

SANDSTONE GROUP

December 8, 2011

The Honorable Mayor and Commissioners
of the Town of Matthews
232 Matthews Station Street
Matthews, NC 28105

Re: Traffic Improvement Updates & Clarifications – Matthews Rezoning Petition #2011-573

Dear Mayor and Commissioners:

I am writing regarding Town of Matthews rezoning petition number 2011-573 related to land at the Idlewild Road Exit on I-485, particularly in connection with the traffic conditions that currently exist and concerns that have been raised about future traffic conditions. I know that there has been some community discussion about the traffic conditions around the Idlewild Road and Stallings Road intersection in particular, and I want to make sure that you have accurate and factual information for your analysis. Unfortunately, some of the discussion we have heard has been inaccurate.

Kimley-Horn and Associates, one of the premier traffic engineering firms in the nation, conducted a thorough Traffic Impact Analysis (TIA) related to this project. The scope of the studies included both the TIA and a thorough review of proposed road improvements with engineers and staff at NCDOT, as well as Matthews and Mecklenburg County, which included trip generation, distribution and capacity analysis. The end product is a set of recommendations for transportation improvements that are planned to address existing and future traffic.

And the analysis shows: The significant road improvements that have been recommended by the engineers and NCDOT for this intersection will help correct traffic issues that exist today and are designed to *more than* accommodate the additional traffic from the new community. Without our investment in these road improvements, the problems that are there today will continue to exist.

Secondly, in response to the wishes of some members of the community and the Town, we have agreed to install a traffic signal at the Idlewild/Stallings Roads intersection should one be approved by NCDOT. But, we should note that a **traffic signal** at this intersection has not been deemed necessary or preferred by NCDOT or the traffic engineers at Kimley-Horn. Indeed, there are pros and cons to such a signal as it could *help* traffic flow at times, but *impede* the flow at other times. The consensus recommendation of the engineers is the addition of the proposed traffic lanes at this intersection, which *by themselves* will transform it into a much safer and more efficient intersection.

Today, the traffic backs up at the Idlewild/Stallings Road intersection in large part because there are no dedicated turn lanes. The lack of turn lanes causes westbound vehicles on Idlewild Road that are not turning left to line up and impede traffic flow, rather than allowing vehicles to progress. The road

improvements that we are committing to make in connection with rezoning include adding the following recommended **turn lanes**:

- 500 feet of left-turn lane on Idlewild Road westbound approaching the Stallings Road intersection (traveling from the freeway Exit toward Highway 51). Current background conditions would call for 300 feet of turn lane, but to accommodate future site traffic the turn lane will be extended even further.
- Both left- and right-turn lanes northbound on Stallings Road at the Idlewild Road intersection (length to be determined by NCDOT).
- 75 feet of left-turn lanes southbound on Stallings Road at *each* of the two proposed driveways, so that cars turning into the new community won't impede traffic moving along Stallings Road.

We think it may be helpful to focus on the fact that these new turn lanes are the recommended course of action by Kimley-Horn and NCDOT and the turn lanes *by themselves* should address the current traffic concerns and future traffic volumes from this development at that intersection. So even though Sandstone has committed to paying for a new traffic signal at the intersection should it be approved, the experts' recommendations suggest that careful consideration should be given as to whether this traffic signal really is what the Town feels is the best course of action.

Further, we should note that we were careful to design the site plan for this community to allow much of the internal traffic to entirely avoid the Idlewild/Stallings Roads intersection by exiting via a **right-turn only driveway** onto Idlewild Road, east of the intersection and closer to I-485. A concrete island will be constructed in the Idlewild Road median to prevent left turns into and out of the community via this driveway.

In addition, based on community input regarding sight line concerns at the intersection we contacted NCDOT, who initiated a review, and I am pleased to report that NCDOT is analyzing the situation and should be working to **improve** safety related to these existing conditions.

We understand traffic concerns, especially from citizens who have not learned about our proposed improvements or who understandably do not know how to decipher a TIA and the traffic engineering analysis. But the engineers counted cars and used industry analysis. The TIA and proposed roadway improvements are based on careful, objective field work and reflect a consensus of the engineers and staff at NCDOT, the Town and the County. Because improvements already are needed at this intersection, this is one of the rare occasions in which traffic conditions will be *better* as a result of a new development – this new development can give rise to a *solution* for the existing traffic issues.

