

**APPLICATION 2017-663 STAFF REPORT  
BAINBRIDGE APARTMENTS**

Pre Public Hearing Staff Analysis • September 2017



# SUMMARY

## Location

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

## Ownership/Applicant

Matthews Ventures LLC, Jane Biggers Overcash

## Zoning

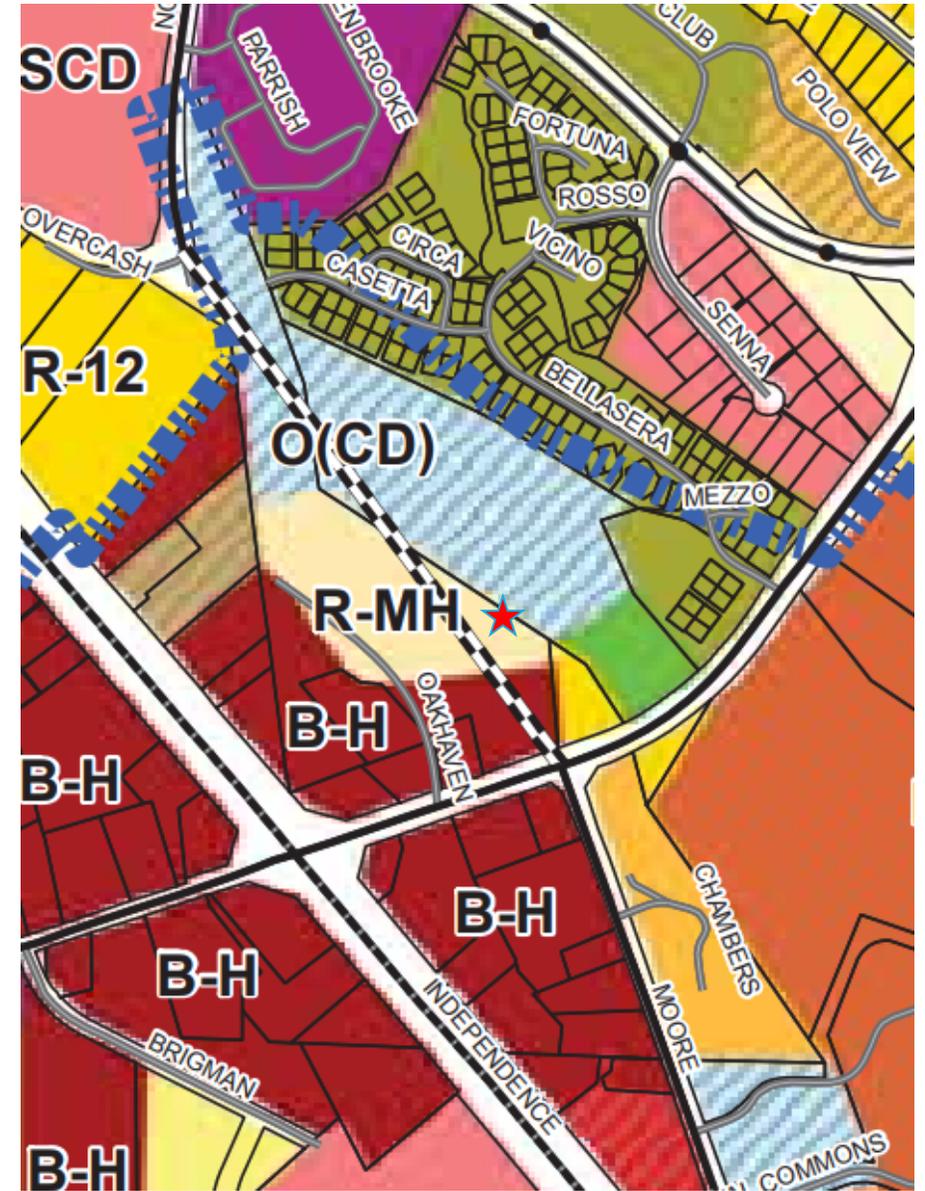
Existing: R-MH, O (CD), R-12 and Rural  
Proposed R-12 (MF)

