* future community park/fire station/school area along Matthews-Mint Hill Rd and including intersection with Phillips Rd

- + Matthews-Mint Hill Rd is on transportation projects list to be widened here in future
- unsure at this time whether CMS is still interested in sharing rec facilities here

Future Transit Station Locations:

(UDO calls for an area plan to be created for each station location prior to using the TS Transit Supportive zoning category in that area. The following are the locations identified by previous mass transit plans.)

* current CATS park and ride lot/future transit station area, along Independence Pointe Pky near Sam Newell Rd

* proposed future transit station area at Matthews Township Pky and Independence Pointe Pky – include both sides of NC51 since exact station location is unknown

* future transit station area/CPCC Levine campus area; may need to consider a future revision of Hendrick Co zoning plans as well

Agenda Item: Architectural Review Beantown Tavern at 130 Matthews Station

DATE: April 8, 2015

FROM: Jay Camp

Background/Issue:

- As part of the Matthews Station Development Agreement, Town Board has the right to review and approve all new construction and exterior expansions along Matthews Station Street parcels until the entire area is built out (see Town Attorney's letter attached)
- The owner of the restaurant recently constructed a patio enclosure without obtaining building permits, landlord authorization, or Town approval of the construction work.
- With the new enclosure, the business now has more year round seating for patrons
- Mecklenburg County Building Inspectors performed an inspection on January 28th and found the changes out of compliance.
- The restaurant owner submitted the attached construction drawings to Planning Staff on March 19th. If the addition is allowed to remain, these drawings must be approved by the County for the owner to receive a building permit.
- The property owner submitted the attached request to Town Planning Staff on March 25th to review architectural changes.
- Staff has completed Downtown Overlay review of the addition. The window arrangement on the drawings and on the addition do not match.
- The intent of the two open air patios and Beantown and Thai Taste was to create interaction between the Town Green and the restaurants. Although this space is now enclosed, the owner is considering sidewalk dining along Matthews Station Street. Additional outdoor dining on Matthews Station would further enliven the streetscape and complement outdoor dining across the street. Further review of the feasibility of sidewalk dining will be required in the future to determine if space permits.

Proposal/Solution:

In order for the existing expansion to remain, the expansion needs to be:

- Approved by the Town Board,
- Approved by Landlord
- Building permits issued, inspections completed and a Certificate of Occupancy issued.

Financial Impact:

- None

Related Town Goal(s) and/or Strategies:

Quality of Life

Economic Development/Land Use Planning

Recommended Motion/Action:

Approve, request additional changes or deny the patio expansion as drawn or amended.



BEANTOWN TAVERN

EXISTING PATIO ENCLOSURE

BENSON
DESIGN
GROUP
STRUCTURAL ENGINEERING
PROJECT MANAGEMENT
CHARLOTTE, N.C.
T: 704.578.8688
F: 704.541.4739



INDEX OF DRAWINGS

<u>BUILDING</u>	<u>FIRE PROTECTION</u>	<u>ELECTRICAL</u>	<u>MECHANICAL</u>
APPB1 -APPENDIX B SHEET 1	FP-1 - FIRE PROTECTION FLOOR PLAN	E-1 - ELECTRICAL FLOOR PLAN	M-1 - MECHANICAL FLOOR PLAN
APPB1 -APPENDIX B SHEET 2			
A1 - EXISTING BUILDING WITH NEW CONSTRUCTION OF PATIO ENCLOSURE		E-2 - ELECTRICAL SCHEDULES	
A2 -PATIO ENCLOSURE ROOF FRAMING PLAN AND DETAILS			
A3 -ELEVATIONS			
LS-1 - LIFE SAFETY PLAN			

BEANTOWN TAVERN
130 MATTHEWS STATION ST
MATTHEWS, NC 28105
EXISTING PATIO ENCLOSURE

DRAWING ISSUED FOR:
FOR CONSTRUCTION

REVISIONS:

FILE NAME: 2015.258.COV1
DATE: 2/26/2015
PROJECT NUMBER: 2015.258.002

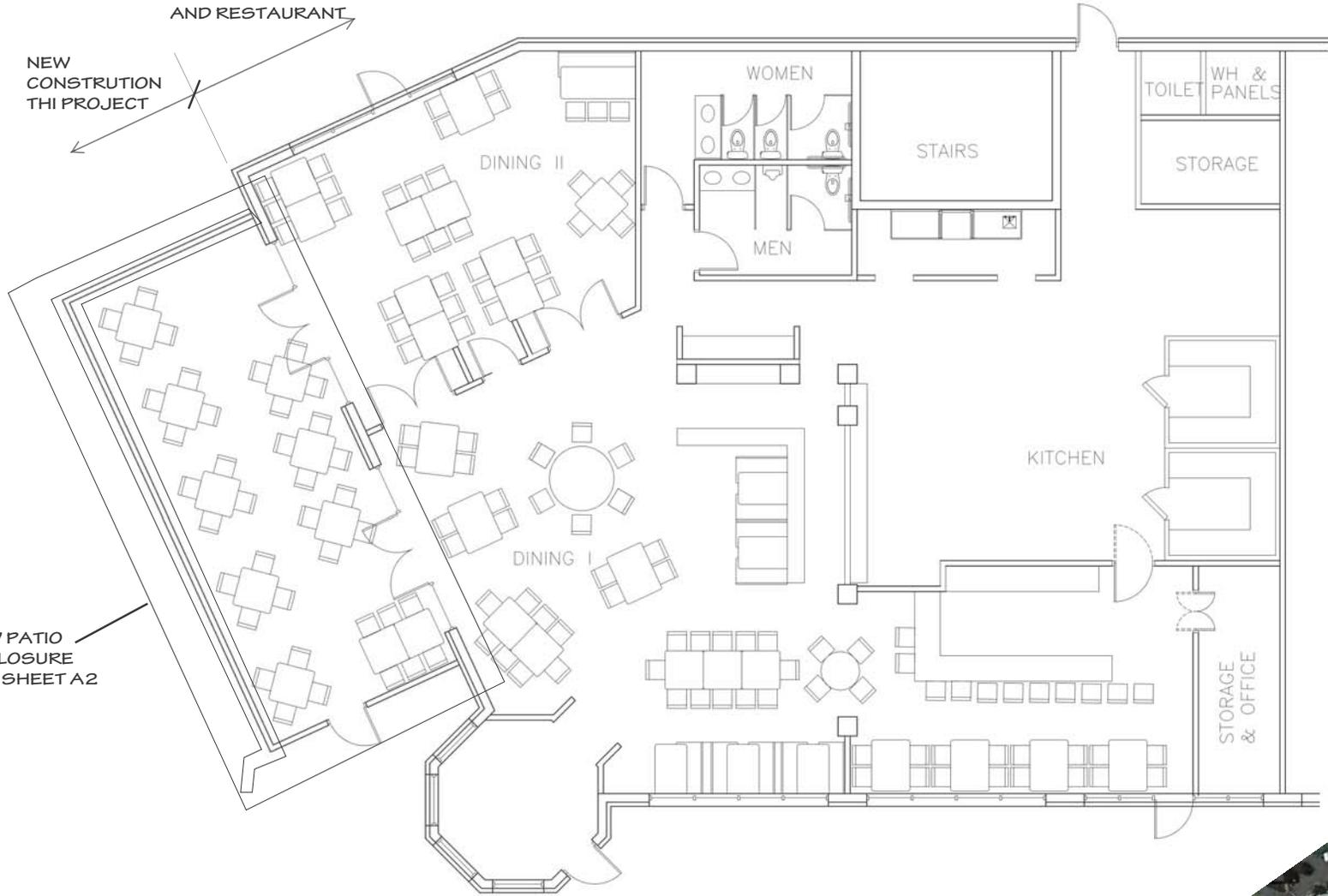
SHEET TITLE:
COVER SHEET

SHEET:
COV-1

EXISTING TAVERN
AND RESTAURANT

NEW
CONSTRUCTION
THIS PROJECT

NEW PATIO
ENCLOSURE
SEE SHEET A2



FLOOR PLAN
SCALE: 1/4" = 1'-0"



NEW PATIO
ENCLOSURE

KEY
PLAN

BENSON^{MSW}
DESIGN
GROUP

STRUCTURAL ENGINEERING
PROJECT MANAGEMENT
CHARLOTTE, N.C.
T. 704.578.6669
F. 704.541.4739



BEANTOWN TAVERN

**130 MATTHEWS STATION ST
MATTHEWS, NC 28105**

**EXISTING BUILDING WITH NEW CONSTRUCTION
OF PATIO ENCLOSURE**

DRAWING ISSUED FOR:
FOR CONSTRUCTION

REVISIONS:

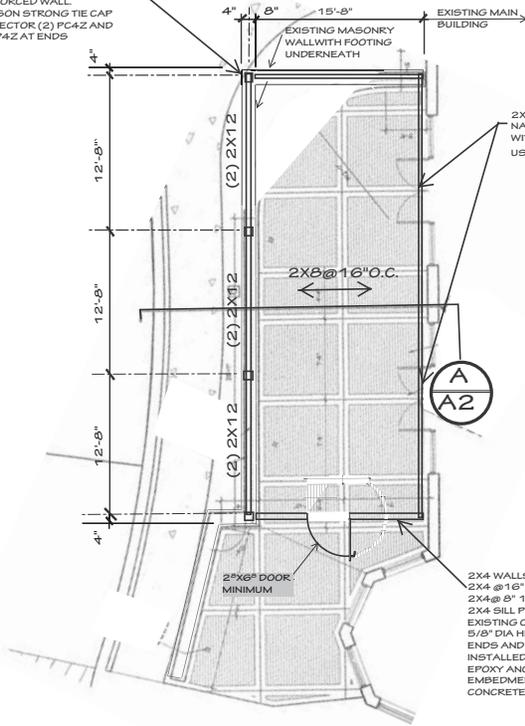
FILE NAME: 2015.258.A1
DATE: 2/26/2015
PROJECT NUMBER: 2015.258.002

SHEET TITLE:
EXISTING BUILDING WITH NEW
CONSTRUCTION OF PATIO ENCLOSURE

SHEET:

A1

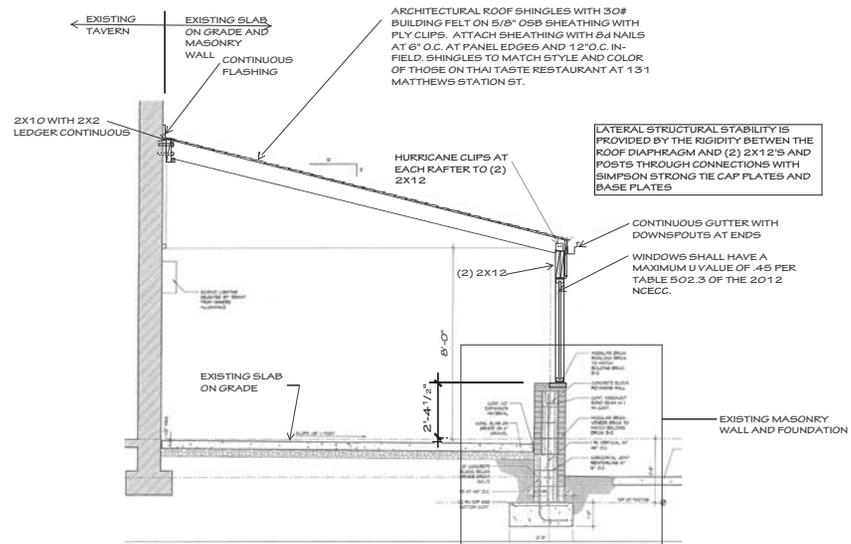
SIMPSON STRONG TIE BASE CONNECTOR ABU44Z IN TO TOP OF EXISTING BRICK/CMU REINFORCED WALL
SIMPSON STRONG TIE CAP CONNECTOR (2) PC4Z AND (2) EP4Z AT ENDS



NEW PATIO ENCLOSURE ROOF FRAMING
NOT TO SCALE

2X10 LEDGER WITH 2X2 NAILER STRIP AT BOTTOM ATTACH 2X2 NAILER TO 2X10 USING (3) 16d NAILS THAT ALIGN UNDER EACH RAFTER. 2X10 SHALL BE ATTACHED TO EXISTING MASONRY WALL WITH 5/8" DIA GALV AT EACH END AND AT 24" O.C. STAGGER VERTICALLY BETWEEN ALONG LENGTH USING HILTI HY70 EPOXY ANCHOR SYSTEM

2X4 WALLS AT EACH END
2X4 @ 16" O.C. TO 14'-0"
2X4 @ 8" 15'-0" AND TALLER
2X4 SILL PLATE ATTACHED TO EXISTING CONCRETE SLAB WITH 5/8" DIA HIT Z ROD AT 1' FROM ENDS AND 3'-0" BETWEEN
INSTALLED USING HILTI HIT HY200 EPOXY ANCHOR SYSTEM MIN. EMBEDMENT INTO EXISTING CONCRETE TO BE 3"



SECTION A
NOT TO SCALE

GENERAL NOTES

1. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND ELEVATIONS PRIOR TO ORDERING MATERIALS.
2. ALL LUMBER SHALL BE SYP #1.
3. DESIGN SHOWN HERE ON IS IN ACCORDANCE WITH THE 2012 NORTH CAROLINA BUILDING CODE.
4. ALL WOOD TO WOOD CONNECTIONS SHALL BE IN ACCORDANCE WITH 2012 NORTH CAROLINA BUILDING CODE WITH RESPECT TO SIZE, SPACING AND/OR NUMBER OF NAILS
5. DO NOT SCALE THESE DRAWINGS



BEANTOWN TAVERN

**130 MATTHEWS STATION ST
MATTHEWS, NC 28105**

**PATIO ENCLOSURE ROOF
FRAMING PLAN AND DETAILS**

DRAWING ISSUED FOR:
FOR CONSTRUCTION

REVISIONS:

FILE NAME: 2015.258.A2.PDF
DATE: 2/26/2015
PROJECT NUMBER: 2015.258.002

SHEET TITLE:
**PATIO ENCLOSURE ROOF
FRAMING PLAN AND DETAILS**

SHEET:

A2



BEANTOWN TAVERN

**130 MATTHEWS STATION ST
 MATTHEWS, NC 28105**

ELEVATIONS

DRAWING ISSUED FOR:
FOR CONSTRUCTION

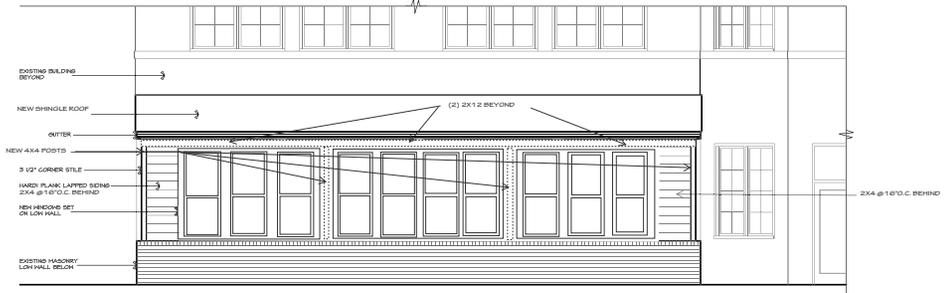
REVISIONS:

FILE NAME: 2015.258.A3
 DATE: 2/26/2015
 PROJECT NUMBER: 2015.258.002

SHEET TITLE:
ELEVATIONS

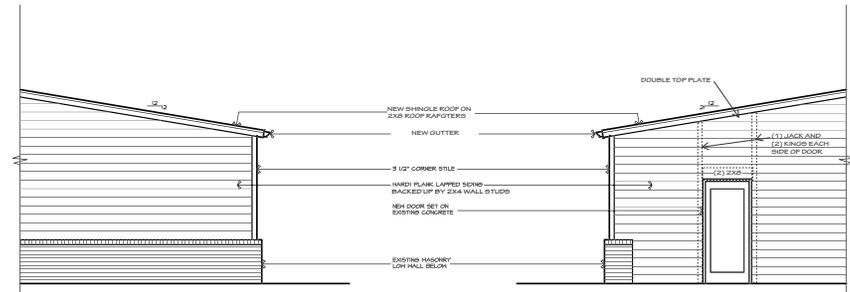
SHEET:

A3



REAR ELEVATION

PROVIDE (1) KING AND
 (1) JACK STUD EACH
 SIDE OF EACH WINDOW
 TYPICAL



LEFT SIDE ELEVATION

RIGHT SIDE ELEVATION



March 25, 2015

Mr. Jay Camp, AICP
Senior Planner
Town of Matthews
232 Matthews Station St.
Matthews, NC 28105

Re: Patio enclosure, Beantown Tavern

Dear Jay:

Matthews Depot LLC, owner of 130 Matthews Station Street, is requesting review of the proposed expansion of Beantown Tavern to enclose the patio area of their currently occupied space. Owner withholds its approval of this work pending the review and approval of the City of Matthews Downtown Development Board and Town of Matthews Town Council.

