

## MOTION 2018-A

### Downtown Master Plan Revisions Regarding Andrew Caroline Dr

Several pages of the Downtown Master Plan, adopted 1-7-2013, and one in the companion document Downtown Streetscape Improvement Plan, adopted 6-13-2016, are involved in revising the graphic or written descriptions about the extension of Andrew Caroline Drive from N Trade Street to Matthews-Mint Hill Road. The conceptual alignment in this Plan is shown as continuing from the current dead end near N Trade St through the edge of Novant property, then creating a tight “S” curve through the Funderburk house parcel. Recent discussions with these property owners have allowed a revision of the future street to continue on a more relaxed curve along the edge of Novant property to Matthews-Mint Hill Road.

To accomplish this, the following pages of the Downtown Master Plan need to be amended in the ways listed below. *Blue font* indicates revised wording and *red font with strikethrough* indicates wording to be deleted:

PAGE	TEXT/GRAPHICS CHANGE
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Downtown Master Plan

13	Text in legend	“10 Andrew Carolina <del>Matthews Station Connector</del> ” to “10 Andrew Caroline”
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	Graphics (map)	revised curvature
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14	Text in right hand column	
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“Andrew Caroline Drive Extension to Matthews-Mint Hill Rd

This roadway would extend a very short stub street along North Trade St and create greater connectivity in the northeastern quadrant of Downtown. Improvements will be coordinated with Novant Matthews Medical Center.

Charles Buckley Way/Andrew Caroline Blvd Drive

Beginning from the south, this street would follow an alignment using existing Town property adjacent to the warehouse at ~~xxx~~ 433 East John St. ~~After crossing At such time as approval may be granted to cross~~ the railroad tracks, the street would curve behind Town Hall and cross Matthews Street ~~and connect the extended Andrew Caroline Blvd to connect to Matthews-Mint Hill Rd.~~ This future street may align with the extension of Andrew Caroline Drive.

Old Depot Ln Extension to Crestdale Rd

This proposal would extend a new east/west street from Crestdale Rd to the new ~~Andrew Caroline/~~ Charles Buckley Way extension ~~once it crosses the railroad.~~ . . .”

