

<b>REQUEST</b>	Current Zoning: R-5, single family residential, R-17MF, multi-family residential and I-2, general industrial Proposed Zoning: NS, neighborhood services with five (5) year vested rights
<b>LOCATION</b>	Approximately 18.20 acres located off Monroe Road and generally bounded by Shade Valley Road, Carteret Street, and Chippendale Road.
<b>SUMMARY OF PETITION</b>	This petition proposes to allow a pedestrian-friendly development consisting of up to 250 residential units and a maximum 75,000 square feet of commercial uses with five (5) year vested rights.
<b>STAFF RECOMMENDATION</b>	Staff recommends approval of this petition upon resolution of outstanding issues. The petition is inconsistent with the <i>East District Plan</i> (1990), which recommends industrial land uses for this site. However, the request is consistent with the draft <i>Independence Boulevard Area Plan</i> , which recommends a combination of integrated residential, office, and/or retail development in this location to create a neighborhood node at Monroe, Richland, and Chippendale Roads.
<b>Property Owner</b>	Lake City Tractor Supply, LLC
<b>Petitioner</b>	David R. Krug Associates Inc.
<b>Agent/Representative</b>	Richard Petersheim, LandDesign
<b>Community Meeting</b>	Meeting is required and has been held. Report available online.

**PLANNING STAFF REVIEW**

- **Background**  
Charlotte-Mecklenburg Schools (CMS) sold the acreage constructed with the school bus and vehicle parking area to the owner of the rezoning site. An agreement between CMS and the developer identifies the developer's responsibility to relocate the school parking area and driveway to a more suitable location on the school site upon the re-alignment of Chippendale Road. This property transaction was the subject of Mandatory Referral 07-01.
- **Proposed Request Details**  
The site plan accompanying this petition contains the following provisions:
  - Up to 250 residential units and a maximum 75,000 square feet of limited commercial uses. One drive-thru for office, bank, restaurant or other retail establishment with no more than four (4) drive-thru stations will be allowed.
  - Incorporation of selected development standards from the Pedestrian Overlay District (PED) requirements, which are consistent with the recommendation in the draft *Independence Boulevard Area Plan*.
  - Division of site into five parcels (A, B, C, D, E and F), to accommodate a use or mix of proposed uses on each parcel.
  - Proposed network of streets internal to the site that will remain open to the public whether public or private.
  - All uses, other than single-family detached units will provide a buffer along all edges abutting residential districts except for multi-family uses. The buffer will be 10-foot wide with a combination of evergreen trees and evergreen shrubs. The site will comply with urban design standards including first floor of all buildings to be designed to encourage and complement pedestrian-scale interest and activity; and architectural compatibility in appearance of all buildings.
  - Five (5) year vested rights.
- **Existing Zoning and Land Use**  
The majority of the site is undeveloped, and the remainder of the property (approximately 1.6 acres) is constructed with a bus staging area and parking lot for Oakhurst Elementary School. The site is surrounded by a mix of single family and multi-family residential homes, office, commercial and institutional uses (Oakhurst Elementary School) on properties zoned R-4, R-5, R-17MF, O-2, O-6(CD), B-1 and B-2.

- **Rezoning History in Area**  
Petition 2009-018, rezoned approximately 0.89 acres located on the north side of Monroe Road between McAlway Road and Commonwealth Avenue from B-1 to B-2.
  - **Public Plans and Policies**
    - The *East District Plan* (1990) recommends industrial uses for this site.
    - The draft *Independence Boulevard Area Plan* indicates that the site is located within a General Corridor Area of the Southeast Growth Corridor. The plan recommends vertically integrated residential, office, and/or retail development in this location to create a neighborhood node at Monroe, Richland and Chippendale Roads. Two or any combination of these uses is appropriate. However, the plan indicates that if vertical integration of uses is not feasible, the area should develop with horizontally integrated mix of office, retail and/or residential up to 22 dwelling unit per acre.
    - This petition is inconsistent with the *East District Plan*, but consistent with the draft *Independence Boulevard Area Plan*.
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#### **PUBLIC INFRASTRUCTURE** (see full department reports online)

