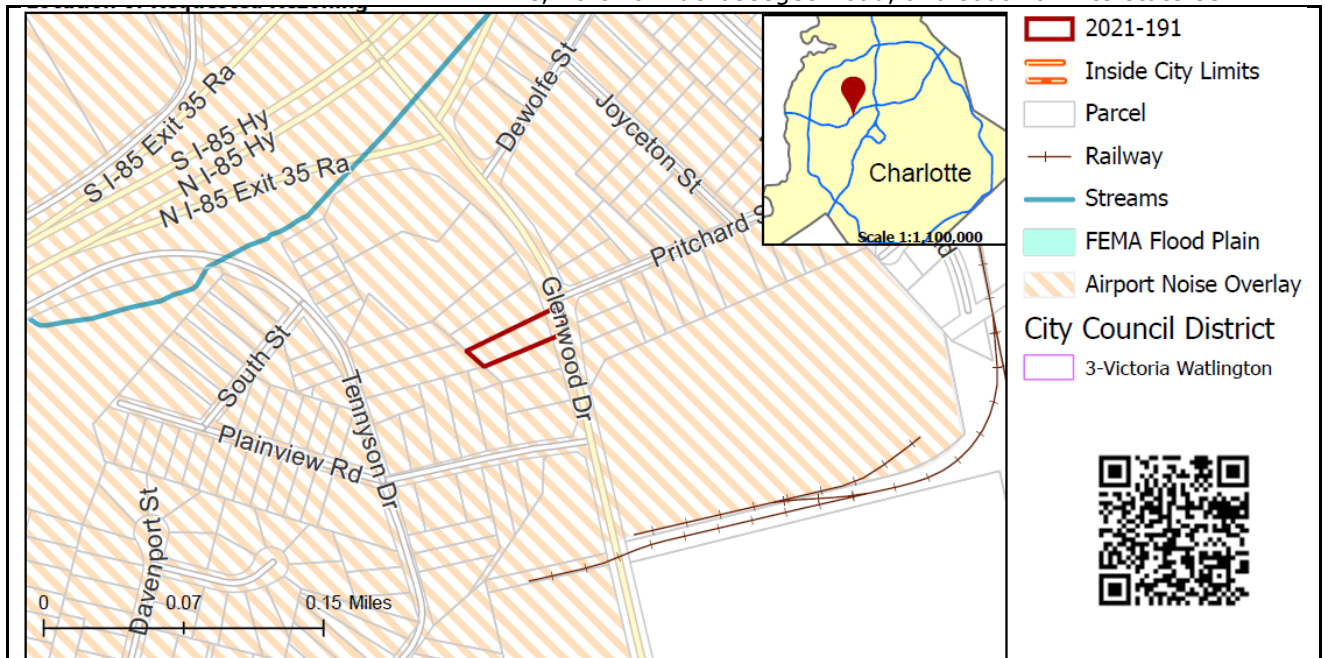


## REQUEST

Current Zoning: R-5 AIR (single family residential, airport noise overlay)  
Proposed Zoning: R-8MF AIR (multi-family residential, airport noise overlay)

## LOCATION

Approximately 0.35 acres located on the west side of Glenwood Drive, north of Tuckaseegee Road, and south of Interstate 85.



## SUMMARY OF PETITION

The petition proposes to allow all uses in the R-8MF zoning district on a parcel that is currently vacant.

### PROPERTY OWNER

Bentley Pham and Athena Nguyen

### PETITIONER

Bentley Pham

### AGENT/REPRESENTATIVE

Bentley Pham

### COMMUNITY MEETING

Meeting is not required.

## STAFF RECOMMENDATION

Staff recommends approval of this petition.

### Plan Consistency

The petition is **inconsistent** with the *Central District Plan* (1993) recommendation for single family residential uses up to 4 dwelling units per acre (DUA). The petition is **consistent** with the General Development Policies that supports up to 8 DUA for the site.

