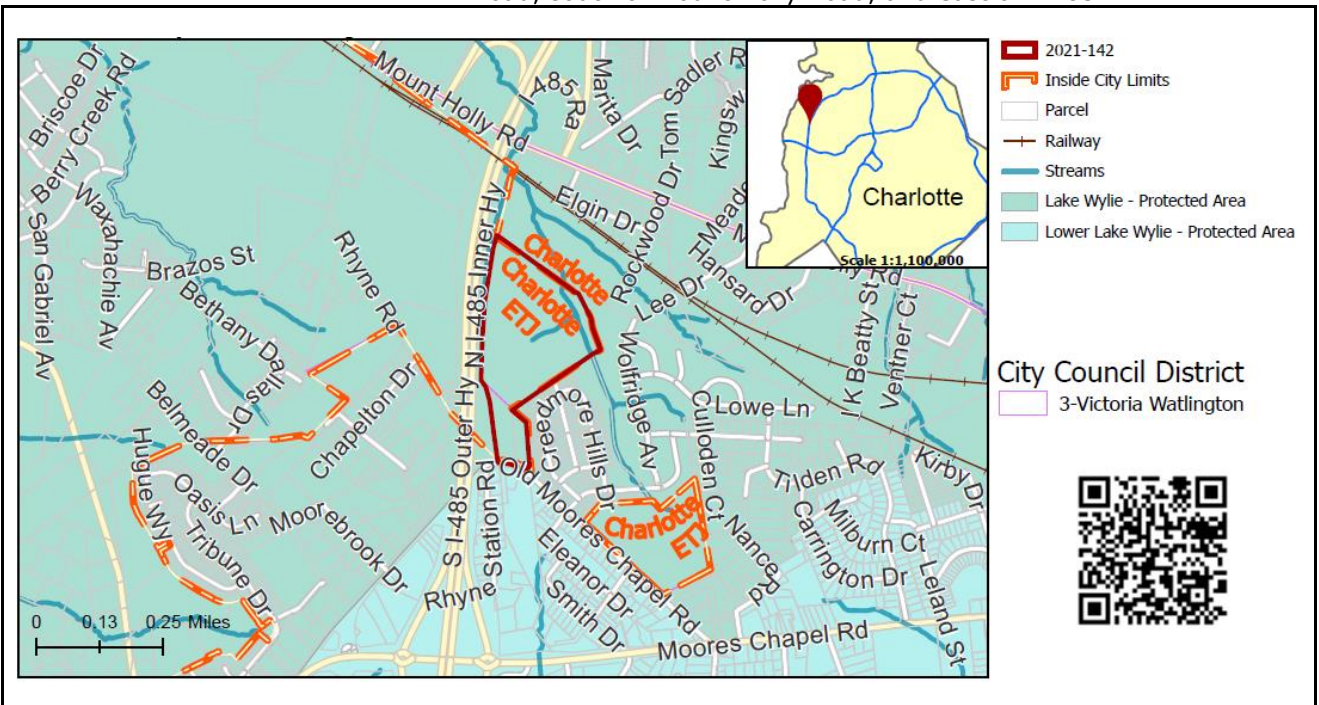


REQUEST

Current Zoning: MX-2 (mixed use), R-4 (single family residential)
Proposed Zoning: R-12MF(CD) (multifamily residential, conditional), NS (neighborhood services)

LOCATION

Approximately 36.23 acres located north of Old Moores Chapel Road, south of Mount Holly Road, and east of I-485.



SUMMARY OF PETITION

The petition proposes to develop vacant, wooded land with 268 multifamily residential units and 136 single family attached units at a density of 11.22 dwelling units per acre (DUA). The petition also proposes 2,750 square feet of commercial uses and 9,000 square feet of outdoor dining.

PROPERTY OWNER PETITIONER AGENT/REPRESENTATIVE

Leslie Johnson
PDC Land Acquisition, LLC
Paul Pennell

COMMUNITY MEETING

Meeting is required and has been held. Report available online.
Number of people attending the Community Meeting: 28

STAFF RECOMMENDATION

Staff recommends approval of this petition upon resolution of outstanding issues related to transportation and site and building design.

Plan Consistency

The petition is **consistent** with the land use recommendation of multifamily for the majority of the site. However, it is **inconsistent** with the density recommendation of 8 DUA. The petition is also inconsistent with the remaining portion of the site recommended for single family up to 4 DUA, as per the *Northwest District Plan*. However, the petition does meet the *General Development Policy (GDP)* guidelines for consideration of residential up to 12 DUA.