Should you have any questions, please feel free to contact me.

My regards,
MATTHEWS DEPOT LLC

A handwritten signature in blue ink that reads "Karen Lane".

Karen Lane
Property Manager

Cc: Donnie Gaskin, Beantown Tavern

CRANFORD, BUCKLEY, SCHULTZE, TOMCHIN, ALLEN & BUIE, P.A.

ATTORNEYS AT LAW

7257 PINEVILLE-MATTHEWS ROAD

SUITE 2100

CHARLOTTE, NORTH CAROLINA 28226

CHARLES H. CRANFORD
CHARLES R. BUCKLEY, III
MICHAEL F. SCHULTZE
R. GREGORY TOMCHIN
R. MICHAEL ALLEN
CRAIG P. BUIE
WILLIAM H. MCMULLEN
F. EUGENE ALLISON

OF COUNSEL
PAUL I. KLEIN, PLLC

TELEPHONE: 704-442-1010
FACSIMILE: 704-442-1020

January 30, 2015

Mr. Hazen Blodgett
Town Manager
232 Matthews Station Street
Matthews, NC 28105

Re: Beantown Restaurant/Matthews Station Street

Dear Hazen:

I have been asked by Kathi Ingrish to take a look at the situation where Beantown restaurant, located on Matthews Station Street, is on its own enclosing its patio and painting the exterior areas with a green paint. The issue is, does the Town Board have any review of the improvement project?

The simple answer is yes. A review of the documents creating the Downtown Development Project along Matthews Station Street supports this position. A review of the Agreement of Easements and Restrictive Covenants recorded in Book 11966 at Page 44 in the Mecklenburg County Registry defines the project and includes all of the property located within the area along Matthews Station Street between North Trade Street and the rear property line behind the library. Paragraph 10 of this Restrictive Covenant Agreement which applies to all property located within the defined project area contains the following language: "It is the intent of the parties that the improvements located on each Parcel blend harmoniously and attractively with the improvements located on the remainder of the Property. Accordingly, no building improvements shall be constructed on any Parcel until the following items have been approved in writing by both the Developer and the Town: (a) A site plan showing the location and dimensions of the building(s) and the landscaped areas, paving (roadway, sidewalks and parking), signage, site lighting, and other improvements to be constructed or installed on the Parcel, which must be consistent in all material respects with the Site Plan; (b) plans showing the exterior elevations of all sides of the building(s) and sign(s) to be constructed or installed on the Parcel; and (c) specifications and material samples describing the principal building materials and color(s) to be

used on the exterior of the proposed building(s) (which exterior finishes shall be architecturally harmonious with those used on the remainder of the Property). The approval requirements of this Paragraph 10 also shall apply to any renovations, additions, alterations or placements of the building improvements located on any Parcel that affect the exterior appearance of those building improvements. Approval shall be deemed given if not refused within thirty (30) days after receipt or refusal of a written request for approval. No building located on the Property shall have a metal exterior, and no structure of a temporary nature shall be allowed on the Property at any time, except that each Owner may place a construction trailer on its Parcel during the period of building construction. All buildings constructed upon the Property shall comply in all respects with the Site Plan, and shall conform to all other applicable building codes and zoning ordinances in effect at the time of such construction.”

Therefore, since Lat Purser & Associates own the building in which Beantown, as a tenant, is attempting to make a renovation to the elevation of the building itself, it is in violation of this covenant and needs to comply. The company nor its tenants can make any elevation changes or improvements without having first submitted those improvements plans to the Town for review upon thirty days notice.

I trust this is responsive to your request.

Very truly yours,

CRANFORD, BUCKLEY, SCHULTZE, TOMCHIN, ALLEN & BUIE, P.A.

Charles R. Buckley, III
CRB:srs

cc: Kathi Ingrish

Matthews Station Public - Private Development Project – A Brief Background

In the late 1990s:

- The Town of Matthews acquired the 1970s The Depot Shopping Center property adjacent to (then) Town Hall and Town Hall Annex, both fronting N Trade Street
- The Town issued Request for Proposals from development firms to create a new street within Downtown Matthews where a new Town Hall and other downtown-appropriate new land uses could be clustered
- Lat Purser and Associates was chosen as the Town's private development partner for Matthews Station Street

In 2000:

- Matthews and Lat Purser approved a Development Agreement¹, as allowed by state statutes (GS 160A-458.3) for a downtown development effort
- Matthews and Lat Purser agreed on a Master Plan² for the overall site, showing public streets, public parking, the Town Hall/Library building, a Town green space, a place to relocate the historic train depot and caboose, and multiple building "pads" or lots that the Developer could acquire over time and build out the complete street

In the 2000s:

- Town Hall/Library was designed and constructed by the Developer's team as a turn-key building, with dedication of both floors taking place in 2001
- The Developer acquired the first private pad and constructed the "Depot Building" (Dilworth Coffee to RBC Bank)
- Two additional pads were acquired by the Developer team and two story buildings placed on them – the two closest to the Town green
- The Developer agreed to allow an alternate Developer to acquire and build the pad at the corner of N Trade and Matthews Station Street, and Town Board approved an alternate site plan and elevation of building for the site (Pure Taqueria/Moe's BBQ)
- Matthews Station Street was extended from Town Hall to E Matthews Street, creating a second public street entrance/exit to the overall area

Today:

- One "pad" or tract of vacant land has not yet been sold to the Developer, and no formal action has been taken to assign an alternate developer
- This remaining vacant parcel was intended, by the Master Plan, to have a two story building totaling about 28,000 sq ft

¹ Development Agreement: recorded legal document, which details how the overall land area will be developed, and by whom.

* remains in force until the entire site is fully developed

* a Master Plan/site plan must be designed by Developer team and approved by Town, then used to complete the construction activity of the entire area

* the Town will sell private building pads to Developer at its appraised value based on an appraisal completed within 9 months of closing on each pad

* each subsequent parcel pad sale should occur within 1 year of the prior closing

* if a parcel is acquired by the Developer and after a year no development activity has begun, that parcel can be reverted back to the Town at sale price plus any out-of-pocket expenses the Developer incurred.

² Master Plan: site plan of public streets and parking/maneuvering areas, public open space, and public buildings, plus buildable tracts of land to be available for the Developer to acquire and develop over time

Matt station agreement summary

Agenda Item: Downtown Streetscape Improvement Plan

DATE: April 8, 2015

FROM: Jay Camp

Background/Issue:

- The 1997 Downtown Master Plan included three components; the policy plan, streetscape improvements and design guidelines.
- The grant request to CRTPO was approved in April 2014 and the required local match was included within the Planning Department's budget for FY14-FY15.
- The project is part of a 3 phase update to the Downtown Master Plan from 1997 that includes: 1. the plan, 2. street cross section and amenities guidelines and 3. building design guidelines. Staff updated the Downtown Plan in house in 2013 and will also update the Design Guidelines.
- The Town issued a request for proposals in February 2015 and received responses from 4 qualified firms.
- The selected consultant, McGill Associates, will attend the meeting and be available for questions
- The streetscape plan will be a long range planning document with a horizon of up to 20 years. Implementation may come in the form of developer constructed improvements or Town projects.

Proposal/Solution:

- Select McGill Associates as consultant for the development of streetscape improvement guidelines for Downtown Matthews

Financial Impact:

- The funding for the project will require some use of general funds due to the reimbursable nature of the grant. As previously mentioned, \$10,000 is already allocated in the Planning budget for the current year. The remaining \$20,000 would come from the general fund and be reimbursed to the Town from CRTPO in FY 15-16.

Related Town Goal(s) and/or Strategies:

Quality of Life

Economic Development/Land Use Planning

Recommended Motion/Action:

Approve recommendation for the selected design firm to develop streetscape improvement guidelines plan for Downtown Matthews with a budget of \$30,000.

REQUEST FOR PROPOSALS – REISSUED MARCH 5, 2015

PROFESSIONAL CONSULTING SERVICES TO DESIGN A DOWNTOWN STREETScape IMPROVEMENT PLAN WITH ASSOCIATED GRAPHICS AS A COMPONENT OF THE MATTHEWS DOWNTOWN DESIGN GUIDELINES

Issued: March 5, 2015
Complete submissions due: March 16, 2015
Anticipated acceptance date: March 23, 2015

Send proposals to: Jay Camp, AICP
Senior Planner
232 Matthews Station Street
Matthews NC 28105

Send questions to: icamp@matthewsnc.gov
704-708-1226

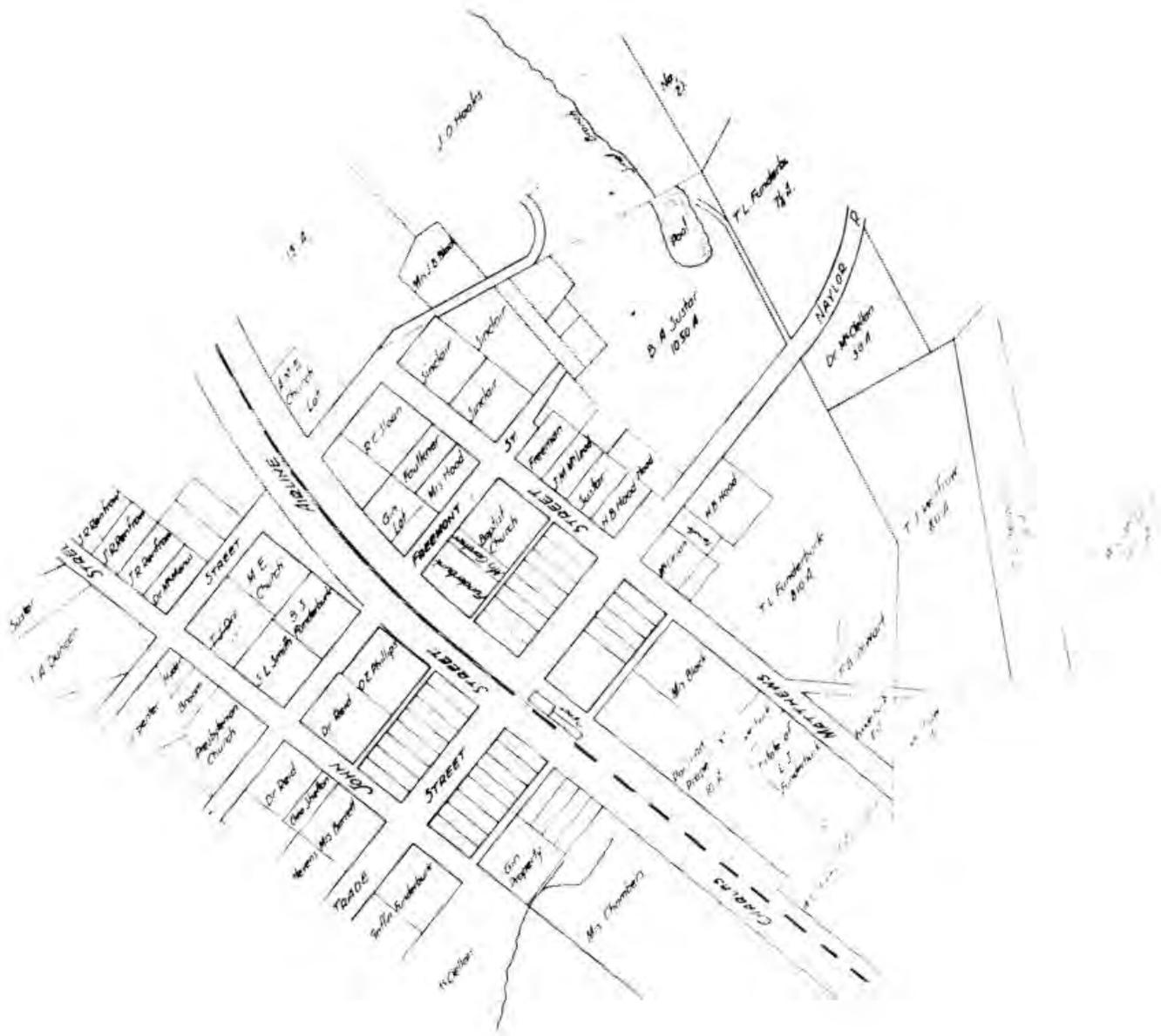
Scope of Project

The Town of Matthews recently approved an update to the Downtown Master Plan, a document that encompasses the vision for the future of Downtown Matthews. As a second phase of the Downtown Plan, Design Guidelines and a streetscape improvement plan are also in the process of being updated. As a supplemental yet integral component of the Design Guidelines, the Town seeks to add a graphics element that shows designs for existing and future street cross sections for new and existing streets. The cross sections ultimately determine dimensions for streets, planting strips and sidewalks and building setbacks in an urban environment.

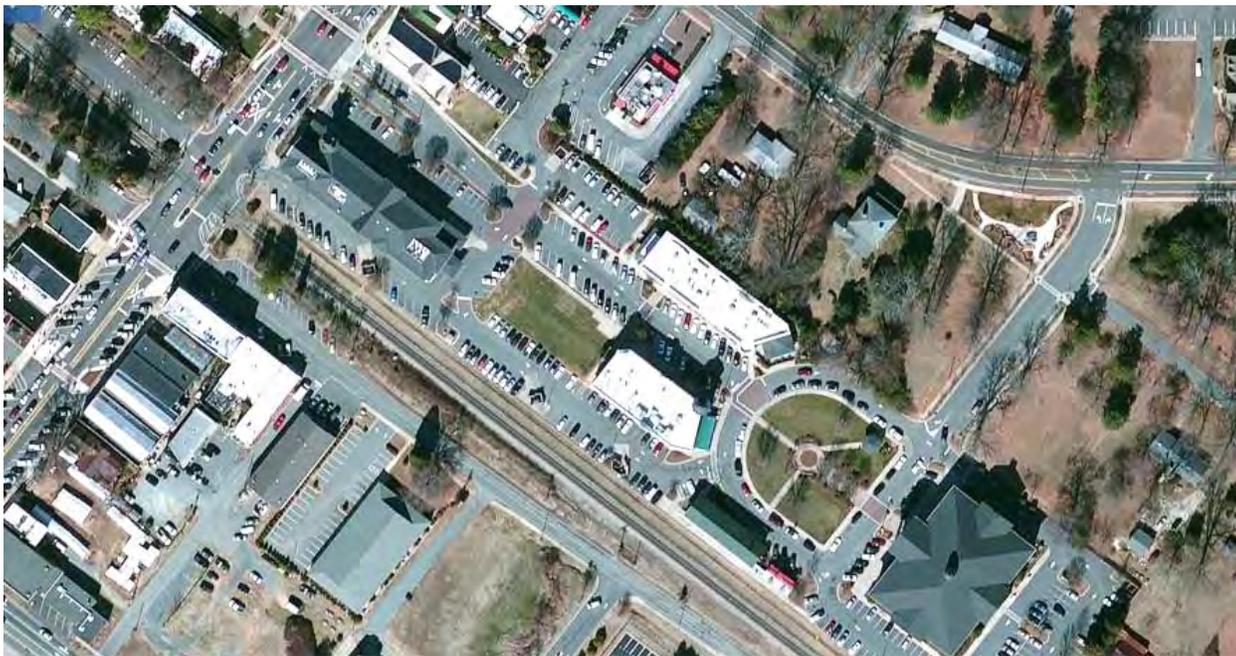
The Town of Matthews seeks proposals from qualified, experienced land planning and design firms, to produce graphic design work as well as standards for urban street cross sections within the 342 acre Downtown area. A map and description of the area are included.

