MINUTES
BOARD OF COMMISSIONERS SPECIAL MEETING
REMOTE MEETING
SEPTEMBER 14, 2020 – 6:00 PM

PRESENT: Mayor John Higdon; Mayor Pro Tem Renee Garner; Commissioners Dave Bland, Ken McCool, Jeff Miller, John Urban and Larry Whitley

ALSO PRESENT: Town Manager Hazen Blodgett; Assistant Town Manager Becky Hawke; Transportation Planner Dana Stoogenke; Town Engineer Susan Habina Woolard; Communications Coordinator Maureen Keith; Town Clerk Lori Canapinno

The Board met with staff and consultants to receive information on the Transportation Subarea Model. Matthews Transportation Planner Dana Stoogenke along with consultants Matt Noonkaster from City Explained and Craig Gresham from Clearbox Forecast discussed the modeling. Ms. Stoogenke explained this study will give the Board more tools in its toolbox to help with decision-making. It’s scenario-planning and looking at transportation and planning through a modeling lens.

This came from a John Street work group in 2018, which had a lot of unanswered questions about data. There were some data but not enough to look at things in detail. Staff talked to CRTPO (Charlotte Regional Transportation Planning Organization) and received some grant funding to do this study. It’s a sub area model, the goal of which is to try to understand traffic flow and land use impacts in Matthews, for all of the corridors throughout town. This was kicked off in March of 2020 and with a lot of coordination with the CRTPO’s Metrolina Regional Model, a much larger model of which this Matthews model is a subarea. The Planning Board and Transportation Advisory Committee also reviewed this, and another good discussion was held recently with the Board of Commissioners.

Matt Noonkester reviewed the modeling and presented information (Exhibit #1 hereby referenced and made a part of these minutes). The CommunityViz software was used to look at land use, the transportation needs to accommodate current needs and growth, and different traffic patterns and congestion. Software calls TransCAD was then used to create the model. They looked at local trips – trips starting or ending in Matthews – and separated those from trips traveling through Matthews and looked at things like emerging and future congestion locations, street network capacity, and high traffic destinations. The subarea MRM (Matthews Regional Model) is separated into traffic analysis zones, or TAZs. There are 38 Matthews TAZs in the regional model, which have been broken down into 137 smaller TAZs. One can review the presentation to see the results. Three major refinements were the addition of more local roads, the addition of more, smaller TAZs, and dynamic traffic assignments to see how traffic flows throughout the day in 48 15-minute increments.

Craig Gresham reviewed four project scenarios: the 2045 network. The scenarios go from less street network to more streets and look at what might happen with land use. Scenario 1 follows the rules for land use as they are today and matches the fiscally constrained transportation project list [see slide 14 for list of transportation projects]. Scenario 2 follows the rules for land use as they are today but includes the Town-modified transportation project list. Scenario 3 includes emerging growth centers and the fiscally constrained transportation project list. Scenario 4 includes the emerging growth centers and the Town-modified transportation project list. Ms. Stoogenke noted that scenarios 2 and 4 include the Silver Line light rail alignment, while the other two do not.

Mr. Noonkester explained that scenarios 1 and 2 incorporate the existing policies in place today, with lower density areas that people drive to. Scenarios 3 and 4 are considered with the idea that some areas have redeveloped into more dense, mixed-use activity centers, and are walked to, rather than driven to. About 19% of the land area could change with redevelopment through 2045, and this plan recognizes the activity centers the Board has been talking about for some time. They looked at 27 transportation projects, 17 of which are in that fiscally constrained list. The
other 10 were added as connections the Town might want to consider to enhance transportation. John Street was left as a two-lane street in this assumption. Existing common area of congestion almost always are at the point where two roads cross, or right after that as spillback takes place when the intersections are letting down the traffic flow. The model indicates future areas of congestion as places to monitor.

The group discussed each of the scenarios in more detail. Ms. Stoogenke summarized, saying this model is not the answer, but a tool in the toolbox. It indicates that East John Street can stay at two lanes if the Town relies on a whole range of mobility options, including the Silver Line. There could be a 20-25% reduction with the two lanes with the holistic approach for the overall road network. She noted there are pinch points in all of these scenarios, and that whole 2045 seems very far away, it needs to be planned for now. It comes down to policymaking for the Board - what should John Street be like? What about through traffic? Should there be more placemaking? The community centers Mr. Noonkester spoke about would create new land use. The two-lane cross-section for John Street, along with a lower volume of traffic due to the dispersion among the rest of the network, would definitely be better to create a walkable, safe environment.

This is an academic exercise. Staff will need to look at new candidate projects with the CRTPO, as they are the ones the Town submits projects to and from which the Town hopes to receive funding. All of the projects within the 2045 horizon should be included in the fiscally responsible scenario. For the Board, there are a lot of local documents and policies used for long-range planning, and a lot of the things discussed tonight will be included in the long-range planning over the next few years.

Mayor Higdon said these findings seem to validate the thought that “if you build it they will come”, so if John Street is built as four lanes, more people will come. He hopes the Board can work with these findings to keep Matthews’ small-town feeling. Mr. Blodgett asked about the transportation projects listed on slide 14. Ms. Stoogenke confirmed that the roads in blue are funded in the Metropolitan Transportation Plan (MTP), although they’ve been pushed back due to funding. The roads in red are those that the town needs to advocate for, as they’re not currently included in the MTP. She explained that staff looked for a balance between pushing traffic on local roads versus neighborhood roads. They wanted to be sure the rest were projects everyone feels good about. They’ll have to work with CRTPO on some of those red items to make them happen.
The Mayor and Board, Town Attorney, Town Manager, staff, and zoning applicant representatives participated in the meeting using the Zoom remote meeting platform, which allows participants to connect via audio and video for live, simultaneous communication. The public can view the meeting live via an audio/video or audio-only Zoom connection or the simultaneous YouTube live stream. A recording will be available on the Town’s website shortly after the meeting.

INVOCATION/MOMENT OF REFLECTION

Commissioner Miller offered an invocation.

PLEDGE OF ALLEGIANCE

Mayor Higdon led participants in the Pledge.

RECOGNIZE CONSTITUTION WEEK

Mayor Higdon presented a proclamation honoring Constitution Week to Mecklenburg Chapter, Daughters of the American Revolution representatives Ann Del Vecchio and Suzanne Hyde Hart. Ms. Hart discussed some of the activities they’ve done in the past and plan to do in the future and discussed the painted rocks that were placed at Squirrel Lake Park and flags places at the Fire Station this year. Ms. Del Vecchio noted that Constitution Week was established in 1955 when the national Society of the Daughters of the American Revolution petitioned Congress.

RECOGNIZE FIRST RESPONDERS DAY

Mayor Higdon presented a proclamation honoring First Responders Day and noted the importance of first responders, especially in terms of the recent anniversary of 9/11.

RECEIVE UPDATE ON COVID-19 – EMERGENCY OPERATIONS CENTER COMMANDER ROB KINNIBURGH

Emergency Operations Center Commander/Fire & EMS Chief Rob Kinniburgh gave an update on the current conditions. As of today, day 188 of COVID-19-related activity in Mecklenburg County, there have been 27,112 cases and 3,369 deaths.

Governor Cooper moved the state into Phase 2.5 on September 4th, which allows for greater occupancy and attendance at indoor and outdoor events and for gyms and fitness facilities to reopen. Total cumulative case counts have increased just 4.5% over the last 14 days, which is continuing a slowing rate of increase. Mecklenburg County tracks a seven-day case count and it’s currently at lowest point since early June. Deaths have increased by 13%. An average of 2,900 COVID-19 tests are administered daily with an average of 96 new cases and a positivity rate of 3.3, which is much lower than previous. The county continues to see a decline in COVID-patient hospitalization but a slight increase in the use of ventilators. The social distance index is seeing a slight improvement and is currently at 40.

