

REQUEST	Current Zoning: I-1 (light industrial) and I-2 (general industrial) Proposed Zoning: TOD-R-O (transit oriented development - residential, optional), with five year vested rights.
LOCATION	Approximately 3.63 acres located on the southeast corner at the intersection of North Brevard Street and East 21 st Street. (Council District 1 - Kinsey)
SUMMARY OF PETITION	The petition proposes to redevelop a site in the Optimist Park neighborhood currently occupied with single family detached dwellings to allow up to 351 multi-family dwelling units. The site is located within ¼ mile walk distance from the Parkwood Transit station on the LYNX Blue Line.
PROPERTY OWNER PETITIONER AGENT/REPRESENTATIVE	Parkwood Station Land, LLC Parkwood Residences, LLC John Carmichael, Robinson Bradshaw & Hinson
COMMUNITY MEETING	Meeting is required and has been held. Report available online. Number of people attending the Community Meeting: 9

STAFF RECOMMENDATION	<p>Staff does not recommend approval of this petition in its current form because the proposed site plan does not include space designed to accommodate active ground floor nonresidential uses on Parkwood Avenue.</p> <p><u>Plan Consistency</u> The petition is consistent with the <i>Blue Line Extension Transit Station Area Plans</i> recommendation for transit supportive development. However, the request to not include space for active ground floor non-residential uses along Parkwood Avenue is inconsistent with adopted policies.</p> <p><u>Rationale for Recommendation</u></p> <ul style="list-style-type: none"> • Staff does not recommend approval of this petition, as currently proposed, because the residential building is not designed to allow nonresidential ground floor uses along Parkwood Avenue, as recommended in the transit station area plan. • Incorporating these nonresidential uses on this and other nearby sites is desirable because it will support the goal of having a range of pedestrian-friendly uses in the area closest to the Parkwood Transit Station. • Staff would recommend approval of this petition if a commitment is made to design the building to accommodate ground floor nonresidential uses on Parkwood Avenue and if the remaining transportation and site/building design issues are addressed, for the following reasons: <ul style="list-style-type: none"> • The site is within a ¼ mile walk distance from the Parkwood Transit Station, and is included in a larger area envisioned to be redeveloped with transit supportive development. • The proposed transit oriented development zoning is more consistent with the vision for the area than the current industrial zoning. • The proposed development has been designed to be pedestrian friendly and includes up to 351 multi-family units near the Parkwood Transit Station.
---------------------------------	--

PLANNING STAFF REVIEW**• Proposed Request Details**

The site plan accompanying this petition contains the following provisions:

- Maximum of 351 multi-family dwelling units along with incidental and accessory uses.
- Site plan and building elevations reflect a maximum height of 85 feet, with a courtyard at the corner of North Brevard Street and Parkwood Avenue, in addition to other internal courtyards that are visible from public streets. No parking is located between the buildings and public streets. A parking structure will be accessed from North Caldwell Street and North Brevard Street. Buildings are setback 16-feet from the back of curb along North Caldwell Street, East 21st Street, and North Brevard Street. A 24-foot setback from the existing travel lane is provided along Parkwood Avenue.
- A note prohibits any fitness center that may be provided from being visible from a public street or a public sidewalk adjacent to a public street.
- Site access provided via North Brevard Street and North Caldwell Street.
- A 15-foot wide multi-use path will be provided along the site's frontage on Parkwood Avenue.
- An eight-foot sidewalk and eight-foot planting strip will be provided along the project frontage on North Brevard Street, which exceeds the six-foot sidewalk required by the ordinance.
- On-street recessed parking spaces will be provided along the site's frontage on Parkwood Avenue and North Brevard Street.
- Elevations that depict general architectural style and character of proposed buildings.
- The ground floor portion of buildings that front Parkwood Avenue shall contain a minimum 50% glazing.
- The floor to floor building height of the first floor of the building shall be a minimum of one foot taller than the floor to floor height of the upper floors of the building.
- Primary building entrances shall be prominent and visible as accomplished through a combination of design elements.
- Exterior ground floor entrances to individual dwelling units from the public right-of-way shall have the design appearance of a front door where provided.
- Vehicular entrance into the site from North Brevard Street to be constructed as a motor court and pedestrian plaza containing decorative paving, hardscape and landscaping.
- A portion of the precast concrete parking structure will be exposed to North Caldwell Street and will not be clad with additional finishes.
- Requesting five-year vested rights.
- Optional requests:
 - Parking and maneuvering space shall be allowed between the building and the required setback from North Brevard Street.
 - A roof line variation every 30 feet shall not be required as set out in Section 9.1209(1)(g) of the zoning ordinance.
 - Building entrance requirements shall not apply to the building as required per Section 9.1209(1)(i) of the zoning ordinance.
 - The first floor of the building shall not be required to provide at least 50% of the linear frontage along Parkwood Avenue developed to accommodate nonresidential uses but may be occupied with residential uses as required Section 9.1209(1)(l) of the zoning ordinance.
 - Allow the 24-foot setback along Parkwood Avenue to be measured from the back of the existing curb of the existing travel lane, not the back of curb of the recessed on-street parking.
 - Allow a six-foot planting strip to be provided behind the multi-use path on Parkwood Avenue, and allow an 8-foot sidewalk behind back of curb.