Obviously, we want roads that are safe, efficient and convenient for everyone, including those who will want to live and work in this new community. If you have any questions or would like to discuss the traffic study or recommendations, please feel free to contact me.

Sincerely,



Steven C. Sanders



John H. Carmichael
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jcarmichael@rbh.com
rbh.com

October 3, 2011

VIA E-MAIL

Ms. Kathi Ingrish
Mr. Bill Sherrill
Town of Matthews
232 Matthews Station Street
Matthews, NC 28105-6713

Re: Rezoning Petition filed by Sandstone Group to Rezone an Approximately 20.5 acre site Located at the I-485/Idlewild Road interchange from the R-15 zoning district to the MUD Innovative zoning district (Rezoning Petition No. 2011-573)

Dear Kathi and Bill:

I hope this letter finds you well. As you are aware, the Matthews Town Council (the "Council") is currently scheduled to render a decision on Rezoning Petition No. 2011-573 at its Monday, October 10, 2011 meeting. However, based upon the Planning Staff's comments and comments received at the Public Hearing held on Monday, September 12, 2011, the Petitioner, Sandstone Group, has made and continues to make revisions to the Conditional Rezoning Plan and to the architectural elevations of the proposed buildings. Changes to the Conditional Rezoning Plan include a reduction in density. Additionally, further revisions could be made to the Conditional Rezoning Plan as a result of additional feedback from the Planning Staff and Council members. Because of the somewhat fluid nature of the Conditional Rezoning Plan at this time, the revised Conditional Rezoning Plan has not been formally submitted to your office as of the date of this letter.

As a result of the foregoing, the Petitioner is respectfully requesting that the Council's decision on Rezoning Petition No. 2011-573 be deferred from the Council's October 10, 2011 meeting to the Council's December 12, 2011 meeting. The deferral of the Council's decision on this Rezoning Petition would enable the Petitioner to finalize the revisions to the Conditional Rezoning Plan and the architectural elevations of the proposed buildings, and it would also enable the Petitioner to have an additional meeting with area residents who have expressed concerns regarding this rezoning request.

We appreciate the Council's consideration of this deferral request. Steve Sanders of the Petitioner and I will attend the Council's October 10, 2011 meeting to answer any questions regarding Rezoning Petition No. 2011-573 or this deferral request.

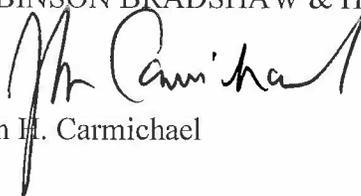
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Mr. Bill Sherrill
October 3, 2011
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Thank you for your assistance.

Sincerely,

ROBINSON BRADSHAW & HINSON, P.A.



John H. Carmichael

JHC1/lh

cc Mr. Steve Sanders (via e-mail)

Petition No: Town of Matthews 2011-573

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 \$320,000 calculated as follows:

Elementary School: **16**x \$20,000 = \$320,000

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: 262 multi-family dwelling units under MUD Innovative zoning

CMS Planning Area: 9

Average Student Yield per Unit: 0.1300

This development will add approximately 34 students to the schools in this area.

The following data is as of 20th Day of the 2010-11 school year.

<i>Schools Affected</i>	<i>20th Day, 2010-11 Enrollment (non-ec)</i>	<i>Total Classroom Teachers</i>	<i>Building Classrooms/ Teacher Stations</i>	<i>20th Day, 2010-11 Building Utilization (Without Mobiles)</i>	<i>Building Classroom/ Adjusted Capacity (Without Mobiles)</i>	<i>Additional Students As a result of this development</i>	<i>Utilization As of result of this development (Without Mobiles)</i>
BAIN ELEMENTARY	1,009	47	33	142%	756	16	145%
MINT HILL MIDDLE	1,278	62.5	65	96%	1328	8	97%
BUTLER HIGH	2,171	108	127	85%	2535	10	86%

INCREMENTAL IMPACT FROM PROPOSED DEVELOPMENT*

Existing number of housing units allowed: 60 single-family residential units under R-15 zoning

Number of students potentially generated under current zoning: 25 students (13 elementary, 6 middle, 6 high)

The development allowed under the existing zoning generates 25 students, while the development allowed under the proposed zoning will produce 34 students. Therefore, the net change in the number of students generated from existing zoning to proposed zoning is 9.

