

PRE-HEARING STAFF ANALYSIS

Rezoning Petition No. 2002-018

Property Owner: Heirs of Thomas Leon Rea c/o Ms. Jane Clute

Petitioner: Aston Properties, Inc.

Location: Approximately 10.4 acres located at the northeast intersection of Colony Road and Rea Road.

Request: R-3, single family residential to the conditional district NS, neighborhood services.

Summary

This petition seeks to rezone approximately 10.4 acres located on the northeast intersection of Colony Road and Rea Road from R-3, single family residential, 3 dwelling units per acre, to the conditional district NS, neighborhood services.

Conclusion

This petition is consistent with the adopted land use plan, specifically the South District Plan, which recommends a neighborhood convenience center at this location. Upon resolution of outstanding site plan issues this petition is appropriate for approval.

Background

There have been no previous rezonings on this site.

Existing Zoning and Land Use

The petitioned parcels are currently zoned R-3 and lie occupied with a farmhouse of potentially historic value. The area to the north is zoned R-3 and is developed in accordance with such. A multi-family development in R-8MF(CD) zoning is under construction to the west of the petitioned parcels. To the south are more single-family residences in R-3 zoning. To the southeast of the petitioned parcels are parcels zoned B-1(CD) but are undeveloped.

Rezoning History in Area

A rezoning to a multi-family district to allow 147 townhomes was approved across Colony Road Extension from the petitioned site in 1997.

Public Plans and Policies

The South District Plan (1993). This district plan calls for a neighborhood convenience center at the intersection of Colony Road at Rea Road.

Proposed Request Details

This petition seeks approval for up to 99,999 square feet of office, retail and restaurant uses. The site plan accompanying this petition contains these additional provisions:

- Restaurants with drive-through facilities, convenience stores, car washes and automobile service stations are prohibited.
- The building materials for buildings 1 through 5 shall include brick as the primary construction material with architectural concrete block, EIFS, natural or manufactured stone, slate, architectural metals and copper accents.
- No off-street parking spaces may be located between any buildings constructed on the site and Rea Road or Colony Road.
- Buildings constructed on the site along Rea Road and Colony Road will contain windows, which face these streets. Large expanses of solid walls for these buildings will be avoided through the introduction of articulated facades and other specially designed architectural elements.
- The petitioner shall provide pedestrian-scale lighting along Colony Road and Rea Road.
- Vehicular access to Rea Road shall be limited to one full movement driveway. Vehicular access to Colony Road shall be limited to one right-turns only driveway and one full movement driveway.
- The petitioner shall provide a left turn lane into the site on Colony Road and Rea Road.

Public Infrastructure

Roads. Colony Road is a minor thoroughfare with no improvements planned. Rea Road is a minor thoroughfare. Rea Road Extension, currently under construction, is a funded project to extend four lanes from the southern outer loop of I-485 to NC 16, Union County.

Traffic Impact/ CDOT Comments. As currently zoned, this site could generate approximately 340 – 400 trips per day. Under the proposed zoning the site could generate approximately 8,660 trips per day. To address this increase in trips, a traffic impact study (TIS) was completed by Kubilins Transportation Group and submitted for review. CDOT concurs with the basic findings of the report, which indicate the existing Colony Road / Rea Road intersection can accommodate the additional traffic generated under the proposed zoning. Since this signal operates as part of a coordinated signal system, the operational changes recommended in the report will not be implemented as a direct result of this development. CDOT has the following specific comments:

- Setbacks in the Neighborhood Services District are measured from the back of an existing or proposed curblane. The setback along Colony Road should be measured from the existing curblane. The setback along Rea Road should be measured from a proposed back-of-curb to located as follows:
 - 37.5 feet from the northern face of the existing median on Rea Road for the segment between Colony Road and a point 200 feet east of Colony Road (measured from beginning of corner radius) along Rea Road;
 - 20.5 feet from the centerline of Rea Road for the segment measured from a point 164 feet west of the western curb face of the proposed Rea Road driveway to the eastern property line;
 - although the final engineered design will call for a curve to connect the segments described above, a linear taper may be assumed to connect these segments for the purposes of this rezoning.
- According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate all private driveway connections to the right-of-way of a City Street. CDOT concurs with the TIS recommendations for an eastbound left-turn lane on Rea Road and a southbound left-turn lane on Colony Road. A professional engineer registered in the State of North Carolina who has roadway-design experience must perform the design. The left-turn lanes must be designed with a minimum 150 feet of storage, a 15:1 bay taper and 35:1 through lane tapers.
- CDOT will not allow the proposed striped crosswalk on Colony Road, but will consider pedestrian refuge accommodations in the existing median.
- A 35'x 35' sight triangle is required at the Rea Road / Colony Road intersection. The proposed building must not conflict with this required sight triangle. CDOT requests that the petitioner as right-of-way dedicate this area.

Transit. Express bus route 62X- Rea Road Express runs along Rea Road.

Connectivity. A system of pedestrian walkways on the site will provide linkage to the abutting property and the exterior roadways.

Storm Water. In addition to the 2 and 10-year storm events being detained to pre-development conditions, the petitioner shall agree to provide storm water detention for the 25, 50 and 100-year storm events such that post-development runoff does not exceed those produced by the existing zoning's (R-3) land cover. In lieu of the increased detention, the petitioner may provide a detailed engineering study, completed by a professional engineer licensed in North Carolina, which shows that the downstream drainage system is sufficient to convey the increase in flow due to the change in zoning classification and will remain in compliance with current standards.

School Information. The school's planning staff did not comment on this petition.

Outstanding Issues

Land Use. The proposed land use is consistent with the South District Plan. The South District plan recommends a neighborhood convenience center at this location. Therefore, this petition is appropriate for approval from a land use perspective.

Site plan. The site plan accompanying this petition contains the following deficiencies:

- All Storm Water comments should be addressed.
- The maximum height of the proposed building should be indicated on the site plan.
- The size and height of the proposed detached signs appear to be large for this type of development. The size and height of the detached signs should be reduced or a specific drawing showing the design intent should be included with the petition in order for staff to evaluate its impact.