



CHARLOTTE-MECKLENBURG PLANNING

REQUEST Current Zoning: I-1 (light industrial)

Proposed Zoning: TOD-R (transit oriented development - residential)

LOCATION Approximately 1.7 acres located on the southeast corner at the

intersection of West Summit Avenue and South Church Street.

(Council District 3 - Mayfield)

SUMMARY OF PETITION The petition proposes to allow all transit supportive uses per

> conventional TOD-R (transit oriented development – residential) zoning on a 1.7 acre site located in South End near the Bland Street Light Rail Station. TOD-R requires residential development at a minimum density of 20 units per acre and also allows complimentary

uses such as office and retail.

PROPERTY OWNER

CTS Properties C/O FADELS, INC

Timothy Pratt, NVR, INC. **PETITIONER** AGENT/REPRESENTATIVE

Mac McCarley / Parker Poe Adams & Berstein LLP

COMMUNITY MEETING Meeting is not required.

STAFF RECOMMENDATION

Staff recommends approval of this petition.

Plan Consistency

The petition is consistent with the South End Transit Station Area Plan recommendation for residential transit supportive development.

Rationale for Recommendation

- Staff supports this petition because:
 - The subject site is within a 1/4 mile walk of the Bland Street Transit Station on the LYNX Blue Line.
 - The proposal allows a site previously used for an industrial office to convert to residential and/or more transit supportive land uses.
 - The reguest for residential and/or more transit supportive development will complement the recently constructed condos on an adjacent site, as well as the adjoining Wilmore neighborhood.
 - Use of conventional TOD-R (transit oriented development residential) zoning applies all the standards and regulations to create the desired form and intensity of transit supportive development.
 - A conditional rezoning is not necessary to achieve good site and building design. TOD (transit oriented development) standards include requirements for appropriate streetscape treatment, street-facing building walls, entrances, screening, setbacks, and rear loaded garages.
 - The TOD (transit oriented development) height limitations will insure that adjacent single family neighborhoods are not adversely impacted by tall buildings in close proximity.

PLANNING STAFF REVIEW

Proposed Request Details

This is a conventional rezoning petition, which applies all the standards, regulations and uses in the TOD-R (transit oriented development – residential) zoning district.

Existing Zoning and Land Use

- The subject property is currently developed with an industrial office building and is zoned I-1 (light industrial).
- The southwestern boundary of the site abuts the Wilmore Historic District which is zoned R-5 (single family residential) and is predominantly single family.

- On the northwest side of the site and also fronting Summit Avenue is a property zoned MUDD-O (mixed use development, optional) and developed with residential condos.
- On the southeast side of the site and fronting Summit Avenue is property zoned I-1 (light industrial) and used for an industrial warehouse use.
- Across Summit Avenue are properties zoned I-2 (general industrial), MUDD (mixed use development), MUDD-O (mixed use development, optional) and conventional TOD-M (transit oriented development - mixed-use), and these properties are vacant or developed with commercial uses.
- See "Rezoning Map" for existing zoning in the area.

• Rezoning History in Area

• Since the construction of the LYNX Blue Line and the light rail station at Bland Street, there have been a number of rezonings to conventional TOD-M (transit oriented development – mixed-use) and MUDD (mixed use development). These rezonings have supported the transition of the area from an industrial district to a walkable transit supportive district.

Public Plans and Policies

- The South End Transit Station Area Plan (2005) recommends residential transit supportive development.
- The petition supports the *General Development Policies-Environment* by redeveloping an infill site at a transit station, thereby minimizing further environmental impacts while accommodating growth.

TRANSPORTATION CONSIDERATIONS

- This site is located a 1/4 mile from a light rail transit station. Although South Tryon Street experiences congestion in this area, CDOT supports intensive transit oriented development adjacent to transit stations. Since this is a conventional rezoning, CDOT will address any site plan issues during the permitting phase of development.
- Vehicle Trip Generation: The existing and proposed zoning both allow a wide variety of uses.

DEPARTMENT COMMENTS (see full department reports online)

- Charlotte Area Transit System: No issues.
- Charlotte Department of Neighborhood & Business Services: No issues.
- Charlotte Fire Department: No comments received.
- Charlotte-Mecklenburg Schools: The conventional district allows a variety of uses; therefore, the impact on local schools cannot be determined.
- Charlotte-Mecklenburg Storm Water Services: No issues.
- Charlotte Water: No issues.
- Engineering and Property Management: No issues.
- Mecklenburg County Land Use and Environmental Services Agency: No issues.
- Mecklenburg County Parks and Recreation Department: No issues.

Attachments Online at www.rezoning.org

- Application
- Site Plan
- Locator Map
- Community Meeting Report
- Department Comments
 - Charlotte Area Transit System Review
 - Charlotte Department of Neighborhood & Business Services Review
 - Transportation Review
 - Charlotte-Mecklenburg Storm Water Services Review
 - Charlotte Water Review
 - Engineering and Property Management Review
 - Mecklenburg County Land Use and Environmental Services Agency Review
 - Mecklenburg County Parks and Recreation Review

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