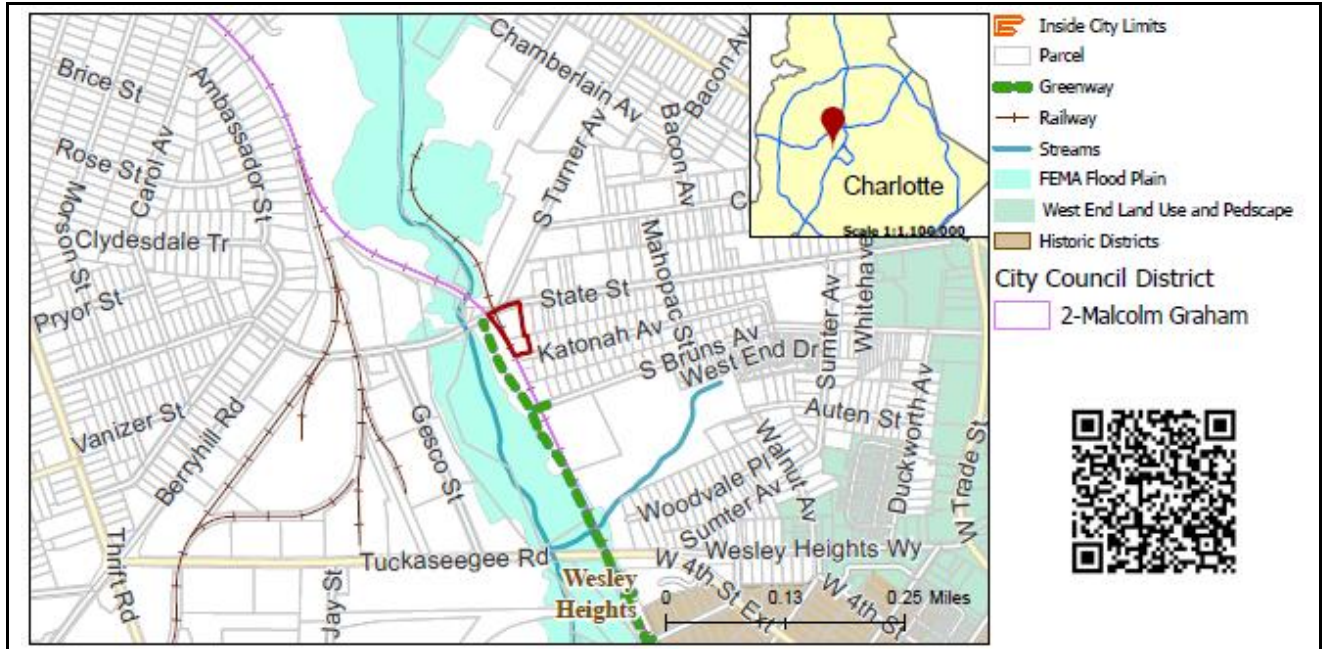


REQUEST

Current Zoning: I-2 (general industrial) and R-8 (single family residential)
Proposed Zoning: MUDD-O (mixed use development, optional)

LOCATION

Approximately 0.7 acres (two lots) located on the south side of State Street and north side of Katonah Avenue



SUMMARY OF PETITION

The petition proposes to rezone property to MUDD-O to construct a 104-unit multifamily development at a density of 148 dwelling units per acre.

**PROPERTY OWNER
PETITIONER
AGENT/REPRESENTATIVE**

Community Building Investments LLC; Michael T. Whitehead
Grubb Management, LLC
Collin Brown and Brittany Lins

COMMUNITY MEETING

Meeting is required and has been held. Report available online.
Number of people attending the Community Meeting: 15

**STAFF
RECOMMENDATION**

Staff does not recommend approval of this petition in its current form.

Plan Consistency

The petition is **consistent** with the *Central District Plan* recommendation for multi-family land uses for most of the site, including portions recommending greater than 25 DUA, but **inconsistent** with the recommendation for single family residential up to 8 DUA for a portion of the site.