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.



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July 1, 2011

VIA HAND DELIVERY

Ms. Kathi Ingrish
Mr. Bill Sherrill
Town of Matthews
232 Matthews Station Street
Matthews, NC 28105-6713

Re: Rezoning Application filed by Sandstone Group to rezone an approximately 20.5 acre site located at the southwestern quadrant of the I-485 and Idlewild Road interchange (the "Site") from the R-15 zoning district to the MUD-Innovative zoning district

Dear Kathi and Bill:

This letter is being submitted with the above-captioned Rezoning Application pursuant to the requirements of Paragraph 13 of the Instructions for Filing an Application for a Change in a Zoning Classification (the "Instructions") and Section 153.207(E)(1) of the Town of Matthews Zoning Ordinance (the "Ordinance"). As you are aware, Paragraph 13 of the Instructions requires the Petitioner to submit documentation regarding the land use recommendations for the Site as set out in adopted land use plans and a statement as to how this rezoning proposal complies with such recommendations. Section 153.207(E)(1) of the Ordinance requires the Petitioner to submit a written statement that outlines the purpose and objective of the proposed innovative development, particular development standards being modified and the design features and amenities of the proposed development that make it worthy of approval.

With respect to the land use recommendations, the current Matthews Land Use Plan (the "Plan") provides that the Town of Matthews (the "Town") desires to preserve the residential quality along Idlewild Road at I-485, and the Town sees lower residential development at this location. The Plan provides that as I-485 continues away from Independence Boulevard towards Idlewild Road, the prevailing development pattern of single family is acceptable and should be encouraged. However, the Plan also provides that alternative styles of housing may be considered for properties bordering I-485, as long as the proposal includes sufficient landscaping and vehicular access is provided to through roads. Regarding non-residential uses in this area, the Plan provides that only institutional uses should be considered.

As you are aware, the Site directly abuts I-485 and as a result, the Sandstone Group ("Sandstone") is of the opinion that the Site is not suitable for single family development. The Plan recognizes the challenges of developing single family homes adjacent to I-485, as it provides that alternative styles of housing may be considered on such sites. Sandstone believes that its proposed multi-family community is an appropriate alternative style of housing for the Site and that this proposed use meets several of the residential objectives and goals of the Plan.

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July 1, 2011
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For example, an objective of the Plan is 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 adverse impacts to the environment and quality of life. In other words, a broad range of housing types should be provided. Sandstone's proposed multi-family community would further this objective, as it would provide quality multi-family dwelling units to the Town without adversely impacting the environment or the quality of life. Sandstone's proposed multi-family community would not have an adverse impact on traffic according to its Traffic Study, and the proposed multi-family community would have abundant open and green space and it would comply with all applicable environmental ordinances. The Plan provides that multi-family developments should be located in areas fronting or near major or minor thoroughfares and in areas where services and utilities are available or projected to be available within five years. Sandstone's proposed multi-family community satisfies these criteria.

Moreover, Sandstone believes that its proposed multi-use development would provide an appropriate land use transition from I-485 towards the residential uses to the west of the Site. More specifically, Sandstone's higher density development would provide an appropriate transition and buffer from I-485 to the planned medium density multi-family development to be located across Stallings Road from the Site, which planned medium density multi-family development provides a transitional land use to the single family homes located further to the west.

Regarding the small office component of Sandstone's proposed multi-use development, as noted above, the Plan provides that the only non-residential uses that should be considered are institutional uses. However, Sandstone is of the opinion that the office component is appropriate adjacent to I-485 and fronting on Idlewild Road and that it provides another transitional use and buffer from I-485 and Idlewild Road to the residential uses to the west of the Site. Additionally, the Plan recognizes that office uses should be developed in planned office parks or clusters outside of the downtown area with common access and parking facilities. Sandstone's proposed office component would have common access and parking facilities, and it would be located in a master planned multi-use development with amenities.

The Town is currently revising the Plan (the "Revised Plan"), and although it has not yet been adopted, the draft Revised Plan states that the I-485 interchange land areas are key areas for economic development. The draft Revised Plan also recognizes the need for a more diverse housing stock in the Town. Sandstone's proposed multi-use development would increase the tax base in the Town and increase the diversity of the housing stock available to the Town's residents.

