

**APPLICATION 2018-674 STAFF REPORT  
2020 VENTURES TOWNHOMES**

Pre Public Hearing Staff Analysis · April 2018



# SUMMARY

## Location

Mt. Harmony Church Road and Stevens Mill Road

## Ownership/Applicant

Multiple Property Owners/2020 Ventures, LLC

## Zoning

Existing: R-15 & R-20 Proposed: R-VS & R-15 (CD)

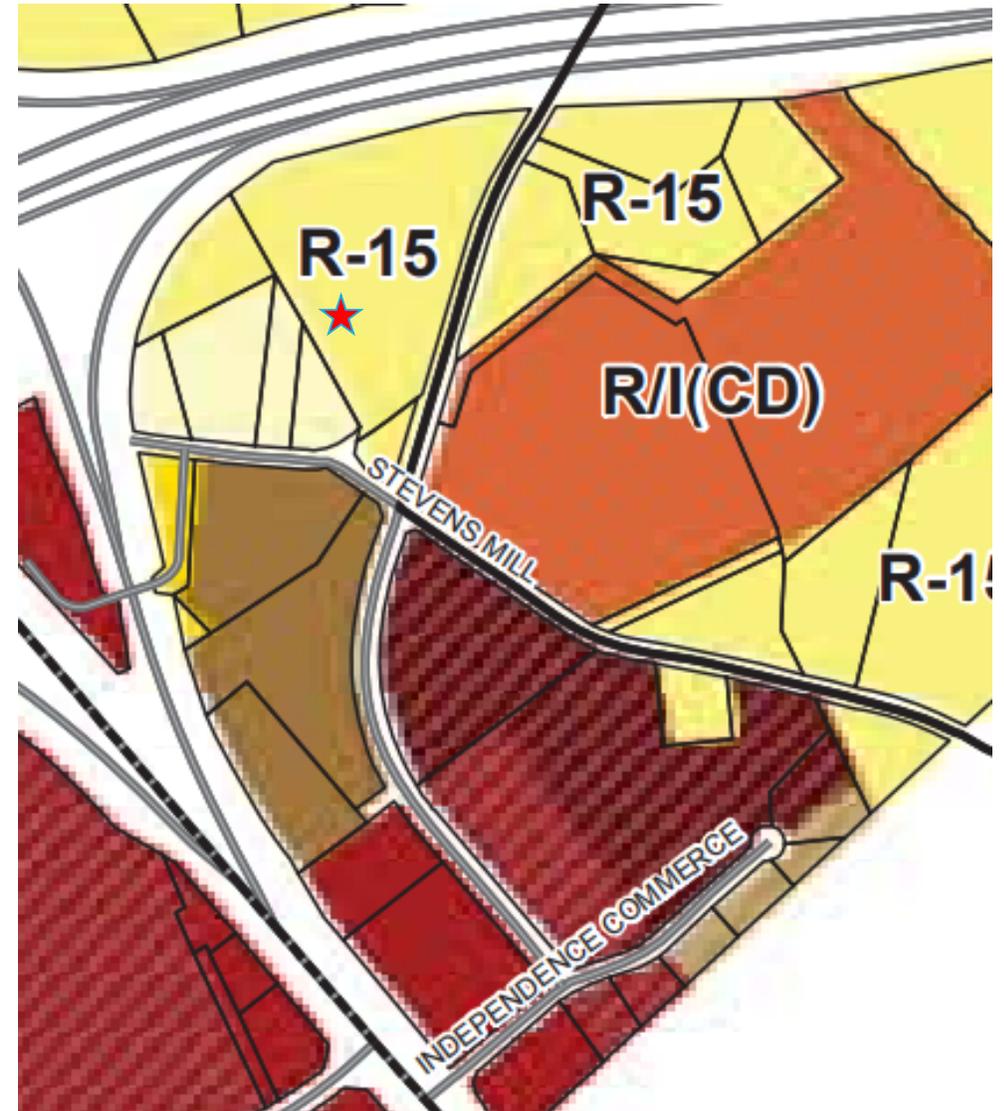
## Use

Existing: Vacant Land and Single Family Homes

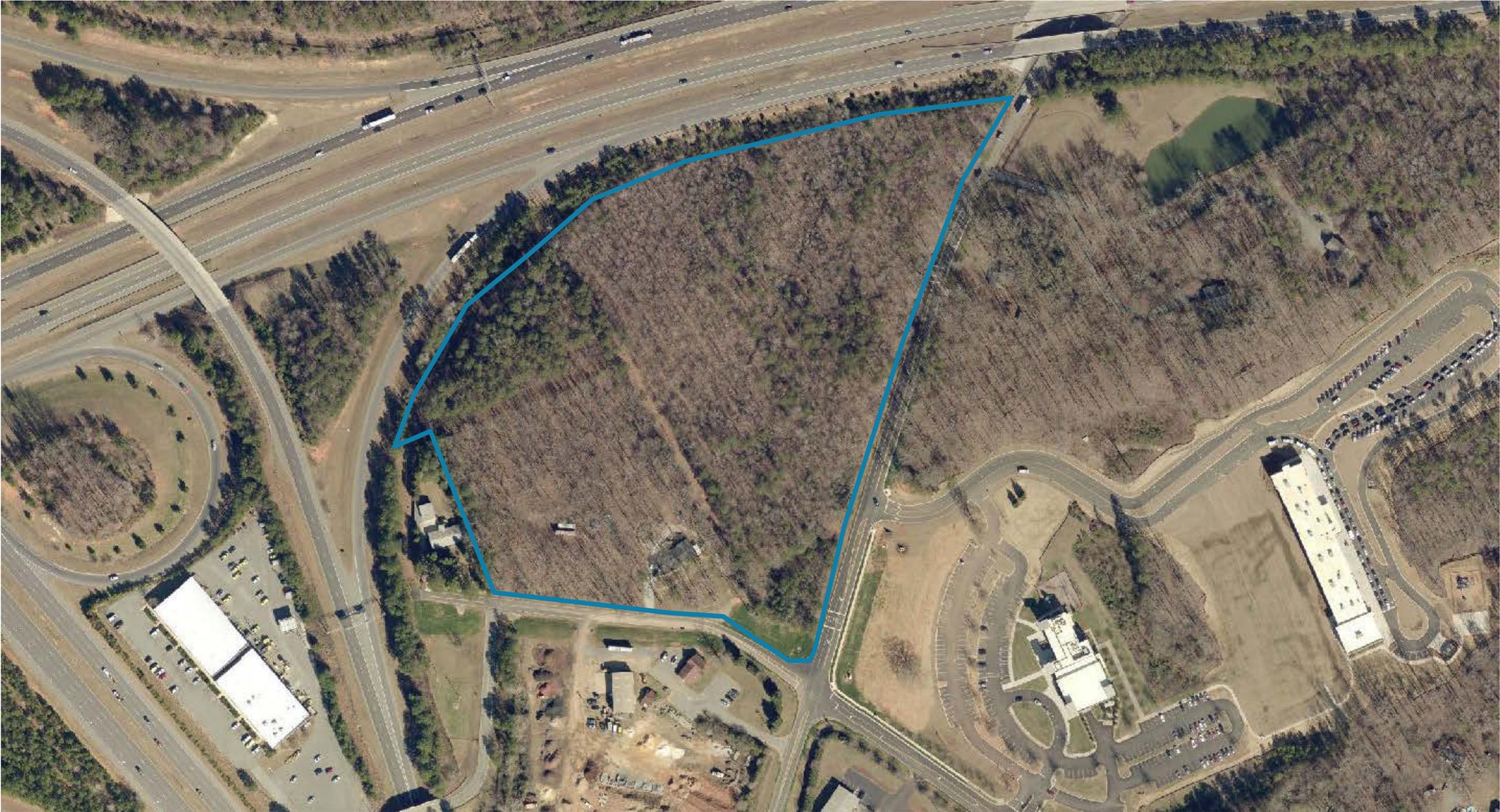
Proposed: Up to 141 townhomes

## Request Summary

The applicant proposes a large townhome community with 141 units on about 17.5 acres.



