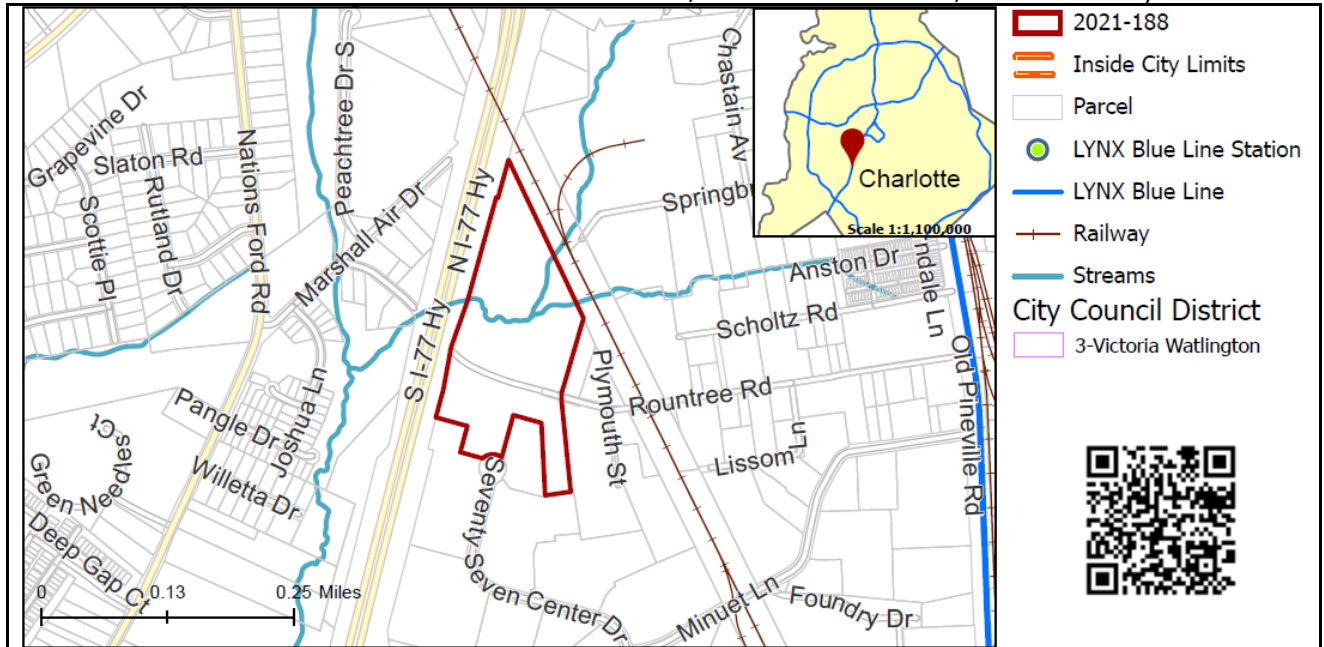


REQUEST

Current Zoning: I-1, industrial
Proposed Zoning: MUDD(CD) (mixed use development, conditional)

LOCATION

Approximately 15.83 acres located along the north and south side of Rountree Road, east of Interstate 77, and north of Tyvola Road.



SUMMARY OF PETITION

The petition proposes to develop the site with up to 300 multi-family dwelling units at a density of 18.95 units per acre.

PROPERTY OWNER

TDC 77 Center Drive Land LLC

PETITIONER

Dominion Realty Partners

AGENT/REPRESENTATIVE

Bridget Grant / Moore & Van Allen

COMMUNITY MEETING

Meeting is required and has been held. Report available online.

Number of people attending the Community Meeting: 2.

**STAFF
RECOMMENDATION**

Staff recommends approval of this petition.

Plan Consistency

The petition is **inconsistent** with the *Woodlawn Transit Station Area Plan* recommendation for office and office/industrial-warehouse-distribution.

Rationale for Recommendation

- The petition provides housing opportunities within walking distance to places of employment, commercial uses.
- The site is located $\frac{3}{4}$ of a mile from the Woodlawn Transit station.
- The area around Scholtz Rd, Springbrook Rd, and Rountree Rd, between the site and the station, has recently seen zoning transitioning from industrial development to transit oriented development.
- The petition supports the emerging mix of uses in the area.
- The proposal provides connectivity between Tyvola Rd. and Old Pineville Rd. by connecting Seventy Center Drive to Rountree Rd.

