

Continuation of Public Hearing for Application 2017-663 Bainbridge Apartments

DATE: October 4, 2017

FROM: Jay Camp

The applicant has submitted a new site plan and new building elevations and has provided answers to many of the outstanding concerns from the September 11th public hearing. The following major items have been addressed by the applicant:

1. A letter from Charlotte Water indicates that an upcoming capacity expansion project will serve the new community with a tentative completion schedule of late 2019.
2. The applicant commits to a temporary (wood pole) traffic signal at the corner of Matthews-Mint Hill and Northeast Parkway.
3. A plan detail is provided for the two pocket parks on either side of Northeast Parkway.
4. NCDOT has indicated that it will allow the pedestrian crossing of Northeast Parkway.
5. The applicant will apply for an Public Improvement Variance to request reduction of the number of access points to the site.
6. 4-sided elevations are provided for each building on site. 50% of the front elevation and 30% of other elevations of each building will be brick, stone, precast stone or precast concrete.
7. The applicant will only dedicate ROW for the remainder of Northeast Parkway if it coincides with the construction timetable of the apartment community.
8. The CMS Report is attached to this memo. The development could add up to 128 students to area schools.
9. The log cabin on the site will be donated.
10. Staff neglected to include traffic generation in the original staff report. Total trip generation for the site is estimated to be 2,245 daily. Existing trip generation is 373 per day.

Outstanding Staff Concerns

- Northeast Parkway should be completed to the end of the developed portion of the property. This allows the applicant to establish the streetscape throughout the development including street trees and sidewalks and will create less disruption to residents when the balance of the road is completed.
- We are awaiting the report from the meetings the applicant held with the community. At this time, we have not received anything from the initial meeting on September 25th.

While the applicant has made several new commitments in the zoning notes, there are still many issues that need resolution prior to a decision on this rezoning. The uncertainty about the intersection is still of key concern. As currently shown on the plans, the applicant would design a traditional 4-way signalized intersection with wood poles and overhead wires for the traffic signal, curb and gutter for the intersection, and the pocket parks. What we do not know is whether or not NCDOT would come back and install a roundabout that would require removal of many of these improvements or if the signalized intersection would remain permanently. When a new signal was installed on Fullwood Lane as part of the Plantation

Estates rezoning, the Town required a mast arm style signal to eliminate the visual clutter of overhead wires. It is possible that the “temporary” signal becomes permanent. The applicant should also clarify in the notes whether or not the public can use the pocket parks or if they are for private use only.

Related Town Goal(s) and/or Strategies:

Quality of Life

Economic Development/Land Use Planning

Recommended Motion/Action:

Discuss all changes and outstanding concerns and be sure to clearly express preferences for any additional changes prior to closing the public hearing for Application 2017-663.

Town of Matthews: 2017-663 Bainbridge

PROJECTED IMPACT OF THE PROPOSED DEVELOPMENT

Proposed Housing Units: 350 multi-family apartments to R-12 MF (CD)

CMS Planning Area: 5, 6, 7, 8, 9

Average Student Yield per Unit: 0.3661

This development may add 128 students to the schools in this area.

The following data is as of 20th Day of the 2016-17 school year.

<i>Schools Affected</i>	<i>Total Classroom Teachers</i>	<i>Building Classrooms/Teacher Stations</i>	<i>20th Day, Enrollment (non-ec)</i>	<i>Building Classroom/Adjusted Capacity (Without Mobiles)</i>	<i>20th Day, Building Utilization (Without Mobiles)</i>	<i>Additional Students As a result of this development</i>	<i>Utilization As of result of this development (Without Mobiles)</i>
CROWN POINT ELEMENTARY	35.5	37	690	719	96%	67	104%
MINT HILL MIDDLE	64	50	1195	934	128%	31	131%
BUTLER HIGH	109.2	98	2141	1921	111%	30	113%

RECOMMENDATION

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

The total estimated capital cost of providing the additional school capacity for this new development is \$2,863,000; calculated as follows:

Elementary School: **67** x \$20,000 = \$1,340,000

Middle School: **31** x \$23,000 = \$713,000

High School: **30** x \$27,000 = \$810,000

CMS recommends that the applicant schedule a meeting with staff to discuss any opportunities that the applicant/developer may propose to improve the adequacy of school capacity at the potentially affected school.