Rationale for Recommendation

- While the proposed residential density exceeds the recommendations of the *Northwest District Plan*, it is consistent with the residential component of the land use recommendation, and compatible with the GDP supported density of up to 12 dwelling units per acre.
- The proposed development will provide a mix of housing types, allowing for a variety of households to live in the area.
- The proposed site plan will improve road connectivity in the area providing alternative access points to existing neighborhoods.
- The petition commits to installing a traffic signal at Moores Chapel Road & Kendall Drive, which will improve mobility along Moores Chapel Road and provide safer ingress and egress from the commercial uses located off of Kendall Drive.
- The commercial use proposed for the site will provide a neighborhood gathering space in walking distance for residents of this site and surrounding neighborhoods.

The approval of this petition will revise the adopted future land use of multi-family up to 8 DUA and single family up to 4 DUA as per the *Northwest District Plan*, to multi-family up to 12 DUA land use for the site.

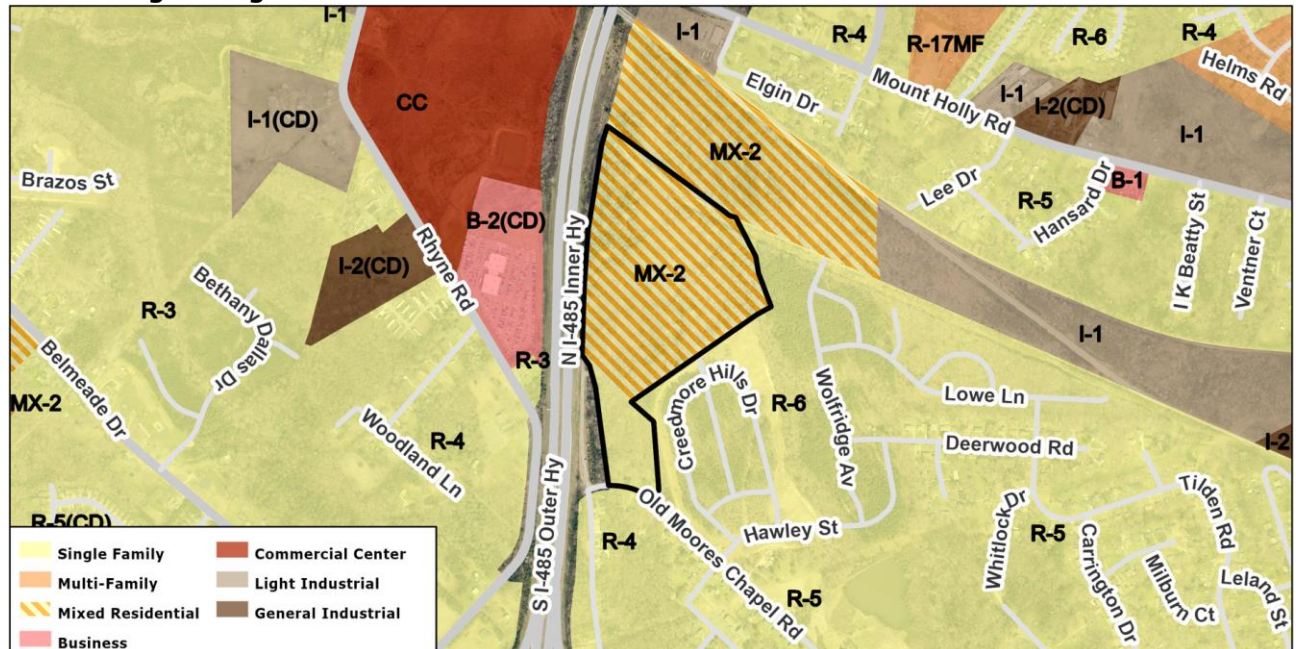
PLANNING STAFF REVIEW

• **Proposed Request Details**

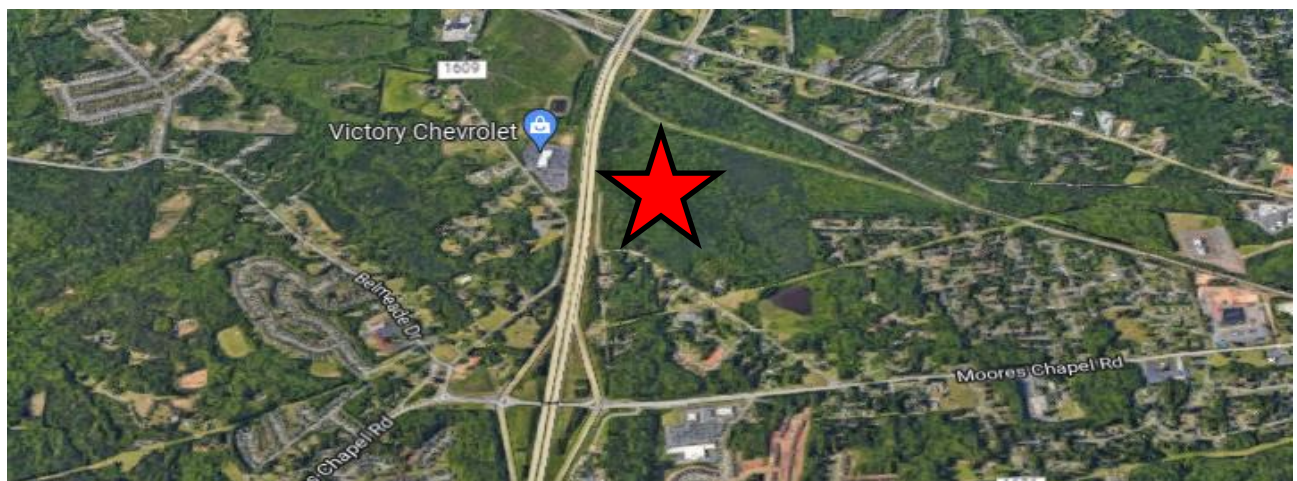
The site plan accompanying this petition contains the following provisions:

- Allows for the development of 268 multifamily residential units and 136 single family attached units at a density of 11.22 DUA.
- Reserves the option to develop more or fewer multifamily and single family attached units as long as the total number does not exceed 404 units.
- Allows for 2,750 square feet of commercial uses with 9,000 square feet of accessory outdoor dining.
