Location
1700 Block of Matthews-Mint Hill Road, Tax ID 19331111, 19331110, 19331121

Ownership/Applicant
Matthews Ventures LLC, Jane Biggers Overcash

Zoning
Existing: R-MH, O (CD), R-12 and Rural
Proposed R-12 (MF)

Use
Existing: Single family home, barn and mobile home park
Proposed: 350 unit multifamily community

Request Summary
The applicant proposes to construct a 350 unit rental community and some portions of Northeast Parkway.
SITE INFORMATION AND BACKGROUND

Site Summary
The property consists of two large parcels. The parcel nearest the Bella Sera neighborhood is mostly vacant except for a dilapidated home, ruins from an old barn and a small log structure. The second parcel contains the Overcash home, a barn and the Oakhaven mobile home community. There appears to be about 24 mobile homes located on the property. Historical aerial imagery indicates that mobile homes were first located on the site between 1960 and 1965. The future Northeast Parkway will bisect the two parcels and a loop connector to access US 74 is planned adjacent to the Overcash property per draft 74 widening plans. As currently designed, the U-2509 project does not appear to require removal of any mobile homes on the site.

Previous Zoning Actions
A portion of the site was previously zoned O-9 (CD) in the early 1990’s. Zoning conditions for maximum square footage allocations were allocated to other development.
Garden Building 1 - Front Elevation
SUMMARY OF PROPOSED CONDITIONS

Conditions

1. Maximum of 350 dwelling units.

2. 50% of facades of buildings facing Northeast Parkway and Matthews-Mint Hill to be brick.

3. If a 4 story building is constructed it will be served by elevator.


5. Fence adjacent to Bella Sera community.


7. Pocket Parks on either side of main entrance at Northeast Parkway on Matthews-Mint Hill Road. Pocket parks are stated to have walking trails, seating areas and pedestrian scale lighting.
An early 20th century barn, home and log structure are all located on various portions of the site. Staff toured the interiors of all of the structures with Stewart Gray from the Historic Landmarks Commission. Due to the number of alterations that have been made, the home is not a good candidate for potential preservation or relocation. The barn is in fair condition but not as well preserved as the red barn on Idlewild Road that was part of the recently approved 29 lot subdivision.

The log structure is likely over 100 years old and could be relocated. Several of the lower logs are rotted so some reconditioning would be required. HPAC was in favor of looking for new locations to relocate the log structure.
The applicant proposes to construct a standard 5’ sidewalk along Matthews-Mint Hill Road and a 10’ multiuse path along the eastern portion of Northeast Parkway. The multiuse path would eventually connect to the recently constructed multiuse path adjacent to the new Fountains Matthews apartment community.

A 5’ sidewalk is proposed for the western portion of Northeast Parkway.
Extension of Northeast Parkway

The applicant has worked with the NCDOT and Town staff for many months to determine how best to complete Northeast Parkway. There is additional right of way required to connect to the existing terminus of the roadway at Matthews Corners. The applicant is seeking to build at a minimum a portion of the roadway through the development and have NCDOT reimburse the cost associated with the road but has yet to secure an agreement. As currently shown, there would be about a 1,200’ gap keeping Northeast Parkway from connecting through to 51.

Also of concern is the intersection treatment at Matthews-Mint Hill and whether it should be a signal or roundabout. Studies related to the US74 project are anticipated to provide guidance for the intersection but are not yet complete. The design as currently shown with only turn lane improvements is unacceptable.
Tree Save

The R-12 MF District requires a minimum of 15% tree canopy preservation. The plan shows a 15% tree save although the applicant feels they can increase this number. As a result of the required tree survey, several groves of large trees will be preserved near the clubhouse and along the Bella Sera buffer. The parking area was redesigned to save the trees. Large trees near the barn will also be saved.

Stormwater Management and PCO

A single large detention basin will handle storm water for the entire site with water piped under Northeast Parkway from the western side of the property.

Buffers

A substantial 100’ buffer is proposed adjacent to Bella Sera. Staff has requested that trees also be saved along Matthews-Mint Hill near the townhomes.
Land Use Plan

The LUP states that multifamily infill development is appropriate along the corridor.

Consistency

The Land Use Plan specifically states “Multi-family housing and offices are also appropriate here. Such uses would provide a transitional buffer to the adjacent existing residential uses.”

The development would feature quick pedestrian and bike access to shopping along Highway 51 if Northeast Parkway is completed.

