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| REQUEST | Current Zoning: I-2 (general industrial) and TOD-M (transit oriented development - mixed-use) Proposed Zoning: TOD-RO (transit oriented development - residential, optional) |
| LOCATION | Approximately 1.6 acres located on the northwest corner of South Boulevard and Poindexter Drive. (Council District 3 - Mayfield) |
| SUMMARY OF PETITION | The petition proposes to redevelop an existing commercial building and truck parking lot to a new development with up to 210 multi-family dwelling units with accessory uses, located within ¼ mile of the LYNX light rail station at New Bern. |
| PROPERTY OWNER PETITIONER AGENT/REPRESENTATIVE | Charlotte Bottling, LLC & McRee Family Property-South Blvd, LLC Bainbridge Communities Acquisition I, LLC Jim Guyton/Design Resource Group |
| COMMUNITY MEETING | Meeting is required and has been held. Report available online. Number of people attending the Community Meeting: 5 |

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| STAFF RECOMMENDATION | <p>Staff recommends approval upon resolution of requested technical revisions and outstanding issues related to streetscape and building elevations.</p> <p><u>Plan Consistency</u> The petition is consistent with the <i>New Bern Transit Station Area Plan</i> recommendation for transit supportive development.</p> <p><u>Rationale for Recommendation</u></p> <ul style="list-style-type: none"> • The petition will replace existing under-utilized land with new residential units, providing increased density in a transit corridor. • The site is within a ¼ mile walk distance of the New Bern LYNX station, thereby encouraging rapid transit use. • The development will activate South Boulevard and the Rail Trail with ground floor residential uses and storefront-type lobby/leasing and common areas with direct connections to the sidewalk and multi-use path. • The project meets or exceeds the TOD street wall requirements for enlivening the public realm through the use of clear glass windows and doors. • The site is approximately ¼ mile from both the South Boulevard Publix Supermarket and the developing Sedgefield Harris Teeter Supermarket, enabling residents to shop without having to use a car, thereby reducing vehicle miles driven. • The optional request for additional 10 feet of building height is supported because the nearest single family zoning district is at least 330 feet from the subject site's setback line. It is across the 60' pavement width of South Boulevard, a major thoroughfare, and further separated from South Boulevard by two B-2 commercially zoned parcels. The additional requested building height will have little to no impact on this single family neighborhood. |
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PLANNING STAFF REVIEW

- **Proposed Request Details**
The site plan accompanying this petition contains the following provisions:
 - Demolition of an existing single story commercial building (built in 1950) and a surface truck parking lot.
 - Development of a multi-family building with up to 210 residential units.