With respect to the specific MUD development standards sought to be modified as innovative development standards, Sandstone seeks to:

- (a) reduce the minimum project area to 20.5 acres;
- (b) reduce the project edge abutting residentially zoned property to 35 feet in the area depicted on the Rezoning Plan and to 5 feet in those areas depicted on the Rezoning Plan;

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- (c) reduce the building separation to 35 feet as depicted on the Rezoning Plan; and
- (d) reduce the setback from I-485 to 35 feet as depicted on the Rezoning Plan.

Pursuant to the Ordinance, the MUD zoning district is considered to be appropriate at unique locations such as interstate interchanges, and the use of the foregoing innovative development standards assists Sandstone in establishing this zoning district at the Site.

The intent of this proposed multi-use development is to bring a unique and high quality multi-family residential community to the Town in order to meet a need for multi-family housing and to increase the diversity of the housing types available to area residents, and to provide office space to area businesses in a small scale development. This proposed development would have abundant open space and natural areas and quality amenities. The innovative development standards would provide Sandstone with the flexibility to achieve its vision for its proposed multi-use development.

Sandstone and I look forward to working with you and the Town of Matthews on this rezoning proposal.

Sincerely,

ROBINSON BRADSHAW & HINSON, P.A.

Handwritten signature of John H. Carmichael in cursive script, followed by the initials "AR" in a stylized font.

John H. Carmichael

JHC1



Traffic Impact Analysis

Stallings/Idlewild Mixed-Use Development

Matthews, North Carolina

Prepared for:

Sandstone Capital Partners, LLC

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**Kimley-Horn
and Associates, Inc.**

**Traffic Impact Analysis for
Stallings/Idlewild Mixed-Use Development
Matthews, North Carolina**

**Prepared for:
Sandstone Capital Partners, LLC
Charlotte, North Carolina**

**Prepared by:
Kimley-Horn and Associates, Inc.
2000 South Boulevard, Suite 440
Charlotte, North Carolina 28203
(704) 333-5131**

June 2011
018640000



1.0 Executive Summary

The purpose of the traffic impact analysis is to review vehicular traffic impacts as a result of the proposed Stallings/Idlewild mixed-use development. The objectives of this study are:

- To estimate trip generation and distribution for the proposed development and future approved developments.
- To perform intersection capacity analyses for the identified study area.
- To determine the potential traffic impacts of the proposed development.
- To develop recommendations for needed roadway and operational improvements to accommodate the proposed development's traffic impacts.

The proposed Stallings/Idlewild mixed-use development is located in Matthews, North Carolina in the southeast quadrant of the Stallings Road and Idlewild Road intersection. As currently envisioned, the proposed development will ultimately consist of the following land uses and intensities:

- 296 multi-family units
- 40,000 square feet of office space

The development is expected to be completed (build-out) in 2014. The proposed development will be accessed via the following proposed driveways:

- Two full-movement access points on Stallings Road
- One right-in/right-out (RIRO) access on Idlewild Road (approximately 125 feet west of the existing full-movement driveway)

This report summarizes the analyses of 2014 background conditions (without the proposed development) and 2014 build-out conditions during the AM and PM peak hours at the following existing intersections:

- Idlewild Road and I-485 Outer Loop Ramp
- Idlewild Road and I-485 Inner Loop Ramp
- Idlewild Road and Stallings Road

This report summarizes the analyses of 2014 build-out conditions during the AM and PM peak hours at the following proposed intersections:

- Stallings Road and Driveway 1
- Stallings Road and Driveway 2

- Idlewild Road and Driveway 3

Kimley-Horn and Associates, Inc. was retained to determine the potential traffic impacts of this development in accordance with the traffic study guidelines in the *NCDOT Policy on Street and Driveway Access to North Carolina Highways* and the transportation improvements that may be required to accommodate these impacts. This report presents trip generation, distribution, capacity analyses, and recommendations for transportation improvements required to meet anticipated traffic demands.