- Prohibits automobile service stations, convenience stores and gasoline sales, car washes, and automobile drive through windows.
- Proposes transportation improvements to include the following:
 - Traffic signal to be installed at Moores Chapel Road & Kendall Drive.
 - Directional crossover at Moores Chapel Road & Old Moores Chapel Road.
 - 8' planting strip and 8' sidewalk along Public Road 1, Old Moores Chapel Road, Rhyne Station Road, and Rhyne Station Road Extension.
 - Street connections to the adjacent Creedmore Hills and Villages at Creedmore neighborhoods.
- Agrees to the following architectural and design standards:
 - 48' average maximum building height.
 - Building design and placement to enhance the built environment along public streets.
 - Porches and stoops as predominant features where adjacent to public right of way.
 - Limits the number of single family attached units to six per building and five per building where facing a public street.
 - The commercial building façade will have a combination of windows and operable doors for a minimum of 40% of street frontage ground floor elevations.

- **Existing Zoning and Land Use**



The site is adjacent to I-485 and surrounded primarily by single family residential uses. The site to the north is zoned for single family attached residential units.



The site, marked by a red star, is adjacent to I-485 and surrounded by vacant land, single family homes, and single family attached homes under construction.



The properties to the north of the site, which is marked by a red star, are under construction for single family attached residential uses.



The properties to the east of the site, which is marked by a red star, are under construction for single family homes.