## 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.



# PROJECT AREA



# CURRENT CONDITIONS



# SITE INFORMATION AND BACKGROUND

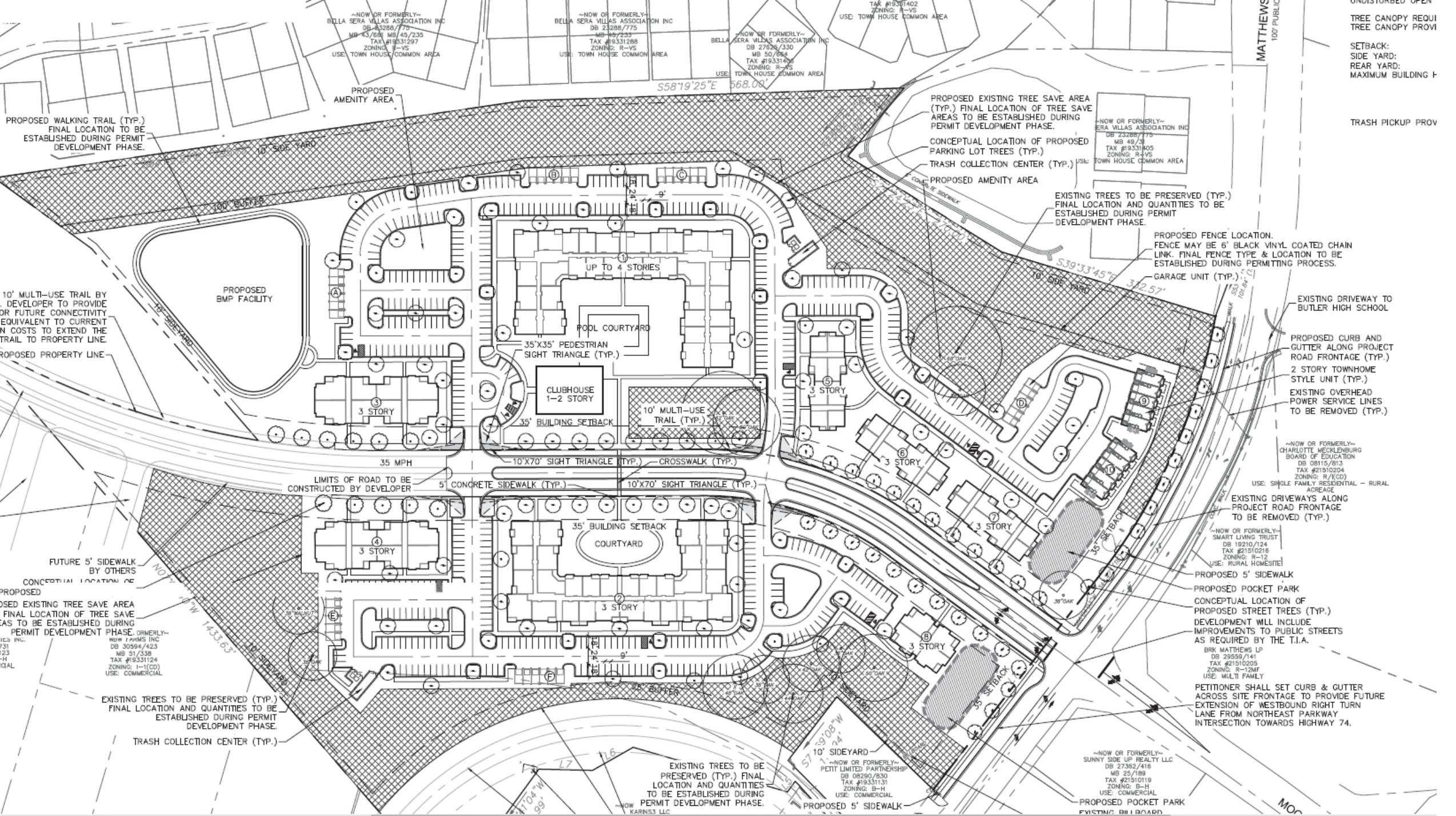
## Site Summary

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.





PROPOSED WALKING TRAIL (TYP.)  
FINAL LOCATION TO BE  
ESTABLISHED DURING PERMIT  
DEVELOPMENT PHASE.

