
REQUEST	Current Zoning: I-2 (heavy industrial) and TOD-M(CD) (transit oriented development - mixed-use, conditional) Proposed Zoning: TOD-MO (transit oriented development – mixed-use, optional)
LOCATION	Approximately 3.21 acres located on the west side of Youngblood Street between Remount Road and Griffith Street and across from Poindexter Drive. (Council District 3 - Mayfield)
SUMMARY OF PETITION	The petition proposes to allow the construction of a minimum of 37 and a maximum of 54 for-sale single family attached dwelling units at a minimum density of 11.5 units per acre and maximum of 16.8 units per acre.
STAFF RECOMMENDATION	Staff recommends approval of this petition upon resolution of outstanding issues. The petition is consistent with the <i>New Bern Transit Station Area Plan</i> , which recommends mixed use transit supportive development for the subject property.
PROPERTY OWNER PETITIONER AGENT/REPRESENTATIVE	The Charlotte Housing Authority Hopper Communities Matt Langston, Landworks Design Group
COMMUNITY MEETING	Meeting is required and has been held. Report available online. Number of people attending the Community Meeting: 2

PLANNING STAFF REVIEW

- **Background**
 - Approval of rezoning petition 2009-053 rezoned approximately 1.84 acres of the subject parcel from I-2 (general industrial) to TOD-M(CD) (transit oriented development – mixed-use, conditional), in order to allow the construction of a 40,000-square foot building.
- **Proposed Request Details**

The site plan accompanying this petition contains the following provisions:

 - Construct a minimum of 37 and a maximum of 54 for-sale single family attached dwelling units at a minimum density of 11.5 units per acre and maximum density of 16.8 units per acre.
 - Maximum building height of 50 feet.
 - Freestanding lighting limited to 20 feet in height.
 - Exterior finishes of buildings will be composed of a combination of brick, stone or similar masonry products and/or hardi-plank/fiber cement board.
 - No vinyl, EIFS or Masonite may be used for siding materials, but vinyl may be used for soffits and trim, including window and door trim.
 - Balcony railings, if appropriate to the design, will be of durable prefinished material and will not be painted pressure treated lumber.
 - Access to the site via a public street that aligns with Poindexter Drive.
 - The following optional provisions are being requested:
 - Allow a minimum density of 11.5 dwelling units per acre. The TOD-M (transit oriented development – mixed-use) district requires a minimum density of 15 units per acre when properties are located within ½ mile of a transit station. The rezoning site is located within ½ mile of the New Bern transit station.
 - Allow front-loaded garages, parking pads, and driveways for individual residential units to be permitted along private streets.
 - Allow driveways located along private streets to cross the front setback to access residential garages.
 - Allow up to two parking spaces per unit on the site, which exceeds the maximum 1.6 spaces per unit allowed per the TOD-M (transit oriented development – mixed-use) district.

- **Existing Zoning and Land Use**
 - The site is currently developed with a parking lot and storage area and is surrounded by a mix of single family and multi-family residential development, industrial, warehouse, office, and commercial uses on properties in a variety of zoning districts from residential to industrial.
 - **Rezoning History in Area**
 - Several recent rezonings have rezoned various properties to TOD-M (transit oriented development - mixed) to allow development consistent with the policies of the *New Bern Transit Station Area Plan*.
 - Rezoning petition 2013-041 rezoned approximately 1.02 acres located on the south corner at the intersection of Griffith Street and South Tryon Street from I-2 (general industrial) to I-2 TS-O (general industrial, transit supportive overlay-optional), in order to allow indoor storage with all I-2 TS uses allowed on the ground floor.
 - **Public Plans and Policies**
 - The *New Bern Transit Station Area Plan* (2008) recommends mixed use transit supportive development for the rezoning site. The rezoning site is located within ½ mile of the New Bern transit station.
 - The petition is consistent with the *New Bern 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.
 - **Transportation:** No issues.
 - **Vehicle Trip Generation:**
 - Current Zoning: 650 trips per day.
 - Proposed Zoning: 380 trips per day.
 - **Connectivity:** No issues.
 - **Charlotte Fire Department:** No comments received.
 - **Charlotte-Mecklenburg Schools:** The development allowed under the existing zoning would generate zero (0) students, while the development allowed under the proposed zoning will produce 4 students. Therefore, the net change in the number of students generated from existing zoning to proposed zoning is 4 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 comments received.
 - **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. Remove optional provision (b), which is not needed because the driveways and garages shown on the site plan open onto alleys and not public or private streets.
 2. Remove optional provision (c), as it is not needed with this request. TOD allows 1.6 parking spaces per unit plus a 25% bonus for structured parking, which equals 2 spaces per unit. Garage parking has been determined to be structured parking, so the option is not needed.
 3. Install eight-foot planting strip with trees and eight-foot sidewalk along Youngblood Street frontage and both sides of proposed public street.
 4. Add a note stating that windows will be provided on all levels of the end units visible from Youngblood Street and the proposed public street.
 5. Garages must be either a maximum seven feet from the edge of the alley or a full 20 feet. Clarify this on the site plan.
 6. Screen the ends of alleys from Youngblood Street with architectural and/or landscape screening.
 7. Provide typical building elevations for front, back and sides.
 8. Provide a detail of the proposed six-foot high fence.
 9. Label common open areas on the site plan.
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Attachments Online at www.rezoning.org

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

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