History

The 342 acre downtown area constitutes both the original downtown grid as well as new areas of development on the periphery. Founded in 1879, Matthews was a small whistle stop without the population to support a large scale downtown one might find in that era in a County seat like Monroe or Concord. In fact, the Town population numbered fewer than 1,000 around the time of World War II. In terms of downtown character, the relatively small nature of the Town yielded a small core street grid comprising of only a few blocks of businesses and homes. The 100 block of North Trade Street was the main commercial district and 12 buildings in the block were placed on the National Register of Historic Places in 1996.



Since this time, the Town population has grown to almost 30,000 with the Downtown growing with it. In 2001, a major expansion occurred with the development of a Public/Private Partnership to redevelop a former strip mall into a new street with the Town Hall/Library, shops, restaurants and a Town Green. More recently, districts have begun to form, most notably the North End District along North Trade Street. This new district features residential mixed use buildings, offices and soon a new public pocket park. A new downtown organization, the Red Brick Partnership, has formed and will begin initiatives in 2015 aimed at continuing the revitalization of Downtown Matthews.



Matthews Station Area

Purpose and Goals of the Project

This project will encourage walking, biking, and the utilization of transit options expressly by integrating the design guidelines of these options with those of the motor vehicle transportation infrastructure. The project will identify the separation of non-motorized and motorized transportation modes, as well as identify safe points for connections. By establishing comprehensive design guidelines, the Town of Matthews can help to develop a safer and more efficient transportation network that eliminates conflicts between transportation modes and thereby encourages alternative transportation options.

Scope of Work

Task Description/Deliverables

Firms are asked to develop graphic representations of street cross sections generally by block length or block face as well as recommended design standards. Project deliverables will include:

- Inventory existing street cross section conditions
- Build an inventory of current conditions of both the transportation infrastructure and adjacent land uses.
- Work with Town Planning staff to incorporate cross section planning into the Design Guidelines update.
- Map display of Downtown indicating street types and recommended cross sections
- Two and/or three dimensional representations (i.e. renderings) of the different cross sections
- Support documentation
- Identify redevelopment opportunities and possibilities.
- Facilitation of public input and presentations to Boards and Committees
- Solicit public input to determine issues, constraints, and opportunities, and to influence design and objectives.
- Design proposed improvements on a block-by-block basis.
- Solicit additional public input for feedback on designed improvements.
- Refine design and determine phasing of improvements.
- Provide a graphical representation of how new and existing streets should be developed or redeveloped in the future
- Provide a graphical representation of how buildings, sidewalks, on-street parking and other items should interact in an urban environment
- Produce final report with recommendations by June 30th, 2015.

Submittal Requirements

It is strongly recommended that any Consultant interested in submitting a proposal to the Town of Matthews provide Town staff with contact information prior to submission. In the event a correction or clarification to this document is necessary, all known interested parties can then be quickly contacted.

Three hard copies and one digital copy in Adobe PDF format of the complete submission package should be delivered to the Town. The submission should include the following:

- * a general breakdown of anticipated steps that will be undertaken to complete the project;
- * a general time line for completion;
- * an explanation of the public education/involvement process to be employed;
- * the information, documents, activities, and time commitments expected from Town staff;
- * a list of key personnel, their background experience, and their personal exposure to similar projects, particularly within North Carolina, their specific roles within this project, and an estimate of the percentage of their time that will be devoted to this project;
- * a list of references, including name and phone and/or e-mail contact information, with a short explanation of how their project may have similarities to this one;
- * a statement agreeing to copyright release of all materials, in both written and graphic form, provided to the Town throughout the project. The Town shall retain ownership of all documentation generated in this project.

Evaluation Criteria

Proposals shall be evaluated on the information submitted. Criteria for evaluation will include but are not limited to:

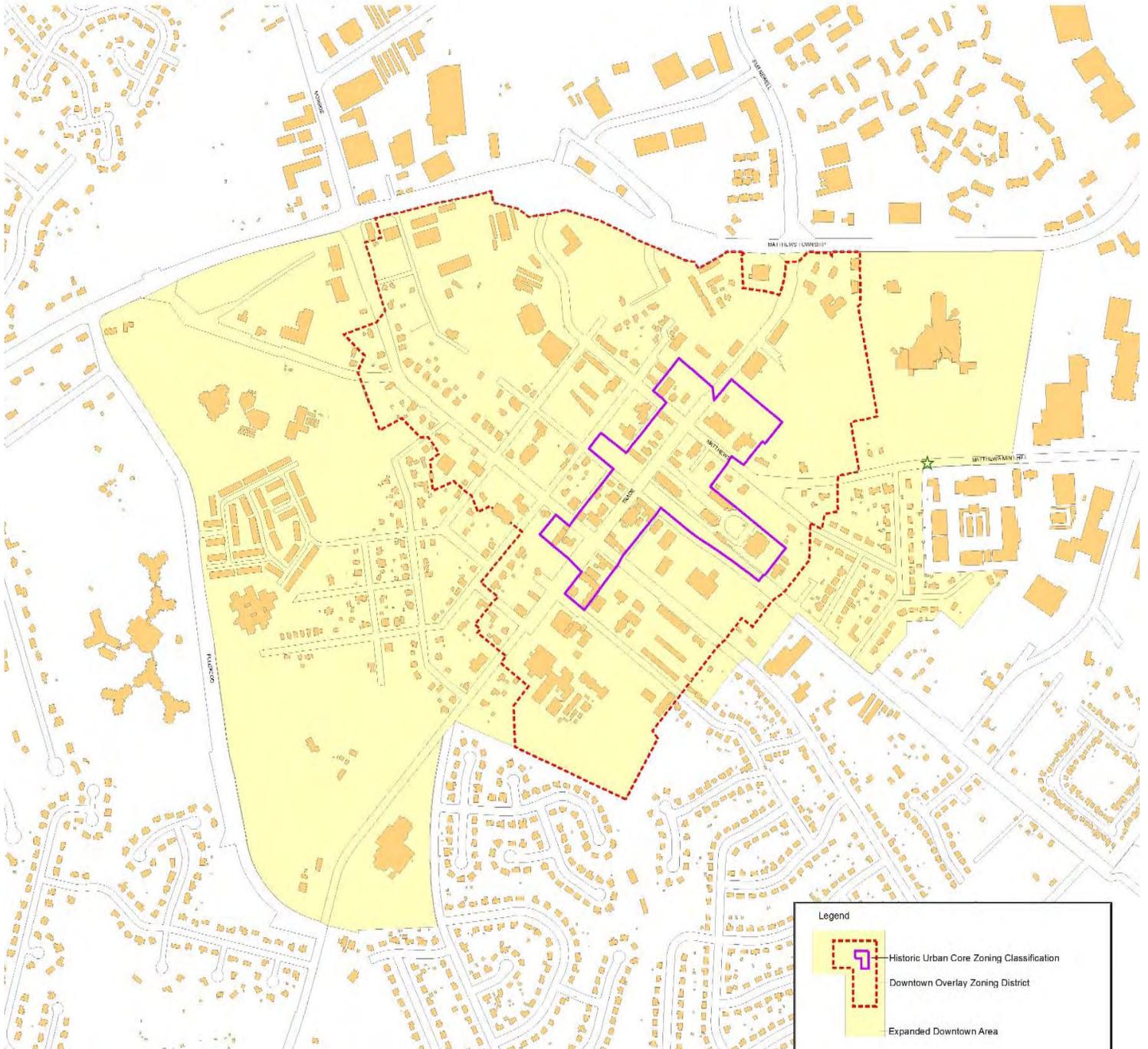
- Cost
- Quality and responsiveness of proposal
- Previous urban design experience
- References - specifically similar projects done within the past five years

Budget and Acceptance

The project shall be performed on a fixed price basis, with provision for change orders, time extensions, or added costs as may later be determined. Grant funding from a Planning Project Funding Request through CRTPO, in addition to a local match from the Town, create a total budget of \$30,000 for the project. Therefore, the submission should include a lump sum fee for the project as described. The proposed budget shall remain firm for a minimum period of 30 days from submission deadline. Should there be suggested additional options or tasks, those should be provided with a separate addendum to the primary RFP response.

The Town reserves the right to cancel this RFP, or reject all proposals, if in its judgment it deems it to be in the Town's best interest to do so. No contract to proceed can be completed until the Matthews Board of Commissioners authorizes it.

Town of Matthews: Expanded Downtown Area



Matthews Transportation Advisory Committee

Minutes March 19, 2015

The Transportation Advisory Committee met in regular session on March 19 at the Public Works Facility. In attendance were Chairman Matt Jones, George Sottilo, Bill Stevens and Eric Moore. Also present were David Nelson of the Matthews Planning Department and C.J. O'Neill- Town Engineer.

Mr. Jones called the meeting to order at 7:00pm.

Mr. Nelson presented a draft of the Composite Bicycle and Pedestrian Plan. After the presentation, Mr. Sottilo moved to accept the plan as presented.

Mr. Stevens commented that some of the signed routes were redundant. He amended the motion to add that Staff look to keep the MARA segment in the plan and to add signed routes to greenway connectors. He also commented that he really likes the plan overall.

Mr. Jones then amended the motion to ask Staff to also look at signing the dirtway connectors. Mr. Moore seconded the amended motion. The motion carried unanimously.

Mr. O'Neill notified the committee that the Planning Department recently took in proposals for a Downtown Streetscape Improvement Plan. Proposals were received from ESP Associates, Stewart, McGill Associates, and Alta. Staff will make a recommendation at the March 24th Board of Commissioners meeting. Mr. O'Neill also noted that the Planning Department was looking for a member of the Transportation Committee to serve on the plan's Steering Committee. That person would have to be available for meetings during the day in Matthews.

Mr. Jones volunteered to work on the Downtown Streetscape Improvement Plan Steering Committee. The Transportation Committee adjourned at 8:15pm.

C.J. O'Neill
Acting Secretary

Environmental Advisory Committee

Minutes March 3, 2015

The Matthews Environmental Committee met in regular session on March 3, 2015 at the Public Works Facility. Members present were Chairman Gordon Miller, Ollie Frazier, David Ross, John Lynch, Bob Stratton and Scott Baranowski. Also present were Jack Killiebrew from Republic Services, along with Rosalind Cumming and Ralph Messera from Public Works.

Mr. Miller called the meeting to order at 7:00pm. The February minutes were reviewed and approved.

Mr. Killiebrew gave the Republic Services report stating that the bad weather had caused some problems, but all trash pickup had been caught up and was back on track now.

Under other issues on solid waste, it was mentioned that Linda Ashendorf with Republic Services, is wanting to meet with the Town Manager, Mr. Messera and the new Finance Director, concerning the upcoming trash contract. Mr. Messera also stated that April 18th is Earth Day and a celebration would again be held at Stumptown Park. In addition, this year a half day has been set aside for all non essential employees to participate in a Town wide litter pick up on Friday April 17th. Teams will be formed to pick up litter within the Town.

On Storm Water issues, the appeal was heard from Carrington Place concerning the penalty at 600 Fullwood Lane. In attendance for this hearing were several members of the Carrington Place Nursing Center staff: Jeff Fox, Maintenance Supervisor, Linda Howard, President, and Marissa Helbing, Administrator. Also in attendance were John McCulloch, Water Quality Supervisor, Rusty Rozzelle, Water Quality Program Manager, Preston Hines, Environmental Inspector, and Ryan Spidel, Senior Environmental Specialist.

Carrington Place was originally charged with a storm water penalty on 5/9/13 for paint discharge. The Matthews Fire Department was out at Carrington Place on 11/25/14 when they noticed an odd discharge and contacted Mecklenburg County for further inspection. When the representatives from Mecklenburg County arrived at the location, they examined the discharge and smelt wastewater. Several photos were presented in consecutive order, by Mecklenburg County detailing the history of the events:

Figure 1, May 9, 2013 showed the discharge of paint that Carrington received a penalty for

Figure 2, Nov 25, 2014 showed the discharge through the grassy area

Figure 3, Nov 25, 2014 showed the washbasin

Figure 4, & 5 Nov 25, 2014 displayed the trench drain where there had been an overflow

Figure 6, Nov 25, 2014 showed a blockage in the sewer drain

Figure 7, 8 & 9 Dec 4, 2014 showed discharge in water in grass, and blockage still in sewer drain
Figure 10, 11 & 12, Dec 10, 2014, no discharge, bay is clear and sewer drain is clear

Mecklenburg County employees said they talked with Mr. Fox and Mr. Howard about the overflow and discharge and they all agreed they needed to contact a plumber. They also looked at the manhole and saw the blockage in the sewer. The only line coming into the sewer line at this point was from Carrington Place, and they showed Mr. Fox and Mr. Howard and told them they needed to do something about this before it caused another overflow.

Mecklenburg County said they did receive documentation that the plumber cleaned out the clogged line at the mop basin, but the blockage from the manhole was not done until Dec 9th. They went back out to check on December 4th and did find another discharge in the basin. They informed Carrington that there was another discharge in the detention basin and the manhole was still blocked. On December 9th the blockage was removed. On December 10th, Mecklenburg County checked the site again and found the blockage removed and everything clear and flowing.

Mecklenburg County alleged that Carrington Place did not do due diligence in removing the blockage soon enough, and caused additional problems of overflow.

Carrington Place stated that they did not believe they had violated any law or regulation, and believe that they have been good corporate citizens. They said that on 11/25/14 they were originally informed that the discharge was paint. They took samples from the water and sent them to a lab for analyzing. They revealed no sign of paint, wax or wax stripper. They also contacted a plumber who came out and removed sediment in the drain. They also contracted for the sewer to be cleaned and the company came out and cleaned it out on December 9th. They provided a plan of correction in the form of a spreadsheet and attached the invoices and receipts from the contracted companies. They also provided proof of various classes that were provided to educate their employees on the difference between sewer drains and storm water drains.

After much discussion and various questions by member of the Environmental Committee so that everyone had a good understanding of the events that had taken place, a motion was made to reduce the original penalty of \$4,000.00 by the expenses already incurred by Carrington Place to resolve the problems. This total cost was approximately \$800, which therefore reduced the penalty to \$3200. The motion was voted on and carried unanimously.

Regarding Air Quality, Mr. Ross reported that there were no violations of air quality in the past month in Matthews. There were 2 projects that houses were to be demolished in which air quality will be checked.

Regarding Physical Agents, there were none.

Under other business, Mr. Miller mentioned that he had attended some sessions on Environmental Education, including information on customer service. He also talked about Solid Waste opening a new compost & recycling facility on Beatties Ford Road, and LUESA moving from Tryon to Wilkinson Boulevard. He also stated that we need to discuss the solid waste contract which will be coming up for renewal or bid soon.

Being that there was no other business, a motion was made at 9:05 pm to adjourn the meeting, which was seconded, and passed. The next meeting will be held on Tuesday April 7, 2015.

Rosalind Cumming
Secretary

MINUTES
BOARD OF COMMISSIONERS SPECIAL MEETING
JORDAN ROOM, MATTHEWS TOWN HALL
MARCH 23, 2015 – 6:00 PM

PRESENT: Mayor James Taylor; Mayor Pro-Tem Joe Pata; Commissioners John Higdon; Chris Melton, Jeff Miller, Kress Query and John Ross; Town Manager Hazen Blodgett; Town Clerk Lori Canapinno

ALSO PRESENT: Charlotte Water Deputy Director of Operations Barry Shearin; Public Works Director Ralph Messera; Parks, Recreation and Cultural Resources Director Corey King; Planning and Development Director Kathi Ingrish

The Board of Commissioners met with Charlotte Water Deputy Director Barry Shearin for a discussion on water tank placement. Mr. Shearin explained the need for a water tank to be placed in the east side pressure zone – the general Highway 51 area of Matthews - to ensure continued good service to that area of Mecklenburg County. The Highway 51 park site is a good location. He explained the need for high ground near major connection lines. There was some discussion of other possible sites and other tank and tower styles, along with buffer options and aesthetic concerns. The Board asked Mr. Shearin to look into possible sites other than on the park property. Mr. Shearin said the agency will explore other site options and come back to the Board in the future with more details on possible sites.

