



2010-562
11/3/10

November 1, 2010

Town of Matthews
232 Matthews Station St.
Matthews, NC 28105

Attention: Kathi Ingrish, Planning Director
Jim Taylor, Mayor
Board of Commissioners
Planning Board

**RE: Silver Oaks Development
Petition 2010-562
Idlewild Road & Stallings Road**

Dear Town of Matthews Planning Department, Mayor, Board of Commissioners and Planning Board:

Please accept this letter as our request for a deferral on the vote for petition 2010-562 on November 8, 2010. We respectfully request a 30 day deferral for this petition. We are requesting this action in order to give us sufficient time to look at our current plan, meet with the Planning Department, and make any changes deemed appropriate.

We appreciate you taking consideration for this request of deferral. Please contact us with any questions.

Sincerely,

VALLEY DEVELOPMENT, INC.

A handwritten signature in blue ink that reads 'Michael S. Lunsford'.

Michael S. Lunsford
President

598 Indian Trail Rd., #208 • Indian Trail, NC 28079
Office 704.882.5571 • Fax 704.289-5904
www.valleydevelopment.com



DATE FILED _____ APPLICATION NUMBER _____ <i>For office use only</i>
--

**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(s): 21515101, 21515102, 21515111, 21515103, 21515173 
14416 Idlewild Rd., 5001 Stallings Rd., Idlewild Rd., 14308 Idlewild Rd., 4701 Stallings Rd.,
Matthews, NC 28105

Address of property: _____
In the south west quadrant of the intersection of idlewild Road and Stallings Road

Location of property:

Title to the property was acquired on May 11, 2007 
and was recorded in the name of Valley-Silver Oaks, LLC
whose mailing address is 598 Indian Trail Road, # 208, Indian Trail, NC 28079

The deed is recorded in Book 22208 and Page 499-521 in the office of the Register of
Deeds for Mecklenburg County.

Present zoning classification: RVS Innovative/RVS Requested zoning classification: RVS Innovative/RVS 

List reason(s) why zoning should be changed (use separate sheet if necessary):
We are not asking for a change in zoning, we are asking for a change in a previously approved condition; a site plan amendment.

Application number
2010-562
9/3/10
For office use only

Signature of property owner (must be original)



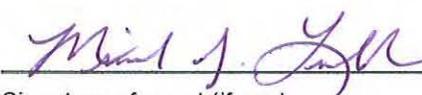
Print name of property owner
Valley-Silver Oaks, LLC

Property owner's mailing address
598 Indian Trail Road, #208, Indian Trail, NC 28079

Property owner's mailing address, continued

Property owner's mailing address, continued
704.882.5571
mlunsford@valleydevelopment.com

Property owner's phone number/email address



Signature of agent (if any)

Print name of agent
Same As Above

Agent's mailing address

Agent's mailing address, continued

Agent's mailing address, continued

Agent's phone number/email address

Signature of property owner (must be original)

Print name of property owner

Property owner's mailing address

Property owner's mailing address, continued

Property owner's mailing address, continued

Property owner's phone number/email address

Petitioner other than owner (if any)

Print name of petitioner
Same as Above

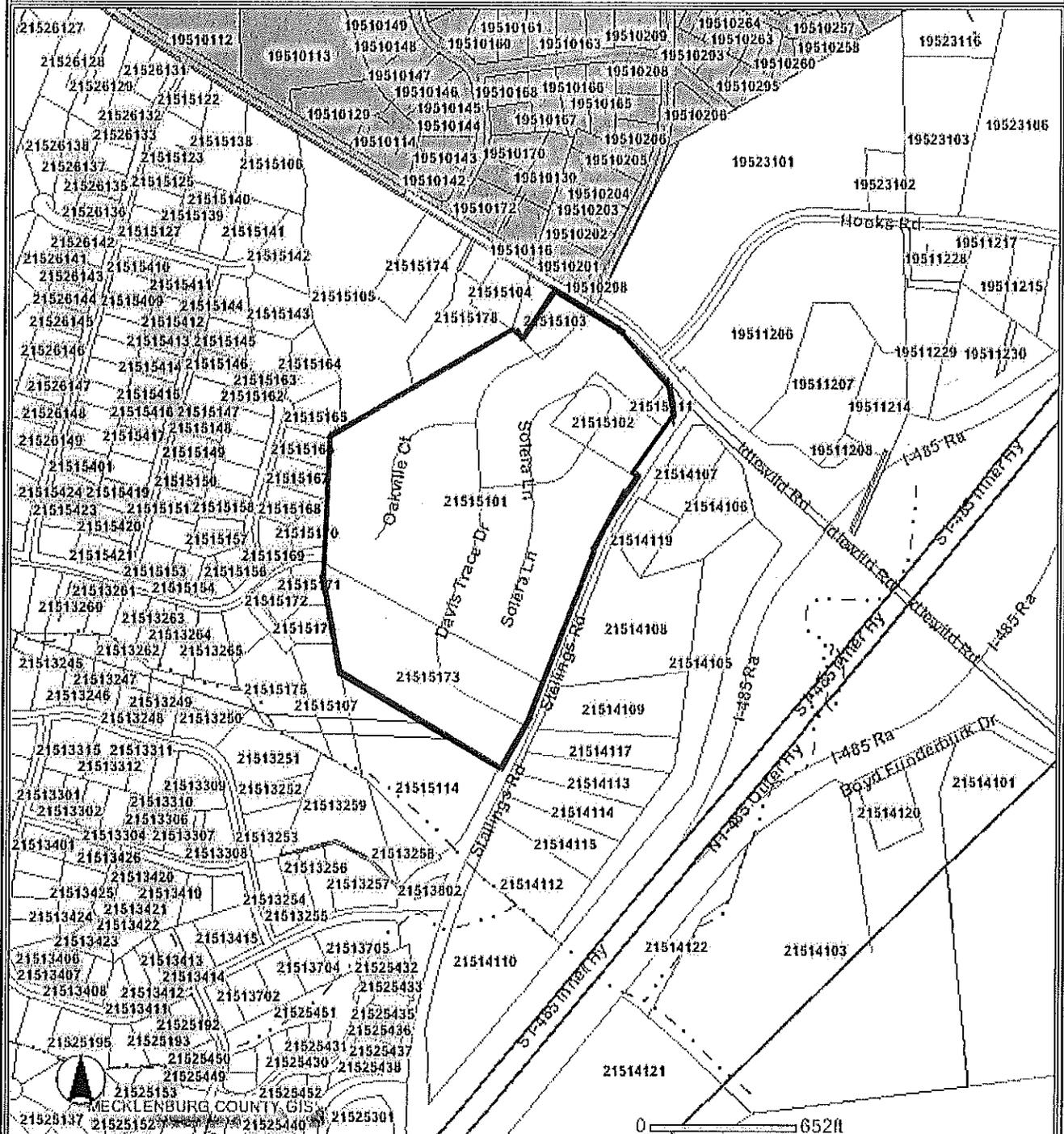
Petitioner's mailing address

Petitioner's mailing address, continued

Petitioner's mailing address, continued

Petitioner's phone number/email address

Mecklenburg County, North Carolina
POLARIS
 Property Ownership Land Records Information System
 Date Printed: Fri Sep 3 07:30:27 EDT 2010



This map 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 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.

**Silver Oaks Development
Adjoining Property Owner List
Obtained off Mecklenburg GIS, September 2, 2010**

<u>Name/Address</u>	<u>Parcel #</u>	<u>Name/Address</u>	<u>Parcel #</u>
Davis Trace LLC 14624 Barney Dr. Charlotte, NC 28227	19510297 19510298	Idlewild-Stallings, LLC 6000 Fairview Rd. Suite 1525 Charlotte, NC 28210	21514119
Betty S. Cookston 13039 Lawyers Rd. Charlotte, NC 28227	19523101	Ellis W. Hatcher Jr. 14224 Idlewild Rd. Matthews, NC 28105	21515104
Billy H. Sustar 13039 Lawyers Rd. Charlotte, NC 28227	2154107	Thomas A. Hunter 14190 Idlewild Rd. Matthews, NC 28105	21515105
Idlewild Oaks, LLC 2220 Providence Canyon Dr. Charlotte, NC 28270	21514109	Robert & Valda Robinson 14034 Horseback Cir. Matthews, NC 28105	21515167
Lewis Whitacre Marie Whitacre 14054 Horseback Cir. Matthews, NC 28105	21515165 21515166	Brian & Sherry Cornelius 14223 Creekside Dr. Matthews, NC 28105	21515170
Bonnie Morton Lynn Woodruff 14024 Horseback Cir. Matthews, NC 28105	21515168	Steven & Catharine Place 14216 Idlewild Rd. Matthews, NC 28105	21515178
Ebrahimi Farhad Farahbaksh Mehran 14300 Idlewild Rd. Matthews, NC 28105	21515177	Union County Electric General Delivery Monroe, NC 28110	21515114
John Dekanski Melissa Dekanski 14503 Davis Trace Dr. Charlotte, NC 28227	19510201	Michael Nichols Carolyn Simpson 14225 Idlewild Rd. Matthews, NC 28105	19510116

Silver Oaks Development
Adjoining Property Owner List
Obtained off Mecklenburg GIS, September 2, 2010
PAGE 2

<u>Name/Address</u>	<u>Parcel #</u>	<u>Name/Address</u>	<u>Parcel #</u>
Jack Brewer Joyce Brewer 4700 Stallings Rd. Matthews, NC 28105	21514117	Margaret S. Childers 4608 Stallings Rd. Matthews, NC 28105	21514114
George Francis Elias Frances 4624 Stallings Rd. Matthews, NC 28105	21514113	Michael & Susan Derby 14427 Cricket Lane Matthews, NC 28105	21515107
Jim & Judy Yoon 14419 Cricket Lane Matthews, NC 28105	21515176	Barbara James 14214 Creekside Dr. Matthews, NC 28105	21515171

SUMMARY OF THE REZONING PROCESS

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, extension 224) for verification.

Application submitted to and accepted by the Town of Matthews SEPTEMBER 3, 2010

Town Board of Commissioners formally accepts application and sets Public Hearing date SEPTEMBER 13, 2010

Notices sent via mail to affected/adjacent property owners on or before SEPTEMBER 27, 2010

Protest petition filed with Planning Department by 5:00 pm on OCTOBER 6, 2010

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 OCTOBER 11, 2010

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 OCTOBER 26, 2010

Town Board of Commissioners approves or denies application NOVEMBER 8, 2010

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

Attachment: A

Rezoning Request for Silver Oaks Development

9/2/10

In response to item 13 under the instructions for filing a rezoning petition, we believe the proposed development, *Silver Oaks*, will be consistent with the current Matthews I-485 Corridor and Matthews Regular Land Use Plans.

In support of this, we have provided specific references from these studies for your review and consideration.

1. Goals for the I-485 Corridor:

- Manage Congestion at Interchanges
- Achieve Attractive/Discrete Signage
- Maintain Identifiable Community Appearance
- Minimize/Mitigate Noise Impacts
- Avoid Adjacent Incompatible Uses
- Focus Land Use on Residential Development Near Interchanges

2. Matthews Land Use Plans:

Recommendations include:

- Limit development at I-485 and Idlewild Rd. interchange to single family residential.
- Maintain the integrity of existing land use patterns and neighborhoods at and near I-485 interchanges, so that development pressures will not be allowed to create additional traffic generating uses beyond new I-485 commuting traffic volumes.
- Medium to high density single and multi-family developments should be located in areas fronting or near major or minor thoroughfares and located in areas where services and utilities are available or projected to be within five years.
- Encourage R-VS development requests on those parcels identified as appropriate elsewhere in this document, and/or where clustering of homes will allow substantial protection of the environment.
- The land closest to the roads (I-485) should have the greatest intensity of usage, and transitional office, multi-family or alternative housing styles should be designed as part of the first tier of uses.

This plan consistently states that the Town of Matthews desires to; *“protect and preserve the residential quality along Idlewild Rd at I-485.”*

Attachment "A" Continued:
Silver Oaks Development

In addition, current objectives of the Land Use Plan state;

"To meet the housing needs of all area residents by providing a maximum range of choice in type, density and location of housing while preventing the adverse impacts to the environment and quality of life" and "to provide adequate amounts of land in varying densities to accommodate a broad range of housing."

Our intent for the R-VS Innovative portion of our site is to provide single family attached housing that blends well with the single family detached product. All other conditions previously approved shall remain unchanged.



September 2, 2010

Town of Matthews
232 Matthews Station St.
Matthews, NC 28105

Attention: Kathi Ingrish, Planning Director
Jim Taylor, Mayor
Board of Commissioners
Planning Board

**RE: Silver Oaks Development
Idlewild Road & Stallings Road**

Dear Town of Matthews Planning Department, Mayor, Board of Commissioners and Planning Board:

We are including this letter with our rezoning package to explain our need to come back in front of the Town with a request for a change in conditions (a request for a site plan amendment) for the above referenced project.

We began the rezoning process for these parcels back in 2006 and we have successfully rezoned the property twice. The last time was at the end of 2008 with the decision at the beginning of 2009. The property is currently entitled with the designations of RVS and RVS Innovative. The current approved site plan provides for 38 single family lots on the back half of the property and 94 ranch condominiums on the front part (nearest the road frontages) of the site which is zoned RVS Innovative.

The downturn in residential development in our country over the past 2 years is unprecedented. It has caused a major shift in consumer confidence, consumer spending, and the residential market as a whole. Many builders and developers that were doing business a couple of years ago no longer exist. The ones of us that have remained will hopefully come out stronger in the long run.

Valley Development still believes in the Silver Oaks Development and we have had almost continual interest in the project. Even while the market was hitting bottom the stronger regional and national builders were planning for their future developments and therefore were talking with us about Silver Oaks. The ranch condo market is very specialized and when FPG, who was the original builder slated for that product, scaled back its operations we knew we needed to offer a product that would appeal to a broader spectrum of the builders that remain today.

598 Indian Trail Rd., #208 • Indian Trail, NC 28079
Office 704.882.5571 • Fax 704.289-5904
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Page 2
September 2, 2010
Silver Oaks

Our revised site plan is oriented the same way as the current approved plan with single family lots in the back and multi-family lots in the front. However, instead of the ranch condominiums we are proposing to offer 2 story town homes. Our single-family lots have been reduced in size but are still well over the minimum size requirements of our RVS zoning.

After many discussions with builders and real estate professionals we believe this layout is best suited for today's residential market. The increase in density will allow Valley Development the opportunity to develop the property and see the project to the end.

We are engaging our engineers to make the necessary changes to the approved construction drawings and our intent is to begin construction very soon after getting the site plan amendment approved.

We appreciate your time and dedication to the Town of Matthews and we look forward to moving the Silver Oaks development forward.

Sincerely,

VALLEY DEVELOPMENT, INC.



Michael S. Lunsford
President

THE ROSECLIFF



Ryan
Homes

WELCOMING FAMILIES HOME FOR OVER 60 YEARS

The Rosecliff

Two Story Townhome

1,740 – 1,811 , square feet

Maximum Footprint = 28' wide x 40' deep

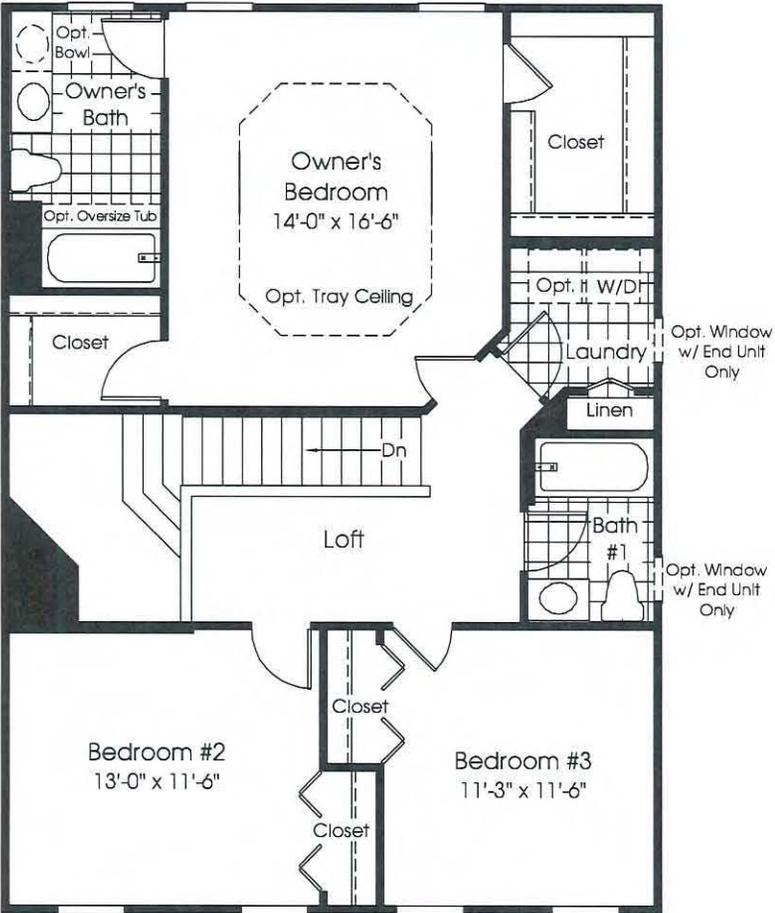
Ryan
Homes



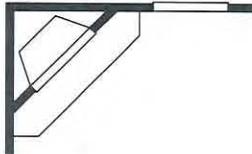
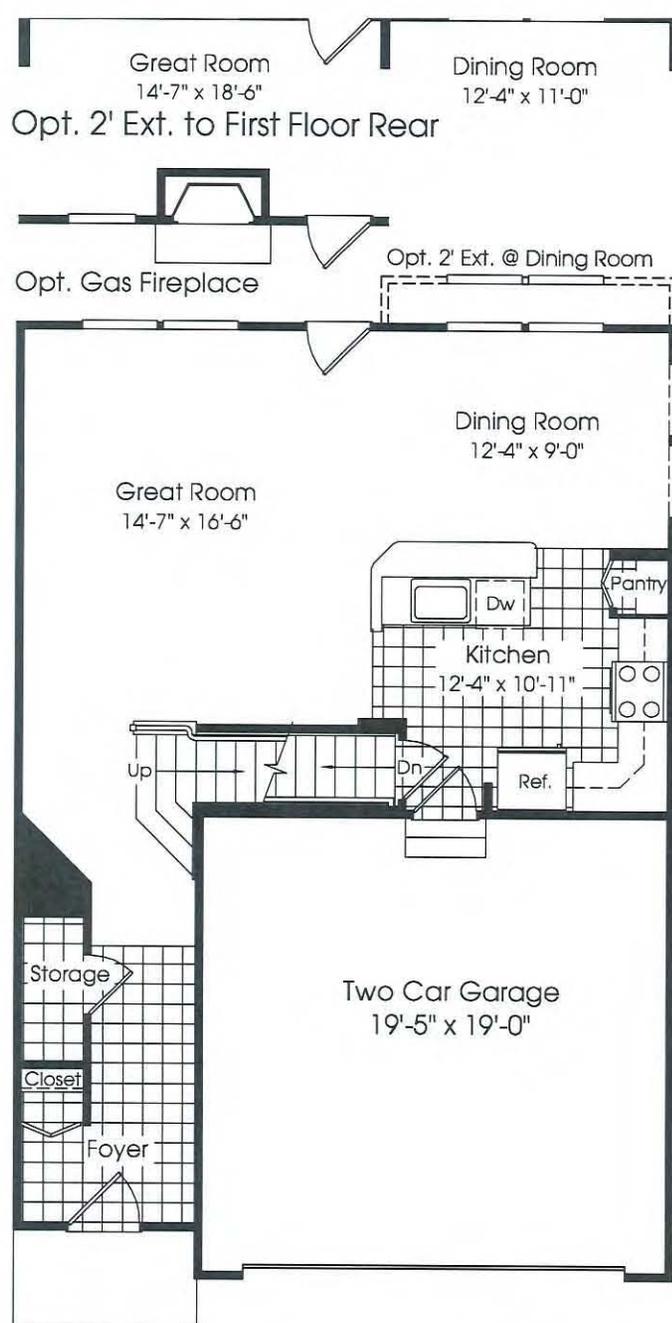
THE ROSECLIFF



