



## **City Council Follow-Up Report From the July 20, 2020 Zoning Meeting**

**2019-167 – Grubb Management, LLC – Located on the south side of State Street and north side of Katonah Avenue. (Council District 2 – Graham)**

**Can the petitioner prohibit car ownership and how would it be enforced? Will ownership of a motorcycle or moped be permitted?**

Staff Response: The restriction of car ownership would not be a condition that the City would allow on a rezoning petition, and petitioner has not proposed to add it as a condition to this plan. Any prohibition of car ownership imposed by the petitioner as a landlord on a tenant would be part of a private lease agreement and would not be enforced by the City. Petitioner is discussing with its legal counsel whether such a restriction on ownership is prudent and how it would be enforced. The petitioner is currently not proposing any separate parking spaces for mopeds or motorcycles so ownership of these vehicles would be similarly restricted.

**2019-168 – Suncrest Real Estate and Land – Located on the north side of Oakdale road between Miranda Road and Interstate 485 - (Council District – Outside City limits)**

**What transportation projects are planned for the Five Points intersection? What are the timelines?**

Staff Response: The Five Points intersection is comprised of Miranda Road, Oakdale Road, Simpson Road and Sunset Road (state-maintained). There are two infrastructure projects planned in this area. There is a CNIP approved project named the Beatties Ford Road/Sunset Road Pedestrian Improvements Project. The project is scoped to install sidewalk on the north side of Sunset Road only. It is currently on hold, at the right-of-way acquisition phase, due to NCDOT. (<https://charlottenc.gov/charlottefuture/CIP/CNIP/Pages/Sunset.aspx>)

The second planned project in this area is Oakdale Double Roundabout Project. The double roundabouts proposed will improve vehicular and pedestrian safety as well as reduce congestion during peak hours and improve traffic operations to acceptable levels (LOS A-C). The proposed design includes several pedestrian elements including one sidewalk, widened shoulders elsewhere to facilitate future sidewalks, and berms, curb ramps, and crosswalks through the roundabouts themselves. NCDOT has currently place this project on hold. There isn't a current timeline available for when the project will proceed with NCDOT. <https://sepiinc.com/projects/oakdale-double-roundabouts-w-5710x/>

**2020-022 – Boulevard Real Estate Advisors, LLC - (Council District 1 – Egleston)**

**How does TOD zoning address stormwater issues, massing, tree requirements and general development policies?**

Staff Response: The recently adopted TOD ordinance has a robust set of design and development standards that address quality design, building height and its relationship with residential areas, building massing, and other elements. While a conventional TOD district isn't required to provide staff with a rezoning site plan, the development team associated with the actual construction of the project is required to have an urban conceptual meeting with our partners in Land Development. This must occur before formal plan submittal where a formalized review occurs to ensure all standards are being met.

TOD does not address stormwater or tree requirements. Our partners at Stormwater and Urban Forestry review the rezoning petition and make the petitioner aware of general requirements/expectations, while a more formalized review comes when the plan is submitted to Land Development for review.