10' MULTI-USE TRAIL BY  
DEVELOPER TO PROVIDE  
OR FUTURE CONNECTIVITY  
EQUIVALENT TO CURRENT  
COSTS TO EXTEND THE  
TRAIL TO PROPERTY LINE.

FUTURE 5' SIDEWALK  
BY OTHERS  
CONCEPTUAL LOCATION OF  
PROPOSED

PROPOSED EXISTING TREE SAVE AREA  
FINAL LOCATION OF TREE SAVE  
AREAS TO BE ESTABLISHED DURING  
PERMIT DEVELOPMENT PHASE.

EXISTING TREES TO BE PRESERVED (TYP.)  
FINAL LOCATION AND QUANTITIES TO BE  
ESTABLISHED DURING PERMIT  
DEVELOPMENT PHASE.

TRASH COLLECTION CENTER (TYP.)

PROPOSED  
AMENITY AREA

PROPOSED  
BMP FACILITY

UP TO 4 STORIES

POOL COURTYARD

35'X35' PEDESTRIAN  
SIGHT TRIANGLE (TYP.)

CLUBHOUSE  
1-2 STORY

10' MULTI-USE  
TRAIL (TYP.)

35' BUILDING SETBACK

35 MPH

LIMITS OF ROAD TO BE  
CONSTRUCTED BY DEVELOPER

5' CONCRETE SIDEWALK (TYP.)

10'X70' SIGHT TRIANGLE (TYP.)

10'X70' SIGHT TRIANGLE (TYP.)

35' BUILDING SETBACK

COURTYARD

3 STORY

3 STORY

3 STORY

3 STORY

3 STORY

EXISTING TREES TO BE  
PRESERVED (TYP.) FINAL  
LOCATION AND QUANTITIES  
TO BE ESTABLISHED DURING  
PERMIT DEVELOPMENT PHASE.

10' SIDEYARD

PROPOSED 5' SIDEWALK

PROPOSED EXISTING TREE SAVE AREA  
(TYP.) FINAL LOCATION OF TREE SAVE  
AREAS TO BE ESTABLISHED DURING  
PERMIT DEVELOPMENT PHASE.

CONCEPTUAL LOCATION OF PROPOSED  
PARKING LOT TREES (TYP.)

TRASH COLLECTION CENTER (TYP.)

PROPOSED AMENITY AREA

EXISTING TREES TO BE PRESERVED (TYP.)  
FINAL LOCATION AND QUANTITIES TO BE  
ESTABLISHED DURING PERMIT  
DEVELOPMENT PHASE.

PROPOSED FENCE LOCATION.  
FENCE MAY BE 6" BLACK VINYL COATED CHAIN  
LINK. FINAL FENCE TYPE & LOCATION TO BE  
ESTABLISHED DURING PERMITTING PROCESS.

GARAGE UNIT (TYP.)

EXISTING DRIVEWAY TO  
BUTLER HIGH SCHOOL

PROPOSED CURB AND  
GUTTER ALONG PROJECT  
ROAD FRONTAGE (TYP.)

2 STORY TOWNHOME  
STYLE UNIT (TYP.)

EXISTING OVERHEAD  
POWER SERVICE LINES  
TO BE REMOVED (TYP.)

~NOW OR FORMERLY~  
CHARLOTTE MECKLENBURG  
BOARD OF EDUCATION  
DB 0815/813  
TAX #21510204  
ZONING: R/(V)CD  
USE: SINGLE FAMILY RESIDENTIAL - RURAL  
ACREAGE

EXISTING DRIVEWAYS ALONG  
PROJECT ROAD FRONTAGE  
TO BE REMOVED (TYP.)

~NOW OR FORMERLY~  
SMART LIVING TRUST  
DB 19210/724  
TAX #21510216  
ZONING: R-12  
USE: RURAL HOMESTEAD

PROPOSED 5' SIDEWALK

PROPOSED POCKET PARK

CONCEPTUAL LOCATION OF  
PROPOSED STREET TREES (TYP.)

DEVELOPMENT WILL INCLUDE  
IMPROVEMENTS TO PUBLIC STREETS  
AS REQUIRED BY THE T.I.A.

