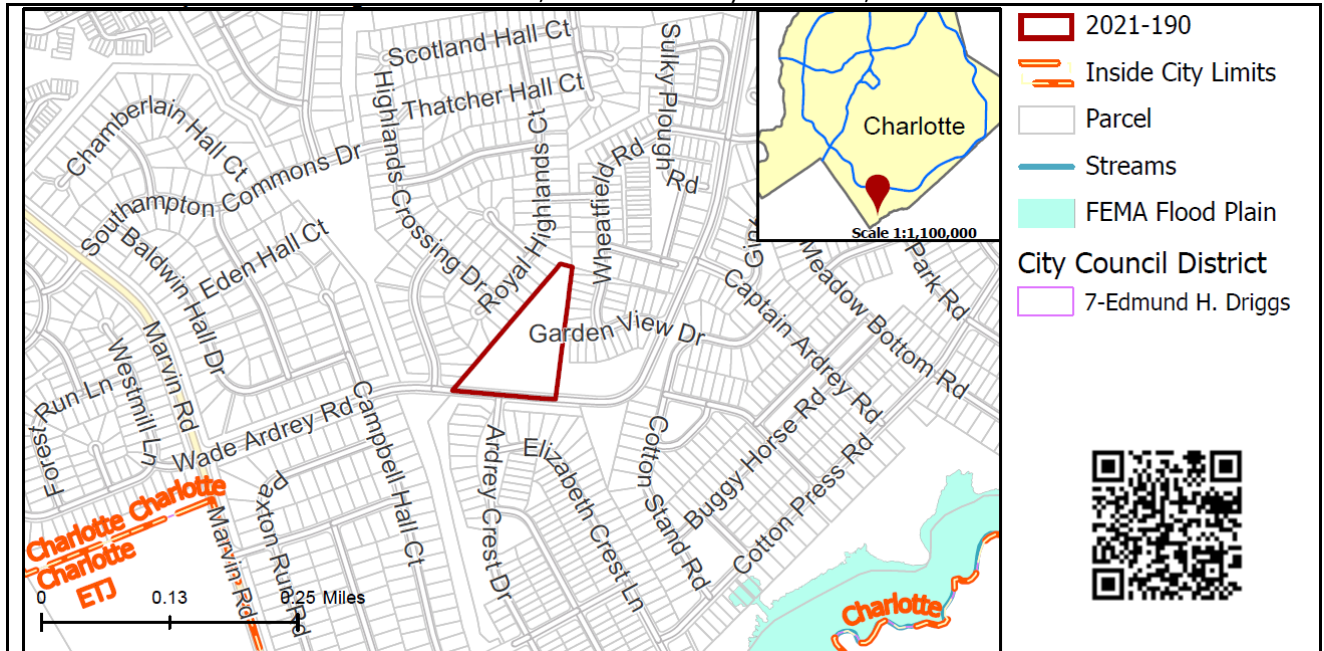


**REQUEST**

Current Zoning: R-3 (single family residential)  
Proposed Zoning: R-8(CD) (single family residential, conditional)

**LOCATION**

Approximately 4.76 acres located on the north side of Wade Ardrey Road, south of Ardrey Kell Road, and east of Marvin Road



**SUMMARY OF PETITION**

The petition proposes to redevelop the single family home site with a residential subdivision containing triplex & quadraplex buildings with a total of 29 ~~28~~ dwelling units for a density of ~~6.09~~ **5.88** units per acre.

**PROPERTY OWNER**

Dalia Helena Rock

**PETITIONER**

Blue Heel Development

**AGENT/REPRESENTATIVE**

Jay Banks

**COMMUNITY MEETING**

Meeting is required and has been held. Report available online.  
Number of people attending the Community Meeting: 16.

**STAFF  
RECOMMENDATION**

Staff recommends approval of this petition.

Plan Consistency

The petition is **consistent** with the *South District Plan* recommendation for single family residential use, but **inconsistent** with the recommended density of 3 units per acre. However, the proposed density of ~~6.09~~ **5.88** units per acre is supported by the *General Development Policies*.

Rationale for Recommendation

- The proposed density of ~~6.09~~ **5.88** units per acre is consistent with the density of surrounding residential development of 4.94 to the west, 6.96 to the east, 5.77 to the north, and 5.94 to the south.
- The proposed attached triplex and quadraplex housing is consistent with surrounding residential development that contains a mix of attached and detached housing.