### Rationale for Recommendation

- The petition would not allow any greater height allowance permitted under the existing zoning district (40 feet for a residential structure).
- This request supports the *Central District Plan's* policy recommendation of promoting "more urban scale infill development..." while only modestly increasing the allowable density on the site from one unit to two units.
- The subject site is the northern most parcel zoned R-5 on the western side of Glenwood Drive and adjacent to a number of parcels

zoned O-2, making it an appropriate site to transition to slightly denser uses.

- Though this site is in the airport noise overlay, it is near the northern edge of the overlay, around three miles from the edge of the airport; and a small increase in density to the site provides appropriate infill without drastically increasing the overall residential units within the airport noise overlay.

The approval of this petition will revise the adopted future land use as specified by the *Central District Plan* (1993), from single family residential uses up to 4 DUA to multi-family residential uses up to 8 DUA.

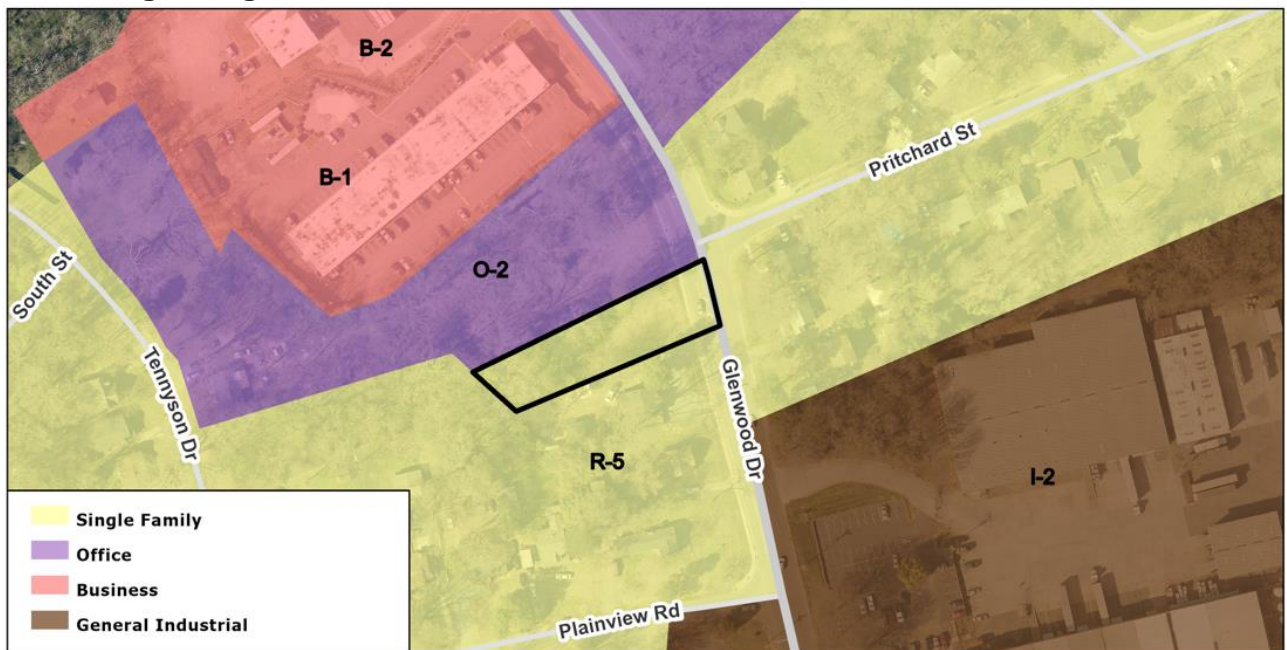
#### PLANNING STAFF REVIEW

- **Proposed Request Details**

This is a conventional rezoning petition with no associated site plan.

