

**MINUTES
PLANNING BOARD
WEDNESDAY, MAY 27, 2020
7:00 PM
ZOOM VIRTUAL MEETING**

ALL PARTICIPANTS MET REMOTELY

PRESENT: Vice-Chairman Kerry Lamson; Members Mike Foster, Jana Reeve; Natasha Edwards, and Mike Rowan; Alternate Member Jonathan Clayton; Acting Town Attorney Craig Buie; Planning Director Jay Camp; Senior Planners Mary Jo Gollnitz and Rob Will; Transportation Planner Dana Stoogenke; Senior Administrative Specialist/Deputy Town Clerk Shana Robertson

CALL TO ORDER

Vice-Chairman Kerry Lamson called the meeting to order at 7:08 pm. Mr. Lamson recognized the members of Planning Board that were in attendance.

Mike Foster motioned to appoint Alternate Member Jonathan Clayton as voting members for the May 27, 2020 Planning Board meeting. The motion was seconded by Natasha Edwards and unanimously approved

APPROVAL OF THE MINUTES

Mike Rowan motioned to approve the minutes from the February 25, 2020 Planning Board meeting as presented. Mr. Foster seconded the motioned and it was unanimously approved.

PUBLIC IMPROVEMENT VARIANCE– PMC Holdings, College Street

Senior Planner Mary Jo Gollnitz reviewed the Public Improvement Variance request from PCM Holdings. The applicant wished to develop four homes by-right along the unimproved College Street and was seeking a relief from the 50 foot standard road cross section. Ms. Gollnitz explained that there was a 65 foot unimproved public right-of-way along this portion of College Street. The applicant was proposing to build a 20 foot wide street with no curb or gutter. A five foot sidewalk will be installed along the property and the roadside swale to carry stormwater runoff. Ms. Gollnitz reviewed the site plans and the R-12 zoning district. Ms. Gollnitz said that the proposed cross section would be compatible with the neighboring streets in the area. Ms. Gollnitz said that Planning staff and Public Works staff were comfortable with the request.

Mr. Foster asked if Jefferson Street was required to construct the street with curb and gutter. Planning Director Jay Camp said that there was a drainage swale and the approved Public Improvement Variance did not required the developer to install curb and gutter, just a side walk on the side where Outen Pottery is located.

Mr. Rowan asked if the Town had the right-of-way on Freemont Street. Ms. Gollnitz said that the older neighborhoods around downtown Matthews were subdivided and recorded in the early 1900's and the right-of-way was platted from College Street to Ames Street. College Street was never accepted by the Town as the street was never developed. Ms. Gollnitz added that once it is developed it will need to be accepted by the Town.

Wes Hinnson, Attorney representing PCM Holding, said that the goal was to construct College Street with the same character as the surrounding area. Mr. Hinnson reviewed the existing conditions of College Street and the requested Public Improvement Variance (Exabit A attached and made part of these minutes). Mr. Hinnson said that a hardship of adding curb and gutter would be that they would lead to nowhere as the site deadened to a proposed hammerhead turnaround.

Ms. Edwards said that she agrees with the overall idea and suggested that in the future, when or if College Street connected to S Freemont, speed tables be considered to prevent drivers from driving too fast. Ms. Gollnitz said that was typically a request that was made by the neighborhood but staff could make a note to look at that request in the

future. Mr. Camp said that wider streets encourage faster speeds and he was comfortable with the variance request. Mr. Hinsson added that College Street was a little over 400 feet long and not a full intersection at either end.

Mr. Foster agreed that the street be constructed similar to others in the area.

Mr. Lamson asked if the hammerhead abutted to an existing property. Ms. Gollniz said that it did. Mr. Lamson asked if any consideration was given to possible pedestrians cutting through the privet property to access Freemont Street or if there was going to be a buffer to protect that property owner from the hammerhead. Ms. Gollnitz said the 65 foot area had always been planned for future growth but would note the consideration of a buffer being left in place.

Mr. Rowan motioned that the College Street Public Improvement Variance be recommended for approval and Ms. Edwards seconded. The motion passed unanimously.

Presentation- Matthews Sub Area Travel Demand and Land Use Model

Transportation Planner Dana Stoogenke gave a brief overview of the model that included both land use patterns currently and, in the future, and how that relates to transportation patterns. Ms. Stoogenke explained that the Town currently relied on regional and state models for that type of data. The Sub Area Demand and Land Use Model would help the Town make decisions on new development patterns and how those would shape the future of Matthews. Ms. Stoogenke said that this was funded 20% by the Town of Matthews and 80% by the NCDOT (North Carolina Department of Transportation) and CRTPO (Charlotte Regional Transportation Planning Organization).

Craig Gresham from Clearcast Forecasting Group and Matt Noonkester of City Explained presented the Scenario Planning and Likely Impacts Analysis Tools to the Planning Board Members (Exabit B attached and made part of these minutes). Mr. Noonkester said that Matthews is a very desirable place to live and work. Because of the desirability, a lot of discussion has been had on how to move people and cars into and through the Town of Matthews. Mr. Noonkester said that the tools that are available were very curse and the model that he was working on would help make that information more concise to Matthews.

Mr. Rowan asked if the data would take into consideration the current state of the area and the effects that Covid-19 will have in future. Mr. Noonkester said that zoning and land use data was provided for how Matthews wants to shape itself. Factors could be added to the model to calculate different scenarios such as car trips per household or land density. Mr. Lamson said that this would be an invaluable tool for Matthews to have a more comprehensive view of market impacts in the area and needs of the citizens. Planning Board Members disused the model at length and were pleased with the tools that would be available to the community. Members were provided the presentation to examine in depth for additional feedback.

ADMINISTRATIVE AMENDMENT- Quick Trip, 10621 Monroe Road, Request to Modify Façade

Senior Planner Rob Will Reported that Quick Trip, located at 10621 Monroe Road, was seeking an administrative amendment to change the existing elevations. Mr. Will explained that the Board of Commissioners approved the rezoning and elevations on February 10, 2014. The approved elevations were constructed with black vertical tile as an accent finish on the front and ends of the facility. Mr. Will said that because of long term maintenance issues, the applicant was needing to cover the tiled area with a metal panel system that has an Exterior insulation and finish system (EIFS) finish. The finish would be black and match the color that is in place. Mr. Will said that there were no requests to change the footprint of the building.

Mr. Foster said that the request seemed straight forward and Ms. Edwards agreed.

Mr. Foster motioned that Administrative Amendment for Quick Trip, request to modify building façade, be approval as currently amended and had been found to be consistent with the Matthews Land Use Plan as there is no significant impact to building façade. The request was found to be reasonable because the change in building

elevations is necessary for the long-term maintenance of the structure and is in character with the façade that was approved during the rezoning in 2014. Jana Reeve seconded the motion and it passed unimanually.

ADMINISTRATIVE AMENDMENT- Matthews United Methodist, Request to Add Columbarium to Site Plan.

Ms. Gollnitz said that the Matthews United Methodist Church was requesting an Administrative Amendment to their approved 2001 site plan. Ms. Gollnitz said that the property at 801 S Trade Street was zoned R/I (CD) (Residential/Institutional Conditional District) that showed future expansion to the choir room. Ms. Gollnitz reviewed the site plan and the requested area for the addition of a columbarium. The applicant wished to add a "stair step" brick wall that will serve as a boundary between the memorial garden and the church. The brick wall will be 5 feet in height on either end and increase to 7 feet in height at the center. There will be a single niche against the wall as part of the initial phase of development and a double niche placed towards north side of the property. Future phases will have a second double niche directly across from initial double niche toward the south. The final expansion will include two more double niches across from the wall. A fountain in the center of the memorial will be installed, along with walkways from the northwest parking lot and within the garden area. A metal fence with column partitions will surround 3 sides of the memorial garden. Outside the fence will be a mix of boxwood shrubs and flowering camellias to soften the area. Ms. Gollnitz said that additional landscaping will also be installed on the interior of the memorial garden. Columbarium are allowed by right in the R/I district under prescribed conditions of Section 155.506.15 of Matthews Unified Development Ordinance and the location of proposed memorial garden and columbarium meet the requirements.

Mary Ayers and David Bingham, representing Matthews United Methodist Church, reviewed the request with the members of Planning Board and presented them with elevations of the requested columbarium and a proposed landscaping plan (Exhibit C attached and made part of these minutes). Mr. Bingham said this would be the first columbarium in the Matthews area. Ms. Ayers said that this project had been in the planning stage for several years and had received blessings from the Matthews Methodist Board of Trustees and of the church Pastor.

Mr. Lamson asked if there was a time frame for the first phase of the project. Mr. Bingham said that, if approved, the church was ready for construction of the first phase beginning August of this year and complete by the end of September 2020 with a dedication in time for All Saints Day in November.

Mr. Lamson said that the landscape plan showed boxwood bushes that were facing Country Place and asked if those were being placed for screening. Mr. Bingham said that were and those would be planted before the initial construction for screening. The brick wall would face the church and there will be a future request from the applicant to extend the choir room up to the brick wall.

Mr. Foster motioned that Administrative Amendment for Matthews United Methodist Church Columbarium and Memorial Garden be approval as currently amended and had been found to be consistent with the Matthews Land Use Plan as there is no significant traffic impact to the area and it provides an additional service that is common with religious campus facilities. The request was found to be reasonable because it allows a use that is permitted by right within the Residential/Institutional zoning district. Mr. Rowan seconded the motion and it passed unanimously.

