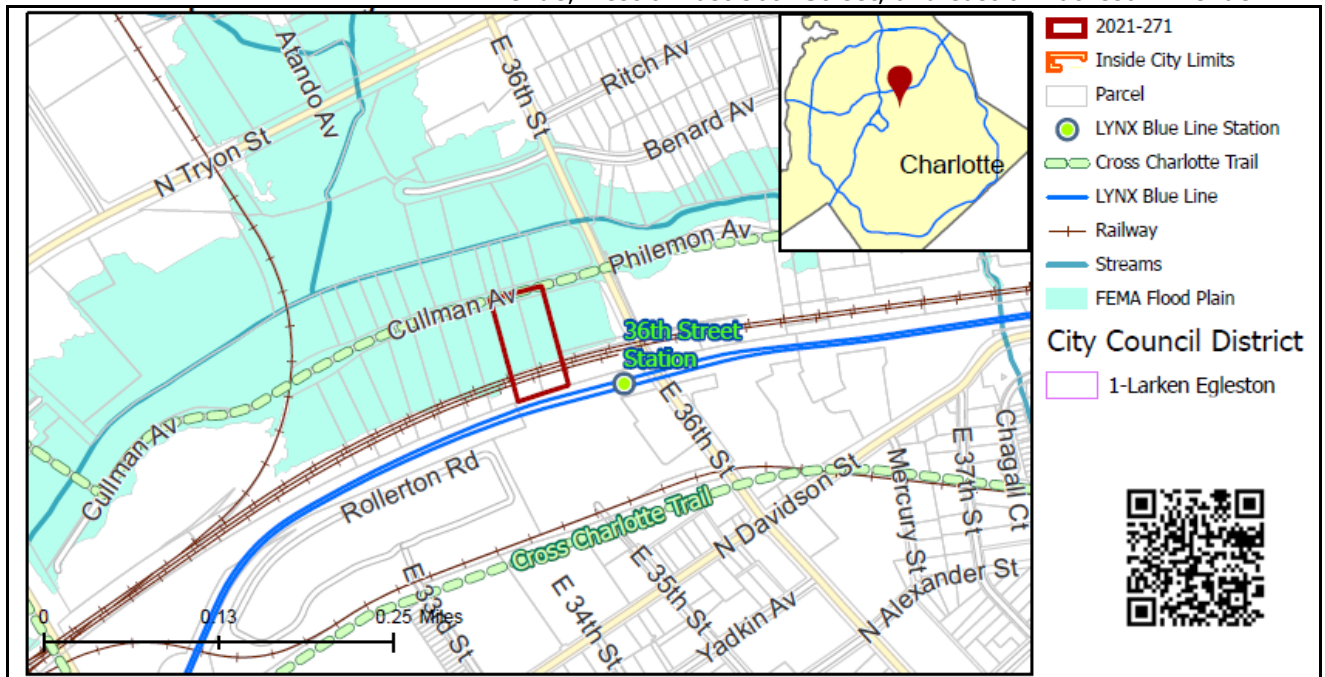


REQUEST

Current Zoning: I-1 (light industrial)
Proposed Zoning: TOD-UC (transit oriented development, urban center)

LOCATION

Approximately 1.3 acres located on the south side of Cullman Avenue, west of East 36th Street, and east of Matheson Avenue.



SUMMARY OF PETITION

The petition proposes to allow all uses in the TOD-UC (transit oriented development, urban center) zoning district on parcels currently used as warehousing for a commercial printing business.

PROPERTY OWNER

Commercial Development Holdings, LLC

PETITIONER

300 East 36 Development Holdings, LLC

AGENT/REPRESENTATIVE

Collin Brown

COMMUNITY MEETING

Meeting is not required.

STAFF RECOMMENDATION

Staff recommends approval of this petition.

Plan Consistency

The petition is **consistent** with the 2040 Policy Map (2022) recommendation for Innovation Mixed Use, but **inconsistent** with certain uses supported by the Innovation Mixed-Use place type such as light manufacturing and warehousing.

