SECOND COMMUNITY MEETING REPORT  
Petitioner: Sweetgrass Residential Partners, LLC  
Rezoning Petition No. 2017-112  

This Second Community Meeting Report is being filed with the Office of the City Clerk and the Charlotte-Mecklenburg Planning Commission pursuant to the provisions of the City of Charlotte Zoning Ordinance.

PERSONS AND ORGANIZATIONS CONTACTED WITH DATE AND EXPLANATION OF HOW CONTACTED:
A representative of the Petitioner mailed a written notice of the date, time and location of the Second Community Meeting to the individuals and organizations set out on Exhibit A attached hereto by depositing such notice in the U.S. mail on May 16, 2018. A copy of the written notice is attached hereto as Exhibit B.

DATE, TIME AND LOCATION OF MEETING:
The Second Community Meeting was held on Wednesday, May 30, 2018 at 6:00 p.m. at the Pleasant Hill Presbyterian Church, 15000 South Tryon Street, Charlotte, North Carolina 28278.

PERSONS IN ATTENDANCE AT MEETING (see attached copy of sign-in sheet):
The Second Community Meeting was attended by those individuals identified on the sign-in sheet attached hereto as Exhibit C. The Petitioner was represented at the Second Community Meeting by Dan Gualtieri, as well as by Petitioner’s civil engineer Brent Stough with Design Resource Group, and Petitioner’s agent Collin Brown with K&L Gates.

SUMMARY OF PRESENTATION/DISCUSSION:
The Petitioner's agent, Collin Brown, welcomed the attendees and introduced the Petitioner's team. Mr. Brown used a PowerPoint presentation, attached hereto as Exhibit D. Mr. Brown explained that this petition involves approximately 30 acres of land located off South Tryon Street, east of Youngblood Road and west of Birnamwood Lane.

From the outset, Mr. Brown acknowledged that this site is likely to be developed due to the property’s location and the owners’ eagerness to sell. Property owners who were present at the meeting also introduced themselves.

Mr. Brown explained that there are many competing priorities to consider when developing a piece of property, including property owner requirements, existing zoning, natural and environmental constraints, access and transportation requirements, adjacent property owner concerns, Ordinance and policy requirements, City Staff priorities, City Council priorities, broader community concerns, and market realities. The property’s existing zoning is R-3, which typically allows for single-family residential developments with a density up to three units per acre. The Steele Creek Area Plan, which was adopted by the Charlotte City Council in 2012, acknowledges this property as a future neighborhood center with support for higher density and commercial development. The Area Plan specifically proposes a mix of
single-family residential, multi-family residential, office and retail uses at this property. The Plan further states that development should be limited to a convenience size center (70,000 square feet maximum) and residential densities should not exceed eight dwelling units per acre and should serve as a transition to the adjacent single-family residential development.

Mr. Brown explained the City’s connectivity policy is aimed at creating a robust network of streets and is contained in the Subdivision Ordinance, which means that interconnected streets will be required for all new development regardless of whether the development goes through the rezoning process. Mr. Brown also explained that a traffic impact study was completed for this proposed development and traffic mitigation measures were suggested.

Mr. Brown then walked through the conditional rezoning plan and showed the proposed access points, buffers, and development areas. Mr. Brown explained that the development must conform to the site-specific development plan. First, Mr. Brown showed the initial site plan concept that was presented at the first Official Community Meeting last winter; this plan included a commercial component on the corner of the intersection of South Tryon Street and Youngblood Road, including office and retail with a drive-through use at the corner. Additionally, an apartment complex and for-rent townhomes were proposed for a total of 280 residential units and 30,000 square feet of commercial development at the site and an approximate density of 10 dwelling units per acre.

Mr. Brown stated that community feedback included concerns over density, traffic, connectivity, buffers, and for-rent residential product. In response to traffic concerns, the Petitioner conducted a traffic study which demonstrated that one of the main traffic issues in the area is the stacking along Youngblood Road turning left toward South Carolina. The traffic study recommended the expansion of Youngblood Road to create an additional turn lane to mitigate the traffic issue. The Petitioner intends to make this commitment. Additionally, the Petitioner initially proposed a left-over through the median on South Tryon to accommodate the proposed commercial component on the site. However, the plans have now evolved based on community involvement and the left-over on South Tryon is no longer essential for this development.