MINUTES
BOARD OF COMMISSIONERS MEETING
HOOD ROOM, MATTHEWS TOWN HALL
MARCH 23, 2015 - 7:00 PM

PRESENT: Mayor James Taylor; Mayor Pro-Tem Joe Pata; Commissioners John Higdon; Chris Melton, Jeff Miller, Kress Query and John Ross; Town Attorney Craig Buie; Town Manager Hazen Blodgett; Town Clerk Lori Canapinno

ALSO PRESENT: Assistant Town Manager Jamie Justice; Communications Director Jen Thompson; Finance Director Christopher Tucker; Planning Director Kathi Ingrish; Senior Planner Jay Camp

REGULAR MEETING CALLED TO ORDER

Mayor Taylor called the meeting to order at 7:00 pm.

INVOCATION

Mayor Taylor rendered an invocation.

PLEDGE OF ALLEGIANCE

Scouts from Boy Scout Troop 140 led the audience in the pledge.

ITEMS TO BE ADDED TO THE AGENDA

None

WELCOME TO KAYE MCHAN, NEW EXECUTIVE DIRECTOR, MATTHEWS HELP CENTER

Mayor Taylor welcomed Kaye McHan, the new Executive Director of the Matthews HELP Center. Ms. McHan described the activities of the HELP Center, which provides short-term crisis assistance to the local community and which is funded by the community.

The Board welcomed Ms. McHan and said they're very happy to have her on board. The center's staff is very excited and there's a great energy at the Help Center.

PRESENTATION – STATE OF THE UTILITY; CHARLOTTE WATER DEPUTY DIRECTOR BARRY SHEARIN

Charlotte Water Deputy Director Barry Shearin discussed some changes to the organization formerly known as Charlotte-Mecklenburg Utilities and now known as Charlotte Water. He explained that the meter billing system has been reorganized and the timing of the water bills will change. The result will be a more efficient meter-reading system.

Mr. Shearin noted that a rate increase is likely this year. The agency needs to grow, reinforce and replace the existing aging water system. The operating budget has changed very little. The agency has a AAA bond rating, which results in better interest rates for revenue bonds. Charlotte Water serves all of Mecklenburg County and the citizens' water and sewer bill payments are what fund the water system. The rates are very competitive for the demographic.

PLANNING AND DEVELOPMENT BUSINESS

REPORTS FROM PLANNING BOARD AND BOARD OF ADJUSTMENT

Planning Director Kathi Ingrish explained that the Planning Board met in special session last week and will meet again the next day. She submitted the Planning Board report for its March 17th meeting (Exhibit #1 hereby referenced and made a part of these minutes) and the Board of Adjustment report for its March 18th meeting (Exhibit #2 hereby referenced and made a part of these minutes).

ZONING APPLICATION 2014-623/MARA: MATTHEWS ATHLETIC AND RECREATION ASSOCIATION (MARA), 1200 BLOCK OF S TRADE STREET, FROM RU AND R-15 TO R/I(CD)

Senior Planner Jay Camp noted certain notes were revised very recently, which will be added to the final plan if the application is approved:

- Under note #1, strike the date of October 1, 2014.

- What was formerly note #3 now pertains to parking barriers. The applicants had previously agreed to construct parking barriers on the spaces that abut the sidewalk on South Trade Street, so that note is now in the plan.
- Note #5 on variances under landscaping will now read, "A variance to allow existing and future sports fields and parking without the additional streetscape, plantings, interior landscaping and screening."
- Under parking on that note, add the section reference of 155.607.1.C.8.
- Under B - communication facility - the variance that was requested; that note now reads, "On December 4th a variance was granted to allow the extension in height of the existing communications facility, with the condition that the property be rezoned to R/I(CD) and the request for site plan amendment be approved by the Town Board.
- Under #8 – permitted uses – they've added park and playground operated on a noncommercial basis for public recreation.
- Under #9, the word "number" has been stricken from "access points" so the note now reads, "...the site access points, driveways, and connections to roads shown on the rezoning plan may be modified." This means that no additional drive access points can be added over what exists today.

Mayor Taylor asked if the applicant agreed to the changes and applicant representative Susan Irvin confirmed they were acceptable to the applicant.

Motion by Mr. Ross to approve the petition as presented with the stated changes as it is reasonable and consistent with the Land Use Plan and other town plans and policies. It is reasonable because it moves the lot into a conforming zone from its previous non-conformity. The motion was seconded by Mr. Query.

Mr. Higdon said he will support this but he does not think this is the best zoning designation for this property. He would have preferred to see a special sports field or park designation made. It is unfortunate that so much time and effort has been invested in this manner, but he will support it due to his love for MARA.

The motion to approve the application was unanimously approved.

Mayor Taylor commended MARA and staff for working toward a resolution. This was probably one of the most complicated rezoning the Board and staff have had to deal with. A lot of time and effort on both sides was invested in this.

SITE PLAN REVIEW FOR INCREASE IN STEALTH TOWER HEIGHT AT MARA; ARTHUR GOODMAN PARK, 1200 SOUTH TRADE STREET

Mayor Taylor noted that the applicant verbally requested a deferral.

Motion by Mr. Query to defer to the second meeting in April. The motion was seconded by Mr. Melton and unanimously approved.

Applicant representative Susan Irvin explained that the deferral was requested so that information could be shared so that the Board could be completely comfortable in making the decision. Some information was provided at the last meeting but there is more that can be shown.

ZONING APPLICATION 2014-624/WOODIES AUTO SERVICE: SQUIRES REALTY/WOODIES, 9601 INDEPENDENCE POINTE PARKWAY, FROM B-1(CD) TO B-H(CD)

Mayor Taylor asked if there were any different building sprinkler requirements since cars will be stored inside. The applicant explained that there is no building code requirement for sprinklers.

Mr. Pata asked about the outstanding issues from the public hearing. Mr. Camp referred to the staff memo dated March 19:

- The list of uses was revised to prohibit the following; Dormitories for senior high and post-secondary schools, armories, boat and watercraft sales, crematoriums, funeral homes, internet sweepstakes, manufactured home sales, outdoor equipment sales and repair, utility trailer sales and rental, gas pumps with and without convenience stores
- No overnight storage of parts or tires outside the building and dumpster enclosure
- Vehicles to be stored inside building overnight except for afterhours pick up and drop off

He also noted that the signs on the plan are illustrative only and that the monument sign belongs to the site, not the entire development.

Motion by Mr. Miller to approve Zoning Application 2014-624, including the details from Mr. Camp's memo dated March 19, 2015, as it is reasonable and consistent with the Land Use Plan and the use is a good one along the Independence Boulevard corridor. The motion was seconded by Mr. Pata and unanimously approved.

ZONING APPLICATION 2015-625/CREWS BUSINESS PARK: LPA CREWS LLC, 855 SAM NEWELL RD, CHANGE OF I-1(CD) CONDITIONS TO ADD CHURCHES AS AN ALLOWED USE

Motion by Mr. Miller to approve Zoning Application 2015-625 as it is reasonable and consistent with the Land Use Plan and that there will be no financial loss in taxation and the use of shared parking is a good idea. The motion was seconded by Mr. Higdon and unanimously approved.

PUBLIC COMMENT

Eran Weaver of Weaver, Bennett and Bland, PA, 196 South Trade Street, Matthews spoke representing the Matthews Chamber of Commerce. He explained the Business Expo is tomorrow from 4-7 pm at the Carmel Baptist Church, with 100 businesses and food vendors and the public. He invited the Board and staff to attend. The Chamber is also having a seminar series starting on the 31st at the Depot Building from 4-5:30. The subject is twelve legal things that all business owners should know.

CONSENT AGENDA

- Approve Changes to Special Events Team Member Job Description**
- Approve Tax Refunds**
- Approve Abandonment of a Portion of Phillips Road**
- Approve Technology Reimbursement to Commissioner Pata in the Amount of \$834.94**
- Approve Disposal of Surplus Property**

Motion by Mr. Query to approve consent agenda item A through E. Seconded by Mr. Melton and unanimously approved.

UNFINISHED BUSINESS

RECEIVE MONTHLY BUDGET REPORT

Finance Director Christopher Tucker presented the report. Revenues collected through the end of February were 75% while expenditures were approximately 61% of budget. Sales tax distribution is trending 8% above budget.

The Town has received 100% of the Powell Bill funds. He noted that privilege licensing is slated to expire July 1, 2015 so this is the last year the Town will send out the bills.

Mayor Taylor asked for more information on property tax refunds going forward. Mr. Query asked about the issue of double refunds and Mr. Tucker explained that was a short-term problem which has already been worked out with the bank. The problem checks can't be double-cashed. Mayor Taylor asked for the net number when the all of the licensing decreases and increases are aggregated. He noted that Raleigh legislators have said that municipalities should see an uptick in franchise taxes, etc. so the removal of privilege licenses should keep municipalities somewhat revenue neutral. He would like to know if those statements are correct.

NEW BUSINESS

APPROVE FINANCING FOR STREET SWEEPER

Mr. Tucker explained the need for a new street sweeper at a cost of \$236,000. Staff suggests financing \$200,00. Bids were solicited and BB&T offered the most competitive proposal with a debt term of four years at 1.48% interest. Future budgets will require debt payment of appropriations of \$51,864. Staff recommends approval.

Mr. Ross questioned the benefit of financing this over four years and incurring about \$7,000 in interest debt rather than paying it off at once. Town Manager Hazen Blodgett noted the Board's efforts to get the fund balance back to 34%. The Town's debt service drops off a million dollars in three years. Things look good this fiscal year but that is often the case at this point in the fiscal year due to the property tax payments. There was extended discussion of possible budget issues and management philosophy.

Mayor Taylor noted that purchasing this without financing means the fund balance will be dipped into when the Board has been working to build it back up. He thinks it is probably more prudent to retain money in the fund balance. Mr. Query agreed, saying the Board doesn't know what major expenditures might come up. This is a very low interest rate. He said he is concerned about the issue of additional refunds due to the property revaluation.

Mr. Higdon noted the three bids for credit and asked if bids were received for the sweeper. Mr. Blodgett confirmed and said it was this low bid.

Mr. Pata said 1.48% interest was negligible and he agreed with previous comments that financing was a good idea. Mr. Ross said payments of \$51,000 per year for the next four years is a big hit, and noted that spending money on interest means there's less money in the fund balance. Mayor Taylor said he understood Mr. Ross' concerns but he was more concerned with the potential for a significant emergency issue which would require fund balance use.

Mayor Taylor explained to the audience that the fund balance is essentially the emergency fund for the town. The state requires 8% of the budget to be kept in the fund balance but Matthews strives to keep a fund balance of 34%. The Town has dipped below that self-imposed 34% to do certain things. In the last few years, the Town was able to absorb what would have been tax increases by using the fund balance instead. He noted the fund balance was currently at 30% and said the more secure and stable the fund balance is, the more the Town can do. There are two different philosophies on this but there is no wrong way to do things.

Mr. Melton asked if there was any prepayment penalty and Mr. Tucker explained there was a two year clause, although if the Town wished to prepay before the two years were up the penalty would be relatively small.

Motion by Mr. Melton to approve the financing resolution which authorizes the Finance Director to engage BB&T in closing the lease purchase financing agreement for the street sweeper. The motion was seconded by Mr. Pata and unanimously approved.

Mr. Ross asked what \$236,000 would be as a percentage of the fund balance and Mr. Blodgett said it would be about 1%. Mr. Ross explained that he believes that not financing things as often as had been done in the past is the correct philosophy, but he voted for this to honor a commitment already made to the Town when the budget was passed.

APPROVE DOWNTOWN STREETScape PROJECT WORK

Mr. Camp explained that the Town received a grant from the CRTPO for fiscal year 2104-15. This is a \$20,000 reimbursable grant and requires a 50% match of \$10,000, which has already been accommodated in this year's Planning budget. The \$20,000 would be reimbursed in FY 15-16.

Four responses to the RFP for a downtown streetscape plan were received. Staff narrowed the list to two potential firms, both of which are excellent and both which would do a great job. Staff recommends McGill Associates out of Hickory, NC. McGill has done work in towns very similar to Matthews and puts a strong emphasis on realistic plans.

This plan would be the guidance for new construction. It would create a streetscape, determine parking layout, design materials and more. It would create the standard through incremental projects. The downtown area is about 340 acres with A+ streets like the 100 block of Trade Street and then small streets like Ames. There's not a very defined street grid, there is inconsistent lane striping, parking space width and other things of that nature, and there is currently no vision for what these areas should look like. This project would fix all that, and would offer input on the John Street widening project as well.

Mr. Miller said even if there was a plan the Town wouldn't have the money to follow through on it, and asked why the Town should pay \$30,000 for someone else to tell Matthews there should be stripes. He said Matthews has a beautiful downtown already and he doesn't see the need for this. Mr. Blodgett noted this is a long-term planning item and that downtown is comprised of more than just the historic core. Projections show a population of 45,000 in the next twenty years and the Town needs to plan for that future. This is part of creating a long-term vision for the community, and it would cost the Town only \$10,000 of its own money. Mayor Taylor said it is important around the entire region. The CRTPO is sponsoring the grant and realizes that these types of long-range vision documents are important to the viability of the community decades down the road.

Mr. Pata said he would feel a little more comfortable if the Board could set some objectives and see clearly what would be received for the \$10,000. He would also like to see a tie-in with the Sportsplex and Family Entertainment district (ENT) as well as public transportation into the ENT. Mr. Blodgett clarified that this would be a streetscape plan, not a transportation plan.

Mr. Melton asked when the Downtown Master Plan is up for renewal. Mr. Camp explained that it was just approved in January 2013 without a specified date range. The streetscape plan would dovetail in with the Downtown Master Plan and design guidelines. Among other things, this plan would offer that graphic element that is difficult to do in-house.

Mr. Ross asked how likely it would be to proceed with the plan and then disregard it, similar to the Highway 51 park plan. Mr. Camp said he doesn't believe that would if the Board approves the plan. The Board can manage the process and be very specific with the desires of elected officials and the public. The intent is to focus on something that is realistic.

Mr. Higdon said he is not in favor of pursuing this, since it is study that will cost \$10,000.

Motion by Mr. Query to approve. He said it is worth the \$10,000 investment on the part of the Town. The motion was seconded by Mayor Taylor, who said it is in the best interest in the long-term interest of this community. This town would not be what it is today if prior boards had not supported proper planning and studies.

M. Melton said he'd like to support this but not yet, and Mayor Taylor noted the Town would be at risk of losing the grant funding.

Discussion ensued about various planning and development issues.

Mr. Higdon said he feels like this is a waste of money and that the work should be able to be done in-house. Mr. Blodgett pointed out that the Town have 140 full time employees and runs a lean operation and in such situations in-house expertise is sacrificed. The options are to add people to the payroll or contract some kinds of work out. This is a document for tomorrow and will indicate the future vision on the community. Mr. Higdon said it should be the town's vision, not that of a third party.

Mr. Ross asked about the grant deadline and Mr. Camp said it expires on June 30th. Ms. Ingrish noted that the Board agreed to allow staff to submit for this grant. The plan was always intended to be a piece of the Downtown Master Plan documentation. What exists now is too generic.

Mr. Ross made a substitute motion to defer this decision until the April 27th meeting, and requested a special meeting so the Board can fully discuss details of any proposed plan with staff. The motion was seconded by Mr. Melton.

There was some discussion of the timing of the discussion and potential decision along with the grant deadline. Mr. Ross revised his substitute motion to defer this until the April 13th meeting and Mr. Melton seconded. The motion passed 6-1 with Mr. Higdon in opposition.

APPROVE NC51 MOWING BIDS FOR 2015

Motion by Mr. Query to approve the Brickman Group for mowing bids for 2015 since they did a good job in the past and they're almost the low bidder. The motion was seconded by Mr. Miller and unanimously approved.