Town residents are in isolation at 59 locations including Plantation Estates. There are 43 residents in isolation at Plantation Estates for precautionary measures. Matthews continues to distribute masks to residents and will be the distribution mechanism for the county for the south area. Today Matthews returned to pre-COVID first responder dispatch protocols, meaning that they’re back to responding to the normal emergency medical services load, which had been reduced earlier in the COVID-19 response to preserve personal protective equipment. Staff continues to
monitor schools and the spread of the virus, and Matthews is finalizing contracts with Charlotte Mecklenburg Schools to implement remote learning sites for the children of Matthews residents. The Governor hasn’t moved into Phase 3 but there’s some thinking that it might come at the end of October.

Ms. Garner asked about Halloween recommendations and Chief Kinniburgh explains they haven’t gotten that far. People should prepare for a scaled-down Halloween. Mayor Higdon shared his appreciation for those who are social distancing, wearing masks and are being careful to not spread the virus.

ITEMS TO BE ADDED TO THE AGENDA

Mr. Blodgett requested the addition of an item as new business – a letter from the Arts and Science Council President. By consensus, the item was added as new business item 14D.

PUBLIC COMMENT

None

RECESS REGULAR MEETING FOR PUBLIC HEARINGS ON APPLICATIONS TO AMEND THE UNIFIED DEVELOPMENT ORDINANCE AND LAND USE MAP OF THE TOWN OF MATTHEWS

Motion by Mr. Whitley to recess the regular meeting for public hearings on an application to amend the Unified Development Ordinance and Land Use Map of the Town of Matthews. The motion was seconded by Mr. Miller and unanimously approved.

Zoning Application 2020-715/Williams Business Properties: 1700 Weddington Road; R-15 to R-12MF(CD) on that certain property located at 1700 Weddington Road and further designated as Tax Parcel 22729101

Senior Planner Rob Will reviewed this request for rezoning from R-15 to R-12MF(CD) to construct a multifamily complex with townhomes and apartments, for a maximum of 131 units on the site located at the intersection of South Trade Street and Weddington Road, just south of the MARA ball fields. The site has a steep slope going toward the center of the property and transmission lines above. The 16.25-acre site is currently undeveloped, and the Four Mile Creek passes through the northern portion, creating a SWIM (Surface Water Improvement and Management) buffer and flood plain.

The proposed site plan includes four apartment buildings - 3 split levels along South Trade Street and Weddington Road, and 37 townhome units. The plan also includes a leasing office, swimming pool and fitness center, 243 parking spaces as required, and 2.94 acres of open space. The apartment buildings are three stories but appear two be two stories because they extend down below in the rear due to the topography of the site.

Proposed conditions include the following: a maximum of 131 multifamily units, with a minimum of 37 units as one family attached (townhome) style units; the apartment townhome buildings along South Trade Street and Weddington Road will appear to be two stories from the public view and three stories to rear; internal sidewalks and pedestrian connections will be installed; and the apartment building not fronting a public street will be a maximum of 45 feet in height. This site is directly adjacent to the Four Mile Creek Greenway, and the applicants are working with Mecklenburg County Parks and Recreation, at the request of Town staff, regarding a potential easement or dedication of land to serve as a connection point. At this time, NCDOT (North Carolina Department of Transportation) has plans for a concrete ramp connecting the endpoint of the greenway trail at the future South Trade Street tunnel to the existing sidewalk on South Trade Street, but the timing is as yet unknown.
The applicants submitted a TIA (Traffic Impact Analysis). Full buildout is anticipated in 2023. Access to the site will occur via one right-in/right-out driveway on South Trade Street directly across from Branham Lane, and one full-movement driveway on Weddington Road, 925 feet west of South Trade Street. The applicants are coordinating with CATS (Charlotte Area Transit System) at the request of Town staff regarding a potential bus stop. CATS will review the request.

The Land Use Plan does not make specific recommendation for this site, and staff recognizes that the property is located in an area surrounded by single family development. The Land Use Plan does suggest that the Town should shift to higher density and promote design flexibility regarding multifamily housing. Some of the Land Use Plan action items are to provide a variety of housing styles, density, and locations; promote higher density, multifamily and transit-supportive housing developments along throughfares, and encourage alternative style housing and infill development. The proposed change in zoning from R-12 to R-15MF(CD) is consistent with the Land Use Plan.

The Planning Department would like to see the applicants continue to coordinate with CATS on a possible bus transit stop. The Parks and Recreation Department are recommending the addition of a private connection from the site to the greenway access; property dedication to Mecklenburg County directly for greenway access; and for the applicants to reevaluate a potential connection to Weddington Road from the greenway at the southwest edge of the site. Staff also advises that the applicants should anticipate parking on the private site by some greenway users.

Mayor Higdon asked about the traffic analysis, and if data was collected recently, with artificially low numbers due to the pandemic. Mr. Will said the applicants can speak in detail about that, but that the Town Engineer stated that the applicants worked with NCDOT to get traffic counts that were performed pre-COVID, when traffic was normal. Ms. Garner asked about school impacts, and Mr. Will explained that staff is still waiting for the report from CMS (Charlotte Mecklenburg Schools). Ms. Garner said she looked at data for the Mount Harmony 141 townhome community development to try to extrapolate information for this development. Planning Director Jay Camp noted that the yield rates are a little higher for apartment units than townhomes, but the Mount Harmony development could serve as an approximation for this development. Ms. Garner noted that the Mount Harmony development was approved in 2017 for 141 townhomes. The CMS report anticipated 10 elementary, 3 middle and 7 high school students. Mr. Miller asked about the greenway connection, noting that when the greenway cuts under the bridge, it will curve slightly to the left for topographic reasons and connect to the Weddington Road sidewalk system, whether or not this development is approved.

Applicant representatives Attorney John Carmichael of Robinson Bradshaw; Jack Levinson of Lat Purser & Associates; Managing Partner and Civil Engineer Collin Brock of Bloc Design; Architect Russell DeVita of FMK Architects and Transportation Engineer Dillon Turner of Kimley-Horn addressed the Board. Mr. Carmichael reviewed the plan, first noting that it was surprising that he virtual community meeting was not well attended. Only four people requested the Zoom link and one attended the meeting. The applicants did follow up with those who requested the link but didn’t attend.

Mr. Levinson noted that Lat Purser & Associates is a local company that was instrumental in the development of the Matthews Station area and is still vested in Matthews today. They're long term owners interested in quality, sustainable developments. He discussed their intention to dedicate land to Mecklenburg County and be good environmental stewards by working with HAWK (Habitat and Wildlife Keepers) on habitat certification and Debbie Foster of the Appearance and Tree Board on native materials and other issues. Mr. Levinson explained that the two and three-bedroom townhomes would have garages with two-car side by side parking, and the flats (apartments) will have surface parking. They plan to emphasize health, fitness and nature with open space, the greenway, and pool. The buildings are designed to be of a scale that is harmonious with the surrounding neighborhoods.

Mr. Brock explained that the site has considerable constraints due to the topography and SWIM buffer. Their plan will exceed the required tree save. They’ve submitted PCO (post-construction stormwater ordinance) plans to the County; the plans call for an underground system in the center of the site to handle stormwater quantity. The
secondary part of water quality will be constructed in the wetland within the floodplain, which is permissible. It will be a constructed natural wetland with plants and the existing pond will remain as is. They're looking at ways of applying some mitigation efforts on the existing stream. Mr. Brock discussed challenges related to the driveways. They were required to orient the right-in/right-out driveway with the existing median, so that set the spine of the private drive along the site. SEE TAPE. The topography drops off significantly from the top of the road, which allows them to creatively address the development.