# PROJECT AREA



# CURRENT CONDITIONS



# CURRENT CONDITIONS



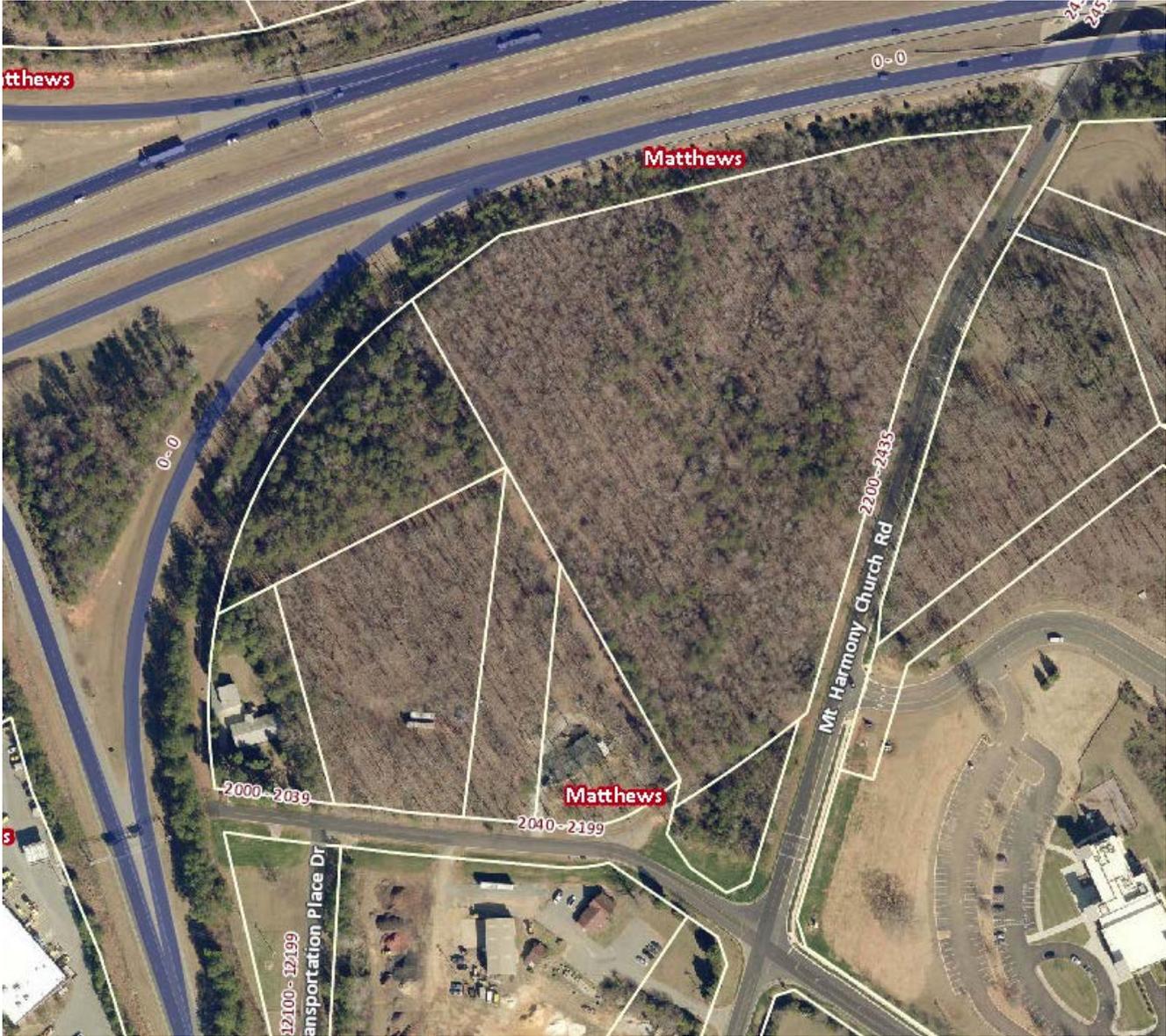
# SITE INFORMATION AND BACKGROUND

## Site Summary

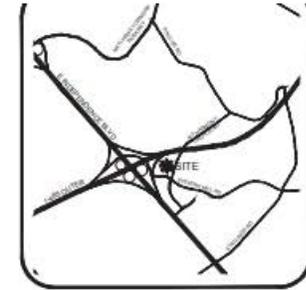
The proposed development is an assembly of 6 parcels. The last parcel at the end of Stevens Mill is not part of the project. Access is provided via a public street entrance on Mt. Harmony Church and on Stevens Mill. The interior layout consists primarily of rear load townhomes facing public streets. Private alleys are provided for garage access. Two buildings, each with 5 units, are indicated as a front load design.