17	Text in legend	“Andrew Carolina/Matthews Station Extension (New)” to “Andrew Caroline”
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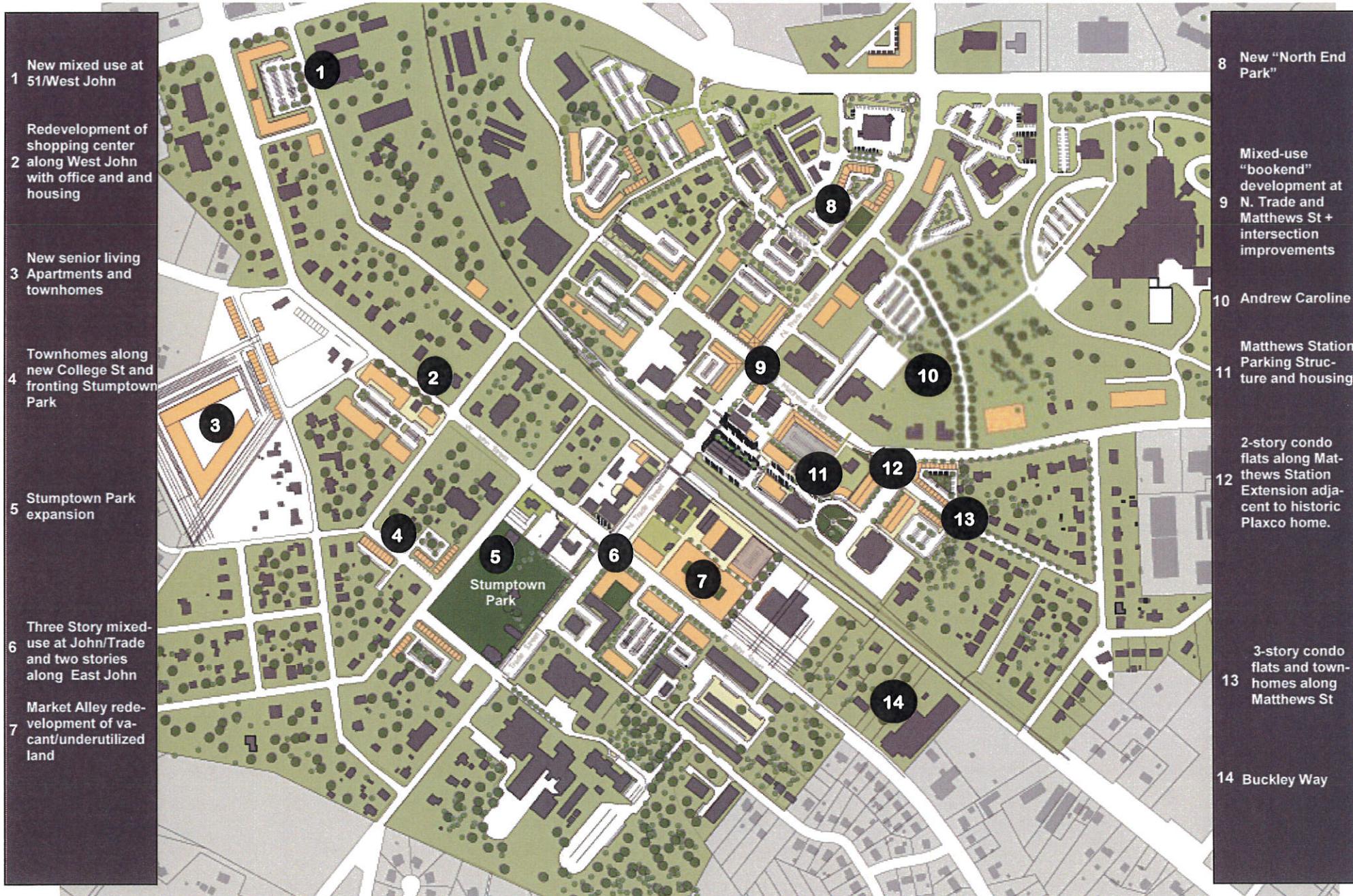
	Graphics (map)	revised curvature
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- 18 Text right hand column, first bullet point  
 “New, north side of Matthews-Mint Hill from Matthews St to  
~~Presbyterian~~ Novant Hospital”  
 Graphic (map) revised curvature
- 21 Text “Andrew Caroline Drive /~~Matthews Station St Extension~~  
 The extension of ~~Matthews Station St to~~ Andrew Caroline Drive  
 from North Trade Street to Matthews-Mint Hill Road creates a  
 valuable addition to the Town street network ~~and will serve as an~~  
~~additional link provide relief from Downtown traffic congestion.~~  
~~The new street segment may also provide a~~ while providing better  
 connection between Downtown and ~~Presbyterian Hospital~~ Novant  
 Matthews Medical Center and the future light rail station located  
 on or near hospital property.”  
 Graphics (2 maps) revised curvature
- 38 Text in legend “3 Andrew Carolina /~~Matthews Station Connector~~” to  
 “3 Andrew Caroline”
- 43 Graphics (map) revised curvature and legend placement
- 46 Text in table “5 . . . ~~Presbyterian~~ Hospital” to  
 “5 . . . Novant Hospital”  
 “6 . . . ~~Presbyterian~~ Hospital” to  
 “6 . . . Novant Hospital”  
 “21 ~~Matthews Station extension to Andrew Caroline~~” and  
 “Town/~~Presbyterian Hospital~~” to  
 “21 Andrew Caroline Extension to Matthews-Mint Hill  
 Road” and “Town/Novant Matthews Medical Center”

Downtown Streetscape Improvement Plan

- 6 Graphics (map) revised curvature

# The Illustrative Plan: Highlights



- 1 New mixed use at 51/West John
- 2 Redevelopment of shopping center along West John with office and and housing
- 3 New senior living Apartments and townhomes
- 4 Townhomes along new College St and fronting Stumptown Park
- 5 Stumptown Park expansion
- 6 Three Story mixed-use at John/Trade and two stories along East John
- 7 Market Alley redevelopment of vacant/underutilized land

- 8 New "North End Park"
- 9 Mixed-use "bookend" development at N. Trade and Matthews St + intersection improvements
- 10 Andrew Caroline
- 11 Matthews Station Parking Structure and housing
- 12 2-story condo flats along Matthews Station Extension adjacent to historic Plaxco home.
- 13 3-story condo flats and townhomes along Matthews St
- 14 Buckley Way

**LEGEND**

- Existing Buildings
- Proposed Buildings
- Parks

*The illustrative plan for Downtown Matthews represents only a vision of what could become of vacant or underutilized property and where possible new infrastructure and open space could be located. It does not dictate exactly what should be developed on each individual site but provides guidance for how sites could develop or redevelop.*

## Transportation and Circulation

As the downtown area, the Town and surrounding communities continue to grow, traffic will continue to be a pressing issue and cause for concern. Overall, Matthews is fortunate that so many well travelled streets converge in the Downtown area. Many smaller downtowns, especially those with highway bypasses, struggle due to poor visibility to the general public. The high traffic counts in Downtown Matthews contribute to high visibility to retailers. However, congestion can also be a detriment to the appeal and viability to an area as well. If access is poor, visitors will shun the area for other destinations.