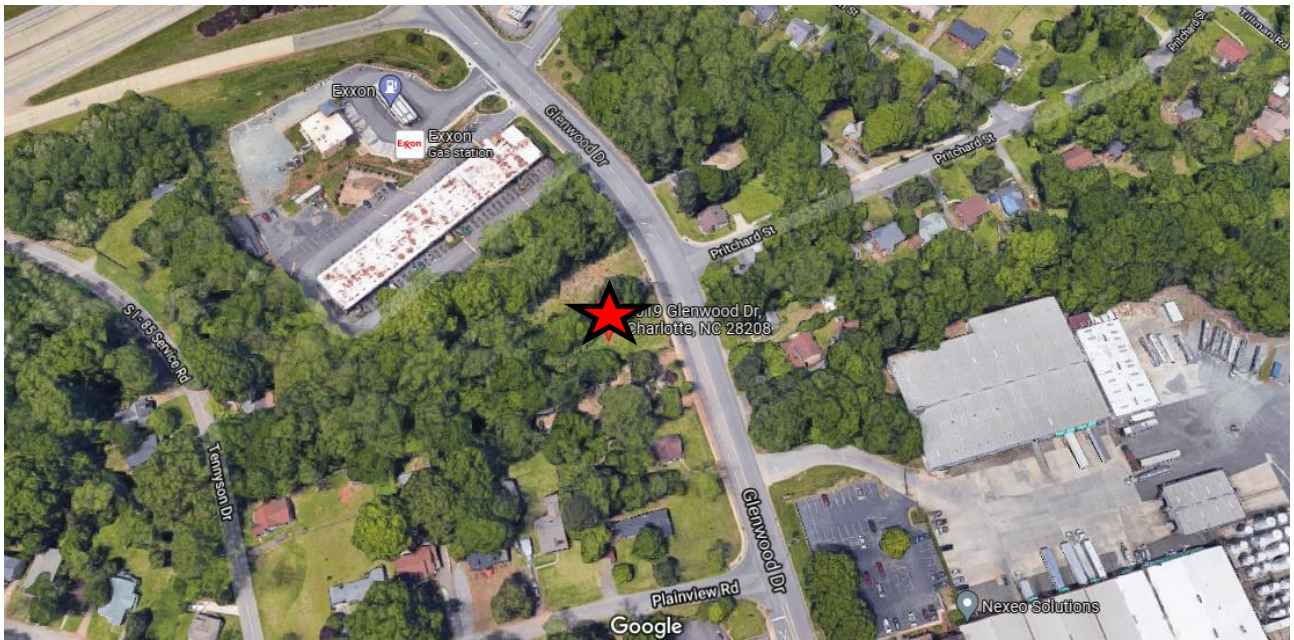
- Proposes to allow all uses in the R-8MF zoning district.

- **Existing Zoning and Land Use**



- The site is currently zoned R-5 and is in an area with single family residential, retail, and industrial uses. The parcels along the northern boundary of the site are vacant.





- The subject site is denoted with a red star



- The parcels north of the site are vacant.



- East of the site are single family houses.