Mr. Brown walked through a few changes to the site plan since the initial community meeting. First, the Petitioner decreased the residential density from 280 units to 254 units while also adding two additional acres into the development area. The density was then calculated at approximately 8 dwelling units per acre. The Petitioner also increased the buffers and created a smoother transition of townhomes next to the existing single-family homes. Since then, the Petitioner has heard additional feedback and has revised the site plan yet again. Mr. Brown showed the current site plan, which now requests a rezoning to the R12-MF and MUDD (mixed use development) districts rather than the NS (neighborhood services) district. Mr. Brown explained, as a reference, that the recently approved rezoning by the Woda Group on the other side of Birnamwood Drive was a request for R12-MF zoning and contains an affordable housing component.

Mr. Brown explained that the new site plan is reflective of feedback from surrounding neighbors, including: increase buffers along Birnamwood Lane; decrease the amount of rental units along Youngblood Road; preserve trees where possible; minimize traffic impact; and limit grading near rear
The new plan completely takes the area adjacent to Birnamwood Lane out of the development proposal and instead proposes a commitment to preserve this 2-acre zone as a permanent tree save area. Mr. Brown stated that this commitment was well received by Birnamwood Lane neighbors. Mr. Brown further explained that in brainstorming ways to address the traffic impacts, the Petitioner came up with a plan to incorporate a self-storage component into the development. Self-storage uses have very low daily trip counts and no school impact while still creating an economically viable development.

As a comparison, the earlier plan (with 254 dwelling units and 30,000 square feet of commercial space) generated approximately 4,700 trips per day, whereas the new plan (with the self-storage component and approximately 240 dwelling units) would generate less than 1,750 trips, resulting in a 200% reduction in the number of daily trips.

Mr. Brown showed the site plan for the two self-storage buildings, which would be fully enclosed and climate-controlled, with commitments to architectural standards. Mr. Brown explained that the self-storage use is particularly desirable in this location in part due to its proximity to Lake Wylie where there is demand for storage options to accommodate equipment for outdoor activities and water sports.

Importantly, Mr. Brown explained the Petitioner’s willingness to delay the connection from the site to Birnamwood Lane. Many neighbors expressed aversion to the connection of the Petitioner’s development to the small unpaved road. Whereas a by-right development would be required to make this connection under the Subdivision Ordinance, the Petitioner may have the ability to request flexible timing for building the connection. The Petitioner could propose to dedicate funds to the City of Charlotte for the future construction of the road, which would not be constructed until such time as the single-family residences on the other side of Birnamwood Lane get redeveloped, thus making the connection more practicable. However, any type of phased connection would be at the City’s discretion.

A resident on Birnamwood Lane stated that her biggest concern is traffic. She also stated that she strongly prefers that a connection not be made to Birnamwood Lane at this time.

One attendee voiced her opinion that more apartments are not needed along Tryon Street. Another attendee, also opposed to apartments, stated that school overcrowding is a major concern in the Steele Creek area. Mr. Brown explained that fewer students are typically projected in apartments than in townhome or single-family developments. Mr. Brown further stated that the busy corner of Tryon Street and Youngblood Road is not likely to be a desirable location for single-family residents.

An attendee stated that the Steele Creek area needs more restaurants, movie theaters and amenities rather than additional apartments. On the other hand, another attendee stated that she would be strongly opposed to a movie theater in her front yard.

The formal meeting concluded at approximately 7:30 p.m. and the Petitioner’s agents continued to answer individual questions until approximately 8:00 p.m.