### Existing Conditions

The Downtown street network is comprised of a mixture of State maintained thoroughfares and Town streets. Of note, John Street is designated as a major thoroughfare on the MUMPO plan and more or less bisects Downtown. Over the years, the Town has added North Trade Street, Sam Newell Road and Matthews Mint Hill Rd to the Town street system. The most obvious barrier to circulation and connectivity is the rail line through the center of Downtown. Many Downtown streets end abruptly near the tracks and new crossings are prohibited by CSX. The only new crossings that are generally allowed are where an existing crossing is closed in exchange for a new crossing elsewhere. Overall, Downtown Matthews benefits greatly from having a somewhat connected street grid despite many glaring needs. Although the Matthews Township Parkway Bypass was intended to reduce traffic through the center of the Town, many people still use North Trade Street as a major North-South route. Over the next decade, it is widely anticipated that John Street will transition into a four or five lane cross section from the intersection with Trade Street to I-485 and continuing into Union County. The roadwork will impact existing businesses in downtown as well as residences along East John Street.

### Specific Downtown Solutions

Many of the solutions to traffic woes in the Downtown area will occur through road projects outside of the Downtown Plan study area. However, incremental improvements to existing roadways and the extension or creation of new streets to the downtown street grid will serve to smooth traffic flow in and out of downtown. A fine balance must be achieved to move traffic through the area as efficiently as possible while still maintaining a safe pedestrian environment. All roadway projects and enhancements should be thoroughly evaluated not only from a traffic engineering standpoint but from a quality of life perspective as well.

## Suggested Roadway Improvements

### Andrew Caroline Drive extension to Matthews Mint Hill Rd

This roadway would extend a very short stub street along North Trade St and create greater connectivity in the northeastern quadrant of Downtown. Improvements will be coordinated with Novant Matthews Medical Center.

### New Street Between Charles Street and Sadie Drive

This new cross street would begin as a part of the Market Alley concept and cross John Street. From John Street. to Sadie Drive the street would follow an alignment that uses what is now for all purposes used as a street but set up as a driveway though BB&T and First Baptist Church property.

### Charles Buckley Way/Andrew Caroline Drive

Beginning from the South, this street would follow an alignment using existing Town property adjacent to the warehouse at 433 East John St. At such time as approval may be granted to cross the railroad tracks, the street would curve behind Town Hall and cross Matthews Street to connect to Matthews-Mint Hill Road. This future street may align with the extension of Andrew Caroline Drive.

### Old Depot Ln Extension to Crestdale Rd

This proposal would extend a new east/west street from Crestdale Rd to the new Charles Buckley Way extension once it crosses the railroad. The road facilitates better connectivity between the historic Crestdale community and downtown and also creates a much needed connection once the troubled railroad crossing at Crestdale Rd is closed.