ADJOURNMENT

Ms. Reeve motioned to adjourn and Mr. Clayton seconded. The motion passed unanimously and the meeting adjourned 9:00 pm.

Respectfully submitted,



Shana Robertson
Senior Administrative Specialist/Deputy Town Clerk

APPROVED
6/23/2020

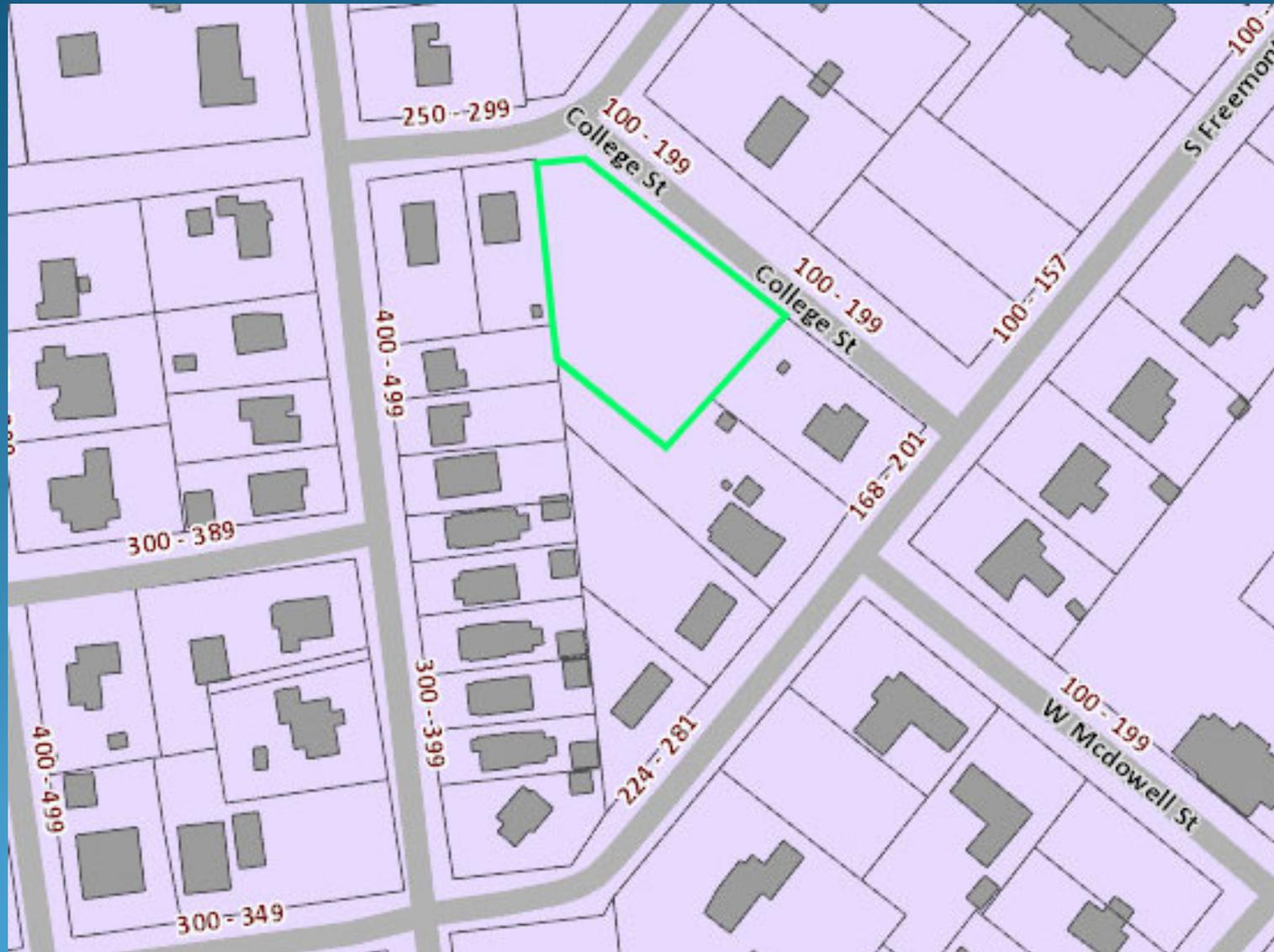
College Street Station PCM Holdings, LLC

Public Improvement Variance

Town of Matthews
Planning Board Meeting
May 27, 2020



Property Location



Existing Conditions Image

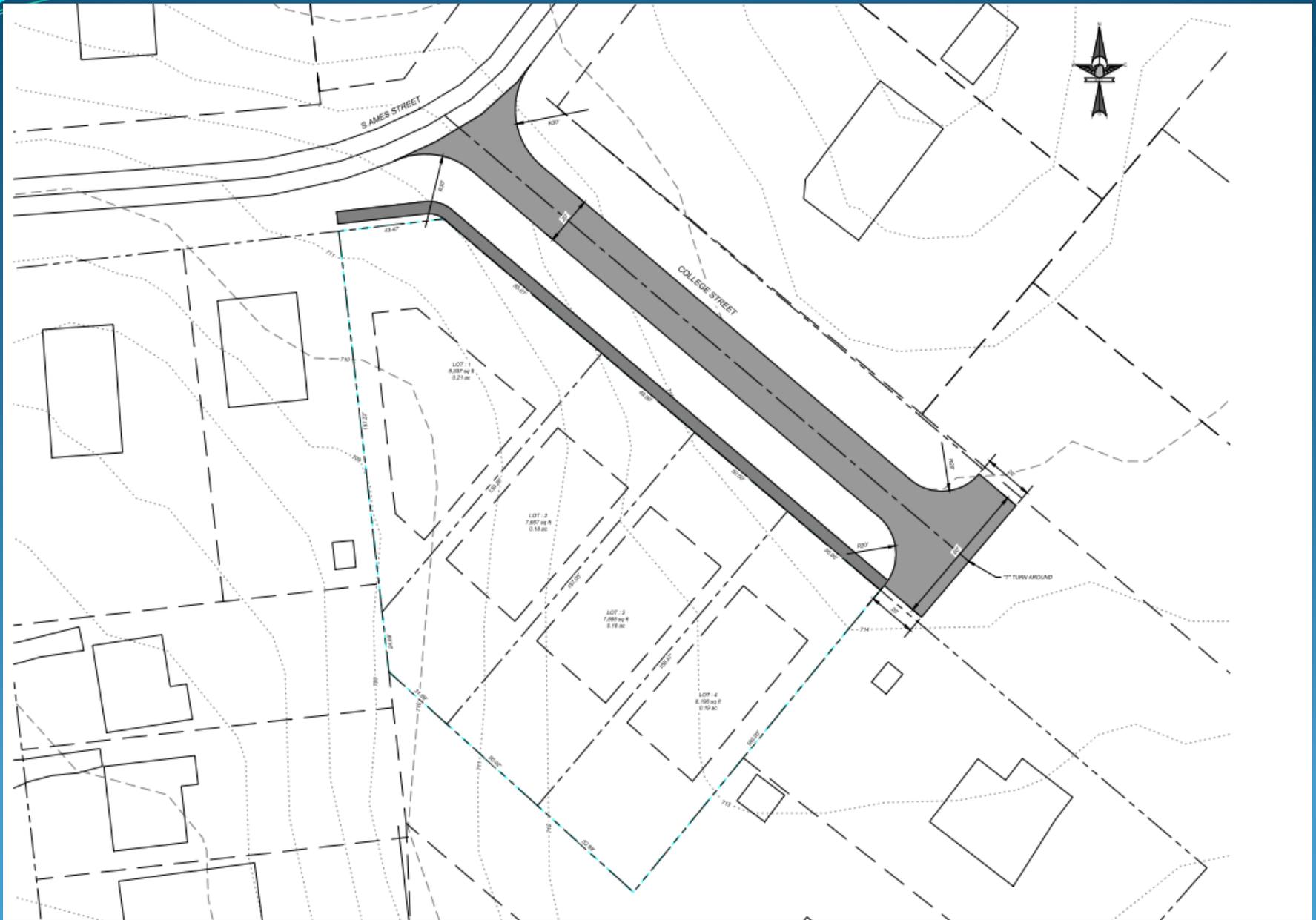


Public Improvement Variance Request

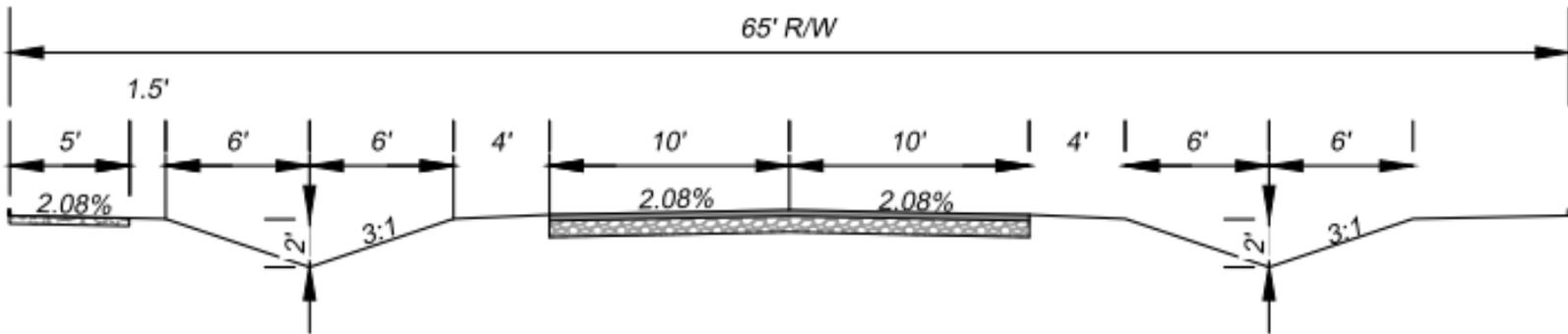
- The applicant seeks to modify the standard residential street cross section for the currently unimproved right of way known as College Street in downtown Matthews. The applicant seeks to construct a 20' wide street, with no curb and gutter, with a 5' pedestrian sidewalk along the four (4) lot project frontage.
- The intent of this variance request would be to construct that portion of College Street in a manner that maintains the size and style of the existing street network and to preserve, through consistency, the historical character of the residential neighborhood being served by these streets. The current network of streets, including but not limited to S. Ames Street and S. Freemont Street, are 18+/- feet in width, without curb or gutter, and without sidewalks. To comply with the existing requirement to install curb and gutter would create an undue and unnecessary hardship on the applicant given there is no existing network of curbs and gutters to tie into and, as such, the applicant feels the purpose of the regulations would be better served by this proposed variance.