Mr. DeVita discussed the architecture of the development, saying they took great care in the massing of the buildings and to create articulation in the rooflines and by using different materials and colors, so they read as smaller individual units. They've also employed coverings over the entryways and bay elements. They're working hard to make the development fit into the scale of the surrounding neighborhoods, and to front the buildings on the streetscape to create that connection and sense of community for this development and Matthews as a whole. This is a good opportunity to create a gateway for Matthews. The community would include a pocket park and gathering spaces for interactivity. Matthews and the whole Mecklenburg County area will see continue to see growth over the years, and with that growth, they want to execute a high level, high quality development that will be community friendly.

Mr. Urban thanked the public who sent in comments and questions about this application, noting that they’re mostly about things like traffic, parking, and building scale rather than about apartment dwellers being unsavory. He said a project of this scale would not affect single home prices in the area. He said he’d received some emails saying that the land should be kept vacant, and he wanted everyone to understand that the Town doesn’t own the property. He also said he doesn’t think anyone participating would want the government to dictate what they can and can’t do with their own property. He knows that the property owner, Mr. Williams, has every right to sell his property for a return. If private citizens want to band together to purchase the property and leave it vacant, they can do so. He noted that the property has significant wetland and topographic issues, and traffic is always a consideration there. He noted that if this project isn’t built there, then it could be something else, such as single-family homes or townhomes. It’s currently zoned so that a church, daycare, or similar use could develop by right. All these decisions reflect on what the landowner can get for his land. Mr. Urban noted that he’d met with the applicants several times and they’ve already made changes based on suggestions he made. They did a good job of breaking down the scale of the project, and he believes in varied-style residential types, but he believes there are corridors more appropriate for this type of project. He would rather see it as a townhome project, as more of a mediator between single family homes and downtown.

Mr. Bland noted his biggest concern, which was expressed by many citizens who wrote to him, is about the traffic at this intersection. He’s concerned about this becoming more of a bottleneck and asked if anything could be done to improve the situation. Mr. Turner explained that they developed a TIA in coordination with NCDOT and Town Engineer Susan Habina Woolard. The traffic study was approved by NCDOT with the addition of the right turn in. He discussed capacity improvements that will come with the additional northbound through lane and the shared through left from Weddington Road and said that there’s very little impact adding in the traffic from the proposed development. Mr. Bland noted that in normal times/pre-pandemic, traffic backs up on Weddington Road in the mornings and afternoons. Mr. Turner explained that the left turn split right now is very weighted toward the traffic going to town, and with the new project there will be additional left turn capacity. With that they don’t see that queuing backup. Mr. Bland said he heard from people who are so frustrated with left turns there that they turn right instead and then change directions in a neighborhood, and asked if there’s anything else that could be done to facilitate people getting out. Mr. Turner said that when the NCDOT project U-5804B (South Trade Street widening at culvert) is complete, which NCDOT says should be any time now, it will address that by adding capacity with the dual left (left and shared left/right) and so drivers will have an easier left turn and they won’t need to take a right-hand turn instead.

Mr. Miller said his biggest concerns related to schools, traffic, and the nonexistent transition between the residential homes and this site. Usually commercial development transitions little by little into residential, but this property is surrounded entirely by single family homes and apartments are being dropped into the middle of them.
Ms. Garner noted that the Board is ethically obligated to hear the application. She also said some people asked about the affordability of these units and if any of them would be rented below market rates. Mr. Levinson explained that they’re intended to be market rate-based units. Ms. Garner noted that Matthews Elementary School will be at 137% capacity when the existing development projects are completed, and that this and the use of trailers at the school is already a concern with parents in the surrounding areas. This isn’t as dense as many apartment complexes, but the density is still a concern to many people she’s hearing from in Mathews.

Mayor Higdon said he lives in the Ashley Creek neighborhood and until recently worked at Conbraco in downtown. Traffic would sometimes back up into Union County on Pleasant Plains Road and he couldn’t get out of his neighborhood. He discovered that he could walk or ride a bike to work faster than driving. He understands the anger and frustration in some of the letters he’s received, as traffic is horrendous in non-COVID times. He does have a concern with a development of this magnitude and this density on that corner. I literally found out that I could ride a bike or walk to work faster than driving.

Mr. Whitley thanked everyone who wrote in and agreed that his biggest concern is traffic. He believes that once the Weddington Road and South Trade Street road projects are completed, that will ease up on some traffic. He thinks the applicants have done a good job and this proposal is better than the others he’s seen for this site. He is concerned about some of the traffic issues already discussed but is satisfied that this is a good-looking plan. He’s less worried about schools at this point.

Planning Board member Mike Foster said this is not the first plan that’s been presented for this location but it’s the best he’s seen. Traffic is a concern, but he believes it will help once the bridge is completed. He thinks this plan would make a great gateway to Matthews. He said the specific impact to schools is needed before a decision is made. Planning Board member Natasha Edwards expressed concern about people cutting through this property to skip the traffic light. She asked about ownership and Mr. Carmichael explained that all the units would be rental only. Planning Board member Mike Rowan asked about bedroom counts in the apartment units and Mr. Levinson explained that they haven’t finalized the mix of unit types between 1-2 and 3-bedroom units. That information will be supplied as soon as possible. Mr. Rowan also expressed concern about the density on this site and the placement of multifamily units within a predominantly single-family area.

Town Clerk Lori Canapinno read into the record written comments from Jean Twisdale, Jason Majewski and Jim Hardzinksi (Exhibits 2-4 hereby referenced and made a part of these minutes), all of which expressed concerns with the proposal and requested the Board reject the rezoning application.

Live comments were then given. Laura Petrie lives in the Hampton Green neighborhood and said traffic backs up at the intersection of Trade Street all the way to Highway 51. She can’t turn onto Trade Street because the flow of traffic is constant, and even when the light is red, traffic on that right turn lane is nonstop. She said the TIA fails to take into consideration the impact on the people who already live here. She then discussed the potential impact on public services, saying there are only two internet providers and she can’t get fiber internet at her home. She then discussed crime, saying when there are apartments there is crime, no matter how fancy the apartments. She said studies online show that apartment complexes also lower property values. She is against this development.

Liz Teifer lives with her husband in the Courtney neighborhood right next to the site and said many of their concerns have already been discussed. They understand that progress is a real thing and is going to happen, and know apartments are in demand, but believe they should be places at the periphery rather than right in the middle of town. Matthews has worked hard on its small-town charm and it’s become a destination, and they would rather see 12-15 custom built homes that preserve nature in the creek than this. The traffic is horrendous, and this would not make it better. Ron Teifer said they’ve watched the town grow over the last 20 years and have seen its appeal grow and they were drawn to this area by the single-family homes. He thinks the third written comment from Mr. Hardzinksi raised great questions, particularly about infrastructure, and said it would be nice to see projects finished before any potential negatively impactful decision is made on this land. He believes a lot of people would be more comfortable with high-level single-family homes like have been built over the last few years.
Aaron Polsgrove lives in the Winterbrook neighborhood and said he’s satisfied the concerns about traffic have been acknowledged and discussed a lot. He said he originally intended to participate to oppose this proposal but listened to the applicants and is now actually attracted to parts of it. Based on the proposal they don’t plan on removing all trees on site, so he applauds that. He said the number of units – 131 - shocked a lot of people – that’s almost double the size of his neighborhood. It’s already very difficult to get out of his neighborhood. He would prefer to see a number in the 100 range – cut it down by 20%. He would also like to see more specifics about how the development plans to connect that greenway.

