

**APPLICATION 2018-678 STAFF REPORT
NEWELL CORNERS**

Pre Public Hearing Staff Analysis • May 2018



SUMMARY

Location

641 Sam Newell Road

Ownership/Applicant

David Hoyle/Lat Purser

Zoning

Existing: R-20, B-1, I-1, Proposed: B-H (CD)

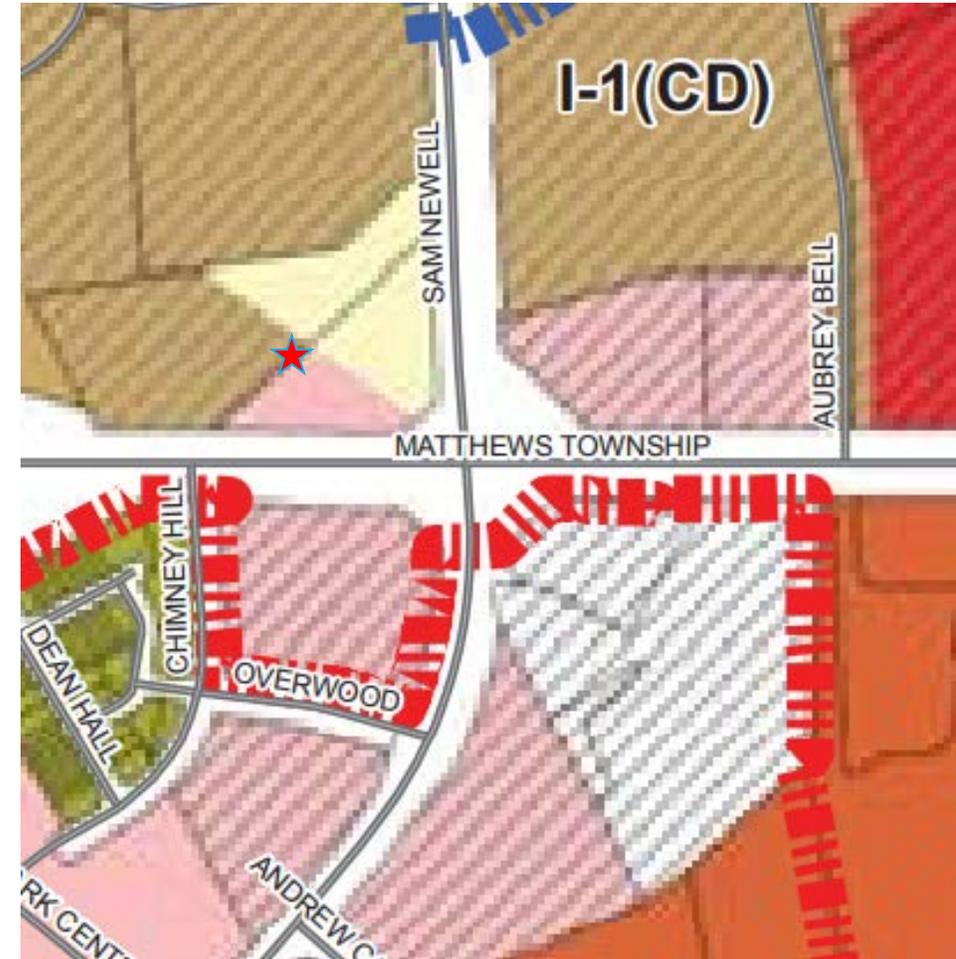