The request would also be consistent with the Town's approval of the Public Variance Request for Jefferson Street Development on December 11, 2017.

Proposed Street Plan View



Proposed Street Section



STREET SECTION DETAIL

College Street Station PCM Holdings, LLC

Public Improvement Variance

Town of Matthews
Planning Board Meeting
May 27, 2020





Evans Coghill Homes—Main Street in Matthews



Streetscape of Evans Coghill Homes on Main Street



Front Porches Provide a warm & inviting feel to the neighborhood

*Rear Load Garages provide privacy & a cleaner street
scape for all homes*





Similar Evans Coghill Homes with Rear Load Garages

Riverwalk-Rock Hill, SC



Exhibit B
5/27/2020

Town of Matthews
SCENARIO PLANNING & LIKELY IMPACTS ANALYSIS TOOLS PRESENTATION

MAY 27, 2020

PLANNING BOARD MEETING



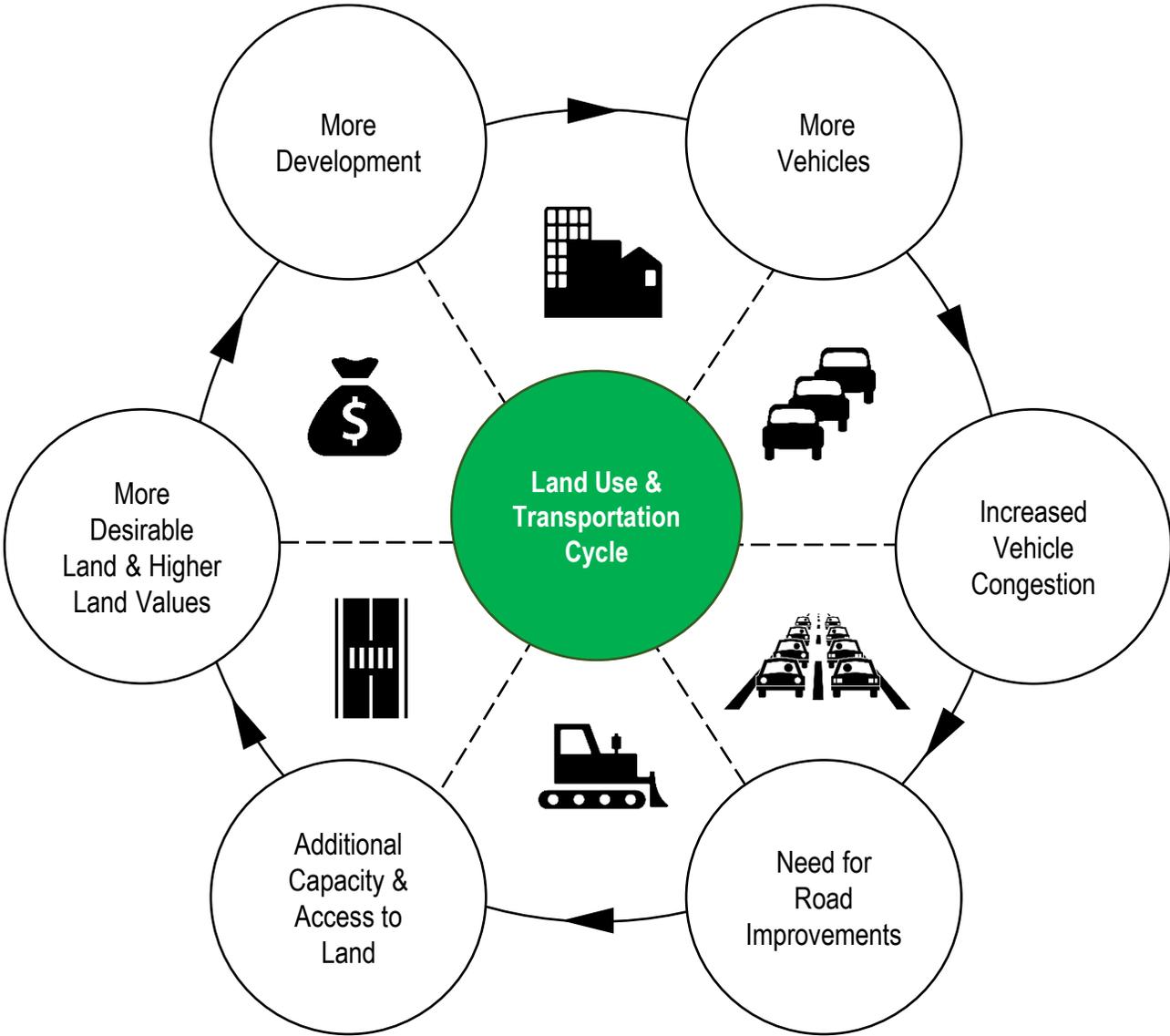
Tools created for the Town will help it evaluate transportation projects proposed by it and others, and better link its different decision-making processes.



THE REASONS WE ARE HERE

Implementing a
little more...

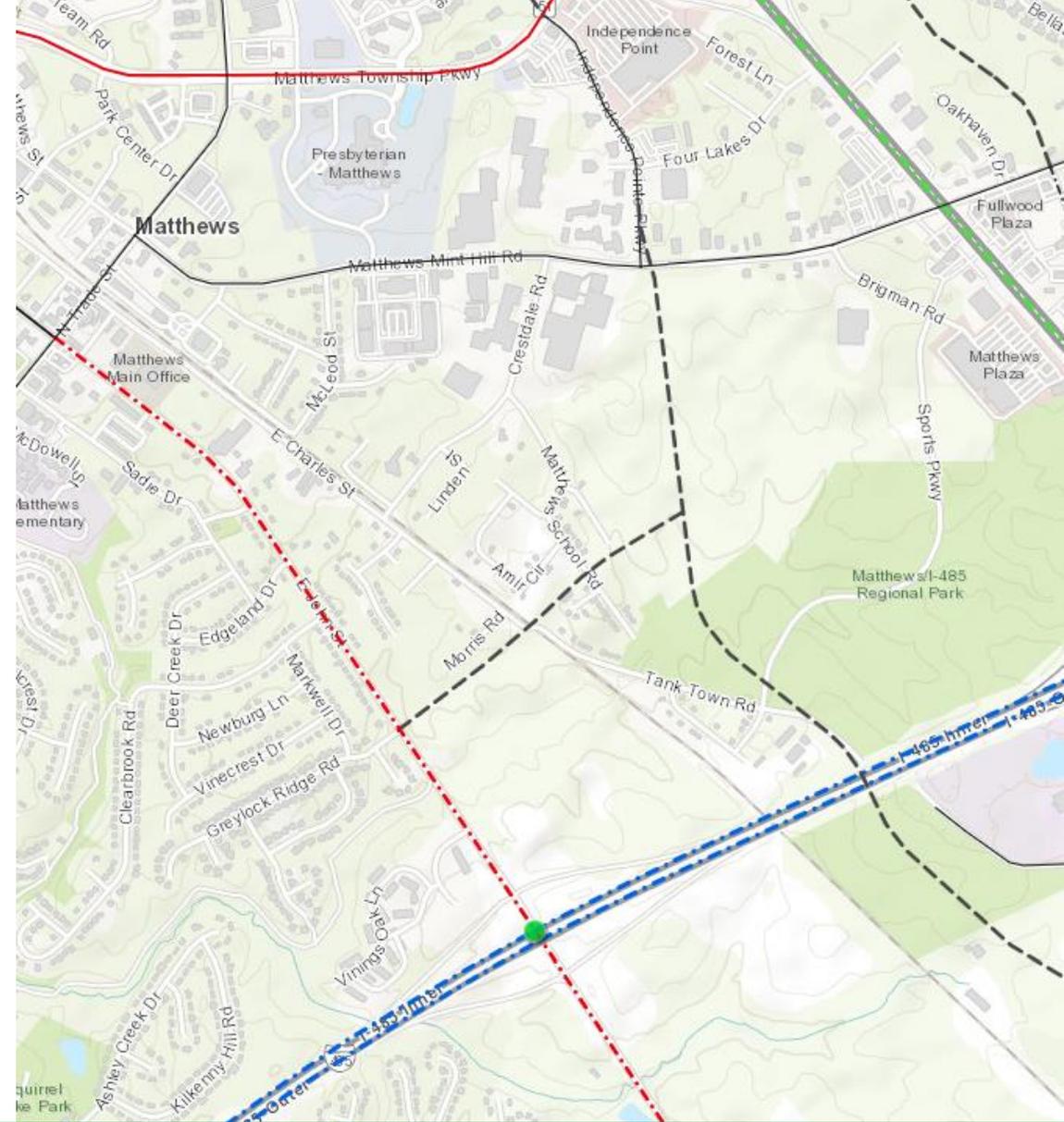
TLC



THE REASONS WE ARE HERE

LAND USE AND TRANSPORTATION CONSIDERATIONS THAT IMPACT ACCESS & MOBILITY IN MATTHEWS...