Mike Mattes lives in the Courtney neighborhood, right next to the proposed rezoning spot. Chaphyn Lane is the last street one passes before getting to this property, but Chaphyn Lane wasn’t mentioned in the traffic study. He discussed concerns with some of the assumptions in the traffic study. His biggest concern is that the actual traffic counts weren’t done because of COVID, saying they used some data as old as from 2004 and then applied a growth rate to accommodate for that time span. He thinks a traffic study should be redone with current conditions after people get out of the COVID-related shutdown. Aside from just the age of the data, he’s concerned about the data itself. Three of the intersections existing today were graded E and one F. NCDOT requires mitigation for any property that degrades the level of service or has an F. Some of the intersections are already so bad they have very low levels. He would prefer to see some projects completed after the infrastructure is put into place.

Britney and Blake Gilley said they moved here, and the small-town feel was one of the things that drew them to the community. They are also concerned with traffic and agree with what has been mentioned already. They are also worried about the small town feel and said that while an effort was made to create a nice façade, bringing so many units unto this area is a concern. Another concern is the schools. They asked the Board to vote against this request.

Nick and Hannah Crosby said they just moved into neighborhood in May, and had this property been here when they were looking for a home it would have deterred them from the neighborhood. They came from an apartment and were looking to get away from that. They’re not opposed to having some property being there – if these were homes for purchase it would be different, but rentals bring a different feeling.

Lindsay Sawey lives in the Courtney neighborhood said her concerns include much of what has already been mentioned, particularly traffic and school impacts. Traffic has been in front of her house since they moved in 4.5 years ago. The light still doesn’t work correctly, and she can’t make a right turn due to the construction project that is never-ending. This project doesn’t make sense and while it looks nice it will add a lot of people and cars and remove the natural wildlife and animals that are on the site. She doesn’t think this is the right project for this land. And doesn’t want to add that many people into that little space. She is also concerned about pedestrian crossings there and asked if there would be a sidewalk going across MARA to the Courtney entrance.

David Krausse noted that he and his neighbors in the Courtney neighborhood lived through the no left turn years until the Town added White Deer Trail, which has been a godsend. He said people shouldn’t be fooled by COVID – traffic will come back. He said if a mistake is made here it will be a big one. He understands that 20 or 50 homes could be put on this property if no variance is given – those would be just houses on plots of land and nothing to improve Matthews. He wants the right development in this location and putting a development in this area which contains no owners is just not right. He suggested instead making it a mixed-use development. He said leased townhomes and leased apartments doesn’t work here. High density should have transit, and if there’s no CATS service then this development shouldn’t be placed here. He asked about U-turns and left turns and discussed the directions of travel for people living in this development. He asked for some sort of mechanism to make a U-turn at the light. He questioned a potential CATS bus stop location, if a bus would stop on the road or internally on the site, and how the bus would traverse through the development or on the road to make U-turns.

Mayor Higdon explained that the public may submit written comments on this item to staff.

Applicant and property owner representative Debra Williams Olmstead, member-manager of Williams Business Properties, spoke on behalf of herself and her father, who still lives in Matthews. She said Matthews is a great and
unique place to live and work, and as a Matthews native of 50 years, all she wants is to continue to see this town thrive. She spoke about the process of selling the property and said it was a pleasure to work with Lat Purser & Associates, another family-owned and -operated business. She said the rental units would be maintained very well - possibly more than some of the residential neighborhoods. This development would be a gateway to Matthews. She explained that her family has to sell this property, and questioned if not this project, then what?

Mayor Higdon noted this application will be heard by the Planning Board at their meeting on September 22 and will come back to the Board of Commissioners for decision on October 12.

RECONVENE REGULAR MEETING

Motion by Mr. Miller to reconvene the regular meeting. The motion was seconded by Mr. McCool and unanimously approved.

PLANNING AND DEVELOPMENT BUSINESS

RECEIVE REPORT FROM PLANNING BOARD

Planning Board Chair Mike Foster presented the report from the August 25, 2020 Planning Board meeting (Exhibit #5 hereby referenced and made a part of these minutes).

MR. Urban asked about the 6-1 vote for the Home Depot item. Mr. Foster explained that one of the Planning Board members expressed concerns about the width of the pass-through area associated with Home Depot's request to establish a permanent canopy under which they'll park trailers. If the area is too tight it will affect only Home Depot, and if they find that they need more paved space they’d need to come back to the Board with that request.

Mr. Foster introduced the other members of the Planning Board in attendance: Vice Chair Natasha Edwards, members Tom Dorsey, Jim Johnson, Jana Reeve and Mike Rowan. Mayor Higdon thanked the Planning Board members for their work, noting that this is one of the committees with a higher time commitment than many.

PLANNING AND ZONING RELATED ACTIONS

Zoning Application 2020-712/Family Investments LLC: to change the zoning from O (office) to R-VS on that certain property located on North Freemont Street across the street from 313 and 317 North Freemont Street and being designated as Tax Parcel 19327121

Senior Planner Rob Will noted a request from the applicants to defer this action to October 12 to allow them more time to address stormwater drainage and parking issues raised at the public hearing and Planning Board meeting.

Motion by Mr. Miller to defer to October 12, 2020. The motion was seconded by Mr. Whitley and unanimously approved.

Zoning Application 2020-713/Home Depot: to change the conditions in that certain B-1(SCD) shopping center district commonly known as The Home Depot and located at 1827 Matthews Township Parkway and further designated as Tax Parcel 19323133
Planner Darin Hallman reviewed updates from the public hearing: Home Depot is now requesting that the 120-day limit on the garden corral be removed; they’ve agreed to some language about the driveway at the future Independence Pointe Parkway; they’ve added a note regarding the moveable planters saying the minimum height is two feet, minimum length is three feet, and the minimum gap between planters is two feet. They’ve also added language to note #7 regarding large format equipment to say that they want to give first priority to storage of large format equipment to the side of the building, and any lifts will be stored in the stowed position. Note that this does not mean that the equipment would be stored exclusively at the side of the building – if that area filled up then equipment would also get stored at the front area.

Motion by Mr. Miller to approve Zoning Application 2020-712 as it consistent with the Matthews Land Use Plan as it supports the economic viability of the existing business in a retail center, and is reasonable as it brings the use into further conformity with the current zoning district and standards set in the Unified Development Ordinance. The motion was seconded by Mr. Whitley.

Mr. Miller revised his motion to the following: approve Zoning Application 2020-712 as it consistent with the Matthews Land Use Plan as it supports the economic viability of the existing business in a retail center, and is reasonable as it brings the use into further conformity with the current zoning district and standards set in the Unified Development Ordinance, and to include the conditions referenced in Mr. Hallman’s memo dated September 14, 2020. The revised motion was seconded by Mr. Whitley and unanimously approved.

**Site Plan Approval – 1939 Rice Road; Mixed Use**

Mr. Urban recused himself from this item as his firm is working with the applicant.

Planning Director Jay Camp explained that this site was originally zoned as part of the Town’s old Conditional zoning from the 1980s and 1990s. Staff worked with the property owner about nine years ago to rezone the property to MUD (Mixed Use District) zoning. There’s been a defunct day care center on the site for the past decade or so.

Senior Planner Rob Will reviewed the application. The is 8.24 acres and has an existing day care facility on it, which the applicants plan on removing. Permitted uses include general office, medical, dental, and optical office uses and laboratories and clinics, financial institutions, and multi-family, although no multi-family use is being proposed. Medical offices could be a maximum of 50,100 square feet, and retail and general office space could be a maximum of 52,600 square feet. A drive-up ATM is allowed. The plan proposes 299 parking spaces, which is the required number. All parking would be internal to the site and surrounded by the office buildings. Six buildings are proposed, all located on the edges of the property adjacent to public streets, and the maximum building height is 45 feet. The plan includes a proposed extension of Eastpointe Drive toward - but not connecting to - Claire Drive so that two full-movement entrances and exits may be provided to the site. A 75-foot rear setback adjacent to Claire Drive with existing vegetation to remain, and the plan includes a walking trail amenity around the stormwater management feature.

