



Application: 2014-612 Eden Hall

Pre Public Hearing Rezoning Staff Analysis

May 5, 2014

Project Summary

Location:	Corner of Fullwood Lane and Marion Drive
Owner(s):	Estate of Sterling Welch Sr., Brenda & Sterling Welch Jr., Richard Welch, William Welch, Sterling Elliott Welch III, Sherry Welch, John Parnell
Agent:	S. Keith Cooper
Current Zoning:	Mix of R-12 and R-20
Proposed Zoning:	R-VS (Innovative)
Existing Use:	4 single family homes
Proposed Use:	Up to 99 townhomes and a community building
Community Meeting:	Occurred April 17th, 2014

Summary of Request

The proposed development of the property consists of up to 99 townhomes (90 depicted on plans), a community clubhouse and walking trails.

Staff Recommendation

Staff recommends approval of the request pending resolution of outstanding issues.

To: Jay Camp, Sr. Planner
From: Ralph S. Messera, Public Works Director
Date: May 8, 2014
Subject: Eden Hall Comments

The Public Works Department has quite a number of concerns about this project as submitted.

1. The R/W width of Marion Drive is in question. Petitioner will need to dedicate area between existing EIP and proposed curb lines to the indicated R/W line.
2. At end of Marion Drive, we are not sure what the “34 ft. Public Access Easement” refers too.
3. Documentation by plat or dedication needs to be made to clearly show the loop through the clubhouse parking lot is available as a public turnaround area.
4. Marion Drive should be made Right-in/Right-out only at Fullwood and a pork chop should be added. This intersection is very close to NC 51, and the typical queues on Fullwood make an increased number of entrances and exits problematic. With the current very low number of residents (5) this has not been a problem, but this development will add substantially to this load.
5. The lots that back onto Fullwood and onto the south and west sides of the property are showing only 18 ft. of driveway. This will lead to cars overhanging the R/W line along with the sidewalks or the street. The average American car is 16 feet and many are longer. Even the 20 ft. shown on the balance of the lots is too short in our opinion.
6. We do not support the use of 20 ft. “alleys” with no additional R/W. If approved we suggest the following conditions:
 - a. That there be no parking allowed on these at any time.
 - b. That no fences, posts or other obstructions, other than street lighting, be allowed within 6 feet of the back of the curb.
 - c. Street lighting to be at least 4 feet from the back of the curb.
7. We do not see any area that will be useable to provide other public utilities (water, sewer, gas, electric, telephone, cable, etc.) along these “alleys”. Other than sanitary sewer, we do not want other utilities under the pavement, meaning that utility easements along all lots will be necessary.
8. How will moving vans, which are often WB-62, or even WB-67, along with other delivery trucks be accommodated? The plans show a WB-44 bus, representing a fire truck and this is barely accommodated.
9. We have concerns about the ability of garbage and recycling trucks to negotiate the streets in the neighborhood.

10. The left turn lane on Fullwood will need to be remarked to show a separate left turn into the main entrance. This will shorten the existing turn lane as it approaches NC 51.
12. The proposed 44 ft. street should be a full loop through the development. Currently the north segment is missing.
13. Consideration should be given to making all the streets in the development, or at least the 20 ft. alleys, "Private" streets if this plan is to be approved. We feel that as designed there will be long term maintenance and operation problems to the Town and Department.
14. We do not see provisions for common mail box areas. Has the developer consulted the Post Office on this matter?

PID 227-027-01, 02, 03, 04, 31, 37, 42 and 84 - Eden Hall

DATE: May 5, 2014

RE: Eden Hall

FROM: Corey King, Parks, Recreation & Cultural Resource Director

After discussion with Senior Planner, Jay Camp the petitioner has accommodated for comments/suggestions that came to mind when reviewing the application.

Connectivity: The internal sidewalk connectivity serves this area, allowing pedestrian access throughout the development, as well as access to Fullwood Avenue and Plantation Estates Drive.

Recreation Area: Relative population density of this area creates a need for a recreation amenity to directly serve this development. It is my understanding that the petitioner plans to create of a passive recreation area near the south-west corner of the property near the larger pond. Since the characteristics of the future homeowners are unknown, I would suggest that some flexibility remain within the recreation area, allowing for addition of more active elements if the demographics demand so.

Planning Staff Review

Background And History

The combined properties feature homes built primarily before World War II when Matthews was a rural farming community. Marion Drive originally was connected directly to Highway 51 and was later reconfigured when Fullwood Lane was constructed in the early 1990's. Today, 5 homes have primary access on Marion while some homes have an easement driveway to Plantation Estates Drive, a private road.