MAYOR'S REPORT

Mayor Taylor noted that the Red Brick Partnership – the downtown Matthews group – is up and running. He reminded the audience of the Business Expo starting the next day at 4:00 pm and that the Sister City events will take place in early April. The French delegation will be in town for a few days and the reception and signing of documents will take place on the 13th.

ATTORNEY'S REPORT

None

TOWN MANAGER'S REPORT

None

ADJOURNMENT

Motion by Mr. Melton to adjourn. The motion was seconded by Mr. Ross and unanimously approved. The meeting adjourned at 8:33 pm.

Respectfully submitted,

Lori Canapinno
Town Clerk

DRAFT



PROCLAMATION

IN RECOGNITION OF KIDS TO PARKS DAY 2015

WHEREAS, May 16th, 2015 is the fifth Kids to Parks Day organized and launched by the National Park Trust; and

WHEREAS, Kids to Parks Day empowers kids and encourages families to get outdoors and visit America's parks; and

WHEREAS, it is important to introduce a new generation to our nation's parks because of the decline in Park attendance over the last decades; and

WHEREAS, we should encourage children to lead a more active lifestyle to combat the issues of childhood obesity, diabetes mellitus, hypertension and hypercholesterolemia; and

WHEREAS, Kids to Parks Day is open to all children and adults across the country to encourage a large and diverse group of participants; and

WHEREAS, Kids to Parks Day will broaden children's appreciation for nature and the outdoors; and

NOW, THEREFORE, I, James P. Taylor, Mayor of the Town of Matthews, on behalf of the Board of Commissioners and the citizens of Matthews, North Carolina, do hereby to participate in Kids to Parks Day and urge residents of the Town of Matthews to make time May 16th, 2015 to take the children in their lives to a neighborhood, state or national park.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the Town of Matthews to be affixed this 13th day of April, 2015.

Mayor James P. Taylor

PROCLAMATION

IN RECOGNITION OF THE RED HAT SOCIETY

WHEREAS, in 1998, Sue Ellen Cooper gave a gift to a friend on her 55th birthday that soon inspired the founding of the Red Hat Society. The gift contained a copy of Jenny Joseph's poem, "Warning," which begins: "When I am an old woman I shall wear purple/With a red hat that doesn't go and doesn't suit me"; and

WHEREAS, what Cooper initiated with her gift has transformed the perception of women at midlife and beyond from marginalized and invisible to strong and positive. Currently, the Society has 70,000 chapters worldwide; and

WHEREAS, the Red Hat Society connects, empowers and transforms the lives of women approaching 50 and beyond through the power of fun and friendship with women who share bond of affections, forged by common like experiences and a genuine enthusiasm for wherever life takes them; and

WHEREAS, the Red Hat Society has members for women who have found companionship and friendship in this organization exists to help in the enduring search for fun and frivolity; and

WHEREAS, the Matthews Chapter of the Red Hat Society are known as the "Belles of Scarlett" and the Charlotte Chapter known as the "Crimson Queens"; and

WHEREAS, the Belles of Scarlett and Crimson Queens enjoy helping others and supporting their communities with charitable acts and gifts of love and support; and

NOW, THEREFORE, I, James P. Taylor, Mayor of the Town of Matthews, on behalf of the Board of Commissioners and the citizens of Matthews, North Carolina, do hereby recognize The Red Hat Society and particularly the Belles of Scarlett and the Crimson Queens and support them in their quest to pursue a well-rounded, goal-seeking life.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the Town of Matthews to be affixed this 13th day of April, 2015.

Mayor James P. Taylor



PROCLAMATION

IN RECOGNITION OF MATTHEWS CLASSICS WEEK

WHEREAS, the National Junior Classical League (NJCL) was founded in 1936 to encourage an interest in and an appreciation for the language, literature, and culture of the ancient Greeks and Romans and

WHEREAS, in the Matthews area there are nine chapters of the NJCL, with over 800 middle and high school students of Latin, Greek, and the Classics; and

WHEREAS, Matthews' JCL chapters are involved in the educational needs of its student members and are committed to a better future for their students and the community, through active participation in service and outreach projects; and

WHEREAS, Matthews' JCL members believe that the Classics still hold great value to modern society and that the spreading of the Classics is vital to the continued appreciation and spreading of interest in the Classics; and

WHEREAS, Matthews Classics Week is held in commemoration of the traditional anniversary of the founding of ancient Rome (April 21st) and in celebration of the North Carolina Junior Classical League state convention (April 17-18, 2015); and

WHEREAS, the town of Matthews recognizes the relevance of Classical culture in relation to its own history, the great interest that many Matthews residents hold for the Classics, and the countless benefits that studying Classics offer to everyone; and

NOW, THEREFORE, I, James P. Taylor, Mayor of the Town of Matthews, on behalf of the Board of Commissioners and the citizens of Matthews, North Carolina, do hereby recognize the week of April 13-21, 2015 as Matthews Classics Week and I call this proclamation to the attention of all our citizens.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the Town of Matthews to be affixed this 13th day of April, 2015.

Mayor James P. Taylor

Town of Matthews, North Carolina

Office of the Mayor



WHEREAS, the environment is important to all citizens of Matthews; and

WHEREAS, the first Arbor Day was observed in 1872, and Arbor Day is now observed throughout our nation and the world; and

WHEREAS, trees are an important part of the character of Matthews and provide many benefits to residents, such as improving air quality, cutting heating and cooling costs, moderating the temperature, stabilizing soils, providing watershed protection, and providing wildlife cover and food; and

WHEREAS, trees in our town increase property values, enhance the economic vitality of business areas, and beautify our community; and wherever they are planted, are a source of joy and renewal; and

WHEREAS, Matthews has been recognized as a Tree City, USA for over a decade and continues to educate students and citizens about tree care; and

WHEREAS, Matthews promotes the preservation of our existing tree canopy and the maintenance and improvement of our urban forest by the planting of additional trees to enhance our community;

NOW, THEREFORE, I, James P. Taylor, Mayor of the Town of Matthews, North Carolina, do hereby proclaim **April 24, 2015** as

ARBOR DAY

in the Town of Matthews, and urge all citizens to support efforts to protect our trees and woodlands; and further urge all citizens to plant trees to gladden the heart and promote the well-being of this and future generations.

This the 13th day of April, 2015.

Mayor James P. Taylor

Agenda Item: Consent Agenda – Accept Zoning Applications and Set Hearing Date

DATE: April 7, 2015
FROM: Kathi Ingrish

Background/Issue:

- Staff received a text change request to amend the provision on not duplicating words too often in subdivision names
- Proposed change would allow either the Planning Department or Town Board to approve proposed names not meeting current provisions
- Staff received a text change request to revise the maximum building height for one Traditional residential zoning district, the R-12MF Multi-Family category, to increase it from 35' to 45'
- All residential zoning districts brought forward from the pre-UDO Zoning Ordinance cap building height at 35'; this includes R-20, R-15, R-12, R-9, R-MH, R-15MF, R-12MF, R-VS, and CrC
- Proposed revision would allow the additional height over 35' only when minimum side and rear yards are increased; this is the same provision allowed in some higher density and mixed use districts

Proposal/Solution:

- Each new application must be accepted and have a public hearing date assigned to it.

Financial Impact:

None

Related Town Goal(s) and/or Strategies:

Quality of Life

Economic Development/Land Use Planning

Recommended Motion/Action:

Set the public hearing date for these requests for May 11, 2015.



232 Matthews Station Street
Matthews, NC 28105
704.847.4411

ZONING APPLICATION FOR ORDINANCE TEXT CHANGE

APPLICATION NUMBER 2015-628 DATE FILED March 25, 2015

PETITIONER'S NAME Provident Land Services, Inc.

PETITIONER'S MAILING ADDRESS 6707 Fairview Road, Suite B, Charlotte, NC 28210

PETITIONER'S PHONE NUMBER/EMAIL ADDRESS 704-201-5150 tom@providentdev.com

I request consideration of the following change in text of the Matthews Zoning Ordinance:

Requested text change is:

- a change in wording to existing Section(s)
- an addition to Section(s)
- a deletion of wording at existing Section(s)

Below is the text requested to be changed, added or deleted:

Existing Section 155.405.4.Q Proposed Section _____

155.405.4.Q Subdivision Names
 SUBDIVISION NAMES. Proposed subdivision names *should* not duplicate nor too closely approximate phonetically the name of any subdivision, within the Town, (unless applicant presents compelling reasons to planning department to support proposed name). Subdivision names should minimize the use of words used two (2) or more times as part of names of streets (except streets internal to the subdivision), residential subdivisions, commercial subdivisions or apartment complexes within the county except where the new subdivision is an extension of or adjacent to an existing subdivision with the same name. Applicants may present requests to deviate from this ordinance prior to the completion of any new subdivision. Approval of requested names shall be reviewed on an individual basis and solely at the discretion of the planning department and/or the Town Council.

(continue on additional page(s) as necessary)

ZONING APPLICATION FOR ORDINANCE TEXT CHANGE
Page 2

What is the intended effect of this request?

To broaden the Subdivision Name process to include naming opportunities that might have historical significance to the Town of Matthews

(continue on additional page(s) as necessary)



232 Matthews Station Street
Matthews, NC 28105
704.847.4411

ZONING APPLICATION FOR ORDINANCE TEXT CHANGE

APPLICATION NUMBER: _____ DATE FILED: April 1, 2015

PETITIONER'S NAME: Everlane Development

PETITIONER'S MAILING ADDRESS: 401 Hawthorne Lane, Suite 110-230, Charlotte, NC 28204

PETITIONER'S PHONE NUMBER/EMAIL ADDRESS: 704-400-3008; matt@everlanedevelopment.com

I request consideration of the following change in text of the Matthews Zoning Ordinance:

Requested text change is:

- a change in wording to existing Section(s)
- an addition to Section(s)
- a deletion of wording at existing Section(s)

Below is the text requested to be changed, added or deleted:

Existing Section: 155.604.1 Table of Dimensional Standards

Proposed Section: 155.604.1 Table of Dimensional Standards; Add footnote (1) and to modify the allowed height standards in the R-12MF Zoning District

ADD a foot note #(1) under the table that reads as follows: "Required minimum side and rear yards must be increased one foot (1') for each foot or fraction of a foot in height over the given maximum when adjacent to a residential district, or one foot (1') for each two feet (2') in height over the maximum given limit when adjacent to all nonresidential districts."

CHANGE the table in the column for maximum height to read: "maximum building height/maximum height with increased yard (ft)"

CHANGE the allowed maximum height in the R-12MF Zoning District to read "35/45."

ADD to the Dimensional Standards for the R-12MF Zoning District to the row regarding maximum height a reference to footnote #(1).



232 Matthews Station Street
Matthews, NC 28105
704.847.4411

ZONING APPLICATION FOR ORDINANCE TEXT CHANGE

Page 2

What is the intended effect of this request?

To allow new buildings constructed in the R-12MF Zoning District above 35 feet in building height with a maximum building height of 45 feet if the required side and rear yards are increased. This change will allow new residential buildings constructed in the R-12MF zoning District to be built consistent with today's standards for new residential dwelling units, which typically have nine (9) or ten (10) foot ceilings.

(continue on additional page(s) as necessary)

www.matthewsnc.gov



232 Matthews Station Street
Matthews, NC 28105
704.847.4411

ZONING APPLICATION FOR ORDINANCE TEXT CHANGE
Page 3

FILING INSTRUCTIONS

A petition for text amendment of the Matthews Zoning Ordinance must be completed on the application form provided for such purpose and submitted with the appropriate fee to the Town Hall. The petition shall be reviewed by the Town Planning Department for completeness and then submitted to the Town Board of Commissioners for acceptance. The Town Board of Commissioners shall set a public hearing date according to their policy. The petition shall be considered at a public hearing held jointly by the Town Commissioners and the Planning Board.

After the public hearing the petition shall be reviewed by the Planning Board at their next regular meeting. At that meeting, the Planning Board may recommend approval, denial, or approval with conditions. This recommendation is then passed on to the Board of Commissioners at their next regular meeting in which zoning issues are discussed, according to Town Board policy. The Town Board of Commissioners may then approve, amend and approve, deny, or table action of the petition. Any decision of the Town Board is final and subsequent revisions shall be handled in this same process as a new plan.

A petition for text amendment may be withdrawn by the petitioner at any time up to and including fifteen (15) days prior to the hearing date. Any subsequent withdrawal shall only be allowed by action of the Town Board of Commissioners.

ZONING APPLICATION FOR ORDINANCE TEXT CHANGE FEE:

Add a permitted use:	\$100
Any other reason, fewer than three (3) paragraphs affected:	\$250
Any other reason, three (3) or more paragraphs affected:	\$400

Approve Sale of Surplus Property

DATE: March 31, 2015

FROM: Ralph Messera, Director of Public Works

Background/Issue:

A number of items of surplus property from the Fire Department have been identified and are ready for sale.

Proposal/Solution:

Declare surplus and authorize the Public Works Director to sell through electronic auction the following item:

2 file cabinets	Large lot of folding metal chairs
3 drawer cabinet from weight room	Life fitness exercise bike, one pedal broken
HP office jet 7500A, needs roller replaced	Targa projector screen with projector-ceiling mount
Kodak Slide projector	Bowflex
JVC vhs/DVD player	Punching bag with stand
Office desk	Large lot of metal shelves, shelves only
4 Hose ramps	Speedy dry hopper
Bolens push mowers- 2	Louisville folding ladder
3 light scene lights	Tempest power blower- gas
Assorted brass and metal fittings	Booster line hose reel- not operational
Wire stokes basket	Lot of nonoperational box lights with chargers
Lot of 6 Dewalt chargers	Siphon pump
Drop tank-has holes in it, could be repaired.	Toshiba Copier with Toshiba Finisher
Office Depot 2 Drawer Lateral Filing Cabinet	

Any item not sold may be used by other Town departments or disposed of as seen fit.

Financial Impact: Financial resources back to the General Fund

Related Town Goal: Financial Performance- To provide financial resources in a prudent and responsible manner...

Recommended Motion: Motion to declare the above item surplus and authorize the Public Works Director to sell by electronic auction.

ORDINANCE NO. _____

BUDGET ORDINANCE AMENDMENT

ORDINANCE AMENDING THE BUDGET FOR THE TOWN OF MATTHEWS, NORTH CAROLINA FOR FISCAL YEAR 2014-2015

BE IT ORDAINED by the Board of Commissioners of the Town of Matthews, North Carolina that the following amendments are made to the Budget Ordinance for the fiscal year ending June 30, 2015.

SECTION 1: To amend the General Fund, the Revenues are to be changed as follows:

		<u>INCREASE</u>	<u>DECREASE</u>
10000001-441801	HIDTA PROCEEDS	\$845.51	

SECTION 2: To amend the General Fund, the Expenditures are to be changed as follows:

		<u>INCREASE</u>	<u>DECREASE</u>
10431200-5102	SALARIES & WAGES OT	\$845.51	

SECTION 3: The purpose of this amendment is to recognize HIDTA OT revenues received in excess of budgeted revenues.

SECTION 4: Copies of the budget amendment shall be delivered to the Budget Officer and the Finance Officer for their direction.

Adopted this the 13th day of April 2015.

James P. Taylor, Mayor

Lori Canapinno, Town Clerk

ORDINANCE NO. _____

BUDGET ORDINANCE AMENDMENT

ORDINANCE AMENDING THE BUDGET FOR THE TOWN OF MATTHEWS, NORTH CAROLINA FOR FISCAL YEAR 2014-2015

BE IT ORDAINED by the Board of Commissioners of the Town of Matthews, North Carolina that the following amendments are made to the Budget Ordinance for the fiscal year ending June 30, 2015.

