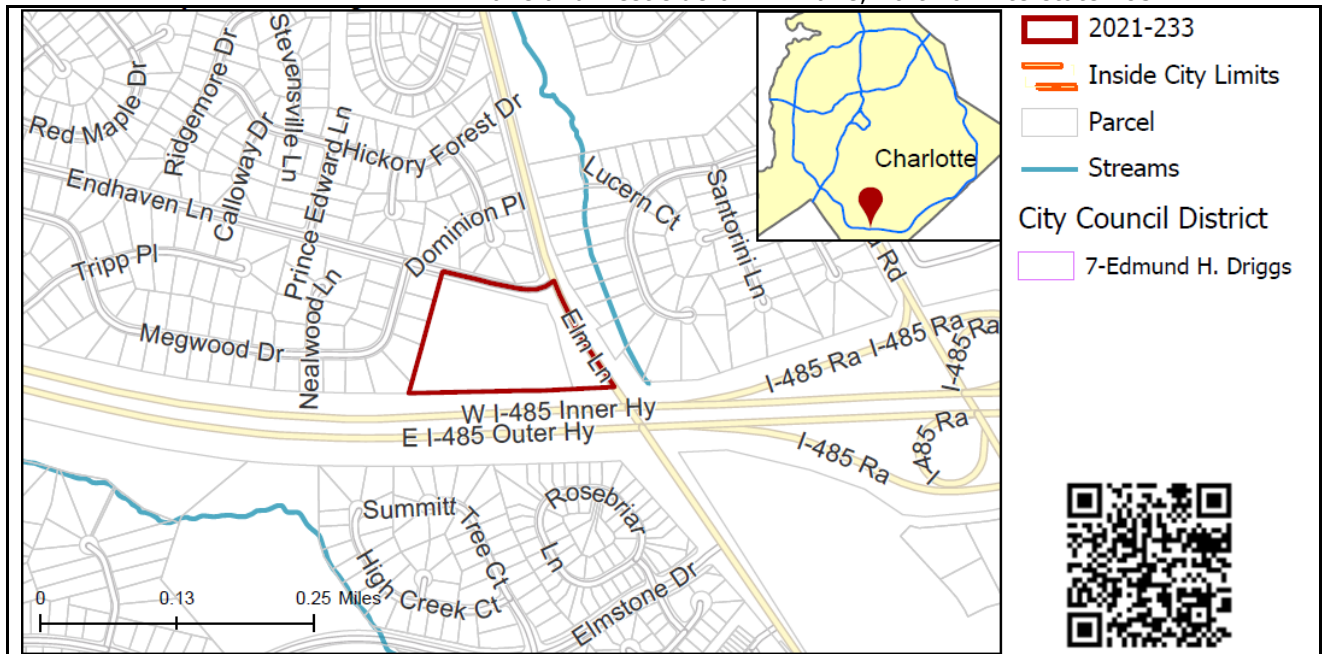


REQUEST

Current Zoning: R-3 (single family residential)
Proposed Zoning: R-12MF(CD) (Multi-family residential, conditional)

LOCATION

Approximately 6.52 acres located on the south side of Endhaven Lane and west side of Elm Lane, north of Interstate 485.



SUMMARY OF PETITION

The petition proposes to redevelop the large single family parcel with a townhome community containing up to 52 single family attached dwellings for a density of 7.98 units per acre for a site located in south Charlotte just north of I-485.

PROPERTY OWNER PETITIONER AGENT/REPRESENTATIVE

The Estate of Sarah Mathilda Niven a/k/a Sarah C. Niven
Hopper Communities
John Carmichael, Robinson Bradshaw & Hinson

COMMUNITY MEETING

Meeting is required and has been held. Report available online.
Number of people attending the Community Meeting: 12.

STAFF RECOMMENDATION

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

Plan Consistency

The petition is **inconsistent** with the *South District Plan* recommendation for single family residential up to 3 dwelling unit per acre. However, the petition meets the *General Development Policies* locational criteria for consideration of up to 8 dwellings per acre.