Rationale for Recommendation

- The scale of the proposed building does not adequately provide a height transition toward the adjacent single family homes.
- While the site is within ½ mile of a future Lynx Gold Line stop and bus routes, and adjacent to the Stewart Creek Greenway, it is anticipated that majority of the residents will own automobiles. The site plan requests an optional provision to only require a total of 6 parking spaces for 104 apartments. At this time, there is no

plan for additional offsite parking spaces for the building’s residents.

- While the site provides 50% of units that will be affordable up to 80% AMI, the size and scale of the building, as well as the lack of available parking, may provide land use incompatibilities and parking strain on the existing adjacent single-family homes.

The approval of this petition will revise the adopted future land use as specified by the *Central District Plan*, from a portion of the site from single family residential up to 8 DUA to residential over 22 dua.

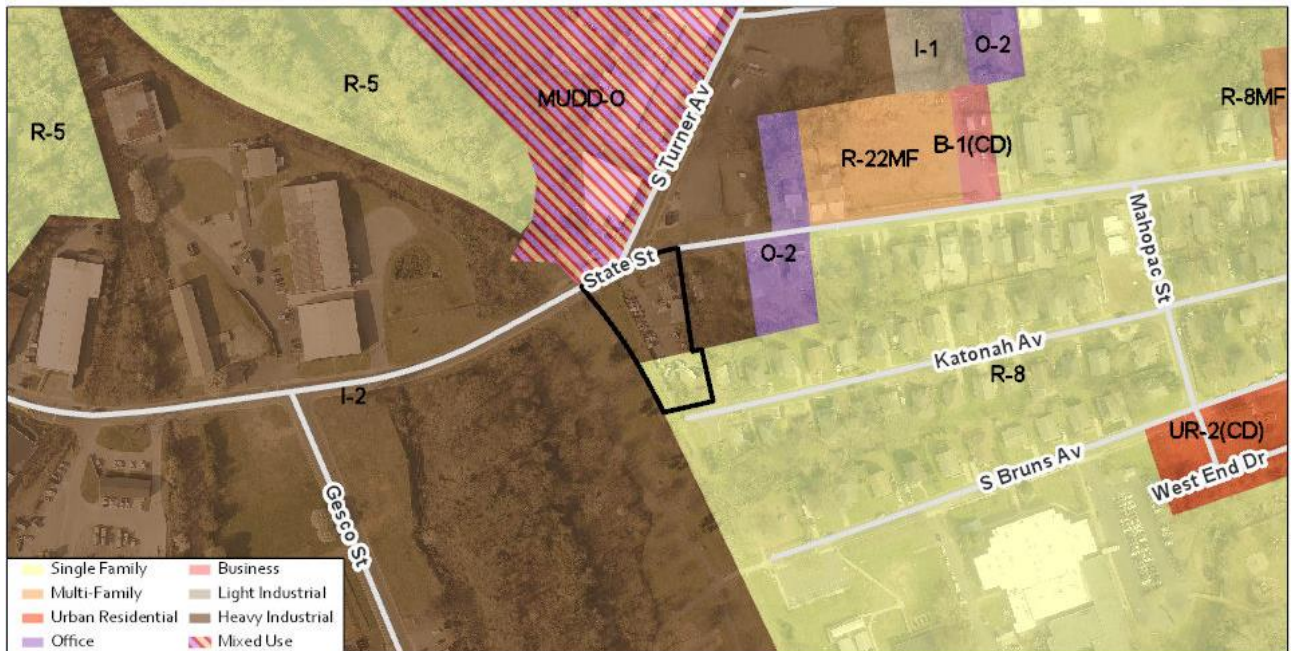