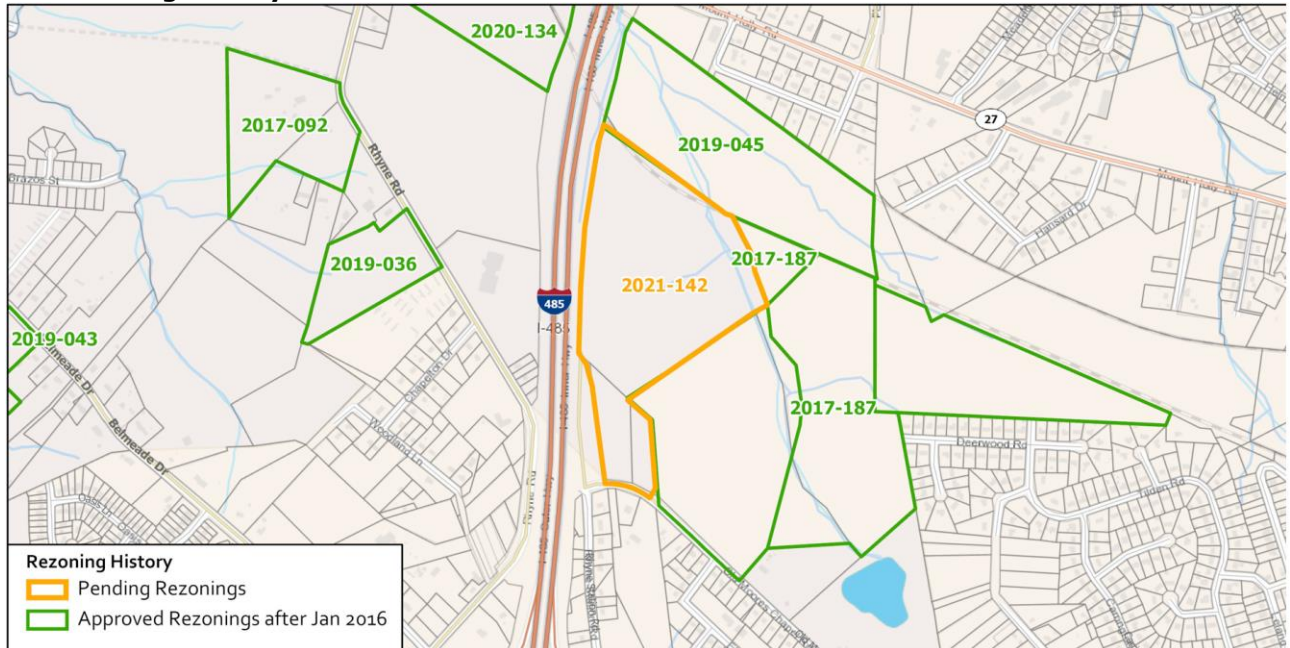


The properties to the south of the site along Old Moores Chapel Road are developed with single family homes.



The property to the west of the site is developed with Interstate 485.

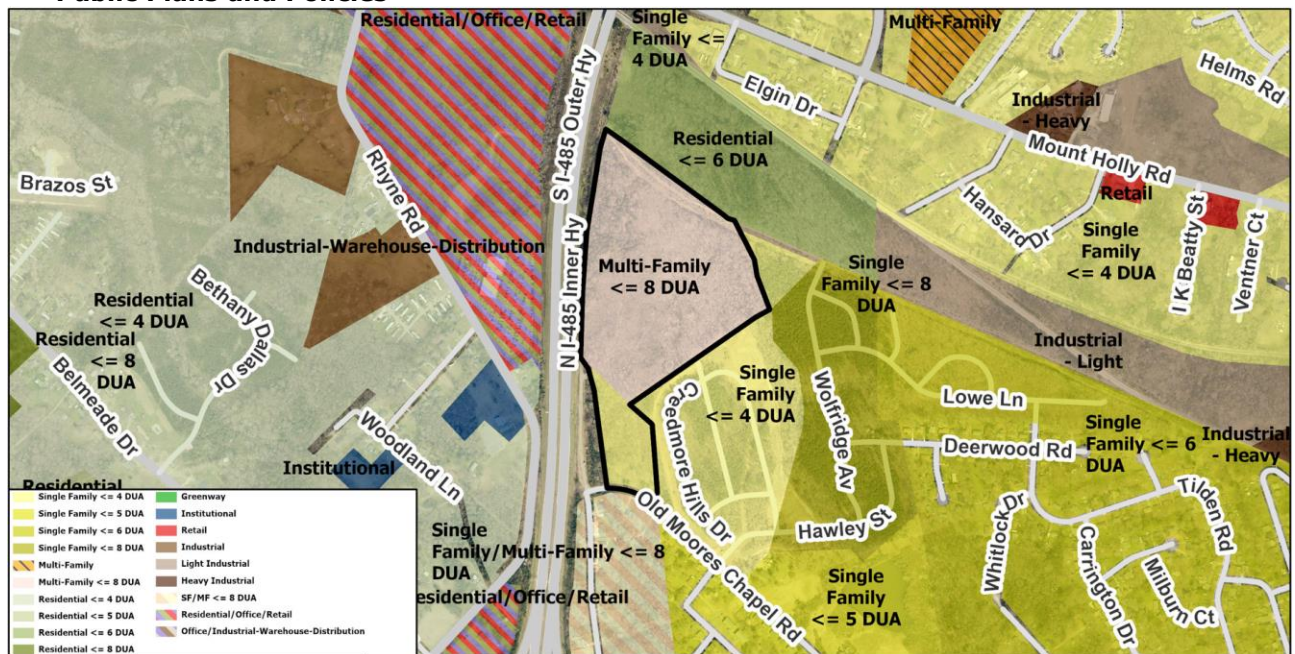
• **Rezoning History in Area**



Petition Number	Summary of Petition	Status
2020-134	Request to amend a previously approved site plan to allow for the development of up to 336 multifamily units at a floor area ratio of 0.4.	Approved
2019-045	Request to amend a previously approved site plan to allow for the development of up to 152 single family attached dwellings at a density of 7 DUA.	Approved
2019-043	Request to rezone to MX-2 LWPA to allow for the development of 165 dwelling units at a density of 3.79 DUA.	Approved
2019-036	Request to rezone to I-2(CD) LWPA to allow for specified I-2 uses in a maximum of 40,000 square feet of building area.	Approved
2017-187	Request to rezone to R-6 to allow for all uses permitted in the R-6 district.	Approved

