The contents of this letter present the findings of a technical memorandum that was completed for the proposed development located on the future Greylock Ridge Extension, south of Charles Street and Tank Town Road in Matthews, North Carolina. The purpose of this technical memorandum is to determine if a Traffic Impact Analysis (TIA) is necessary for the proposed development.

Site Location and Development Plan

The proposed development is to be located on the future Greylock Ridge Extension, south of Charles Street and Tank Town Road in Matthews, North Carolina. The site is currently undeveloped, and Greylock Ridge Extension has not been constructed. The site will have one-way access points on realigned Charles Street and the Selma Burke Extension. Charles Street and Selma Burke will have full movement access at Greylock Ridge once constructed. The site will consist of 30 Townhomes on the west of Greylock Extension and 45 Townhomes on the east of Greylock Extension.

Traffic Volumes

The daily trip generation was calculated using the 10th edition of the ITE Trip Generation Manual. Table 1 shows the daily trip generation potential of the proposed development.

<table>
<thead>
<tr>
<th>ITE Land Use (Code)</th>
<th>Density</th>
<th>Daily Traffic</th>
<th>Peak Hour Trips (VPH)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>AM</td>
<td>PM</td>
</tr>
<tr>
<td>Multifamily Housing (ITE Code 200)</td>
<td>75 DU</td>
<td>526</td>
<td>8</td>
</tr>
</tbody>
</table>

Traffic Impact Analysis Thresholds

The North Carolina Department of Transportation (NCDOT) and the Town of Matthews may require a Traffic Impact Analysis for a proposed development based on the number of trips generated by the site. The NCDOT threshold for a TIA study is 3,000 daily trips generated. The Town of Matthews threshold for a TIA study is 150 peak hour trips generated. The Town also requires a TIA be performed if any proposed development activity is for, or could accommodate, fifty (50) or more dwelling units, or for any nonresidential use meeting one or more of the following: covering more than two (2) acres; including more than three (3) building lots; providing an
assembly area for more than four hundred (400) persons; involving office or sales floor area over twenty thousand (20,000) square feet; within one hundred fifty (150) lineal feet of any intersection of two (2) designated thoroughfares; within five hundred (500) lineal feet of any public road intersection currently operating as a Level of Service D or E; and/or involving service or delivery vehicles in excess of one (1) ton.

Findings and Summary

The proposed development is well below the NCDOT 3,000 trip per day threshold for a TIA and the Town of Matthews peak hour trip threshold of 150 peak hour trips based on the findings from Table 1. The Town does require TIA’s for other reasons other than trip generation. However, minimal traffic impacts would be expected based on the trip generation data in Table 1. A TIA waiver is recommended to be requested based on the development density and trip data in Table 1.

Sincerely,

Impact Designs, Inc.

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Principal
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Attachments
- Conceptual Site Plan
- Trip Distribution
- Trip Assignment