

PRE-HEARING STAFF ANALYSIS

Rezoning Petition No. 2007-101

Property Owner: Beacon Partners #8 LLC and Beacon Partners and Northwoods Associates #1 and Beacon Partners

Petitioner: Dhaliwal Mac, LLC

Location: Approximately 22 acres located on the southwest corner of W. WT Harris Boulevard and Old Statesville Road

Center, Corridor or Wedge: Corridor

Request: R-MH, manufactured home, I-1 (CD), light industrial conditional district, I-2 (CD), general industrial conditional district to CC, commercial center.

Note: Petitioner is requesting withdrawal of this petition.

Summary

This petition proposes to amend the site plan approved in rezoning petition 1997-51 to allow retail, office, and residential uses.

Consistency and Conclusion

The future land use of this site is prescribed as Light Industrial in accordance with the 1996 *Northeast District Plan*. The majority of the site lies within ¼ mile of the future Harris Station on the north corridor commuter transit line, and while no station area plan has been prepared for this area, development on the site is expected to conform with the *Transit Station Area Principles* with regard to characteristics such as developmental intensity, relationship between and among uses, connectivity, and urban design quality.

Existing Zoning and Land Use

The properties to the north, west, and a portion of the properties to the south and east are zoned industrial. These properties are either vacant or developed for industrial uses. The remaining properties to the south and east are zoned a combination of R-MH, residential manufactured housing, B-2, general business.

Rezoning History in Area

The most recent rezoning in the immediate area was petition 2007-80 for Griffith Lakes.

Public Plans and Policies

The land uses proposed on the petitioner's site plan are inconsistent with the *Northeast Area Plan*. In terms of compliance with the expectations contained within the *Transit Station Area Principles*, the proposal appears to be deficient in the following areas:

- Although the site plan states that residential density will be 20 units/acre (a Transit Station Area Principle for within ¼ mile of stations), the submittal lacks a unit count to confirm this
- Transit Station Area Principles establish minimum FAR (floor area ratio) for non-residential development at .75 within ¼ mile and .5 from ¼ to ½ mile from stations, yet the proposed non-residential FAR appears to be about .45
- No design details (building elevations, renderings, exterior materials, streetscapes, etc.) have been submitted
- Auto-oriented “big box” retail and associated parking are oriented along NC 115 closest to the station
- There's no vertical integration between/among land uses
- Pedestrian circulation is not clear
- The site plan lacks connectivity to adjoining parcels to the south and west
- The five remaining out-parcels (previously-approved) are likely to be auto-oriented vs. transit-supportive

Proposed Request Details

The site plan accompanying this petition includes multi-family residential, office and retail uses.

Public Infrastructure

Traffic Impact / CDOT Comments. Consistency with Transportation Action Plan (TAP):

The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

- Goal 1 of the TAP relies on the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Corridor and does not appear to support the Centers, Corridors and Wedges land use strategy. Although this site is located across the street from a proposed commuter rail station, the site is arranged in a typical suburban “sprawl” layout with separated land uses and 5 highway-oriented outparcels; major revisions would be necessary for it to support a Corridor strategy.
- Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

Vehicle Trip Generation

This site could generate approximately 6,400 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 11,900 trips per day. This will have a significant impact on the surrounding thoroughfare system.

Therefore, we request that the developer submit a Traffic Impact Study (TIS) in order to evaluate the effect that site generated traffic will have on the thoroughfare system in the vicinity.

Since access is proposed to an NCDOT-maintained roadway, they may also require a TIS as part of their driveway permit approval process. They may have additional or different requirements for their approval than what is identified in this rezoning process. The developer/petitioner is recommended to meet with NCDOT early in the development process to identify any issues that they may have. Additional comments that are critical to CDOT's support of the rezoning petition are attached.

CATS. CATS cannot support the current location of the Big Box Retail Use as depicted on the petitioner's Site Plan Amendment. CATS requests the petitioner to revise the location of the Big Box Retail and resubmit the site plan to include a more transit supportive development use, due to the proximity to the proposed commuter rail station. The petitioner should provide sidewalks along 115/Old Statesville to provide the necessary pedestrian infrastructure improvements, due to the proximity of the site to the proposed commuter rail station. The petitioner should also construct a waiting pad, constructed to CATS Development Standards 60.01 A.

Storm Water. Storm Water Services is requesting water quantity and quality improvements and peak/volume controls.

Outstanding Issues

Land Use. The proposed land use is inconsistent with the adopted plan for the area.

Site plan. The following site plan issues are outstanding:

- Tree save areas should be clearly delineated.
- Proposed public streets should be clearly marked.
- Dwelling unit counts should be included.
- All comments based on the recently submitted site plan should be addressed.