2017-092	Request to rezone to I-1(CD) LWPA to allow for the development of up to 75,000 square feet of building area of light industrial uses.	Approved
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• **Public Plans and Policies**



The *Northwest District Plan* (adopted 1990), recommends multi-family up to 8 dwelling units per acre for a portion of the site, and single-family up to 4 dwelling units per acre for the remaining portion.

- 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 12 dwellings per acre as illustrated in the table below

Assessment Criteria	Density Category – up to 12 dua
Meeting with Staff	1
Sewer and Water Availability	2
Land Use Accessibility	1
Connectivity Analysis	5
Road Network Evaluation	0
Design Guidelines	4
Other Opportunities or Constraints	NA
Minimum Points Needed: 12	Total Points: 13

- **TRANSPORTATION SUMMARY**

- The site is located on Rhyne Station Road, a State-maintained local street, and Old Moores Chapel Road, a local street that is partially City- and partially State-maintained. A Traffic Impact Study (TIS) was needed for this site and the second submittal was received on 02/09/2022. Additionally, in accordance with City Ordinances and Charlotte WALKS Policy, the petitioner has committed to providing vehicular and pedestrian connectivity to the surrounding Creedmore Hills and Creedmore Villages developments.

Site plan revisions are needed to address outstanding items that include, but are not limited to, completion of the TIS by incorporating minor modifications to the proposed roadway improvements. Further details are listed below.

- **Active Projects:**

- N/A

- **Transportation Considerations**

- See Outstanding Issues, Note 1.

- **Vehicle Trip Generation:**

Current Zoning:

Existing Use: 0 trips per day (based on vacant land).

Entitlement: 1,540 trips per day (based on 179 townhomes and 19 single family dwellings).

Proposed Zoning: 3,595 trips per day (based on 268 apartments, 136 townhomes, 11,750 SF high turnover sit down restaurant).

DEPARTMENT COMMENTS (see full department reports online)

- **Charlotte Area Transit System:** No outstanding issues.
- **Charlotte Department of Housing and Neighborhood Services:** No comments submitted.
- **Charlotte Department of Solid Waste Services:** No outstanding issues.
- **Charlotte-Douglas International Airport:** No comments submitted.
- **Charlotte Fire Department:** See advisory comments at www.rezoning.org
- **Charlotte-Mecklenburg Historic Landmarks:** No comments submitted.
- **Charlotte-Mecklenburg Police Department:** No comments submitted.
- **Charlotte-Mecklenburg Schools:** The development allowed under the existing zoning could generate 75 students, while the development allowed under the proposed zoning may produce 109 students. Therefore, the net increase in the number of students generated from existing zoning to proposed is 34.
 - The proposed development is projected to increase the school utilization over existing condition (without mobile classroom units) as follows:
 - Whitewater Academy Elementary from 126% to 132%
 - Whitewater Middle from 92% to 96%
 - West Mecklenburg High from 78% to 80%.
- **Charlotte Water:** Water service is accessible for this rezoning boundary. The proposed rezoning has the potential to significantly impact the capacity of the local sanitary sewer collection system. It is recommended that the applicant contact the Charlotte Water New Services group for further information and to discuss options regarding sanitary sewer system capacity. See advisory comments at www.rezoning.org
- **City Arborist:** No comments submitted.
- **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:** No comments submitted.

OUTSTANDING ISSUES

Transportation

1. Revise conditional note Transportation.B to incorporate the westbound directional cross over with 150-feet of storage.

Site and Building Design

2. Revise architectural and design standards note 2 to reflect a simple maximum building of 48'.
-





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




Planner: Joe Mangum (704) 353-1908

Goals Relevant to Rezoning Determinations Petition 2021-142

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 (February 2022) and when the **Policy Map** is adopted (anticipated March 28, 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.	✓
	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.	✓
	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.	✗
	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.	N/A

	<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>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>N/A</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>