- Local versus through trips
- Emerging and future congestion locations
- Expanded (or reduced) street network capacity
- Opportunities for complimentary development and transportation projects?
- High-traffic destinations



THE REASONS WE ARE HERE

BRIEF INTRODUCTION TO THE TOOLS

DEMAND

- Demand = People & Jobs
- Land use changes impact traffic
- CommunityViz is designed to measure & evaluate land use changes



SUPPLY

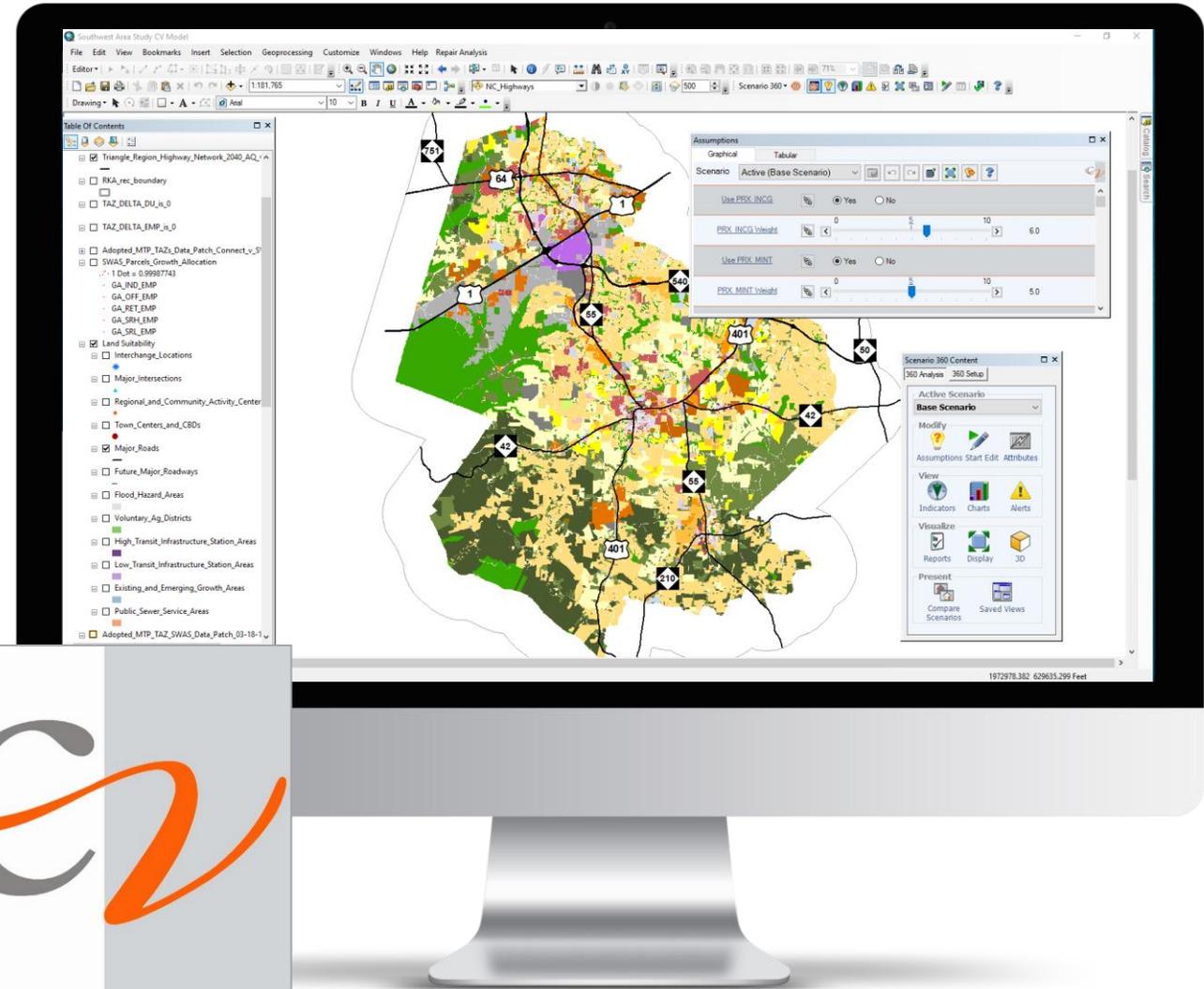
- Supply = Road & Transit Network
- Network improvements impact traffic patterns & congestion (& land use)
- TransCAD is designed to measure & evaluate transportation network changes

WHY THESE TOOLS FOR THE TOWN?

MATTHEWS COMMUNITYVIZ MODEL

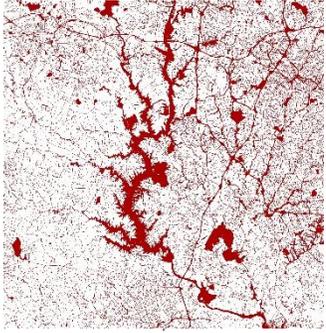
(USING ARCGIS DESKTOP)

- Test Different Land Use Scenarios
- Export Anticipated Development Types, Locations, Patterns & Intensities to a *.dbf file
- Serves as Input Data for the Travel Demand Model
- Export Maps for Documents

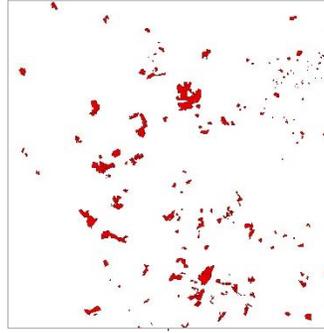


ANALYSIS TOOLS FOR THE PROJECT

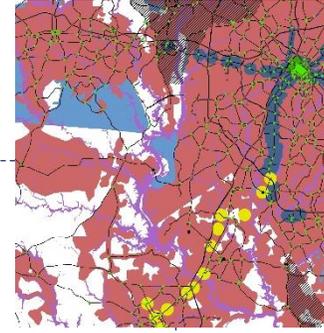
CARRYING CAPACITY



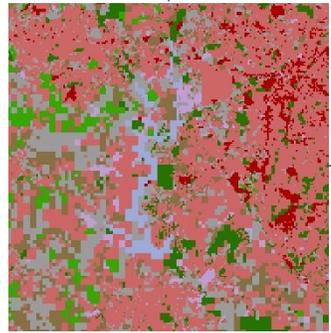
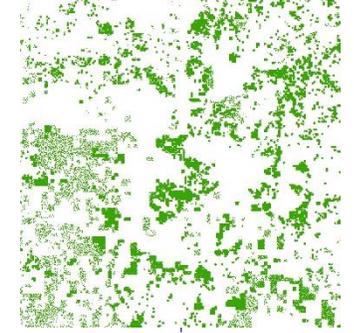
COMMITTED DEVELOPMENT INVENTORY



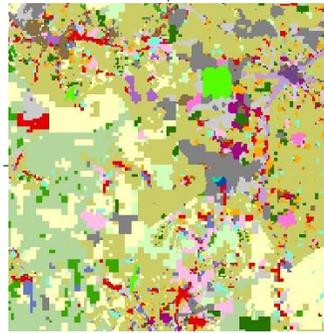
LAND SUITABILITY FACTORS



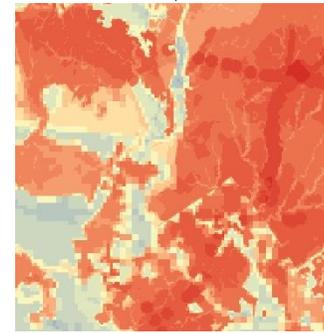
GROWTH ALLOCATIONS



DEVELOPMENT STATUS (BUILD-OUT POTENTIAL)



PLACE TYPES (BUILD-OUT POTENTIAL)