Use

Existing: Worship Facility

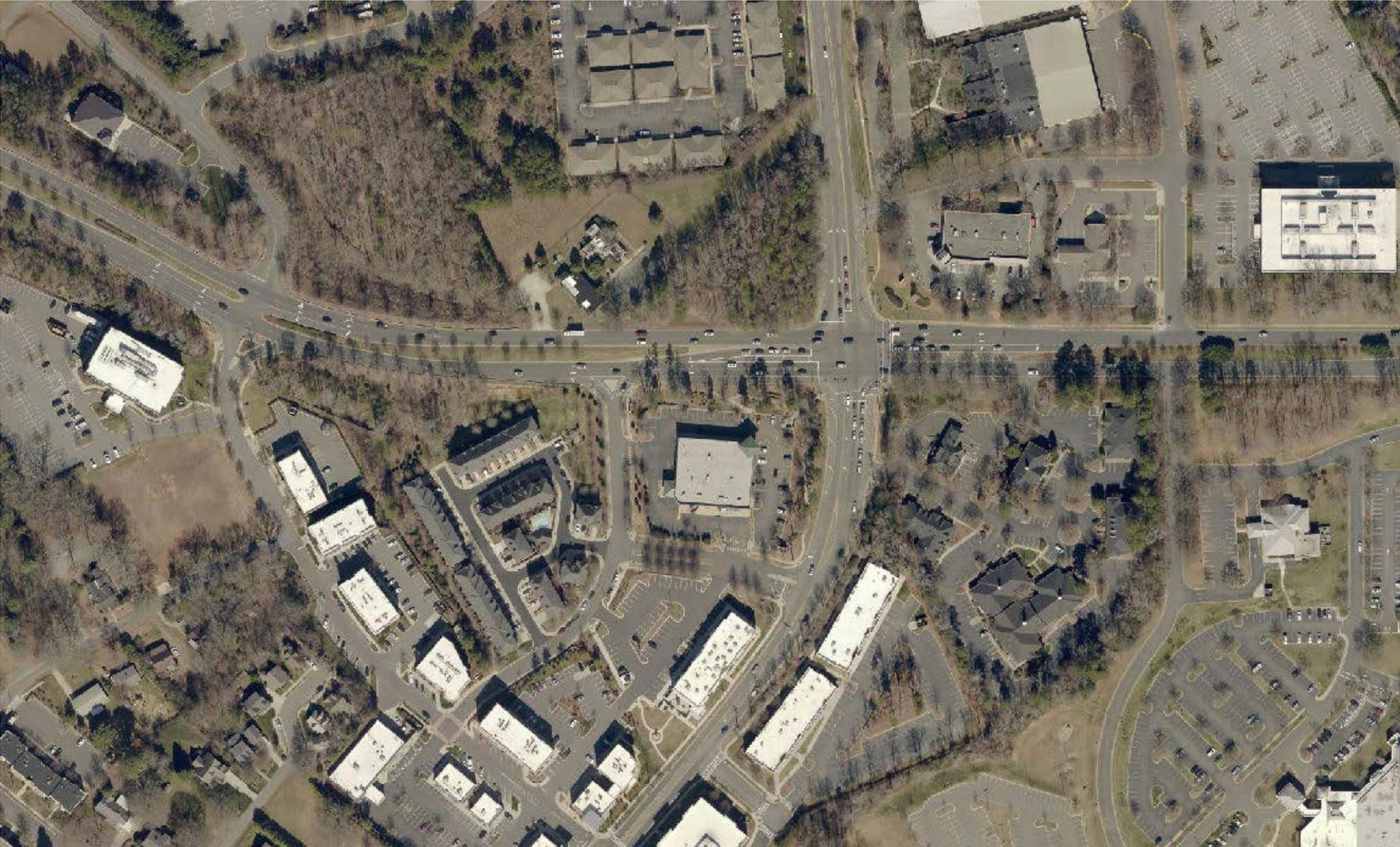
Proposed: Gas station, with potential for drive thru restaurant and other B-H uses

Request Summary

The applicant proposes a Circle K gas station and a second outparcel with an unspecified user.