Rationale for Recommendation

- The petition proposes single family attached residential up to 7.98 units per acre.
- The site plan provides a buffer larger the Ordinance minimums abutting the single family homes to the west, architectural design

standards and limits the height of the units to 40 feet, comparable to single family residential.

- The site is large infill parcel, not internal to the surrounding single family neighborhoods.
- The site is located just north of Stonecrest Shopping center and the newly constructed Elm Lane/I-485 bridge included sidewalks which provides pedestrian access to the commercial area within a ½ mile walk.

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

PLANNING STAFF REVIEW

• Proposed Request Details

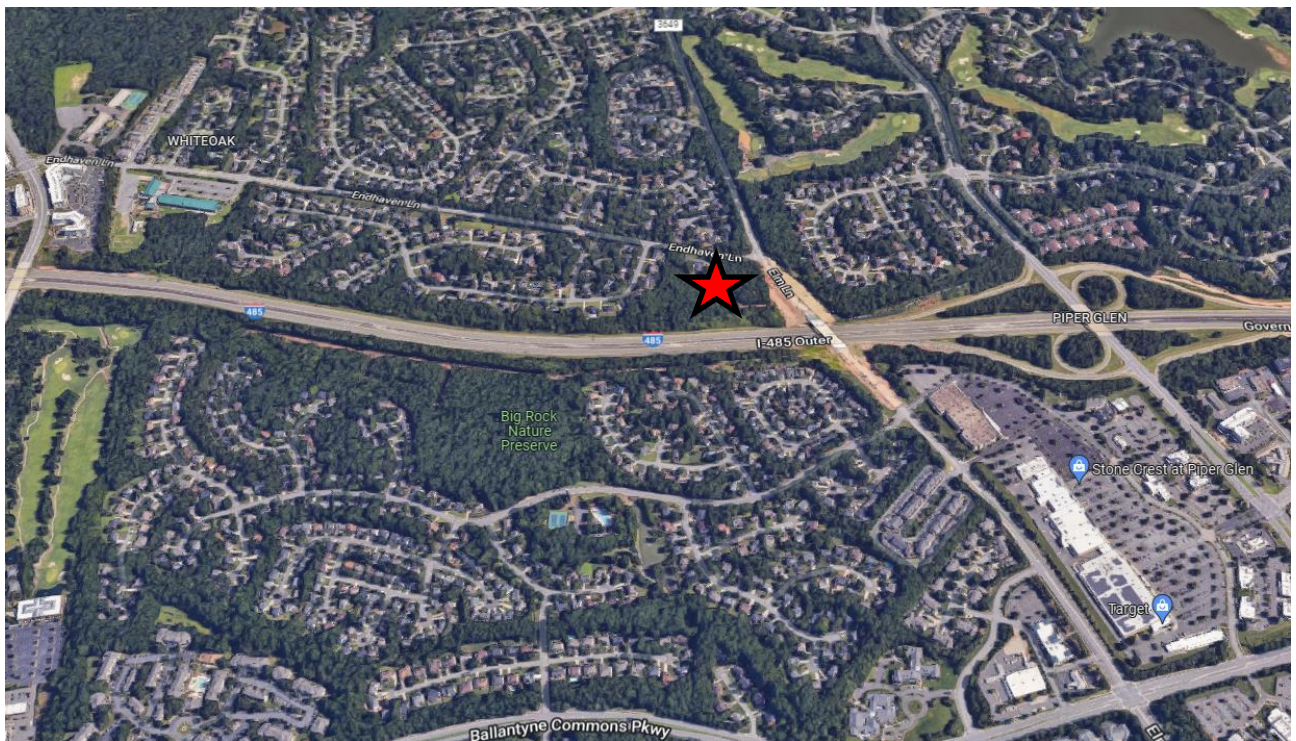
The site plan accompanying this petition contains the following provisions:

- Up to 52 single family attached dwellings for a density of 7.98 units per acre.
- Limits the maximum building height to 40 feet.
- Provides architectural design standards related to allowed exterior building materials, pitched roofs if provided, covered front stoops and blank walls.
- Specifies that each unit will have a garage and commits to providing a minimum of 15 visitor parking spaces on site.
- Specifies that units may include a rooftop terrace and any terraces on buildings 1, 2, 3, 4 and 9 (those along the western property line, Endhaven and Elm Lane frontages) will face the interior of the site.
- Commits to a buffer greater than the minimum 30 foot width required by the Zoning Ordinance providing a 37.5 foot wide buffer with a 6 foot fence along the western property line.
- Commits to a central green/amenity space of at least 4,000 square feet and include grass, shrubs, shade trees, walkways and seating.
- Constructs an 8 ft wide planting strip and 6 ft wide sidewalk along the Endhaven Lane frontage. The planting strip and sidewalk recently constructed as part of the new Elm Lane/I-485 bridge will remain in place.
- Installs a westbound left turn lane on Endhaven Lane at the sites vehicular access point.

• Existing Zoning and Land Use



The site is located in an area developed primarily with single family detached homes in the Berwick, White Oak and Piper Glen communities.



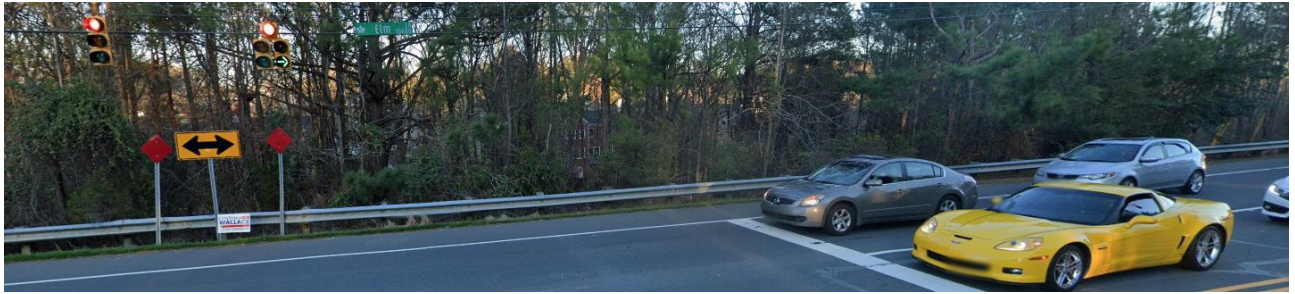
Further west of the site (indicated by the red star above) on Endhaven Lane there is multi-family and single family attached residential and the south across I-485 there is single family attached and commercial development including the Stonecrest Shopping Center.



The site is corner parcel with frontage on Endhaven Lane, Elm Lane and I-485, developed with one single family home.



North of the site across Endhaven Lane are single family homes fronting Dominion Place and Creek Dale Lane.



East of the site across Elm Lane are single family homes fronting Piper Glen Drive.

