

## **\*PRE-HEARING STAFF ANALYSIS\***

### **Rezoning Petition No. 2006-054**

**Property Owner:** Wesley Village LLC

**Petitioner:** Neighboring Concepts

**Location:** Approximately 21 acres located north of the intersection of Freedom Drive and Thrift Road

**Request:** I-2, general industrial to MUDD (CD), mixed use development district, conditional

### **Summary**

This petition proposes to rezone approximately 21 acres from I-2, general industrial to MUDD (CD) to develop up to 500 multi-family units and 20,000 square feet of office.

### **Consistency and Conclusion**

The proposed rezoning is consistent with ongoing planning activities related to the West Transit Corridor, and with the increased density recommended by the GDP *Transit Station Area Principles*. Therefore, upon the resolution of the outstanding site plan issues this petition is considered appropriate for approval.

### **Existing Zoning and Land Use**

The subject is occupied by warehouse buildings built in 1948 and 1958. To the south and west are additional older warehouse/industrial buildings. To the east is a creek and greenway currently under development by County Park & Recreation. East of the greenway is Lela Court, an infill housing development of 149 new dwellings on 25 acres, or 6 dwelling unit per acre.

### **Rezoning History in Area**

The most recent rezoning in the area was in 2002 for the property located to the east of the petitioned site. LandCraft Properties rezoned approximately 25 acres to create an urban-style residential community consisting of detached single-family residences and town home condominiums. The property was originally zoned R-8 and I-1, which allow eight single-family dwelling units per acre and light industrial use, respectively.

### **Public Plans and Policies**

The *Central District Plan* (1993) shows the subject property as Industrial.

The ***West Morehead Land Use and Pedscape Plan*** (2004) established a compact pedestrian-oriented town center less than ¼ mile east of the subject.

The subject is within a ½-mile radius of a potential transit station on the CATS West Transit Corridor, to be located on West Morehead Street at Summit Avenue.

The City's ***Transit Station Area Principles*** (2001), which are part of the *General Development Policies*, would therefore apply to the site. The Transit Station Area Principles encourage a mixture of complementary transit-supportive uses and increased land use intensity. For residential development, the principles recommend a minimum of 20 dwelling units per acre within the ¼ mile walk area, and 15 dwelling units per acre within the ½ mile walk area.

### **Proposed Request Details**

The requested rezoning will allow the development of residential uses and a small office component. The conditions associated with the site plan are as follows:

- 500 dwelling units at 23.8 dwelling units per acre and 20,000 square feet of office
- Access via a new public road from Thrift Road
- Detached lighting will not exceed 20-feet and will be “aimed” into the site.
- A clubhouse and pool area are provided with a trail along Stewart Creek.
- The buildings along Thrift Road and the northern property line are to be four stories with parking underneath. Three story townhouses are proposed in the southeast quadrant of the property.

### **Public Infrastructure**

**Traffic Impact / CDOT Comments.** A TIS has been submitted to CDOT and is currently under review.

**Connectivity.** The site plan shows connectivity to Thrift Road and Jay Street. Additional connectivity is limited due to existing development and the creek.

**Storm Water.** Storm Water Services has requested that the petition provide several notes on the site plan related to Storm Water Quality Treatment and Volume and Peak Control. See attached memo for additional information.

**School Information.** `Number of students potentially generated under current zoning: none. This development will add approximately 152 students to three schools in this area.

The proposed property is currently zoned for non-residential development that would not generate students. Therefore, the net impact on CMS schools is the same as the total impact.

**Park and Recreation.** The proposed Wesley Village is located in Central Park District I. The proposed development is directly opposite Stewart Creek Greenway. Design on Stewart Creek

Greenway is anticipated to begin this spring, with construction starting fall 2006. MCPR is excited about the potential connection to the development and commends the petitioner on the proposed linkage to the greenway. MCPR offers the following comments regarding the proposed development:

- MCPR requests the petitioner provide an additional entrance to the trail near the office development. The entrance should connect directly to the proposed sidewalk along the 50' ROW between Thrift Road and Tuckasegee Road.
- The pedestrian trail and bridge shall be constructed to MCPR standards and dedicated to MCPR for greenway purposes. The dedication should include the trail and bridge and encompass the floodplain area between the sidewalk along the proposed 50' ROW to the eastern property line along Stewart Creek. The revised site plan shall indicate clearly the area to be dedicated and a general note should reference the dedication, and include an acreage amount.

### **Outstanding Issues**

**Land Use.** The proposed rezoning is not consistent with the mapped use in the *Central District Plan*. However, it is consistent with ongoing planning activities related to the West Transit Corridor, and with the increased density recommended by the *GDP Transit Station Area Principles*. It also is consistent with the residential development underway on adjoining property, and makes use of the adjacent new Park and Recreation greenway in a way that the existing industrial uses cannot.

**Site plan.** The following site plan issues are outstanding:

- Provide highly visible crosswalks at intersections within the development.
- Show details of the proposed buffer between adjacent uses. The industrial development/zoning could be a nuisance to residents facing that area. If no buffer exists on either side, the petitioner should provide a dense buffer with large and small maturing trees, shrubs and an opaque masonry wall at least 6' tall.
- Petitioner should be aware of the proposed Thrift Road realignment project (CDOT/NCDOT) at Thrift and Freedom Drive. The proposed alignment may impact the developer's plan.
- Show the adjoining zoning and uses, loading areas and the entire SWIM buffer.
- The amount of trees save area should be noted in the site development table. A minimum of 10% should be provided. The site plan should include a cross section of the Thrift streetscape improvements.
- Indicate at least three connections to the greenway trail.
- The petitioner needs to work with County Parks and Recreation on the proposed areas of the site to be dedicated for greenway purposes and how the site will be connected to the future Stewart Creek Greenway.