PLANNING STAFF REVIEW

• **Proposed Request Details**

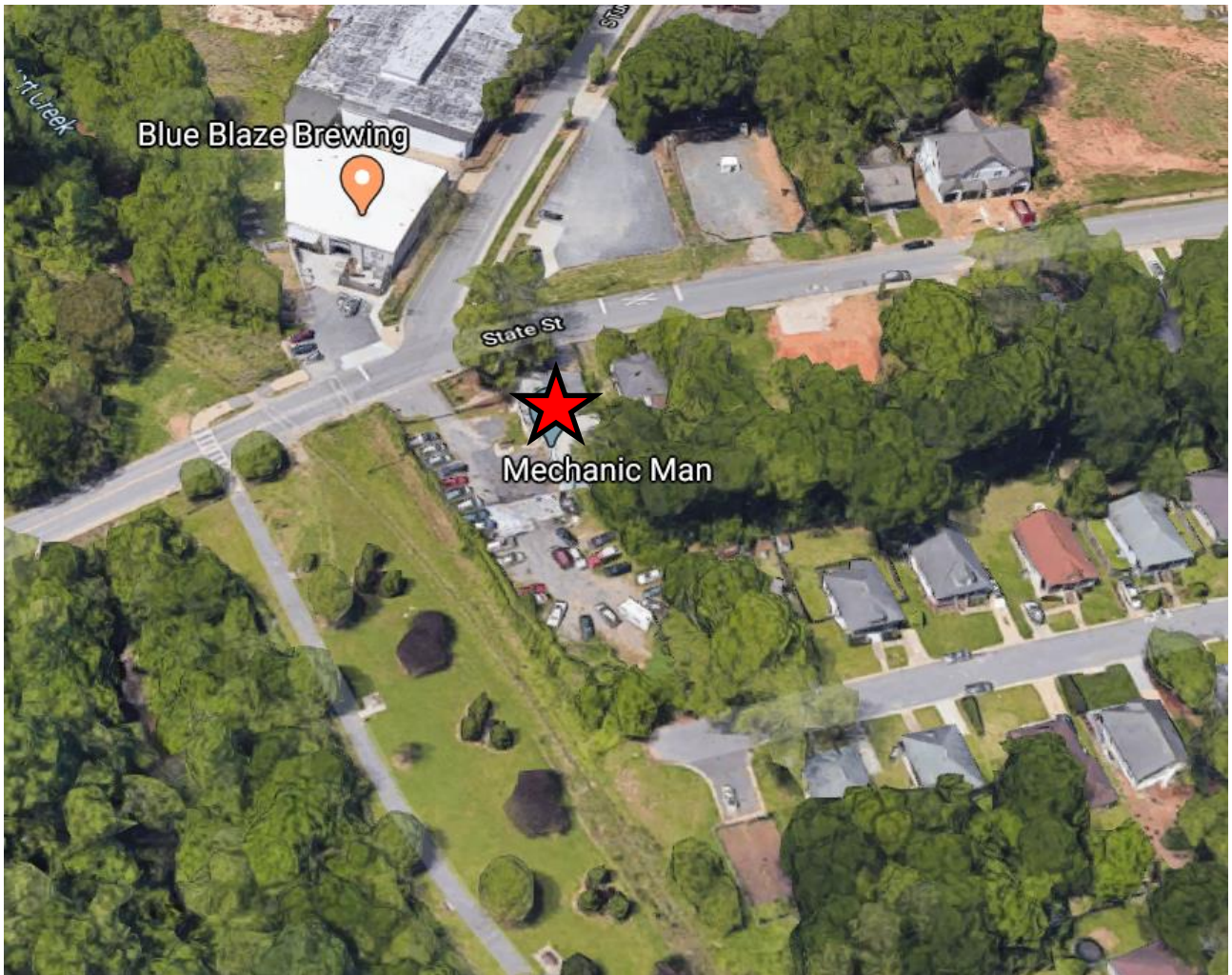
The site plan accompanying this petition contains the following provisions:

- Calls for up to 104 multifamily residential units, with a density of 148 DUA
- Requests optional provision to reduce parking requirement to a total of 6 parking spaces on site.
- Limits building height to a maximum of 65 feet and uses to multi-family development.
- Provides a workforce housing program to ensure that 50% of residential units for a period not less than 15 years to maintain monthly rents that affordable for persons earning not more than 80% of the area median income.
- Constructs a 6-foot sidewalk and an 8-foot planting strip.
- Extends the proposed sidewalk beyond the site’s frontage on State Street to connect to the Stewart Creek Greenway.
- Provides design standards related to building materials, massing, and roof form and articulation.
- [Commits to constructing a CATS bus station if a bus route is added within five \(5\) years.](#)