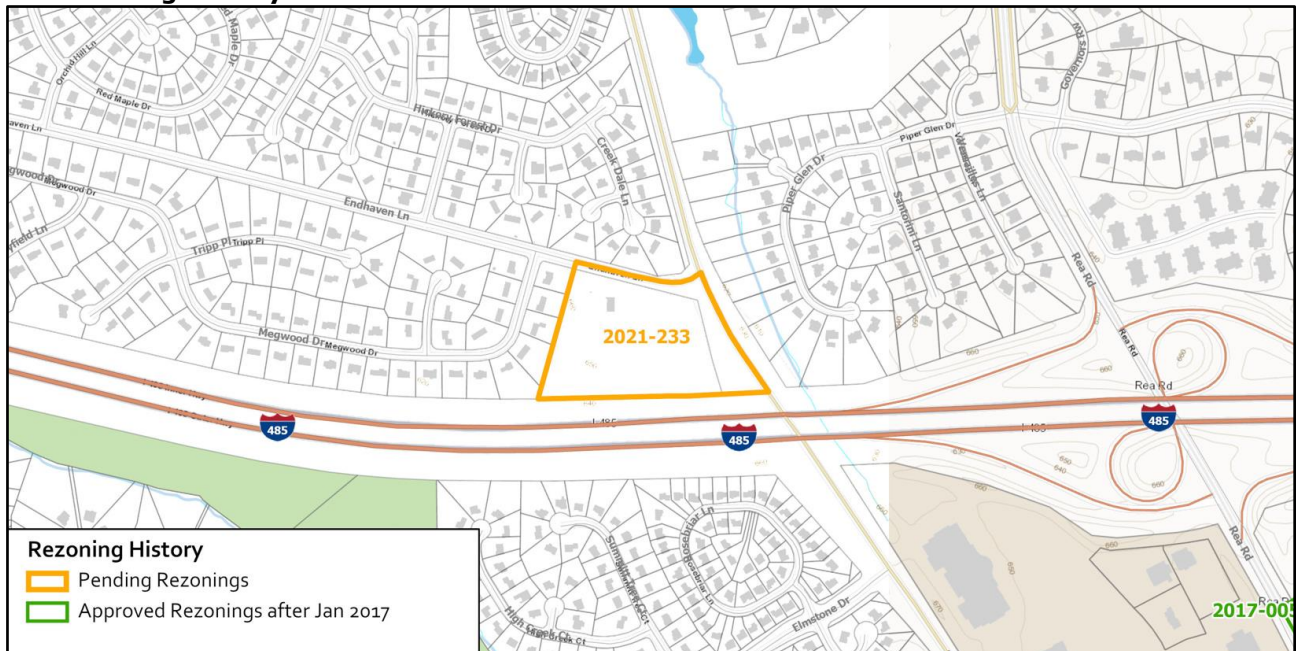


South of the site is I-485 corridor.



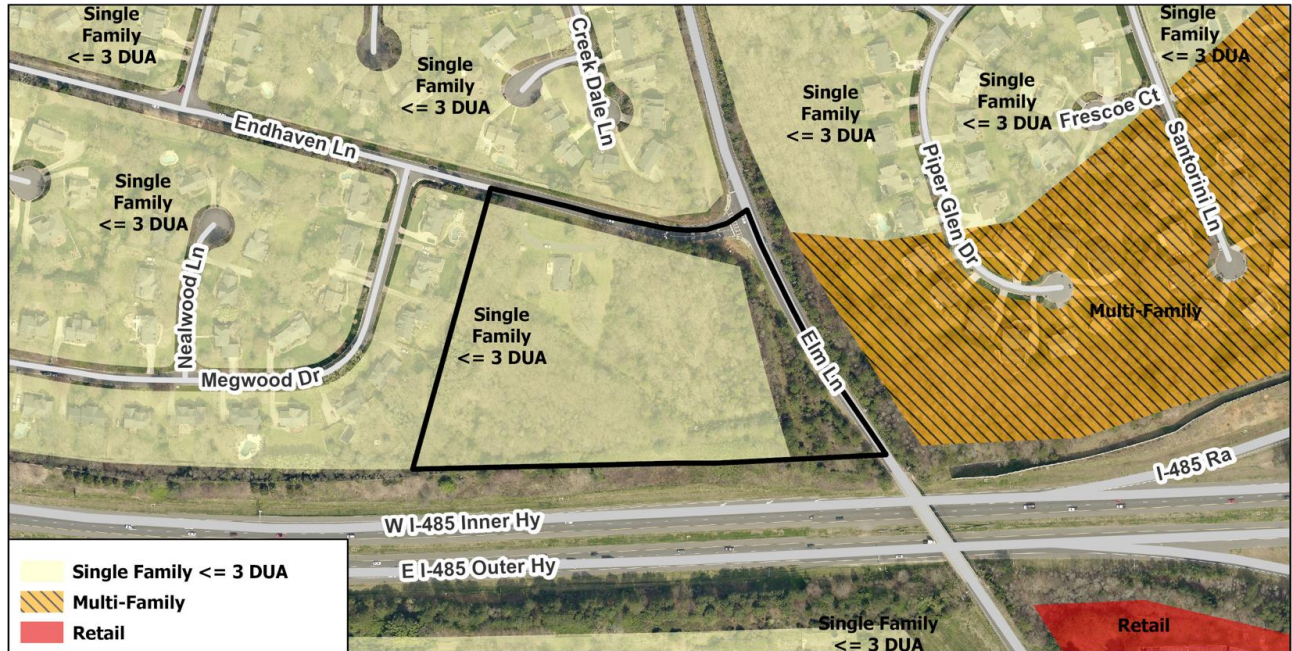
West of the site along Megwood Drive are single family homes.

