

Project Summary

Location: 1011 South Trade Street, across from MARA recreation fields

Owner(s): Hylton and Martin families

Agent: Tom Waters, Provident Development

Current Zoning: R-15

Proposed Zoning: RVS Innovative

Existing Use: 2 single family homes (1 severely dilapidated)

Proposed Use: Up to 47 single family homes

Community Meeting: Occurred 11/21/14

Summary of Request

The proposed development of the site consists of 47 single family homes and preserved common open space. Some of the homes are proposed as potential multigenerational properties as allowed per the UDO.

Staff Recommendation

Single family homes are an appropriate use for this area. The average lot size of about 10,000 square feet for the development represents a departure of about 1/3 of the typical minimum 15,000 sq. ft. lot sizes of surrounding homes. At this time, the most pressing concerns from Town Staff are ensuring that the project dovetails properly with the South Trade widening and that the street cross sections within the development meet our code requirements. We also continue to work with the developer to mitigate the impacts to adjacent owners and provide as much preserved vegetation and screening as possible.

Planning Staff Review

Background And History

The most recent activity related to the tracts of land that form this rezoning request was in 2006 when Beazer Homes sought to build townhomes on the property. This rezoning was withdrawn, with Beazer later beginning the subdivision process to develop the site as a by right single family subdivision. A plat was filed for a subdivision that would have contained 36 homes. That plan never moved past preliminary design and can no longer be built due to the removal of cluster provisions in our Ordinance.

Details of the Site Plan

The 47 proposed homes are located on two primary streets in the development. A small, circular open space is located near the Woody Creek Road portion of the site. Two access points are proposed, one along South Trade Street and one connecting to the existing stub street for Woody Creek Road. The South Trade access will allow for right in, right out movement as well as left turns into the neighborhood for Southbound traffic. Residents will not be allowed to make a left turn from this access and would use the signalized intersection at Chesney Glen Drive for Southbound movement. A pedestrian connection to the proposed South Trade St sidewalk is located near the northernmost cul de sac, allowing a more direct connection to Downtown. A pedestrian trail system shows potential connection to Woody Creek and the greenway.

Innovative Request

The following modifications to the standards within the RVS zoning category are requested as follows:

1. Reduce rear yard from 30' to 20' minimum
2. Reduce minimum side yard from 8'⁶/₆' to 6'⁶/₆'

Public Improvement Variance

A Public Improvement Variance is requested to increase the maximum cul de sac length for an RVS development from 400' to 700'. Originally, the plans called for a complete loop road without the two long cul de sac streets. However, the developer removed the creek crossing to mitigate the wetlands impact thus creating the two separate streets.

Summary of Proposed Conditions

1. Homes to feature primarily brick facades with 10% of homes featuring side loaded garages
2. All units have front porches.
3. Cluster postal boxes will be incorporated to comply with new USPS regulations. Homes will not have individual mailboxes.
4. Pedestrian trail with bridge over stream and possible connection to Woody Creek Rd.

Planning Staff Review

Outstanding Issues/Planning Staff Comments

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

1. Lane width is incorrectly shown as 10' on the plans with a staff preference of 12'. It is our understanding that the developer is ok with 12' travel lanes and will amend the plan. Parking bays were originally shown throughout the development and are now only around the cluster mailbox units.
2. The retaining wall along South Trade should be out of the ROW
3. With the planting strip width increased from 5' to 8', Planning Staff encourages street trees located in the planting strip and not behind the sidewalk, as utilities allow.
4. Currently, all homes are planned to have 6' side yards, or 12' of separation. At the request of our staff, the developer has indicated that about 50% of homes will feature 6' and 8' side yards, creating 14' spacing between some homes. We still are of the opinion that 12' of separate for large 2 story single family homes is tight spacing.
5. Staff would like to see a garage offset so that garages are not the primary design aspect of the homes. With the incorporation of front porches on all units, this should not be difficult to achieve.

Consistency with Adopted Plans and Policies and Town Vision Statements

Although the Land Use plan does not specifically address this site, single family homes are the dominate land use in the area today and are appropriate for this property.

Reports from Town Departments and County Agencies

Matthews Police

Support for street connection, proper street naming (See memo)

Matthews Fire

See attached

Public Works

Concerns related to proper ROW and S. Trade (See memo)

Matthews Parks and Recreation

Support for proposed pedestrian trails (See memo)

Charlotte Mecklenburg Schools

See report from Charlotte-Mecklenburg Schools. Current zoning allows 26 students by right while the proposed development would generate 34 students.

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

Current Tax Revenue from all property: \$5,846

Anticipated Tax Revenue From Project: \$52,229

Total Increase in Property Revenue \$46,383

As expressed in terms of property tax per acre, the development would increase Matthews property tax revenue per acre from approximately \$303 dollars/acre today to approximately \$2,705/acre.