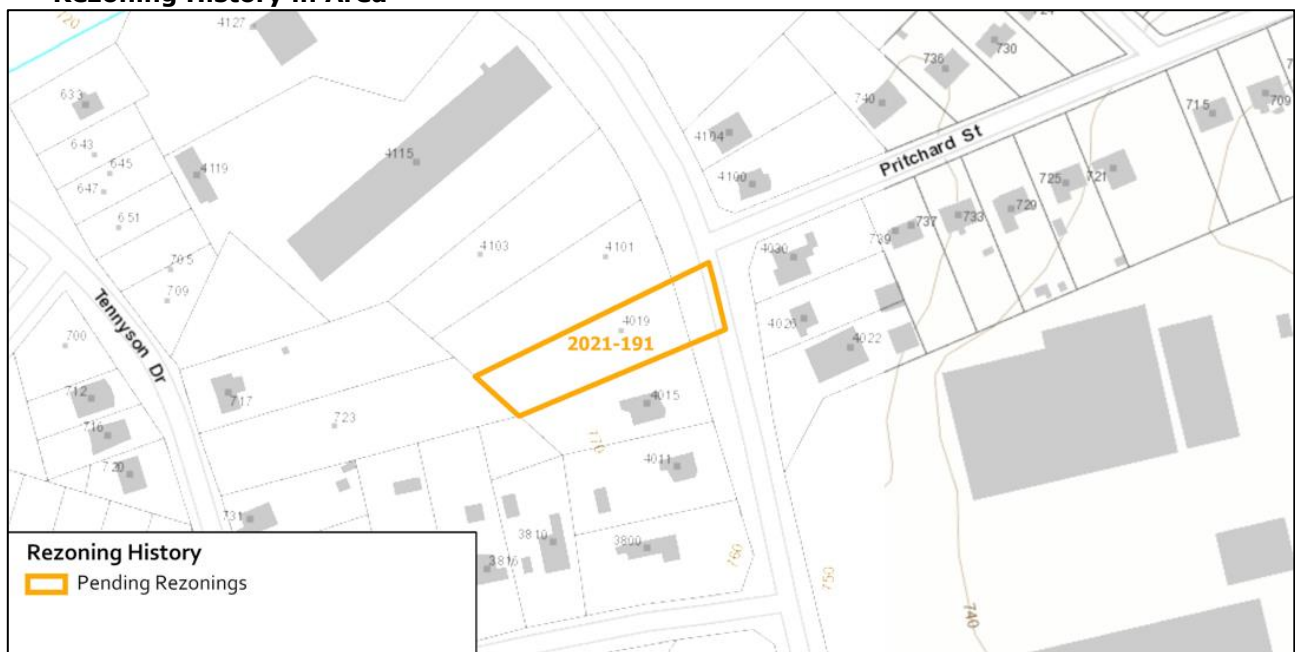




- South of the site are single family houses.