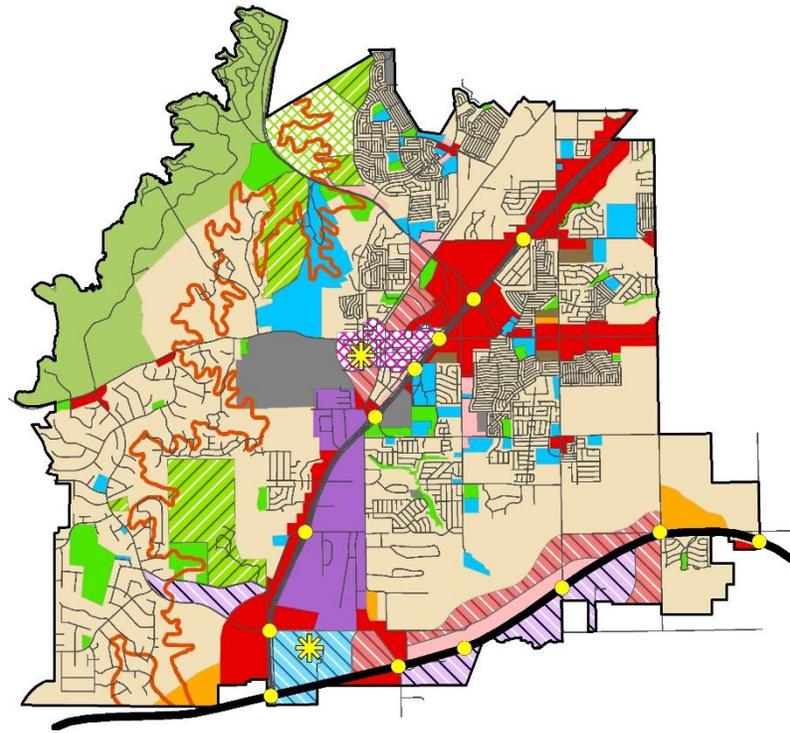
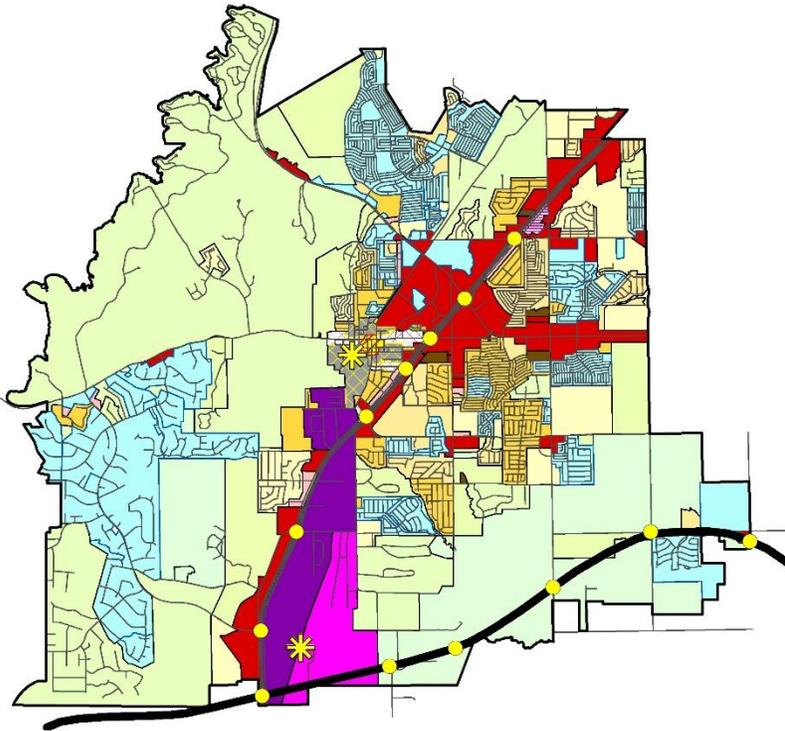
LAND SUITABILITY ANALYSIS

Unincorporated Anson County	0.00
Unincorporated Anson County	0.00
Unincorporated Anson County	0.00
Unincorporated Anson County	0.01
Unincorporated Anson County	0.00
Unincorporated Anson County	0.20
Unincorporated Anson County	0.05
Unincorporated Anson County	0.20
Unincorporated Anson County	0.20
Unincorporated Anson County	0.15
Unincorporated Anson County	0.35
Unincorporated Anson County	0.35
Unincorporated Anson County	0.50
Unincorporated Anson County	0.50
Unincorporated Anson County	2.00
Unincorporated Anson County	1.00
Unincorporated Anson County	0.20
Unincorporated Anson County	0.35
Unincorporated Anson County	0.00
Unincorporated Anson County	0.05

GROWTH FORECASTS

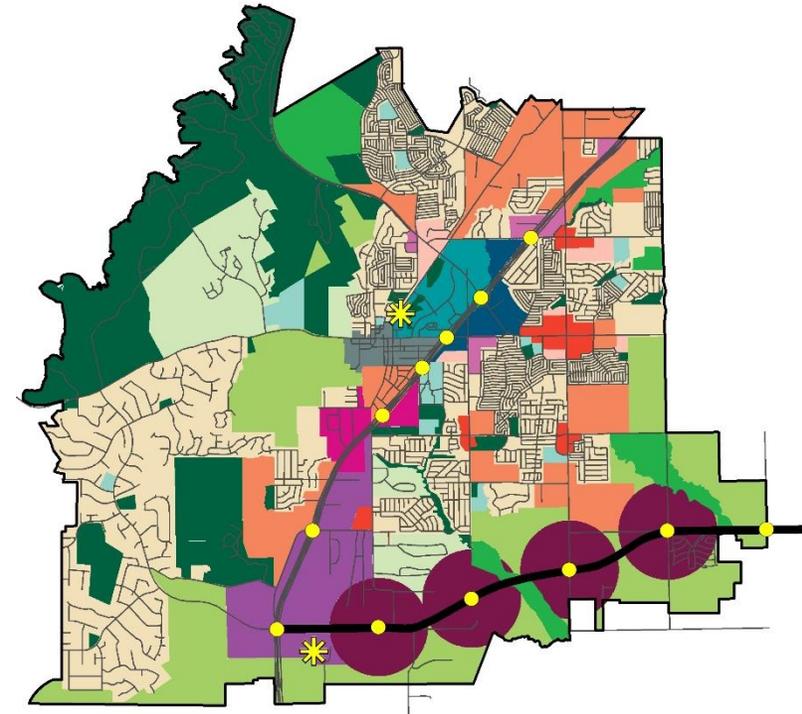
ANALYSIS TOOLS FOR THE PROJECT

1
ALTERNATIVE GROWTH SCENARIO



2
ALTERNATIVE GROWTH SCENARIO

3
ALTERNATIVE GROWTH SCENARIO



ANALYSIS TOOLS FOR THE PROJECT



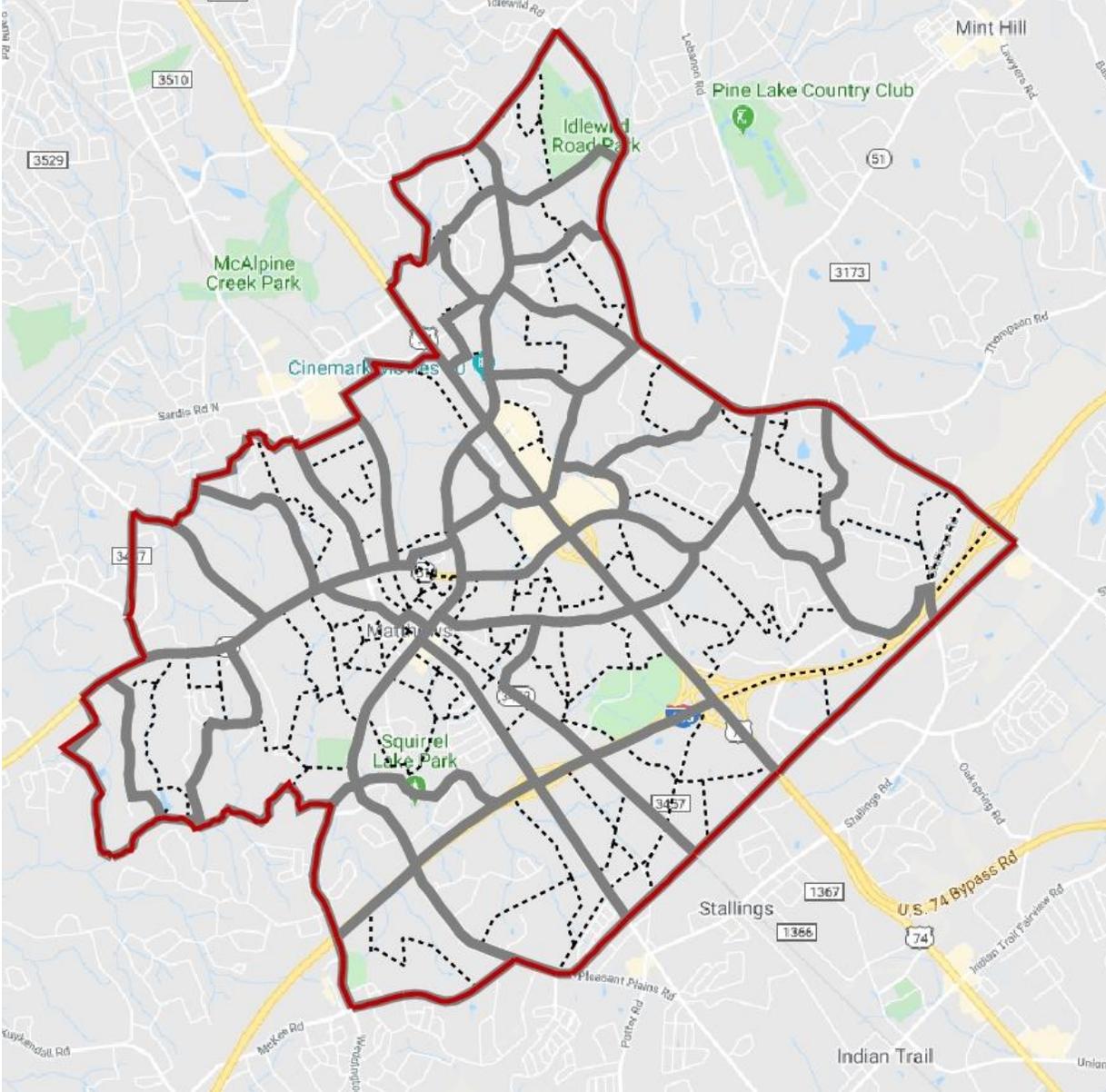
MATTHEWS SUBAREA MRM (USING TRANSCAD)