Rationale for Recommendation

- The site is within a ½-mile walk of the 36th Street Station.
- The TOD-UC district may be applied to parcels within a ½-mile walking distance of an existing rapid transit station, or within ½-mile walking distance of an adopted Metropolitan Transit Commission (MTC) alignment station location.
- The site is located directly adjacent to a number of parcels with a TOD designation and is located directly along the LYNX Blue Line.
- This rezoning would allow for the site to be redeveloped to transit supportive uses.

The approval of this petition will revise the Place Type as specified by the *2040 Policy Map* from Innovation Mixed Use to Community Activity Center.

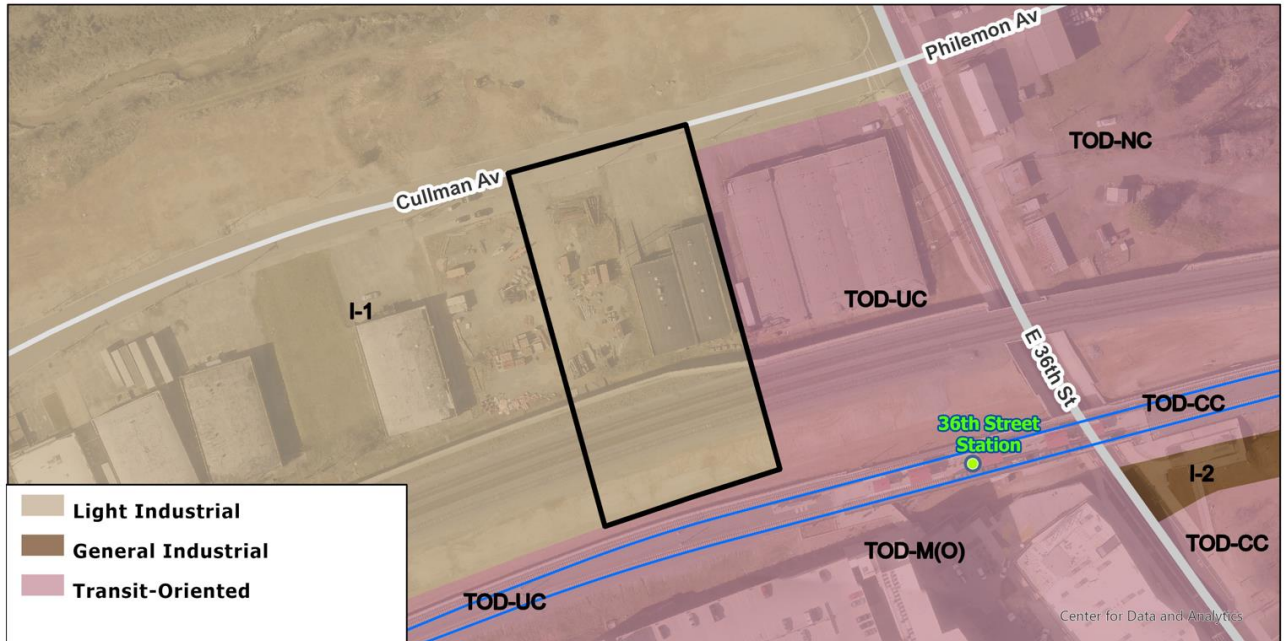
PLANNING STAFF REVIEW

- **Proposed Request Details**

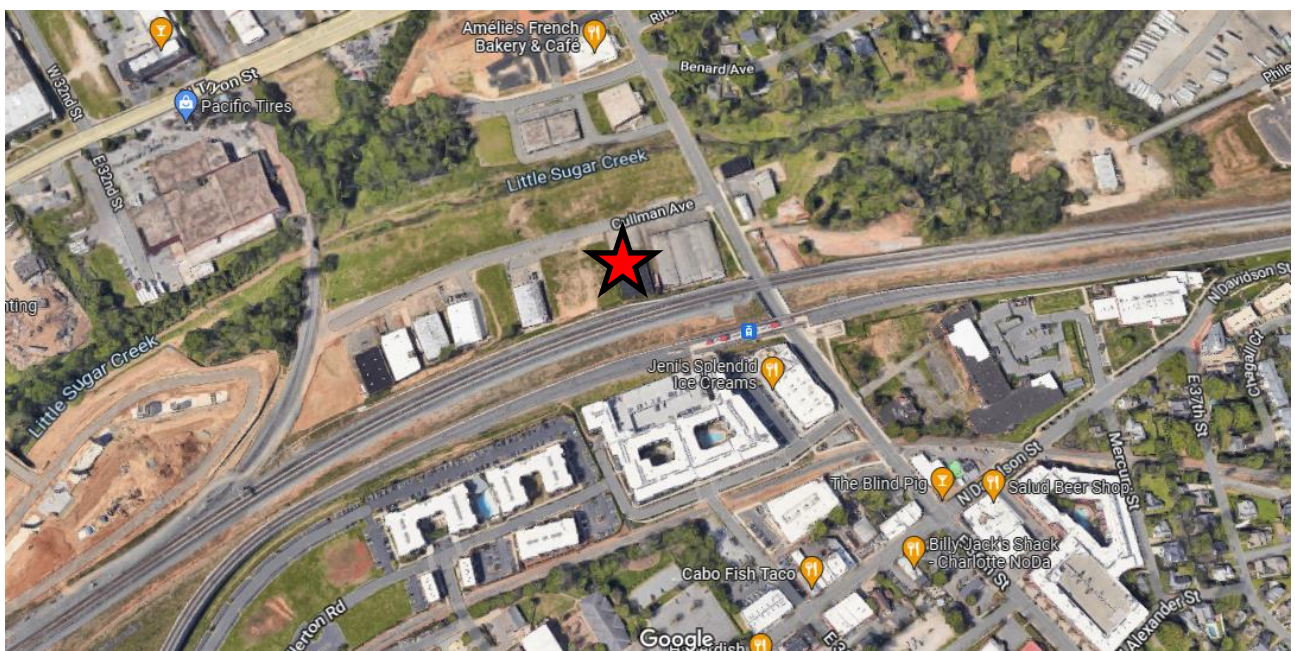
This is a conventional rezoning petition with no associated site plan.

- Allows all uses in the TOD-UC (transit oriented development – urban center) zoning district.

- **Existing Zoning and Land Use**



- The site is currently zoned I-1 and is in an area with multi-family residential developments, retail, and industrial uses with a greater mixture of uses located further down 36th Street.



- The subject site is denoted with a red star.



- The proposed route for the Cross Charlotte Trail runs just north of the site through vacant parcels.



- East of the site are light industrial uses.