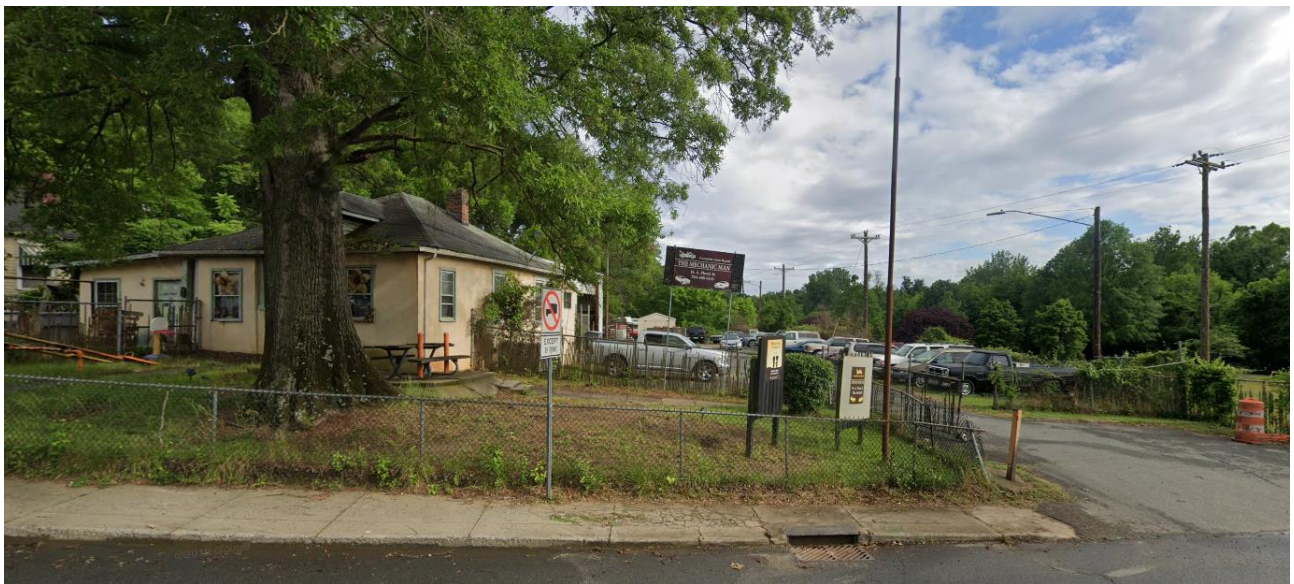
• **Existing Zoning and Land Use**



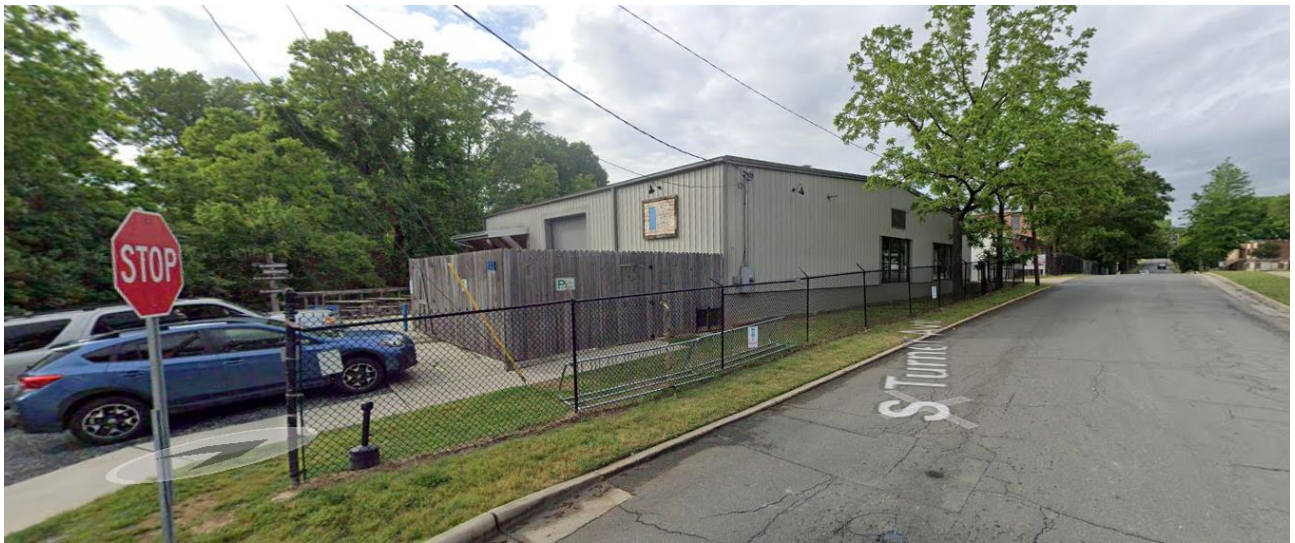
The subject property is developed with an automotive repair garage. The surrounding land uses include single family homes, a brewery, and the Stewart Creek greenway.