BRK MATTHEWS LP  
DB 29559/141  
TAX #21510205  
ZONING: S-1/24F  
USE: MULTI FAMILY

PETITIONER SHALL SET CURB & GUTTER  
ACROSS SITE FRONTAGE TO PROVIDE FUTURE  
EXTENSION OF WESTBOUND RIGHT TURN  
LANE FROM NORTHEAST PARKWAY  
INTERSECTION TOWARDS HIGHWAY 74.

~NOW OR FORMERLY~  
SUNNY SIDE UP REALTY LLC  
DB 27382/416  
MB 25/199  
TAX #21510119  
ZONING: B-H  
USE: COMMERCIAL

PROPOSED POCKET PARK  
EXISTING DRIVEWAY

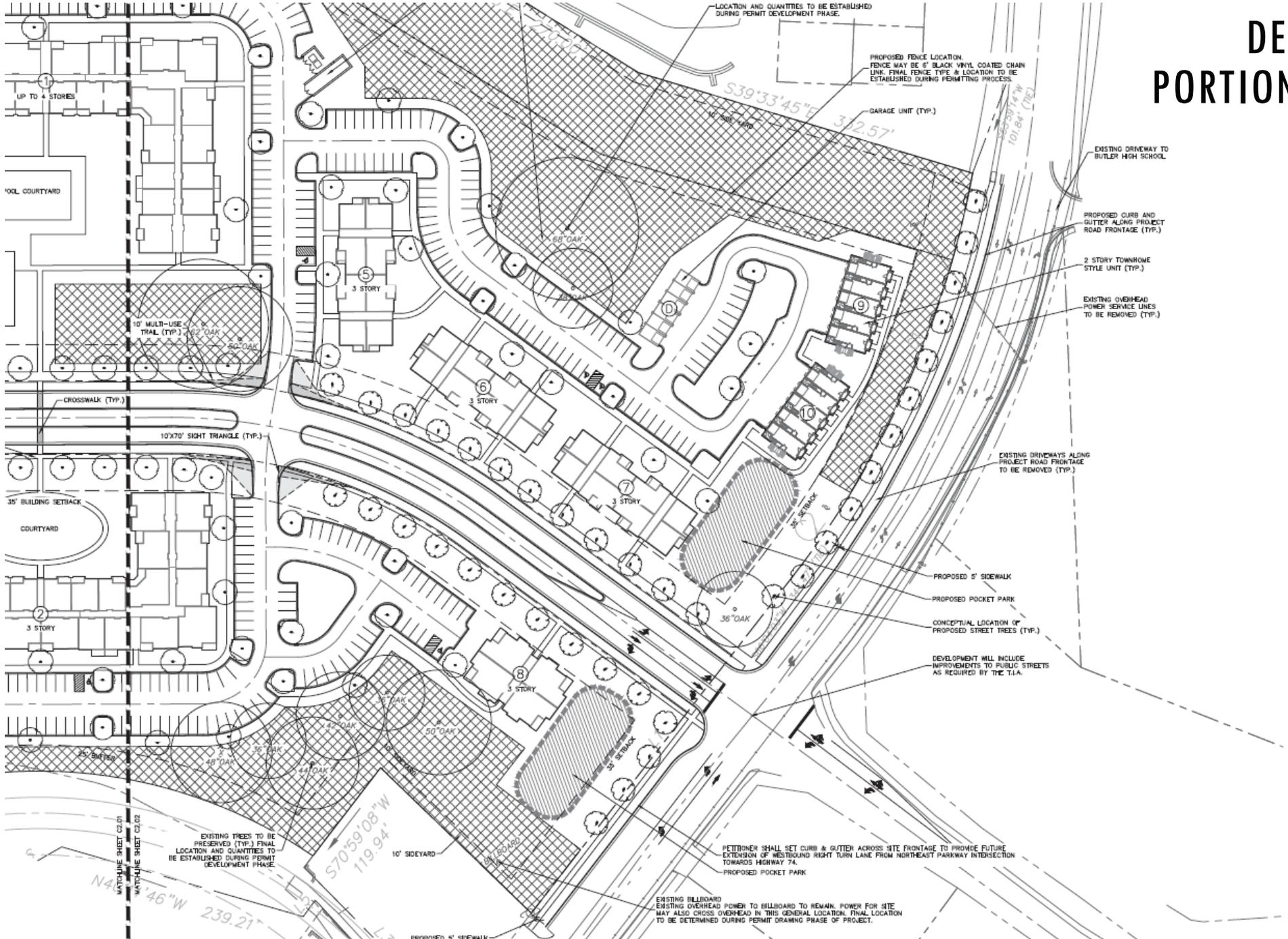
UNDISTURBED OPEN  
TREE CANOPY REQUI  
TREE CANOPY PROVI  
SETBACK:  
SIDE YARD:  
REAR YARD:  
MAXIMUM BUILDING F

