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<b>REQUEST</b>	Current Zoning: MX-1, mixed use Proposed Zoning: UR-2(CD), urban residential, conditional
<b>LOCATION</b>	Approximately 26.68 acres located on the west side of Interstate 77 north of the intersection of Reames Road and Lakeview Road. (Council District 2 - Mitchell)
<b>SUMMARY OF PETITION</b>	The petition proposes to allow up to 324 multi-family residential units.
<b>STAFF RECOMMENDATION</b>	Staff recommends approval of this petition upon resolution of outstanding issues. The petition is inconsistent with the <i>Northlake Area Plan</i> ; however, it is consistent with the multi-family development occurring north of the site and provides for an appropriate transition to the partially constructed single family development south of the subject site.
<b>PROPERTY OWNER PETITIONER AGENT/REPRESENTATIVE</b>	Brookline Residential, LLC Brookline Residential, LLC Anthony Fox and Bobby Sullivan, Parker Poe
<b>COMMUNITY MEETING</b>	Meeting is required and has been held. Report available online.

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#### PLANNING STAFF REVIEW

- **Background**

The subject property was part of a larger 55-acre rezoning approved in 2006 (rezoning petition 2006-038). This previously approved rezoning allowed for up to 257 single family lots with an overall density of 4.7 dwelling units per acre. The portion of the rezoning east of Reames Road, which includes this subject site, was allowed to be a gated community with private streets. The southern portion of this previous rezoning has been partially developed with a private street network and nine single family homes have been constructed. The balance, including the subject site, remains undeveloped. Excluding the current rezoning, a total of 131 single family units are permitted on the remaining acreage of the 2006 rezoning.

- **Proposed Request Details**

The site plan accompanying this petition contains the following provisions:

- Maximum of 324 multi-family units with an overall density of 12.14 dwelling units per acre.
- Prohibits surface parking between the buildings and Reames Road.
- A 30-foot setback provided along Reames Road.
- Internal streets to be interconnected with the existing street network of the abutting Brookline single family development.
- Portions of the private internal streets to be constructed to public street standards.
- Control access gates may be installed at the project entrance.
- Up to \$30,000 to be contributed towards the installation of a traffic signal at the intersection of Lakeview and Reames Roads.
- Buildings will have facades that face Reames Road.
- Building elevations provided to illustrate the general character and scale of the proposed buildings.
- Maximum building height limited to three stories.
- Minimum of 25% of the exterior building walls shall be constructed with masonry materials. Vinyl is prohibited as an exterior wall material.
- Buildings along Boylston Drive, abutting the existing Brookline single family development, will face the street, be limited to two stories, and be designed to complement the single family community.

- Various tree save areas proposed abutting the existing Brookline single family development.
  - A 50-foot class "C" buffer will be provided along Interstate 77.
  - Fountains to be installed in the water quality ponds adjacent to Interstate 77 for sound abatement.
  - Detached lighting shall be limited to 20 feet in height.
  - All lighting shall utilize full cut-off light fixtures.
  - Access to the site will be provided from Reames Road and Lakeview Road via the private streets within the abutting Brookline neighborhood.
  
  - **Existing Zoning and Land Use**

The site is currently occupied with an older vacant home. The property to the north is zoned R-12MF(CD) and is developed with a multi-family apartment development. Single family and vacant properties are located west of the subject rezoning across Reames Road and are zoned R-3, R-4, and MX-1. A partially developed single family development zoned MX-1 is located south of the subject site. Interstate 77 borders the petitioned site to the east.
  
  - **Rezoning History in Area**

There have been numerous rezonings in recent years north of the subject site near Northlake Mall to allow for higher density multi-family residential and commercial land uses. Petition 2012-008 is the most recent and closest rezoning to the subject site. This petition rezoned 30.2 acres located a quarter mile north of the subject site on the southwestern corner of Reames Road and Bayview Parkway from R-3 and R-8MF(CD) to R-8MF(CD) and R-8MF(CD) SPA to allow for a 240-unit multi-family apartment development at an overall density of eight dwelling units per acre.
  
  - **Public Plans and Policies**
    - The *Northlake Area Plan* (2008) recommends residential uses up to five dwelling units per acre for the subject property. This land use recommendation reflects the overall density of a previous rezoning approved in 2006 (rezoning petition 2006-038).
    - The petition is inconsistent with the *Northlake Area Plan*; however, the proposed density of approximately 12 dwelling units per acre for the subject rezoning is consistent with the density of the multi-family developments located north of the site. In addition, the proposed site plan provides for a transition from three story buildings along the northern portion of the site adjacent to existing multi-family residential to open space/tree save areas and two-story buildings with single family design elements along the southern portion of the site adjacent to the partially developed single family development. The design elements of the proposed rezoning along with the integrated street network help to establish a compatible unified development with the adjacent partially developed single family neighborhood, resulting in an overall development with a mix of housing types.
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**DEPARTMENT COMMENTS** (see full department reports online)

- **Charlotte Area Transit System:** Provide a note indicating the petitioner will install a passenger waiting pad for bus service along Reames Road.
  
- **Charlotte Department of Neighborhood & Business Services:** No issues.
  