Northeast Parkway Action Items:

1. Require developers to build portions of Northeast Parkway in conjunction with adjacent land development.
2. Preserve established single-family residential uses and prevent encroachment at land to the east of the parkway.
3. Consider well-designed infill development, such as R-VS and other higher-density mixed and multi-family uses where appropriate and compatible with existing development.
4. Consider office developments where appropriate.
5. Develop desired streetscape renderings of Northeast Parkway including landscape, sidewalks, bike lanes, signage and lighting.
6. Consolidate driveways and limit curb cuts and median breaks along Northeast Parkway.
7. Locate utilities underground.
8. Locate parking at the side or rear of properties.
9. Prohibit parking at the front of properties.
10. Locate loading zones and service entrances at the rear of properties.
Services Impact

The Town does not provide solid waste service for multifamily communities. Incremental changes to calls for service for Fire/EMS and Police are anticipated due to the size of the project.

Current Tax Revenue and Per Acre Valuation

Current Matthews tax revenue from both parcels is $16,700. The anticipated tax revenue from the proposal is about $128,000.

Forecasted Tax Revenue and Per Acre Valuation

The annual tax revenue per acre for the site today is about $520 per acre. The proposal as currently designed would yield tax revenue per acre in the amount of $4,000. The site would have a higher tax value per acre but the density (just under 11 units per acre) is lower than some recent apartment communities due to buffers and the development of the parkway through the site.

The Fountains Matthews project has 250 units (100 less than this proposal) and generated $91,000 in tax revenue for 2017.
STAFF COMMENTS AND OUTSTANDING ISSUES

Planning Department

1. Building height should be shown to confirm that the proposed 4-story buildings meet the 45’ maximum building height.

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

3. More detail required for proposed pocket parks at Northeast/Matthews-Mint Hill.

4. The current site plan does not provide adequate street connections as required in the UDO. To meet code, the connection to Highway 51 must be installed. Only 100 units can be constructed with a single access to Matthews-Mint Hill.

5. No elevations given for detached garage structures.

6. Confirmation needed that NCDOT will definitely allow midblock pedestrian crossing to connect the two portions of the development.

Police
TBD

Fire
TBD

Public Works
Concerns regarding roadway extension, design and intersection treatment

Parks and Rec
No concerns

Charlotte Mecklenburg Schools
TBD
Unresolved Issues That Should Be Clarified in a Public Setting Prior to Planning Board Review:

Confirmation regarding construction of the entirety of Northeast Parkway and what improvements will be created at the Matthews Mint-Hill intersection is vital information that should be part of the discussion in a public setting prior to discussion and recommendation by Planning Board. Staff recommends continuing the Public Hearing to October 9th.

Other Aspects That Create Uncertainty and Should Be Evaluated Further:

Due to the involuntary displacement of Town residents that approval of this proposal would create, the Developer and/or and owner should be prepared to offer solutions to the issue.
Memorandum

From: Chief Rob Hunter
To: Jay Camp, Town Planner
Date: September 8, 2017
Subject: Review of Proposed Site Plan

Regarding: 2017-663 Bainbridge Matthews

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: While I do not have concerns with multi-family development in that area, I would offer the following concerns / considerations for staff and the Board’s considerations:

- Safety: With residential development proposed on both sides of Northeast Pkwy, and development amenities only on one, pedestrian crossing, especially children & teens, would be anticipated
- Safety: If approved, would recommend the portion of Northeast Pkwy they develop be extended to the end of the building footprint area to allow for fire truck access to sides/rear of those buildings
- Safety: They state are prepared to install street lighting at corner of Matthews Mint Hill; I would recommend that be required as school bus stop will likely be on Matthews Mint Hill Rd
- Safety: To ensure prompt emergency responses, I would recommend that, should the internal streets be independently named (not all use Northeast Pkwy addresses), that the street names are different on the opposing sides of Northeast Pkwy
- Safety: I do not see indicated the proposed location of postal boxes for residents; would recommend they be located in a high-visibility, well-lit locations

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.
• 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?

• 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

• 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

• 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.

If you have any questions, please let me know.
Date: September 8, 2017

To: Jay Camp

From: Rob Kinniburgh, Fire & EMS Chief

Ref: Bainbridge Rezoning proposal

Reference the proposed apartment complex @ 1725 Matthews-Mint Hill Road, based on the drawings prepared by Design Resource Group dated August 30, 2017, from Fire’s perspective...

An ‘Approved’ fire department access road, 20 feet wide needs to be provided which extends Northeast Parkway westward to the end of buildings 3 and 4.

The proposed design of Northeast Parkway as shown in cross section A on page RZ3.00 meets the requirements of the fire code for a fire department access road. However, a divided roadway using the proposed fire apparatus rated grass pave material will not allow for the installation of trees or any other plantings in the median at any time in the future.

No Parking is allowed at the end of parking isles or bulbs. Given 350 units, the number of proposed parking spaces, 594, seems low. Fire Lane designation, marking, and signage may be required.

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

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

Each building needs to have a separate street address. Addressing Townhomes may be problematic.