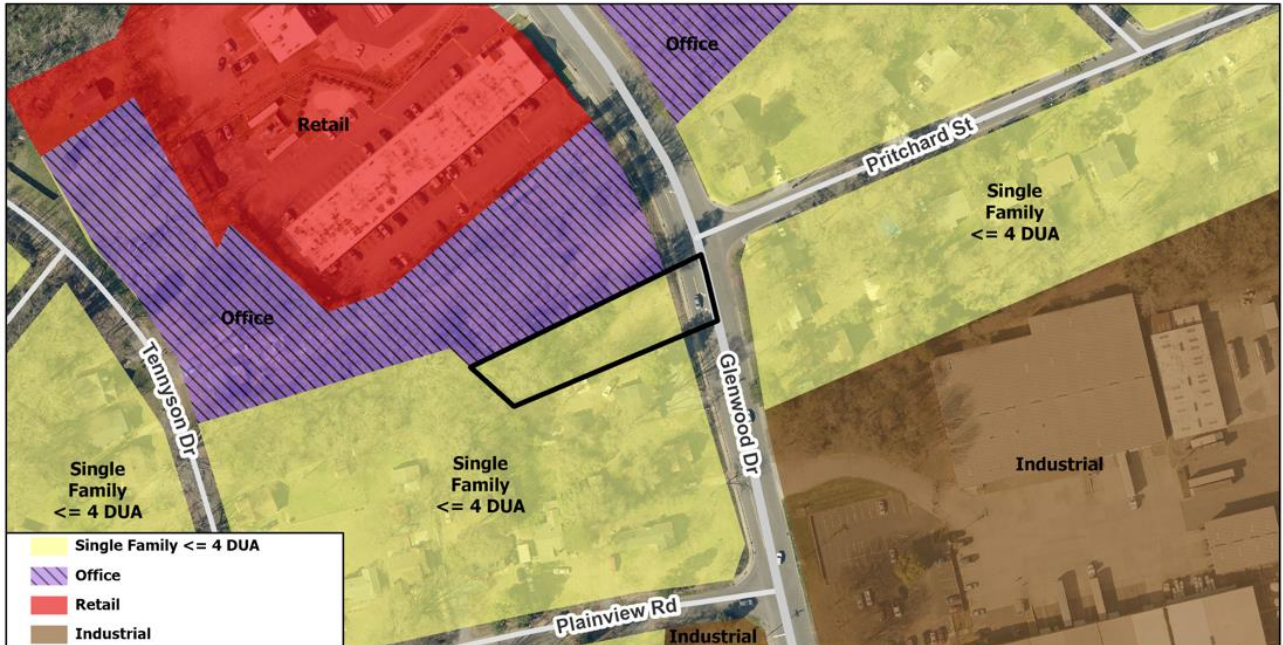


- West of the site are some vacant parcels and single family houses.
- **Rezoning History in Area**



- There have been no recent rezonings in the area.

- **Public Plans and Policies**



- The *Central District Plan* (1993) recommends single family residential uses up to 4 dwelling units per acre for the site.
- The *General Development Policies* (GDP) provides policy guidance for evaluating proposed residential densities greater than four units per acre. The petition meets the General Development Policies locational criteria for consideration of up to 8 dwellings per acre as illustrated in the table below.

Assessment Criteria	Density Category – up to 8 DUA
Meeting with Staff	1
Sewer and Water Availability	2
Land Use Accessibility	2
Connectivity Analysis	2
Road Network Evaluation	0
Design Guidelines	4
Other Opportunities or Constraints	NA
<b>Minimum Points Needed: 11</b>	<b>Total Points: 11</b>

- **TRANSPORTATION SUMMARY**

- The site is located adjacent to Glenwood Drive, a City-maintained minor thoroughfare at Pritchard Street a City-maintained local street. A Traffic Impact Study (TIS) is not needed for this site. CDOT will coordinate site access and streetscape improvement requirements during permitting.
- **Active Projects:**
  - There are no active projects near this site.
- **Transportation Considerations**
  - No outstanding issues.
- **Vehicle Trip Generation:**
  - Current Zoning:
    - Existing Use: 0 trips per day (the site is vacant).
    - Entitlement: 10 trips per day (based on 1 dwelling).
  - Proposed Zoning: 10 trips per day (based on 2 dwellings).

**DEPARTMENT COMMENTS** (see full department reports online)

- **Charlotte Area Transit System:** No comments submitted.
- **Charlotte Department of Housing and Neighborhood Services:** No comments submitted.
- **Charlotte Department of Solid Waste Services:** See advisory comments at [www.rezoning.org](http://www.rezoning.org)
- **Charlotte Fire Department:** See advisory comments at [www.rezoning.org](http://www.rezoning.org)
- **Charlotte-Mecklenburg Schools:** The development allowed under the existing zoning could generate 0 students, and the development allowed under the proposed zoning may produce 0



students. Therefore, the net increase in the number of students generated from existing zoning to proposed is 0.

- The proposed development is not projected to increase the school utilization over existing conditions (without mobile classroom units) as follows:
    - Westerly Hills Elementary at 100%
    - Wilson Stem Academy at 90%
    - Harding University High at 129%.
  - **Charlotte Water:** See advisory comments at [www.rezoning.org](http://www.rezoning.org)
  - **Erosion Control:** No comments submitted.
  - **Mecklenburg County Land Use and Environmental Services Agency:** See advisory comments at [www.rezoning.org](http://www.rezoning.org)
  - **Mecklenburg County Parks and Recreation Department:** No comments submitted.
  - **Stormwater Services Land Development Engineering:** No comments submitted.
  - **Storm Water Services:** See advisory comments at [www.rezoning.org](http://www.rezoning.org)
  - **Urban Forestry / City Arborist:** No comments submitted.
- 





**See Attachments (applications, department memos, maps etc.) Online at [www.rezoning.org](http://www.rezoning.org)**







**Planner:** Holly Cramer (704) 353-1902

## Goals Relevant to Rezoning Determinations Petition 2021-191

The following table represents an overview of the relationship between the **Charlotte Future 2040 Comprehensive Plan** and **Rezoning Petitions**. This is an evolving analysis that is expected to be refined when Policy Mapping is completed (anticipated early 2022) and when the **Policy Map** is adopted (anticipated March 2022).