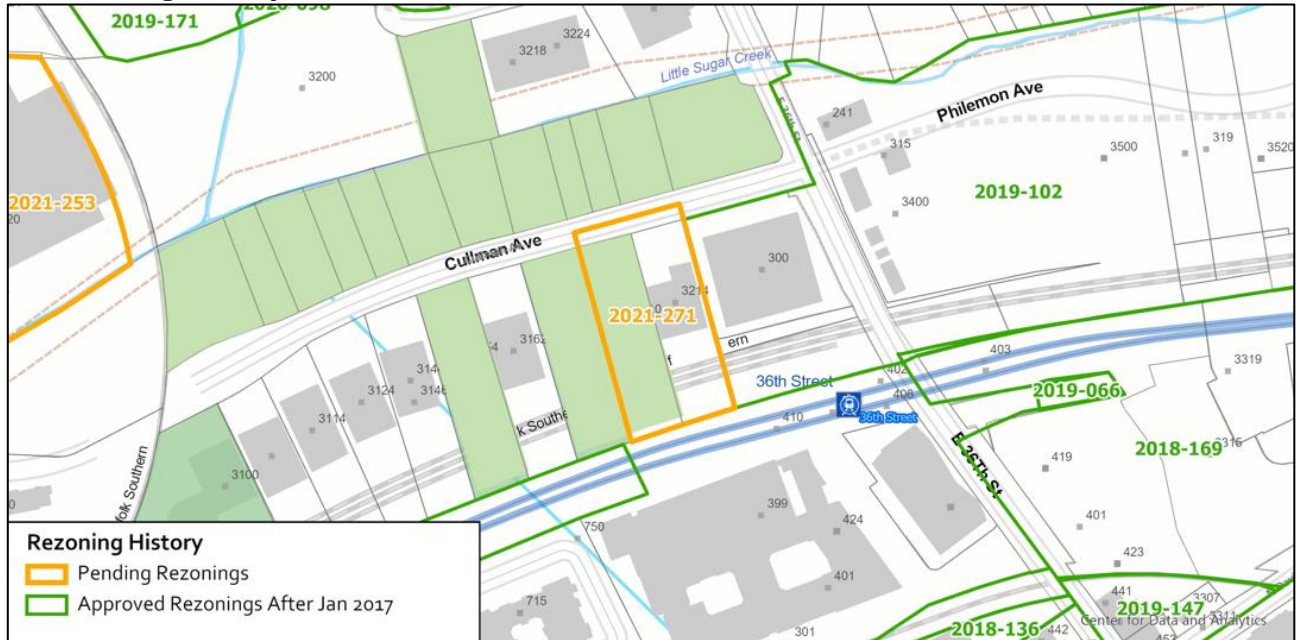


- The site's southern boundary is along the LYNX Blue Line which abuts numerous multi-family developments with ground floor retail.



- West of the site is a vacant parcel and light industrial uses.

- Rezoning History in Area**



Petition Number	Summary of Petition	Status
2018-136	Rezoned 1.10 acres from TOD-M(O) to TOD-M(O) SPA.	Approved
2018-169	Amendment to zoning ordinance to replace 3 existing transit oriented development districts with 4 new transit oriented development districts and regulations. The amendment resulted in 3 existing conventional districts translating to the new TOD-CC +.	Approved
2019-066	Rezoned 0.18 acres from I-2 to TOD-CC	Approved
2019-102	Rezoned 1,771.18 acres under a range of zoning districts to TOD-UC, TOD-NC, TOD-CC, or TOD-TR.	Approved
2019-147	Rezoned 0.44 acres from MUDD-O to TOD-NC.	Approved
2019-171	Rezoned 2.55 acres from I-2 to TOD-UC.	Approved
2021-253	Rezoning 15.58 acres from I-2 to TOD-NC.	Pending

- Public Plans and Policies**



The 2040 Policy Map (2022) recommends Innovation Mixed-Use for the site.

- **TRANSPORTATION SUMMARY**

- The site is located on Cullman Avenue, a City-maintained local street and East 36th Street, a City-maintained minor thoroughfare. This site is requesting a TOD-UC zoning and will be subject to transportation improvements in accordance with the TOD Ordinance and the adopted CDOT Streets Map. CDOT will work with the petitioner during the permitting process to pursue all options to provide additional forms of connectivity that reflect the types of development associated in the TOD-zoned areas.
- **Active Projects:**
 - North Tryon Street to 36th Street Streetscape Project
 - The project will provide infrastructure improvements including sidewalk, curb and gutter, pedestrian refuge islands, signals, crosswalks, street trees, lighting, bike lanes, and on-street parking, and creating a connection to the Blue Line Extension at 36th Street. The project is located on East 36th Street between North Davidson Street and North Tryon Street and on North Tryon Street between Atando Avenue.
 - Construction anticipated to begin mid 2022
 - Project Manager: Stephen Tosco
 - Cross Charlotte Trail – Matheson Avenue to Craighead Road
 - XCLT extension of the trail from Matheson Avenue to East Craighead Road.
 - Design Phase
 - Project Manager: Stephen Tosco
- **Transportation Considerations**
 - No outstanding issues.
- **Vehicle Trip Generation:**

Current Zoning:
Existing Use: 65 trips per day (based on 10,000 square feet of warehousing).
Entitlement: 70 trips per day (based on 13,000 square feet of warehousing).
Proposed Zoning: Too many uses to determine trip generation.

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
- **Charlotte Fire Department:** No comments submitted.
- **Charlotte-Mecklenburg Schools:** The conventional district allows a variety of uses; therefore, the impact on local schools cannot be determined.
- **Charlotte Water:** See advisory comments at www.rezoning.org
- **Erosion Control:** No comments submitted.
- **Mecklenburg County Land Use and Environmental Services Agency:** See advisory comments at 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
- **Urban Forestry / City Arborist:** No comments submitted.

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





Planner: Holly Cramer (704) 353-1902









Goals Relevant to Rezoning Determinations

Rezoning Petition # 2021-271

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.	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>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>N/A</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>