Jay Camp <jcamp@matthewsnc.gov>

Rezoning Petition No. 2017-663 by The Bainbridge Companies - Revised Plans

1 message

Keith MacVean <keithmacvean@mvalaw.com>

Fri, Sep 29, 2017 at 1:14 PM

To: Jay Camp <jcamp@matthewsnc.gov>, "kingrish@matthewsnc.gov" <kingrish@matthewsnc.gov>, "hblodgett@matthewsnc.gov" <hblodgett@matthewsnc.gov>

Cc: Mayor Taylor <mayortaylor@matthewsnc.gov>, John Higdon <jhigdon@matthewsnc.gov>, "cmelton@matthewsnc.gov" <cmelton@matthewsnc.gov>, Jeff Miller <jmiller@matthewsnc.gov>, Commissioner John Ross <jross@matthewsnc.gov>, "jurban@matthewsnc.gov" <jurban@matthewsnc.gov>, "lwhitley@matthewsnc.gov" <lwhitley@matthewsnc.gov>, Ronald Perera <rperera@bainbridgere.com>, "Chuck Travis (CTravis@housingstudio.com)" <CTravis@housingstudio.com>, Thomas Haapapuro <thomas@drgrp.com>, Jarred Overcash <jbommh@gmail.com>, Matthew Villmer <mvillmer@wbbatty.com>, Randy Goddard <randy@drgrp.com>

Jay – We submitted the revised plans for Rezoning Petition No. 2017-663 by The Bainbridge Companies to your office on Wednesday September 27th.

We are sending this e-mail to update you on the changes to the revised plans and to update you on our progress to address the concerns of the residents of the Oakhaven Mobile Home Park.

Follow up Meeting with Residents of Oakhaven Mobile Home Park. We will be holding a follow up meeting with residents of the Oakhaven Mobile Home Park on Monday October 2nd at Matthews United Methodist Church (7:00pm). The owners of the mobile home park and their representatives as well as representatives of the Petitioner will be at the meeting to discuss with the residents of Oakhaven a revised transition plan.

The revised rezoning plans that have been submitted have addressed the following comments we received during the Public Hearing on the Petition on September 11th.

Planning Department Comments and Outstanding Issues (listed in the staff analysis presented at the Public Hearing on 9/11):

- Building height should be shown on the building elevations to confirm buildings comply with maximum building height of 45 feet.

Response: The maximum building height of 45 feet has been indicated on the building elevation for the four story Manor Building.

- Current site plan does not show an appropriate treatment for the Northeast/Matthews Mint-Hill intersection.

Response: A new conditional note indicating that the Petitioner will install a temporary traffic signal at the intersection of Matthews Mint-Hill Road and Northeast Parkway/Moore Road has been added to the conditional plan.

- More detail on the pocket parks at Northeast/Matthews Mint-Hill Road.

Response: The rezoning petition has been revised to include additional detail for the pocket parks located at the intersection of Northeast Parkway and Matthews Mint-Hill Road.

- An additional connection to Matthews Township Parkway is needed to meet connectivity standards.

Response: The Petitioner will be filing a request to the Planning Board for a Public Improvement Variance to eliminate this requirement due to the unique circumstances of the Site associated with the extension of Northeast Parkway.

- No elevations of the garages have been included.

Response: *Garage elevations have been added to the rezoning petition.*

- Confirmation is needed that NCDOT will definitely allow mid-block pedestrian crossing to connect the two portions of the development.

Response: *The Petitioner has received an e-mail from NCDOT indicating a mid-block pedestrian crossing on Northeast Parkway would be allowed (see attached e-mail from NCDOT).*

Town of Matthews Police Department Comments:

- Need a pedestrian crossing on N.E. Parkway.

Response: *NCDOT has confirmed a pedestrian crossing will be allowed as proposed.*

- Extend N.E. Parkway to the end of buildings three and four to allow for fire department access.