- The conditional plan provides architectural standards for, including but not limited to, exterior building materials, blank walls, front porches and stoops and garage doors that are compatible with surrounding residential development.
- The proposal is for an infill parcel located on Wade Ardrey Rd. and adds additional housing options to the area.

The approval of this petition will revise the adopted future land use as specified by the *South District Plan*, from single family residential up to 3 units per acre to residential less than or equal to 8 units per acre for the site.

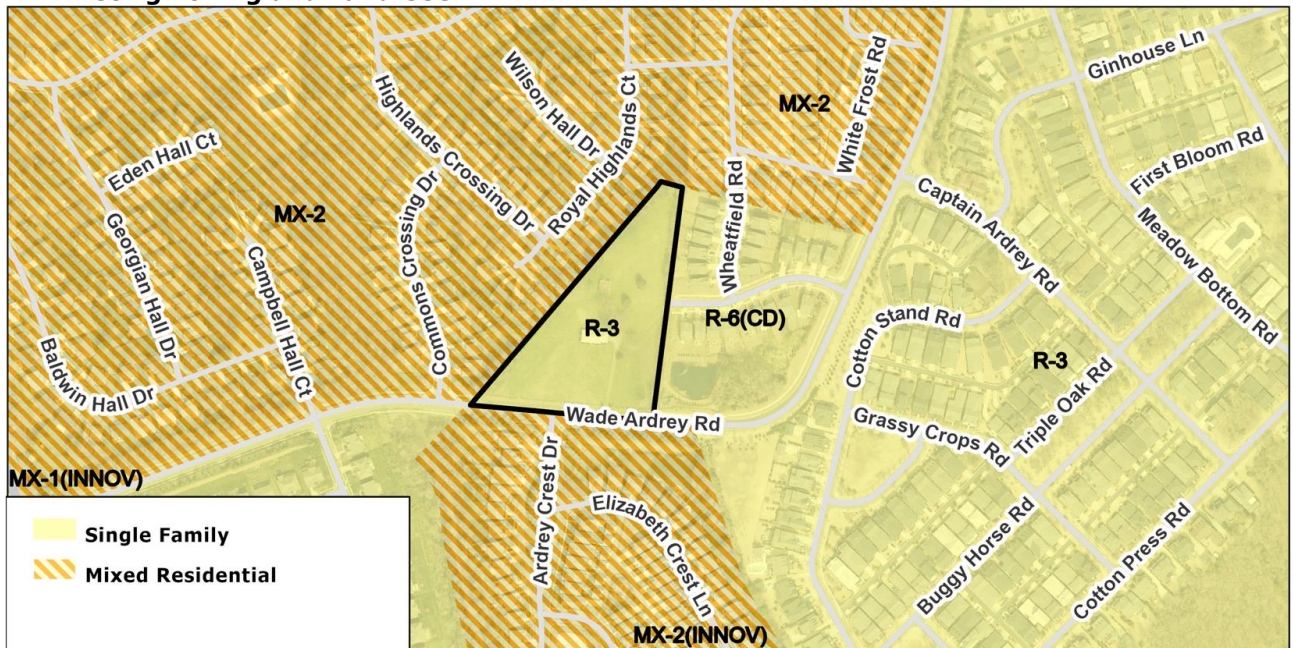
## PLANNING STAFF REVIEW

### • Proposed Request Details

The site plan accompanying this petition contains the following provisions:

- Allows a single family subdivision with a total of ~~29~~ 28 dwelling units in triplex and quadraplex buildings. Specifies the maximum number of units per building is 4.
- Provides architectural standards related to exterior building materials, raised entrances, roof pitch, porches and stoops, entrances for corner/end units fronting streets, garage doors, blank walls, and architectural variation of units.
- Provides access via a new public street from Wade Ardrey Road with a Subdivision Ordinance required connection to Garden View Drive.
- Commits that each unit will have a two car garage and a driveway allowing for 2 side-by-side vehicles for a total of 4 spaces per unit.
- Proposes 3 on street spaces.
- Commits to providing additional landscaping with the exception of tree save areas, along the perimeter of the site at a rate of 6 trees and 20 shrubs per 100 linear feet.