- Based on Metrolina Regional Model
 - Covers greater Charlotte area
 - Used for highway and transit planning, air quality conformity, etc.
 - Forecasts traffic to 2045
- Very detailed, but focuses on regionally significant roads
- The more you zoom in, the more “pixelated” the results get

ANALYSIS TOOLS FOR THE PROJECT

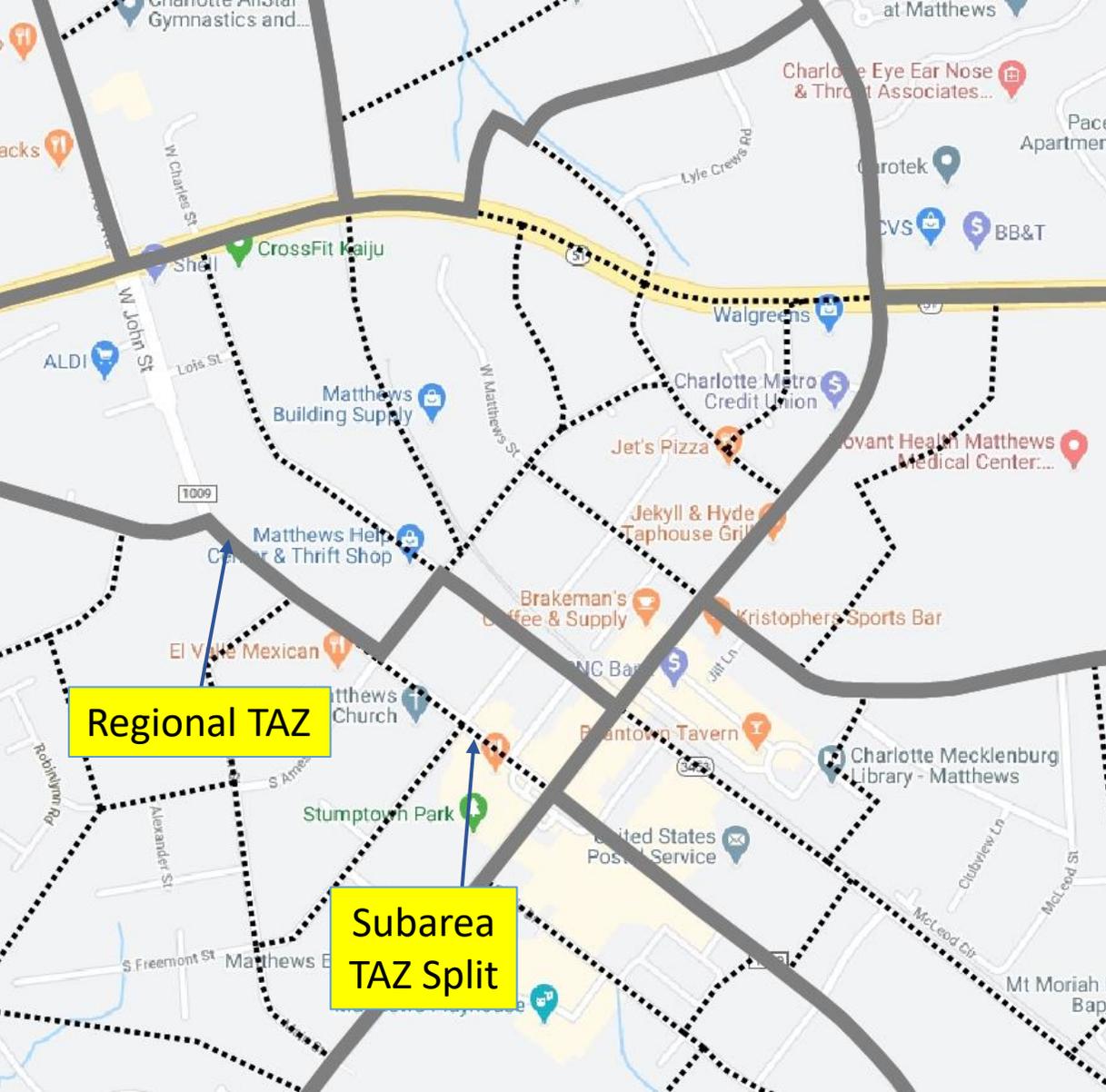
MATTHEWS SUBAREA MRM

- Housing and employment is stored in “Traffic Analysis Zones” or TAZs
- The regional model has 38 TAZs in the Matthews area
- For this study, this was “disaggregated”, or broken into 137 smaller TAZs
- Can represent more locally significant roads and traffic issues in the area
- Allows for a sharper picture



ANALYSIS TOOLS FOR THE PROJECT

MATTHEWS SUBAREA MRM

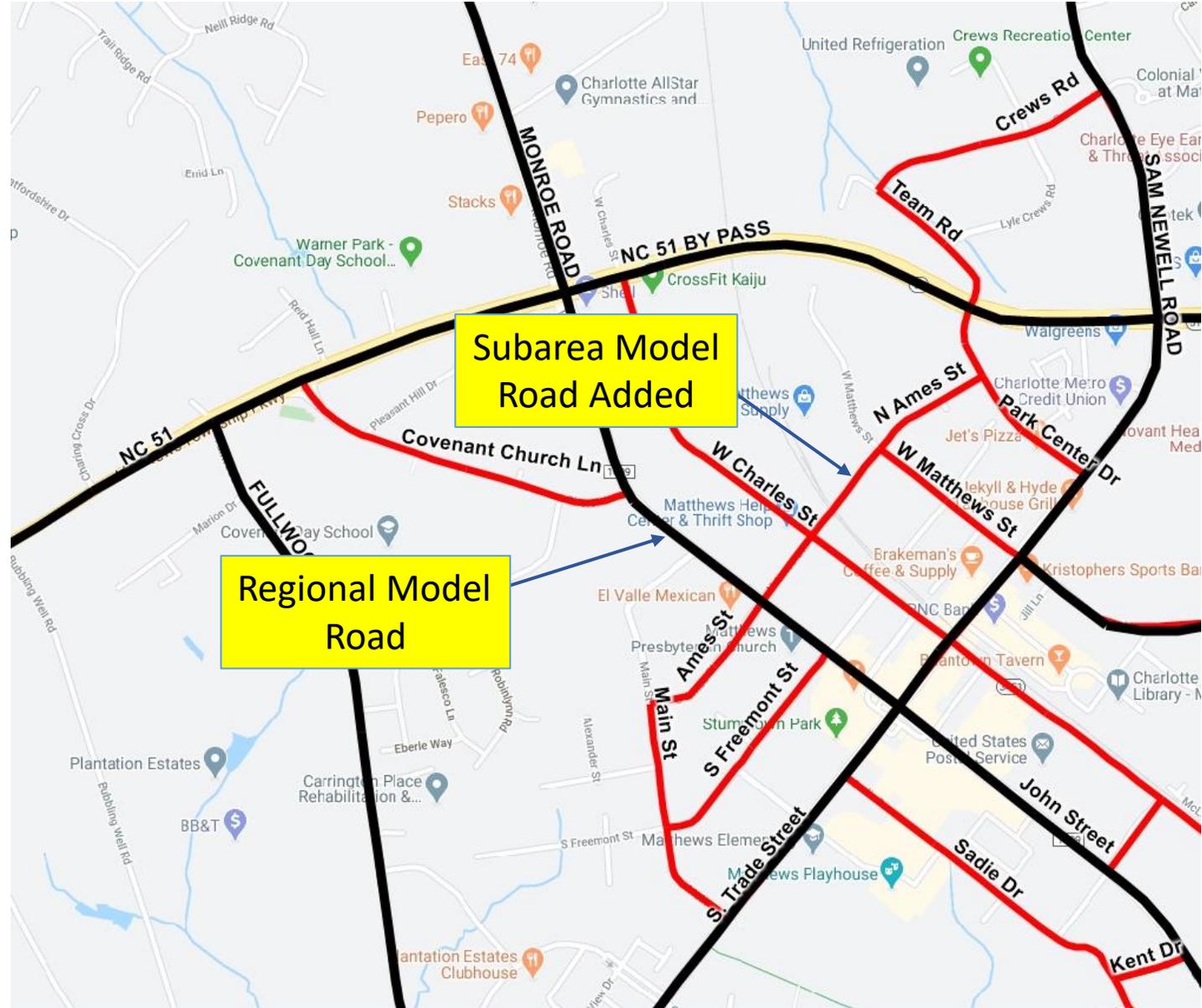


- By creating a subarea model, we can prepare traffic analysis that considers regional transportation patterns but with a tool that has been fine-tuned to Matthews
- Ties into socioeconomic data forecasts prepared in CommunityViz to get a more realistic picture of Matthews transportation issues

ANALYSIS TOOLS FOR THE PROJECT

MATTHEWS SUBAREA MRM

- More local roads are included
- Subarea model will include enhancements for analysis not possible in the regional model
 - Spillback and queuing
 - Intersection capacity issues