The subject property is adjacent to the Stewart Creek Greenway and single family residential. A brewery is located across the street. The subject property is marked with a red star.



The subject property is developed with an automotive repair garage.



The property to the north is developed with a brewery.



The properties to the south are developed with single family residential and a community garden.

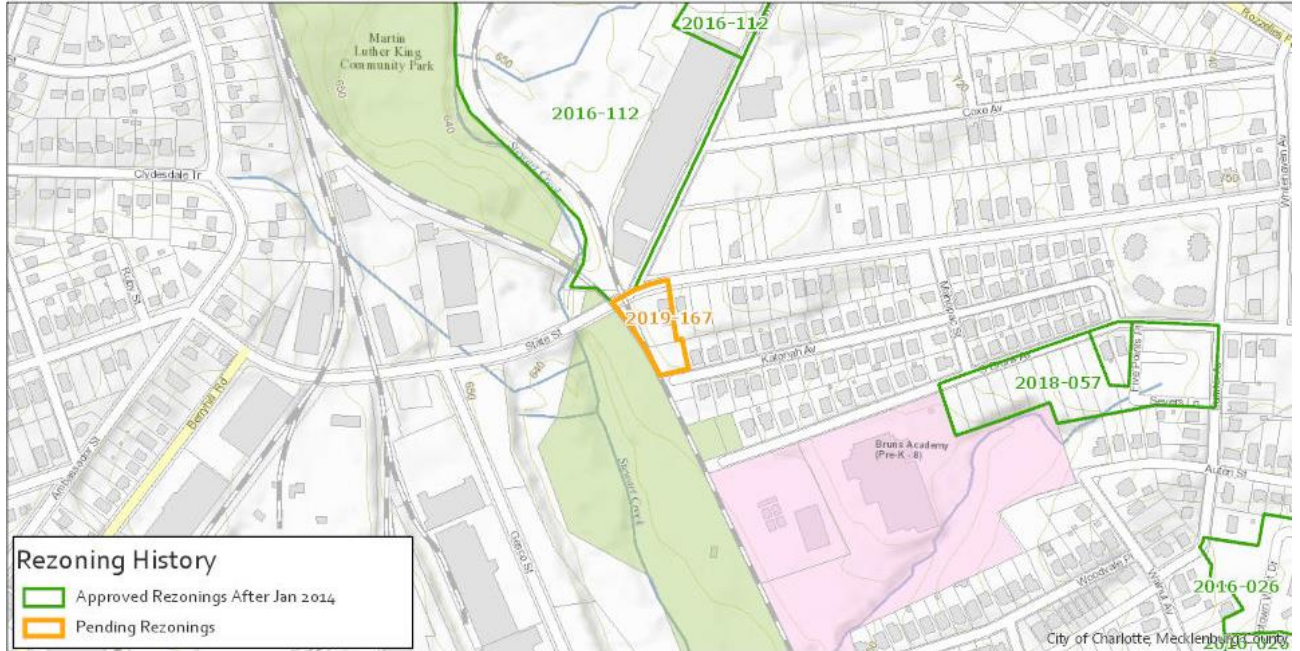


The properties to the east are developed with single family homes.