TRASH PICKUP PROV

MATTHEWS  
100' PUBLIC

MOC

# DETAIL OF FRONT PORTION OF SITE PLAN



LOCATION AND QUANTITIES TO BE ESTABLISHED DURING PERMIT DEVELOPMENT PHASE.

PROPOSED FENCE LOCATION  
FENCE MAY BE 6" BLACK VINYL COATED CHAIN LINK. FINAL FENCE TYPE & LOCATION TO BE ESTABLISHED DURING PERMITTING PROCESS.

GARAGE UNIT (TYP.)

EXISTING DRIVEWAY TO BUTLER HIGH SCHOOL

PROPOSED CURB AND GUTTER ALONG PROJECT ROAD FRONTAGE (TYP.)

2 STORY TOWNHOME STYLE UNIT (TYP.)

EXISTING OVERHEAD POWER SERVICE LINES TO BE REMOVED (TYP.)

EXISTING DRIVEWAYS ALONG PROJECT ROAD FRONTAGE TO BE REMOVED (TYP.)

PROPOSED 5' SIDEWALK

PROPOSED POCKET PARK

CONCEPTUAL LOCATION OF PROPOSED STREET TREES (TYP.)

DEVELOPMENT WILL INCLUDE IMPROVEMENTS TO PUBLIC STREETS AS REQUIRED BY THE T.L.A.

PETITIONER SHALL SET CURB & GUTTER ACROSS SITE FRONTAGE TO PROVIDE FUTURE EXTENSION OF WESTBOUND RIGHT TURN LANE FROM NORTHEAST PARKWAY INTERSECTION TOWARDS HIGHWAY 74.

PROPOSED POCKET PARK

EXISTING BILLBOARD  
EXISTING OVERHEAD POWER TO BILLBOARD TO REMAIN. POWER FOR SITE MAY ALSO CROSS OVERHEAD IN THIS GENERAL LOCATION. FINAL LOCATION TO BE DETERMINED DURING PERMIT DRAWING PHASE OF PROJECT.

EXISTING TREES TO BE PRESERVED (TYP.) FINAL LOCATION AND QUANTITIES TO BE ESTABLISHED DURING PERMIT DEVELOPMENT PHASE

MATCHLINE SHEET C2.01  
MATCHLINE SHEET C2.02

N41°14'46"W 239.21'

S70°59'08"W 119.94'

S39°33'45"E 312.57'

S62°09'14"W 101.64' (TYP.)

UP TO 4 STORES

10'CL COURTYARD

10' MULTI-USE TRAIL (TYP.)

CROSSWALK (TYP.)

10'X70' SIGHT TRIANGLE (TYP.)

35' BUILDING SETBACK

COURTYARD

3 STORY

3 STORY

3 STORY

3 STORY

3 STORY

25' SIDEYARD

35' OAK

48' OAK

35' OAK

50' OAK

10' SIDEYARD

PROPOSED 5' SIDEWALK

EXISTING BILLBOARD

EXISTING OVERHEAD POWER TO BILLBOARD TO REMAIN. POWER FOR SITE MAY ALSO CROSS OVERHEAD IN THIS GENERAL LOCATION. FINAL LOCATION TO BE DETERMINED DURING PERMIT DRAWING PHASE OF PROJECT.



# BUILDING ARCHITECTURE



# BUILDING ARCHITECTURE



Garden Building 1 - Front Elevation



# BUILDING ARCHITECTURE



Garden Building 4 - Front Elevation



Garden Building 3 - Front Elevation

# BUILDING ARCHITECTURE



FRONT ELEVATION



Townhouse - 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.
4. Construction of multiuse path.
5. Fence adjacent to Bella Sera community.
6. Construction of some portion of Northeast Parkway.
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.