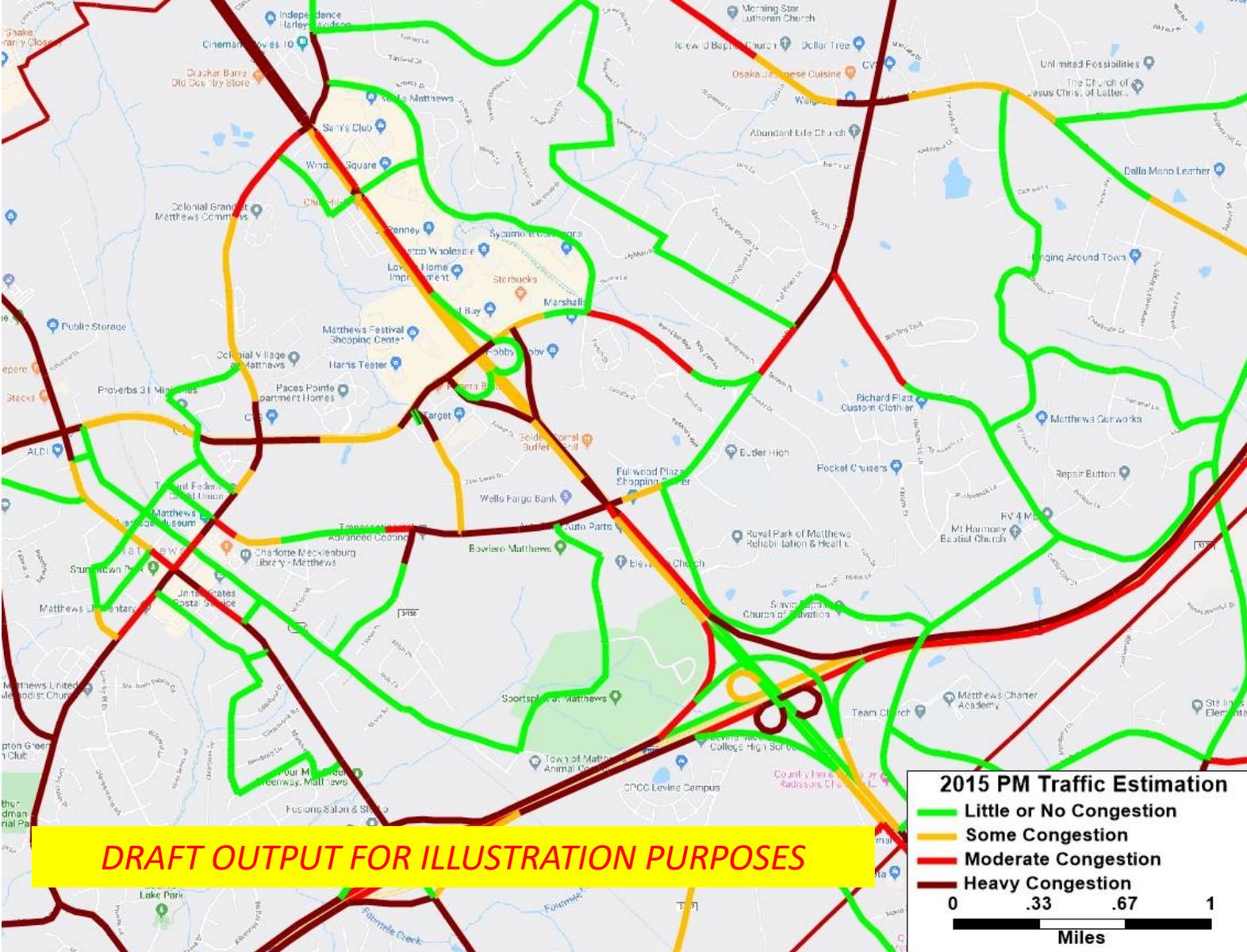


ANALYSIS TOOLS FOR THE PROJECT

MATTHEWS SUBAREA MRM

End products:

- Tighter relationship between land use changes and traffic implications
- Long range traffic forecasts with Matthews-specific regional tool
- Better representation of local traffic issues



