

<b>REQUEST</b>	<p>Current Zoning: B-2 HD (general business, historic district overlay), I-1 HD (light industrial, historic district overlay), and I-2 (general industrial)</p> <p>Proposed Zoning: B-2 TS HD (general business, historic district overlay), I-1 TS HD (light industrial, historic district overlay), and I-2 TS (general industrial), all with transit supportive overlay</p>
<b>LOCATION</b>	<p>Approximately 9.13 total acres of multiple parcels located south of West John Belk Freeway, west of West Carson Boulevard, north of South Church Street and along West Summit Avenue, south of South Mint Street. (Council District 3 - Mayfield)</p>
<b>SUMMARY OF PETITION</b>	<p>The petition proposes to apply the transit supportive overlay to the identified properties located just outside of the ½ mile walk from the LYNX Blue Line Bland Street and Carson Street stations, and just outside of the Interstate 277 loop.</p>
<b>PROPERTY OWNER PETITIONER AGENT/REPRESENTATIVE</b>	<p>Hal and Joanne Conroy, et al The Gold District of Charlotte, Inc. Walter Fields, The Walter Fields Group</p>
<b>COMMUNITY MEETING</b>	<p>Meeting is not required.</p>

<b>STAFF RECOMMENDATION</b>	<p>Staff recommends approval of this petition.</p> <p><u>Plan Consistency</u> All of the properties in this petition, except one, are consistent with the <i>South End Transit Station Area Plan</i> recommendation for transit supportive development and the <i>Central District Plan</i> recommendation for industrial uses. However, one property along Westwood Avenue is inconsistent with the <i>South End Transit Station Area Plan</i> recommendation for residential at up to eight dwelling units per acre.</p> <p><u>Rationale for Recommendation</u></p> <ul style="list-style-type: none"> <li>• The proposal will add the TS (transit supportive overlay) to the base zoning for the sites included in this petition. The base zoning for these sites is currently business (B-2) or industrial (I-1 or I-2).</li> <li>• The proposed overlay will accommodate the continued existence and some expansion of businesses located on the subject sites.</li> <li>• In addition, the overlay district will allow reuse and redevelopment of the subject properties, and most of the uses in the base zoning districts will be permitted.</li> <li>• While the application of TS (transit supportive overlay) will make only minimal changes to the uses that will be allowed on these sites, TS will change the form of new development.</li> <li>• The TS district will ensure that future development is designed to be more transit supportive, by applying pedestrian oriented site design standards to the underlying business and industrial zoning districts.</li> <li>• This will allow the gradual transition of the area to an urban transit supportive district, which is appropriate for an area located close to two rapid transit stations and the Uptown area.</li> <li>• It should be noted that the area plan recommends residential uses at up to eight units per acre for the one lot on Westwood, but the property has been used for non-residential purposes since the 1990's. This petition will allow the continuation of a non-residential use.</li> </ul>
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**PLANNING STAFF REVIEW****• Background**

- The Transit Supportive (TS) Overlay District was initially adopted in 2005. Petition 2015-106 updated the Transit Supportive (TS) Overlay District regulations. This petition made modifications related to uses, maximum height, parking standards, screening requirements, change of use exceptions, and administrative alterations.

**• Proposed Request Details**

- This conventional request applies all the standards of the Transit Supportive Overlay (TS).
- Most of the uses allowed in the underlying zoning districts are still allowed with the application of the Transit Supportive Overlay (TS). In addition, application of the overlay will allow residential use on the properties with underlying industrial zoning. Residential use is already allowed on the properties with underlying business zoning.
- The Transit Supportive Overlay (TS) also has development and design standards that replace those of the underlying district. These include development standards for setbacks and yards, height, development intensity, parking and loading, and screening. Urban design standards address street walls, base of high rise buildings, top of buildings, building entrance, orientation, parking structures, signs, and streetscape requirements.

**• Existing Zoning and Land Use**

- The majority of the subject and surrounding properties are zoned R-5 (single family residential), B-2 (general business), I-2 (general industrial), TOD-M (transit oriented development – mixed-use), I-1 TS (general industrial, transit supportive overlay), TOD-MO (transit oriented development - mixed-use, optional and developed with residential, office, and industrial uses).
- See “Rezoning Map” for existing zoning in the area.

**• Rezoning History in Area**

- There have been a number of rezonings to conventional TOD-M (transit oriented development – mixed-use), TOD-MO (transit oriented development - mixed-use, optional), and I-1 TS (general industrial, transit supportive) in the area where the sites are located. These rezonings have supported the transition of the area from a primarily industrial district to a more walkable transit supportive district.

**• Public Plans and Policies**

- The *South End Transit Station Area Plan* (2005) recommends transit supportive development for all but one property within the area plan which generally extends to the lots fronting on South Mint Street.
  - The majority of the transit support properties are recommended for mixed use transit supportive development.
  - A few properties to the west of West Summit Avenue are recommended for residential transit supportive development.
  - The single property that is not planned for transit supportive development is recommended for residential at up to eight dwelling units per acre.
- The remainder of the properties are located within the *Central District Plan* (1993) which recommends industrial uses.

**• TRANSPORTATION CONSIDERATIONS**

- The multiple, disconnected parcels included in this petition are generally along a minor thoroughfare within a well-gridded street network. A future rail maintenance facility is nearby to the north. CDOT anticipates working with the developer during permitting to enhance the multimodal characteristics of each site as it develops.
- **Vehicle Trip Generation:**
  - Current Zoning:
    - Existing Use: TS Overlay allows a wide range of uses; transportation staff is unable to determine trip generation.
    - Entitlement: TS Overlay allows a wide range of uses; transportation staff is unable to determine trip generation.
  - Proposed Zoning: TS Overlay allows a wide range of uses; transportation staff is unable to determine trip generation.

**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 issues.

- **Charlotte-Mecklenburg Schools:** The conventional districts allow a variety of uses; therefore, the impact on local schools cannot be determined.
  - **Charlotte Water:** The site has water system and sewer system availability for the rezoning boundary via numerous distribution water and sewer mains.
  - **Engineering and Property Management:**
    - **Arborist:** No issues.
    - **Erosion Control:** No issues.
    - **Land Development:** No issues.
    - **Storm Water Services:** No issues.
    - **Urban Forestry:** No issues.
  - **Mecklenburg County Land Use and Environmental Services Agency:** No issues.
  - **Mecklenburg County Parks and Recreation Department:** No issues.
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**Attachments Online at [www.rezoning.org](http://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 Fire Department Review
  - Charlotte Water Review
  - Engineering and Property Management Review
    - City Arborist Review
    - Erosion Control
    - Land Development
    - Storm Water
    - Urban Forestry
  - Mecklenburg County Land Use and Environmental Services Agency Review
  - Mecklenburg County Parks and Recreation Review
  - Transportation Review

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