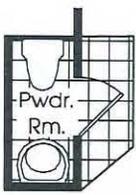
Opt. Upgrade
Owner's Bath



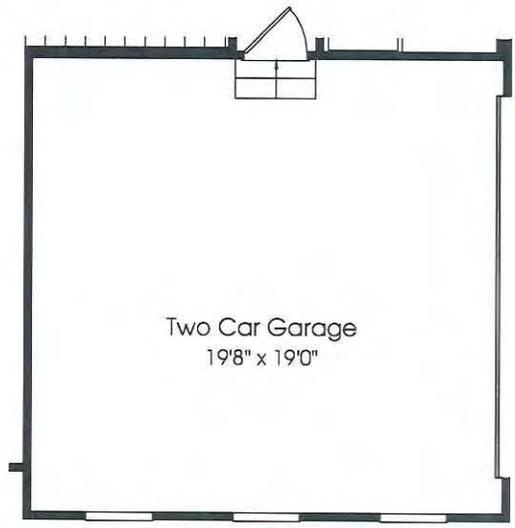
UPPER LEVEL
ELEVATION A



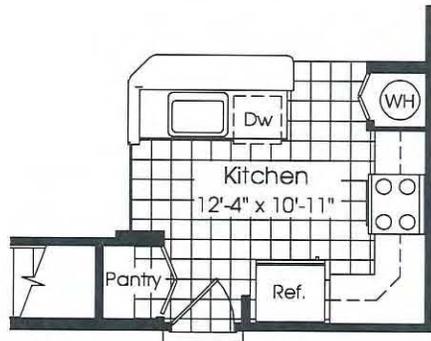
Opt. Corner Gas
Fireplace



Opt. Powder Room



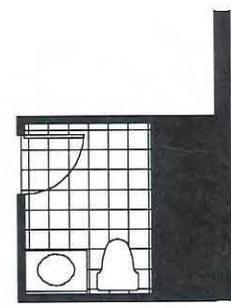
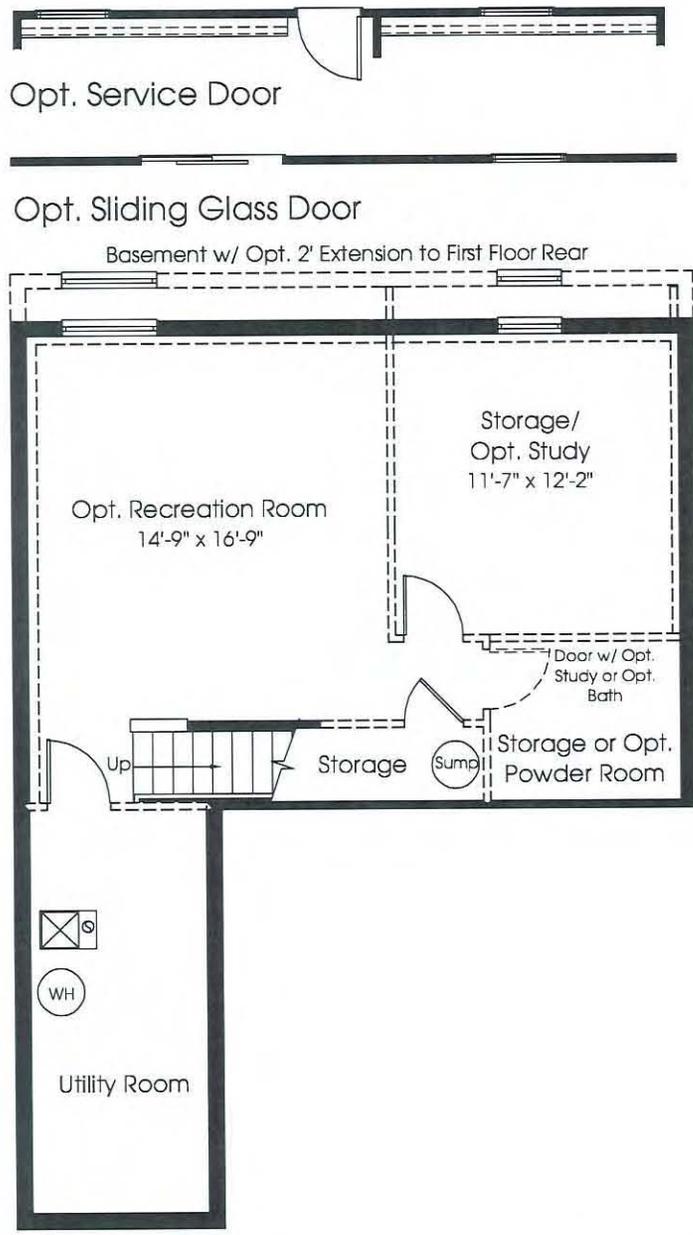
Opt. Side Entry Garage
Available w/ End Unit Only



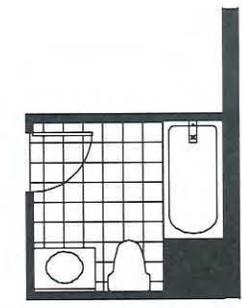
Kitchen w/ Opt. Slab
Foundation

MAIN LEVEL ELEVATION A

Although all illustrations and specifications are believed correct at the time of publication, the right is reserved to make changes, without notice or obligation. Windows, doors, ceilings, and room sizes may vary depending on the options and elevations selected. Optional items indicated are available at additional cost. This brochure is for illustrative purposes only and not part of a legal contract. It is recommended that the architectural blueprints be reserved for further clarification of features. Not all features are shown. Please ask our Sales and Marketing Representative for complete information.



Opt. Powder Room



Opt. Powder Room w/ Opt. Tub

LOWER LEVEL ELEVATION A

THE RYAN PROMISE

Our concern with quality construction doesn't stop at the point of sale. We carefully select the people who build your home. To give you peace of mind, we make at least two service inspections with our homeowners, one prior to settlement and another ten months after settlement. We back up everything we do with Ryan's exceptional 10 Year Limited Warranty. There is no additional cost to the homeowner for this level of service. We promise to be there for our customers, both before and after they purchase. Our service program is proactive, sincere and convenient. It's part of our overall concern for our customers and helps to explain why more than half our business is generated through referrals.



THE FLORENCE



ELEVATION K

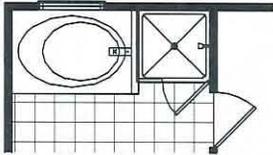


ELEVATION L

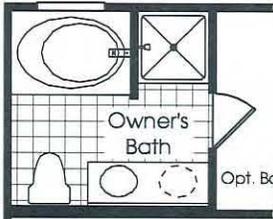
Ryan
Homes

WELCOMING FAMILIES HOME FOR OVER 60 YEARS

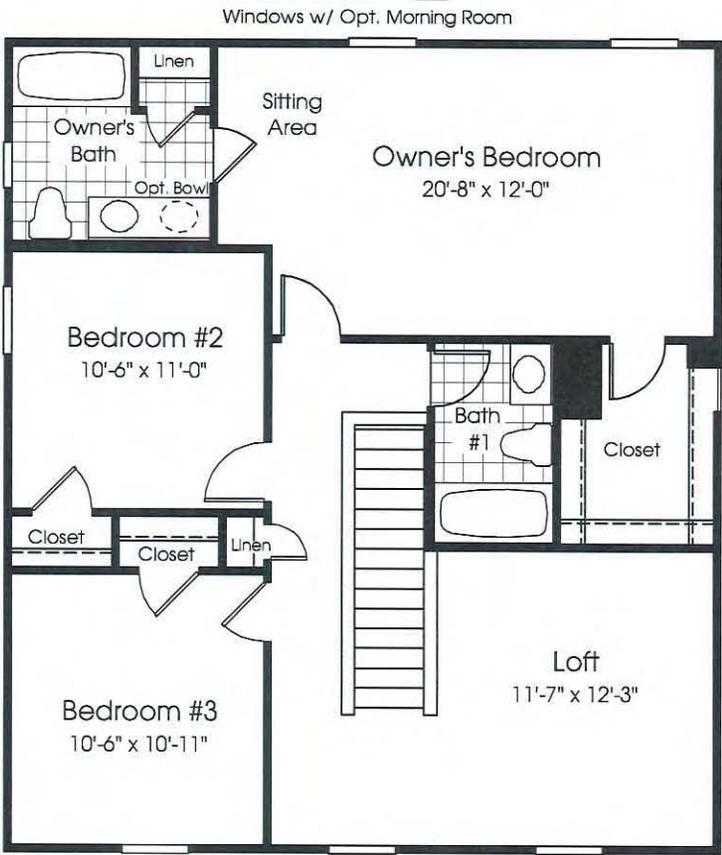
THE FLORENCE



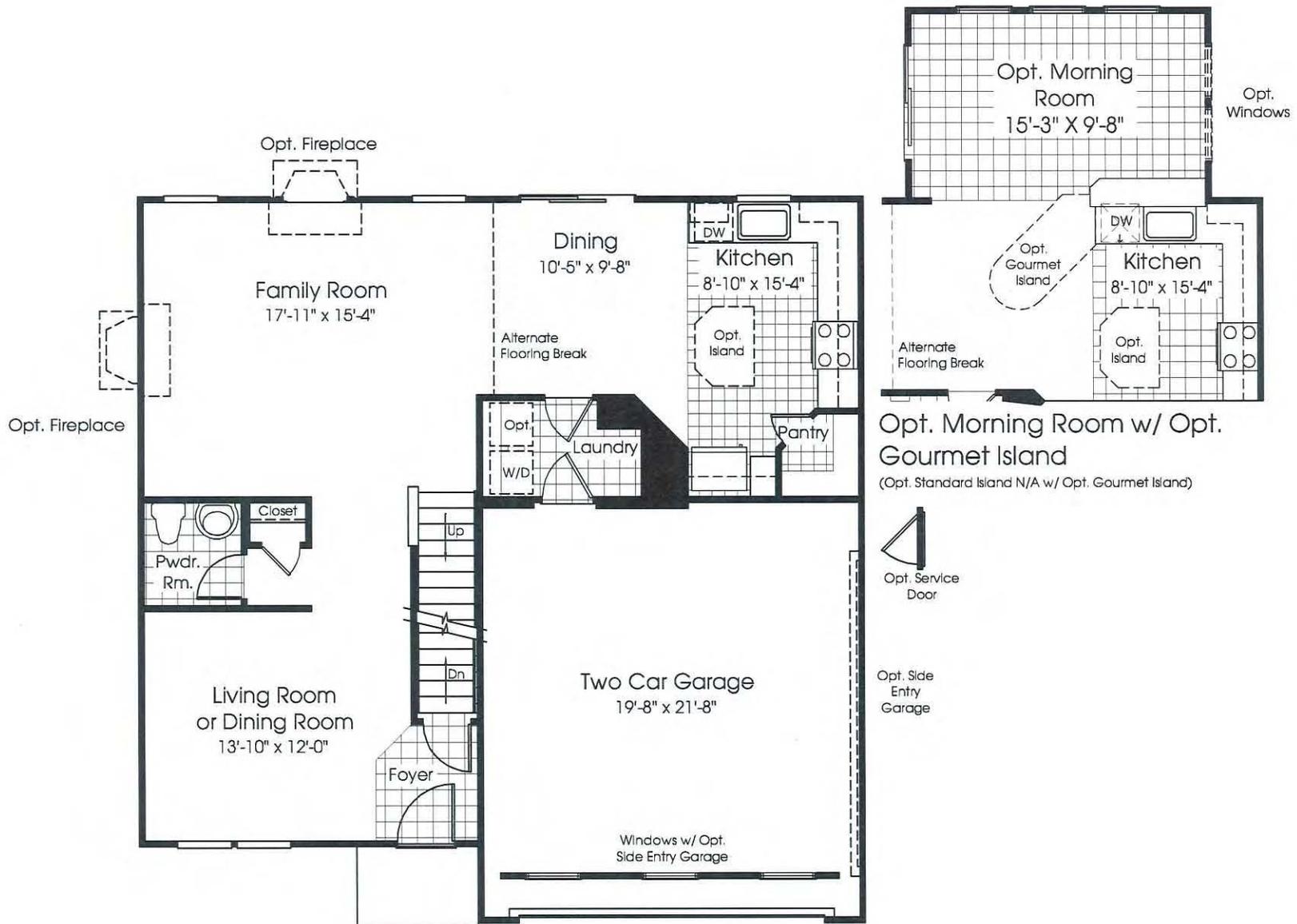
Opt. Alternate Upgrade
Owner's Bath



Opt. Upgrade
Owner's Bath

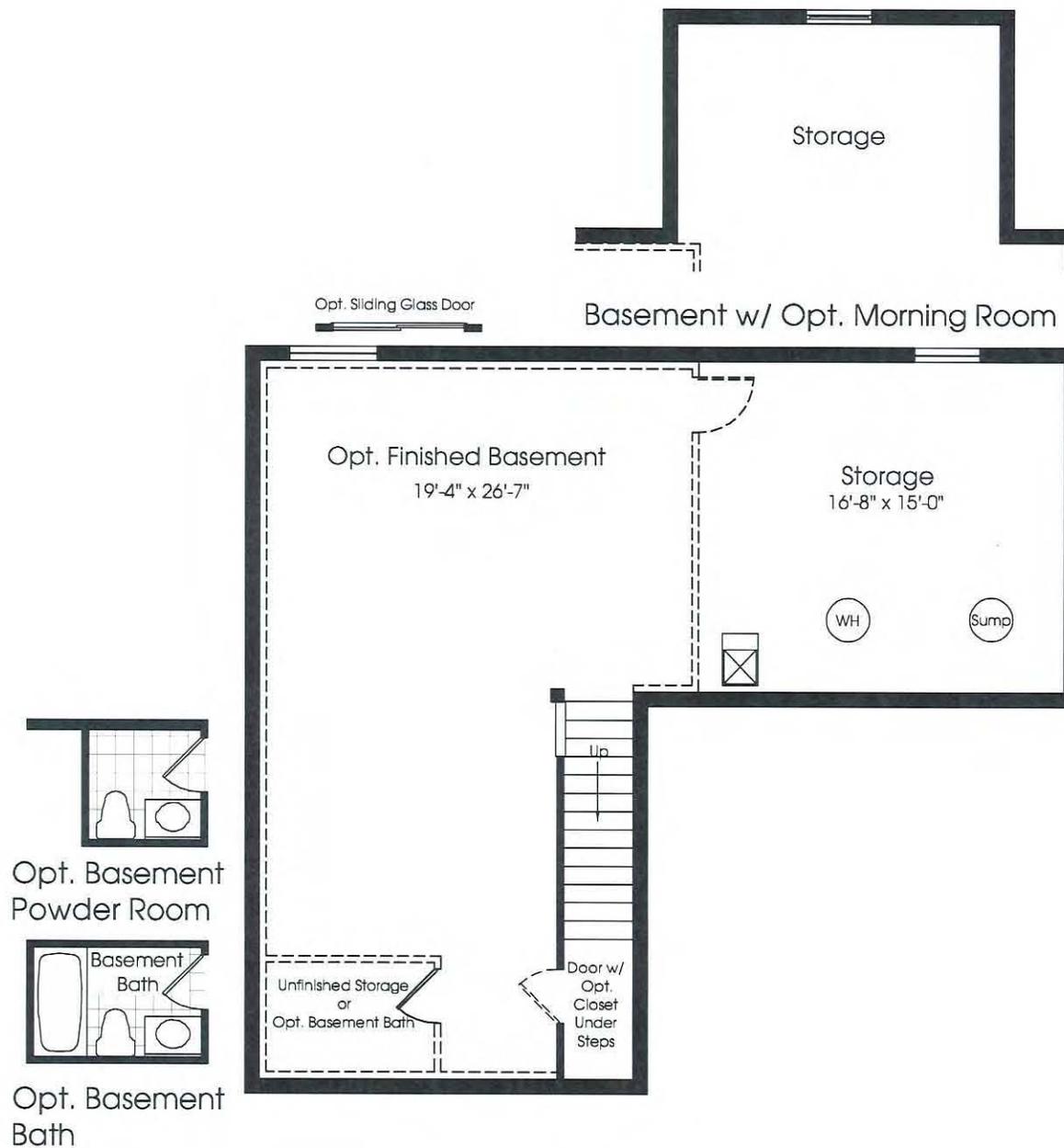


Opt. Bedroom #4



MAIN LEVEL ELEVATION A

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LOWER LEVEL ELEVATION A

THE RYAN PROMISE

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THE MILAN



ELEVATION B

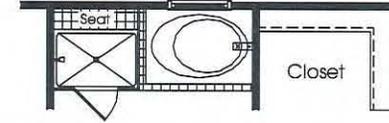
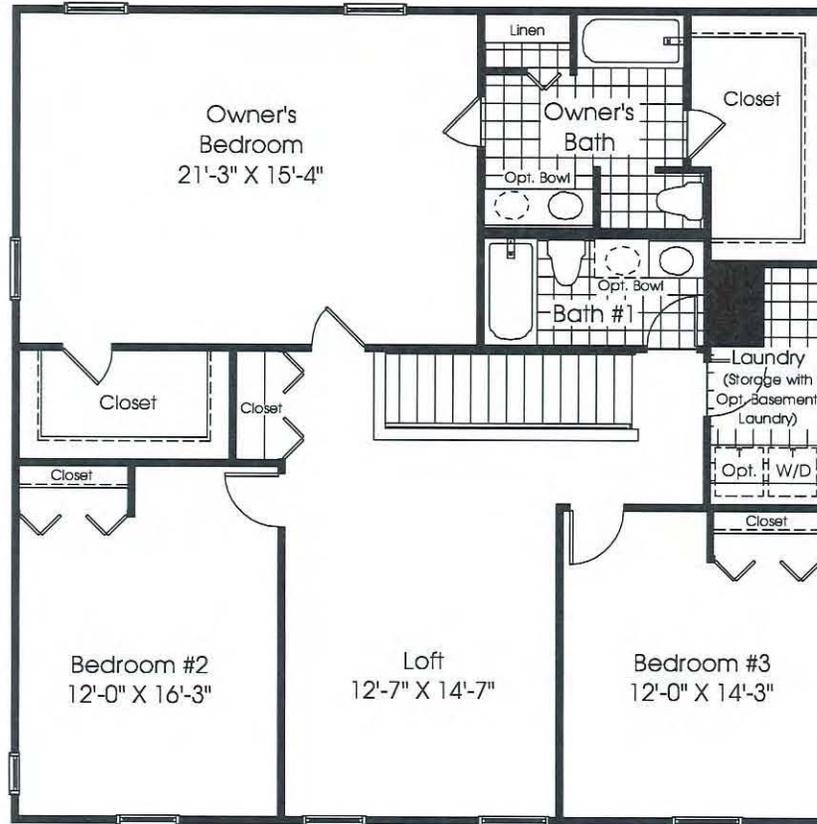