Respectfully submitted, this 11th day of June, 2018.
cc: Claire Lyte-Graham, Charlotte-Mecklenburg Planning Department
Tammie Keplinger, Charlotte-Mecklenburg Planning Department
Exhibit A
<table>
<thead>
<tr>
<th>Pet_No</th>
<th>ORGANIZATION</th>
<th>FIRST_NAME</th>
<th>LAST_NAME</th>
<th>STREET_ADD</th>
<th>UNIT_NUM</th>
<th>CITY</th>
<th>STATE</th>
<th>ZIP</th>
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<td>2017-112</td>
<td>Pineknoll HOA</td>
<td>Justin</td>
<td>Bonaparte</td>
<td>15030 Jerpoint Abby Dr.</td>
<td></td>
<td>Charlotte</td>
<td>NC</td>
<td>28273</td>
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<tr>
<td>2017-112</td>
<td>Pleasant Hill Road Resident's Association</td>
<td>Art</td>
<td>Lange</td>
<td>15614 Pine Glen Ct</td>
<td></td>
<td>Charlotte</td>
<td>NC</td>
<td>28273</td>
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<tr>
<td>2017-112</td>
<td>Reunion/Enclave</td>
<td>Richard</td>
<td>Frank</td>
<td>14600 Pleasant Hill Rd</td>
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<td>Charlotte</td>
<td>NC</td>
<td>28278</td>
</tr>
<tr>
<td>2017-112</td>
<td>Steele Croft Place HOA</td>
<td>Stephen</td>
<td>Massa</td>
<td>14626 Brotherly Lane</td>
<td></td>
<td>Charlotte</td>
<td>NC</td>
<td>28278</td>
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<tr>
<td>2017-112</td>
<td>Steelearcroft Place Homeowners Association</td>
<td>Paula</td>
<td>Yorick</td>
<td>14329 Arlandes Drive</td>
<td></td>
<td>Charlotte</td>
<td>NC</td>
<td>28278</td>
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<tr>
<td>2017-112</td>
<td>Westmoreland Homeowners Association</td>
<td>Debbie</td>
<td>Jamro</td>
<td>15514 DeHavilland Dr</td>
<td></td>
<td>Charlotte</td>
<td>NC</td>
<td>28278</td>
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<tr>
<td>2017-112</td>
<td>Westmoreland Homeowners Association</td>
<td>Tom</td>
<td>Bidwick</td>
<td>13621 Kensal Green Dr</td>
<td></td>
<td>Charlotte</td>
<td>NC</td>
<td>28278</td>
</tr>
</tbody>
</table>
Exhibit B
NOTICE TO INTERESTED PARTIES OF SECOND COMMUNITY MEETING

Date: Wednesday, May 30th at 6:00 p.m.
Location: Pleasant Hill Presbyterian Church
15000 South Tryon Street
Charlotte, NC 28278
Petitioner: Sweetgrass Residential Partners, LLC
Petition No.: 2017-112

Dear Charlotte Resident,

We represent Sweetgrass Residential Partners, LLC (the "Petitioner") in its plans to redevelop an approximately 30-acre property located off South Tryon Street, east of Youngblood Road and west of Birnamwood Lane (the "Property"). The Petitioner requests to rezone the Property from the R-3 zoning district in order to accommodate its mixed-use redevelopment plans.

In accordance with the requirements of the City of Charlotte Zoning Ordinance, the Petitioner will hold a Second Community Meeting prior to the Public Hearing on this Rezoning Petition for the purpose of discussing this rezoning proposal with nearby property owners and organizations. An initial Official Community Meeting was held on November 7, 2017. This meeting will serve as a follow-up to the initial meeting to discuss updates to the proposed rezoning plan. The Charlotte-Mecklenburg Planning Commission’s records indicate that you are either a representative of a registered neighborhood organization or an owner of property that adjoins, is located across the street from, or is near the Site.

Accordingly, on behalf of the Petitioner, we invite you to attend the Second Official Community Meeting regarding this Petition on Wednesday, May 30th at 6:00 p.m. to meet with the Petitioner and its design and development team. We will give a brief overview of the updated redevelopment concept and then provide an opportunity for you to meet and talk with individuals that are involved in planning the project.

Please contact me if you are unable to attend and would like additional information.

Very truly yours,

Collin W. Brown

cc: Council Member LaWana Mayfield
Claire Lyte-Graham, Charlotte-Mecklenburg Planning Staff
Exhibit C
Please fill out completely. This information is used by the Planning Department to distribute material regarding this petition.

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Phone No.</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>James, J.</td>
<td>14023 Youngblood Rd</td>
<td>704-588-5117</td>
<td></td>
</tr>
<tr>
<td>Hayley + Bob Eaton</td>
<td>14047 Hatton Cross Dr</td>
<td>704-847-7880</td>
<td><a href="mailto:hitter@gmail.com">hitter@gmail.com</a></td>
</tr>
<tr>
<td>Tracey, W.</td>
<td>1634 Bastille</td>
<td></td>
<td><a href="mailto:jmorabol1976@gmail.com">jmorabol1976@gmail.com</a></td>
</tr>
<tr>
<td>Maryn, Cometa</td>
<td>14043 Singleheight</td>
<td></td>
<td><a href="mailto:maryn.cometa@gmail.com">maryn.cometa@gmail.com</a></td>
</tr>
<tr>
<td>J. McAleen, Medlin</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lynn Holder</td>
<td>15306 Bower Ct.</td>
<td>704-904-3365</td>
<td><a href="mailto:lynnholder@gmail.com">lynnholder@gmail.com</a></td>
</tr>
<tr>
<td>Carla Drynell</td>
<td></td>
<td></td>
<td><a href="mailto:CSILVA-USA@HOTMAIL.COM">CSILVA-USA@HOTMAIL.COM</a></td>
</tr>
<tr>
<td>Michelle Sanchez</td>
<td>14019 Birmingham Ln</td>
<td>704-247-0307</td>
<td></td>
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</table>
Exhibit D
Community Meeting Presentation