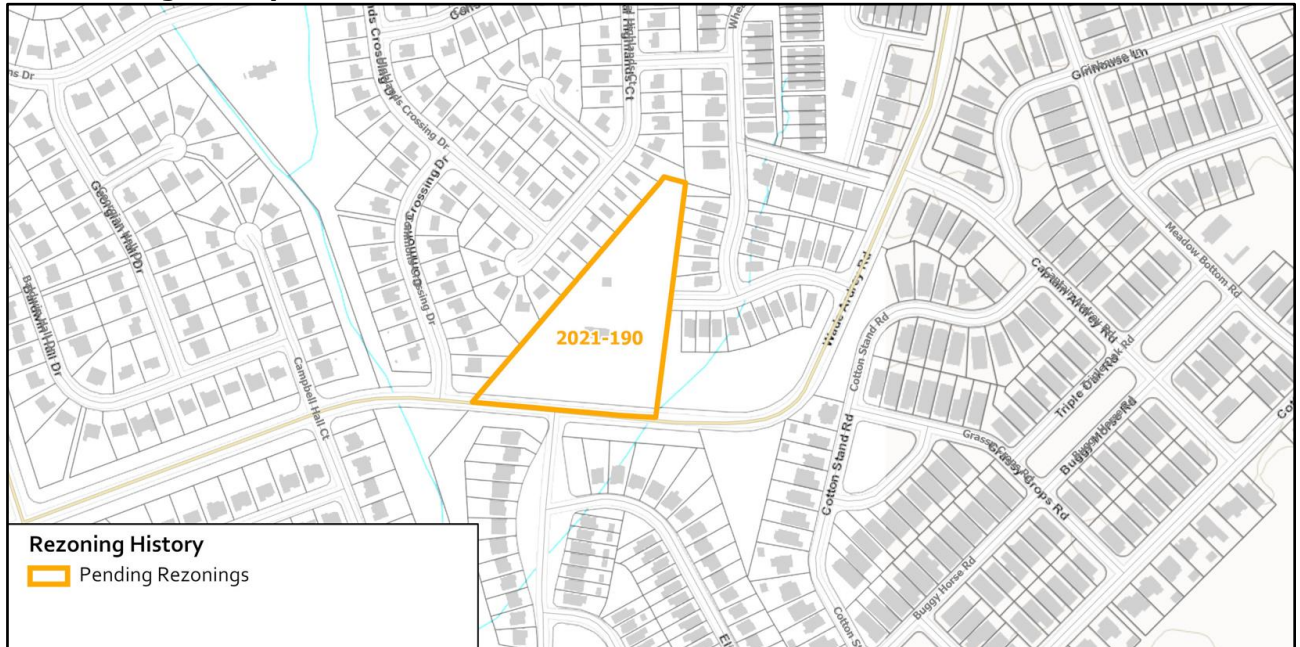
### • Existing Zoning and Land Use



The site is located in an area with single family detached and attached residential development.