ELEVATION C

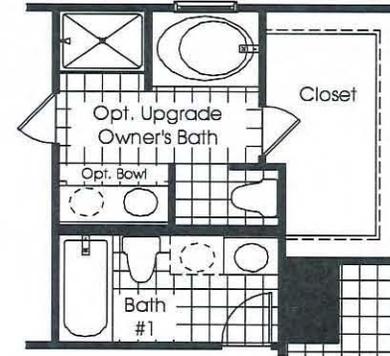
Ryan
Homes

WELCOMING FAMILIES HOME FOR OVER 60 YEARS

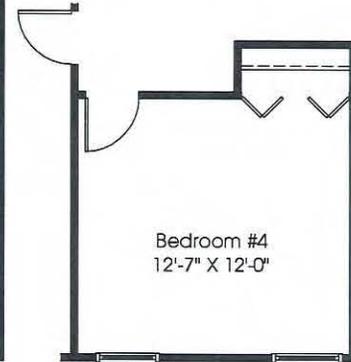
THE MILAN



Opt. Alternate Upgrade Owner's Bath

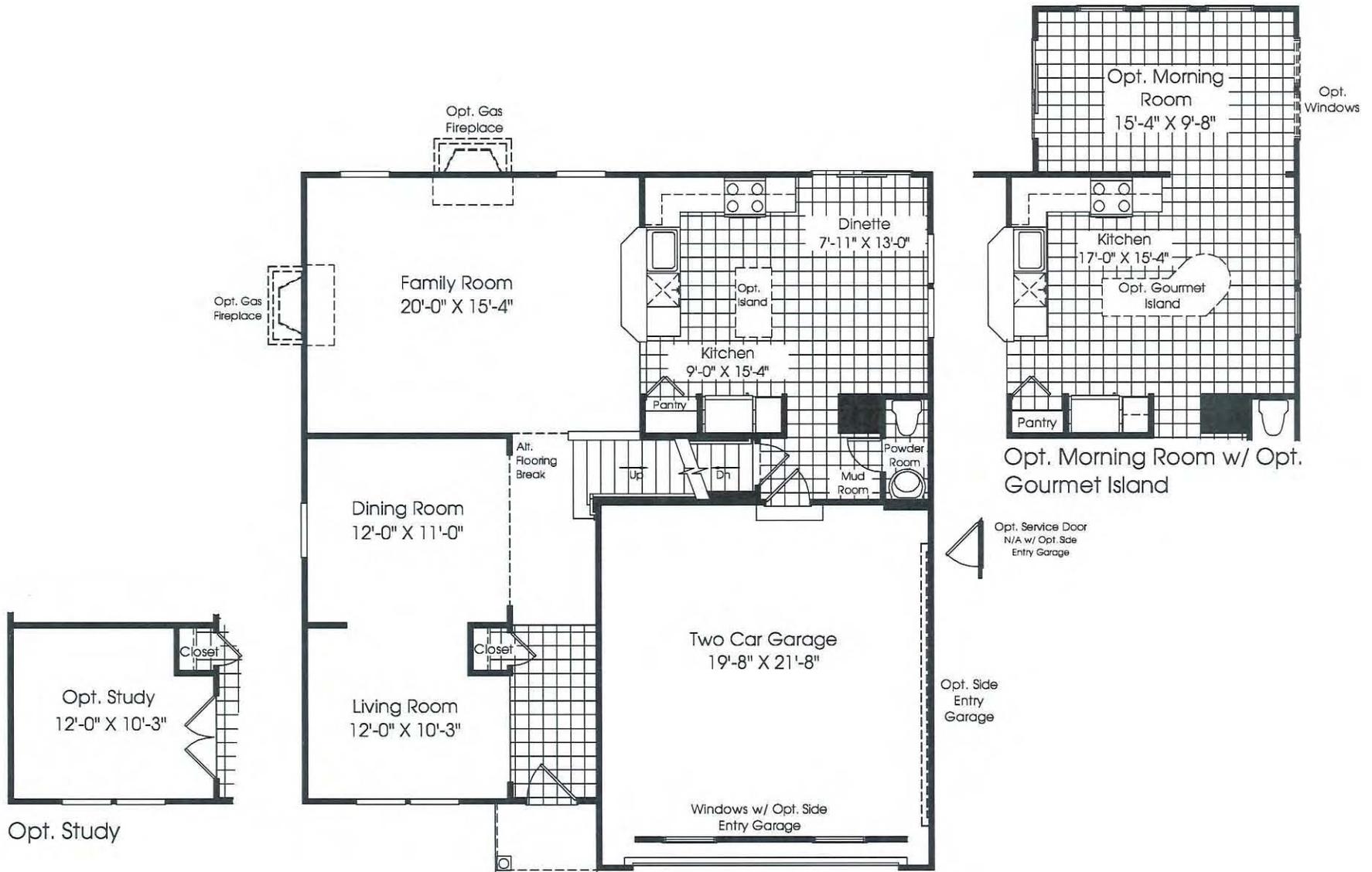


Opt. Upgrade Owner's Bath



Opt. Bedroom #4

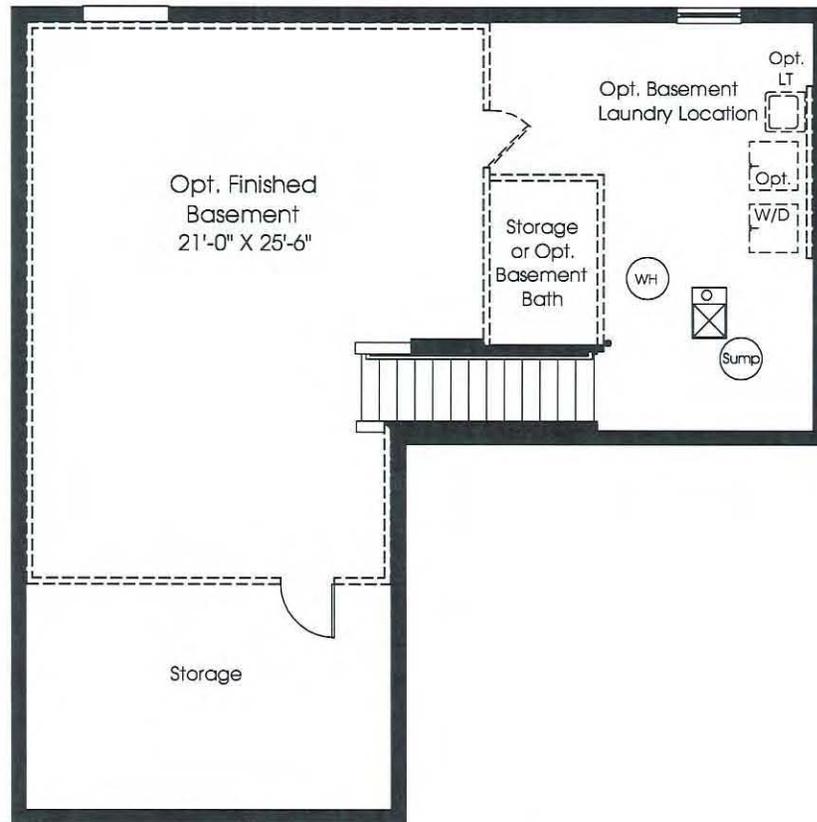
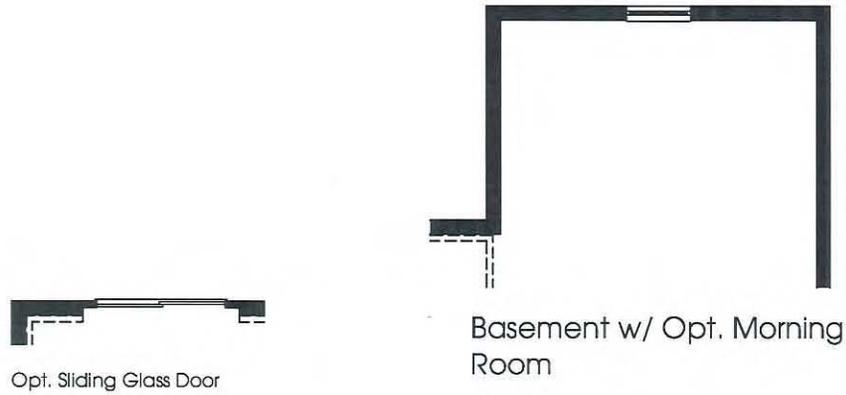
UPPER LEVEL
ELEVATION A



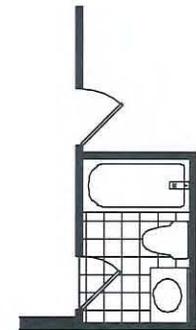
MAIN LEVEL ELEVATION A

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RY0709MILA03EAST



Opt. Basement Powder Room



Opt. Basement Bath

LOWER LEVEL ELEVATION A

THE RYAN PROMISE

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THE NAPLES



ELEVATION K

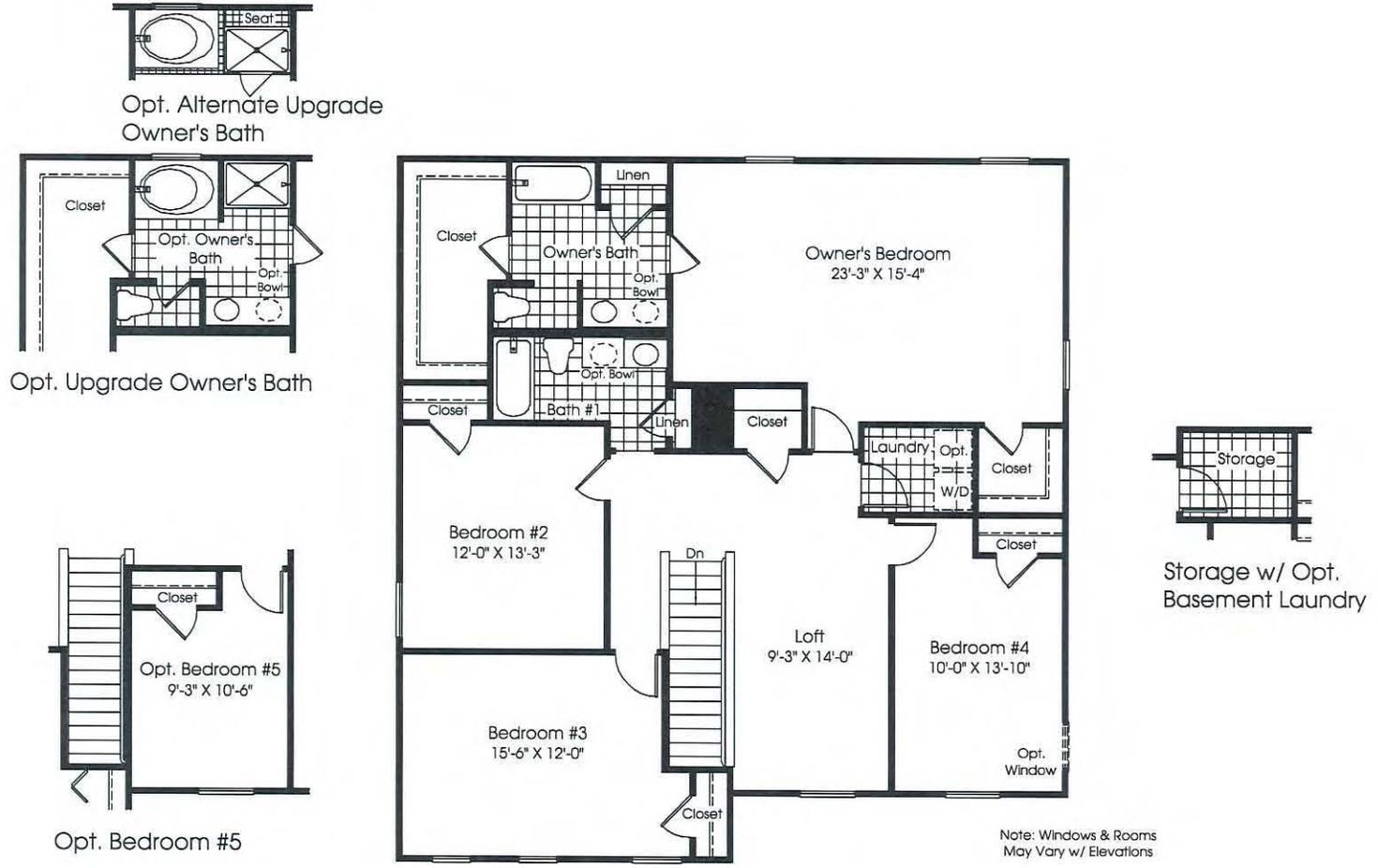


ELEVATION L

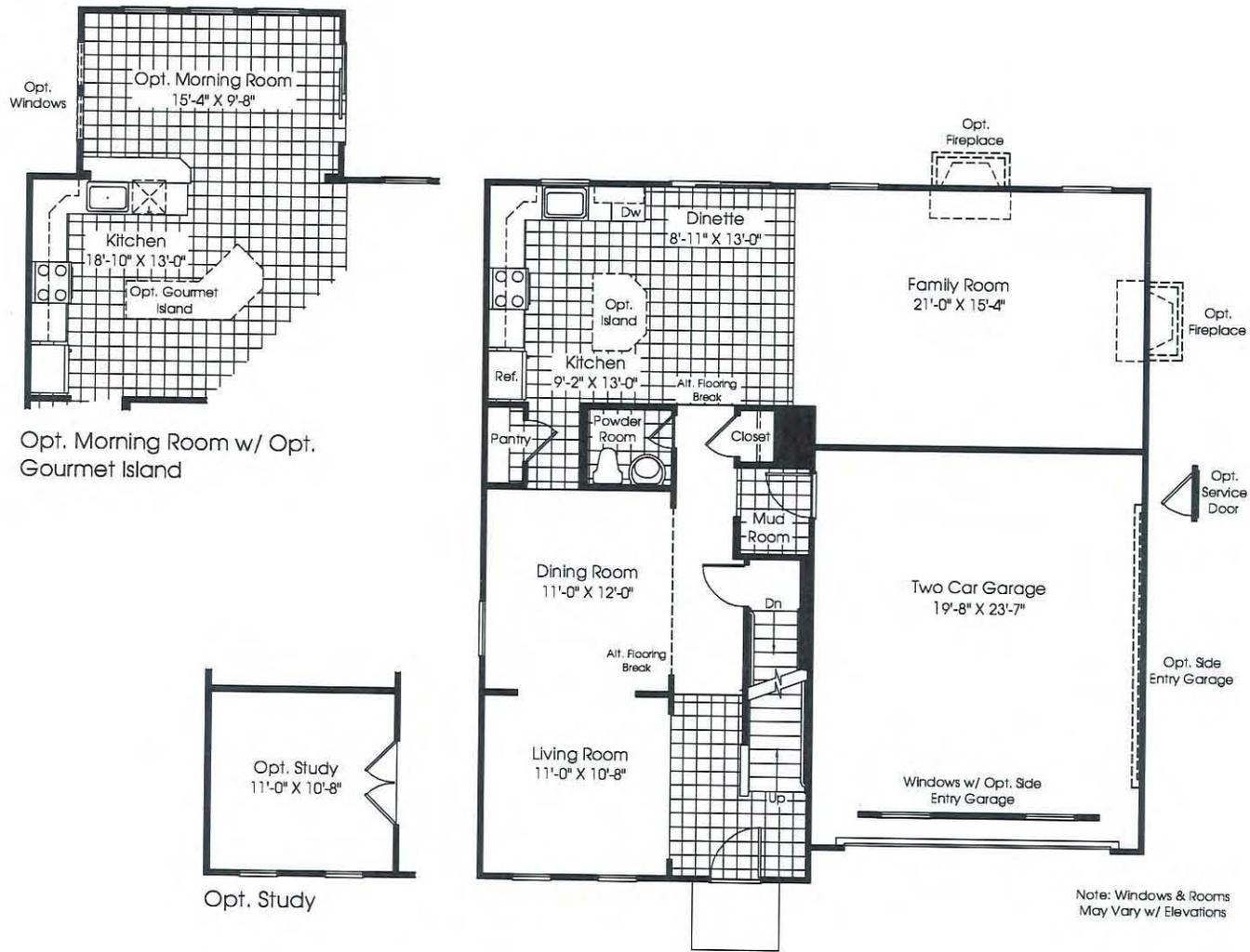
Ryan
Homes

WELCOMING FAMILIES HOME FOR OVER 60 YEARS

THE NAPLES

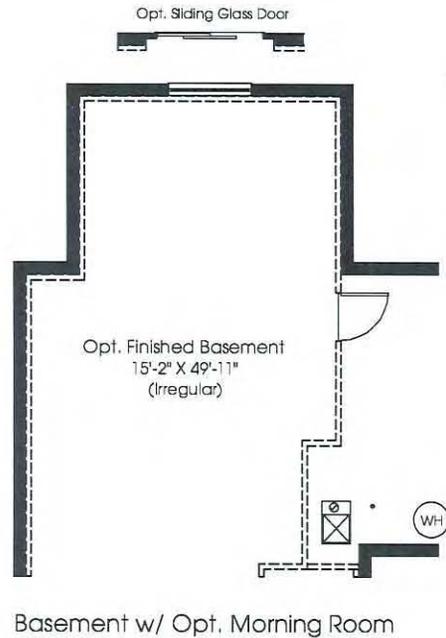


UPPER LEVEL
ELEVATION A



MAIN LEVEL ELEVATION A

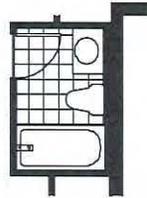
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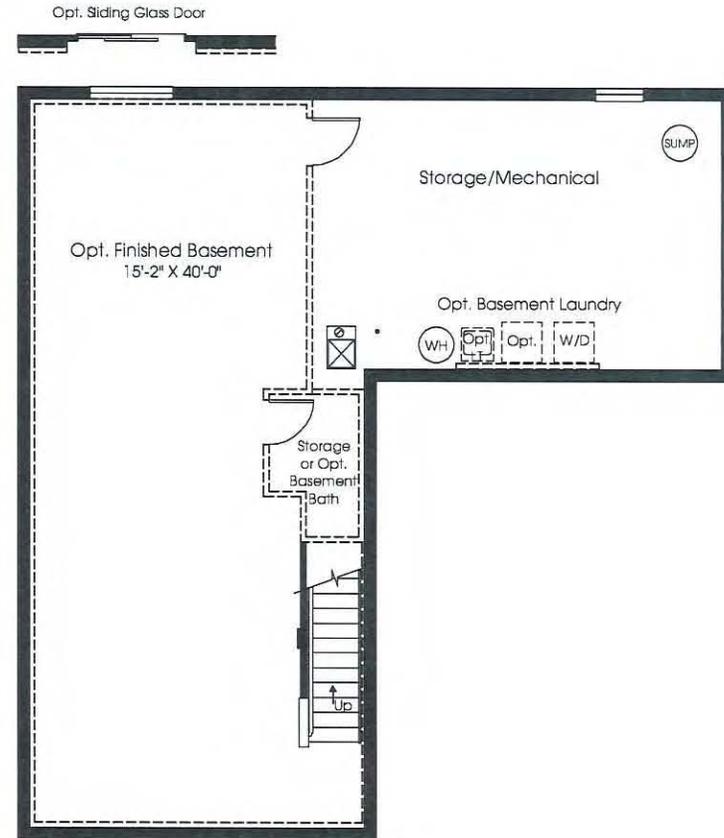
Basement w/ Opt. Morning Room