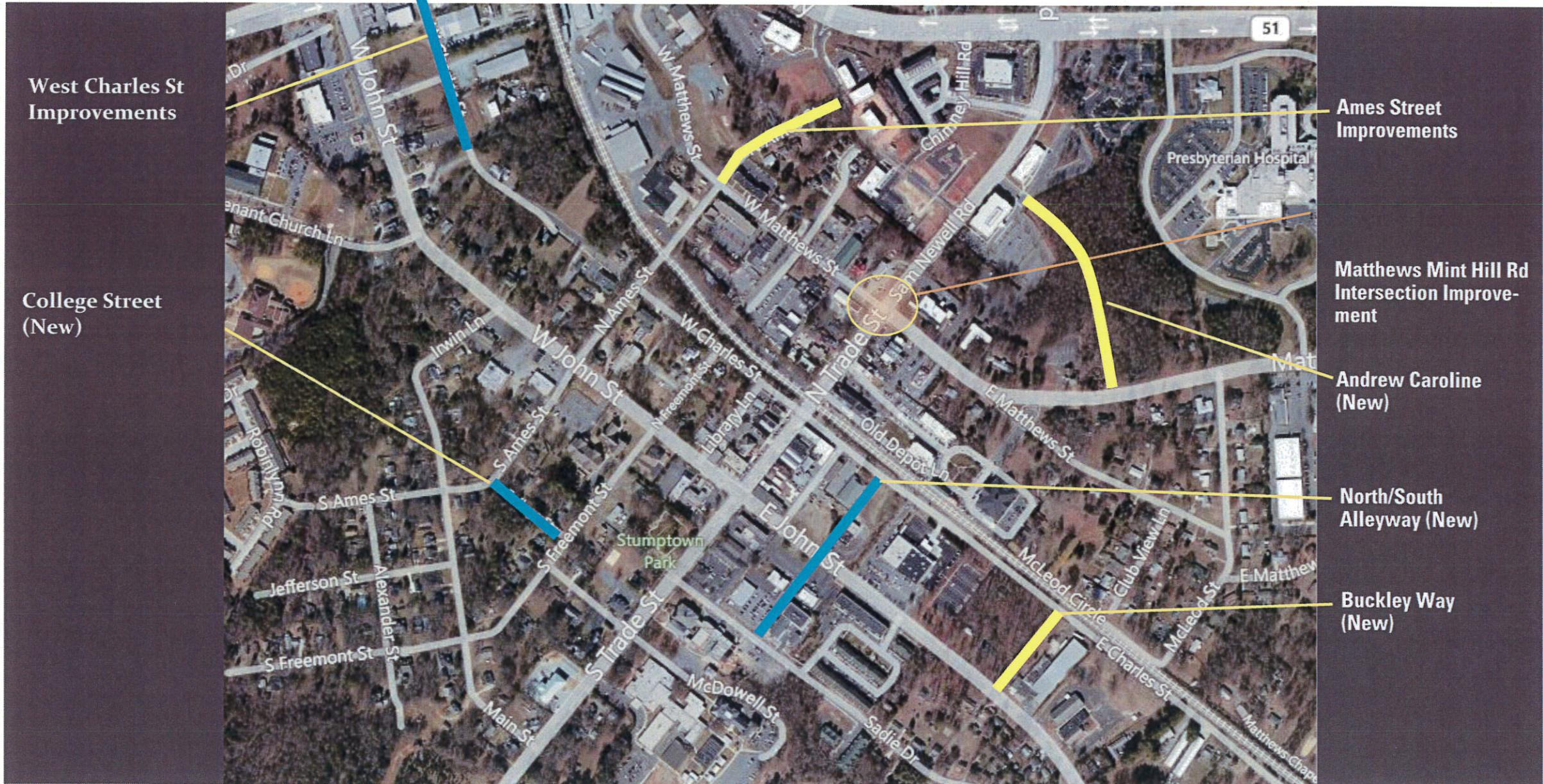
### Independence Pointe Parkway/Greylock Ridge Road

Outside of Downtown, this particular roadway would create a much need relief valve to traffic problems by providing another north/south connection.

### Sample Daily Traffic Counts in Downtown

N. Trade Street	18,000
S. Trade Street	17,000
John Street	26,000

# Transportation Improvements Map: Downtown Specific



West Charles St Improvements

College Street (New)

Ames Street Improvements

Matthews Mint Hill Rd Intersection Improvement

Andrew Caroline (New)

North/South Alleyway (New)

Buckley Way (New)



## Key Sidewalk Projects

- ◆ New, north side of Matthews Mint Hill from Matthews St to Novant Hospital
- ◆ New, north side of railroad tracks to Crestdale
- ◆ New, west side of Trade St connecting North End to Downtown Core
- ◆ Improvements to block face of West John from Trade St to Library Ln
- ◆ Widening and improvements from Trade St to Cotton Gin Alley

*\*Dotted red line represent proposed sidewalks, improved sidewalks or multiuse pathways*

## Future Roads and Connections

### Andrew Caroline Drive

The extension of Andrew Caroline Drive from North Trade Street to Matthews Mint Hill Road creates a valuable addition to the Town street network while providing a better connection between Downtown and Novant Matthews Medical Center and the future light rail station located on or near hospital property.



## North End District

The North End District is primarily composed of new development along Sam Newell Road between Matthews Street and Matthews Township Parkway. New buildings constructed over the last decade adhered to the requirements of the Downtown Overlay district and form a distinct gateway corridor leading into the core of Downtown Matthews. The district is composed of a mix of building types and uses, but has primarily grown with a focus on medical facilities and recently, apartment dwellings. The Matthews Gateway project provides much needed urban residential and retail to area to the area in a true mixed-use environment.