- **Transportation:** CDOT has the following comments:
  - Amend Note 4.D. to increase the funding contribution for the proposed traffic signal to the previous commitment of \$50,000 as was noted on the initial site plan submittal.
  - Dedicate 35 feet of right-of-way from the existing centerline of Reames Road between Lakeview Road and the site's northern property line.
  - Reames Road will likely need to be widened to accommodate the following cross-section along the site's frontage on Reames Road:
    - Three travel lanes with five-foot bike lanes.
    - An eight-foot planting strip and sidewalks that meet the minimum Subdivision Ordinance requirements.
    - Locate the future back of curb line on Reames Road approximately 24.5 feet from the existing centerline of Reames Road to match the existing curb line approved for the abutting Brookline Subdivision Phase I. The center travel lane will be used as a southbound left turn lane at the approved vehicle access location reflected on the site plan.

- Provide an additional "Transportation" note committing to the construction of up to two raised median islands in the center travel lane area to provide for pedestrian crossings on Reames Road. These would be located to the north and south of the left-turn lane into the site and be subject to further review by CDOT, CATS and NCDOT.
- **Vehicle Trip Generation:**  
Current Zoning: 1,760 trips per day.  
Proposed Zoning: 2,100 trips per day.
- **Connectivity:** No issues.
- **Charlotte Fire Department:** No issues.
- **Charlotte-Mecklenburg Schools:** The proposed development would generate 24 students. The net change in the number of students generated from existing zoning to proposed zoning is zero students.
- **Charlotte-Mecklenburg Storm Water Services:** No issues.
- **Engineering and Property Management:** Remove Note 4.E. on Sheet RZ-1.
- **Mecklenburg County Land Use and Environmental Services Agency:** No issues.
- **Mecklenburg County Parks and Recreation Department:** No issues.

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#### ENVIRONMENTALLY SENSITIVE SITE DESIGN (see full department reports online)

- **Site Design:** The following explains how the petition addresses the environmentally sensitive site design guidance in the *General Development Policies-Environment*.
  - This site meets minimum ordinance standards.

#### OUTSTANDING ISSUES

- The petitioner should:
  1. Modify Note 4.C. to reference driveway permits to be approved by CDOT and NCDOT.
  2. Modify the last sentence of Note 4.D. to read: "...is valid for a period of ten (10) years from the date of the first certificate of occupancy being issued on the site ~~original approval of the Brookline site plan~~".
  3. Eliminate Note 4.E.
  4. Eliminate Note 4.G.
  5. Modify the second sentence of Note 4.H. to read: "Petitioner ~~may shall~~ be allowed to construct control access gates at the project entrance, generally as depicted on the schematic site plan and subject to CDOT and Planning approval".
  6. Provide an additional "Transportation" note indicating the petitioner will construct a concrete passenger waiting pad for bus service along the eastern side of Reames Road and that the location will be coordinated with CATS.
  7. Provide an additional "Transportation" note that reads: "During the subdivision development review process, it will be determined if a vehicular/pedestrian connection(s) will be required to the abutting property north of the site. If such connection(s) is required and the development of this site occurs prior to the redevelopment of the abutting site to the north, the portion of the connection(s) on the site will be designed and constructed at the property line within two feet above or below the existing grade of the northern abutting parcel to facilitate the connection. Once such connection(s) is made it shall remain open to the public."
  8. Modify the first sentence of Note 5.D. to read: "...a minimum of 25% masonry materials (brick, stone, brick veneer, and/or simulated stone ~~architectural lock and other masonry materials~~".
  9. Eliminate Note 6.A.
  10. Eliminate the last sentence of Note 6.B.
  11. Eliminate Note 6.D.
  12. Eliminate Note 6.E.
  13. Eliminate Note 6.F.

14. Provide a conditional note(s) regarding the open space areas, including tree save and stormwater areas, that indicate what amenities will be provided.
  15. Remove the note on Sheet RZ-2 that states: "Due to existing conditions/perennial stream along this property line, roadway connection per USDG shall not be required".
  16. On Sheet RZ-2, extend the internal sidewalk along the private street between buildings 4 and 5 out to the internal sidewalk along Boylston Drive.
  17. On Sheet RZ-2, extend the internal sidewalk along the private street between buildings 7 and 11 out to the internal sidewalk along Boylston Drive.
  18. The building elevation on Sheet RZ-3 indicates "accent vents and cupola on featured buildings". Provide additional notes that clearly define the architectural features/design quality that will be provided.
  19. Address Transportation comments.
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**Attachments Online at [www.rezoning.org](http://www.rezoning.org)**

- Application
- Site Plan
- Community Meeting Report
- Charlotte Area Transit System Review
- Charlotte Department of Neighborhood & Business Services Review
- Transportation Review
- Charlotte Fire Department Review
- Charlotte-Mecklenburg Schools Review
- Charlotte-Mecklenburg Storm Water Services Review
- Engineering and Property Management Review
- Mecklenburg County Land Use and Environmental Services Agency Review
- Mecklenburg County Parks and Recreation Review

**Planner:** Shad Spencer (704) 353-1132