APPLICATION 2022-757 STAFF REPORT
HAYDEN WAY TOWNHOMES, CHANGE IN ZONING

Pre Public Hearing Staff Analysis • June 2022
Location
8717 Ridgeview Road, 8931 Boyd Drive, 8900-9017 Ridgeview Road, 200-2036 Hayden Way, 8923, 9001, 9009 Boyd Drive. Parcel IDs 19320407, 19320404, 19320424, 19320403, 19320419, 19320425, 19320422, 19320421, 19320405, 19320405, 19320406, 19320406, 19320408, 19320303, 19320305, 19320306, 19320409, 19320410, 19320411, 19320412, 19320312, 19320312, 19320314, 19320315, 19320316, 19320317, 19320322, 19320319

Ownership/Applicant
Wilbert Rose, Lois Rose, Jeffrey Rose, The Russell William Wise GST Irrevocable Trust, Frank Burgess, and Louise Burgess/ Kinger Homes

Zoning
Existing: R-9 and R-15 Proposed: R-VS and SRN

Use
Existing: The majority of the small parcels are Vacant and Wooded, but there are a few single family homes existing.
Proposed: Single family homes and Townhomes

Request Summary
The applicant proposes to change the zoning of the properties from R-9 and R-15 single family residential to SRN for the purpose of constructing 7 single family homes and 91 Townhomes
Site Summary

The project site consists of 28 existing parcels, of the 28 only 9 have single family homes.

All parcels total 18.97 acres.

The lots were platted in 1955 and have only be partially developed. The roadways, including Hayden Way, Ridgeview Rd., Boyd Drive and Scenic Drive were platted as public roadways but have not be improved nor accepted by the Town.

Directly to the north is the City of Charlotte, and fronting 74 are a number of businesses.

Previous Zoning Actions

None
ORIGINAL PLAT FROM 1955
• Proposed 98 lots (5.17 units per acre)
• 7 Single family lots and 91 Townhome units
• Tree save provided: 8% of the project area
• Open space and central green are proposed.
• Parking spaces for guests are provided in the denser part of the development.
• Each one-family detached dwelling unit constructed on the site shall have a covered front porch with a minimum depth of 6 feet.
• The principal buildings used for residential uses constructed on the site may use a variety of building materials. The building materials used for buildings may be a combination of the following: glass, brick, stone, simulated stone, pre-cast stone, pre-cast concrete, synthetic stone, stucco, cementitious siding (such as hardi-plank), vinyl, eifs or wood
PROPOSED SITE PLAN
SOUTHERN SECTION SRN ZONING SHOWING CONNECTION TO SAM NEWELL
CMS Planning Area: East

Average Student Yield per Unit: 0.5593 (single-family detached) = 4 students
0.1698 (single-family attached) = 15 students

This development may add 19 students to the schools in this area.

The following data is as of 20th Day of the 2021-22 school year.

<table>
<thead>
<tr>
<th>Schools Affected</th>
<th>Total Classroom Teachers</th>
<th>Building Classrooms/Teacher Stations</th>
<th>20th Day, Enrollment (non-EP)</th>
<th>Building Classroom/Adjusted Capacity (Without Mobiles)</th>
<th>20th Day, Building Utilization (Without Mobiles)</th>
<th>Additional Students As a result of this development</th>
<th>Utilization As of result of this development (Without Mobiles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CROWN POINT ELEMENTARY</td>
<td>30.50</td>
<td>37</td>
<td>529</td>
<td>642</td>
<td>82%</td>
<td>7</td>
<td>82%</td>
</tr>
<tr>
<td>MINT HILL MIDDLE</td>
<td>51.1</td>
<td>50</td>
<td>923</td>
<td>903</td>
<td>102%</td>
<td>3</td>
<td>102%</td>
</tr>
<tr>
<td>BUTLER HIGH</td>
<td>103.0</td>
<td>98</td>
<td>1965</td>
<td>1870</td>
<td>105%</td>
<td>9</td>
<td>105%</td>
</tr>
</tbody>
</table>

The total estimated capital cost of providing the additional school capacity for this new development is $419,000; calculated as follows:

Middle School: \[3 \times 37,000 = 111,000\]
High School: \[7 \times 44,000 = 308,000\]
## TRANSPORTATION IMPACT ANALYSIS

### Summary

Traffic calming measures shown in Site Plan. Paved sidewalk is shown in black, existing sidewalk is shown in grey, and proposed sidewalk is shown in blue. The Mathews project area is shown in Figure 1a.