The following improvements are recommended to accommodate **2014 background traffic conditions** and are not due to the impact of the proposed site:

At the intersection of Idlewild Road and Stallings Road:

- An eastbound right-turn lane on Idlewild Road with a minimum of 75 feet of storage
- A westbound left-turn lane on Idlewild Road with a minimum of 300 feet of storage

The following improvements are recommended to accommodate **2014 build-out traffic conditions** due to the impact of the site:

At the intersection of Idlewild Road and Stallings Road:

- An extension of the westbound left-turn lane on Idlewild Road to accommodate 500 feet of storage

At the intersection of Stallings Road and Driveway 1:

- A southbound left-turn lane on Stallings Road with a minimum of 75 feet of storage

At the intersection of Stallings Road and Driveway 2:

- A southbound left-turn lane on Stallings Road with a minimum of 75 feet of storage

Additionally, a concrete monolithic island is recommended to be constructed along Idlewild Road to restrict left turns into and out of Driveway 3 on Idlewild Road.

The existing and recommended lane geometry at the study intersections are shown on Figure 9.1. The recommendations shown on Figure 9.1 are subject to approval by the North Carolina Department of Transportation and Town of Matthews. All additions and attachments to the state and town roadway system shall be properly permitted, designed and constructed in conformance to standards maintained by these agencies.

2.0 Introduction

The proposed Stallings/Idlewild mixed-use development is located in Matthews, North Carolina in the southeast quadrant of the Stallings Road and Idlewild Road intersection. As currently envisioned, the proposed development will ultimately consist of the following land uses and intensities:

- 296 multi-family units
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Kimley-Horn and Associates, Inc. was retained to determine the potential traffic impacts of this development in accordance with the traffic study guidelines in the *NCDOT Policy on Street and Driveway Access to North Carolina Highways* and the transportation improvements that may be required to accommodate these impacts. This report presents trip generation, distribution, traffic analyses, and recommendations for transportation improvements required to meet anticipated traffic demands. This report examines the 2014 background traffic conditions and 2014 projected build-out traffic conditions.

The North Carolina Department of Transportation (NCDOT) and the Town of Matthews were contacted to obtain background information and to ascertain the elements to be covered in this traffic impact study (TIS).

3.0 Inventory

3.1 Study Area

The study area for this TIA includes the following intersections:

- Idlewild Road and I-485 Outer Loop Ramp
- Idlewild Road and I-485 Inner Loop Ramp
- Idlewild Road and Stallings Road
- Stallings Road and Driveway 1
- Stallings Road and Driveway 2
- Idlewild Road and Driveway 3

This study area was determined based on discussions with Town of Matthews and NCDOT staff. Figure 3.1 shows the site location and Figure 3.2 shows the proposed site plan for the project.