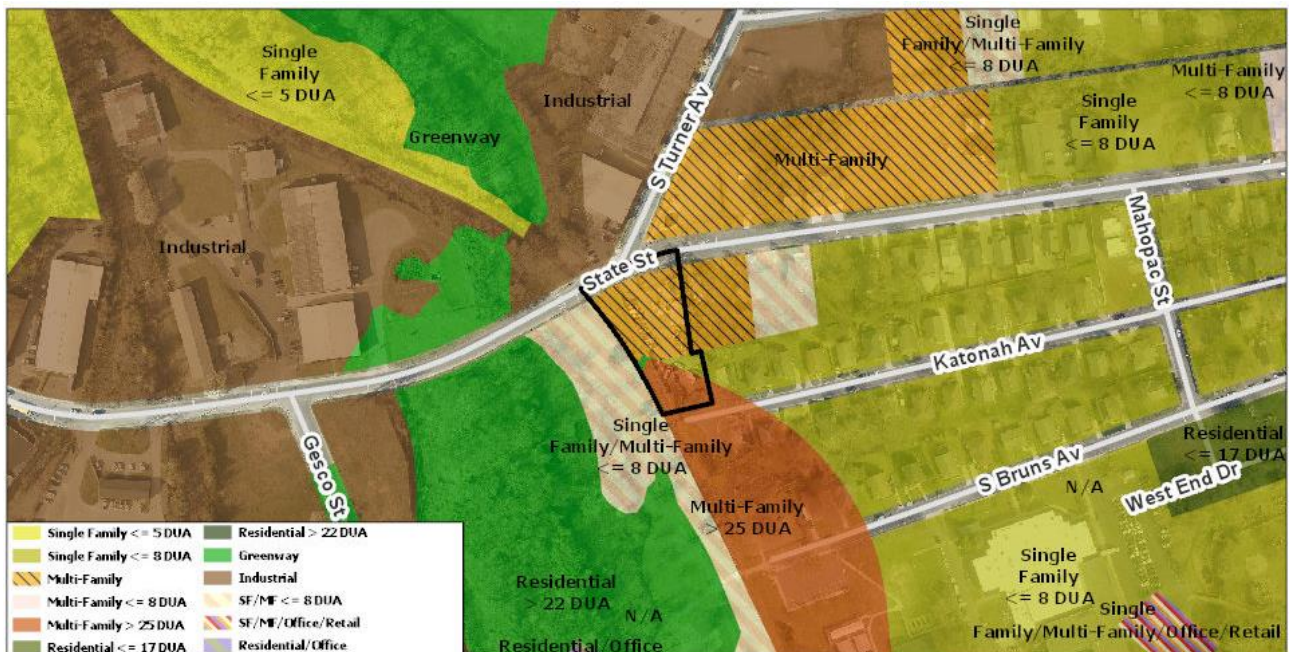
The property to west is developed with the Stewart Creek greenway. The subject property is marked with a red star.

• **Rezoning History in Area**



Petition Number	Summary of Petition	Status
2016-026	Rezoned to UR-3(CD) PED-O (urban residential, conditional pedestrian overlay) and UR-3(CD) PED-O SPA (urban residential, conditional pedestrian overlay, optional, site plan amendment) to allow 85 single family attached residential units for a density of 18.66 units per acre.	Approved
2016-112	Rezoned to MUDD-O to reuse existing industrial buildings (including Savona Mill) to allow a mix of residential and non-residential uses.	Approved
2018-057	Rezoned to UR-2 (CD) (urban residential conditional) and UR-2(CD) SPA (urban residential, conditional, site plan amendment) to develop a townhouse community.	Approved