Response: *Fire access lanes to provide fire truck access along Northeast Parkway to building three and four have been added to the site plan.*

- Add street lighting at intersection of Matthews Mint-Hill Road and N.E. Parkway; possible school bus stop.

Response: *The Petitioner has committed to provide pedestrian scale lighting at the intersection subject to the approval of NCDOT.*

- Internal streets should be independently named.

Response: *The Petitioner will work with County Addressing to provide individual street names for the internal private streets.*

- Show the possible location of postal boxes for the residents in high-visibility and well-lit locations.

Response: *The possible locations of the postal boxes have been indicated on the site plan. In addition a note indicating that the postal boxes will be located at high-visibility locations and will be well-lit has been added to the site plan.*

- Traffic: Will they be required to present a 'future' traffic study for Northeast Pkwy to assure two single lanes, with no area for expansion, will be sufficient to carry the road's traffic volume once Northeast Pkwy is opened between NC51 and Matthews Mint Hill Road?

Response: *We have met with NCDOT and Matthews staff and were provided the ultimate cross-section for the road and Town staff has assured that they will only want/need one lane in each direction on NE Parkway.*

- Traffic: There appear to be no provisions, with proposed concrete media island, for dedicated left-turn lanes into their property; when Northeast Pkwy opens, this will create traffic disruptions and potential rear-end.

Response: *Left turn lanes can be easily accommodated within the proposed median divided sections to ensure safe and efficient access to and from NE Parkway. The site plan indicates these proposed left turn lanes.*

- Traffic: Will the "Improvements to Public Streets as required by the T.I.A." include repairs to the degraded curb-lane area on the opposite side of Matthews Mint Hill as it approaches Moore Road? As proposed, that currently widens but not marked area would become the marked thru lane and its condition is very poor.

Response: *No the developer is not planning to improve the existing condition of Matthews-Mint Hill Road unless required to within the mill & overlay limits and only to the extent to the areas to provide turn lane and pavement marking modifications.*

- Traffic: Their proposal to "Set curb and gutter across site frontage to provide for future extension of the westbound right-turn lane from Northeast Pkwy towards US74" would result in an abrupt termination point at the adjoining property line, which, depending upon how marked & signed, could result in crashes. Would suggest either completion of the right-turn lane beyond their property line or construction in such a manner as to eliminate the potential for crashes.

Response: The typical approach would be mark-out (with either an edge line or diagonal lines) the unused widened portion of Matthews-Mint Hill Road across the site's frontage that is not necessary to accommodate traffic. The markings could be removed at the time the curb lane is extended toward US 74 creating a second travel lane.

Town of Matthews Fire Department Comments:

Fire Department Comments.

- An approved fire department access road, 20 feet wide need to be provided which extends northeast parkway westward beyond buildings 3 and 4.

Response: Fire access lanes, to provide, fire truck access along Northeast Parkway to building three and four have been added to the site plan.

- The design of N.E. Parkway meets fire code requirements, however, it relies on the use of the median with grass pave materials which will not allow the planting of trees.

Response: The design of Northeast Parkway, including the use of grass pave materials to meet fire department requirements will also allow the planting of street trees.

- Is the proposed number of parking spaces sufficient for the number of units. Fire lane designation, marking, and signage may be required.

Response: The Petitioner has reviewed the number of proposed parking spaces and has compared it to the proposed unit mix and is confident that the number of parking spaces planned will meet the needs of the community. The Petitioner will provide required fire lane designations, markings and signage as required and needed.

- The Pedestrian crossing in the center of project needs to have improvements (signs, lights, raised pavement, etc.) that indicate a mid-block crossing.

Response: NCOT had indicated that a mid-block crossing will be allowed. The Petitioner will work with NCDOT to provide appropriate signage, lighting, and pavement markings.

- Fire Hydrants should be provided along Northeast Parkway as well as internal to the development. Fire hydrant and building fire department sprinkler connection locations must be coordinated with fire department.

Response: The Petitioner will provide hydrants as required and will coordinate the locations of the hydrants and sprinkler connections with the fire department.

- Each building needs to have a separate street address. Addressing the townhomes maybe problematic.

Response: The Petitioner will work with County Addressing on the building addressing to make sure buildings including the townhomes are easily found by emergency responders.