- Five residential floors above two levels of podium structured parking with two separate vehicle entrances. The lower parking level is accessed from South Boulevard and the upper level from Poindexter Drive.
- An optional request to exceed the TOD permitted height plane by ten feet. The maximum building height is 84 feet. This height exceeds the TOD height plane by approximately seven feet near the corner of South and Poindexter. The permitted height increases as it moves further away from South Boulevard; therefore, this point represents the greatest deviation from the TOD-permitted building height.
- Existing eight-foot planting strip and eight-foot sidewalk on Poindexter Drive which was installed by the previous owner when it was developed under TOD standards.
- Existing 12-foot multi-use trail, seven-foot planting strip, decorative rail fence, and pedestrian lights on Rail Trail frontage, installed by the previous owner and by the City's SCIP (South Corridor Infrastructure) program.
- New streetscape improvements with recessed on-street parking along South Boulevard as per the adopted streetscape plan.
- Active ground floor uses (residential units and leasing/club/common areas) along the full length of the Rail Trail and South Boulevard sides of the building and along more than 50% of the Poindexter Drive side.
- Individual sidewalk connections from the ground floor residential units fronting the Rail Trail.
- Private fenced yard areas between the residential units and the Rail Trail.
- Tall floor-to-ceiling heights (17 to 18 feet) at ground floor on South Boulevard elevation to mimic retail uses.
- **Existing Zoning and Land Use**
 - The subject property is currently developed with an existing industrial office and parking lot and is zoned I-2 (general industrial) and TOD-M (transit oriented development - mixed-use).
 - Most of the surrounding properties are zoned conventional and conditional TOD-M (transit oriented development - mixed-use) and TOD-MO (transit oriented development - mixed-use, optional), and MUDD-O (mixed use development, optional) and are developed with, or planned for, transit supportive uses, including multi-family and retail uses.
 - There is a property directly across South Boulevard with has retained B-2 (general business) zoning and is developed with automobile oriented commercial uses.
 - See "Rezoning Map" for existing zoning in the area.
- **Rezoning History in Area**
 - Since the construction of the LYNX Blue Line and the light rail station at New Bern Street, there have been a number of rezonings around the station to primarily conventional TOD-M (transit oriented development - mixed-use), as well as conditional and optional MUDD (mixed use development), to allow transit supportive development.
 - Recent rezonings close to the site include:
 - Petition 2015-102 to TOD-M (transit oriented development - mixed-use) by Lennar Multifamily Communities for the Pepsi Bottling site.
 - Petition 2014-064 to MUDD-O (mixed use development, optional) and UR-2(CD) (urban residential, conditional) by Marsh Properties, LLC for a retail and multi-family portion of the Sedgfield neighborhood to allow a mixed use development.
- **Public Plans and Policies**
 - The *New Bern Transit Station Area Plan* (2008) recommends transit supportive - mixed uses for the subject site and surrounding properties. Appropriate uses include office, multi-family residential and retail uses designed to support walkability and transit use.
 - The petition supports the *General Development Policies-Environment* by providing transit-supportive development and by redeveloping an infill site, thereby minimizing further environmental impacts while accommodating growth.
- **TRANSPORTATION CONSIDERATIONS**
 - Although the wide variety of uses allowed under this proposed zoning district makes it difficult to predict the trip generation for the site, CDOT supports intense development in close proximity to rail transit stations. Pedestrian and bicycle access to this site and to the light rail station are provided via continuous connectivity along the rail trail. The primary transportation goal for this site is to implement the area plan recommendations. This site achieves this goal by constructing the on-street parking, bike lane, planting strip and sidewalk along South Boulevard.
 - **Vehicle Trip Generation:**
 - Current Zoning: 60 trips per day (based on warehouse use)
 - Proposed Zoning: The proposed zoning allows for a variety of uses.

DEPARTMENT COMMENTS (see full department reports online)

- **Charlotte Area Transit System:** No issues.
- **Charlotte Department of Neighborhood & Business Services:** No issues.
- **Charlotte Fire Department:** No comments received.
- **Charlotte-Mecklenburg Schools:** The development allowed under the existing zoning would generate zero students, while the development allowed under the proposed zoning will produce 186 students. Therefore, the net change in the number of students generated from existing zoning to proposed zoning is 186 students. The proposed development is projected to increase the school utilization (without mobile classroom units) as follows:
 - Sedgfield Elementary from 86% to 112%,
 - Sedgfield Middle from 104% to 111%,
 - Myers Park High from 113% to 114%.
- **Charlotte-Mecklenburg Storm Water Services:** No issues.
- **Charlotte Water:** 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.

OUTSTANDING ISSUESSite and Building Design

1. Modify the optional request for height and list the total proposed height in feet.
2. Modify door for proposed roll containers with a decorative window or decorative architectural element. Modify and relocate proposed rollout cart path alongside of the proposed driveway.
3. Replace planting strip with hardscape adjacent to on-street parking along South Boulevard.
4. Clarify and show if proposed wall or fence will be provided for residential units at ground level along South Boulevard.
5. Modify residential building elevation along South Boulevard to provide a storefront appearance to allow for potential future conversion to commercial or live-work.
6. Modify building elevation along Poindexter Drive to provide active uses, artwork, and/or opaque glazing to enhance proposed screened parking.
7. Stairway access doors facing Poindexter Drive should include clear glass windows.
8. Provide north facing building elevation and show how cars parked on all levels will be screened from view from the street and the transitway.
9. Ensure that all doors shown on the elevation drawings correspond with doors on the site plan, and vice versa.

REQUESTED TECHNICAL REVISIONS

1. Label 24-foot setback from future back of curb along South Boulevard.
2. Show and indicate that trees provided along South Boulevard will be placed in curbed planters.
3. Petitioner should remove the word "potential" from the proposed sidewalk connections from the ground floor units to the rail trail.

Attachments Online at www.rezoning.org

- Application
- Site Plan
- Locator Map
- Community Meeting Report
- Department Comments
 - Charlotte Area Transit System Review
 - Charlotte Department of Neighborhood & Business Services Review
 - Transportation Review
 - Charlotte-Mecklenburg Schools Review
 - Charlotte-Mecklenburg Storm Water Services Review
 - Charlotte Water 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: Solomon Fortune (704) 336-8326