Opt. Basement Powder Room



Opt. Basement Bath



LOWER LEVEL ELEVATION A

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The Pisa

**Ryan
Homes**

**One Story Home
1,406 to 2,281 square feet
Maximum Footprint = 40' wide x 62' deep**



Elevation B "Cottage"

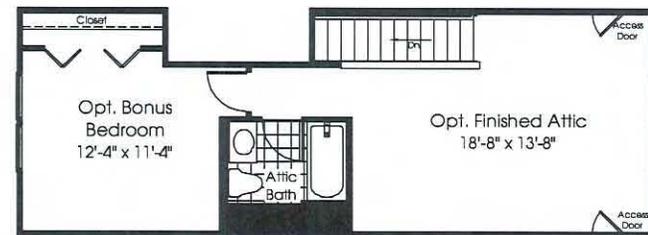


Elevation C "Cottage"

THE PISA

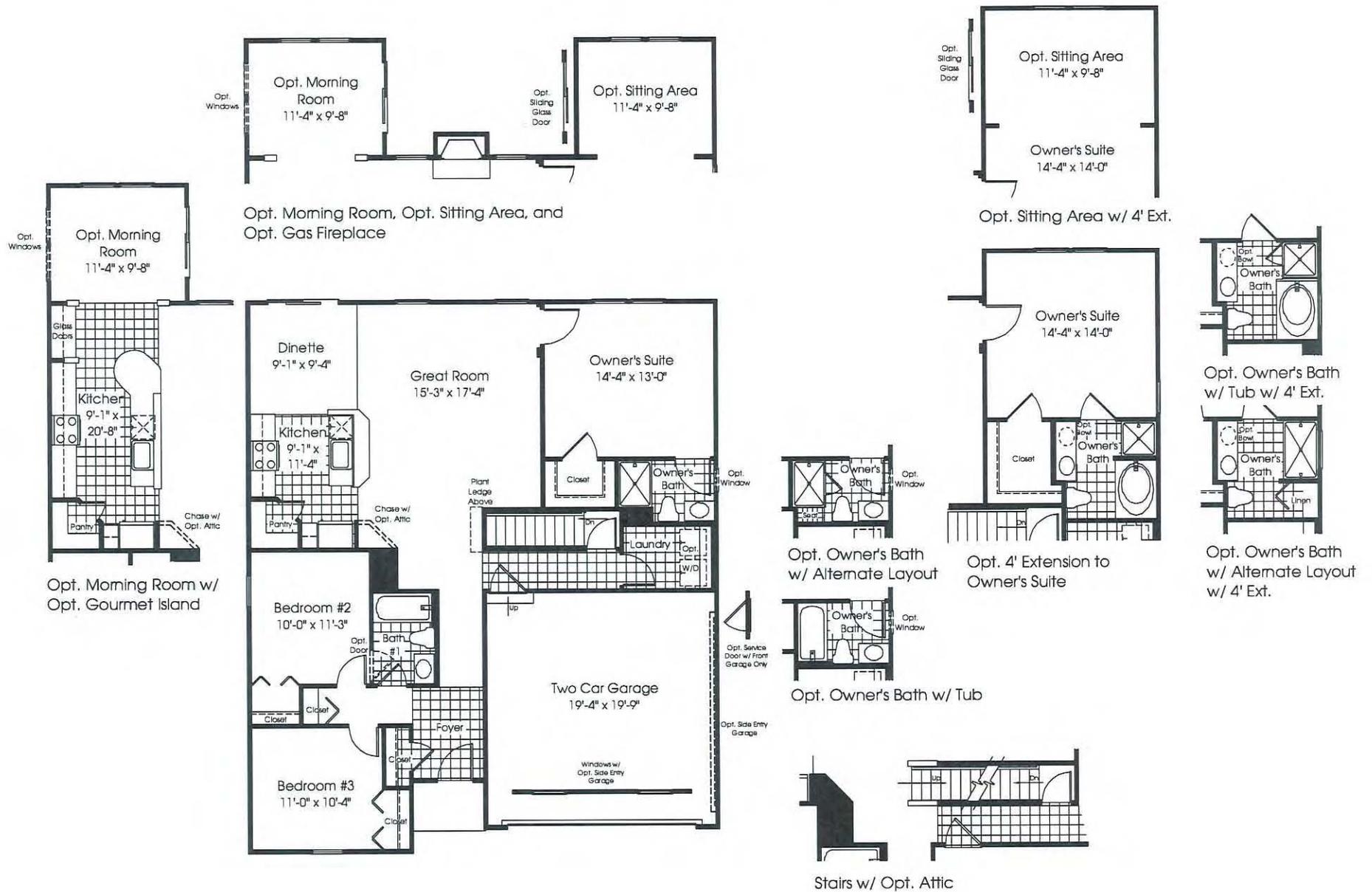


Opt. Finished Attic



Opt. Finished Attic w/ Opt. Bonus Bedroom

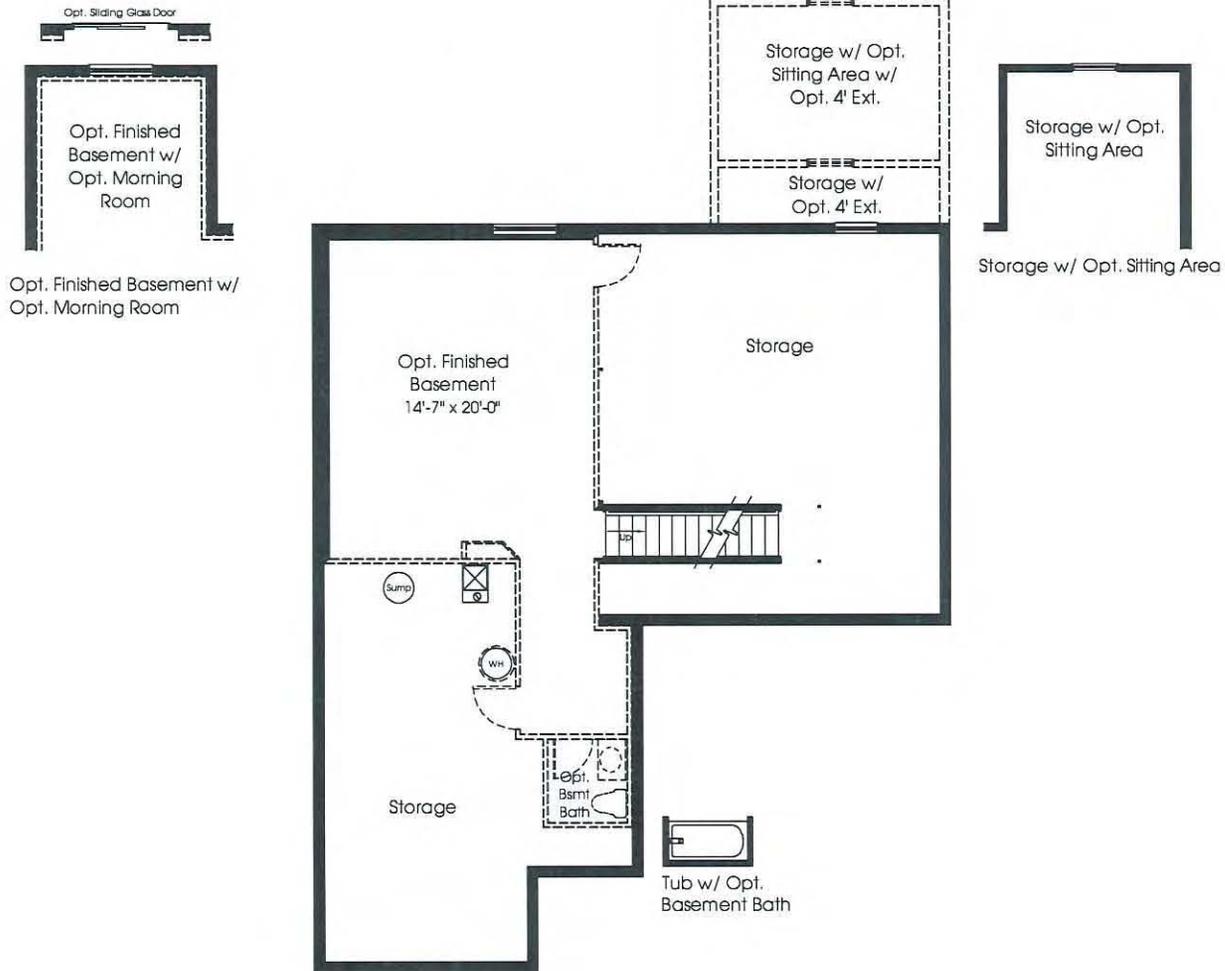
UPPER LEVEL
ELEVATION A



MAIN LEVEL ELEVATION A

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RY0809PISA01BSMT



LOWER LEVEL ELEVATION A

THE RYAN PROMISE

Our concern with quality construction doesn't stop at the point of sale. We carefully select the people who build your home. To give you peace of mind, we make at least two service inspections with our homeowners, one prior to settlement and another ten months after settlement. We back up everything we do with Ryan's exceptional 10 Year Limited Warranty. There is no additional cost to the homeowner for this level of service. We promise to be there for our customers, both before and after they purchase. Our service program is proactive, sincere and convenient. It's part of our overall concern for our customers and helps to explain why more than half our business is generated through referrals.



THE ROME



ELEVATION K

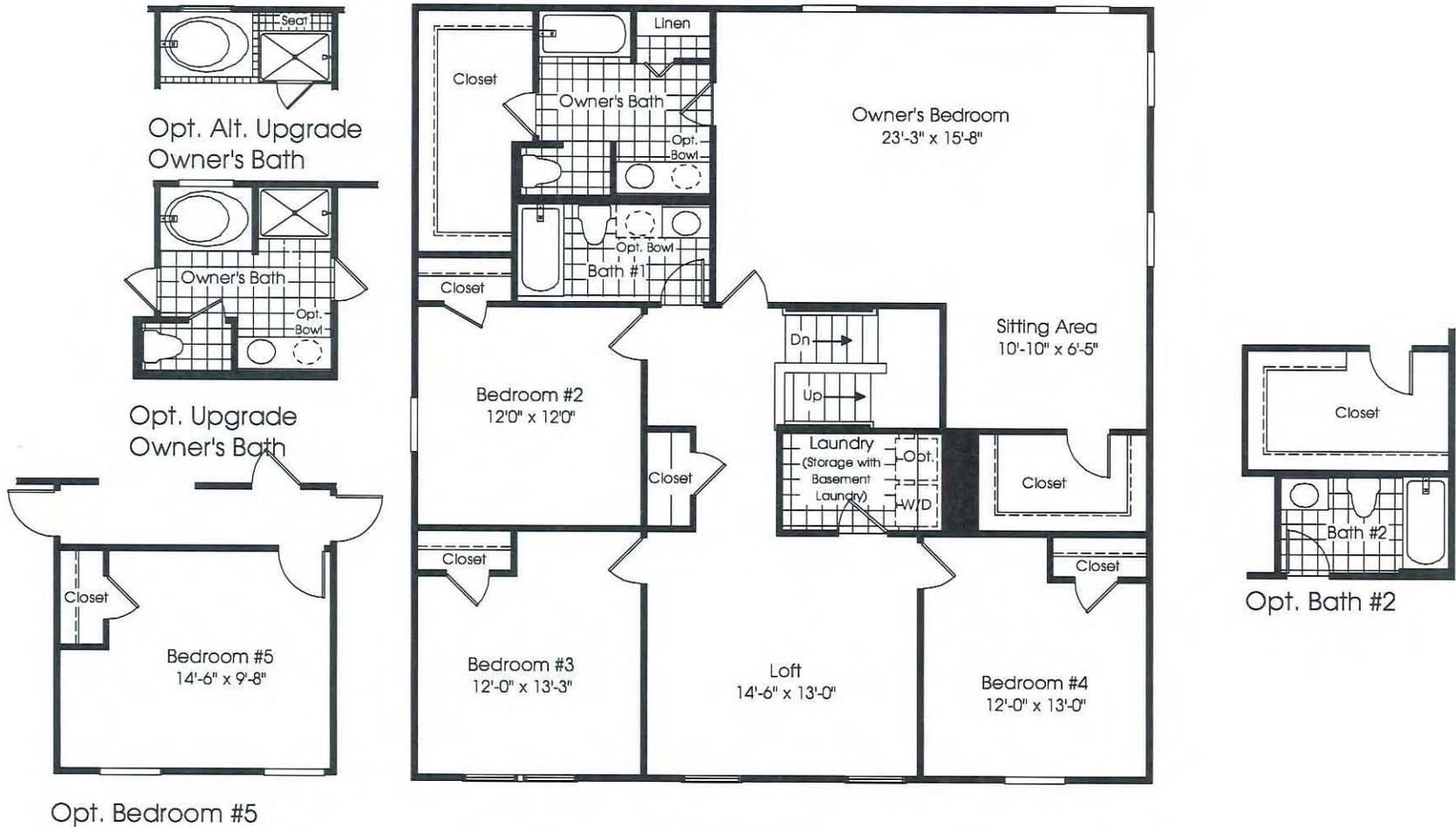


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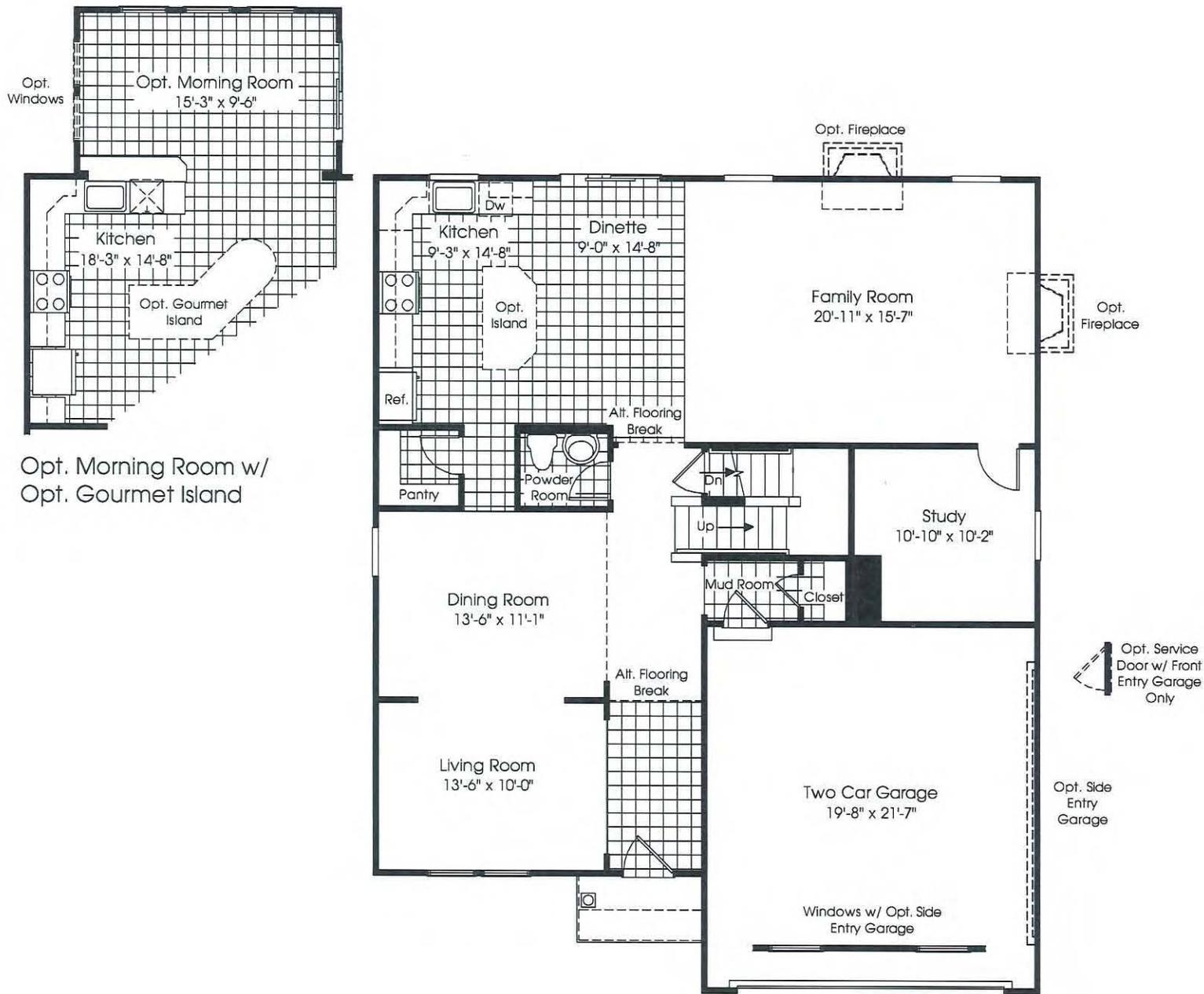
Ryan
Homes