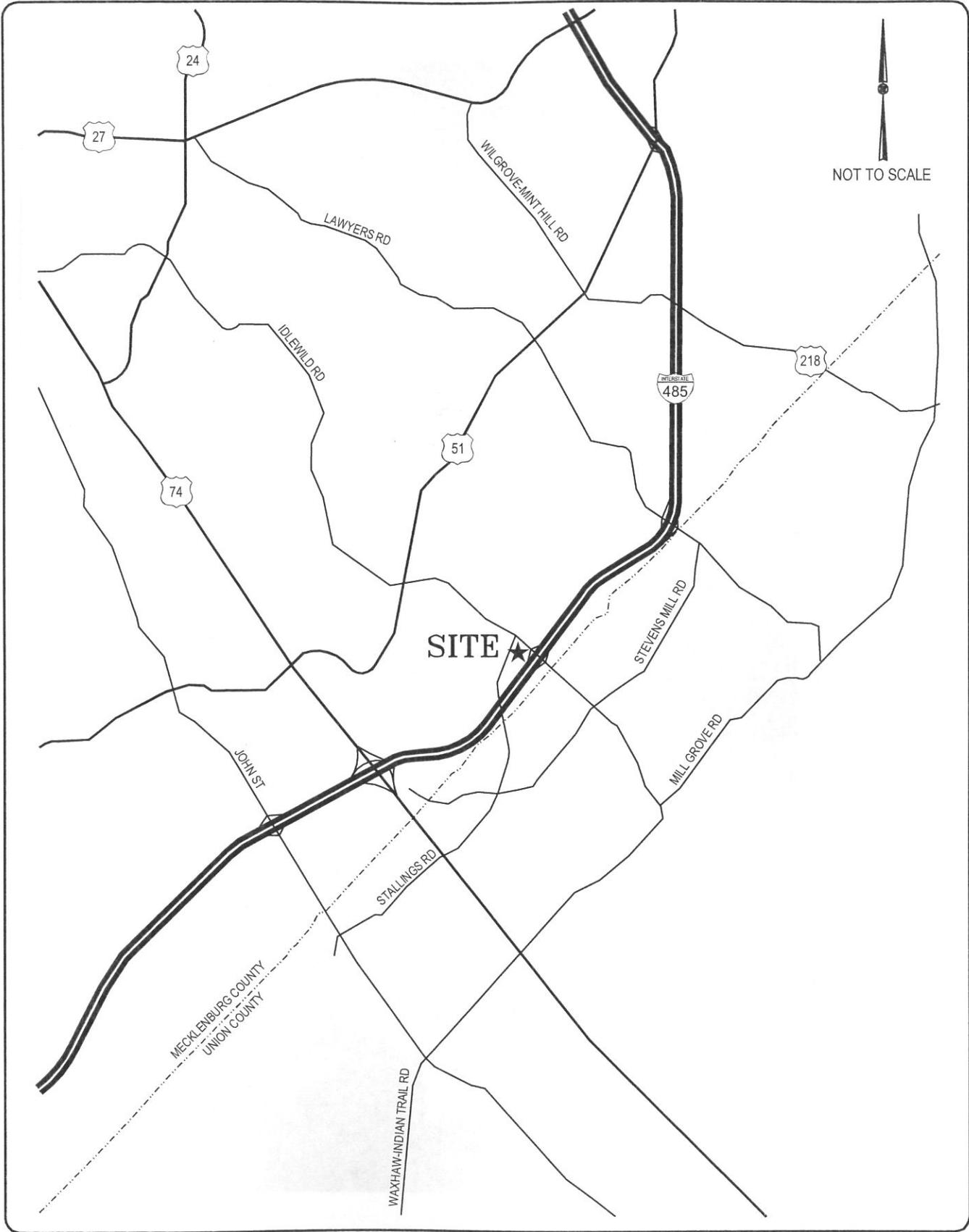
3.2 Existing Conditions

The proposed Stallings/Idlewild mixed-use development is located in Matthews, North Carolina in the southeast quadrant of the Stallings Road and Idlewild Road intersection. The major roadways in the project vicinity are Interstate 485, Idlewild Road, and Stallings Road. Existing roadway geometry is depicted on Figure 3.3.

Interstate 485 is a four-lane divided freeway in the vicinity of the site with an estimated 2009 ADT of 53,000 vehicles per day south of Idlewild Road and 49,000 vehicles per day north of Idlewild Road. Interstate 485 has a posted speed limit of 65 miles per hour (mph) in the vicinity of Wesley Chapel-Stouts Road.

Idlewild Road is a two-lane roadway that connects Charlotte to Monroe as a parallel alternative to US Highway 74. Idlewild Road carries an estimated 2008 ADT of 22,000 vehicles per day with a posted speed limit of 45 mph in the vicinity of the site.

Stallings Road is a two-lane collector road with a posted speed limit of 45 mph in the vicinity of the site.



 Kimley-Horn
and Associates, Inc.
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CHARLOTTE, NORTH CAROLINA 28203

STALLINGS/IDLEWILD
MIXED-USE DEVELOPMENT
TRAFFIC IMPACT ANALYSIS

LOCATION MAP

FIGURE
3.1



Site Tabulations
BL/LL

Total Acs +/- 20.5 ac

Total Office: (1 space per 300 sf)
40,000 SF
+/- 133 Parking Spaces Required
+/- 133 Parking Spaces Provided

Total Multi-Family: (1.45 spaces per unit)
+/- 296 Units (+/- 14 units per acre)
+/- 333 Parking Spaces Required
+/- 428 Parking Spaces Provided

Current Zoning: R-15
Proposed Zoning: MX

Minimum Lot Area Required:
Office: N/A
Multi-Family: N/A
Total Lot Area Required: 30 Acres
Total Lot Area Provided: 20.5 Acres
Natural Open Space: +/- 5.8 ac (30%)

Unstructured Open Space:
Required: 65%
Provided: +/- 85%

LandDesign.

Stallings/Idlewild Property
Conceptual Site Plan
Matthews, North Carolina



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**STALLINGS/IDLEWILD
MIXED-USE DEVELOPMENT
TRAFFIC IMPACT ANALYSIS**

SITE PLAN

**FIGURE
3.2**

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, IS INTENDED ONLY FOR THE PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.