## Previous Zoning Actions

None



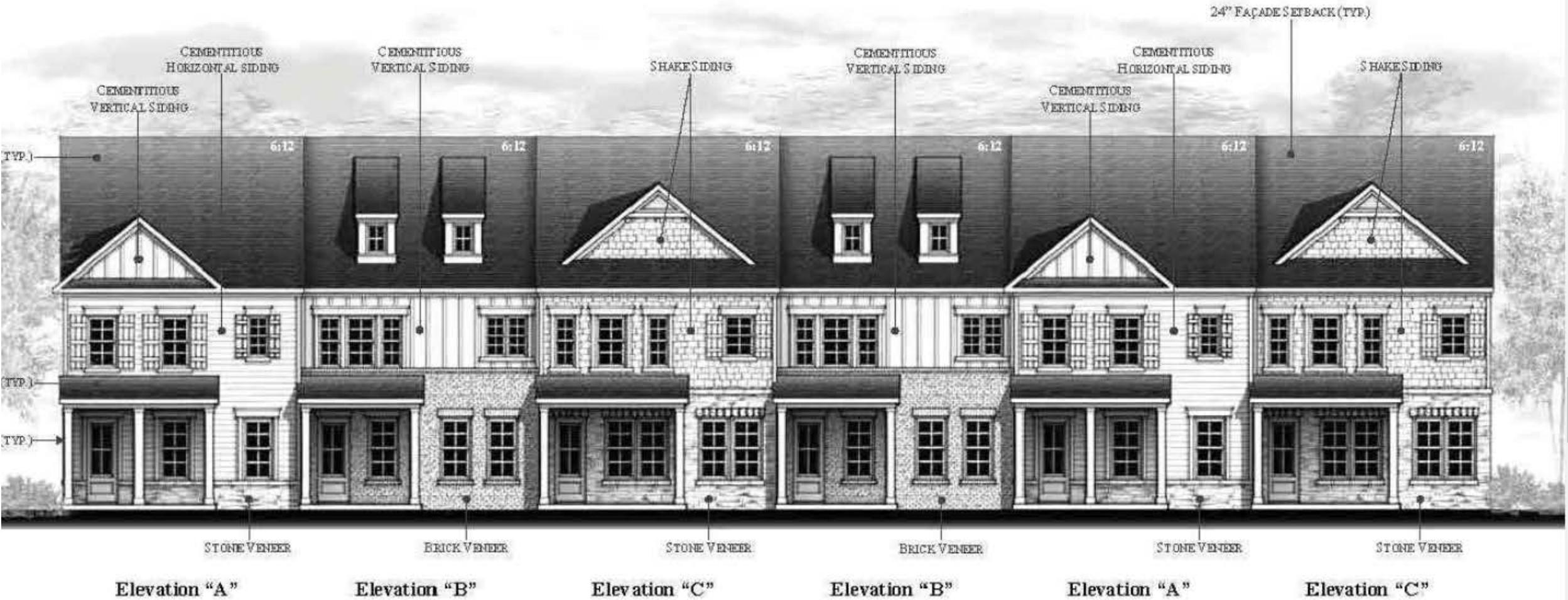
# ILLUSTRATED SITE PLAN



VICINITY MAP  
NTS



# PROPOSED TOWNHOME DESIGN



# SUMMARY OF PROPOSED CONDITIONS AND FLEXIBLE DESIGN REQUEST

## Conditions

1. Maximum of 141 townhomes
2. Applicant to install traffic signal at Moore Road/Matthews-Mint Hill Road if one has not already been installed by Bainbridge.
3. Northbound left turn lane on Mt. Harmony Church.
4. Maximum of 10 units to be front loaded.
5. Vinyl is not a permitted siding material.
6. All rear load units to have 5' deep front porch