• **Public Plans and Policies**



- The *Central District Plan* (adopted 1993) recommends multi-family for the majority of the site and single family residential up to 8 DUA for the remaining portion of the site.
- **TRANSPORTATION SUMMARY**
 - The site is at the unsignalized intersection of State Street (minor collector, city maintained) and Turner Avenue (minor collector, city maintained). The site is in a wedge inside Route 4.
- **ACTIVE PROJECTS NEAR THE SITE:**
 - **State Street Pedestrian Improvements**
 - This project will transform State Street into a pedestrian-friendly street. It will be a connection between major trip generators at each end of the corridor, as well as Johnson C. Smith University and the private development of Old Savona Mills.
 - **State Street Pedestrian Crossing**
 - This project will connect the current greenway within the Wesley Heights neighborhood and the proposed Stewart Creek greenway managed by County Parks and Recreation.
 - **West Trade Street and Rozzelles Ferry Connectivity Project**
 - The West Trade/Rozzelles Ferry Community Neighborhood Investment Plan (CNIP) area includes the neighborhoods northwest of Uptown Charlotte. The area, bounded by Beatties Ford Road, Morehead Street, Wilkinson Boulevard, Ashley Road and I-85 has a unique blend of historic landmarks, commercial nodes, residential wedges, schools, universities, parks and a greenway system.
 - **CityLYNX Gold Line Phase 2**
 - Gold Line Phase 2 extends the current streetcar segment by 2.5 miles on the east and west ends of the line, creating an interim system of 4 miles. CityLYNX Gold Line Phase 2 will extend west 2 miles from the Charlotte Transportation Center to French Street, and east one-half mile along Hawthorne Lane from Novant Presbyterian Hospital to Sunnyside Avenue.
- **TRANSPORTATION CONSIDERATIONS**
 - No outstanding issues.
 - **Vehicle Trip Generation:**
 - Current Zoning:
 - Existing Use: 20 trips per day (based on 1,170 SF office and 1,340 SF Auto Care Center).
 - Entitlement: 70 trips per day (based on 7,200 SF warehouse and 1 dwelling).
 - Proposed Zoning: 570 trips per day (based on 104 dwellings).

DEPARTMENT COMMENTS (see full department reports online)

- **Charlotte Area Transit System:** No outstanding issues.
- **Charlotte Department of Housing and Neighborhood Services:** See advisory comments at www.rezoning.org
- **Charlotte Department of Solid Waste Services:** See advisory comments at www.rezoning.org
- **Charlotte Fire Department:** See advisory comments at www.rezoning.org
- **Charlotte-Mecklenburg Schools:** The development allowed under the existing zoning could generate 3 students, while the development allowed under the proposed zoning may produce 17 students. Therefore, the net increase in the number of students generated from existing zoning to proposed is 14.
 - The proposed development is projected to increase the school utilization over existing condition (without mobile classroom units) as follows:
 - Bruns Avenue Elementary from 72% to 73%
 - Ranson Middle remains at 109%
 - West Charlotte High remains at 85%.
- **Charlotte Water:** Charlotte Water has accessible water system infrastructure for the rezoning boundary via an existing 8-inch water distribution main located along State Street. Charlotte Water has accessible sanitary sewer system infrastructure for the rezoning boundary via an existing 8-inch gravity sewer main located along State Street and an existing 8-inch gravity sewer main running through the center of the rezoning boundary.
- See advisory comments at www.rezoning.org
- **Engineering and Property Management:**
 - **Arborist:** No comments submitted.
 - **Erosion Control:** No outstanding issues.
 - **Land Development:** No outstanding issues.
 - **Storm Water Services:** See advisory comments at www.rezoning.org

- **Urban Forestry:** See advisory comments at www.rezoning.org
- **Mecklenburg County Land Use and Environmental Services Agency:** See advisory comments at www.rezoning.org
- **Mecklenburg County Parks and Recreation Department:** No outstanding issues.

OUTSTANDING ISSUESSite and Building Design

1. Setbacks should be representative of the adjacent single family homes adjacent on the block face.
2. Height transition not provided. Please consider limiting building height to 40ft max, which is consistent with the single family zoning districts and would equate to a 3 story building. The third story should be located in a dormer/roofline that would mimic a residential structure with the same roof pitch. Or limit height to 50ft max with a step back of 10ft at 40ft along the parcel boundary that is adjacent to single family homes in addition to the fourth story being located in a dormer of the same pitch as adjacent residential.
3. Petitioner has not adequately provided a parking alternative to address the lack of onsite parking.

See Attachments (applications, department memos, maps etc.) Online at www.rezoning.org

Planner: Lisa Arnold (704) 336-5967