Details of the Site Plan

The R-VS plan as submitted would allow up to 99 townhomes and includes public streets, 2 public alleys and two linear green spaces. The community building is located along Marion Drive but is connected to the main community via a pathway through preserved open space. Staff has not yet received building elevations for the community.

Summary of Proposed Conditions

1. Site to be devoted to up to 99 townhomes and a clubhouse of approximately 2,000 sq ft.
2. Ingress/egress via both Marion Drive and Fullwood Lane
3. Marion Drive to be improved with curb/gutter/sidewalks on development side and on-street parking.
4. Four-sided architecture consisting of brick, stone or hardiplank with vinyl trim permitted.
5. Publicly accessible linear greenspaces (2) within development.
6. Preserved and new landscaping and a masonry wall are to be provided along Fullwood Lane.
7. Innovative request to reduce street ROW from 50' to 44' minimum
8. Innovative request to reduce planting strips from 8' to 5' minimum
9. Innovative request to reduce public alleyways from 30' to 20' minimum ROW

Planning Staff Review

Outstanding Issues/Planning Staff Comments

(Please see additional comments in staff memos for more detail)

1. Alleyways may not meet pavement width requested from Fire/EMS (see memo). Width requirement for alleys allows proper maneuvering and turning radius for vehicles as they access driveways and garages.
2. No building elevations have been provided at this time. (This is not a zoning requirement)
3. A request from Public Works to restrict Marion Dr to right-in/right out turning movements has not been incorporated into the design.
4. Matthews Fire & EMS has requested emergency access to Plantation Estates Dr. The petitioner has not included this feature in revised plans.

Consistency with Adopted Plans and Policies and Town Vision Statements

In accordance with the Land Use Plan, residential uses are appropriate at this location. The Land Use Plan specifically states “NC-51 / Pineville-Matthews Road and NC-51 / Matthews Mint Hill Road are comprised mostly of established, single-family residential uses. Existing residential uses must be maintained. ***The Town encourages R-VS infill development in these locations.***”

Reports from Town Departments and County Agencies

Matthews Police

See Attached

Matthews Fire

See Attached

Public Works

See Attached

Matthews Parks and Recreation

See Attached

Charlotte Mecklenburg Schools

See report from Charlotte-Mecklenburg Schools

PCO Concept Plan Approval Required?

Yes

Impact Analysis

The primary financial impact to the Town is the provision of garbage and recycling pickup. The total annual cost of providing this service would be \$20,196 annually. Police, Fire/EMS and street maintenance costs will increase incrementally over time.

Projected Financial Impact of the Request

At this time, staff has very little information regarding the size of the proposed townhomes or what the sales price may be. Our best indicator at this time would be the existing Avington community. Tax values in that neighborhood average around \$250,000, which translate to about \$800/year in local Matthews property tax per townhome.

Current Tax Revenue From All Parcels: \$4,307

Anticipated Tax Revenue From Project: \$72,000

Total Increase in Property Tax: \$67,693

As expressed in terms of property tax per acre, the development would increase Matthews property tax values from \$253 dollars/acre today to approximately \$4,235/acre.

Site Images



Marion and Fullwood Intersection Today



View along Marion Dr looking towards Plantation Estates Dr

Site Images



Current terminus of Marion Dr at Plantation Estates Dr



Restricted access to Plantation Estates Dr from Marion Dr/Palmer residence

Aerial View of Proposed Development



Site Plan



MEMORANDUM

TO: Jay Camp, Senior Planner

FROM: Chief Dennis N. Green, Fire & EMS Chief

DATE: Monday, May 05, 2014

RE: Zoning Application 2013-612 / Eden Hall

Fire & EMS has reviewed the proposed Eden Hall site plan. We also participated in a joint review of the plan with Police, Public Works and Planning. Below are some points that we feel need to be addressed.