## Flexible Design Request

1. Reduction of minimum lot size from 3,000 square feet to 1,760 square feet
2. Reduction of minimum lot width from 30' to 20'.
3. Reduction of minimum front for rear loaded units from 20' to 7'
4. Reduction of end unit side yards from 8' to 5'.  
(Some buildings may only be 10' apart)
5. Reduction of minimum rear yard from 20' to 5'.

# TREES, VEGETATION AND STORMWATER

## Tree Save

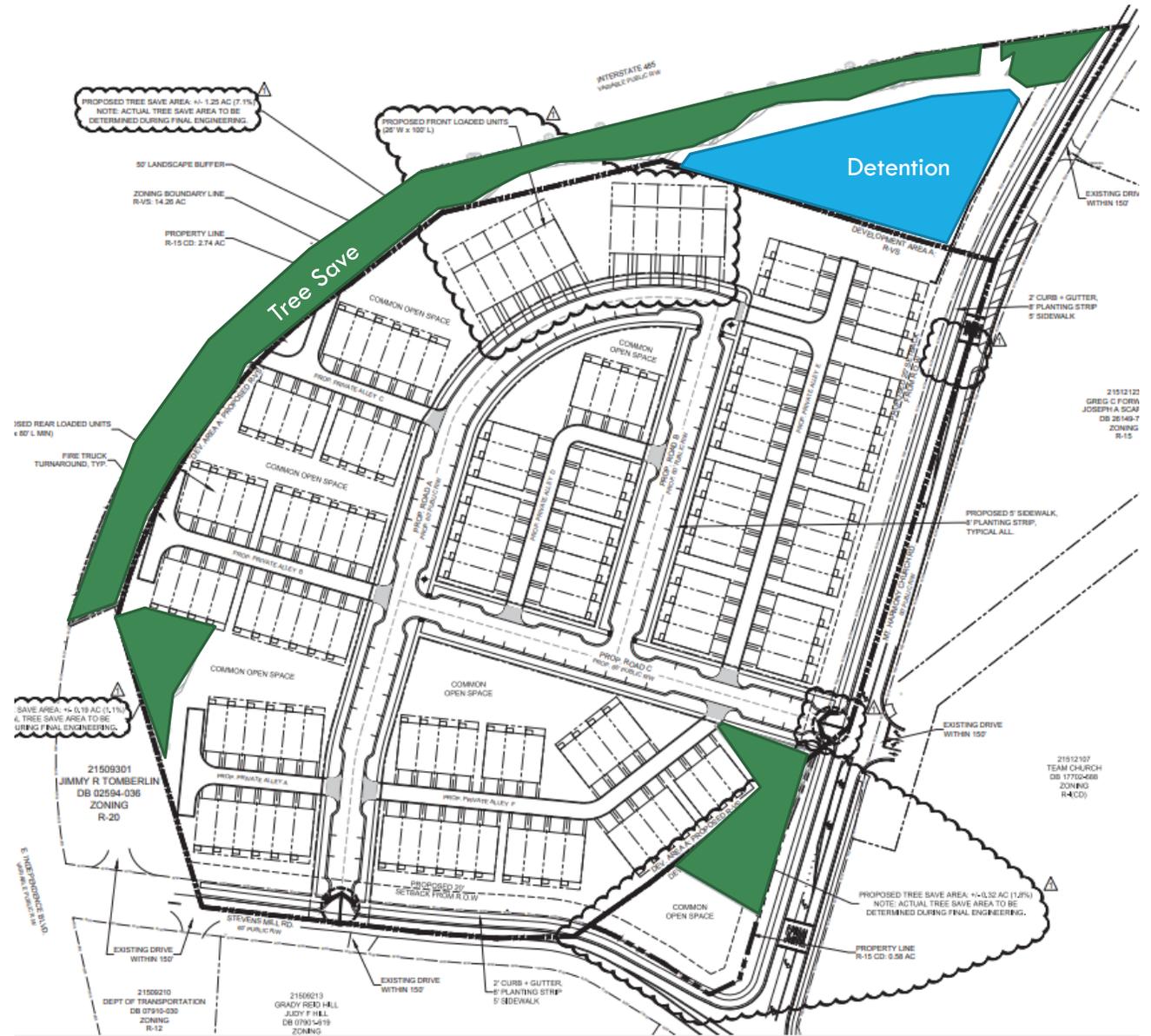
The R-VS District requires a minimum of 8% tree canopy preservation. This proposed development would achieve about 10% canopy preservation.