PROJECT AREA



CURRENT CONDITIONS



SITE INFORMATION AND BACKGROUND

Site Summary

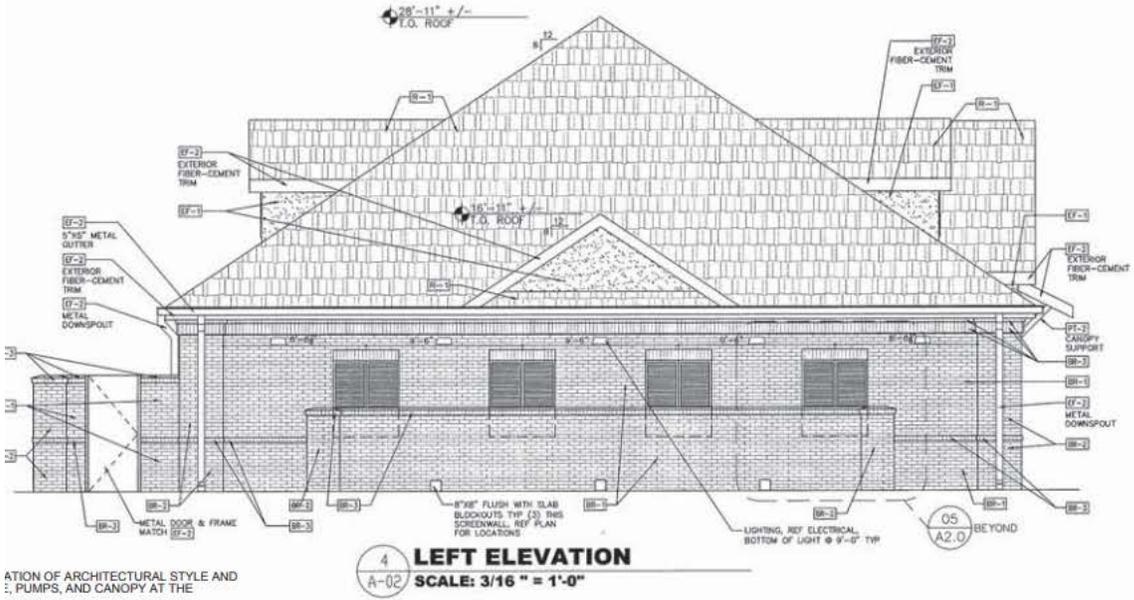
The property is a mostly undeveloped corner at Highway 51 and Sam Newell Road. Currently, two structures consisting of about 4,000 heated square feet occupy the site. The Highway Overlay Buffer is located along the site frontage and requires a 30' undisturbed tree save buffer.



Previous Zoning Actions

None

PROPOSED GAS STATION DESIGN



ATION OF ARCHITECTURAL STYLE AND
PUMPS, AND CANOPY AT THE



3 RIGHT ELEVATION
SCALE: 3/16" = 1'-0"

SUMMARY OF PROPOSED CONDITIONS

Conditions

1. 50% brick for future buildings.
2. Shared driveways for access to both parcels.
3. Stub connection to undeveloped property to rear of site (Shown as “potential access”)
4. “Potential pedestrian connection” to office condos to rear of site.

1. PERMITTED USES

THE BALANCE OF THE SITE MAY BE DEVOTED TO EDUCATIONAL, MEDICAL, RETAIL, OFFICE, DAY CARE, CHURCH, BANK, COMMERCIAL AND RESTAURANT USES, CONVENIENCE AND DRIVE-THROUGH FACILITIES AS PERMITTED IN THE B-H(CD) ZONING CLASSIFICATION AND SUBJECT TO THE MAXIMUM DEVELOPMENT PROVISIONS SET FORTH BELOW. BANKS OR DRUG STORES MAY ALSO INCLUDE ACCESSORY DRIVE-THROUGH FACILITIES.

2. MAXIMUM BUILDING AREAS AND DEVELOPMENT LIMITATIONS BUILDINGS CONSTRUCTED WITHIN THE SITE SHALL BE OF A SIZE WHICH SHALL SATISFY BOTH THE PARKING RATIO REQUIREMENTS FOR THE INTENDED USE AND THE MAXIMUM SEVENTY FIVE PERCENT (75%) IMPERVIOUS SURFACE ALLOWANCE ESTABLISHED UNDER THE ORDINANCE FOR THE B-H(CD) DISTRICT, SUBJECT TO THE FURTHER PROVISIONS OUTLINED UNDER THE HIGHWAY 51 OVERLAY DISTRICT

3. SETBACKS AND PROJECT EDGE

ALL BUILDINGS CONSTRUCTED WITHIN THE SITE SHALL SATISFY OR EXCEED THE SETBACK AND PROJECT EDGE REQUIREMENTS ESTABLISHED UNDER THE ORDINANCE FOR THE B-H(CD) DISTRICT, SUBJECT TO THE FURTHER PROVISIONS OUTLINED UNDER THE HIGHWAY 51 OVERLAY DISTRICT.

4. LANDSCAPING AND SCREENING

TREES, VEGETATION AND STORMWATER

Tree Save

The B-H District requires a minimum of 12% tree canopy preservation. The applicant has not provided the tree save percentage for the development.