- All streets and alleys shall be a minimum road width of 20 feet from curb to curb and shall be capable of supporting 80,000 pounds. All streets and alleys shall have mountable curbs that are capable of supporting 80,000 pounds.
- Fire hydrants shall be within 500 feet as the fire apparatus travels to the most remote point of the structure, shall have 5□inch Storz connection, shall be 6 feet from curb, shall not be behind assigned parking spaces.
- We request that nothing over six feet be placed in the planting strip within twenty feet of any turning area. This requirement should extend to the median off of Fullwood Ln. Anything placed in the planting area along the straight sections of roadway should not extend out into the roadway except at a height of fourteen feet or more.
- We request that all utilities be underground.
- We request an emergency access connection be provided to Plantation Estates Dr. The preferred access would be a Click-2-Enter gate however we would accept a Grasscrete paving system that would support 80,000 pounds.
- We request that addresses be posted on both front and rear of units that face both a street and an alley or just an alley.
- We request vehicles shall be prohibited from parking on streets or alleys except in designated spaces. Vehicles parked in driveways shall be prohibited from any part of the vehicle extending into the roadway.
- We request a drawing showing the turning radius for a firetruck into the alleyways.

Below are additional points that we realize are unlikely to be enacted but we requested be considered:

- As always we would prefer that all units have a sprinkler system.
- A hammerhead turnaround should be explored for the first alley serving the units that face Marion (nearest the wetland area)

Memorandum

From: Chief Rob Hunter
To: Jay Camp, Town Planner
Date: March 28, 2014
Subject: Review of Proposed Site Plan

Regarding: 2014-612-RVS Townhome Development

After a complete review of the applicant and the requested location, I find / recommend the following:

- No concerns / recommendations with proposed site / location
- Concerns / recommendations with proposed site / location (see below)

Comments: While I have no concerns for the development itself, or the internal design of the project, I am concerned for the increased egress traffic from Marion Drive, specifically left-turn traffic, due to its proximity to the NC51 intersection. While I do not think this warrants an immediate prohibition of left turns from Marion, this may have to be considered in the future. I would simply require that any landscaping at that intersection be strictly placed with a intention to leave clear sight lines for exiting traffic.

If you have any questions, please let me know.

The employees of the Matthews Police Department strive to promote a safe community by preventing crimes and reducing the fear of crime, while treating all individuals fairly and with respect.

Our members will demonstrate honesty, professionalism and integrity, while building the partnerships necessary to enhance the safety of our community.

Town of Matthews: Eden Hall 2014-612

RECOMMENDATION

We have the following comments that are critical to CMS' support of this petition:

Adequacy of existing school capacity in this area is a significant problem. We are particularly concerned about rezoning cases where school utilization exceeds 100% since the proposed development will exacerbate this situation. Approval of this petition will increase overcrowding and/or reliance upon mobile classrooms at the schools listed below.

The total estimated capital cost of providing the additional school capacity for this new development is \$222,000 calculated as follows:

Elementary School: 3 x \$20,000 = \$60,000

High School: 6 x \$27,000 = \$162,000

CMS recommends the petitioner schedule a meeting with staff to discuss any opportunities that the petitioner/developer may propose to improve the adequacy of school capacity in the immediate area of the proposed development.

TOTAL IMPACT FROM PROPOSED DEVELOPMENT

Proposed Housing Units: Not to exceed 99 multi-family townhome units under RVS Innovative zoning

CMS Planning Area: 11

Average Student Yield per Unit: 0.0909

This development will add 9 students to the schools in this area.

The following data is as of 20th Day of the 2013-14 school year.

<i>Schools Affected</i>	<i>20th Day, 2013-14 Enrollment (non-ec)</i>	<i>Total Classroom Teachers</i>	<i>Building Classrooms/Teacher Stations</i>	<i>20th Day, 2013-14 Building Utilization (Without Mobiles)</i>	<i>Building Classroom/Adjusted Capacity (Without Mobiles)</i>	<i>Additional Students As a result of this development</i>	<i>Utilization As of result of this development (Without Mobiles)</i>
MATTHEWS ES	974	52	40	130%	816	3	130%
CRESTDALE MS	847	44.7	53	84%	1306	0	84%
BUTLER HS	2086	109	98	111%	2488	6	111%

INCREMENTAL IMPACT FROM PROPOSED DEVELOPMENT*

Existing number of housing units allowed: Approximately 34 single family homes allowed; current conditions are three single family homes and vacant property under R-12 and R-20 zoning

Number of students potentially generated under current zoning: 24 students (13 elementary, 5 middle, 6 high)

The development allowed under the existing zoning would generate 9 students, while the development allowed under the proposed zoning will produce 24 students. Therefore, the net change in the number of students generated from existing zoning to proposed zoning is 15 students.

As requested, we are also providing information regarding the difference in the number of potential students from the existing zoning to the proposed zoning. Please note that this method of determining potential numbers of students from an area underestimates the number of students CMS may gain from the new development.