SECTION 1: To amend the General Fund, the Revenues are to be changed as follows:

		<u>INCREASE</u>	<u>DECREASE</u>
10000001-4820.01	DONATIONS TO EXPLORERS	\$400.79	
10000001-4820.01	DONATIONS TO EXPLORERS	\$690.00	
10000001-4820.01	DONATIONS TO EXPLORERS	\$ 50.00	
10000001-4820.01	DONATIONS TO EXPLORERS	\$600.00	

SECTION 2: To amend the General Fund, the Expenditures are to be changed as follows:

		<u>INCREASE</u>	<u>DECREASE</u>
10431200-5233	COMMUNITY POLICING	\$1740.79	

SECTION 3: The purpose of this amendment is to recognize NON-BUDGETED REVENUES RECEIVED FOR THE POLICE EXPLORERS.

SECTION 4: Copies of the budget amendment shall be delivered to the Budget Officer and the Finance Officer for their direction.

Adopted this the 13th day of April 2015.

James P. Taylor, Mayor

Lori Canapinno, Town Clerk

ORDINANCE NO. _____

BUDGET ORDINANCE AMENDMENT

ORDINANCE AMENDING THE BUDGET FOR THE TOWN OF MATTHEWS, NORTH CAROLINA FOR FISCAL YEAR 2014-2015

BE IT ORDAINED by the Board of Commissioners of the Town of Matthews, North Carolina that the following amendments are made to the Budget Ordinance for the fiscal year ending June 30, 2015.

SECTION 1: To amend the General Fund, the Revenues are to be changed as follows:

		<u>INCREASE</u>	<u>DECREASE</u>
10000001-4419	CONTROLLED SUBSTANCE TAX	\$ 51.33	
10000001-4419	CONTROLLED SUBSTANCE TAX	\$379.44	
10000001-4419	CONTROLLED SUBSTANCE TAX	\$305.17	

SECTION 2: To amend the General Fund, the Expenditures are to be changed as follows:

		<u>INCREASE</u>	<u>DECREASE</u>
10431200-5270	CONTROLLED SUBSTANCE TAX	\$735.94	

SECTION 3: The purpose of this amendment is to recognize Controlled Substance Tax Assessment revenues received in excess of budget.

SECTION 4: Copies of the budget amendment shall be delivered to the Budget Officer and the Finance Officer for their direction.

Adopted this the 13th day of April 2015.

James P. Taylor, Mayor

Lori Canapinno, Town Clerk

ORDINANCE NO. _____

BUDGET ORDINANCE AMENDMENT

ORDINANCE AMENDING THE BUDGET FOR THE TOWN OF MATTHEWS, NORTH CAROLINA FOR FISCAL YEAR 2014-2015

BE IT ORDAINED by the Board of Commissioners of the Town of Matthews, North Carolina that the following amendments are made to the Budget Ordinance for the fiscal year ending June 30, 2015.

SECTION 1: To amend the General Fund, the Revenues are to be changed as follows:

		<u>INCREASE</u>	<u>DECREASE</u>
10000001-4905	CMS SRO CONTRACT	\$3764.80	

SECTION 2: To amend the General Fund, the Expenditures are to be changed as follows:

		<u>INCREASE</u>	<u>DECREASE</u>
10431100-5102	Salaries & Wages – OT	\$3764.80	

SECTION 3: The purpose of this amendment is to recognize revenues received for the School Resource Officer Contract received in excess of budget.

SECTION 4: Copies of the budget amendment shall be delivered to the Budget Officer and the Finance Officer for their direction.

Adopted this the 13th day of April 2015.

James P. Taylor, Mayor

Lori Canapinno, Town Clerk

Approve Repair of Two Sections of the Concrete Pad at Station 1

FROM: Dennis Green, Fire & EMS Chief

DATE: 09 Apr 2015

Background/Issue:

As noted in the previous memo dated 05 Mar 2015; Fire & EMS Station 1 has two sections in the rear parking lot that have cracked from the stress of the ladder truck. The quote CJ O'Neill obtained for a contractor to do the repairs at Fire Station 1 is \$60,000. There is an additional cost of \$30,000 to repair Station 2's bays. This is roughly \$25/SF.

In order to try to reduce the cost it was determined at a staff meeting that we think it is feasible for the Public Works Department to complete the repairs. While we feel that Public Works can complete the job in a competent manner there was concern by all parties at the meeting on the ability to finish the job as quick as an experienced contractor. Due to this concern we feel the best next step is to have Public Works repair the worst section at Station 1. This repair is for approximately 42%, 975 SF out of the total 2,348 SF needing repair at Fire Station 1. After the completion of Phase 1, Public Works will evaluate the work process to determine if it is practicable to complete Phase 2 with Public Works staff. If so they will proceed to Phase 2 and repair the section behind the ladder bay where the concrete has broken up due to setting the ladder up on the outriggers for the weekly testing. We will evaluate the material and personnel costs on both phases of this project to determine if it is practical and cost effective for Public Works to complete the work on the bays at Station 2.

We will be meeting with Idlewild VFD later this week or by mid next week to work out a plan to obtain a quote for the repair of their station's pad and bay area. We are still anticipating that any work that needs to be performed there would be split three ways.

Proposal/Solution:

The cost for material and renting some needed equipment for the repair of Phase 1 at Fire Station 1 is \$17,000, a cost of about \$18/SF. A cost breakdown is attached. The estimated cost for Phase 2 at Station 1 is \$26,000.

Authorize the Public Works Department to repair the roughly 65'x15' area along the curb of the rear parking lot of Fire Station 1. Once Phase 1 is complete Public Works will determine if Phase 2 should be completed in-house or contracted out. If the determination is made to contract it out then the Town Manager will notify the Town Board by email of that decision. A judgment will be made at that point if it is necessary place it on a future agenda for additional funding. Town Engineer, CJ O'Neill, will oversee and manage all aspect of the above work.

Financial Impact:

While no funds will be taken from fund balance to complete these repairs as requested, there will be a reduction of leftover funds from this year's budget rolling over to Fund Balance.

Related Town Goal:

Operational Performance - To plan, allocate resources, and operate all departments effectively and efficiently in order to meet the citizens' needs for local government services.

Recommended Motion:

Authorize the Public Works Director to perform the above work at Matthews Fire & EMS Station 1 using funds pulled from various line items in the current budget.

Fire Station I
 Parking Lot Partial Repair
 Rough Estimate

		<u>Length (ft)</u>	<u>Width (ft)</u>	<u>Thickness (in)</u>	<u>Area (SY)</u>	<u>Volume (CY)</u>	<u>Weight (ton)</u>	<u>Ea</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Price</u>
Parking Area	Cut (dispose)	65	15	24	108	73			CY	\$ 8.00	\$ 584.00
	Fill	65	15	24	108	73			CY	\$ 15.00	\$ 1,095.00
	Non-woven Geotextile							1	Roll	\$ 1,300.00	\$ 1,300.00
	Tensor TX-160							1	Roll	\$ 550.00	\$ 550.00
	6" ABC	65	15	6	108	19	32		TN	\$ 18.00	\$ 576.00
	Chairs							488	ea	\$ 4.00	\$ 1,950.00
	#4 Rebar							125	ea	\$ 6.25	\$ 781.25
	Bits							13	ea	\$ 20.00	\$ 260.00
	Dowels							130	ea	\$ 1.90	\$ 247.00
	Epoxy							5	ea	\$ 10.45	\$ 52.25
	5,000 PSI Concrete	65	15	8	108	27			CY	\$ 154.00	\$ 4,158.00
	Equipment	5-ton Sheepsfoot Roller							1	WK	\$ 828.00
E55 Excavator								1	WK	\$ 1,050.00	\$ 1,050.00
Hydraulic Breaker								1	WK	\$ 450.00	\$ 450.00
Fuel								1	LS	\$ 1,500.00	\$ 1,500.00
Subtotal										\$ 15,381.50	
Contingency (10%)										LS \$ 1,539.00 \$ 1,539.00	
Total										\$ 16,920.50	

Health Insurance with State Health Plan for Fiscal Year 15-16

DATE: April 8, 2015
RE: Health Insurance with State Health Plan for Fiscal Year 15-16
FROM: Jamie Justice, Assistant Town Manager/HR Director

Background/Issue:

For the past 3 fiscal years the Town has provided a defined contribution plan (DC Plan) model for employee health insurance. This DC model came about due to an extremely high renewal quote for the Town's group medical insurance that was not feasible. The federal government, as expected, has now issued more guidance that no longer allows the Town to provide a defined contribution model that allows for any premium reimbursement of individual policies. The Town has saved money over these 3 years so we should be pleased about maximizing the benefits for these 3 years. We must now move away from the defined contribution thinking and back to a more conventional model for health insurance for our employees.

In this current fiscal year (the 3rd year of the DC model), we implemented a hybrid defined contribution plan with a group insurance policy. The renewal quote for the current group insurance policy is an app. 18% increase.

Last session, the State Legislature approved a bill allowing the Town of Matthews employees and their dependents to join the State Health Plan (SHP). See the attached summary of the 3 plan options offered by the SHP. Also see the attached Memorandum of Understanding (MOU) that needs to be executed this month in order to join July 1, 2015.

We have been working with our benefit attorneys and our administrative partners on a conceptual plan design that will be compliant with the Affordable Care Act (ACA) and provides benefits as closely aligned as possible to what has been provided the past 3 years.

Proposal/Solution:

The proposed solution is to join the State Health Plan for our group policy, provide dependent coverage at a reduced cost to employees, and provide a Health Reimbursement Arrangement (HRA) to assist with out-of-pocket expenses. This is a similar model that had been provided to Town employees in 2008-09 which is the last time the Town had a fully insured group policy. Incumbent in this proposal is to transition our health insurance plan year from a fiscal year to a calendar year to match up with the SHP.

This design can realize some savings to the current budget for health insurance. However, there are several moving parts and some unknowns that we would like to get more information on before making any decisions on changing the budget. I believe we can have more clarity during the budget discussions for the FY 15-16 budget.

Financial Impact:

The proposed plan remains within the existing budget.

Related Town Goals:

Operational Performance & Financial Performance

Recommended Motion:

Approve the proposed Health Insurance with State Health Plan for FY15-16 and authorize the Town Manager or his designee to execute the State Health Plan Memorandum of Understanding and any other necessary plan documents.

Comparing Your Plan Options

Plan Features	Enhanced 80/20 Plan		Consumer-Directed Health Plan		Traditional 70/30 Plan	
	In-Network	Out-of-Network	In-Network	Out-of-Network	In-Network	Out-of-Network
HRA Starting Balance	N/A		\$500 Employee/retiree \$1,000 Employee/retiree + 1 \$1,500 Employee/retiree + 2 or more		N/A	
Annual Deductible	\$700 Individual \$2,100 Family	\$1,400 Individual \$4,200 Family	\$1,500 Individual \$4,500 Family	\$3,000 Individual \$9,000 Family	\$933 Individual \$2,799 Family	\$1,866 Individual \$5,598 Family
Coinsurance	20% of eligible expenses after deductible	40% of eligible expenses after deductible and the difference between the allowed amount and the charge	15% of eligible expenses after deductible	35% of eligible expenses after deductible and the difference between the allowed amount and the charge	30% of eligible expenses after deductible	50% of eligible expenses after deductible and the difference between the allowed amount and the charge
Coinsurance Maximum (excludes deductible)	\$3,210 Individual \$9,630 Family	\$6,420 Individual \$19,260 Family	N/A	N/A	\$3,793 Individual \$11,379 Family	\$7,586 Individual \$22,758 Family
Out-of-Pocket Maximum (includes deductible)	N/A	N/A	\$3,000 Individual \$9,000 Family	\$6,000 Individual \$18,000 Family	N/A	N/A
Pharmacy Out-of-Pocket Maximum	\$2500		Included in total out-of-pocket maximum	Included in total out-of-pocket maximum	\$2500	
Preventive Care	\$0 (covered at 100%)	N/A	\$0 (covered at 100%)	N/A	\$35 for primary doctor \$81 for specialist	Only certain services are covered
Office Visits	\$30 for primary doctor; \$15 if you use PCP on ID card \$70 for specialist; \$60 if you use Blue Options Designated specialist	40% after deductible	15% after deductible; \$15 added to HRA if you use PCP on ID; \$10 added to HRA if you use Blue Options Designated specialist	35% after deductible	\$35 for primary doctor \$81 for specialist	50% after deductible
Urgent Care	\$87	\$87	15% after deductible	15% after deductible	\$87	\$87
Inpatient Hospital	\$233 copay, then 20% after deductible; copay not applied if you use Blue Options Designated hospital	\$233 copay; then 40% after deductible	15% after deductible; \$50 added to HRA if you use Blue Options Designated hospital	35% after deductible	\$291 copay, then 30% after deductible	\$291 copay, then 50% after deductible
Prescription Drugs						
Tier 1	\$12 copay per 30-day supply	Applicable copay and the difference between the allowed amount and the charge	15% after deductible	35% after deductible	\$12 copay per 30-day supply	Applicable copay and the difference between allowed amount and the charge
Tier 2	\$40 copay per 30-day supply				\$40 copay per 30-day supply	
Tier 3	\$64 copay per 30-day supply				\$64 copay per 30-day supply	
Tier 4	25% up to \$100 per 30-day supply				25% up to \$100 per 30-day supply	
Tier 5	25% up to \$125 per 30-day supply				25% up to \$125 per 30-day supply	
ACA Preventive Medications	\$0 (covered at 100%)	\$0 (covered at 100%)	\$0 (covered at 100%)	\$0 (covered at 100%)	N/A	N/A
CDHP Preventive Medications	N/A	N/A	15%, no deductible	15%, no deductible	N/A	N/A

For non-specialty brand name drugs with a generic available, members must pay the Tier 1 copay plus the difference between the Plan's cost of the brand drug and the Plan's cost of the generic drug not to exceed \$100 per a 30-day supply of the brand-name drug. For more information, visit the Plan's website at www.shpnc.org.

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (MOU) is between the Town of Matthews (Town) and the North Carolina State Health Plan for Teachers and State Employees (Plan), a division of the Department of State Treasurer. The Town and the Plan are each a separate “Party” and shall collectively be referred to as the “Parties.”

Background:

Session Law 2014-75 was enacted by the North Carolina General Assembly on July 22, 2014 to allow certain local government units to participate in the State Health Plan for Teachers and State Employees, and included the following:

- Section 1 amended N.C.G.S. §135-48.1(11) to include local government units that participate in the Plan under G.S. 135-48.47 or any other law, as an Employing Unit;
- Section 2 amended N.C.G.S. § 135-48.8 to include certain local government units' participation in the Plan to be in the public interest;
- Section 3 amended Part 4 of Article 3B of Chapter 135 to add N.C.G.S. § 135-48.47, rewritten by SL 2014-105, establishing eligibility and participation requirements for the Town of Matthews to participate in the Plan;

Pursuant to the N.C.G.S. § 135-48.47(b)(1), as codified, the Plan and the Town enter into this Memorandum of Understanding (MOU) in order for the Town to participate in the Plan.

The Parties agree as follows:

I. OBLIGATIONS:

1. Participation by the Town in the Plan will begin July 1, 2015.
2. The Plan will coordinate a group enrollment period for Town employees to be held no later than June 1, 2016.
3. Town shall pay premiums for all covered employees directly to the Plan or its designee as billed, unless the Plan approves payment of a different amount, and by the due date. Failure to pay premiums within sixty (60) days of due date will result in the Town's termination from the Plan retroactive to the date for which premiums have not been received.
4. The Town is responsible for determining the eligibility of its employees and employee's dependents, but such eligibility shall be consistent with Part 4 of Article 3B of Chapter 135 of the North Carolina General Statutes. In addition, the town is responsible for determining what portion of the premium employees will pay to the Town (i.e. employee contribution) and the Town is responsible for collecting any such employee contributions.
5. The premiums for coverage and Plan options shall be the same as those offered to State employees and dependents on a fully contributory basis.
6. The Town shall adhere to policies adopted by the Plan regarding administration of the Plan that affect the Town's participation in the Plan.

II. REPRESENTATION: Town represents and warrants that it is a political subdivision of the State and qualifies as a “government” entity as that term is used under the Employee Retirement Income Security Act of 1974. Town shall notify the Plan within five (5) business days if its status as a government entity changes.