Stormwater Management and PCO

A stormwater basin along the western property boundary will provide stormwater detention.

Access

Access is shown on both Highway 51 and Sam Newell Rd. A left turn is requested on one of the two roads. The NCDOT will not allow a left turn into the development from Sam Newell but will consider a median cut on Highway 51. However, the median cut would prohibit future expansion of the left turn lanes onto Sam Newell Rd. Town Staff is not supportive of either left turn request. Furthermore, the proposed median removes the access into the Carotek area including CVS, BB&T, Adbel Plaza and Charlotte Eye Ear Nose Throat.

Trip Generation

A fast food restaurant and gas station at the 3.27 acre site would generate 4,746 new trips per day. For reference, the recently approved 4 Corners residential development consists of 75 homes on 26 acres and will generate only 714 daily trips.

LAND USE PLAN AND ADOPTED POLICIES

Land Use Plan

While the Land Use Plan does not make a specific recommendation for this site, the location should be considered as a gateway into historic downtown Matthews. Town policy for many decades has generally limited gas stations and drive thru restaurants to the US 74 corridor with some consideration also given to Monroe Road. The East John Street Small area plan does reference gas stations as a potential use. It is the opinion of Planning Staff that the uses proposed for this site are inappropriate for the location. Office/retail mixed-use is the preferred use for the site. Gas stations and restaurants desire high visibility, which conflicts with the tree save buffer on Highway 51.

Consistency

Based on the NC 51 Corridor Action Items, the layout and of the site as two commercial outparcels meets the definition of strip commercialization and thus the development is inconsistent with the Land Use Plan.

NC 51 CORRIDOR ACTION ITEMS:

1. *Develop streetscaping plans for rights of way along NC-51.*
- X 2. *Continue to consolidate driveways and limit curb cuts and median breaks along the NC-51 corridor to efficiently move traffic.*
3. *Preserve mature trees along NC-51.*
4. *Encourage high-density, transit-supportive housing near the transit station.*
- X 5. *Promote mixed use developments and planned business parks along the Matthews Township Parkway portion of NC-51 (i.e. between Monroe Road and Northeast Parkway).*
- X 6. *Prohibit strip-commercialization along NC-51.*
7. *Maintain and preserve residential uses along Pineville-Matthews Road and Matthews-Mint Hill Road and promote alternate styles of housing infill development.*
8. *Consider roadway cross connections among Reverdy Lane, Elizabeth Lane, Sardis Plantation Drive, Courtney Lane, Lakenheath Lane and Bubbling Well Road to provide additional access to Pineville Matthews Road.*
9. *Incorporate dual-sided sidewalks and bike lanes.*
10. *Install pedestrian and bike access on Matthews Township Parkway at the railroad overpass*

Services Impact

Commercial properties are not provided solid waste services. Additional, incremental increases to all other Town services will occur.

Current Tax Revenue and Per Acre Valuation

In 2017, Matthews tax revenue from the property was about \$2,800, or about \$850 per acre

Forecasted Tax Revenue and Per Acre Valuation

Based on the proposed uses, a gas station and a drive thru restaurant were used to benchmark tax revenues. Both uses combined would generate about \$12,000 in Matthews tax revenue, about \$3,647 per acre.

STAFF COMMENTS AND OUTSTANDING ISSUES

Planning Department

1. The two proposed uses at the site would generate high traffic on a corridor that already experiences tremendous traffic volumes. The Town has worked to extend the downtown character north towards Highway 51, an area now known as North End. An office development would be a more compatible use in this gateway location into downtown Matthews.
2. The site plans do not show the NCDOT's plans for modifications to the intersection, including adding a 2nd northbound travel lane on Sam Newell from Highway 51 to Crestdale Middle.
3. The developer should commit to installing a new Highway Overlay Buffer along the outparcel 2 frontage at the time of initial construction.
4. The applicant has applied for a Zoning Variance related to the building design requirements in the UDO. The Board of Adjustment will hear the case after the Public Hearing is closed.

Police

No major concerns

Fire

If left turn access is allowed, preference for 51 option.
No other fire code compliance issues.

Public Works

Both proposed "left over" turn lanes give preference to this development while restricting access to other developments. Public Works does not support either left turn proposal for the development.

Parks and Rec

Suggests opportunity for Public Art at the property corner.