Location
2318 and 2400 Williams Road Tax Parcels 193-531-06, 07, and 08

Ownership/Applicant
Stone Gable LLC and Jane and Jeffery McNeely/Kinger Homes LLC

Zoning
Existing: R-15  Proposed: R-VS

Use
Existing: The large parcel is Vacant and Wooded, the two smaller parcels have single family homes.
Proposed: Single family homes

Request Summary
The applicant proposes to change the zoning of the properties from R-15 single family residential to R-VS for the purpose of constructing 65 single family homes with amenities.
LOOKING WEST ON WILLIAMS RD.
Site Summary

The large property is currently wooded and vacant. The two parcels fronting Williams Rd. have single family homes.

All three parcels total 22.54 acres.

Directly to the south of the site is Tanfield Dr. To the north, across Williams Rd. is a single family subdivision. To the east are two large lot single family homes. To the west are more large lot single family homes. The large tract is crossed by a creek towards the south.

Previous Zoning Actions

None
• Proposed 65 lots (2.88 units per acre)
• Tree save provided: 1.803 acres
• Lots closest to Williams Rd. will be smaller lots and alley loaded.
• Lots closer to Tanfield Dr. will be larger
• Open space, passive park proposed with walking trail and gazebo.
• Parking spaces for guests are provided in the denser part of the development.
• Parking shall not be permitted along Williams Rd. or along private alleys.
• Driveways located off from alleys shall either be 5' or 20' in length. No other dimension allowed.
• No parking shall be permitted within 20' of a stop sign.
• The building materials used for buildings may be a combination of the following: glass, brick, stone, simulated stone, pre-cast stone, pre-cast concrete, synthetic stone, stucco, cementitious siding (such as hardi-plank), vinyl, eifs or wood.
• Usable porches and stoops shall form a predominant feature of the building design and be located on the front and/or rear of the building. Usable front porches shall be covered and be at least 6 feet deep.
IMPACT OF THE PROPOSED DEVELOPMENT

Proposed Housing Units: 65 single family units; R-VS.

CMS Planning Area: East

Average Student Yield per Unit: 0.5593 (single-family detached)

This development may add 37 students to the schools in this area.

The following data is as of 20th Day of the 2020-21 school year.

<table>
<thead>
<tr>
<th>Schools Affected</th>
<th>Total Classroom Teachers</th>
<th>Building Classrooms/Teacher Stations</th>
<th>20th Day Enrollment (non-SS)</th>
<th>Building Classroom/Adjusted Capacity (Without Mobiles)</th>
<th>20th Day Building Utilization (Without Mobiles)</th>
<th>Additional Students As a result of this development</th>
<th>Utilization As of result of this development (Without Mobiles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CROWN POINT ELEMENTARY</td>
<td>30.00</td>
<td>37</td>
<td>501</td>
<td>618</td>
<td>81%</td>
<td>14</td>
<td>84%</td>
</tr>
<tr>
<td>MINT HILL MIDDLE</td>
<td>54</td>
<td>50</td>
<td>1016</td>
<td>941</td>
<td>108%</td>
<td>8</td>
<td>108%</td>
</tr>
<tr>
<td>BUTLER HIGH</td>
<td>103.5</td>
<td>98</td>
<td>1979</td>
<td>1874</td>
<td>106%</td>
<td>15</td>
<td>107%</td>
</tr>
</tbody>
</table>

The total estimated capital cost of providing the additional school capacity for this new development is $956,000; calculated as follows:

Middle School: \[ 7 \times \$37,000 = \$296,000 \]

High School: \[ 12 \times \$44,000 = \$660,000 \]
**TRANSPORTATION IMPACT ANALYSIS**

**Summary**

**Table A – Recommended Improvements Summary**

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Recommended Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Williams Road at Sam Newell Road</td>
<td>• Provide westbound left turn lane on Williams Road with 100 feet of storage and appropriate deceleration / taper</td>
</tr>
<tr>
<td></td>
<td>• Provide southbound left turn lane on Sam Newell Road with 150 feet of storage and appropriate deceleration / taper</td>
</tr>
<tr>
<td>Rice Road at Sam Newell Road</td>
<td>The following improvements are warranted in no-build conditions, and are not considered the responsibility of proposed development traffic</td>
</tr>
<tr>
<td></td>
<td>• Install traffic signal</td>
</tr>
<tr>
<td></td>
<td>• Provide northbound right turn lane with 175 feet of storage and appropriate deceleration / taper</td>
</tr>
<tr>
<td></td>
<td>• Provide westbound left turn lane on Rice Road with 100 feet of storage and appropriate deceleration / taper</td>
</tr>
<tr>
<td>Williams Road at Site Access 1 (West Access, Full) / Dunwood Hills Drive</td>
<td>• Provide westbound left turn lane on Williams Road with 100 feet of storage and appropriate deceleration / taper</td>
</tr>
<tr>
<td></td>
<td>• Provide eastbound left turn lane on Williams Road with 100 feet of storage and appropriate deceleration / taper</td>
</tr>
<tr>
<td>Williams Road at Site Access 2 (East Access, RIRO)</td>
<td>• Install concrete median in center of Williams Road to restrict this access to right in / right out</td>
</tr>
<tr>
<td>Tanfield Drive at Rice Road</td>
<td>• No improvements recommended</td>
</tr>
</tbody>
</table>
Land Use Plan

The Land Use Plan does not specifically make a recommendation for this site, however it states that R-VS infill and redevelopment opportunities are encouraged on established, residentially zoned land, so long as the development complements the existing character of its surroundings.

Consistency

The proposed change in zoning from R-15 to R-VS is generally consistent with the land use plan.

Residential Land Use:

1. Matthews created the Residential Varied Style district (R-VS) to accommodate demand for higher-density, single-family housing options. The R-VS district is an ideal development opportunity for land that presents environmental challenges for development, such as difficult terrain, unusual parcel shape and close proximity to heavily used roadways.

2. The Town encourages R-VS development as an alternative to traditional single-family residential housing.

3. The Town should provide an array of housing types, densities and locations. The Town will continue to protect and maintain existing single-family neighborhoods, yet also consider residential redevelopment options when they are demonstrated as viable options.
Planning Department

1. No parking allowed in alleys; additional parking needs to be accommodated elsewhere on site.
2. 8' planting strip around cul-de-sac.

Police

How to accommodate so much on-street spaces needed? Modern parking is 4 cars per household (to include guests).

Fire

No Concerns

Public Works

Staff still recommends traffic signal at Sam Newell/Williams; both Williams/Sam Newell and Rice/Sam Newell have a lot of intersection and ROR crashes.

Parks and Rec

No Concerns