## Barn

An early 20<sup>th</sup> 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.



## HISTORIC PROPERTIES ON SITE

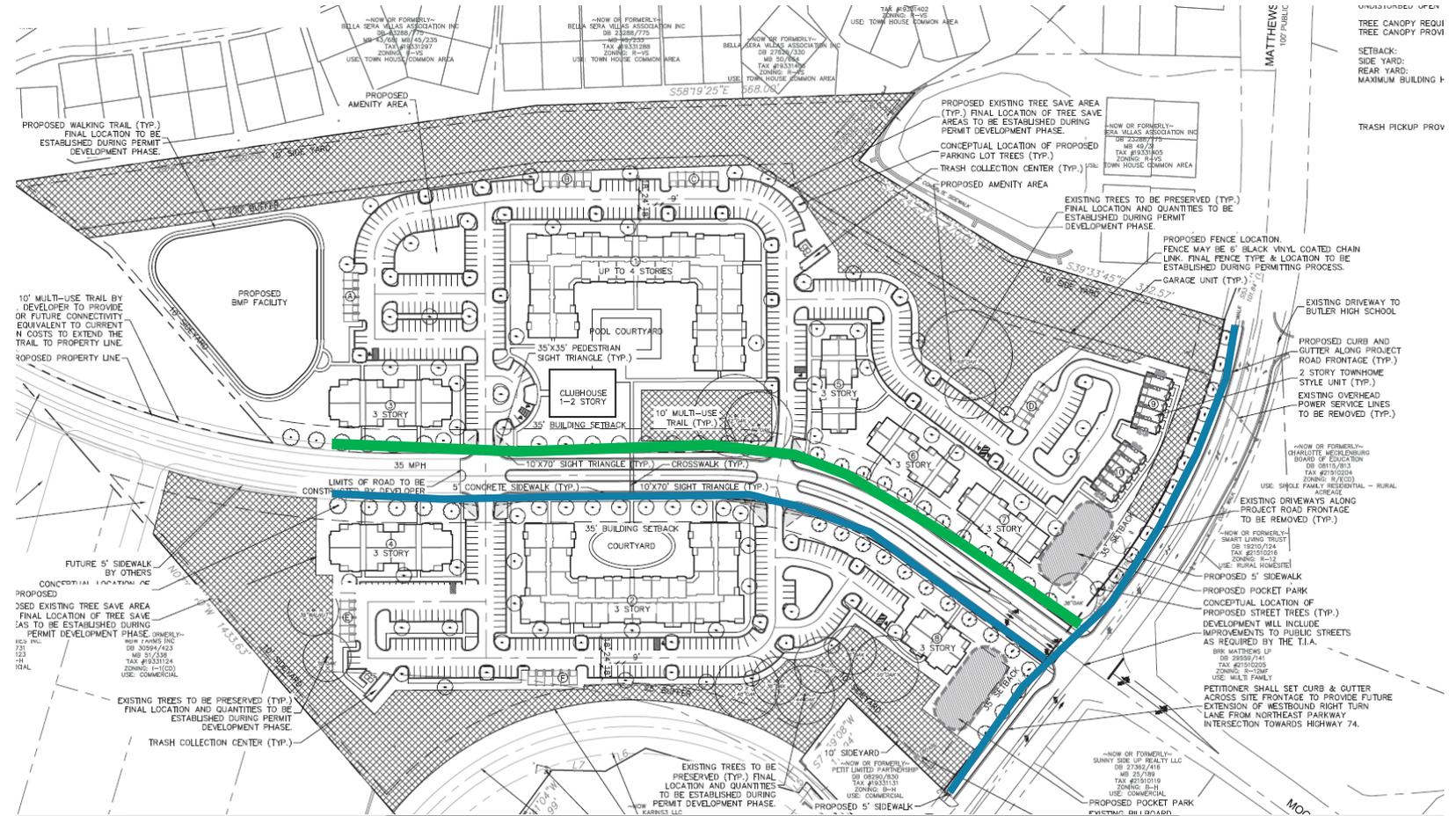


# PEDESTRIAN & BIKE ACOMMODATIONS

## Sidewalk and Multiuse Path Installation

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.