Fees In Lieu

The calculated fee in lieu of open space dedication is \$123,013 (\$2,617 per lot).

Site Images



Aerial View of Proposed Development



Home Design Examples



To: Jay Camp, Sr. Planner
From: Ralph S. Messera, Public Works Director
Date: December 2, 2014
Subject: Petition 2014-621, Fullwood Station

The Public Works Department provides the following comments on the most recent set of documents for this project:

1. Paved street widths are not as directed in our meetings with the developer. Pavement width needs to be 24 ft. not the 20 ft. as shown in the plan. The exception to that might be possible within the loop fronting lots #41-44. Correcting the pavement widths will require a recalculation of the impervious areas.
2. The parallel parking bays are not needed, if the streets are the proper width.
3. If 8 ft. planting strips are to be provided then the street rights-of-way need to be 56 feet, or as an alternative a 3 ft. sidewalk easements will be required along all street frontages, except possibly the loop.
4. The plan shows the large turn-around bulb, as we have designed in the S. Trade Street widening project. If this plan is approved then the reduced bulb design as shown on page RZ-4.0 will be required by the NCDOT.
5. Drawing RZ-5.0, bottom shows the proposed entrance road. The developer has not pulled the R/W down to 60 ft., as requested by this department. It is our intent to have the retaining walls, including the footers shown clearly as off the R/W and on private property. R/W line is to be 5 ft. away from wall and railings.
6. Due to the topography, the department has some concern regarding the access for maintenance of the BMP basins, since long term maintenance of these basins will be a town responsibility in the future.

cc: CJ O'Neill

Memorandum

From: Chief Rob Hunter
To: Jay Camp, Town Planner
Date: October 27, 2014
Subject: Review of Proposed Site Plan

Regarding: 2014-621 Livewell Homes Development on South Trade Street

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

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

Comments: No concerns with site, location or proposed development. I would request consideration of the following to enhance the safety of the residents and the area:

1. Require all five (5) internal streets have separate names, particularly the short street consisting of lots 42 – 44
2. Require that lots 40 & 41 be assigned the new street name only, not a Woody Creek Rd address as that may delay emergency responses
3. Recommend minimum allowed stacking space for south-bound left-turn lane if this would provide for additional north-bound left-turn stacking for the Fullwood Lane traffic
4. Recommend adding as much of a deceleration lane for north-bound traffic entering the development so as to not create rear-end crash potential
5. Require sidewalk construction on that side of South Trade Street for extent of development
6. Strongly urge the Board's consideration of the connection to Woody Creek Road

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.

TO: Jay Camp, Senior Planner
DATE: December 3, 2014
RE: Comments on Zoning Petitions 2014-621 & 2014-622
FROM: Corey King, Parks, Recreation & Cultural Resource Director

Zoning Petition 2014-621

The pedestrian connections between the two cul-de-sacs, pedestrian bridge, and trail shown heading SE towards the property line are both desirable amenities from our department's perspective. We see potential for "unofficial" access to the existing Four Mile Creek Greenway by residents, and also a convenient looped walking route that residents in this community would be able to take advantage of. I encourage the developer to fulfill the pedestrian connectivity identified in the 11-25-14 submitted revision.

Zoning Petition 2014-622

I have no comments related to zoning petition 2014-622.

Memo

To: Jay Camp, Planning

From: Capt. Ryan Watkins, Fire and EMS

Date: 10/29/2014

Subject: Hylton/Martin Tract Rezoning Petition

The Fire Department has the following questions:

- Common Space in front of units 41-44; What will fill this area? Any overhanging obstructions?
- Any other overhanging obstructions that would interfere with the maneuverability of a Ladder truck?

Town of Matthews: Hylton/Martin Tract

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 \$596,000 calculated as follows:

Elementary School: **19** x \$20,000 = \$380,000

High School: **8** x \$27,000 = \$216,000

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 47 dwelling units under R-VS (Innovative) Residential Innovative Varied Style District

CMS Planning Area: 11

Average Student Yield per Unit: 0.7143

This development will add 34 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 ELEMENTARY	974	52	40	130%	816	19	132%
CRESTDALE MIDDLE	847	44.7	53	84%	1306	7	85%
BUTLER HIGH	2086	109	98	111%	2488	8	112%

INCREMENTAL IMPACT FROM PROPOSED DEVELOPMENT*

Existing number of housing units allowed: Vacant property and single family homes under R-15 zoning (only 35 residential units could be built under existing conditions)

Number of students potentially generated under current zoning: 26 (14 elementary, 5 middle, 7 high)

The development allowed under the existing zoning would generate 26 student(s), while the development allowed under the proposed zoning will produce 34 student(s). Therefore, the net change in the number of students generated from existing zoning to proposed zoning is 8 student(s).

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.