Comments Received During the Public Hearing:

- What is the percentage of masonry materials (e.g. brick) on the building façades not oriented toward N.E. Parkway and Matthews Mint-Hill Road.

Response: The percentage of masonry materials on the building façades facing N.E. Parkway and Matthews Mint-Hill Road will be 50% and the minimum percentage of masonry materials (e.g. brick) for the building façades not facing N.E. Parkway or Matthews Mint-Hill Road will be 30%.

- Provide elevations of the rear of the townhome units as well as the other buildings.

Response: The rear elevations of the townhome units as well as the other buildings have been added to the rezoning plans.

- What are the improvements to the pocket parks, need details.

Response: *Details of the proposed pocket parks have been added to the Rezoning Plan.*

- Refine the club house elevation.

Response: *The proposed club house elevation has been revised.*

- More color variation on the proposed elevations should be used.

Response: *The proposed building elevations have been revised to add more color variation.*

- On the proposed garden style units consider manipulating, changing, enclosing, camouflaging the appearance of the open breezeways facing the public streets.

Response: *The elevations have been revised to change the appearance of the breezeways.*

- The three story manor house building should have an elevator.

Response: *The Rezoning Plan has been modified to indicate that the three (3) story manor house building will have elevator service.*

- One over one windows are not consistent with Matthews architecture.

Response: *The building elevations have been revised to change the one over one windows to add window grids to the proposed windows.*

- Why no planting in the median of N.E. Parkway.

Response: *The Petitioner has determined that street trees can be planted in the median of N.E. Parkway.*

- What is the schedule of the Charlotte Water sewer line project.

Response: *Attached is a letter from Charlotte Water outlining the schedule for sewer line project capacity upgrade. Development of the Site will be coordinated with the that Charlotte Water project schedule.*

- Will the log cabin be preserved.

Response: *The following note has been added to the rezoning plan: The Petitioner will donate the existing log cabin located on the Site to an entity/organization that wishes to move and preserve the log cabin. The Petitioner will make the log cabin available to an entity/organization for the first 30 days following the purchase of the property by the Petitioner. If log cabin is not donated and moved from the Site, the Petitioner will utilize, to the extent possible, some of the materials from the log cabin that are in suitable shape in the design of the interior of the club house.*

If you have any questions or need further information please feel free to give me a call or send me e-mail. We look forward to presenting the revised plans and revised Oakhaven Mobile Home Park transition plan to the Board of Commissioners on October 9th.

Thank you.

Keith

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Moore & Van Allen

2 attachments

 **NCDOT Email.pdf**
285K

 **Charlotte Water.pdf**
70K



September 22, 2017

Jay Camp, AICP
Planning & Development Department
Town of Matthews
232 Matthews Station Street
Matthews, NC 28105

Beards Creek Sewer Project

Dear Mr. Camp:

In order to ensure our sanitary sewer system can maintain adequate performance, Charlotte Water established a Capacity Assurance Program. This Program was created in response to a Consent Agreement and Consent Order issued by the U.S. Environmental Protection Agency (US-EPA). As part of this review, new sanitary sewer connections and their anticipated flows are analyzed for their potential impact on the sanitary sewer system; this program also ensures that the system has the capacity to support new development.

Charlotte Water (CW) has identified a capacity limitation in the Beards Creek sanitary sewer sub-basin in Matthews. Subsequently, Charlotte Water has identified a public infrastructure project to remedy this limitation—the Beards Creek Sewer Project (CW 70307000-16-552). Charlotte Water is working expeditiously to design and construct said project that will support existing customers and future development, including the proposed Northeast Parkway/Bainbridge Development.

Per the current project schedule, the CW project will bid in mid-2018 and be completed in late 2019. The project requires acquiring right-of-way and encroachments that may impact the project schedule.

Feel free to contact me if you need any additional information regarding this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Keri B. Cantrell".

Keri B. Cantrell, PhD, PE
Engineering Program Manager, Charlotte Water
keri.cantrell@charlottenc.gov
704-391-5141

Cc: Ronald Perera – Vice President, The Bainbridge Companies