WELCOMING FAMILIES HOME FOR OVER 60 YEARS

THE ROME



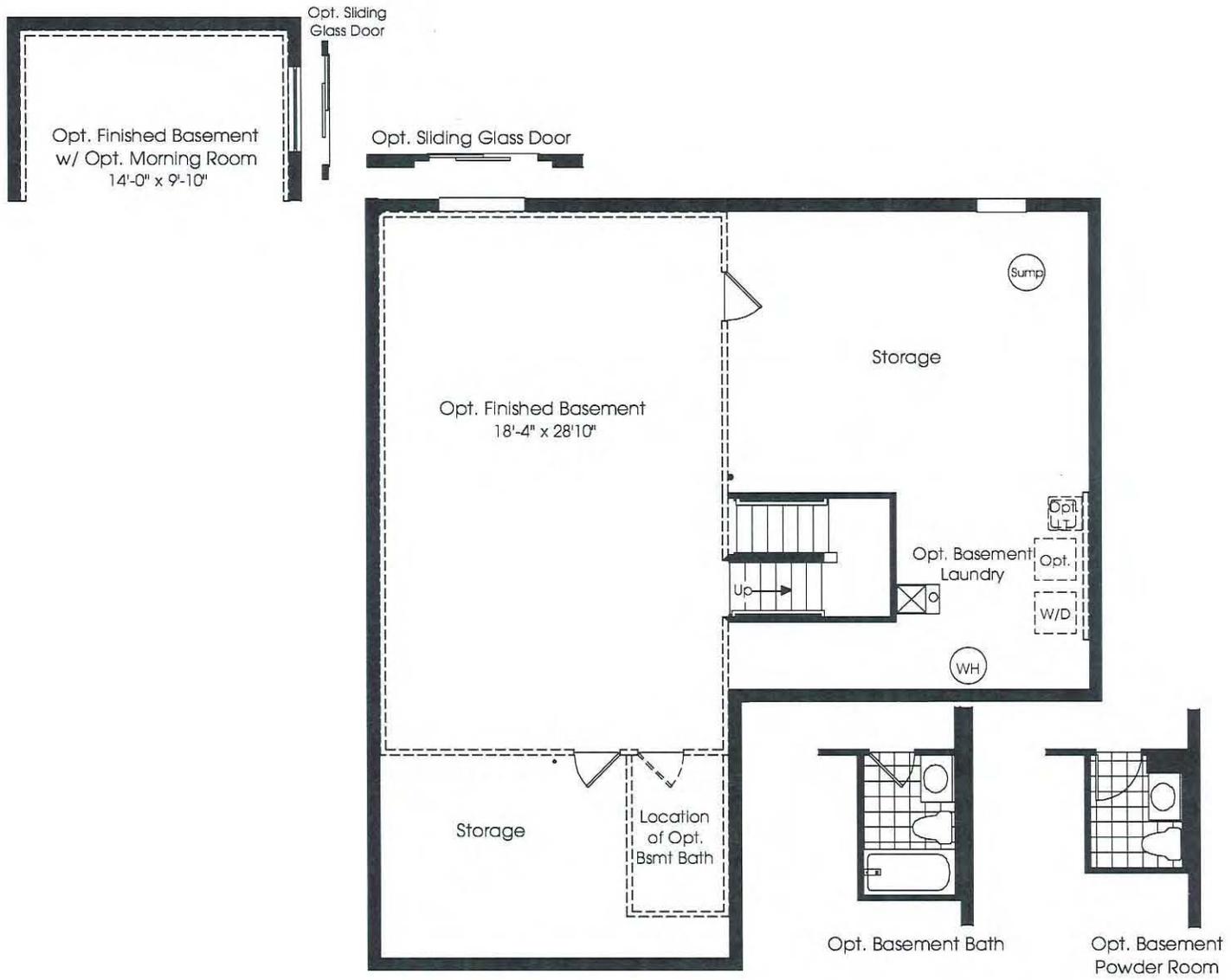
UPPER LEVEL
ELEVATION A



Opt. Morning Room w/
Opt. Gourmet Island

MAIN LEVEL ELEVATION A

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THE SIENNA



ELEVATION K

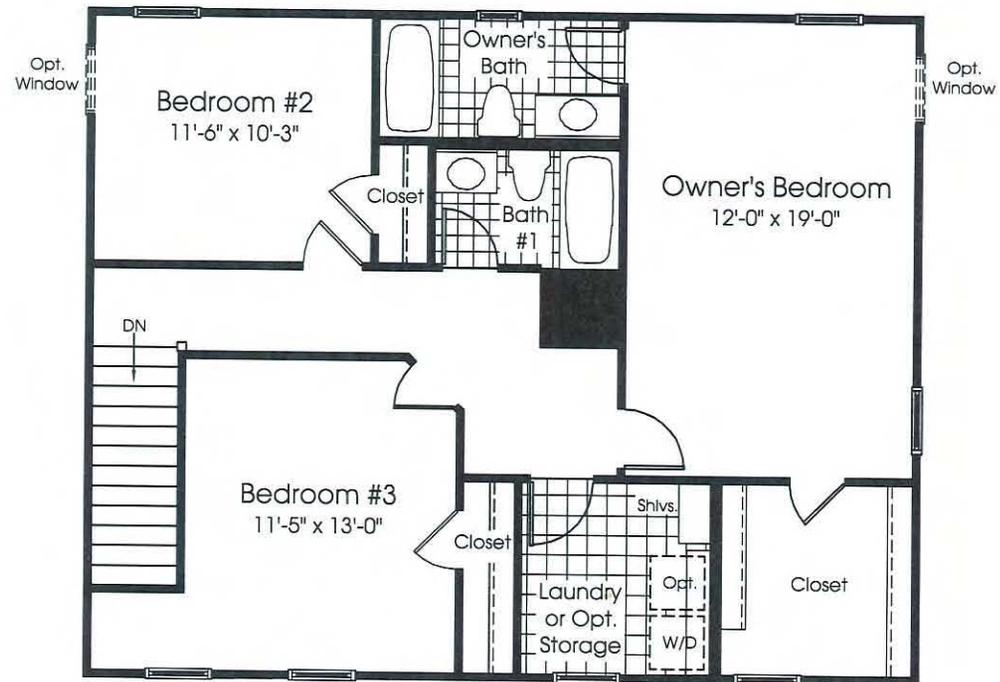


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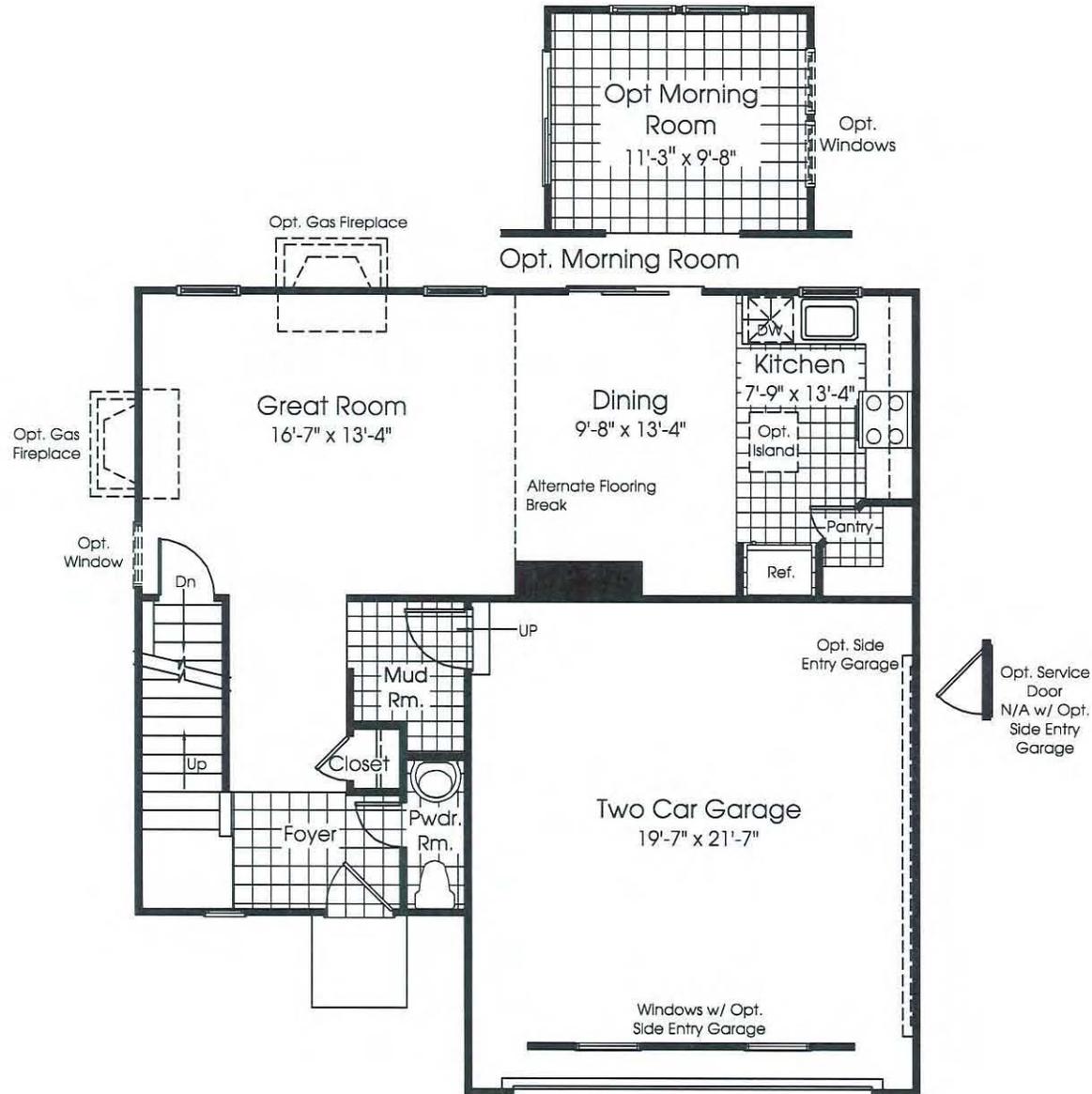
Ryan
Homes

WELCOMING FAMILIES HOME FOR OVER 60 YEARS

THE SIENNA

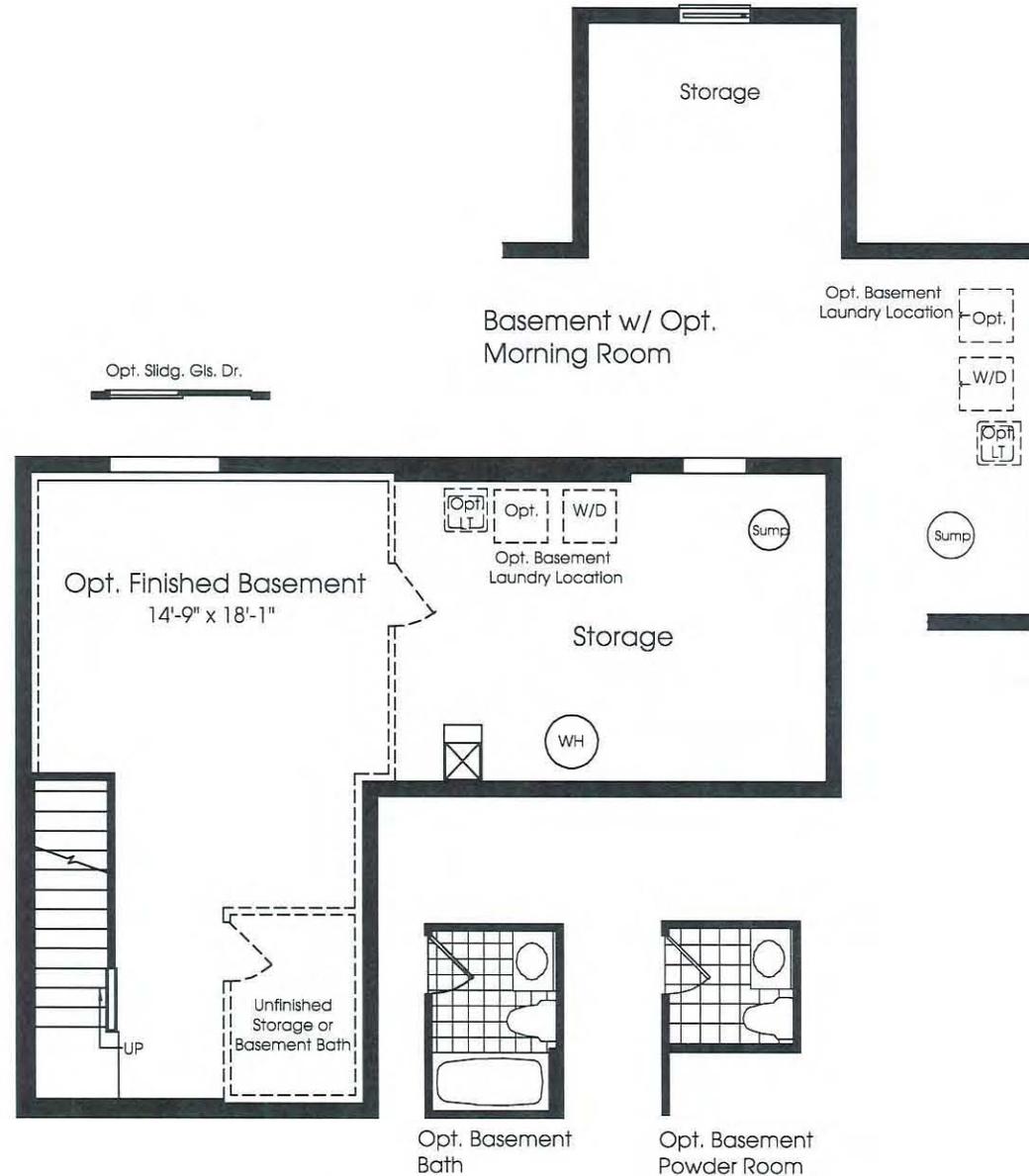


UPPER LEVEL
ELEVATION A



MAIN LEVEL ELEVATION A

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LOWER LEVEL
ELEVATION A

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THE VENICE



ELEVATION A

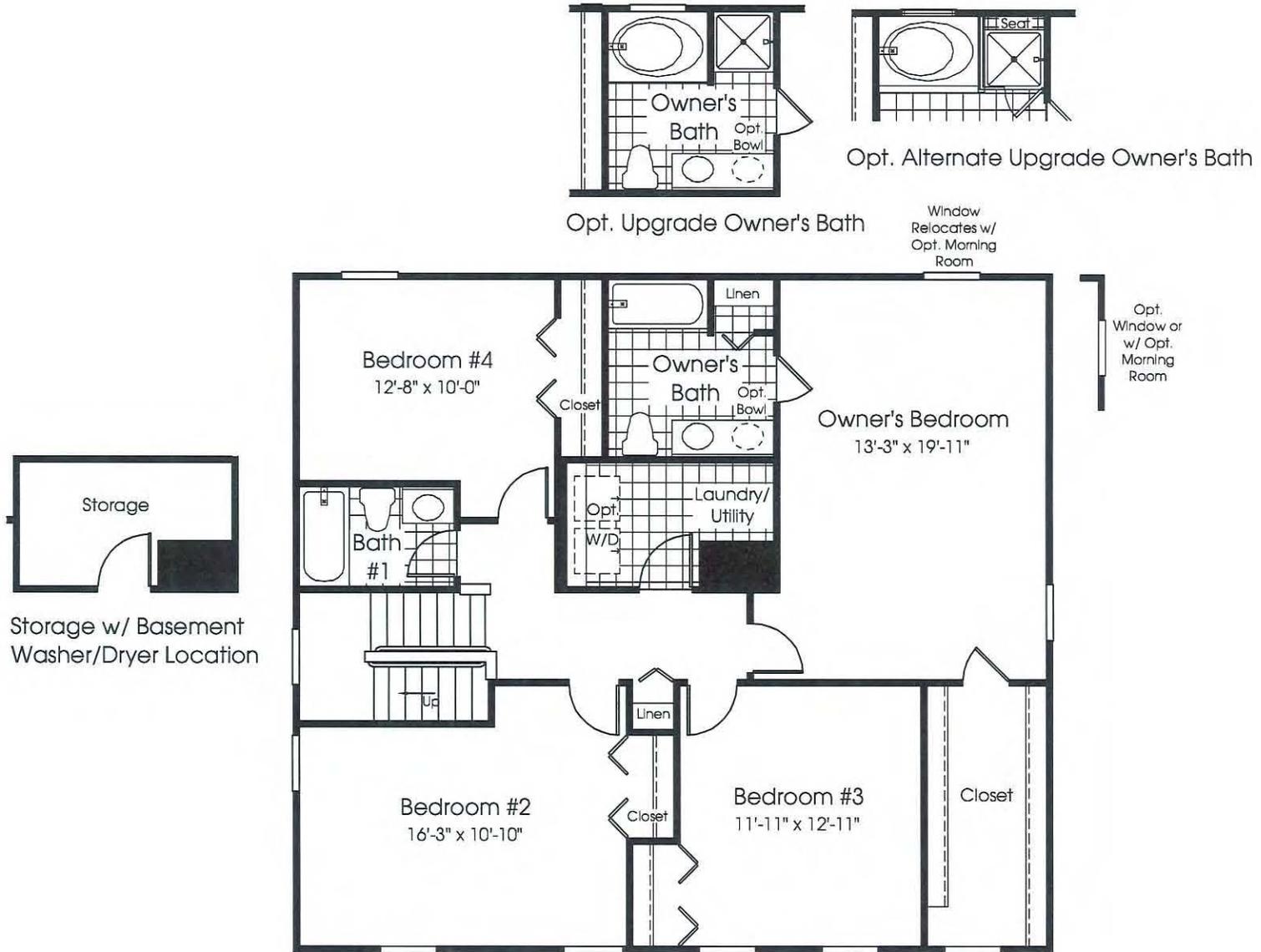


ELEVATION B

Ryan
Homes

WELCOMING FAMILIES HOME FOR OVER 60 YEARS

THE VENICE



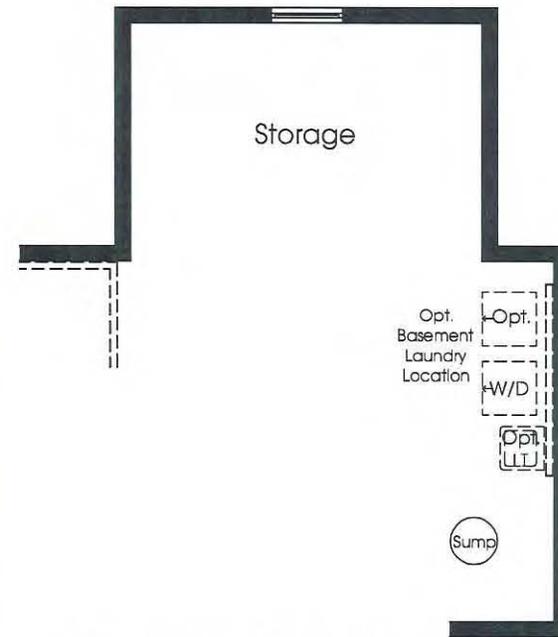
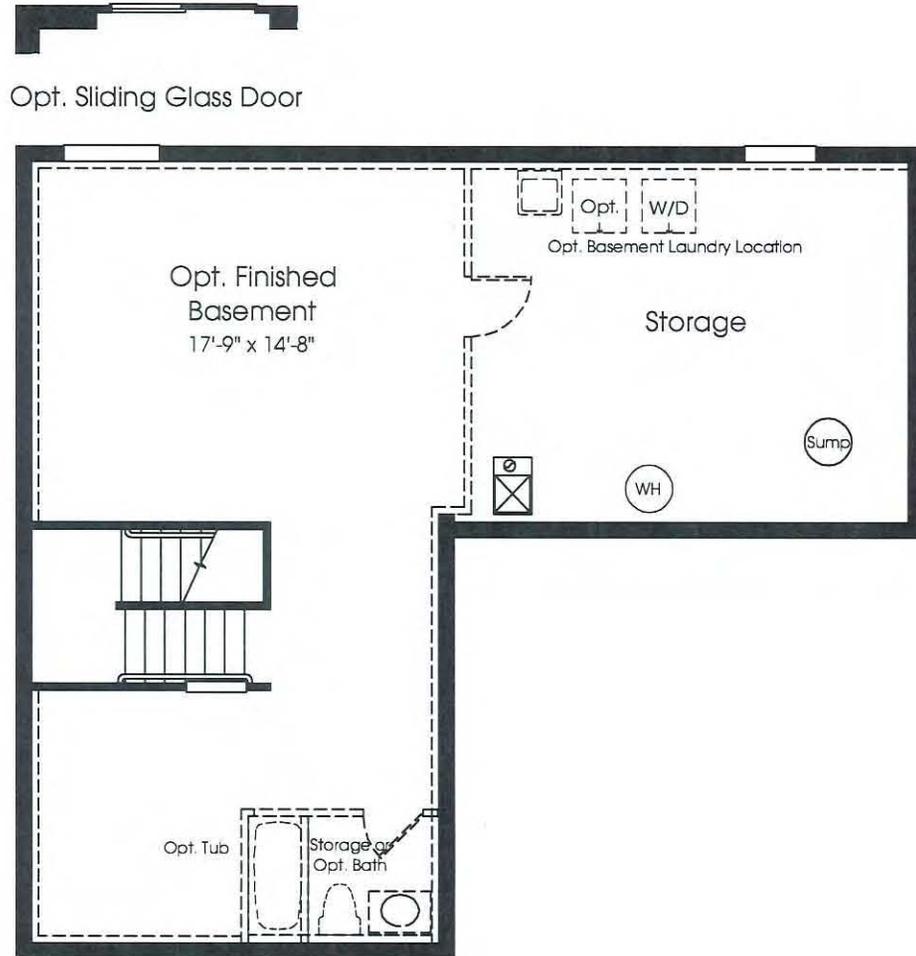
UPPER LEVEL
ELEVATION A