This development requires only site plan approval from the Board of Commissioners. However, the staff Development Review Committee will be reviewing this at its next regular meeting on September 21, so staff is requesting a deferral to October 12, so they have a chance to review this proposal in full with the Committee. Applicant representative John Carmichael explained that the applicant would like to get some general feedback, if not site plan approval from the Board of Commissioners now because he has some contractual obligations coming up.

Mr. Carmichael reviewed the plan, noting that the applicant isn’t seeking any residential uses on the site. The plan would allow a drive-through associated with a financial institution. Roughly half of the site would be devoted to medical uses – the limitation is primarily driven by parking. There would be a three-foot vegetative berm in front of Buildings E and F and a walking trail around the stormwater pond. The property doesn’t abut Claire Drive because of an existing spite strip (a thin strip of land along the edge of the road) so there would be a right of way dedication
to the Town from the northern boundary of the site. In connection with the construction of that building, the developer would extend Eastpointe Drive to the northern point of the property or extend it if he could get a public improvement variance.

The applicant requests a delay of the traffic study until such time as the uses on site generate trips exceeding certain thresholds. There is a note that requires a trip generation analysis every time the developer applied for a permit for a new building or use. That analysis would describe the cumulative trips generated by the existing and proposed uses. Traffic Engineer Andrew Eagle further explained that the threshold for a traffic study is 150 peak trips, and if that is exceeded, they would have to supply additional information or perform a traffic study. Michael Theberge of Bohler Engineering noted that a good amount of though was given to future NCDOT projects that will affect Rice Road and Sam Newell Road as it relates to the widening of Highway 74. Part of the reason for the delay in the traffic impact analysis is because they’d like to make a connection point to the proposed trail that’s part of the NCDOT project.

Mr. Whitley asked about the entrances on East Pointe Drive. Mr. Carmichael explained that initially there would be only one entrance. The second entrance would be built in connection with the building of Building A. The project will be phased. Yuriy Vaynshteyn of Engel & Völkers Charlotte explained that Building D, the corner building, would most likely be built first. They anticipate a two to three-year timeline. They’re looking into how long it will take to complete the Rice Road extension, as the applicants will be able to plan more once they know more about NCDOT’s plans.

Motion by Mr. Whitley to defer to October 12, 2020 to give the staff Development Review Committee time to review. The motion was seconded by Mr. McCool and unanimously approved.

Mr. Camp noted that the MUD zoning is in place so the zoning entitlement exists, but the previous rezoning action calls for site plan approval by the Board of Commissioners. The Board will also need to give a final approval for architectural elevations.

Motion by Mr. Whitley to bring Commissioner Urban back. The motion was seconded by Mr. Miller and unanimously approved.

Consider Updates to Zoning Community Meeting Process

Mr. Camp reviewed proposed changes to zoning community meeting requirements. Audio recordings will now be a requirement, the notification buffer was increased from 200 to 300 feet, and details regarding minute requirements were added. These changes will increase transparency and bring more attention to proposed zoning changes for those in the area.

Motion by Ms. Garner to approve changes to the community meeting documentation including audio recording, increasing the notification buffer from 200 to 300 feet, and following the meeting minute requirements as listed in Mr. Camp’s memo dated September 10, 2020. The motion was seconded by Mr. Urban and unanimously approved.

CONSENT AGENDA

A. Approve Board of Commissioners Meeting Minutes: August 24, 2020
B. Award Service Weapon and Badges to Retiring Police Officer
C. Accept Zoning Application 2020-718; Premier Holdings/Harley Davidson; 9205 East Independence Boulevard; B-H(CD) Change of Conditions; and Set Public Hearing for October 12, 2020
D. Appoint Jennifer Stone Carroll to ASC South & East Advisory Council
E. Approve Budget Ordinance Amendments to Recognize:
1) Proceeds Received from Treasury Department (DEA) in the Amount of $31,494.74
2) Funds Received from DOJ Treasury for Ballistic Vest Program in the Amount of $6,070.48
3) Funds Received from NC Controlled Substance Tax in the Amount of $33.35
4) Funds Received from CARES Act in the Amount of $484,000.00
5) Donations Received for Police Department in the Amount of $100.00

Motion by Mr. Whitley to approve consent agenda items A through E5. The motion was seconded by Mr. Bland and unanimously approved.

UNFINISHED BUSINESS

CONSIDER EVENTS TO SUPPORT DOWNTOWN BUSINESSES

Mr. Miller reviewed this plan to support downtown businesses with a series of events starting in October. The name has been changed to “All Aboard – Destination Matthews” and the plan calls for the use of back parking lots and courtyards to allow room for proper social distancing. The group plans on promotion via flyers and maybe newspaper ads, and they’ll develop safety protocols to ensure people know the rules. He believes the time is right for outdoor events and he wants to support the vitality through downtown that is already starting to happen.

Discussion ensued. Mr. Whitley expressed strong concern that this will have Matthews going in the wrong direction. He said a majority of businesses are already back in business and he is worried about people’s health. He said people already don’t wear masks and some think COVID019 is a hoax, and he doesn’t want to encourage people to gather in groups to drink and socialize closely. He doesn’t want to burden the Police Department with these kinds of events, particularly as flu season approaches. Mr. Miller explained that masks would be required unless people are eating or drinking, and masks will be available. He also noted that the group plans to invite nonprofit organizations to share in the event. Some percentage would go to them; the details are still being worked out. Since activities would be mostly outdoors, safe distancing can be achieved. These businesses are thinking outside of the box to continue business while being limited in capacity inside. Mr. Whitley noted that the Phase 2.5 orders allow only 50 people in a group outside. Mr. Miller says he is interpreting that as 50 people per restaurant.

Mr. McCool asked if this would be a Town-sponsored event and Mr. Miller said no. Any restaurant can offer food and drink specials. There will be masks, signage and enforcement. Members of American Legion Post 235 are willing to work the perimeter for crown control. He noted that some other towns are doing something similar and closing down the equivalent of their Trade Street, and that’s not being asked here. No street closures are being requested at all. Mr. McCool wondered if all of the businesses were in favor, or if any were concerned about possible poor repercussions, like what happened recently with another local business that held an event. Mr. Miller said everyone he’s been in contact with has supported the plan.

Mayor Higdon asked if there was any request being asked of the Town. Mr. Miller said no for the Board, but he will be speaking more to the Police Department about their involvement and to understand their concerns. Ms. Garner noted that this wasn’t an official Town event and asked if Mr. Miller thought about the implications of his involvement in the planning. Mr. Miller said he removed his Commissioner title from the planning document and is working on this as a citizen who wants to help the business community. Ms. Garner agreed that everyone wants to help businesses but expressed concern that Mr. Miller’s connection to the Town will make people think this is a Town event. She has heard from people who are concerned with the plan. She walks downtown and sees people at businesses with tables that are spaced less than six feet apart. She is concerned that this is more of a reopen business party than a support small businesses event.

Town Manager Hazen Blodgett explained that he has to consider the worst-case scenario. The state is currently in Phase 2.5, which allows 50 people to gather outdoors. From a regulatory standpoint, this plan seems like it goes
against the spirit of the order. He is thinking about having to send police officers in to make people socially distance or wear their masks. One of the reasons why the Town is so involved with Matthews Alive is that the public doesn’t realize they’re a separate organization, so the Town is heavily involved in all aspects to minimize problems. He doesn’t want to see anything embarrassing happen. He noted that the Police Department will be enforcing whatever regulations are in place at the time of each of these events. Mr. Miller noted that the group is willing to hire a clown or other actor to help nicely remind people to follow the rules.

Mayor Higdon said it seems like the Town doesn’t have the ability to disallow these businesses from acting if they’re following the rules of the Governor’s order. Town Attorney Charles Buckley said that is technically correct.

