

PRE-HEARING STAFF ANALYSIS

Rezoning Petition No. 2007-106

Property Owner:	City of Charlotte Housing Authority and Gwendolyn Curry dba Present Day Ministries
Petitioner:	Charlotte Mecklenburg Development Corporation
Location:	Approximately 26.96 acres located between Rozzelles Ferry Road and W. Trade Street, west of S. Smallwood Place
Center, Corridor or Wedge:	Wedge
Request:	R-22 MF, multi-family residential, B-2, general business and I-1, light industrial and to I-2 (CD), general industrial conditional district

Summary

This petition proposes to develop a business park with 18 development parcels.

Consistency and Conclusion

Although the *Central District Plan* recommends multi-family development, the proposed redevelopment of the site is considered appropriate and staff is recommending approval upon the resolution of the outstanding site plan issue.

Existing Zoning and Land Use

The properties to the north are zoned I-2 and are developed for industrial uses. The residential properties to the south are zoned R-5. To the southwest and north the properties are zoned I-1 and B-2 and are developed for a variety of uses including vacant land, residential, churches, and business uses.

Rezoning History in Area

The most recent rezoning in the immediate area was 2007-107 for 2.36 acres on the west side of Rozzelles Ferry Road, southeast of Coronet Way. The property was rezoned from I-2 to I-1(CD) to allow the sale, lease, and repair of vehicles. All other uses permitted in the I-1 zoning district are allowed with the exception of hotels and motels and retail uses are limited to the sale of trucks of a size not less than 10,000 pounds vehicle weight. The building area associated with such sales shall be limited to 10,000 square feet.

Public Plans and Policies

The *Central District Plan (1993)* recommends multi-family development. A density is not specified.

Proposed Request Details

The site plan associated with this petition includes 18 parcels, planting strips and sidewalks throughout the development, dedication to the greenway system and the potential redevelopment of some of the existing buildings currently located on the site. Uses are limited to those which will create the least amount of conflict between the industrial park and the surrounding residential properties.

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 Wedge and does not appear to support the Centers, Corridors and Wedges land use 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 6,000 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 9,500 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.

The preparer of the TIS must contact Matt Magnasco (704-336-3368) of the Charlotte Department of Transportation (CDOT) prior to beginning the TIS to determine the study requirements. CDOT has the following specific comments that are critical to their support of the rezoning petition:

- Any existing driveways that are approved/permitted by CDOT with the redevelopment of the site are required to be removed and replaced with curb, gutter, and sidewalk.
- Rozzelles Circle needs to be extended through the site to Trade Street.
- 8-foot planting strips and 6-foot sidewalks need to be constructed along all public streets in the site, including Rozzelles Ferry Road. [TAP best practices]

- Access to Parcels 4 and 14-18 needs to be provided via internal streets rather than Rozzelles Ferry Road.
- Pedestrian and bicycle connections to the planned Stewart Creek Greenway need to be shown on the site plan, connecting to a gridded street system for the site.
- Additional comments may follow our review of the TIS.

Parks and Recreation. The County is exploring a potential partnership with the petitioner and will not request construction of the greenway. This section of future Stewart Creek Greenway, from W. Trade Street to State Street, is in MCPR's 10 year Capital Needs Assessment and is several years from being constructed. MCPR has the following comments regarding the revised site plan:

- There are two locations at which there is not enough land dedicated to build greenway and connect to the sidewalks at grade. These are on Parcel 7 at West Trade Street. and Parcel 18 at Rozzelles Ferry Road. MCPR requests dedication of the 100' S.W.I.M. buffer at both of these locations for greenway construction and connection to the sidewalks at West Trade Street. and Rozzelles Ferry Road.
- MCPR will not be responsible for maintenance of the detention basins shown in area of "Proposed Park Donated to County." These basins should be located outside of the area to be dedicated to MCPR.

CATS. CATS did not comment on this petition.

Storm Water. Storm Water Services requests that the petitioner remove note #1 under "Storm Water Management," in its entirety. The note should be replaced with the notes regarding storm water quantity control, storm water quality treatment, and volume and peak controls in the attached memo.

School Information. This petition will not impact the school system.

Outstanding Issues

Land Use. The *Central District Plan (1993)* recommends multi-family development. The proposed rezoning is inconsistent with the adopted plan. However, the proposed redevelopment of the site is considered appropriate as it is located adjacent to industrial property and will provide a needed economic incentive to the area.

Site plan. The following site plan issue is outstanding:

- A Class "A" buffer is required along property lines of all adjacent residential properties including those located in "Eleanor Heights" on Rozzelles Ferry Road.