
REQUEST	Current Zoning: UR-2(CD) HD-O, urban residential, conditional, historic district overlay Proposed Zoning: TOD-RO HD-O, transit oriented development - residential, optional, historic district overlay
LOCATION	Approximately 0.40 acres located on the north side of East Tremont Avenue between Cleveland Avenue and Euclid Avenue across from Atherton Heights Lane. (Council District 1 - Kinsey)
SUMMARY OF PETITION	The petition proposes to allow the construction of 12 multi-family units over structured parking at a proposed density of 35.2 units per acre.
STAFF RECOMMENDATION	Staff recommends approval of this petition upon resolution of outstanding issues. The petition is consistent with the <i>South End Transit Station Area Plan</i> .
PROPERTY OWNER PETITIONER AGENT/REPRESENTATIVE	Trehouse, LLC New Carolina Income Properties, LLC Matthew G. Majors, Axiom Architecture
COMMUNITY MEETING	<ul style="list-style-type: none">• Meeting is required and has been held. Report available online.• Number of people attending the Community Meeting: 5

PLANNING STAFF REVIEW

• Background

- The two parcels included in the subject rezoning were part of two previous, larger rezonings that included the subject parcels and approximately 0.76 additional acres at the corner of East Tremont Avenue and Euclid Avenue. Petition 2007-99 changed the zoning from B-1 (neighborhood business) and R-22MF (multi-family residential) to UR-2(CD) (urban residential, conditional) to allow for 52 condominiums at an overall density of 47.3 units per acre.
- A subsequent site plan amendment, petition 2013-027, was approved and amended the parking configuration, building layout and use from condominiums to multi-family units. The Historic District Commission denied the development proposal in 2013, following the rezoning.

• Proposed Request Details

The site plan accompanying this petition contains the following provisions:

- Development of 12 multi-family residential units in one building at a density of 35.2 units per acre.
- Parking ratio of 2 spaces per unit for a total of 24 spaces.
- Maximum height of 50 feet, not to exceed three stories.
- Open space totaling 20 percent of the site excluding parking areas.
- An eight-foot planting strip and six-foot sidewalk per the *South End Transit Station Area Plan*.
- Description of the proposed building materials to include: brick base and patio walls, paintable composite/wood windows, wood siding, wood columns with fiber cement clad or blend, fascia and upper frieze areas with smooth fiber cement paneling, painted wood/prefinished aluminum blend railings, 30-year architectural asphalt shingles on primary roof with seam metal on porch roof, precast and poured concrete porch, steps, and wall accents
- Elevations for the front, left and right sides of the building.
- Detached lighting limited to 20 feet in height, with full cut-off type fixtures.
- Optional requests include:
 - Reduction of the required rear yard when abutting an existing residential structure or residential zoning from 20 feet to 10 feet.

- **Existing Zoning and Land Use**
 - Two single family structures exist on the site.
 - The boundary for the Dilworth Historic District follows Cleveland Avenue south to East Tremont Avenue then turns south along Atherton Heights Lane and then east across Euclid. The site is located within the Dilworth Historic District Overlay.
 - The site is adjacent to TOD-M (CD), (transit oriented development – mixed-use, conditional), B-2 (general business), O-2 (office), UR-2(CD) (urban residential, conditional), and R-22MF (multi-family residential). Current land uses adjacent to the site include a mixture of single family and multi-family residential, a mixed use development and office uses.
 - **Rezoning History in Area**
 - There have been a number of rezonings north, west, and south of the site to allow for transit oriented developments within the East/West Boulevard Transit Station area.
 - **Public Plans and Policies**
 - The *South End Transit Station Area Plan (2005)*, as amended by the 2013-027 rezoning, recommends multi-family residential uses at a density of 47.3 units per acre. This density is consistent with transit supportive development. The property is located within ½ mile walk of the East/West Boulevard Transit Station.
 - The petition is consistent with the *South End Transit Station Area Plan*.
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DEPARTMENT COMMENTS (see full department reports online)

- **Charlotte Area Transit System:** No issues.
 - **Charlotte Department of Neighborhood & Business Services:** No issues.
 - **Charlotte Department of Solid Waste Services:** Please review Sec. 10.99 Rollout Container Collection Service. Contact SWS Administration for additional service information.
 - **Transportation:** No issues.
 - **Vehicle Trip Generation:**
 - Current Zoning: 360 trips per day.
 - Proposed Zoning: 100 trips per day.
 - **Connectivity:** No issues.
 - **Charlotte Fire Department:** No comments received.
 - **Charlotte-Mecklenburg Schools:** The number of student potentially generated under the current zoning is zero, while the development allowed under the proposed zoning will add zero students. Therefore, the net change in the number of students generated from the existing zoning to the proposed zoning is zero students.
 - **Charlotte-Mecklenburg Storm Water Services:** No issues.
 - **Charlotte-Mecklenburg Utilities:** No issues.
 - **Engineering and Property Management:** No issues.
 - **Mecklenburg County Land Use and Environmental Services Agency:** No issues.
 - **Mecklenburg County Parks and Recreation Department:** No issues.
 - **Urban Forestry:** 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*.
 - Minimizes impacts to the natural environment by building on an infill lot.

OUTSTANDING ISSUES

- The petitioner should:
 1. Add an optional provision to reduce the required 10-foot buffer along the eastern property line from 10-feet to 5-foot 10-inches.
 2. Show and label the 10-foot buffer along the rear property line between the proposed development and the adjacent UR-2 (urban residential) zoning on the site plan.
 3. Show and label the reduced buffer and describe what will be provided in the buffer area along the eastern property line on the site plan.
 4. Amend Note A under Optional Provisions to remove the language "in keeping with the South End area plan and TOD overlay."
 5. Amend Note B under Streetscape and Landscaping to describe the provided buffers between the proposed project and the UR-2 (urban residential) zoning.
 6. Indicate in the notes and on the site plan drawing the amount of street right-of-way to be dedicated.
 7. Clarify the intent of the following note: "Improvements within the setbacks will comply with the South End Transit Station Area Plan."
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Attachments Online at www.rezoning.org

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

Planner: John Kinley (704) 336-8311