Discussion continued. By consensus, the Board took no action on the information presented by Mr. Miller. Mr. Blodgett reiterated that Town staff, including police officers, will be enforcing the regulations associated with the Governor’s orders.

NEW BUSINESS

CONSIDER CONTRACT FOR REPAIRS TO TOWN HALL CUPOLA

Public Works Director CJ O’Neill explained that bids were received from two contractors to repair and replace the windows and address moisture issues in the town hall cupola. Staff recommends choosing options 1, 2 and 3 from H.C. Rummage, for a cost of $36,222 plus $7,000 for contingency.

Mr. Urban noted some concerns about the moisture issues and said it seems like there are several problems that this plan won’t fix. He offered to assist Mr. O’Neill in this process.

Motion by Mr. Miller to approve the attached budget amendment and give the Town Manager the authority to enter into a contract with H.C. Rummage, Inc. to repair the town hall cupola, after additional review by Mr. O’Neill and Commissioner Urban. The motion was seconded by Mr. Bland and unanimously approved.

CONSIDER REVISION TO PERSONNEL POLICY - ELECTION DAY LEAVE

Town Manager Hazen Blodgett reviewed the idea, first proposed by Commissioner McCool, to give paid time to Town employees on Election Day to encourage them to participate in the voting process. Options include a full day or partial day off, or no time off. Staff recommends two hours of leave scheduled in consultation with the employee and their supervisor. This would take an amendment to the Personnel Policy, which would come back at a future meeting.

Mr. McCool noted that the Town has been a great example in other areas and could continue to do so with this. It would be a way for the Town to lead by example to encourage people to take part in this fundamental part of the democratic system, and perhaps encourage other employers to do the same. Mr. Miller noted that there are many opportunities to vote such as by mail, via early voting, or early or late on Election Day. Mr. McCool said there are issues with absentee ballots not being counted in time, or with home and work responsibilities that could keep people from voting with early voting or on election day. This proposal is a great way to say that the Board cares about people getting their voices heard and that the Board cares about equity. Ms. Garner applauded Mr. McCool for the idea and noted there are employees who live outside of Mecklenburg County and those with multiple jobs that would find it difficult otherwise to find the time to vote. Mayor Higdon agreed this would help those working odd shifts and would be a symbolic way of showing that voting is important.
Mr. Miller asked about frequency and Mr. Blodgett clarified that the proposal calls for this to repeat annually as there are elections every year, but the Board could choose otherwise.

Motion by Mr. McCool to opt to allow Town employees leave for two hours to vote on the first Tuesday of November every year. The motion was seconded by Mr. Whitley and passed 6-1 with Bland, Garner, Higdon, McCool, Miller and Whitley in favor and Urban in opposition.

CONSIDER 2020 MINI CONFERENCE AGENDA

Mr. Blodgett reviewed the proposed list of topics, explaining that the idea is for the Board to think strategically about the Town’s needs now and in the next ten years. Staff would make projections and the department heads would discuss their needs.

Mayor Higdon said ten years might be too long of a horizon to look at and suggested five years instead, since accuracy at ten years out could be questionable. Assistant Town Manager Becky Hawke explained that the intention with the ten-year plan isn’t to be all-inclusive as much as if a chance to put significant upcoming projects on the Board’s radar. Mr. Urban noted the number of high-dollar items on the list and said the Board should revisit the issue of a bond referendum.

Discussion ensued regarding the contents of the discussion, with Mr. Bland saying that there are other serious issues to discuss including employee pay, and some of these other items could be discussed at the annual planning conference. Mr. Blodgett noted that during budget discussions the Board talked about discussing employee raises again in December or January, when there would be more information about the impact of the pandemic and the Town’s financial standing. He noted that Matthews police officers are now at the third from the bottom for starting pay on the list of 17 comparable municipalities. The market is very competitive. Mr. Bland asked about revenue forecasting and Mr. Blodgett said that could be added to the October agenda. Mr. Urban said there are likely a few long-term issues related to planning and development that Planning Director Jay Camp would like to raise up. Mayor Higdon said there have been many smaller items mentioned over the past few months that were pinned as mini conference discussions.

Mr. Blodgett said he will keep the items listed and add other items. The Board can pull items out for discussion at the February 2021 planning conference or at other meetings.

RECEIVE LETTER FROM ARTS & SCIENCE COUNCIL PRESIDENT

Ms. Garner read a letter from Arts & Science Council (ASC) President Jeep Bryant, which included thanks for the Town’s support of ASC’s arts, science, history and cultural experience programming. Ms. Garner noted that some of Matthews’ most popular Park and Rec classes are supported by ASC and she wanted to shine a spotlight on what they do for Matthews and how much they appreciate what Matthews does for them. Mayor Higdon noted that the Town’s annual commitment to ASC is only $25,000 but it gets that much and more back in benefits. Ms. Garner noted that a lot of that goes back to the Matthews Playhouse along with the library and Park and Rec programming – it makes living in Matthews more affordable in ways in which many people wouldn’t think.

MAYOR’S REPORT

Mayor Higdon discussed a news release from Mecklenburg County Commissioner Susan Rodriguez McDowell about the county’s small business CARES small business relief grant. This program is separate from the funds that will be distributed by the Town’s Economic Development Advisory Committee. Amounts are contingent upon availability and business size. Grants are limited to businesses with 50 or fewer employees who have been
registered with the North Carolina Secretary of State’s office prior to January 1, 2020 and which can demonstrate that the business was adversely affected by COVID-19. Funds may be used for working capital, lease payments, existing real owner-occupied commercial estate mortgage and equipment financing payments and covering payroll shortage. Applications must be received by November 17, 2020 or when funds are depleted.

ATTORNEY’S REPORT

None

TOWN MANAGER’S REPORT

None

ADJOURNMENT

Motion by Mr. Bland to adjourn. The motion was seconded by Mr. McCool and unanimously approved. The meeting adjourned at 11:19 pm.

Respectfully submitted,

Lori Canapinno
Town Clerk
The Reasons We Are Here

2018
John Street Working Group

2019
Funding Received from CRTPO

2020
Project Begins with Consultant Selection
- Metrolina Regional Model Coordination
- Transportation Advisory Board Briefing
- Planning Board Briefing
- Town Board Briefing
Implementing a little more... TLC

The Reasons We Are Here
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

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
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

Three Major Refinements:

- Adding more local roads
- More (smaller) TAZs that better isolate different land uses
- Modeling traffic in 48 15-minute increments (6:30 AM to 6:30 PM) instead of 3 peak periods (AM, Midday, and PM)

Analysis Tools for the Project
Matthews Subarea
MRM

Dynamic Traffic Analysis
Methodology

Matthews Subarea Demand Model

2045 MTP
6:30 AM – 6:30 PM
Project Scenarios
Four Project Scenarios

Scenario 1
LU: Existing Rules & Policies in Place Today
TR: Fiscally-Constrained Project List

Scenario 2
LU: Existing Rules & Policies in Place Today
TR: Town-Modified Project List

Scenario 3
LU: Emerging Community Growth Centers
TR: Fiscally-Constrained Project List

Scenario 4
LU: Emerging Community Growth Centers
TR: Town-Modified Project List
Land Use Considerations – Scenarios 1 & 2

Existing Rules & Policies in Place Today
Emerging Community Growth Centers

Land Use Considerations – Scenarios 3 & 4
Land Use Considerations

19% of the planning area changes land use categories between the two scenarios.