Rezoning Petition 2017-112
Sweetgrass Residential

May 30, 2018
Pleasant Hill Presbyterian Church
AGENDA

- Introductions
- Property Location
- Property Owners/History
- Development Considerations
- Original Plan
- Revised Plan
- Community Feedback
- Proposed Plan
- Discussion
Sweetgrass Residential Developer/Petitioner

Ryan Hanks

Bailey Patrick, George Macon

Site Design/Traffic Engineer
Brent Stough, Jim Guyton, Randy Goddard

Tom Wright

Collin Brown & Brittany Lins
Property Location
The Owners are Ready to Sell Their Land
Considerations
DEVELOPMENT CONSIDERATIONS

- Property Owner Requirements
- Existing Zoning
- Natural/Environmental Constraints
- Access/Transportation Requirements
- Adjacent Owner Concerns
- Ordinance/Policy Requirement (non-zoning)
- Adopted Area Plans
- City Priorities
- Community Concerns
- Market Realities
Existing Zoning
Existing Zoning = R-3
Requested NS 5 Year Vested from R-3
Adopted Land Use Plans
Steele Creek Area Plan

Charlotte-Mecklenburg Planning Department

Adopted by Charlotte City Council   February 27, 2012
Existing Land Use

The Steele Creek plan area is comprised of approximately 26,767 acres. As shown in the table below and illustrated on Map 8, Existing Land Use, the largest categories of existing land uses are vacant (27 percent), and single family detached (20 percent). Based upon approved rezonings, there are approved plans for 29 percent of the now vacant land (approximately 2096 acres).

Industrial and warehouse/distribution accounts for 6 percent of development. The Westinghouse Industrial Center is located on both sides of Westinghouse Boulevard generally between I-77 and Shopton Road West. This is the largest industrial core in the Carolinas with over 20 million square feet of industrial development. A small portion of the Shopton Road Industrial Center is located on the western boundary of the plan area.

Major industrial businesses in the area include Siemens; this company recently announced plans to add 600 jobs. Others are International Paper Company, Arrowhead Capital Corporation, TJ Maxx Distribution Center, Sprint, Time Warner Cable and Frito-Lay. Major industrial parks include Arrowhead Southern Industrial Park, Moody Lakes and Whiteshall.

### Existing Land Use

<table>
<thead>
<tr>
<th>Existing Land Use</th>
<th>Acreage</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture</td>
<td>1,582.32</td>
<td>6%</td>
</tr>
<tr>
<td>Industrial</td>
<td>1,500.64</td>
<td>6%</td>
</tr>
<tr>
<td>Institutional</td>
<td>501.46</td>
<td>2%</td>
</tr>
<tr>
<td>Mixed</td>
<td>11.60</td>
<td>0.04%</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>550.99</td>
<td>2%</td>
</tr>
<tr>
<td>Office</td>
<td>450.26</td>
<td>2%</td>
</tr>
<tr>
<td>Open Space</td>
<td>2,200.22</td>
<td>8%</td>
</tr>
<tr>
<td>Retail</td>
<td>548.47</td>
<td>2%</td>
</tr>
<tr>
<td>Single Family - Attached</td>
<td>6.56</td>
<td>0.02%</td>
</tr>
<tr>
<td>Single Family - Detached</td>
<td>5,426.43</td>
<td>20%</td>
</tr>
<tr>
<td>Transportation</td>
<td>88.56</td>
<td>0.31%</td>
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<tr>
<td>Utility</td>
<td>47.37</td>
<td>0.18%</td>
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<tr>
<td>Vacant</td>
<td>7,258.22</td>
<td>27%*</td>
</tr>
<tr>
<td>Warehouse/Distribution</td>
<td>2,278.43</td>
<td>9%</td>
</tr>
<tr>
<td>Water</td>
<td>1,987.21</td>
<td>7%</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>2,303.41</td>
<td>9%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>26,767.13</td>
<td>100%</td>
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</tbody>
</table>

Source: Charlotte Mecklenburg Planning, September 22, 2010

**Note:** The land use acreage figures are calculated by parcel and do not include rights-of-way. As a result, the total acreage figures will not always match the total acreage figure for the plan area which does include rights-of-way as part of that calculation.