- **Vehicle Trip Generation:**  
Current Zoning: 1000 trips per day.  
Proposed Zoning: 7500 trips per day.
  - **CDOT:** CDOT requested that the developer submit a Traffic Transportation Technical Memorandum (TTM) in order to evaluate the effect that site generated traffic will have on the thoroughfare system. As NCDOT may have requirements that differ from CDOT, the petitioner is encouraged to coordinate with NCDOT. CDOT has provided comments on the following issues (see memorandum online for more information):
    - Monroe Road transportation improvements (including left turn lanes and signalization), the petitioner's financial responsibilities, and coordinating these improvements with issuance of the first certificate of occupancy (CO).
    - Coordination with Charlotte Mecklenburg School on additional right-of-way improvements.In addition, CDOT has requested:
    - Additional technical data included in the TTM with respect to the need for the dedicated left turn lane on Monroe Road at the intersection of Shade Valley Road.
    - A scaled concept plan of the proposed Monroe Road transportation and traffic signal improvements to be included with the revised TTM, with a need for impacts to off-site properties and/or easements to be determined as part of the study.
    - Additional information on the phasing of sidewalks which must be approved by CDOT and illustrated on the site plan.
  - **Charlotte Fire Department:** No issues.
  - **CATS:** No comments received.
  - **Connectivity:** The proposed internal street system will consist of both public and private streets, with private streets remaining open and accessible to the public.
  - **Neighborhood & Business Services:** City Council approval of a housing locational policy waiver is required if assisted housing is provided.
  - **Schools:** The development allowed under existing zoning would generate an "undetermined" number of students, while the development allowed under the proposed zoning will produce 135 students. Therefore, the net change in the number of students generated from existing zoning to proposed zoning is not determined.
  - **Park and Recreation:** No issues.
  - **Urban Forestry:** No issues.
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#### **ENVIRONMENTALLY SENSITIVE SITE DESIGN** (see full department reports online)

- **Storm Water:** No issues.
- **LUESA:** No issues.

- **Site Design:** The following explains how the petition addresses the environmentally sensitive site design guidance in the *General Development Policies*.
    - Protects/restores environmentally sensitive areas by preserving existing significant trees or groups of trees wherever possible.
    - Facilitates the use of alternative modes of transportation by incorporating pedestrian oriented development standards.
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## OUTSTANDING ISSUES

- The petitioner should:
    1. Delete note I.2 and all other references to the *Independence Boulevard Plan* and the Charlotte Distressed Business District.
    2. Clarify the notes relating to the proposed uses as they conflict.
    3. Use the standard format for site plan notes.
    4. All notes that are minimum ordinance requirements should be removed. This should include but is not limited to notes: III.2, III.3, III.6.5, III.7.3, III.7.6, III.7.10, III.9.2, and V.1.8.
    5. Use “tracts” instead of “parcels” which may be confused with tax parcels.
    6. Remove all notes referencing possible amendments to the site plan and incorporate them into note VII.1 and reference Section 6.207 of the zoning ordinance.
    7. Delete the reference to the City of Charlotte submitting an abandonment request for Chippendale Road right-of-way in note II.7.
    8. Amend note III.6.2 to reference the USDG options within the Charlotte Land Development Standards Manual.
    9. Clarify note III.6.3 in terms of the streetscape standard or delete the note.
    10. Deleted notes note III.4, III.5, III.9.1, III.9.3, III.7.2, III.7.5, III.7.7, III.7.9, III.8.1, V.1.2, V.1.4, and V.1.5 as the standards are less restrictive than the minimum ordinance standards for the NS district.
    11. Move the second paragraph under III.11.3 to III.11.2.
    12. Show locations of signification trees proposed to be saved in note III.12.
    13. Exclude Monroe from note IV.1 as additional access points on a thoroughfare cannot be approved at the staff level on a conditional site plan.
    14. Eliminate the second sentence and revise note V.1.1.1 to read: “The first floor of all buildings except those within tract A and C along Chippendale Road will be designed and/or used for retail...”
    15. Remove V.1.1.8.8 commercial tenant signage from the type of building materials.
    16. Remove “For all other buildings” from V.1.1.3.
    17. Modify note V.1.3, second paragraph to state that tenants shall not be required to have a pedestrian entrance along Monroe Road or Chippendale Road.
    18. Move and combine note V.1.9 with IV.4 (Access Points).
    19. Delete note V.1.10 and V.1.11 related to fences and right-of-way encroachments.
    20. Delete note VI regarding a solid waste management plan.
    21. Address CDOT issues.
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## Attachments Online at [www.rezoning.org](http://www.rezoning.org)

- Application
- CDOT Review
- Charlotte Fire Department Review
- CMS Review
- Community Meeting Report
- LUESA Review
- Park & Recreation
- Neighborhood & Business Services Review
- Site Plan
- Storm Water Review

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