III. TERM and TERMINATION: This MOU is effective the date the last party signs, and shall remain in effect until terminated through the adoption of applicable legislation or by either Party upon sixty (60) days written notice to the other Party. Termination of the MOU does not relieve the Town’s obligation to pay premiums for all periods of coverage with the Plan.

IV. AMENDMENTS: Upon mutual agreement, this MOU may be amended. Such agreement shall be in writing and be incorporated as an amendment to this MOU.

V. CONFLICT RESOLUTION: In the event of any inconsistency between North Carolina law and this MOU, the law shall prevail.

This Memorandum of Understanding has been executed by the Parties in duplicate originals, one of which is to be retained by each Party.

The North Carolina State Health Plan for Teachers and State Employees

By: Mona M. Moon

Signature: _____

Title: Executive Administrator

Date: _____

Town of Matthews

By: James Justice

Signature: _____

Title: Assistant Town Manager and Human Resources Director

Date: _____

Privilege License Revenue in FY 14-15 Budget

TO: Mayor and Board of Commissioners
DATE: April 1, 2015
FROM: Hazen Blodgett, Town Manager

Background/Issue:

On May 29, 2014 the North Carolina General Assembly passed House Bill 1050 which amended a number of revenue laws within the state. Specifically, the law bans all city and county privilege license taxes for tax years that begin on or after July 1, 2015. Town Attorney Charlie Buckley worked with staff on this issue last year. See attached memo from him for additional insight.

As per this legislation, the Matthew Town Board adopted as part of the 2014-15 budget \$185,000 in privilege licenses to be billed and collected within the 2015 fiscal year. On May 30, 2014 the North Carolina School of Government's NC Local Government Law group issued a blog – attached is a copy – written by Chris McLaughlin. In Mr. McLaughlin's blog, he writes,

Now about 2015: the law bans all city and county PLTs for tax years that begin on or after July 1, 2015. If a local government uses a PLT tax year that begins on May 1 (or on any date prior to July 1), technically that local government could still levy 2015 PLTs because the ban will not yet have taken effect.

That said, I do not recommend that any local governments plan to levy PLTs for 2015. Clearly the intent of the General Assembly was to eliminate all city and county PLTs as of the 2015 tax year, regardless of when that tax year begins. I think a city or a county that attempts to bill 2015 PLTs runs the risk of incurring the wrath of the legislature. (And I also think the legislature might change the effective date of the ban to January 1, 2015, which would in fact ban all 2015 PLTs.)

The Finance Department has done some research to find out what other towns in our area are doing. Below are the results of their survey. Currently in sales tax, we are \$299,000 above estimated projections. As Finance Director Chris Tucker reviewed with the Board, our revenues year to date appear to be in good shape.

The major concern is the \$975,000 projected cost as a result of the revaluation of the 2011 county evaluation project and the impact on our Fund Balance.

Telephone Survey: We contacted Indian Trail, Monroe, Pineville, Stallings, Wingate, Albemarle, and Concord. All of these peers have a PLT year that runs on their fiscal year, so they billed in July/Aug and have received their FY 14-15 monies, or they do not bill PLTs at all.

After finding no local peers to compare to, we posted to the Business Licenses listserv and had a phone conversation with Debra Mack, Finance Director of Wilmington, who stated that their situation is like ours of having a PLT year of May to Apr. She stated to

staff, that they intend to bill and collect as customary, but will only produce a business license that runs for two months until June 30 2015.

Proposal/solution:

While we are within the law by assessing a privilege license tax in June of 2015, in Mr. McLaughlin's opinion we could incur "the wrath of the General Assembly".

In staff's opinion this boils down to a political decision by the Board.

Fiscal Impact:

If we decide to send out the bills, we would collect approximately \$185,000. Otherwise, if we choose not to we will absorb these funds through the excess sales tax revenues.

The bigger concern is the \$975,000 projected cost as a result of the revaluation of the 2011 county evaluation. The \$185,000 would help offset the revaluation cost.

Related Town Goals and Strategies:

Financial performance: to provide financial resources in a prudent and responsible manner through traditional and alternate sources of revenue, effective budgeting, and cost control with a focus on maintaining a healthy fund balance.

Options:

One option is for the Board to decide not to send out privilege license notices for this year, realizing that we will not receive an estimated \$185,000 in revenue.

The other option is to proceed with sending out the privilege licenses as budgeted for this fiscal year, which is within the law; however as Chris McLaughlin mentions we could be subject to the "wrath of the legislature".

Coates' Canons Blog: The Axe Finally Falls on Local Privilege License Taxes

By Chris McLaughlin

Article: <http://canons.sog.unc.edu/?p=7711>

This entry was posted on May 30, 2014 and is filed under Finance & Tax, Privilege License Taxes

Well, that took forever. But it sure happened quickly.

Although this observation sounds like something Yogi Berra might have uttered, it accurately describes the General Assembly's elimination of local privilege license taxes yesterday. After debating this move for years, once it made up its mind to act the legislature took only two weeks to go from a bill introduction to the governor's signature.

The final version of the bill, [S.L. 2014-3](#), does much more than eliminate local privilege license taxes. For one, it allows Moore County to levy occupancy taxes on private houses rented out through realtors for the men's and women's U.S. Opens at Pinehurst starting next week. (Anyone interested in paying [\\$65,000 for two weeks in a three-bedroom house?!?](#)) I'll be writing on some of those other provisions in the weeks to come.

But today I want to focus on the privilege license tax provisions because some cities and towns have already started billing businesses for the 2014 tax year. Here is a summary of the law's impact and a short Q&A.

The basics:

[Section 12 of S.L. 2014-3](#) is where the rubber hits the road for local privilege license taxes ("PLTs"). First, the law fixes the unintentional repeal of city PLT authority that I discussed [here](#). Without this fix, cities would have had no authority to levy PLTs for 2014.

All [Schedule B exemptions and caps](#) (professionals, service stations, etc.) that were in place for 2013 remain in place for 2014.

Second, the law adds a new restriction to city PLTs by limiting these taxes to businesses that are "physically located" in the city limits. The law doesn't define what it means to be "physically located," but I think the best interpretation is that it requires in your city an office or headquarters or some similar physical space from which the business operates. A city may no longer tax service providers such as plumbers, contractors, and landscapers who service customers within the city but have no office or similar working space within the city.

Note that the physical location restriction does not apply to *county* PLTs. Unless we see a technical corrections bill that adds this language to the county PLT provision ([G.S. 153A-152](#)), counties can continue to tax service providers who have customers in the county but offices elsewhere.

More on the physical location issue in the Q&A below.

If a city has already collected 2014-2015 PLTs from service providers who do not maintain offices in the city boundaries, then that city must refund the 2014-2015 PLTs to those businesses. (More on this below.) The law doesn't affect prior years' taxes, so no refund is due for taxes from the 2013-2014 tax year or earlier years.

Third, the law limits 2014-2015 city PLTs to the same rates and amounts that were levied by a particular city for the 2013-2014 tax year. This limitation means that if a city had increased its PLT rates from 2013 to 2014 or had moved from a "flat fee" basis to a "[gross receipts](#)" basis for 2014 for [non-Schedule B businesses](#), that increase or change is invalid. Each city must keep its 2014 PLTs at the same (or lower) rates that it charged in 2013.

Finally, the law eliminates (nearly) all city and county PLTs for tax years beginning on or after July 1, 2015. The only local PLTs that will remain in 2015 and forward will be the beer and wine taxes authorized by [G.S. 105-113.77](#) and [G.S. 105-113.78](#).

Okay, that was the easy part. Now for some of the tougher questions that have been filling my in-box all morning.

How does the new law affect a city for which the 2014 privilege license tax year began before the law took effect on May 29, 2014?

Most cities use PLT years that run from July 1 to June 30. But some cities start their PLT years on May 1 to correspond with the mandatory May 1 to April 30 tax year for beer and wine licenses.

Technically cities that began their 2014 PLT year prior to May 29, 2014 (the day S.L. 2014-3 became law) did not have the authorization to do so because of the unintended repeal of that authority last year.

The conservative, belt-and-suspenders approach for these cities would be to change their tax ordinances so that their 2014 PLT years begin on June 1 or later. However, I think that is overly cautious. I think cities that began their tax years prior to the effective date of S.L. 2014-3 may proceed with their 2014 PLTs as if the law had authorized their taxes from beginning of their tax years.

The only concern I have about this approach would be for businesses that were in operation as of May 1 but closed prior to May 29, when city PLT authorization was re-established. If a city taxed such a business for 2014 PLTs, I think the city should refund that tax payment. But that should be a very, very small number of businesses, if any.

Now about 2015: the law bans all city and county PLTs for tax years that begin on or after July 1, 2015. If a local government uses a PLT tax year that begins on May 1 (or on any date prior to July 1), technically that local government could still levy 2015 PLTs because the ban will not yet have taken effect.

That said, I do not recommend that any local governments plan to levy PLTs for 2015. Clearly the intent of the General Assembly was to eliminate all city and county PLTs as of the 2015 tax year, regardless of when that tax year begins. I think a city or a county that attempts to bill 2015 PLTs runs the risk of incurring the wrath of the legislature. (And I also think the legislature might change the effective date of the ban to January 1, 2015, which would in fact ban all 2015 PLTs.)

What types of businesses are “physically located” in my city and therefore can be subject to PLTs for 2014?

As mentioned above the law does not provide additional explanation of the “physically located” restriction. I think the intent of this language was to ban city PLTs on service providers who come into a city to provide services to customers but who do not maintain an office or similar physical space in the city. The presence of a plumber and his truck in a city to work on a building on the city limits is not enough to trigger liability for city PLTs under the new law.

However, I think retailers and food sellers with mobile locations who park in the city limits and sell their wares or food are “physically located” in that city for purposes of PLTs. A food truck that uses a kitchen in Durham as its home base but that parks in Chapel Hill several times a week to sell food should be subject to Chapel Hill PLTs.

I think the same rule would apply to a guy who sells t-shirts out of his car trunk in Raleigh on N.C. State home football Saturdays; I think that seller would be subject to Raleigh PLTs even though he drives his car home to Garner at night. (I also think that guy should pick a better football team and start selling Blue Devil gear.)

That seller is “physically located” in Raleigh because he is conducting his business from a physical location (his car) in that city. If such a business is subject to gross receipts PLTs for 2014, I think the business should be permitted to apportion his gross receipts by city so that he is not taxed multiple times on the same income. I describe the apportionment process [here](#).

How about companies that provide vending machines or video games or water coolers to businesses in your city but have offices elsewhere? I think those types of businesses are more similar to the out-of-city service providers than to the mobile retailers. These businesses should not be taxed by your city because they are “physically located” in their offices where

they actually process transactions and direct their operations.

If a city has already collected 2014 PLTs from businesses that are not physically located in the city boundaries must that city provide refunds to those businesses?

Cities could approach this issue in at least two different ways. A city could initiate the refund process on its own by identifying those businesses with mailing addresses outside of the city and providing those businesses refunds. Or a city could place the burden of requesting refunds on the businesses by sending letters to all PLT taxpayers informing them of the new “physically located” restriction and instructing businesses that are not located in the city to request a refund. Cities could probably put reasonable time restrictions on the refund request period so that they are not processing these requests for the next year.

Does the new law affect municipal motor vehicle fees?

No. Although technically the municipal vehicle registration fees imposed under [G.S. 20-97\(b\) and \(c\)](#) are taxes for the “privilege” of using public roads, the new law did not affect these fees. Nor did the new law affect the \$15 tax levied by cities on taxis and limousines under [G.S. 20-97\(d\)](#).

Links

- www.ncga.state.nc.us/EnactedLegislation/SessionLaws/HTML/2013-2014/SL2014-3.html
- www.pinehurstrealestatenc.com/USOpen2014Rentalsavailablehere.asp#homes
- www.ncga.state.nc.us/gascripts/statutes/statutelookup.pl?statute=153A-152
- www.ncga.state.nc.us/gascripts/statutes/statutelookup.pl?statute=105-113.77
- www.ncga.state.nc.us/gascripts/statutes/statutelookup.pl?statute=105-113.78
- www.ncga.state.nc.us/gascripts/statutes/statutelookup.pl?statute=20-97

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M E M O R A N D U M

TO: Mr. H. Hazen Blodgett, Matthews Town Manager
FROM: Charles R. Buckley, III, Town Attorney
DATE: April 06, 2015
SUBJECT: Privilege License Revenue in FY 14/15 Budget

My recollection regarding the actions taken during May/June 2014 are as follows:

That a prior bill seemed to abolish the Privilege License Tax effective January 2014. Then the General Assembly during the spring of 2014 introduced House Bill 1050, which seemingly after May 29 authorized Privilege License Taxes for 2014/2015 but abolished them effective June 30, 2015. Working with your office and with Christine, we attempted to comply with the requirements of House Bill 1050 that was adopted into law but recognizing the prior legislation that had abolished the Privilege License Tax effective January 14, we dated our actions June 01 through May 31 in order to be in compliance with House Bill 1050. All along our actions were to put Privilege License Tax revenues into the 2014/2015 fiscal year. There was never any attempt to go beyond the authorization of House Bill 1050. So, the Budget Ordinance for Town of Matthews for the 2014/2015 fiscal year including Privilege License Tax revenues that would be generated by the June 01 billing date. The efforts of staff were to put into compliance our 2014/2015 Privilege License revenue with house bill 1050. We were never attempting to circumvent or bill Privilege License taxes that would have to come after July 01, 2015.

I noticed Chris's commentary regarding the City of Wilmington who took similar action. I like the City of Wilmington's dating of the Privilege License for the 2014-2015 to be a time period ending June 30, 2015. We could do the same for the Town of Matthews.

Remember, Privilege License Taxes were established by the General Assembly to provide local revenues only. It is not a regulatory tax nor does it authorize people to do business. It purely was designed to generate revenues for local governments. So, the time period for a Privilege License Tax is not related to authorization to do business but purely establishes the framework where Privilege License Taxes won't be levied until after the passage of a certain period of time again.

Town of Matthews Public Works Department
1600 Tank Town Rd,
Matthews, NC 28105

Dear Mr. O'Neill,

Enclosed is the Forest Brook Estates HOA street improvement petition for Oscar Drive from the entrance of the subdivision to the end of the cul-de-sac. This petition has been signed by a majority of the adjacent property owners and represents a majority ownership of the total lineal feet of adjacent property frontage.

This petition is being presented to the Town of Matthews after numerous meetings with the Town's public works staff, executives of both Valley Development Inc. (the Subdivision's developer) and Bonterra Builders (the Subdivision's principal builder), Mecklenburg County project staff and their attorneys. The Forest Brook Estates Board has been involved or observed these discussions for the past 24 months.

It has been represented to all homeowners who have purchased new homes in this subdivision since 2007 that the developer would be required to satisfactorily complete the street (upon the sale and completion of 80% of the homes) and that the Town of Matthews would accept the street and the corresponding responsibilities for maintenance, street lighting, sewers, drains, sidewalks etc.

The Town has been in dispute with Valley Development regarding the final condition of Oscar Drive considering it to be non-standard for several reasons:

- The street does not have an acceptable pavement and/or base structure
- The street does not have acceptable curb, gutters and drains
- Sidewalks, pipes, FDR, as-built need repaired or provided

The discussions are at an impasse and the Town has pulled the developer's performance bond held by Mecklenburg County to move forward to project completion. The problem however is that the remaining bond amount is significantly less than the estimated cost to make all necessary repairs to bring the street up to the Town's standards. Our property owners do understand that the Town's policy in conjunction with NC General Statutes, requires assessment to the abutting property owners for some or all of this cost shortfall to complete the street.

As a result, the Forest Brook Estates Homeowner's Association met on April 2, 2015 with the property owners that are affected by this petition. They are aware that signing this petition is requesting a future project that may result in an assessment against their property.

Please contact me with any questions or additional requirements necessary to proceed.