* Approximately 25% of the vacant land or 2096 acres, has an approved development plan.

### Existing Land Use Categories

Major land use categories are Vacant (27 percent), Single family residential (20 percent), Industrial and Warehouse/Distribution (17 percent), and Open Space (8 percent).
Proposed Uses in Steele Creek Area Plan
6b. Allow a mixture of residential, office and retail land uses on the southeast corner of York Road (NC 49) and Youngblood Road to serve the immediate area. One or any combination of these uses is appropriate. Development should be limited to a convenience size center (70,000 square feet maximum). Residential densities should not exceed eight dwelling units per acre and should serve as a transition to the adjacent residential development.
Ordinance/Policy Requirements
City Connectivity Policies
Sec. 20-23. – Design Standards for Street Network and Blocks

(a) Street Network. A network of interconnected streets providing both external and internal connectivity is required for all types of new development. This network can be constructed with either public streets or private streets as allowed under 20-25. The following uses are exempt from the street network requirements:

(1) Schools
(2) Parks
(3) Places of Worship
(4) Cemeteries

(b) External Connectivity

(1) Existing Street Stubs
   a. Extend any existing adjacent street stubs into the development on its proper projection
   b. Extend any existing adjacent paper street stub into the development where the city commits to construct the paper portion of the street no later than the time of permit approval.
   c. Complete any existing adjacent half street located along any property line.
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   c. Complete any existing adjacent half street located along any property line.
Traffic Impact Studies (TIS)
The fear of negative traffic impacts is one of the most frequent reasons Charlotte residents give for opposing rezoning petitions. CMPC and the City Council want to know about traffic issues as well. That is why CDOT works with developers to prepare traffic impact studies as part of the rezoning petition process. Traffic studies are used to:

- Identify the development’s transportation impacts
- Determine off-site mitigation needed to overcome the transportation impacts
- Identify whether phasing the development would be appropriate
- Determine access design that should be incorporated into the site plan

When is a TIS Required?
The City requires any site development that generates 2,500 or more vehicular trips per weekday to prepare a TIS. A study also will be required when a development:

- Affects a location with a high vehicle crash history
- Takes place at a high congestion location (v/c > 1)
- Creates the fourth leg of an existing signalized intersection
- Exacerbates an already difficult situation such as at a railroad crossing, fire station access, school access, etc.

We ask developers to update their TIS when:
- The proposed development’s land use mix changes
- Access to the site changes
- Other significant changes have occurred in the surrounding area
- A previous study is more than two years old

Notification of Need for TIS
CDOT will notify petitioners of the need for a TIS within three days of submitting a Rezoning Application.
City Priorities
Incentive-Based Inclusionary Housing

1. Creates new tools to incentivize private sector development of affordable housing
2. Disperses affordable housing within the community
3. Encourages a range of housing types and income levels
4. Increases opportunities for people to age in place
Mixed Income Housing Development Program

Single Family - Program Criteria

**Participation** – Voluntary, not required

**Applicability** – Census block groups that are at or above the median home value according to 5 year estimates from the American Community Survey (currently $153,000)

**Density Bonus** – up to 3 DUAs above base density in R-3, R-4, R-5 & R-6 zoning districts

**Set-Aside** – 50% of additional units affordable, not to exceed 25% of development

**Income Target** – at or below 80% AMI, currently $54,800

**Other Incentives** – reduced lot sizes and mix of housing types up to a quadruplex

**Period of Affordability** – “Right of First Refusal” on resale for 15 years or defer to the respective program guidelines if public financing involved
Adjacent Owner/Community Concerns
Proposed Conditional Rezoning
### Conventional vs. Conditional Rezoning

**How to identify Conditional Rezoning:**

<table>
<thead>
<tr>
<th>Conventional</th>
<th>Conditional</th>
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<tr>
<td>O-1</td>
<td>O-1(CD)*</td>
</tr>
<tr>
<td>TOD-M</td>
<td>TOD-MO**</td>
</tr>
<tr>
<td></td>
<td>B-2(CD) SPA*</td>
</tr>
<tr>
<td></td>
<td>NS, CC, RE-3, MX*</td>
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</table>

* Commits to standards that go beyond the base zoning ordinance requirements and are specific for each petition.