- **US 74 at Sandie Road**: No improvements are recommended.
- **US 74 at Hayden Way and Crowpoint Executive Drive**: Provide westbound right turn lane on US 74 with 100 feet of storage and appropriate taper.
- **US 74 at Claire Drive**: No improvements are recommended.
- **Sam Newell Road at Claire Drive Extension**:
  - Restrict intersection to right in, right out, left out only movement and design intersection to Town of Matthews standards.
  - Channelize southbound right turn entry movement from Sam Newell Road to prevent left turn entry.
  - Provide southbound right turn lane on Sam Newell Road with 50 feet of storage and appropriate taper.

### Table 7.1 – Recommended Improvements Summary

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Recommended Improvements</th>
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### Traffic Calming Recommendations

- Provide raised intersection and crosswalks at intersection of Claire Drive Extension and Ridgeview Road Extension.
- Provide two (2) raised crosswalks on Ridgeview Road shown in Figure 1.
- Provide on-street parking on Ridgeview Road and Hayden Way shown in Figure 1.
- Implement an all-way stop-controlled intersection on Ridgeview Road at Public Street A.
- Implement an all-way stop-controlled intersection on Hayden Way at Ridgeview Road.

### Pedestrian-Related Recommendations

- Provide sidewalks on both sides of Claire Drive Extension from Boyd Drive to Sam Newell Road (approximately 600 feet).
- Provide sidewalk along both sides of Ridgeview Road’s entire length (approximately 1,725 feet), as shown in the site plan.
- Provide sidewalk along both sides of Hayden Way from Boyd Drive northward (approximately 375 feet).
- Provide crosswalks where shown in the site plan.
- Provide sidewalk along all streets and alleys internal to site as shown in site plan.

### Bicycle-Related Recommendations

- It is recommended that streets internal to the site be marked with sharrows or “share the road” signs to allow bicyclists to use the travel lanes. It is envisioned that once the Town constructs a multi-use path along Sam Newell Road, bicyclists will be able to connect to this path using Claire Drive Extension.
Land Use Plan

The Land Use Plan states that R-VS infill and redevelopment opportunities are encouraged on established, residentially zoned land, so long as the development complements the existing character of its surroundings.

Consistency

The proposed change in zoning from R-15 and R-9 to R-VS and SRN is generally consistent with the land use plan.

LAND USE PLAN AND ADOPTED POLICIES

Residential Land Use:

1. Matthews created the Residential Varied Style district (R-VS) to accommodate demand for higher-density, single-family housing options. The R-VS district is an ideal development opportunity for land that presents environmental challenges for development, such as difficult terrain, unusual parcel shape and close proximity to heavily used roadways.

2. The Town encourages R-VS development as an alternative to traditional single-family residential housing.

3. The Town should provide an array of housing types, densities and locations. The Town will continue to protect and maintain existing single-family neighborhoods, yet also consider residential redevelopment options when they are demonstrated as viable options.
Planning Department

1. Alley loaded townhomes versus front loaded, alley loaded loses the back yard, while front loaded brings a lot of driveways through the sidewalk.

2. A new development of this type, integrated into an existing neighborhood, needs to be context sensitive and improve what is existing.

3. The central green will be a nice amenity for the existing and proposed residents.

4. There are 25 lots that could be built upon within the project area. 3 would have to be recombined.

Police
No Concerns

Fire
No Concerns

Public Works
Some proposed roads do not intersect at a 90 degree angle.

Parks and Rec
No Concerns