Areas that Changed Between the Scenarios

The move to more centers:

- Residential: + 6,100
- Commercial: + 16,000
- Industrial: + 1,850
<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Description</th>
<th>MTP</th>
<th>TownAlt</th>
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<tbody>
<tr>
<td>1</td>
<td>John St Widening</td>
<td>YES</td>
<td>NO</td>
</tr>
<tr>
<td>2</td>
<td>John St/Old Monroe Rd Widening</td>
<td>YES</td>
<td>YES</td>
</tr>
<tr>
<td>3</td>
<td>Arequipa Dr/Northeast Parkway</td>
<td>New road (2-lanes), median</td>
<td>YES</td>
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<td>4</td>
<td>Eastern Circumferential</td>
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<td>5</td>
<td>I-485 (S) Fast Lanes</td>
<td>HOT lanes and connectors</td>
<td>YES</td>
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<td>6</td>
<td>I-485 / Weddington Rd</td>
<td>Interchange and widening (4-lanes)</td>
<td>YES</td>
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<td>7</td>
<td>Idlewild Rd Widening</td>
<td>Widening (4-lanes), median</td>
<td>YES</td>
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<tr>
<td>8</td>
<td>Independence Pointe Pkwy Section 1</td>
<td>New road (2-lanes), median</td>
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<td>9</td>
<td>Independence Pointe Pkwy Section 2</td>
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<td>13</td>
<td>NC 51 (Matthews-Mint Hill Rd)</td>
<td>Widening (4-lanes), median</td>
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<td>NC 51 (Pineville-Matthews Rd)</td>
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<td>15</td>
<td>Northeast Pkwy Extension</td>
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<tr>
<td>16</td>
<td>S Trade St Widening</td>
<td>Widen to 4-lanes with partial median</td>
<td>YES</td>
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<td>17</td>
<td>US 74 Managed Lanes</td>
<td>HOV/HOT lanes and connectors</td>
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<td>18</td>
<td>N Trade Street (Charles to Matthews)</td>
<td>4 lanes to 2 lanes</td>
<td>NO</td>
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<td>19</td>
<td>N Trade Street (John to Charles)</td>
<td>3 lanes to 2 with median</td>
<td>NO</td>
</tr>
<tr>
<td>20</td>
<td>W John St</td>
<td>4 to 2 lanes with median</td>
<td>NO</td>
</tr>
<tr>
<td>21</td>
<td>E John Street</td>
<td>4 to 2 lanes with median</td>
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<tr>
<td>22</td>
<td>Fullwood Drive Widening</td>
<td>2 lanes to 4 lanes</td>
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<td>23</td>
<td>Weddington (S Trade to I-485) Widening</td>
<td>2 lanes with median</td>
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<td>24</td>
<td>Greylock Connector (John to Indep Pointe)</td>
<td>2 lane Undivided</td>
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<tr>
<td>25</td>
<td>Sardis (N Sardis to NC 51) Widening</td>
<td>2 lanes to 4 lanes</td>
<td>NO</td>
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<tr>
<td>26</td>
<td>Sam Newell (NC 51 to Crews Road) Widening</td>
<td>2 to 3 Lanes</td>
<td>NO</td>
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<tr>
<td>27</td>
<td>McKee Rd Section 2</td>
<td>New road (2-lanes)</td>
<td>NO</td>
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</table>
Subarea Travel Demand Model Results
Scenario 1

LU: Existing Rules & Policies in Place Today
TR: Fiscally-Constrained Project List

2045 Traffic Projections
PM Peak Conditions
Study Area Results

PM Peak Hour Congestion
- Little Congestion
- Some Congestion
- Moderate Congestion
- Heavy Congestion

PM Peak Volume
Scenario 2

LU: Existing Rules & Policies in Place Today
TR: Town-Modified Project List

2045 Traffic Projections
PM Peak Conditions

Study Area Results

PM Peak Hour Congestion
- Little Congestion
- Some Congestion
- Moderate Congestion
- Heavy Congestion
PM Peak Volume

Sardis Rd N
John St
Stallings Rd

51
74
485
Scenario 3
LU: Emerging Community Growth Centers
TR: Fiscally-Constrained Project List

2045 Traffic Projections
PM Peak Conditions

Study Area Results
Scenario 4
LU: Emerging Community Growth Centers
TR: Town-Modified Project List

2045 Traffic Projections
PM Peak Conditions
Study Area Results
1. NC 51 from Providence Rd to US 74
2. Monroe Rd north of NC 51
3. Sardis Rd N @ Monroe Road
4. John Street @ Trade Street
5. Matthews Mint Hill @ US 74
6. Sam Newell Rd @ US 74
7. John St/Old Monroe Road @ I-485
8. Old Monroe Rd @ Stallings Road
9. Independence Point Parkway between NC 51 and Matthews-Mint Hill
10. Independence Point Parkway and Sam Newell Rd
11. Independence Point Parkway and McKee Rd Extension
12. Trade/Pleasant Plains and Weddington Rd
13. Weddington Rd at I-485
Scenario 1

LU: Existing Rules & Policies in Place Today
TR: Fiscally-Constrained Project List

2045 Traffic Projections
PM Peak Conditions

Town Center Inset
Scenario 2
LU: Existing Rules & Policies in Place Today
TR: Town-Modified Project List

2045 Traffic Projections
PM Peak Conditions

Town Center Inset

PM Peak Hour Congestion
- Little Congestion
- Some Congestion
- Moderate Congestion
- Heavy Congestion

PM Peak Volume

Miles

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<th>PM Peak Hour Congestion</th>
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<th>.25</th>
<th>.5</th>
<th>.75</th>
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<tbody>
<tr>
<td>Little Congestion</td>
<td></td>
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<tr>
<td>Some Congestion</td>
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<tr>
<td>Moderate Congestion</td>
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<tr>
<td>Heavy Congestion</td>
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PM Peak Volume

Miles
Scenario 3
LU: Emerging Community Growth Centers
TR: Fiscally-Constrained Project List

2045 Traffic Projections
PM Peak Conditions

Town Center Inset
Scenario 4

LU: Emerging Community Growth Centers
TR: Town-Modified Project List

2045 Traffic Projections
PM Peak Conditions

Study Area Results

PM Peak Hour Congestion
- Little Congestion
- Some Congestion
- Moderate Congestion
- Heavy Congestion

PM Peak Volume

[Map with traffic congestion levels]
John Street Corridor Analysis

Assumptions for the Typical Street Cross-Section by Scenario

All Four Scenarios Assume Four Travel Lanes

Scenarios 2 & 4 Assume Two Travel Lanes

Scenarios 1 & 3 Assume Four Travel Lanes
## John Street Corridor
### Estimated Daily Volumes and Level of Service

<table>
<thead>
<tr>
<th>Road</th>
<th>Segment</th>
<th>Scenario</th>
<th>1</th>
<th>2</th>
<th>3</th>
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<td></td>
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<td>MTP Trend Dev</td>
<td>Town Plan Trend Dev</td>
<td>MTP Emerging Ctr</td>
<td>Town Plan Emerging Ctr</td>
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<tr>
<td>Monroe Rd</td>
<td>Sardis Rd N to NC 51</td>
<td>Existing</td>
<td>29,100</td>
<td>47,800</td>
<td>47,400</td>
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<td>John St</td>
<td>NC 51 to Trade St</td>
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<td>20,800</td>
<td>28,200</td>
<td>23,000</td>
<td>30,900</td>
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<tr>
<td>John St</td>
<td>Trade St to Greylock Ridge Rd</td>
<td></td>
<td>19,400</td>
<td>33,200</td>
<td>25,300</td>
<td>35,700</td>
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<td>John St</td>
<td>Greylock Ridge Rd to I-485</td>
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<td>21,700</td>
<td>36,100</td>
<td>32,800</td>
<td>39,300</td>
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<td>Old Monroe Rd</td>
<td>I-485 to Stallings Rd</td>
<td></td>
<td>26,000</td>
<td>50,800</td>
<td>46,900</td>
<td>53,500</td>
</tr>
</tbody>
</table>

**LOS C**

**LOS D**

**LOS E**

**LOS F**
Findings & Conclusions
East John St can stay two lanes if the Town relies on the street-system-as-a whole to manage traffic needs.