MAIN LEVEL ELEVATION A

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RY1009VENI03EAST



Basement w/ Opt. Morning Room

LOWER LEVEL ELEVATION A

THE RYAN PROMISE

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September 3, 2010

Town of Matthews
232 Matthews Station St.
Matthews, NC 28105

Attention: Kathi Ingrish, Planning Director
Jim Taylor, Mayor
Board of Commissioners
Planning Board

**RE: Silver Oaks Development
Idlewild Road & Stallings Road**

Dear Town of Matthews Planning Department, Mayor, Board of Commissioners and Planning Board:

Please accept this letter as our request for waiver to provide a newly generated traffic study for the above referenced project. We are requesting this waiver based on the following conditions:

- A full traffic study was performed for this site in 2006/2007
- The future growth matrices used in that study were high and haven't been realized due to the residential construction downturn.
- We are providing full turn lanes and road widening on both road frontages in the project.
- NCDOT has contacted us and is preparing to install a traffic signal at Idlewild Road and Stallings Road.
- With our improvements and NCDOT installing the signal that fulfills all recommendations and possible future recommendations for road improvements as outlined in the original traffic analysis.

We appreciate you taking consideration for this request of waiver. Please contact us with any questions.

Sincerely,

VALLEY DEVELOPMENT, INC.

A handwritten signature in purple ink that reads "Michael S. Lunsford".

Michael S. Lunsford
President

598 Indian Trail Rd., #208 • Indian Trail, NC 28079
Office 704.882.5571 • Fax 704.289-5904
www.valleydevelopment.com

TRAFFIC IMPACT STUDY

Silver Oaks Development Matthews, North Carolina

Prepared For:

VALLEY DEVELOPMENT
598 Indian Trail Road, #208
Indian Trail, NC 28079

Prepared By:



7506 East Independence Blvd., Suite 105
Charlotte, NC 28227
E-mail: drmp@drmp.com
www.drmp.com

TRAFFIC IMPACT STUDY

Silver Oaks Development Matthews, North Carolina

Prepared For:

**VALLEY DEVELOPMENT
598 Indian Trail Road, #208
Indian Trail, NC 28079**

November 2006

Documentation Prepared By:

**Dyer, Riddle, Mills & Precourt, Inc. (DRMP)
7506 East Independence Blvd., Suite 105
Charlotte, North Carolina 28227**

**James E. Beck, P.E.
Senior Associate**

**James R. Smith, C.E.P.
Senior Transportation Planner**

SILVER OAKS DEVELOPMENT TRAFFIC IMPACT STUDY

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APPENDIX B:	Existing Conditions (2006) SYNCHRO Summary Sheets
APPENDIX C:	Background (No Build) Conditions SYNCHRO Summary Sheets
APPENDIX D:	Build Conditions SYNCHRO Summary Sheets

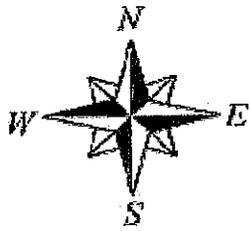
1.0 INTRODUCTION

This Traffic Impact Study (TIS) addresses the potential traffic impacts associated with the proposed 45-acre **Silver Oaks Development** in the Town of Matthews, North Carolina (see Project Vicinity Map, Figure 1). The proposed development is located in the southwest quadrant of the intersection of Idlewild Road (SR 3174) and Stallings Road (SR 3175). As proposed, the residential development consists of 50 single-family units and 94 conditional use, multi-family units.

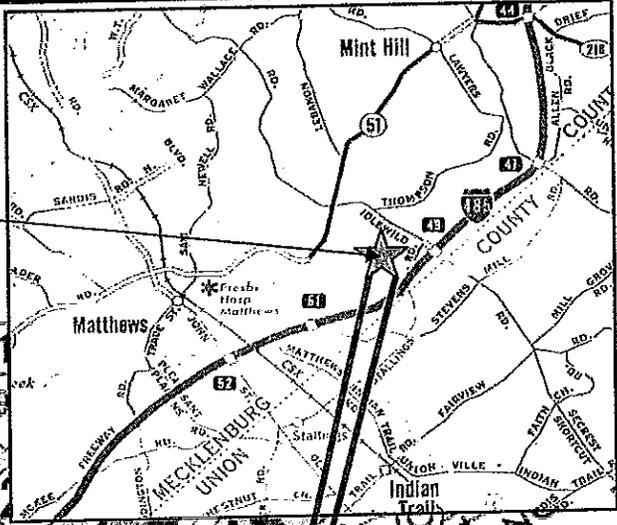
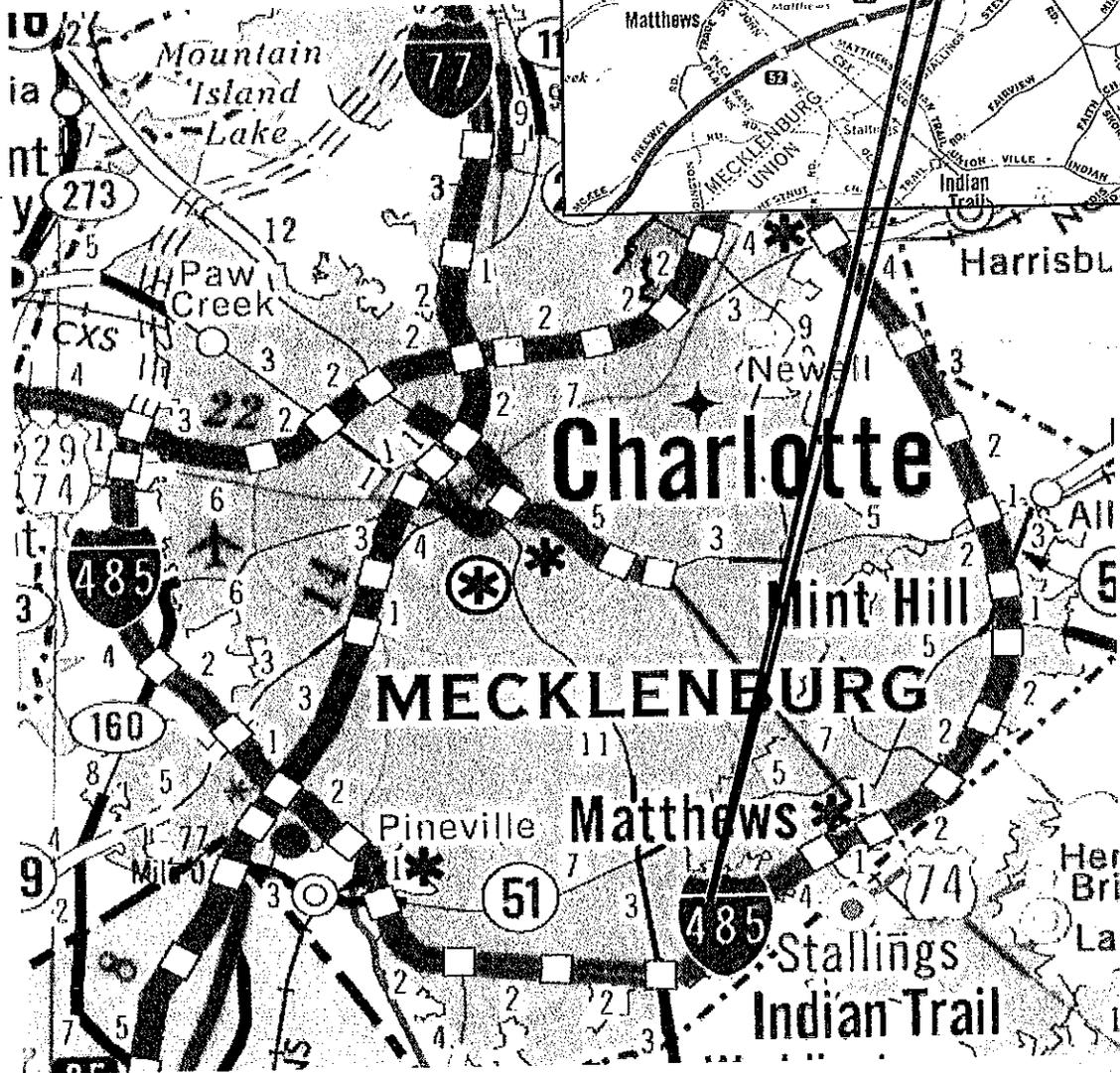
The TIS will assess existing traffic conditions as well as the traffic conditions that are likely to occur upon the completion of the proposed development. The TIS will identify transportation related impacts on the roadway network adjacent to the proposed Silver Oaks Development. Specifically, the TIS will focus on the proposed project's impact area which includes those roadways and intersections located adjacent to the development. Based on this analysis, recommendations for both on-site and off-site transportation improvements will be developed.

The TIS will follow standard guidelines for a traffic impact study to support a preliminary development plan, according to the following outline:

- Introduction
- Existing Roadway Conditions
- Existing Traffic Volumes
- Trip Generation and Trip Assignment
- Background Conditions (includes approved developments)
- Future Traffic Volumes
- Capacity Analysis
- Conclusion and Recommendations

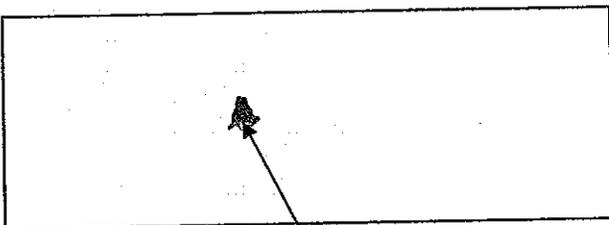


SILVER OAKS
SUBDIVISION



N.T.S.

N.T.S.



Mecklenburg County

Figure 1
Project Vicinity Map
SILVER OAKS SUBDIVISION
MECKLENBURG COUNTY



2.0 EXISTING CONDITIONS

The proposed Silver Oaks Development is located in the southwest quadrant of the Idlewild Road (SR 3174)/Stallings Road (SR 3175) intersection in the Town of Matthews, North Carolina. The residential development is approximately 45 acres and consists of 50 single-family units and 94 conditional use, multi-family units. For this study, full buildout of the proposed development will occur by 2011. In addition to the main entrance located at Idlewild Road and Davis Trace Drive, one additional access along Stallings Road will be included as part of the proposed Silver Oaks Development. (see Figure 2, Site Plan).

The impact area for the analysis (see Figure 3, Area of Influence) will include those roadways providing access to the site including Idlewild Road (SR 3174) and Stallings Road (SR 3175). The TIS will focus on the existing and projected future capacity analysis during peak hours at the following unsignalized intersections:

- Idlewild Road and Thompson Road (SR 3125)
- Idlewild Road and Davis Trace Drive
- Idlewild Road and Hooks Road (SR 3253)
- Idlewild Road and Stallings Road
- Idlewild Road and I-485 inner loop ramp

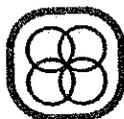
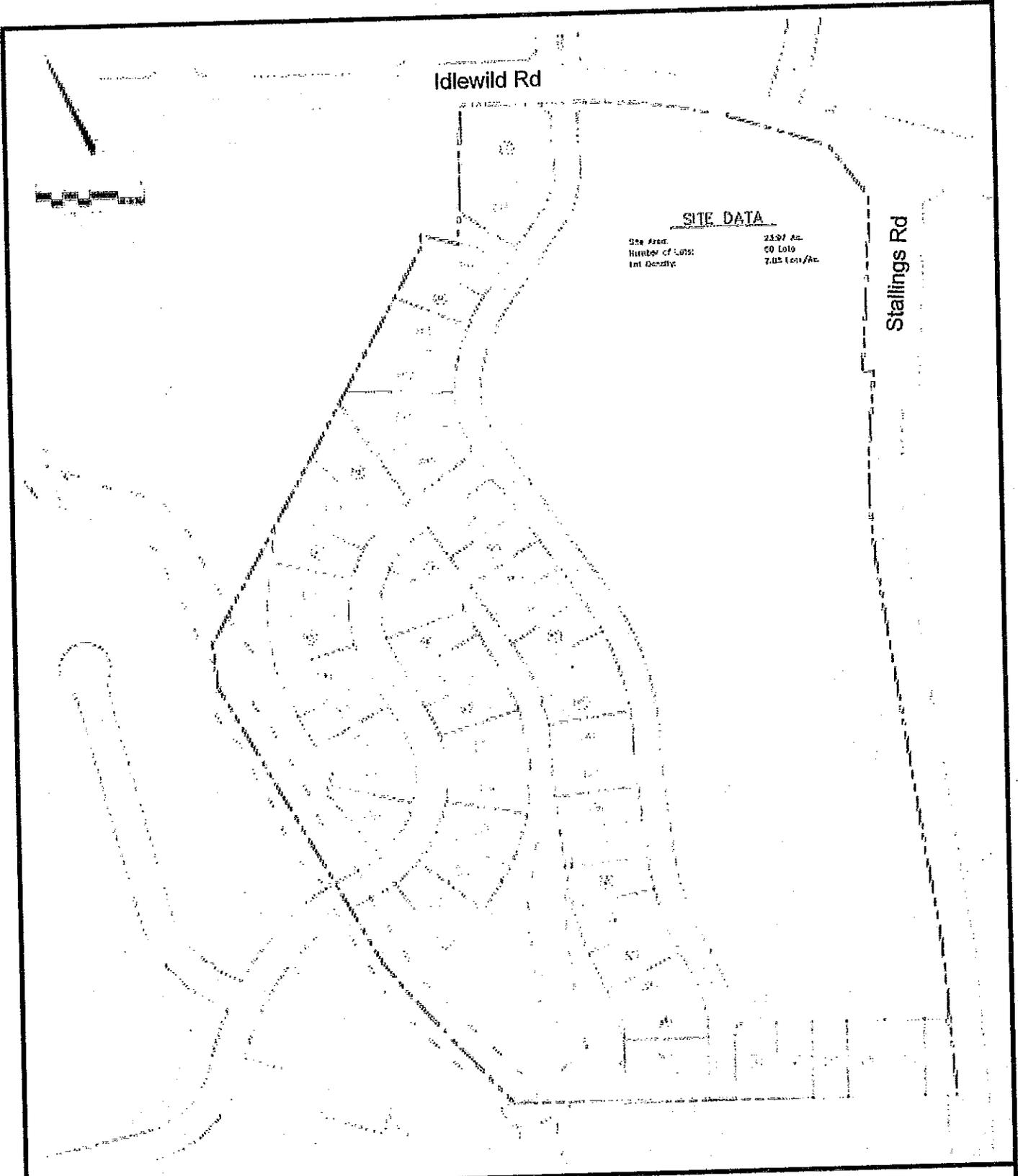
Idlewild Road (SR 3174) is a minor east-west arterial in Mecklenburg County that provides access from I-485 and Union County to the Town of Matthews, the Town of Mint Hill, and the City of Charlotte. Within the project's area of influence, Idlewild Road is a two-lane facility. The posted speed limit on Idlewild Road is 45 miles per hour (mph).

Stallings Road (SR 3175) runs generally north-south and is a two-lane, undivided, rural collector road from the Town of Stallings in Union County to Idlewild Road in Mecklenburg County. The posted speed limit on Stallings Road is 45 mph.

Thompson Road (SR 3125) is a two-lane, undivided collector road located northwest of the proposed development that provides access from several residential developments to Idlewild Road. **Davis Trace Drive** is a local street that provides access to a residential subdivision. **Hooks Road (SR 3253)** is a local street that provides access to approximately 14-15 residential homes. Hooks Road is currently a dead-end street.

