

Petition 2022-099 by Levine Properties, Inc.

To Approve:

This petition is found to be **inconsistent** with the *2040 Policy Map (2022)* based on the information from the staff analysis and the public hearing, and because:

- The *2040 Policy Map (2022)* calls for Community Activity Center.

However, we find this petition to be reasonable and in the public interest, based on the information from the staff analysis and the public hearing, and because:

- (To be explained by the Zoning Committee)

To Deny:

This petition is found to be **inconsistent** with the *2040 Policy Map (2022)* based on the information from the staff analysis and the public hearing, and because:

- The *2040 Policy Map (2022)* calls for Community Activity Center.

Therefore, we find this petition to not be reasonable and in the public interest based on the information from the staff analysis and the public hearing, and because:

- The petition is located at the former site of the Charlotte Fire Credit Union along the major pedestrian corridor, Commonwealth Avenue. This site is surrounded by a thriving mix of uses in low to mid-rise structures that often inhabit Plaza Midwood's former single family homes, and where new construction exists, the projects often complement the design of neighboring, long-standing structures while still recognizing the need for densification.
- The Community Activity Center Place Type envisions local street networks that prioritize highly-walkable and connections with robust pedestrian infrastructure. The existing Pedestrian Overlay also echoes those same goals, encouraging accessible 10-minute neighborhood characteristics. This proposal would allow for an internal drive-through on the site. Such a use opposes the intent of the recommended Place Type and existing overlay as it relates to mobility, and subsequently renders the proposal inconsistent with Community Activity Center. Staff is requesting the removal of the optional provision that allows for a drive-through on the site. If the rezoning is approved, the site's adopted place type would be revised to Commercial. This is an inappropriate place type for the area given its auto-centric nature and range of allowed uses that are incompatible with the neighborhood's current and future, desired development.
- As is, the site is underutilized for surface parking and does not contribute to the services or housing offered in the area. A proposal to redevelop the site with the residential and commercial uses described in this petition is appropriate and could add value to the community depending on the scale of the development and how it fits into the overall character of its surroundings.
- Along Central Avenue near the intersection with Pecan Avenue, greater densification is expected at a level that is consistent with the goals of Community Activity Center. As you travel east through Plaza Midwood the development shifts to low and mid-rise commercial buildings and then single family residences. The

subject site sits in a transitional space between the more intense development being seen along Central Avenue near the Pecan Avenue intersection and the R-5 single family neighborhoods just to the east. Development at this site should be sensitive to the shifts in intensity and context along this east/west corridor.

- Typical building heights in the immediate area along Commonwealth range from one to four stories. Given the scale of development proposed, staff is requesting a commitment to community benefits beginning at a lower height than is currently prescribed.
- The current adopted Silver Line route will run along the backside of this property and is projected to have a transit station, approximately a ¼ mile away from this site near the intersection of Pecan and Central Avenue. The adjacency to forthcoming transit infrastructure gives credence to intensification, but the character of the neighborhood must be considered in new projects to ensure mindful development that furthers the goals of the 2040 Comprehensive Plan while complementing Plaza Midwood's recognizable design fabric.
- Charlotte Department of Transportation (CDOT) has requested that the petitioner complete a Comprehensive Transportation Review (CTR). As part of the rezoning process, the petitioner must complete a CTR and identify specific multimodal infrastructure improvements on the site plan. At this time, it is unclear how the petitioner plans to accommodate this request.
- The petition could facilitate the following 2040 Comprehensive Plan Goals:
 - 1: 10 Minute Neighborhoods
 - 5: Safe & Equitable Mobility
 - 6: Healthy, Safe & Active Communities

The approval of this petition will revise the recommended place type as specified by the 2040 Policy Map, from Community Activity Center to Commercial for the site.