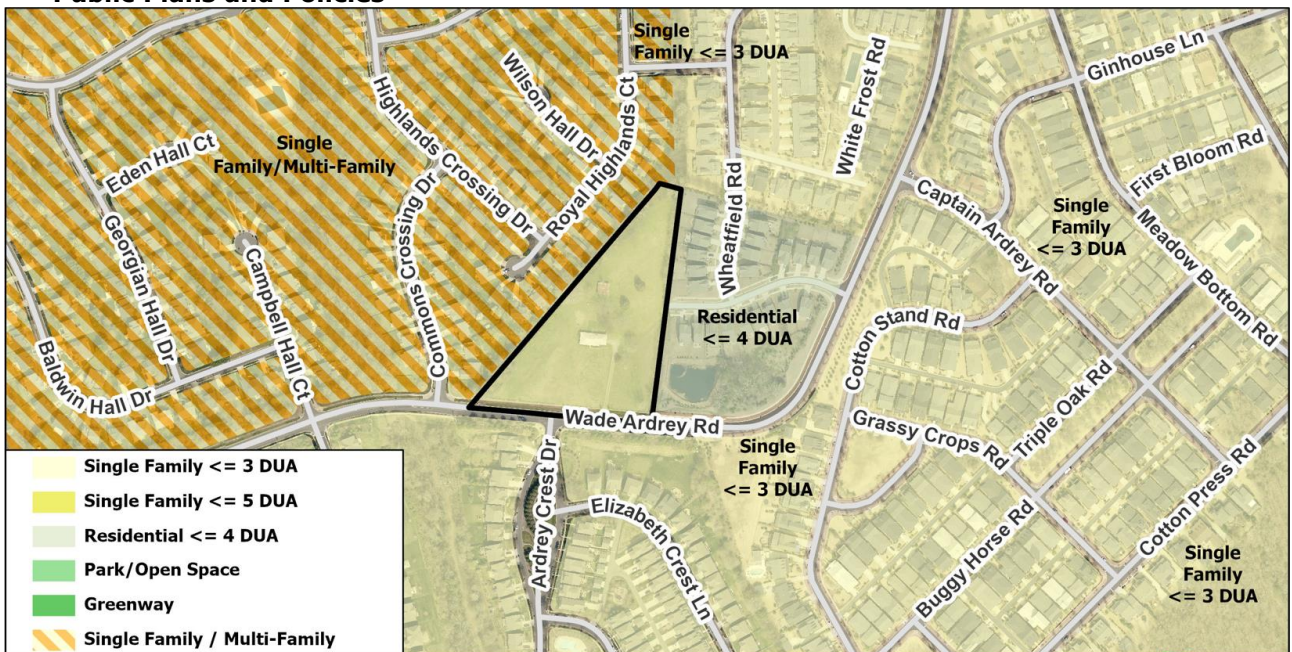


### • Rezoning History in Area



Petition Number	Summary of Petition	Status
NA	No recent rezonings in the immediate area.	

### • Public Plans and Policies



- The *South District Plan* (1993) recommends single family residential less than or equal to 3 dwelling units per acre.
- 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	1
Connectivity Analysis	4
Road Network Evaluation	0
Design Guidelines	4
Other Opportunities or Constraints	NA
<b>Minimum Points Needed: 11</b>	<b>Total Points: 12</b>

• **TRANSPORTATION SUMMARY**

- The petition is located adjacent to Wade Ardrey Road, a State-maintained minor collector and Garden View Drive, a City-maintained local street. A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. The petitioner has committed to provide pedestrian infrastructure along the site's frontages of Wade Ardrey Road, Garden View Drive, and the proposed public street, in accordance with City Ordinances and Charlotte WALKS Policies. CDOT has no outstanding comments.
- **Active Projects:**
  - NA
- **Transportation Considerations**
  - ~~See Outstanding Issues, Note 2~~ Addressed
- **Vehicle Trip Generation:**

Current Zoning:

Existing Use: 10 trips per day (based on 1 single family dwelling).

Entitlement: 175 trips per day (based on 14 single family dwellings).

Proposed Zoning: ~~180~~ 175 trips per day (based on ~~29~~ 28 townhomes).

**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:** 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 9 students, while the development allowed under the proposed zoning may produce 9 students. Therefore, the net increase in the number of students generated from existing zoning to proposed is 0 students.
  - The proposed development is not projected to increase the school utilization over existing conditions (without mobile classroom units) as follows:
    - Elon Park Elementary at 137%
    - Community City Middle at 142%
    - Ardrey Kell High School at 164%.
- **Charlotte Water:** Charlotte Water has accessible water system infrastructure for the rezoning boundary via an existing 8-inch water distribution main located along Wheatfield Road. Charlotte Water has accessible sanitary sewer system infrastructure for the rezoning boundary via an existing 8-inch gravity sewer main located along Wheatfield Road. See advisory comments at [www.rezoning.org](http://www.rezoning.org)
- **Erosion Control:** No outstanding issues.
- **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 outstanding issues.
- **Stormwater Services Land Development Engineering:** See advisory comments at [www.rezoning.org](http://www.rezoning.org)
- **Storm Water Services:** See advisory comments at [www.rezoning.org](http://www.rezoning.org)
- **Urban Forestry / City Arborist:** No outstanding issues.

**OUTSTANDING ISSUES**Site and Building Design

1. ~~Amend the site plan to provide visitor parking spaces as discussed since the revised plan submittal.~~ Addressed, amended the plan to show 3 parallel on street parking spaces.

Transportation

2. ~~Amend the site plan to address the driveway stem comment by NCDOT as discussed and agreed upon since the revised plan submittal.~~ Addressed, removed a unit to increase driveway stem length in agreement with NCDOT.

**REQUESTED TECHNICAL REVISIONS**Site and Building Design

3. ~~Amend density in the development data table (29 ~~28~~ units on 4.76 acres is 6.09 ~~5.88~~ DUA).~~ Addressed, petitioner will make correction to reflect 5.88 DUA on the site plan.
- 

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





**Planner:** John Kinley (704) 336-8311

## Goals Relevant to Rezoning Determinations









### Rezoning Petition # 2021-190

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
	<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.	X
	<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.	X
	<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.	X



	<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><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><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>N/A</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>N/A</p>