Please note: not all goals will apply to all rezoning petitions.

Goals	Goal Description	Relationship to Charlotte Future 2040 Comprehensive Plan
	<b>Goal 1: 10- Minute Neighborhoods</b> All Charlotte households should have access to essential amenities, goods, and services within a comfortable and tree-shaded 10-minute walk, bike, or transit trip by 2040. Not all neighborhoods are expected to include every essential amenity, good, or service, but every resident should have access within a ½ mile walk or a 2-mile bike or transit ride.	✗
	<b>Goal 2: Neighborhood Diversity &amp; Inclusion</b> Charlotte will strive for all neighborhoods to have a diversity of housing options by increasing the presence of middle density housing (e.g. duplexes, triplexes, fourplexes, townhomes, accessory dwelling units, and other small lot housing types) and ensuring land use regulations allow for flexibility in creation of housing within existing neighborhoods.	✓
	<b>Goal 3: Housing Access for All</b> Charlotte will ensure opportunities for residents of all incomes to access affordable housing through the preservation of naturally occurring affordable and workforce housing and increasing the number of affordable and workforce housing units through new construction.	✗
	<b>Goal 4: Trail &amp; Transit Oriented Development (2-TOD)</b> Charlotte will promote moderate to high-intensity, compact, mixed-use urban development along high-performance transit lines and near separated shared-use paths or trails.	N/A

	<p><b>Goal 5: Safe &amp; Equitable Mobility</b></p> <p>Charlotte will provide safe and equitable mobility options for all travelers regardless of age, income, ability, race, where they live, or how they choose to travel. An integrated system of transit and tree-shaded bikeways, sidewalks, shared-use paths, and streets will support a sustainable, connected, prosperous, and innovative network that connects all Charlotteans to each other, jobs, housing, amenities, goods, services and the region.</p>	<p>N/A</p>
	<p><b>Goal 6: Healthy, Safe &amp; Active Communities</b></p> <p>All Charlotteans will live and work in safe and resilient neighborhoods that enable healthy and active lifestyles by reducing exposure to harmful environmental contaminants, expanding and improving the quality of tree canopy, encouraging investment in walking, cycling, and recreation facilities, and providing access to healthy food options and healthcare services.</p>	<p>N/A</p>
	<p><b>Goal 7: Integrated Natural &amp; Built Environments</b></p> <p>Charlotte will protect and enhance its surface water quality, tree canopy, and natural areas with a variety of trees, plantings, green infrastructure, green building practices, and open space at different scales throughout the entire community as a component of sustainable city infrastructure that addresses the threat of climate change.</p>	<p>N/A</p>
	<p><b>Goal 8: Diverse &amp; Resilient Economic Opportunity</b></p> <p>Charlotteans will have opportunity for upward economic mobility through access to a diverse mix of jobs and careers that align with education and skill levels of residents and the economic strengths of the region.</p>	<p>N/A</p>
	<p><b>Goal 9: Retain Our Identity &amp; Charm</b></p> <p>Charlotte will cultivate community-driven placemaking and identity, while limiting displacement and retaining the essence of existing neighborhoods by intentionally directing redevelopment.</p>	<p>✓</p>
	<p><b>Goal 10: Fiscally Responsible</b></p> <p>Charlotte will align capital investments with the adopted growth strategy and ensure the benefit of public and private sector investments benefit all residents and limit the public costs of accommodating growth</p>	<p>✗</p>