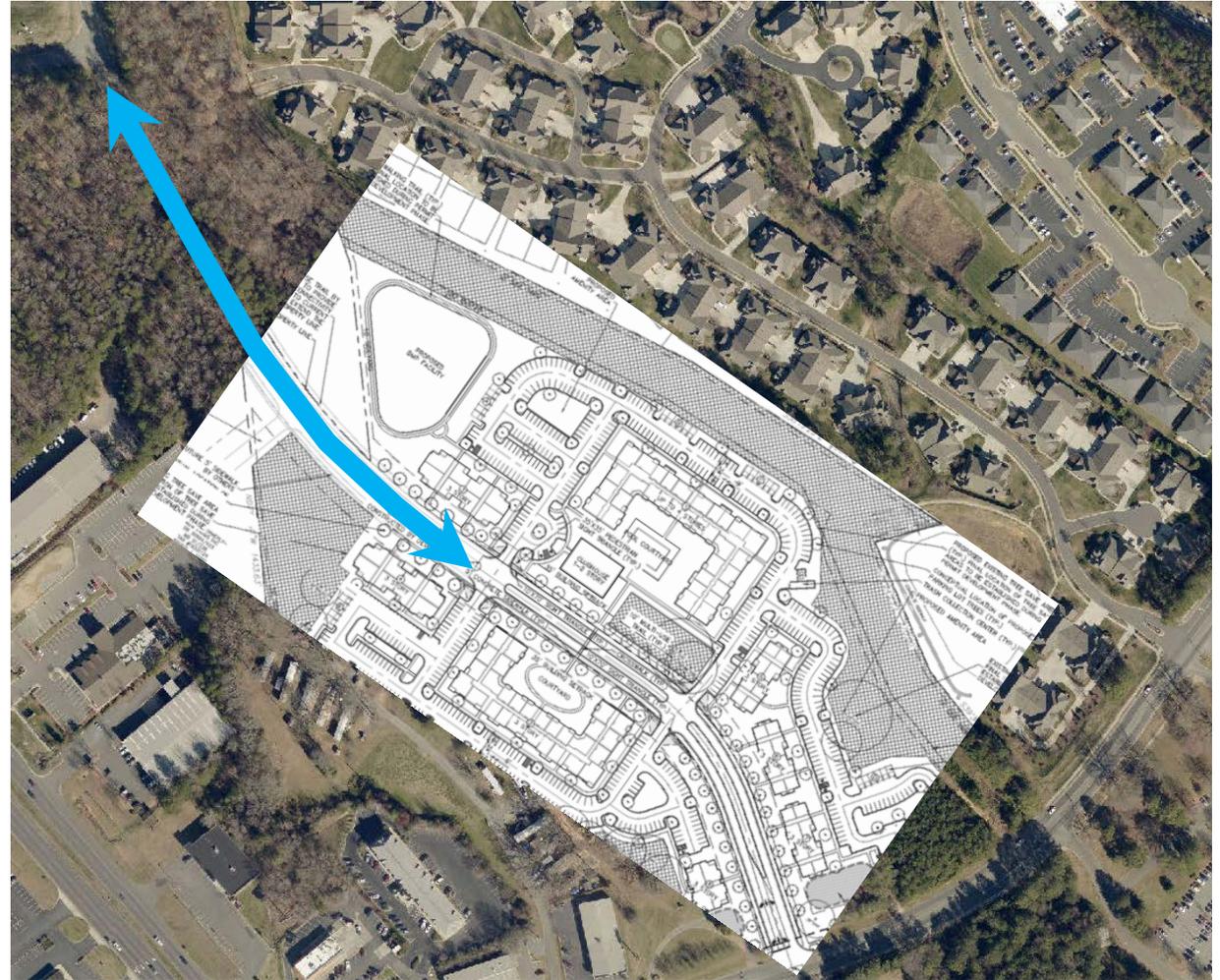


# TRANSPORTATION IMPROVEMENTS

## 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.







# LAND USE PLAN AND ADOPTED POLICIES

## 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

# SHOULD PUBLIC HEARING BE CONCLUDED OR CONTINUED?

## 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 9<sup>th</sup>.

## 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

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**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.

**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.**

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.