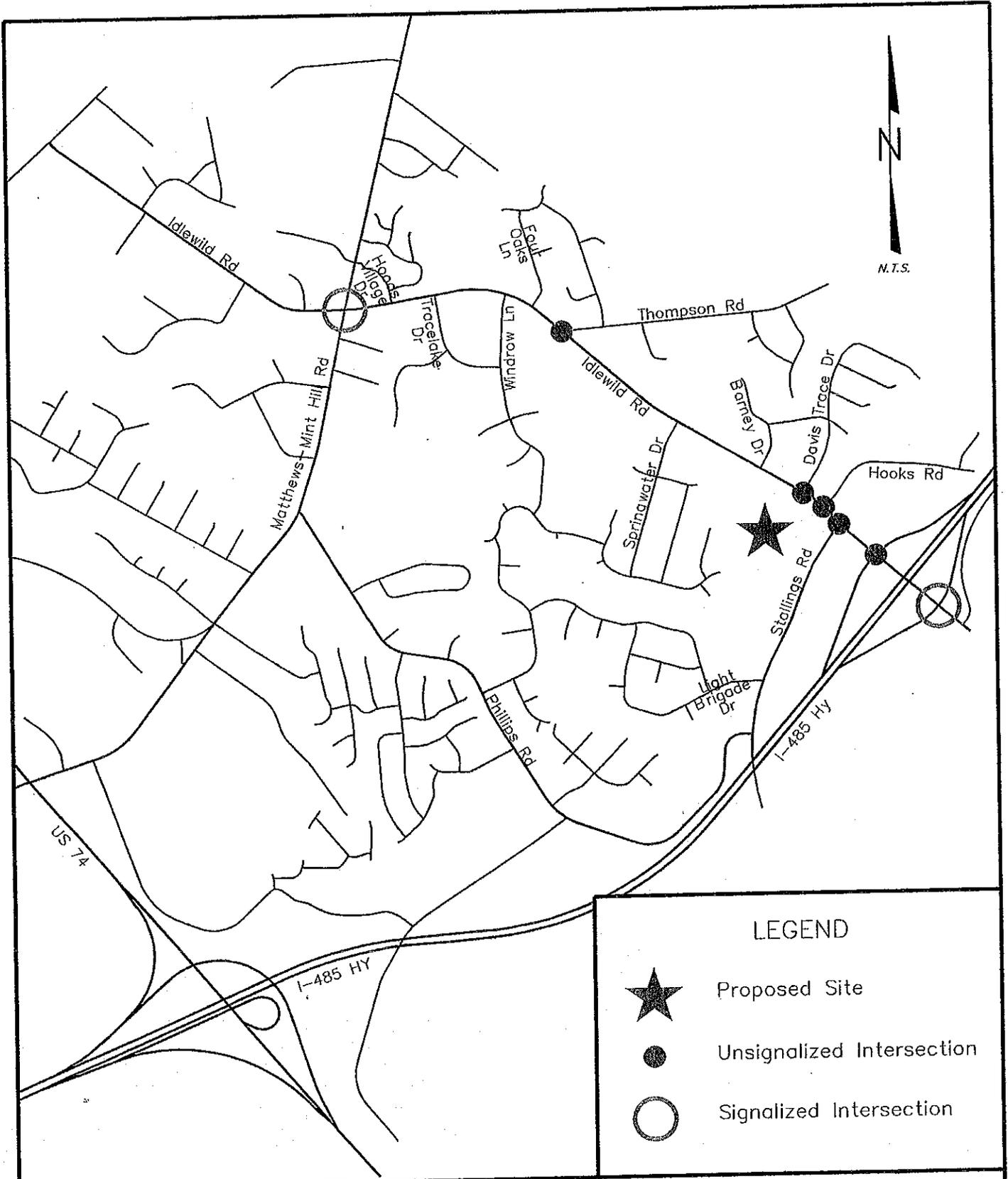
Interstate 485 (I-485) is a multi-lane, divided principal arterial loop around the City of Charlotte. The posted speed limit on I-485 is 65 mph.

Based on the proposed site plan, primary access to the development will be provided along Idlewild Road opposite the intersection of Davis Trace Drive. A second access point is proposed along Stallings Road approximately 0.3 mile south of Idlewild Road.



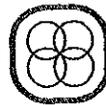
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Figure 2 – Site Plan
Silver Oaks Subdivision



LEGEND

-  Proposed Site
-  Unsignalized Intersection
-  Signalized Intersection



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Figure 3
Area of Influence
Silver Oaks Subdivision

3.0 EXISTING TRAFFIC

Turning movement counts were conducted from 6:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 7:00 p.m. at the following unsignalized intersections:

- Idlewild Road (SR 3174) and Thompson Road (SR 3125)
- Idlewild Road and Davis Trace Drive
- Idlewild Road and Stallings Road (SR 3175)
- Idlewild Road and I-485 inner loop ramps

Peak hour volumes along Idlewild Road at the intersection with Hooks Road (SR 3125) were estimated based on the turning movement counts conducted at Davis Trace Drive and Stallings Road. Peak hour volumes on Hooks Road were estimated based on rates for single-family homes (Land Use Code 210) contained in the *Institute of Transportation Engineers (ITE), Trip Generation, 7th Edition*. Existing (2006) peak hour traffic volumes are shown in Figure 4. The turning movement count data is included in the Appendix.

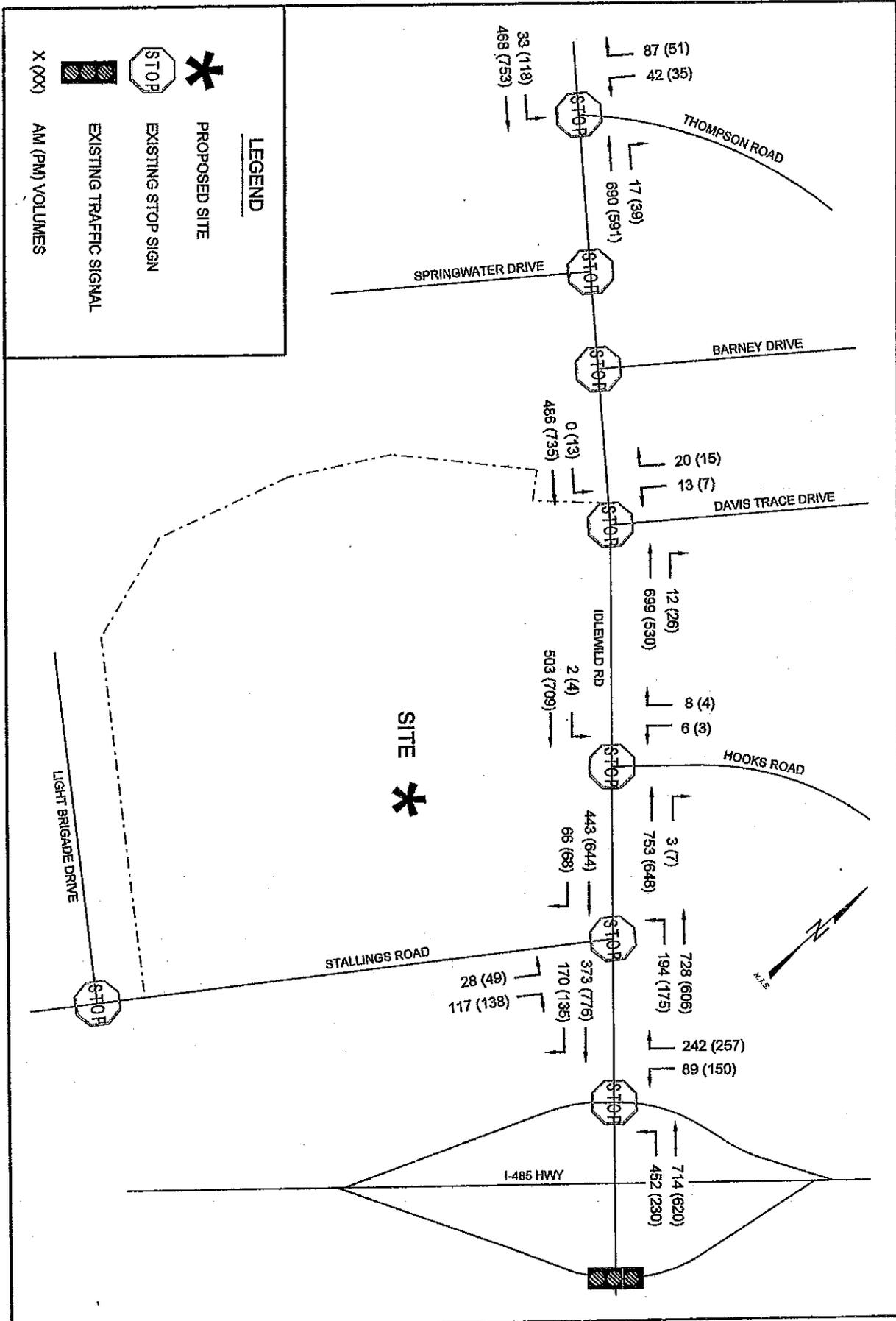


Figure 4
Existing Conditions (2006)
Silver Oaks Development

4.0 BACKGROUND (NO BUILD) CONDITIONS

For comparative purposes, an analysis of background or no build (without the project) conditions was conducted. The background analysis included existing traffic, existing geometry, and background growth. Background growth represents the increase in traffic due to unspecified growth anticipated to occur throughout the project study area. Based on discussions with Mecklenburg County, an increase of 4 percent per year was assumed to account for growth over existing volumes to the projected buildout year 2011.

A review of the current NCDOT Transportation Improvement Program, 2007-2013, indicates that one project, TIP No. U-4913 is located adjacent to the project's impact area. Project U-4913 consists of the widening of Idlewild Road from I-485 east to Stevens Mill Road to multi-lanes and is scheduled for right of way acquisition and construction in FY 2012, which is beyond the buildout year of 2011 for the Silver Oaks Development. Therefore, there are currently no roadway projects that are funded for construction within the project's impact area. Additionally, according to officials with the Town of Matthews, there are no recent residential or commercial developments that have been approved within the project's area of influence.

The a.m. and p.m. peak hour volumes for 2011 Background or No Build conditions are shown in Figure 5.

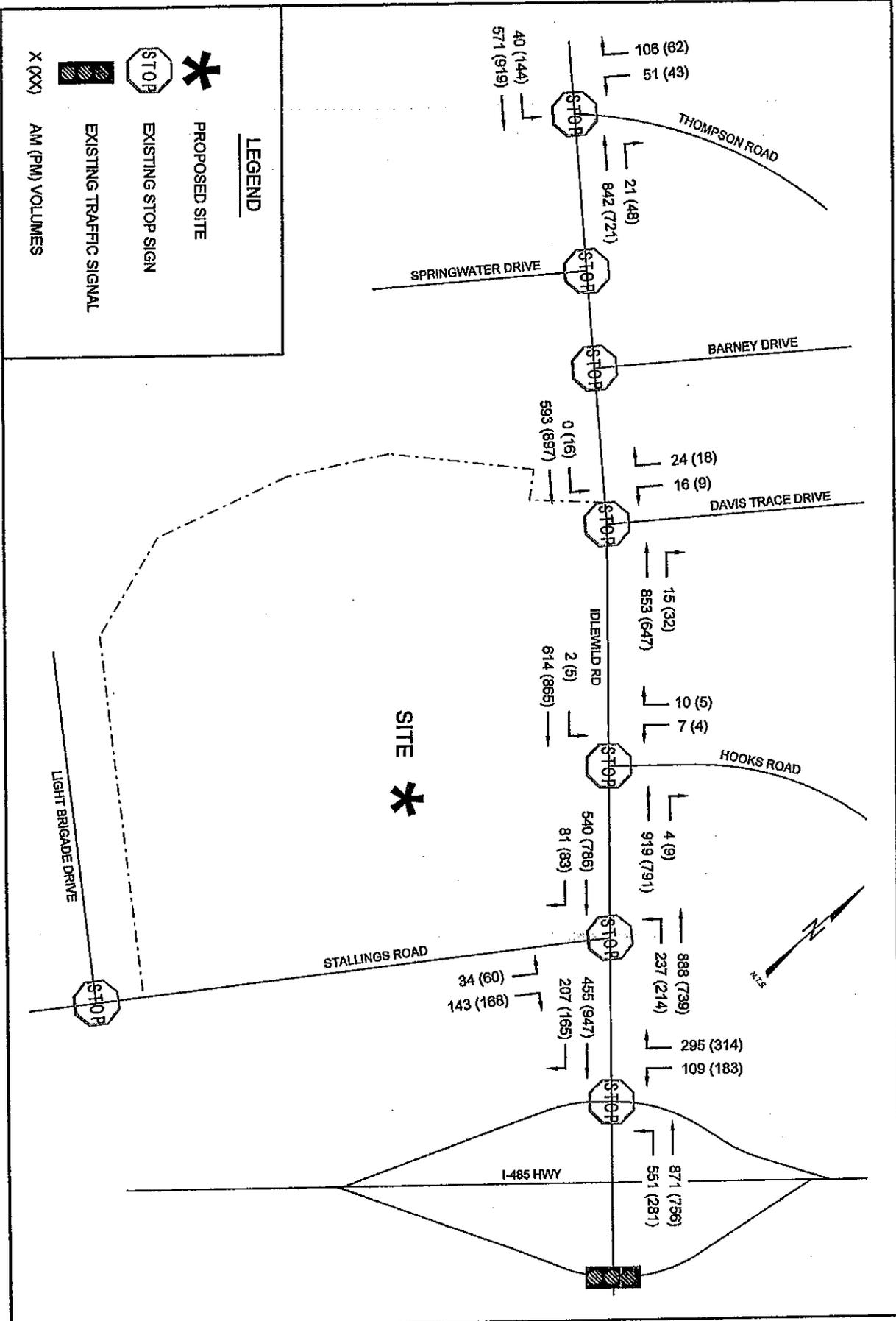


Figure 5
No Build (2011)
Silver Oaks Development



5.0 PROJECT TRAFFIC

As indicated previously, the proposed Silver Oaks residential development will consist of the construction of 50 single-family homes and 94 conditional use, multi-family units. Development traffic is proposed to enter and exit the site from two locations: a primary entrance along Idlewild Road (SR 3174) across from Davis Trace Drive and one location along the west side of Stallings Road approximately 0.3 mile south of Idlewild Road.

To determine the estimated number of vehicles trips generated by the 50 single-family units, trip generation rates based on Land Use Code 210 (Single Family Detached Housing) from the *Institute of Transportation Engineers Trip Generation Manual, 7th edition*, were utilized. As shown in Table 1, the single-family portion of the proposed development is estimated to generate a total of 550 daily trips, 44 a.m. peak hour trips and 57 p.m. peak hour trips by the buildout year 2011.

For the 94 conditional use, multi-family units, trip generation rates were based on an actual peak hour traffic count conducted at an existing similar type development. For the purposes of the Silver Oaks Development, trip rates were used that are consistent with The Polo Club of Matthews, a 64-unit project located on Matthews Township Parkway. Morning (6:00 – 9:00 a.m.) and afternoon (4:00 – 6:00 p.m.) turning movement counts were conducted on Tuesday, October 31, 2006 at the intersection of Matthews Township Parkway and Polo Club Boulevard. The Polo Club of Matthews residential development has a product style identical to the units that will be featured in the Silver Oaks development. The type of development being proposed for the multi-family units consists of ranch style condominiums that are typically purchased by empty nesters and active retirees. Statistics on this type of development, which includes a database of nearly 20,000 closings in the last 20 years, shows that 90% of the buyers are 55 and older. This represents an average of 1.5 residents per household and 1.25 cars per household – numbers that fall well below the norm for multi-family standards. Based on the traffic counts conducted for the Polo Club of Matthews, the multi-family residential portion of the Silver Oaks development is expected to generate 18 a.m. peak hour trips and 50 p.m. peak hour trips by the buildout year 2011.

The peak hour trip generation data for the proposed Silver Oaks residential development is presented in Table 1. With the proposed development, the results of the trip generation indicate that the site will generate a total of 62 a.m. peak hour trips and 107 p.m. peak hour trips. No diverted, internal capture or pass-by trips were assumed for this development.

The directional distribution of the site traffic was based on several factors including area land uses, roadway conditions and configuration, location of the site accesses, and percentages taken from the turning movement traffic counts. Vehicle trips generated by the Silver Oaks residential development were then distributed to the surrounding road network. Directional distribution of site traffic is shown in Figure 6. The traffic generated by the Silver Oaks Development was then added to the background (no build) traffic to obtain the total traffic projected with the proposed development for the buildout year 2011. Total traffic for the buildout year 2011 is shown in Figure 7.

Table 1
Silver Oaks Trip Generation

Use	Amount	ITE LU Code	Unit of Measure	Daily Trips	AM In	AM Out	AM Total	PM In	PM Out	PM Total
Single-Family Residential	50	210	Dwelling Units	550	11	33	44	36	21	57
Multi-Family Conditional Use	94	N.A.	Dwelling Units	N.A.	6	12	18	21	19	50
Total					17	45	62	57	40	107