** Reduces or eliminates the base zoning ordinance standards, AND typically commits to other standards that go beyond the base zoning ordinance requirements. Also specific for each petition.
30,000 s.f. of commercial

280 Residential units

10 Per acre
Community Feedback
COMMUNITY’S CONCERNS?

- Commercial/Residential Mix
- Rental Product
- Density
- Traffic
- Connectivity Concerns
- Bike/Pedestrian Improvements
- Buffering
- Natural Open Space
- Community Open Space
- Aesthetics
- Affordability
Traffic
Revised Plan
30,000 s.f. of commercial

254 Residential units

8.46 Units Per acre
Youngblood Mixed Use
Steele Creek Community
Charlotte, NC
3/1/2018
GENERAL NOTE:

This image is illustrative of the proposed development and is intended to reflect the architectural style and quality of the buildings that will be constructed on site. This image illustrates the material usage, details, and color schemes. The actual buildings on site may vary from this illustration provided that the design intent is preserved.
Rezoning Petition 2017-197
2. **Permitted Uses & Development Area Limitation:**

   a. The Site may be developed with up to 72 multi-family residential dwellings units together with accessory uses allowed in the R-12MF zoning district as generally depicted on the Rezoning Plan.

   b. Workforce Housing: The Petitioner shall provide a workforce housing program to ensure that the residential units are reasonably priced for persons earning less than the median income for the area. The Petitioner shall ensure that all the proposed residential units constructed on the Site, for a period of not less than 30 years, maintain monthly rents that are income restricted for households earning 60% or less of the area median income.
Back to the Drawing Board
REQUESTS

- Buffer Birnamham Wood
- Avoid Street Connection to Birnamham
- Reduce Rental Units on Youngblood
- Preserve Trees wherever possible
- Reduce Traffic Impact
- Limit Grading along Rear Property Line
Birnamwood Buffer
2.06 acres
300+ Feet
Youngblood Transition
Buffer/Tree Save
Traffic Generation Drops by approximately 3,000 trips
A 200% Reduction

Steele Creek Property Trip Generation

<table>
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<tr>
<th>Land Use [ITE Code]</th>
<th>Weekday Daily</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
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<tr>
<td></td>
<td></td>
<td>Enter</td>
<td>Exit</td>
</tr>
<tr>
<td>Mini-Storage [151]</td>
<td>79,600 SF</td>
<td>199</td>
<td>6</td>
</tr>
<tr>
<td>Multi-Family [220]</td>
<td>280 DU</td>
<td>1,560</td>
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<tr>
<td>Total Trips</td>
<td>1,759</td>
<td>30</td>
<td>101</td>
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</table>

References:
Traffic Impact Studies (TIS)
The fear of negative traffic impacts is one of the most frequent reasons Charlotte residents give for opposing rezoning petitions. CMPC and the City Council want to know about traffic issues as well. That is why CDOT works with developers to prepare traffic impact studies as part of the rezoning petition process. Traffic studies are used to:

- Identify the development’s transportation impacts
- Determine off-site mitigation needed to overcome the transportation impacts
- Identify whether phasing the development would be appropriate
- Determine access design that should be incorporated into the site plan

When is a TIS Required?
The City requires any site development that generates 2,500 or more vehicular trips per weekday to prepare a TIS. A study also will be required when a development:

- Affects a location with a high vehicle crash history
- Takes place at a high congestion location (v/c/e > 1)
- Creates the fourth leg of an existing signalized intersection
- Exacerbates an already difficult situation such as at a railroad crossing, fire station access, school access, etc.

We ask developers to update their TIS when:

- The proposed development’s land use mix changes
- Access to the site changes
- Other significant changes have occurred in the surrounding area
- A previous study is more than two years old

Revised Plan would generate less than 1,750 trips
Issues
GENERAL NOTE:

This image is illustrative of the proposed development and is intended to reflect the architectural style and quality of the buildings that will be constructed on site. This image is illustrating the intended use of materials, plantings and walk patterns. The actual buildings on the site may vary from this illustration provided that the design intent is preserved.
6b. Allow a mixture of residential, office and retail land uses on the southeast corner of York Road (NC 49) and Youngblood Road to serve the immediate area. One or any combination of these uses is appropriate. Development should be limited to a convenience size center (70,000 square feet maximum). Residential densities should not exceed eight dwelling units per acre and should serve as a transition to the adjacent residential development.

Proposal is for 86,100 s.f. of storage

238 Residential Units
Multi-family Area
Approximately
22.35 acres
10.7 DUA
Discussion