Traffic moving through the center of Town is reduced by 20-25% with implementation of the proposed street network.

The "pinch points" in the system are apparent and we know where to focus efforts for improvements.
<table>
<thead>
<tr>
<th>Findings &amp; Conclusions</th>
</tr>
</thead>
<tbody>
<tr>
<td>It comes down to a choice of place-making vs. throughput considerations for key corridors in the Town.</td>
</tr>
<tr>
<td>The “emerging centers” land use scenarios create a new chapter for the Town.</td>
</tr>
<tr>
<td>Two-lane street cross section, with lower traffic volumes, will better support needs for the emerging centers scenario to create safe, walkable environments.</td>
</tr>
</tbody>
</table>
The analysis provides new candidate projects to be considered in long-term transportation planning efforts.

The new Matthews subarea model can be submitted to the Metrolina Regional Model team for their use.

Continued coordination through CRTPO is needed to implement these ideas.

The Town needs to update local documents and policies based on the study’s findings and conclusions.
PUBLIC HEARING COMMENT

ZONING APPLICATION 2020-715; WILLIAMS BUSINESS PROPERTIES – 1700 WEDDINGTON ROAD

Dictated by phone to Town Clerk Lori Canapinno on 9/11/2020

Commenter: Jean Twisdale

Please vote no for the rezoning at 1700 Weddington Road. The roads and the schools can't take the amount of congestion 131 apartments/townhomes would create.

That is adding a neighborhood with more homes than the 124 homes in Winterbrooke. Weddington Road is already overcrowded. Apartments will also change the small-town Matthews culture. Please vote no.
Dear Members of the Matthews Community,

I would strongly encourage you to vote against the request for rezoning of **1700 Weddington Road**.

The proposed rental and townhouse community would add an additional layer of both residential and vehicular density to Weddington Rd/S Trade Street, which already struggles with lengthy backups, dangerous merges and misaligned turning lanes.

The proposed apartment complex is also in stark contrast to all of the surrounding single family residential communities.

The character and charm of Matthews is in the quaintness of its downtown, its parks/greenways and surrounding residential communities. Adding a layer of apartment and townhomes within the primary corridor between Squirrel Lake and Downtown only serves to detract from what makes this town great.

Please preserve this vital section of Matthews.

Thank you,

Jason Majewski
My interest in this project originates from the need to commute this route down to the McKee Rd area for shopping and commuting.

I am against the addition of apartments on this property. I think it should remain zoned as R-15 and developed as such. I prefer to see owner-occupied housing for neighborhood stability.

The impact of 131 units (or even 45 houses) on the infrastructure in this area, specifically the traffic flow needs to be reviewed in either case (apartment zoning or R15).

After review of the Zoning application 2020-715 for the Weddington Road rezoning, I am concerned with a few issues that the following details:

1. Traffic. Weddington Road and site access B.
   - The TIA study indicates the following recommendation. ‘Weddington Road at Site Access B Eastbound left-turn lane with a minimum storage of 50 feet.’ (no Right Turn Lane recommended from Weddington Road onto Site access B.
   - I do not agree with this recommendation. Turn Lanes (or lack thereof) are major contributors to traffic flow and traffic safety (including pedestrian and the bike paths).
   - In this particular situation, people are clearing the Weddington/Trade/Pleasant Plain intersection, and accelerating to go down Weddington Road. Any right turn back up, in this case would impede flow and create a situation for traffic safety problems. Compounding this issue are the bike lanes on Weddington Road (and Trade Street).
   - A solution to this is to REQUIRE a RIGHT TURN LANE from Weddington into Site Access B.

2. Traffic, Trade Street into Site access A.
   - ‘S. Trade Street at Site Access A -- No auxiliary turn lanes are warranted or recommended’ (Page 44 TIA study)
   - Turn lanes proposals from Trade Str into Site access A are recommended? What is concerning will be the Left hand Turns from Brenham onto Trade Str and Left Turns from Site Access A onto Trade Street. Do the plans indicate a left-hand turn onto a dedicated turn lane or onto full traffic? (page 7. Figure ES-1)
   - Traffic flow when the Culvert Project is completed (2021??) is not yet understood. The projected traffic flow will be complicated because site access A lines up with the Brenham Entrance. This apartment exit will allow vehicles leaving the premises to pull into Trade Street Flow (left or right).
   - Common sense tells me this will NOT be a good situation.
• I foresee a future petition from the Apartment and/or Brenham Lane Communities asking for a stop light. The addition of a light would make the 4th light from Trade/John down to the McKee Road area. (Please remember there will be an additional light at the future Weddington Exit) This would in effect create increase commute times for those that need to use the Trade/Weddington/Pleasant Plains Corridor. This corridor is a main route for commuters into Charlotte via Fullwood, HWY51, Sardis Road. (Bike lanes, sidewalks and pedestrian crossings need to be considered for safety of those travelers.)
• Development of this property without infrastructure improvements creates undesirable situations.
• I think the City OWES it to itself to admit that THIS is a potential problem with this development and review options to mitigate. Please do not allow a development on this property until this situation is fully reviewed.

For items 1 and 2, I would encourage all of those involved in the vote and recommendation (including the Planning Commission), to travel Trade Street during the rush hours, and experience this corridor for yourself. Imagine the POST COVID traffic in the AM and PM (work and school traffic) and how the new site accesses fit into the scheme.

3. Water Run Off
• As with any removal of ground vegetation and elevation adjustments, to be replaced with new land slopes, and surface coverings of asphalt, concrete and roof surfaces, what is the effect on 4-mile creek? I am hoping that ALL downstream property owners are fully aware of this development and have had a chance to review the run-off mitigation plans with the developer, planning commission and Mecklenburg County Storm Water Services(?). Best practices may not be enough for this situation.

4. Closing:
In my opinion, vote for this development (or future R15 development of this property) should be done ONLY after the infrastructure needs are adequately addressed. In its current form I recommend rejection.

I stated traffic is the big issue. In doing so, I am implying the past incremental traffic studies (while using acceptable historical data) have resulted in the current traffic problems in the city of Matthews today. It is my opinion, it is time to think beyond minimum recommendations as these developments arise to make living in Matthews a joy, and not a burden.

Thank you.
FOR TOWN BOARD ACTION:

I. REZONING APPLICATION 2020-713 – Home Depot, 1837 Matthews Township Parkway, B-1SCD Change of Conditions

Members of Planning Board received updates that included the request to remove the 120-day limitation on the garden coral area, Conditional Notes wording for driveway access onto Independence Pointe Parkway, and an updated Site Plan with examples of the large format equipment that would be located on the site. Planning Board recommended approval 6 to 1 with the consideration to move the taller equipment from the front of the site to the side rental area. The request was found to be consistent with the Matthews Land Use Plan as it supports the economic viability of the existing business in a retail center. The rezoning was found to be reasonable as it brings the use into further conformity with the current zoning district and standards set in the Unified Development Ordinance.

FOR INFORMATION ONLY:

I. SILVER LINE UPDATE

Vice Chair Natasha Edwards updated Planning Board members on the Silver Line Task Force. She reviewed the 2016 approved Locally Preferred Alignment and route alternatives that were presented by Andy Mock, Senior Project Manager for the LYNX Silver Line. Ms. Edwards said that the Silver Line would be working to make a recommendation to Town Council in November of 2020 of their findings.

II. PLANNING BOARD GOALS

Planning Board Members have been asked to think about goals they wish to work on and accomplish. Members will discuss these at the next scheduled meeting on September 22, 2020.