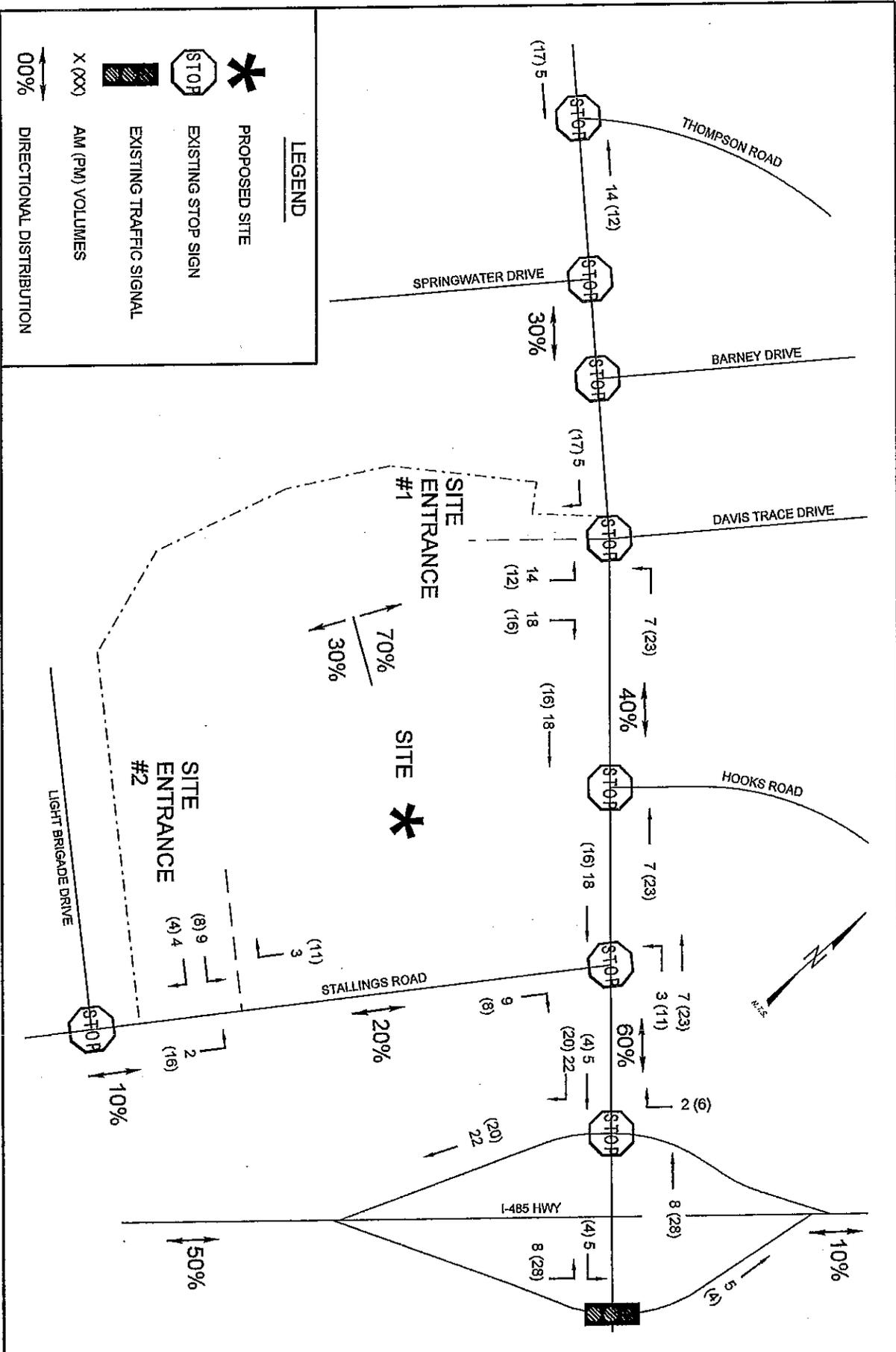
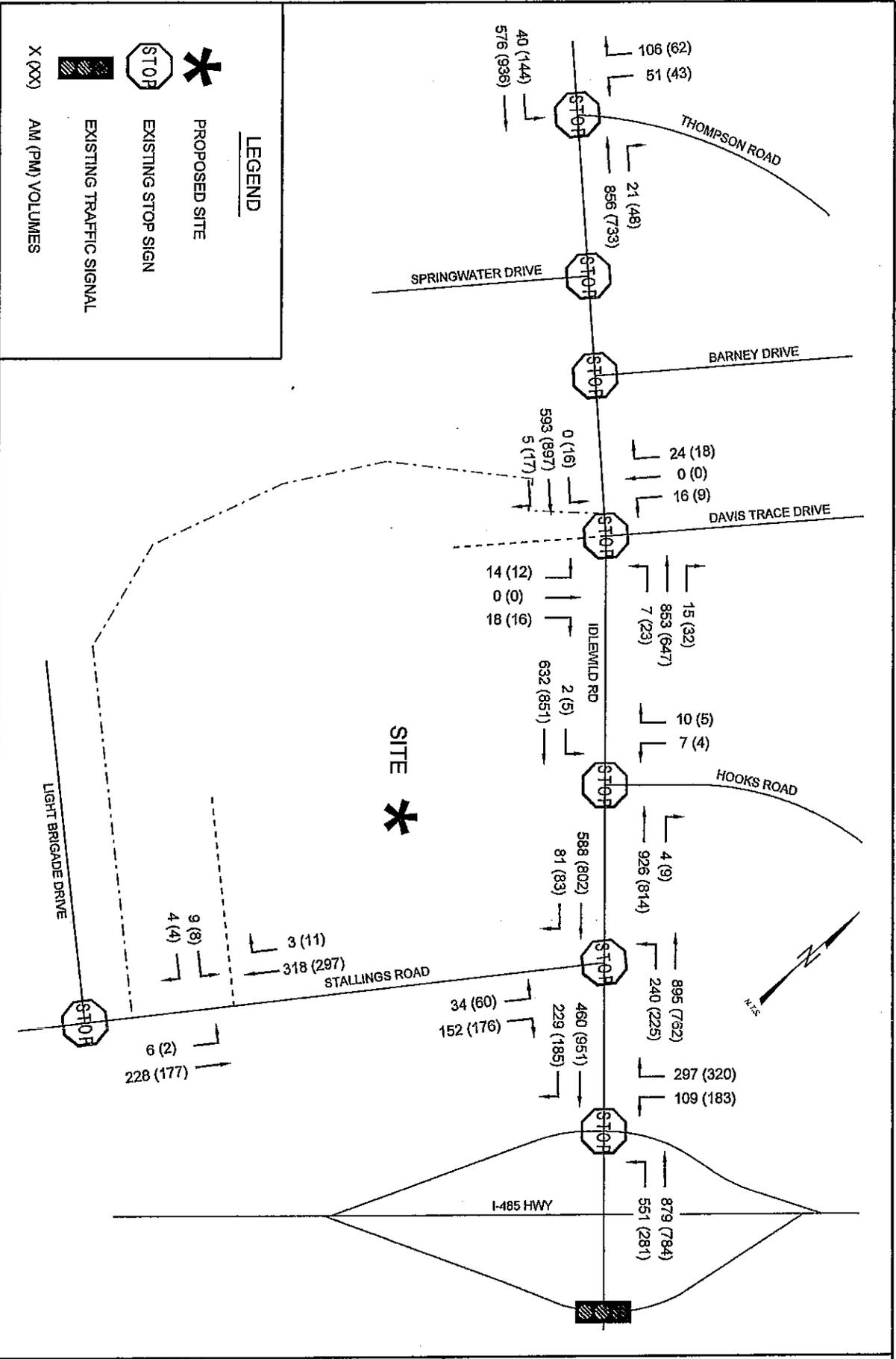


Figure 6
 Site Traffic
 Silver Trip Distribution and Oaks Development



6.0 CAPACITY ANALYSIS

Peak hour capacity analyses were conducted for those intersections identified within the project's impact area as well as for the site access intersection locations. The results of the capacity analysis are used to determine the traffic impacts of the proposed development on surrounding land uses and serves and a basis for identifying transportation deficiencies and the need for improvements. The standard that is generally used to evaluate the operating conditions of the transportation system is referred to as the level of service (LOS). LOS is a qualitative measurement of traffic factors including speed, volume, geometric features, interruptions, delay and the ability to maneuver.

The level of service/capacity analysis for the Silver Oaks residential development was analyzed using SYNCHRO/SimTraffic version 6.0, which is based on the analysis procedures contained in the Highway Capacity Manual (HCM). Existing geometry was based on field observations and GIS data. The HCM defines six levels of service for intersections ranging from LOS "A", which represents the best operating conditions, to LOS "F", which represents the worst. The LOS for an unsignalized intersection is based on approach delay and is defined for the minor roadway approach.

Required roadway and operational improvements were determined based on a comparison between Background (No-Build) and Build conditions. For purposes of this study, the Background condition was used as the base to determine project traffic mitigation requirements. Using NCDOT's "*Traffic Impact Study Guidelines*," mitigation improvements were recommended as the responsibility of the developer when one of the following conditions exists when comparing base conditions to project conditions:

- Total average delay at an intersection increases by 25% or greater, while maintaining the same level of service;
- The Level of Service degrades by at least one level; or
- The Level of Service is "F"

The results of the capacity analysis performed for each intersection are summarized in the following sections.

Idlewild Road @ Thompson Road

The intersection of Idlewild Road and Thompson Road is currently operating at LOS D during the a.m. peak hour and LOS F during the p.m. peak hour. For the Background or No Build condition, the intersection would operate at LOS F during both the a.m. and p.m. peak hours. With the proposed Silver Oaks development, the intersection would continue to operate at LOS F during both the a.m. and p.m. peak hours. However, as indicated in Table 2, traffic generated by the proposed development would only result in an increase of overall delay of 6.7% and 11.5%, respectively during the a.m. and p.m. peak hours. Therefore, since the traffic generated by the proposed development will not result in an increase in delay of 25% or more, no improvements were recommended that would be considered the responsibility of the developer.

Table 2
Idlewild Road @ Thompson Road

	AM Peak		PM Peak	
	LOS	Delay (sec)	LOS	Delay (sec)
2006 Existing Conditions				
SB Approach	D	31.6	F	54.8
EB Approach	A	1.2	A	3.6
2011 Background				
SB Approach	F	88.4	F	248.0
EB Approach	A	1.6	A	5.8
2011 Build				
SB Approach	F	94.3	F	276.4
EB Approach	A	1.6	A	6.0

Idlewild Road @ Davis Trace Drive/Site Entrance #1

The intersection of Idlewild Road and Davis Trace Drive is currently operating at LOS C during both the a.m. and p.m. peak hours. For the Background or No Build condition, the intersection is expected to operate at LOS D during the a.m. peak hour but would remain at LOS C during the p.m. peak hour. With the proposed Silver Oaks development, the unsignalized intersection of Davis Trace Drive would be reconfigured as a four-legged intersection with the south leg serving as the primary site entrance (Site Entrance #1). The Davis Trace Drive and the Site Entrance #1 approaches would be configured to include a separate left turn lane and a shared through/right turn lane. The westbound Idlewild Road approach would require a separate left turn lane to reduce the conflict of left turning vehicles into the proposed development with through traffic on Idlewild Road. It is recommended that the left turn lane on Idlewild Road have a storage lane length of 150 feet for the traffic turning left into the proposed development site. The eastbound Idlewild Road approach would include a separate left turn lane and a shared through/right turn lane.

With the proposed Silver Oaks development the intersection of Idlewild Road and Davis Trace Drive/Site Entrance #1 is expected to operate at LOS E during both peak periods. As indicated previously, the LOS for an unsignalized intersection, is determined by the delay experienced by the side street traffic. It is not unusual for side street traffic to experience long delays at unsignalized intersections during peak hours due to left turning vehicles, but is typically considered a short term situation. The side roads (Davis Trace Drive and Site Entrance #1) at this intersection are expected to experience average delays of 35-47 seconds per vehicle as compared to an average delay of 24-26 seconds experienced by vehicles on Davis Trace Drive without the proposed site development. It is anticipated that the traffic generated by this proposed development would not fully meet the requirements or warrants for a signal installation at this intersection and would not create any adverse impacts on the through traffic on Idlewild Road. Therefore a traffic signal is not recommended.

Table 3
Idlewild Road @ Davis Trace Drive/Site Entrance #1

	AM Peak		PM Peak	
	LOS	Delay (sec)	LOS	Delay (sec)
2006 Existing Conditions				
SB Approach	C	19.3	C	18.1
EB Approach	A	0.0	A	0.2
2011 Background				
SB Approach	D	26.1	C	24.3
EB Approach	A	0.0	A	0.2
2011 Build				
SB Approach	E	35.3	E	36.7
NB Approach	E	35.2	E	46.7
WB Approach	A	0.1	A	1.0
EB Approach	A	0.0	A	0.2

Idlewild Road @ Hooks Road

The intersection of Idlewild Road and Hooks Road is currently operating at LOS C during both the a.m. peak hour and the p.m. peak hour. Under the Background or No Build condition, the intersection would operate at level of service D for both the a.m. and p.m. peak hours.

With proposed development traffic, the intersection will continue to operate at LOS D during both the a.m. and p.m. peak hours. Traffic generated by the proposed development would only result in an increase of overall delay of 1.0% and 7.2%, respectively during the a.m. and p.m. peak hours. Therefore, since the traffic generated by the proposed development will not result in an increase in delay of 25% or more, no improvements were recommended that would be considered the responsibility of the developer.

**Table 4
 Idlewild Road @ Hooks Road**

	AM Peak		PM Peak	
	LOS	Delay (sec)	LOS	Delay (sec)
2006 Existing Conditions				
SB Approach	C	21.1	C	21.6
EB Approach	A	0.1	A	0.1
2011 Background				
SB Approach	D	29.4	D	30.5
EB Approach	A	0.1	A	0.2
2011 Build				
SB Approach	D	29.7	D	32.7
EB Approach	A	0.1	A	0.2

Idlewild Road @ Stallings Road

The intersection of Idlewild Road and Stallings Road is currently operating at LOS E during the a.m. peak hour and LOS F during the p.m. peak hour. Under the Background or No Build condition, this approach would operate at LOS F during both the a.m. and p.m. peak hours.

With proposed development traffic, the intersection would continue to operate at LOS F during both the a.m. and p.m. peak hours. However, traffic generated by the proposed development would only result in an increase of overall delay of 15.4% and 19.7%, respectively during the a.m. and p.m. peak hours. Therefore, since the traffic generated by the proposed development will not result in an increase in delay of 25% or more, no improvements were recommended that would be considered the responsibility of the developer.

**Table 5
 Idlewild Road @ Stallings Road**

	AM Peak		PM Peak	
	LOS	Delay (sec)	LOS	Delay (sec)
2006 Existing Conditions				
NB Approach	E	40.3	F	154.0
WB Approach	A	4.9	A	5.4
2011 Background				
NB Approach	F	209.9	F	719.8
WB Approach	A	7.6	A	8.5
2011 Build				
NB Approach	F	242.2	F	861.9
WB Approach	A	7.9	A	9.4

Idlewild Road @ I-485 Inner Loop Ramps

The intersection of Idlewild Road and the I-485 Inner Loop ramps is currently operating at LOS F during both the a.m. and p.m. peak hours. Under the Background or No Build condition, this intersection would continue to operate at LOS F during both peak hours.

With proposed development traffic, the intersection would continue to operate at LOS F during both the a.m. and p.m. peak hours. As indicated in Table 6, although individual approach delay could not be determined by the SYNCHRO program, overall delay as a result of traffic generated by the proposed development will not increase by 25% or more and therefore, no improvements were recommended that would be considered the responsibility of the developer.

**Table 6
 Idlewild Road @ I-485 Inner Loop Ramps**

	AM Peak		PM Peak	
	LOS	Delay (sec)	LOS	Delay (sec)
2006 Existing Conditions				
SB Approach	F	**	F	**
WB Approach	B	4.0	A	3.2
2011 Background				
SB Approach	F	**	F	**
WB Approach	B	4.9	A	4.0
2011 Build				
SB Approach	F	**	F	**
WB Approach	B	4.9	A	3.9

** - Approach delay could not be determined by SYNCHRO.

Stallings Road @ Site Entrance #2

This analysis was conducted for the proposed intersection of Stallings Road and site entrance #2. By providing separate turn lanes on the site entrance #2 approach, the intersection would operate at LOS B during both the a.m. and p.m. peak hour. The provision of turn lanes would be considered the responsibility of the developer.

**Table 7
 Stallings Road @ Site Entrance #2**

	AM Peak		PM Peak	
	LOS	Delay (sec)	LOS	Delay (sec)
2011 Build				
EB Approach	B	11.7	B	11.9
NB Approach	A	0.1	A	0.3

7.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the results of the capacity analyses conducted for the Silver Oaks Development, the following improvements are recommended:

Idlewild Road @ Thompson Road

- No improvements.

Idlewild Road @ Davis Trace Drive/Site Entrance #1

- Provide a separate westbound left turn lane on Idlewild Road with approximately 150 feet of storage.
- Provide a separate northbound left turn lane with a minimum 100 feet of storage and a shared through/right turn lane on the Site Entrance #1 approach.
- Provide a shared through/right turn lane on Davis Trace Drive.

Idlewild Road @ Hooks Road

- No improvements.

Idlewild Road @ Stallings Road

- No improvements.

Idlewild Road @ I-485 Inner Loop ramps

- No improvements.

Stallings Road @ Site Entrance #2

- Provide separate turn lanes on the Site Entrance #2 approach.

As indicated by the capacity analysis conducted for the proposed Silver Oaks residential development, several of the intersections within the project's impact area would operate at an unacceptable LOS F either with or without the proposed project. As a measure to improve the overall level of service, it is recommended that NCDOT consider the following improvements within the next five years:

- 1) Study the feasibility of widening Idlewild Road to multi-lanes west of I-485;
- 2) Conduct a traffic signal warrant analysis at the intersection of Idlewild Road and the I-485 Inner Loop Ramps; and
- 3) Conduct a traffic signal warrant analysis at the intersection of Idlewild Road and Stallings Road.

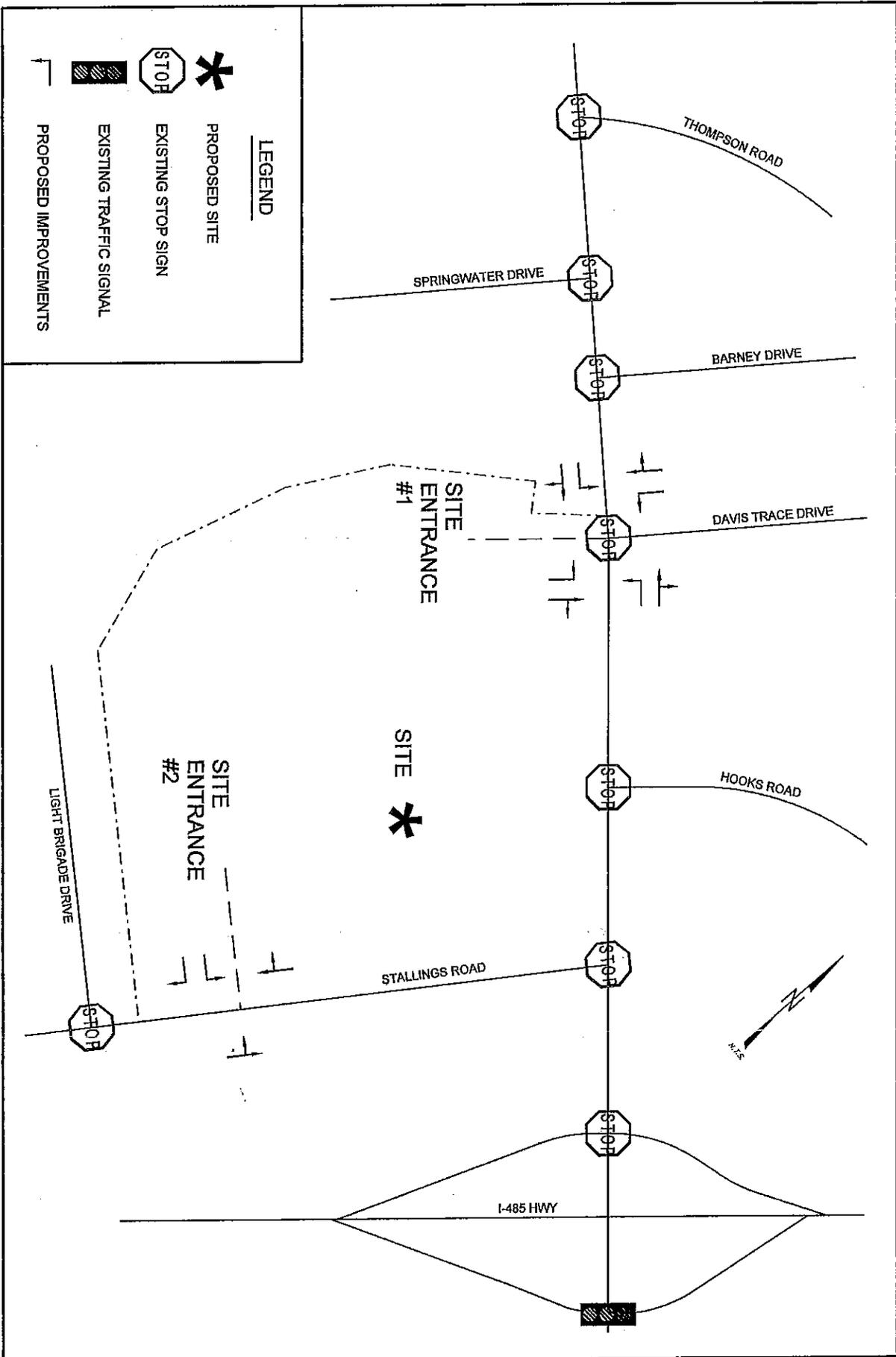


Figure 8
Proposed Improvements
Silver Oaks Development