• Rezoning History in Area



Petition Number	Summary of Petition	Status
2017-005	1.95 acres southeast of the site between Rea Rd. and Piper Station Dr. to MUDD-O to allow a hotel. (Home 2 location)	Approved

• 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	2
Connectivity Analysis	3
Road Network Evaluation	0
Design Guidelines	4
Other Opportunities or Constraints	NA
Minimum Points Needed: 11	Total Points: 12

• TRANSPORTATION SUMMARY

- The site is located on Endhaven Lane, a City-maintained Major Collector, and Elm Lane, a State-maintained Minor-thoroughfare. The site plan commits to providing pedestrian facilities along their Endhaven Lane frontage per Chapter 20 of the City's Ordinance and the Charlotte WALKS Plan. An active STIP project is slated to install a multi-use path along the site's Elm Lane frontage as part of the I-5507: I-485 Express Lanes Project. A Traffic Impact Study (TIS) is not needed for this site due to the site generating less than 2,500 daily trips. In response to community feedback and concerns related to existing traffic volumes and patterns on Endhaven Lane, CDOT requested, and the petitioner committed, to providing a westbound left turn lane on Endhaven Lane at the site's access. Per the community's request, CDOT staff also evaluated the implementation of traffic calming devices on Endhaven Lane, between Megwood Drive and Elm Lane. Due to the proximity of a State-maintained minor thoroughfare, that section is ineligible for the City's neighborhood traffic calming device installation. CDOT has no outstanding comments.
- **Active Projects:**
 - I-5507: I-485 Express Lanes
- **Transportation Considerations**
 - No outstanding issues.
- **Vehicle Trip Generation:**
 - Current Zoning:
 - Existing Use: 10 trips per day (based on 1 single family dwelling).
 - Entitlement: 230 trips per day (based on 19 single family dwellings).
 - Proposed Zoning: 355 trips per day (based on 52 townhome dwellings).

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:** No comments submitted.
- **Charlotte-Mecklenburg Schools:** The development allowed under the existing zoning could generate 12 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 5 students.
 - The proposed development is not projected to increase the school utilization over existing conditions (without mobile classroom units) as follows:
 - Endhaven Elementary at 104%
 - South Charlotte Middle at 108%
 - South Mecklenburg High 134%.
(Construction of a new high school; relieves crowding at South Mecklenburg, Ardrey Kell, Myers Park)
- **Charlotte Water:** Water is accessible for this rezoning boundary. Charlotte Water currently does not have sewer system accessible for the rezoning boundary under review. The development will need to donate pipeline infrastructure to CLTWATER to serve this parcel. 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:** See advisory comments at www.rezoning.org
- **Urban Forestry / City Arborist:** See Outstanding Issues, Notes 4-5

OUTSTANDING ISSUESSite and Building Design

1. The Ordinance required setback along I-485 is 30 feet regardless of building orientation. Increase the setback for building 1 along I-485 to at least 30 ft.
2. Amend the 10 ft buffer along I-485 to specify the correct Class per the Ordinance.
3. Close the gap in the internal sidewalk network west of building 7.

Environment

4. Tree save is based on gross area of site a minimum of 15% tree save is required, some areas shown as tree save will not qualify due to utilities and/or easements thus tree save areas depicted require adjustment.
5. Identify any trees of two-inch caliper or greater and six feet in height that grow partially or wholly within the site right-of-way along Endhaven Lane.

REQUESTED TECHNICAL REVISIONSSite and Building Design

6. Amend the buffer note E3 to specify that notwithstanding the width requirements of Table 12.302(B) of the Ordinance, the petitioner shall establish a 50 ft Class C buffer, reduced by 25% (a width of 37.5 feet) by minimum 6 ft fence along the site's western boundary line. The planting requirement per the table is 9 trees per 100 linear feet and shrubs requirement may be eliminated with the provision of the fence.
7. Amend the buffer label to only say "See Development Standards Note"

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 # 2021-233

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.	✓
	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.	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.	X

	<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>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>