Regards,


Kerry Lamson

Board Director and Treasurer

Forest Brook Estates

925-381-5633 email: kerrylamson@gmail.com

PETITION FOR LOCAL STREET IMPROVEMENTS IN THE TOWN OF MATTHEWS, NORTH CAROLINA

NUMBER _____

STREET(S) INCLUDED IN THE PETITION

OSCAR DRIVE - From the entrance of the Forest Brook Estates Subdivision to the end of the cul-de-sac

PETITION FORM REQUESTED BY:

Forest Brook Estates Homeowner's Association

Kerry Lamson, Board Director and Treasurer

3440 Oscar Drive

Matthews, NC 28105

925-381-5633

This is to certify that the attached petition was filed with the Town of Matthews Public Works Department.

Town of Matthews Official Signature

Date

PETITION FOR LOCAL IMPROVEMENTS TO THE TOWN BOARD OF THE TOWN OF MATTHEWS:

A. We, the undersigned property owners, owning land abutting upon the street or part of the street proposed to be improved as referred to and identified below, hereby petition the Town Board, pursuant to the provisions of Article 10 of Chapter 160A of the General Statutes of North Carolina (Section 160A-217 and following sections), to make the improvements described below upon the street or parts thereof identified below.

B. Street or parts thereof desired to be improved is: Oscar Drive - From the entrance of Forest Brook Estates Subdivision to the end of the cul-de-sac.

C. The improvements petitioned for are generally described as follows: Standard improvements including repair and replace curbs and gutters, sidewalks, storm drain structures, yard drains, pipe repair, FRD, manhole adjustment, street reclamation and resurfacing and creating as-built documents. The improvements are to be constructed and installed on the above named street thereof within the limits defined above and according to the Town's specifications to conform to standard. These and other improvements are listed in the attached cost estimate dated March 24, 2015 prepared by the Town of Matthews Public Works department engineer Mr. C.J. O'Neill P.E..

D. And pursuant to and in accordance with Article 10 of Chapter 160A of the General Statutes of North Carolina (G.S. 160A-217 and following sections), we petition and request the Town Board to specially assess and charge up to one hundred per cent (100%) of the total cost of said improvements that exceed the current developer's bond funds held by the Town to complete such work.

E. We request an exception to specific General Statutes and policies above that require allocation of special assessments and charges upon and against the lots and parcels of land abutting directly on the street improved according to the extent of their respective frontage by an equal rate per foot of such frontage. We recommend instead the special assessment be divided equally by the number of lots (20) in the subdivision. We believe this method of allocation to be fair due to the small number of lots and there is a large portion of street frontage at and along the subdivision's entrance that is considered common area property of the HOA even though it is shown as part of two property owner lots (1, 20) on the attached subdivision layout plan. It was also the recommended method of allocation used by the Town's engineer in the attached cost estimate.

F. Conditions of Property Owners Signature:

1. A property owner's signature is valid only if the Town Board allows the petitioners to repay the cost of street repairs in at least 8 annual installments and approves charging interest of not more than 5% on any unpaid balance on the cost of the street improvements against all of the properties along the street.

2. A property owner's signature is valid only if the Town of Matthews obtains construction bids for the street improvements and the lowest bid for constructing the improvements is no more than 10% greater than the cost as estimated originally by Town public works staff in the attached cost estimate titled "Forest Brook Estates Assessment Estimate" prepared in March 24, 2015.

3. A property owner's signature is valid only if upon completion of the street improvements the Town of Matthews adopts Oscar Drive and its street lighting plan into its street plan and the Town pays for the power to operate them.

Town of Matthews Forest Brook Estates Subdivision Street Assessment Petition Signature Page

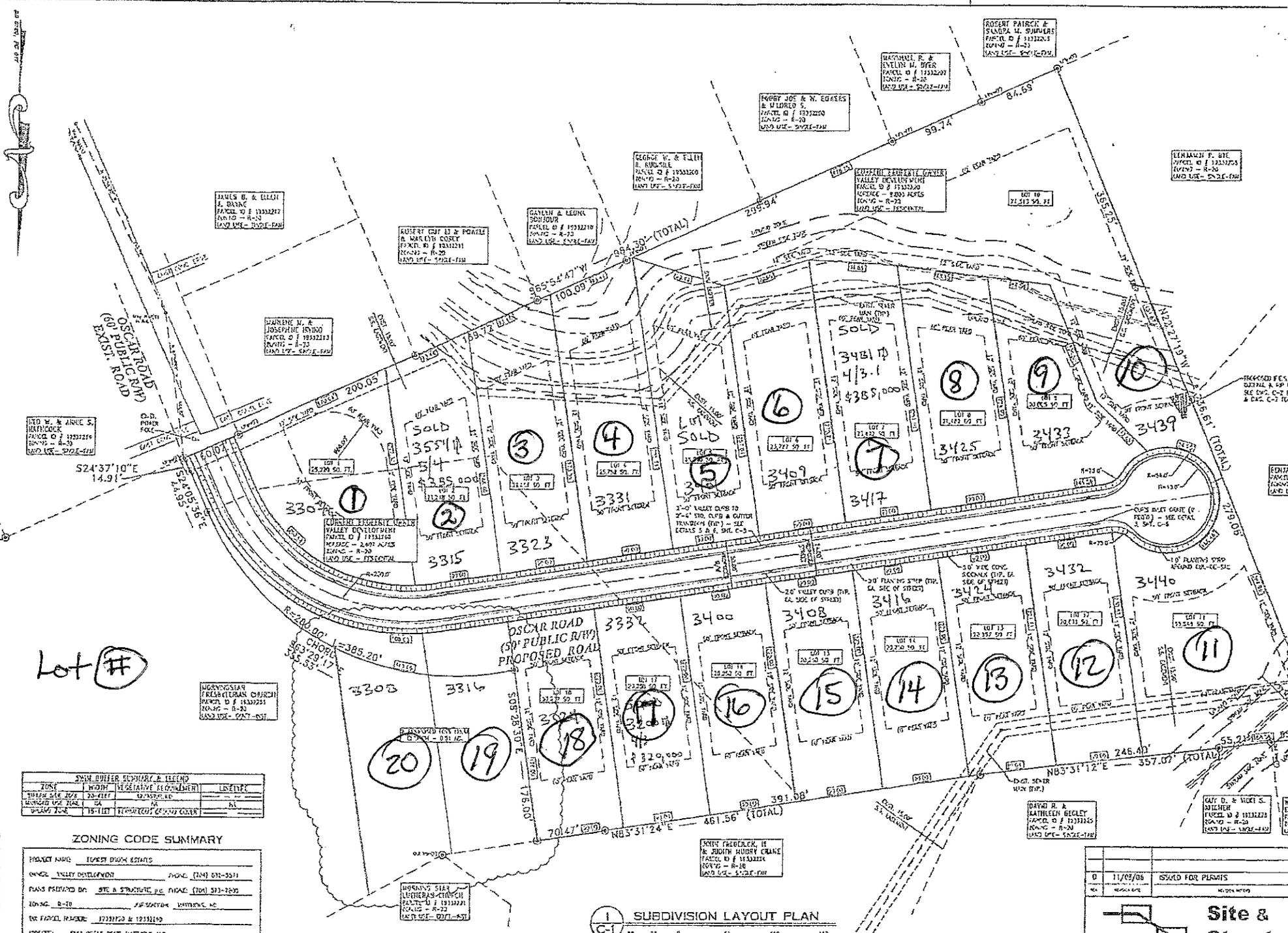
Homeowner	Property Address	Parcel ID	Lot #	Email	Owner Signature	Date	Co-Owner Signature	Date
Rogers Lee & Colleen LeGrande	3307 Oscar Dr, Matthews, NC 28105	19332243	1	rlgrande2@carolina.rr.com		4/4/15		4/6/15
Scott & Leslie Page	3308 Oscar Dr, Matthews, NC 28105	19332262	20	Leslietoage@aol.com		4/1/15		4/1/15
Ryan & Erin Harper	3315 Oscar Dr, Matthews, NC 28105	19332244	2	ryan.harper@providenceday.org		4/7/15		4/6/15
Dennis & Kimberly Linens	3316 Oscar Dr, Matthews, NC 28105	19332261	19	kimberlylinens@gmail.com		4/1/15		4/1/15
Christopher & Vivian Hailey	3323 Oscar Dr, Matthews, NC 28105	19332245	3	1967hailey@att.net		4/2/15		4/2/15
Leshawn & Nikcole Keith	3324 Oscar Dr, Matthews, NC 28105	19332260	18	nikkidpavne@msn.com		4/3/15		4/2/15
George Allen & Amy Ramsey	3331 Oscar Dr, Matthews, NC 28105	19332246	4	aram6003@gmail.com		4/2/15		4-2-15
Pavel & Ulyana Borishkevich	3332 Oscar Dr, Matthews, NC 28105	19332259	17	paveibr@yahoo.com				
Stancy & Lucretia Matthews	3400 Oscar Dr, Matthews, NC 28105	19332258	5	lucretiam6@bellsouth.net		4/6/15		4/6/15
Bryan & Kristin Dustman	3401 Oscar Dr, Matthews, NC 28105	19332247	16	bryan.dustman@gmail.com		4/1/15		4/1/15
Justin & Kirsten LuQuire	3408 Oscar Dr, Matthews, NC 28105	19332257	6	justin.luquire@apoh.org		4/2/2015		4/1/15
Robert & Cynthia Morris	3409 Oscar Dr, Matthews, NC 28105	19332248	15	wechoosejoy@aol.com		4/3/15		4/2/15
Eric & Barbara Simpson	3416 Oscar Dr, Matthews, NC 28105	19332256	7	esimpson@rocketmail.com		4/2/15		4/2/15
Aaron & Nicole Cantley	3417 Oscar Dr, Matthews, NC 28105	19332249	14	aaroncantley@aol.com		4/2/15		4/2/15
Felicia Kline	3424 Oscar Dr, Matthews, NC 28105	19332255	8	deltatoror88@hotmail.com				
Jason & Desiree Sherrill	3425 Oscar Dr, Matthews, NC 28105	19332250	13	ava.consulting@hotmail.com		4/2/15		4/1/15
Olguin Munoz								
Nemesio & Maria Macalintal Socorro Geronimo	3432 Oscar Dr, Matthews, NC 28105	19332254	9	nernac40@gmail.com				
Lenoard & Suzanne Lysak	3433 Oscar Dr, Matthews, NC 28105	19332251	12	len.lysak@yahoo.com		4/2/15		4/2/15
Valley Development Inc	3439 Oscar Dr, Matthews, NC 28105	19332252	10	316 Windover Ave. N. W., Vienna, Va 22180				
Kerry & Jeannie Lamson Living Trust	3440 Oscar Dr, Matthews, NC 28105	19332253	11	kerrylamson@gmail.com		4-1-15		4/1/2015

Forest Brook Estates
Assessment Estimate

March 24, 2015

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Cost/Unit</u>	<u>Total</u>
1.5' Curb and Gutter Repair	45	ea	\$ 20.00	\$ 900.00
1.5' Curb and Gutter Replace	607	LF	\$ 26.00	\$ 15,782.00
5' Sidewalk Replace	125	LF	\$ 30.00	\$ 3,750.00
Storm Drain Structure Point Up	19	ea	\$ 500.00	\$ 9,500.00
Yard Drain Adjustment	3	ea	\$ 300.00	\$ 900.00
Manhole Adjust	4	ea	\$ 300.00	\$ 1,200.00
FDR	3585	SY	\$ 7.50	\$ 26,888.80
Resurface	3585	SY	\$ 10.00	\$ 35,851.73
Pipe Repair	1	LS	\$ 5,000.00	\$ 5,000.00
As-Builts	1	LS	\$ 5,000.00	\$ 5,000.00
				\$104,772.53

Bond Remaining (estimate)	\$ 30,000.00
Repairs less bond	\$ 74,772.53
Total Homes	20
Est. Assessment per Home	\$ 3,738.63



JAMES H. & ELLOI
L. BANC
PARCEL ID # 13332217
ZONING - R-23
LAND USE - SINGLE-FAM

AUBREY GUY ET AL & POORLE
& MARIE COY
PARCEL ID # 13332211
ZONING - R-23
LAND USE - SINGLE-FAM

GAVIN & LEON
SCHUBERT
PARCEL ID # 13332219
ZONING - R-23
LAND USE - SINGLE-FAM

EVERY JOE & N. EDGERS
& FLOREN S.
PARCEL ID # 13332220
ZONING - R-23
LAND USE - SINGLE-FAM

MICHAEL E. &
AVELINE H. BYER
PARCEL ID # 13332207
ZONING - R-23
LAND USE - SINGLE-FAM

ROBERT PATRICK &
STANLEY M. SURBER
PARCEL ID # 13332215
ZONING - R-23
LAND USE - SINGLE-FAM

LEONARD F. STE
PARCEL ID # 13332205
ZONING - R-23
LAND USE - SINGLE-FAM

WARRINE W. &
JOSEPHINE HENSO
PARCEL ID # 13332213
ZONING - R-23
LAND USE - SINGLE-FAM

ROBERT PATRICK &
VALLEY DEVELOPMENT
PARCEL ID # 13332202
ZONING - R-23
LAND USE - SINGLE-FAM

LEO W. & ANNIE S.
HARTWOOD
PARCEL ID # 13332216
ZONING - R-23
LAND USE - SINGLE-FAM

OSCAR ROAD (50' PUBLIC R/W)
VALLEY DEVELOPMENT
PARCEL ID # 13332212
ZONING - R-23
LAND USE - SINGLE-FAM

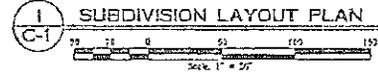
Lot #

MICHAEL J. &
FRANCIS J. CHURCH
PARCEL ID # 13332221
ZONING - R-23
LAND USE - SINGLE-FAM

SWM BUFFER SUMMARY & LEGEND			
ZONE	WIDTH	VEGETATIVE REQUIREMENT	USE TYPE
RESIDENTIAL	25'-0"	50% TREES	RESIDENTIAL
COMMERCIAL	50'-0"	75% TREES	COMMERCIAL
INDUSTRIAL	75'-0"	100% TREES	INDUSTRIAL

ZONING CODE SUMMARY	
PROJECT NAME	EVERETT DRINK BOTTLING
OWNER	VALLEY DEVELOPMENT
PLANS PREPARED BY	STE & STRUCTURAL INC. (704) 333-7292
ZONING	R-23
DATE PREPARED	11/23/06 & 12/13/06
PROJECT	2111 OSCAR DRIVE, WINTER, NC
PROPOSED USE	SINGLE-FAMILY RESIDENTIAL
MAXIMUM BUILDING HEIGHT	35-FT
STREET	LA

GENERAL SITE NOTES
1. ALL FIELD MEASUREMENTS OF EXISTING CONDITIONS ARE TO BE CORROBORATED WITH THE



NO.	DATE	DESCRIPTION
0	11/09/06	ISSUED FOR PERMITS
1		

Site & Structural
Engineering • Design • Project Mgt



LEGEND

- UNPAVED STREETS
- UNPAVED STREETS
- STATE MAINTAINED STREETS
- PRIVATE STREETS
- MAINTAINED BY OWNER

NOTICE

STREET INFORMATION IS TAKEN FROM PLANNING MAPS AS REPRESENTED BY MECKLENBURG COUNTY ENGINEERING DEPARTMENT. THE USER OF THIS MAP ASSUMES ALL RISKS, RESPONSIBILITY AND LIABILITY FOR THE USE OF THIS MAP FOR ANY PURPOSE.

THE FOLLOWING STREETS, OR PORTIONS OF, WERE ADDED DURING FY 2008-2009:

- | | |
|--------------------|---------------------|
| Swan Road | Andrew Curtis Drive |
| Shelby Lane | Shelby Lane Drive |
| Shelby Lane Court | Hampton Ridge Court |
| Independence Court | Wynstone Hill Lane |

revision	date	description
TOWN OF MATTHEWS		
PUBLIC WORKS DEPARTMENT 1401 North Sun Road MATTHEWS, NORTH CAROLINA 28105		
2008-2009 POWELL BILL MAP STREET LAYOUT		
DRAWN BY: S. STALL	PROJECT NO.:	DRAWING NO.
DESIGNED BY: S. STALL	SCALE: 1" = 100'	
REVISED BY: S. STALL	REVISED DATE:	