## Stormwater Management and PCO

The site falls about 50' in elevation from Stevens Mill Road to the northern boundary with I-485. This low point will be the location of the detention pond for the development

## Buffers

A 50' buffer is provided adjacent to I-485.



## Peak AM/Peak PM Trips

The Development is anticipated to create 63 new AM peak trips and 75 new PM peak trips.

## Total New Traffic

The development will create 837 new daily trips.

## Recommended Road Improvements

The traffic study does not recommend any road improvements. However, the applicant has committed to restriping Mt. Harmony Church to provide a northbound left turn lane.

### PROJECTED TRAFFIC

The projected background traffic volumes used in the analyses were developed from existing (year 2017) peak-hour-turning-movement-count data. These volumes were increased using a 2 percent per year growth rate to obtain 2020 background volumes, which was approved by Matthews.

The daily and peak-hour-trip-generation data for the site is presented in Table 2. The values for the trips generated by the residential land use are obtained from the Institute of Transportation Engineers, Trip Generation Manual, 9<sup>th</sup> Edition, 2012.

**Table 2: Site Trip Generation**

Land Use [ITE Code 230]			Weekday Daily	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Townhomes	144	DUs	837	11	52	63	50	25	75

References: Trip Generation, 9th Edition, Institute of Transportation Engineers, Washington, DC. 2012.

The proposed buildout trip generation results indicate that the townhome development is expected to generate 63 AM peak hour trips and 75 PM peak hour trips.

The trip assignments for the 2020 morning and afternoon peak hour traffic volumes are presented in Figures 4 thru 6 (depending on scenario). The background traffic is indicated to the far left of the movement arrows, followed by the site traffic in parentheses. The one or two volumes (depending on scenario) are added to obtain the projected total traffic for that

[Traffic Forecast Table From Page 12 of TIA](#)

# LAND USE PLAN AND ADOPTED POLICIES

## Land Use Plan

The LUP does not make specific recommendations for this property. There is mention of light industrial uses being appropriate in the outer loop area. Given the existing mix of residential and institutional uses in the area, residential is an appropriate land use category for this transitional property.

## Consistency

The area proposed for development is not appropriate for significant traffic generating uses such as retail or office. A moderate density townhome community could be consistent with the Town vision for this general area.