The approval of this petition will revise the adopted future land use as specified by the *Woodlawn Transit Station Area Plan*, from office and office/industrial-warehouse-distribution use to residential less than or equal to 22 units per acre.

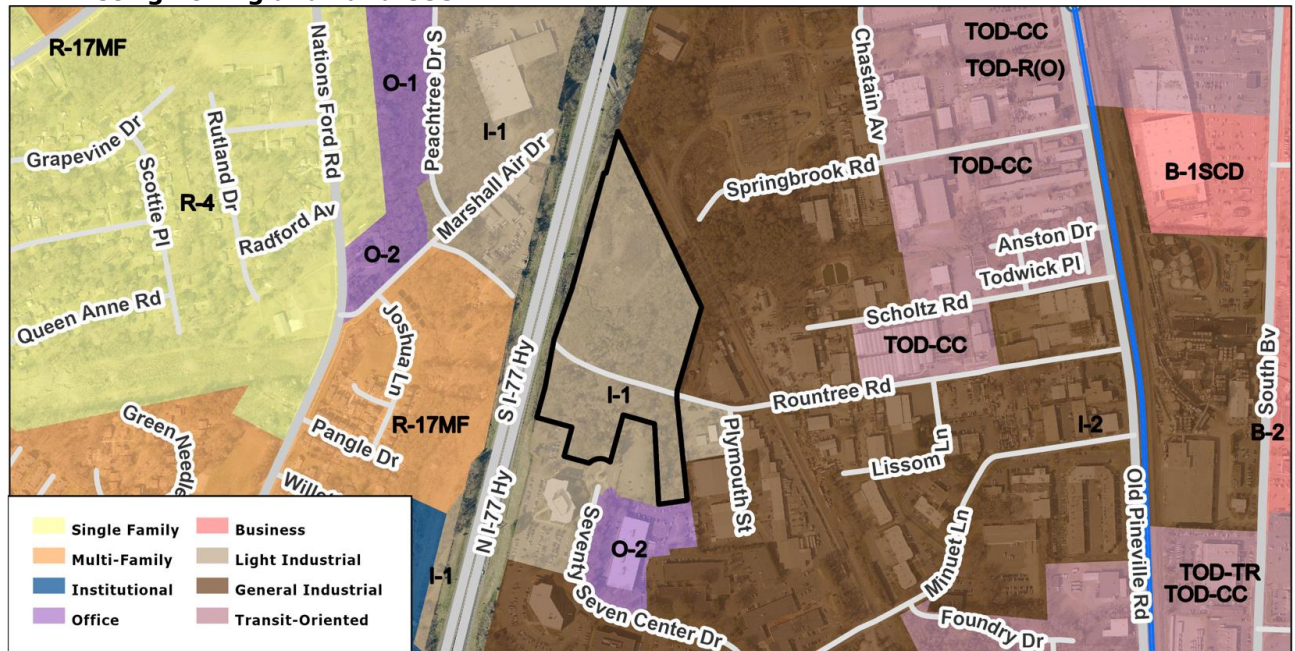
PLANNING STAFF REVIEW

• Proposed Request Details

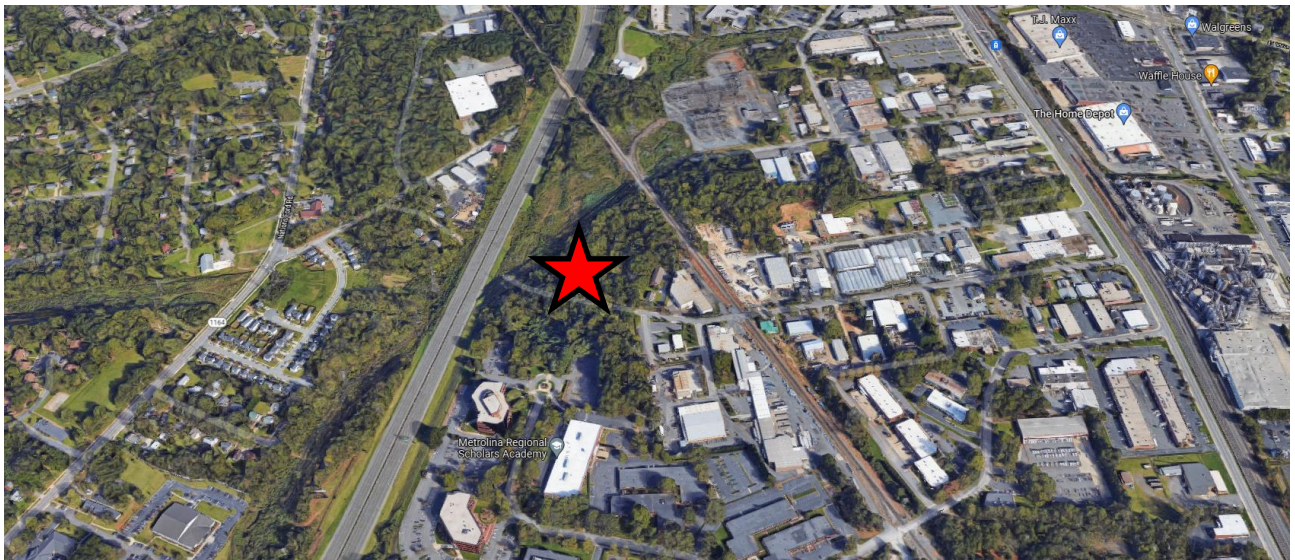
The site plan accompanying this petition contains the following provisions:

- Up to 300 multi-family residential dwelling units in 4 buildings.
- Maximum building height of 68 feet.
- Provides a club house and a minimum of 5,500 square feet of improved open space.
- Locates buildings at the southern portion of the site near and along the extension of Seventy Center Dr. that connects to Rountree Rd. The northern portion of the site will remain undeveloped and tree save as there is a stream and Duke Energy utility easement.
- Access via the extension of Seventy Center Dr. and Rountree Rd. which will be connected.
- Constructs an 8 ft planting strip and 8 ft sidewalk along both sides of the street extension. Provides an internal sidewalk network with sidewalk widths a minimum of 6 ft.
- Provides on-street parking along both sides of the street extension.
- Commits to architectural standards related to building frontages, blank walls, allowed exterior building materials, building massing, architectural base, roof pitch and screening rooftop mechanical equipment and service areas.

• Existing Zoning and Land Use



The site is in an area with a mix of non-residential uses. There are office uses along Seventy Seven Drive, industrial uses north and east of the site and transit oriented development further east closer to Old Pineville Road.



The site (indicated by the red star) is currently undeveloped and is in an area mostly developed with office and industrial uses.



North of the site are industrial uses at the end of Springbrook Rd.



East of the site are industrial uses along Rountree and Plymouth St.

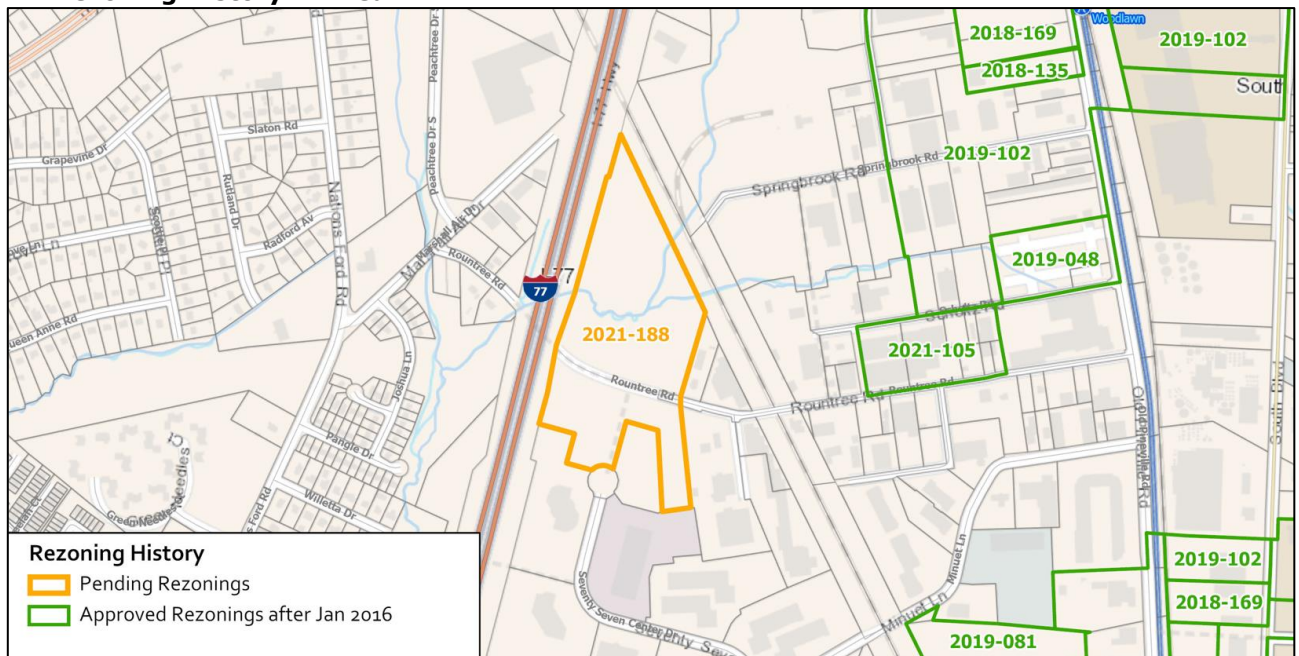


South of the site are office uses along Seventy Seven Drive.



West of the site is the I-77 corridor.

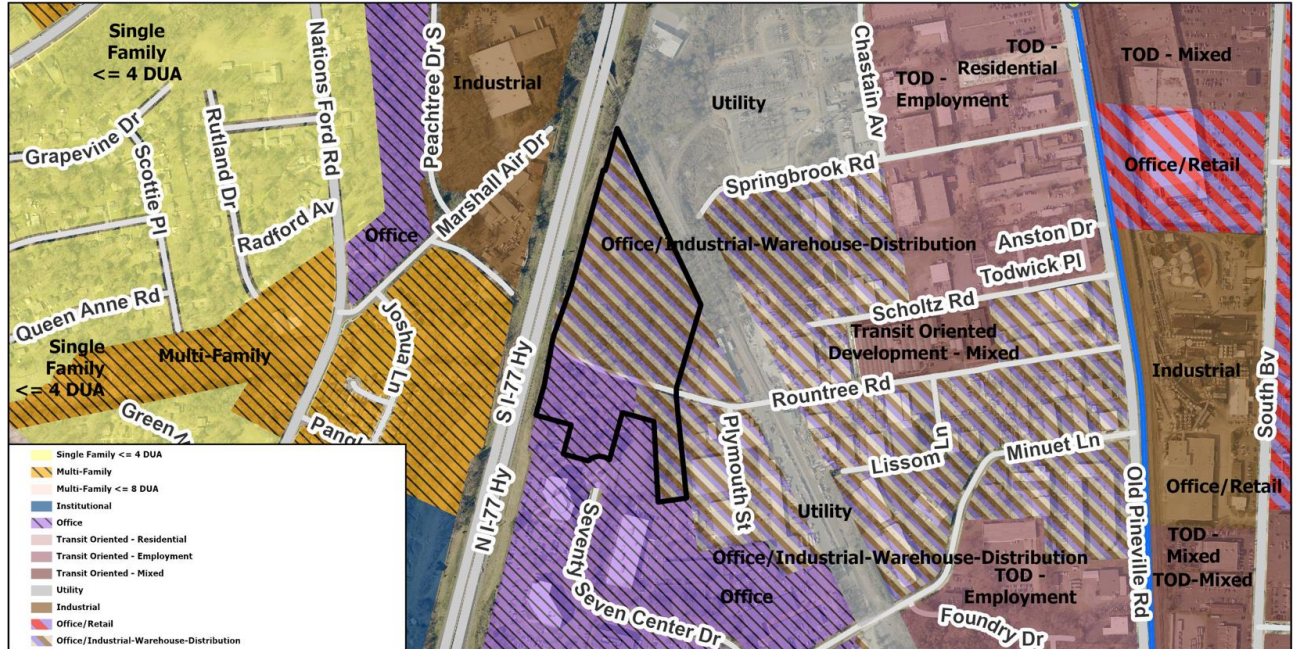
- Rezoning History in Area**



Petition Number	Summary of Petition	Status
2018-135	1.49 acres northeast of the site on the west side of Old Pineville Rd near the Woodlawn Transit station to TOD-R(O) to allow residential development.	Approved
2018-169	Multiple parcels along the Lynx Blue Line as a result of adoption of the TOD text amendment.	Approved

2019-048	3.6 acres east of the site at the intersection of Old Pineville Rd and Scholtz Rd from I-2 to TOD-CC to allow transit oriented development.	Approved
2019-081	10.5 acres southeast of the site on the north side of Tyvola Rd from I-2 to TOD-CC to allow transit oriented development.	Approved
2019-102	Multiple parcels along the Lynx Blue Line to align zoning with land use recommendations for transit oriented development.	Approved
2021-105	4.44 acres east of the site on the north side of Rountree Rd from I-2 to TOD-CC to allow transit oriented development.	Approved