### Strengthen Pedestrian Connections

Dovetailing with previously discussed plans for the Matthews St/North Trade Street intersection, sidewalk should be completed on the western side of Sam Newell Rd between Matthews Gateway and Matthews Street. The intersection should be fully signalized for pedestrians with crosswalk signals.

### Signature Civic Space

North End Park would anchor this new district as a focal civic space while providing much needed open space to an underserved area. There are approximately 1,000 dwelling units within a 1/2 mile walk of the site with no other park amenities in the area. In addition, hundreds of office and retail workers are also located in that same 1/2 mile area.



## Connectivity to Adjacent Areas Along Gateway Corridors



1  
Downtown

2  
Sportsplex/  
Family Entertainment  
District

3  
Crestdale

4  
Wingate  
Commons

# Project Listing and Implementation Guide

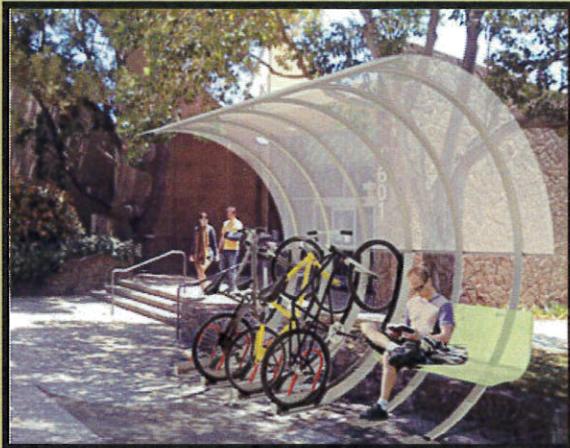
Project	Year	Cost/Funding Source
<b>Short Term Projects (1-3 years)</b>		
1 Construct Buckley Way between E. John and Charles St.	2013	CIP Funds
2 Sidewalk between West Matthews St and Matthews Gateway property line	2013	
3 Widen Ames Street and install sidewalk between W. Matthews and Park Center Dr.	2014	
4 Crosswalk Signals at North Trade and Matthews Street	2013	
5 Sidewalk along Matthews Township Parkway between N. Trade and Novant Hospital	2013	
6 Sidewalk along Matthews Mint Hill Rd. between North Trade Street and Novant Hospital	2015	
7 Sidewalk along Matthews Township Parkway between Park Center Dr and Chimney Hill Rd	2013	
8 West Matthews St restriping for parallel parking, new C&G/parallel parking/sidewalk near intersection with North Trade St and construction of missing sidewalk segments	2013	
9 Sidewalk along North Freemont St between West Matthews St and Freemont St Cottages	2015	
10 South Freemont		
11 Construct pocket park/plaza on North Trade St. between Bike Shop and Planet Ballroom	2015	
12 Widen W. Charles sidewalk between N. Trade and Cotton Gin and convert to parallel parking	2015	
13 Construct fountain on Town Green	2013	Grant Funding
14 Streetscape improvements on John St between Trade St and Library Ln	2013	
15 Streetscape Enhancements 200 Block North Trade	2014	
<b>Intermediate Term Projects (4-6 years)</b>		
16 East Matthews St/Mcleod St Streetscape/sidewalk project	2017	
17 Crestdale Heritage Trail connection from N. Trade St. to Crestdale Rd	2018	
18 West Charles St improvement to intersection with Matthews Township Parkway	2018	
19 Construct College St between S. Freemont St and S. Ames St.	2019	
20 Develop Market Alley including alleyway and associate public improvements	2017	Explore funding alternatives and partnerships
21 Andrew Caroline Extension to Matthews-Mint Hill Road	2017	Town/Novant Matthews Medical Center
<b>Long Term Projects (7-10 years)</b>		
21 Construct Matthews Station Parking Deck and Supporting Development	2020	TIF/Developer Cost Share
22 Stumptown Park Expansion	2021	Grant Funding
23 Bury Utility Lines and Install Traffic Light Mast Poles at N. Trade St. and W. Matthews St.	2023	

# DOWNTOWN STREETSCAPE IMPROVEMENT PLAN

## Alternative Transportation Paths Map (Walking Paths, Cycling and Bus Routes)



Bus equipped to accommodate cyclists needs



Bus stop location with bike rack

As the Town grows so will the need to provide pedestrian amenities. The map to the right displays existing and future alternative transportation routes.

The town should follow the Matthews Composite Bicycle and Pedestrian Plan.