### **155. 503.1. Residential Varied Style District (R-VS)**

- A. The Residential Varied Style District is established to create beneficial contemporary single-family housing opportunities at higher densities, configurations and styles not traditionally found in Matthews, such as zero-lot line homes, single-family attached including townhouses, patio homes, duplexes, pinwheel design, and similar styles. This district is primarily intended to be utilized in three situations: *i*) near the downtown as detailed in the Downtown Master Plan; *ii*) at specific sites identified by the Land Use Plan as exhibiting unique criteria offering an opportunity for an alternative to traditional detached single-family development; and *iii*) upon request when the proposed site can be demonstrated to accommodate the increased density, exhibits a thoughtful, imaginative use of the land, and demonstrates reasonable and appropriate land use relationships, both within the development itself and with surrounding areas adjacent to the development. All development of land within the Residential – Varied Style – district shall comply with a site plan approved at the time of R-VS designation. The map symbol and short name for the Residential Varied Style District shall be "R-VS". [formerly known as § 153.205]

## Services Impact

The cost to provide solid waste pickup for the site will be \$24,675 annually.

## Current Tax Revenue and Per Acre Valuation

In 2017, Matthews tax revenue from the property was about \$2,500, or about \$142 per acre.

## Forecasted Tax Revenue and Per Acre Valuation

Based on the size and style of the proposed homes and recent projects in Mecklenburg County by the same developer, staff has assigned a tax value of about \$225,000 on average for the townhomes. This represents about \$109,000 annually in tax revenue, or about \$6,228 per acre.

# STAFF COMMENTS AND OUTSTANDING ISSUES

## Planning Department

1. In general, the plan is too dense for a variety of reasons. The site is not convenient to neighborhood services, parks or public transit thus virtually all daily needs will rely on trips by vehicle. If the density is reduced, the applicant could preserve more trees instead of clearcutting the interior of the site. Although walking trails and seating areas are shown, amenities such as a clubhouse or pool are not provided, giving residents few options for onsite activities or interaction with one another.
2. Applicant should dedicate right-of-way on Mt. Harmony Church and Stevens Mill where the property line appears to be at the centerline of the road.
3. Staff does not support all of the flexible design requests for reduced setbacks and rear yards as currently proposed. We would like to further discuss these details with the applicant.
4. A cross section should be provided for the alleyways.
5. Alleys "B" and "C" will need to be public to provide street frontage for some of the buildings.

## Police

Under Review

## Fire

The Fire Department has reviewed the plans and is comfortable with points of access and turning radii.

## Public Works

Under Review

## Parks and Rec

Under Review

# CHARLOTTE MECKLENBURG SCHOOLS STUDENT GENERATION ESTIMATE

<i>Schools Affected</i>	<i>Total Classroom Teachers</i>	<i>Building Classrooms/ Teacher Stations</i>	<i>20<sup>th</sup> Day, Enrollment (non-ec)</i>	<i>Building Classroom/ Adjusted Capacity (Without Mobiles)</i>	<i>20<sup>th</sup> 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>
BAIN ELEMENTARY <sup>1</sup>	48.5	39	931	749	124%	10	<b>126%</b>
MINT HILL MIDDLE	63	50	1195	948	126%	3	<b>126%</b>
BUTLER HIGH	109	98	2121	1907	111%	7	<b>112%</b>

**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 \$458,000; calculated as follows:

Elementary School: **10** x \$20,000 = \$200,000

Middle School: **3** x \$23,000 = \$69,000

High School: **7** x \$27,000 = \$189,000

CMS recommends that the applicant/developer schedule a meeting with staff to discuss mitigation of the cost to improve the adequacy of school capacity at the potentially affected schools.

\* The future project, below, is included on the *CMS 2017 Bond Projects* list, as approved by county voters:

1. construction of a new 45-classroom elementary school in May 2021 to relieve Bain, Lebanon Road, and Piney Grove elementary schools (tentative date; location to be determined).