• **Public Plans and Policies**



- The *Woodlawn Transit Station Area Plan* (2008) recommends office and office/industrial-warehouse-distribution use for the site.
- **TRANSPORTATION SUMMARY**
 - The site abuts two City-maintained local roads, Roundtree Road and Seventy Seven Center Drive. The site plan proposes to utilize the existing Local Roads' stub and cul-de-sac for site access, while connecting the existing local streets. A Traffic Impact Study (TIS) is not necessary for the review of this petition due to the site generating less than 2,500 daily trips. The site abuts NCDOT's right-of-way. NCDOT coordination will be imperative during all phases of this project as I-77 is slated to be widened with NCDOT Project I-5718A. All construction operations shall be maintained outside of NCDOT's Controlled Access (CA).
- **Active Projects:**
 - TIP I-5718A
 - Widen existing freeway I-77 to ten lanes, from I-485 (Exit 1) to Woodlawn Road (Exit 6), by constructing managed lanes.
 - ROW 2029; construction post year.
- **Transportation Considerations**
 - See Requested Technical Revisions, Note 3. [Addressed](#)
- **Vehicle Trip Generation:**

Current Zoning:

Existing Use: 0 trips per day (based on vacant land).
Entitlement: 300 trips per day (based on 158,300 sf. warehouse).

Proposed Zoning: 1,635 trips per day (based on 300 apartments).

DEPARTMENT COMMENTS (see full department reports online)

- **Charlotte Area Transit System:** No outstanding issues.
- **Charlotte Department of Housing and Neighborhood Services:** No outstanding issues.
- **Charlotte Department of Solid Waste Services:** No outstanding issues.
- **Charlotte Fire Department:** See advisory comments at www.rezoning.org
- **Charlotte-Mecklenburg Schools:** The development allowed under the existing zoning could generate 0 students, while the development allowed under the proposed zoning may produce 99 students. Therefore, the net increase in the number of students generated from existing zoning to proposed is 99 students.
 - The proposed development is projected to increase the school utilization over existing condition (without mobile classroom units) as follows:
 - Pinewood Elementary from 101% to 110%
 - Alexander Graham Middle from 112% to 114%
 - Harding University High from 129% to 130%.
- **Charlotte Water:** Charlotte Water has accessible water system infrastructure for the rezoning boundary via an existing 12-inch water distribution main located along the center of the rezoning boundary. Charlotte Water has accessible sanitary sewer system infrastructure for the rezoning boundary via an existing 8-inch gravity sewer main located along the center of the rezoning boundary. No outstanding issues.
- **Erosion Control:** No outstanding issues.
- **Mecklenburg County Land Use and Environmental Services Agency:** See advisory comments at www.rezoning.org
- **Mecklenburg County Parks and Recreation Department:** No outstanding issues.
- **Stormwater Services Land Development Engineering:** No outstanding issues.
- **Storm Water Services:** No outstanding issues.
- **Urban Forestry / City Arborist:** No outstanding issues.

REQUESTED TECHNICAL REVISIONSSite and Building Design

1. ~~Provide minimum transparency required for facades fronting streets.~~ Addressed
2. ~~Reduce the number of allowed buildings for residential dwellings to more closely align with the number shown on the plan, note states up to 7 and only 4 buildings are shown.~~ Addressed

Transportation

3. ~~Amend the label/ title for the proposed street to say "Public" rather than private.~~ Addressed

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





Planner: John Kinley (704) 336-8311









Goals Relevant to Rezoning Determinations

Rezoning Petition # 2021-188

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 and adopted (anticipated early 2022).

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

Goals	Goal Description	Relationship to Charlotte Future 2040 Comprehensive Plan
	Goal 1: 10- Minute Neighborhoods 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.	X
	Goal 2: Neighborhood Diversity & Inclusion 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.	X
	Goal 3: Housing Access for All 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.	X
	Goal 4: Trail & Transit Oriented Development (2-TOD) 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.	✓

	<p>Goal 5: Safe & Equitable Mobility</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>Goal 6: Healthy, Safe & Active Communities</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>Goal 7: Integrated Natural & Built Environments</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>Goal 8: Diverse & Resilient Economic Opportunity</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>Goal 9: Retain Our Identity & Charm</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>X</p>
	<p>Goal 10: Fiscally Responsible</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>N/A</p>