

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 PETITIONER AGENT/REPRESENTATIVE	CTS Properties C/O FADELS, INC Timothy Pratt, NVR, INC. Mac McCarley / Parker Poe Adams & Bernstein LLP
COMMUNITY MEETING	Meeting is not required.

STAFF RECOMMENDATION	<p>Staff recommends approval of this petition.</p> <p><u>Plan Consistency</u> The petition is consistent with the <i>South End Transit Station Area Plan</i> recommendation for residential transit supportive development.</p> <p><u>Rationale for Recommendation</u></p> <ul style="list-style-type: none"> • Staff supports this petition because: <ul style="list-style-type: none"> • 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 request 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