• Existing Zoning and Land Use

- The subject property located in the Optimist Park neighborhood is currently developed with warehouse uses and one single family detached dwelling.
- Vacant properties exist across North Brevard Street, in I-2 (general industrial) zoning.
- Surrounding parcels on the south side of North Brevard Street are developed with single family detached dwellings, a religious institution and various warehouse uses, in R-5 (single family residential), R-8 (single family residential), O-2 (office), B-1 (neighborhood business), I-1 (light industrial) and I-2 (general industrial) zoning.
- See "Rezoning Map" for existing zoning in the area.

• Rezoning History in Area

- There have been no rezonings in the immediate area in recent years.

- **Public Plans and Policies**

- The *Blue Line Extension Transit Station Area Plan* (2013) recommends transit oriented development for this site. The plan also calls for active ground floor non-residential uses along Parkwood Avenue.
- Adopted policy recommends promoting a mix of transit-supportive land uses (residential, retail, civic, and office) within the transit station area through new development and redevelopment. It further recommends that the scale and massing of new development/redevelopment is sensitive to the Belmont and Optimist Park neighborhoods.
- The petition supports the *General Development Policies-Environment* by redeveloping an existing site in a developed area identified, thereby minimizing further environmental impacts while accommodating growth.

- **TRANSPORTATION CONSIDERATIONS**

- This site is located adjacent to the Parkwood light rail station. CDOT supports intensive development in close proximity to rapid transit. The primary goal for this site is to improve walkability which is achieved by implementing the area plan recommended streetscape on all street frontages, including a multi-use path along Parkwood.
- See Outstanding Issues, Notes 1-4.
- **Vehicle Trip Generation:**
Current Zoning: 125 trips per day (based on 34,500 square feet of warehouse uses).
Proposed Zoning: 2,250 trips per day (based on 351 multi-family dwellings).

DEPARTMENT COMMENTS (see full department reports online)

- **Charlotte Area Transit System:** No issues.
- **Charlotte Department of Neighborhood & Business Services:** See Advisory Comment, Note 15.
- **Charlotte Department of Solid Waste Services:** See Requested Technical Revisions, Note 1.
- **Charlotte Fire Department:** No issues.
- **Charlotte-Mecklenburg Schools:** The development allowed under the existing zoning would generate zero students, while the development allowed under the proposed zoning will produce 312 students. Therefore, the net change in the number of students generated from existing zoning to proposed zoning is 312 students. The proposed development is projected to increase the school utilization (without mobile classroom units) as follows:
 - Walter G. Byers K-8 Elementary from 100% to 166%
 - West Charlotte High from 95% to 97%
- **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:** See Requested Technical Revisions, Note 14.
- **Mecklenburg County Parks and Recreation Department:** No issues.

OUTSTANDING ISSUESTransportation

1. Revise the site plan to depict and dimension future back of curb lines on North Caldwell Avenue and East 21st Street. (Curb line locations are specified in the full Transportation memo).
2. Revise the Streetscape conditional notes C and D to read: "Install an 8-foot sidewalk on both North Caldwell Street and East 21st Street due to the proposed TOD zoning and nearby BLE Parkwood Station."
3. Revise the site plan and add conditional notes to provide accessible pedestrian ramps on both sides of North Brevard Street to access the proposed BLE Parkwood Station multi-use path approximately 250 feet north of Parkwood Avenue. Also, remove the high-visibility mid-block pedestrian crosswalk on North Brevard Street.
4. Add a conditional note to add the required number of accessible on-street parking spaces surrounding the site.

Site and Building Design

5. Revise the site plan so that the building is 16 feet from back of curb on East 21st Street and North Caldwell Street. If not, then additional seat walls and entrance articulation should be designed.
6. Include public open space in the open space area along Parkwood Avenue.
7. Add the following note: "Spaces closest to Parkwood Avenue should be converted to nonresidential uses and accessible from the street."
8. Note 2D under Optional Requests to not require any portion of the linear street frontage to be developed to accommodate nonresidential uses is not supported by staff and should be deleted. Parkwood Avenue is identified as an active retail street in the adopted transit station area plan and units should be built to accommodate nonresidential uses, even if not initially occupied with non-residential uses.
9. Amend Note 2E under Optional Requests, which requests the 24-foot setback be measured from the back of existing curb of the existing travel lane instead of the back of the recessed on-street parking, to specify that separation will be provided between the building and the multi-use path.
10. Amend Note 6A to clarify whether a planting strip will be installed or if on-street parking with bump outs to meet tree ordinance requirements will be utilized in lieu of a planting strip, or if the planting strip will be installed at the back of the sidewalk to provide additional separation between the building and the multi-use path. The latter option is requested by staff.
11. Amend building elevations to address the side of the building with the exposed deck.

REQUESTED TECHNICAL REVISIONS

12. Provide a trash chute that goes into a self-contained compactor. Show and label on the site plan the location of required solid waste and recycling containers.
13. Clarify the order of the planting strip and sidewalk to be provided along North Brevard Street.
14. Add a note stating, "No water supply wells including irrigation wells and open loop geothermal wells will be constructed on the properties."

ADVISORY COMMENTS

15. Developer must comply with the City's Housing Policies if seeking public funding.
-

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
 - Charlotte Department of Solid Waste Services 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
 - Transportation Review

Planner: Sonja Strayhorn Sanders (704) 336-8327