ANALYSIS TOOLS FOR THE PROJECT

ALTERNATIVE SCENARIO TESTING

**OUR ROLE IS TO EMPOWER OTHERS
TO MAKE MORE INFORMED
DECISIONS ABOUT THEIR FUTURE.**





EXISTING DEVELOPMENT



FUTURE DEVELOPMENT POTENTIAL



COMMITTED DEVELOPMENT

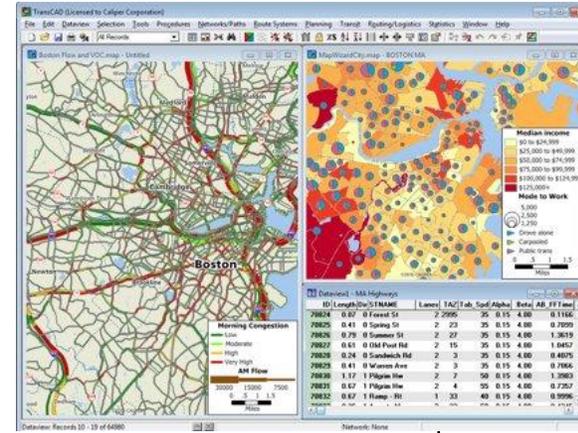


FULL BUILD-OUT POTENTIAL

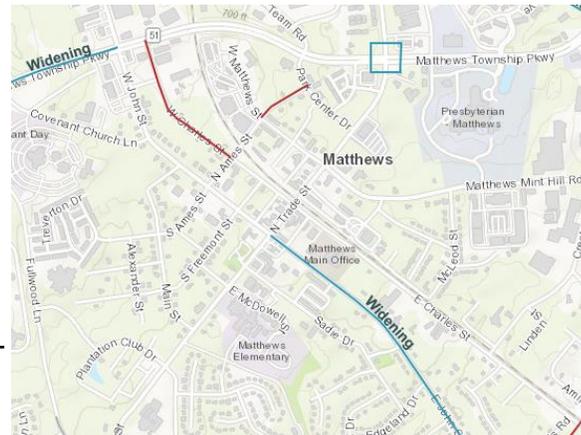
GENERAL APPROACH TO CREATING GROWTH SCENARIOS



EXISTING TRANSPORTATION NETWORK

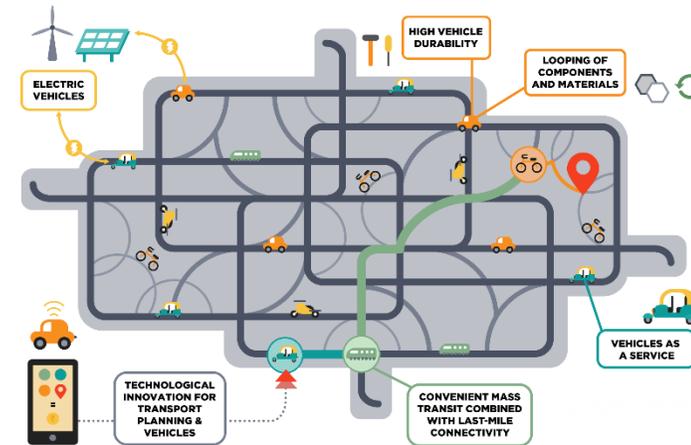


FUTURE NETWORK (SYSTEM) POTENTIAL



COMMITTED TRANSPORTATION PROJECTS

<http://sites.ellenmacarthurfoundation.org/india>



FULL TRANSPORTATION SYSTEM POTENTIAL

GENERAL APPROACH TO CREATING GROWTH SCENARIOS

**THEME. STORY. MAP. ANALYSIS.
PERFORMANCE. REPORTING.**

REPEAT

GENERAL APPROACH TO CREATING GROWTH SCENARIOS

**MAJOR INVESTMENTS IN AND
AROUND SILVER LINE STATIONS**



**SHIFT IN DEVELOPMENT PATTERNS &
INTENSITIES AS TOWN BUILDS OUT**



**LOCAL VS. REGIONAL
TRANSPORTATION NEEDS**



**ROAD-WIDENING & CONCERNS
OVER TOWN CHARACTER**



**MORE OPTIONS FOR HOW CITIZENS
TRAVEL IN THE FUTURE**



**ACKNOWLEDGEMENT OF INTERNAL
& EXTERNAL FORCES AT PLAY**



EARLY IDEAS FOR GROWTH SCENARIOS IN MATTHEWS

GROUP DISCUSSION

BIG QUESTIONS FOR OUR DISCUSSION

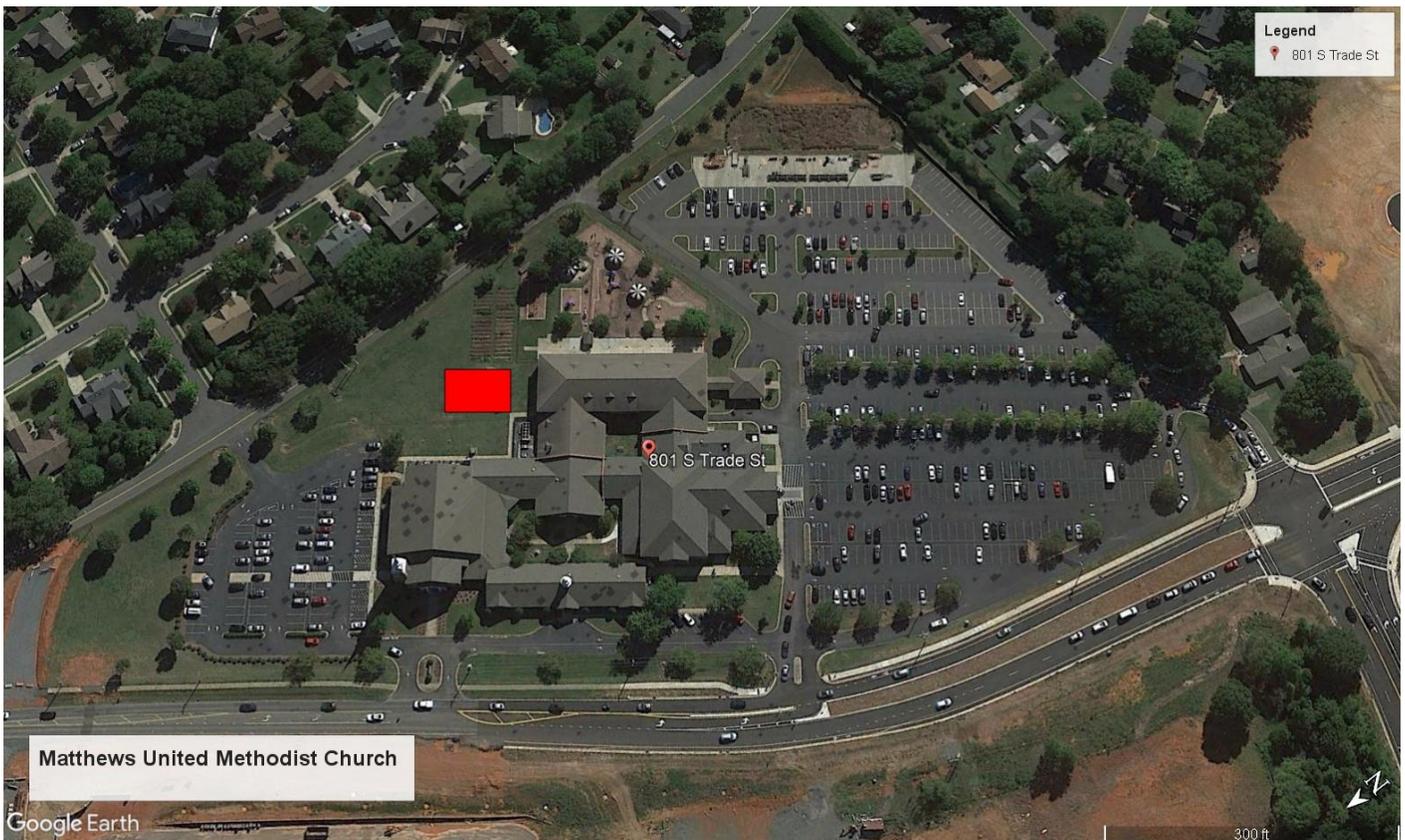
1. Do you see value in these tools for your decision-making processes?
2. What could make the growth scenarios we create more impactful for the Town planning area?
3. How do we best share data and findings with you and others to help your decision-making processes?
4. What did we miss, or what needs to change, before moving forward with a tool that will most benefit the Town?

“The National Funeral Directors Association had a slightly different national cremation rate in the United States, reporting a 2016 rate of **50.2 percent**, with this expecting to increase to 63.8 percent by 2025 and 78.8 percent in 2035.”

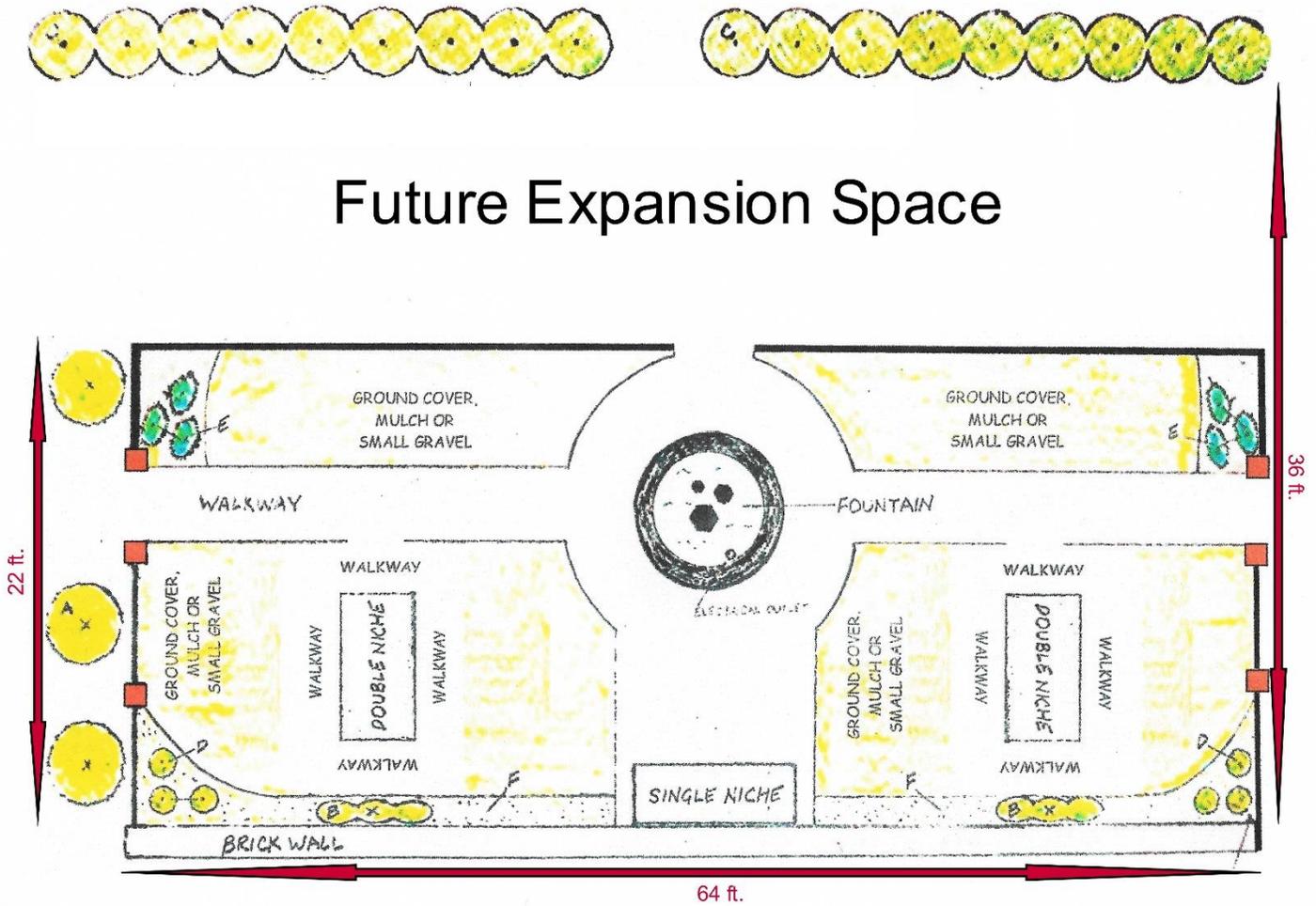
A number of south Charlotte churches have memorial gardens and columbariums (some since the mid-1990’s):

- Myers Park United Methodist
- Myers Park Presbyterian
- Myers Park Baptist
- Providence United Methodist
- Providence Baptist
- Christ Lutheran
- Sardis Presbyterian
- St. Stephen United Methodist
- St. John’s Episcopal
- St. Matthew’s Catholic
- Calvary

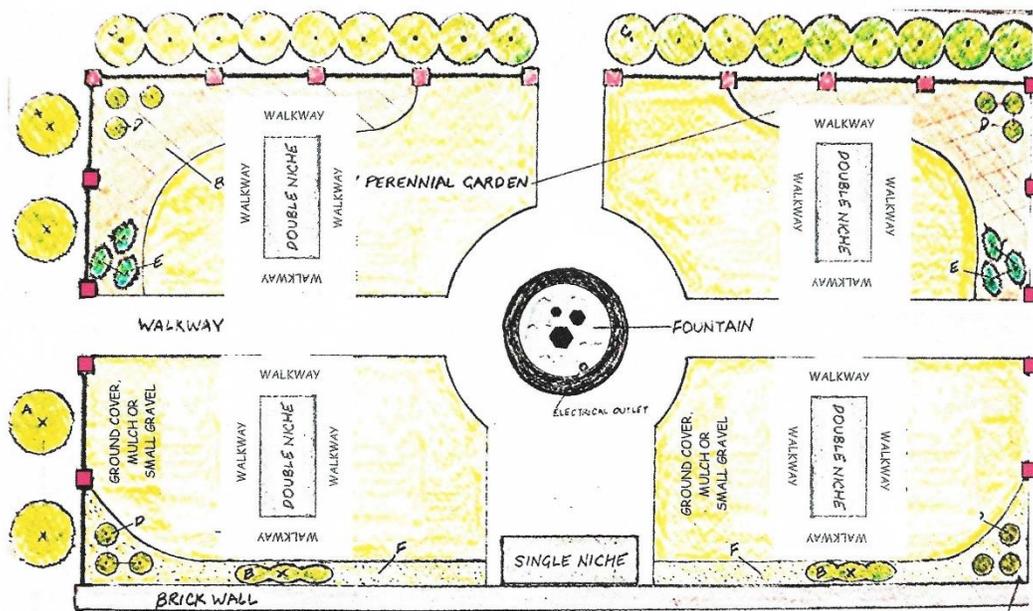
The garden at Matthews United Methodist Church will be behind the Sanctuary:



The proposed initial construction:



The full garden layout allows for addition of more niches and landscaping in future years:



Full Layout (Future Expansion)

The garden will have a brick wall with a maximum height of 7 feet. This will be on the side of the garden closest to the Sanctuary. The wall steps down to 5 feet on each end.



The niches are modular units with black stone facing. The picture below was taken at a church in Chapin, SC that uses the same niches although have the width of what we will use.



