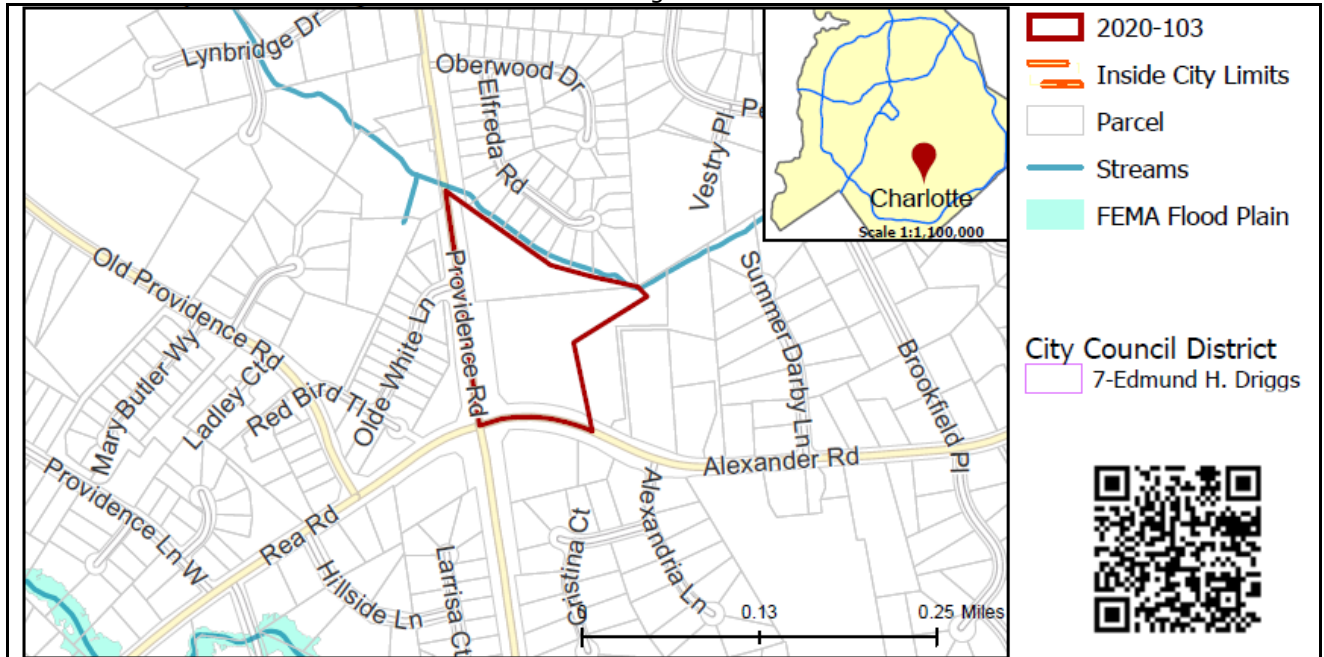


**REQUEST**

Current Zoning: R-3 (single family residential)  
Proposed Zoning: UR-2(CD) (urban residential, conditional)

**LOCATION**

Approximately 5.92 acres located along the east side Providence Road and along the north side of Alexander Road.



**SUMMARY OF PETITION**

The petition proposes to redevelop the two single family homes on the site with a townhome community with up to 45 44 units for a density of 7.6 7.4 units per acre at the northeast corner of the intersection of Providence Road and Alexander Road.

**PROPERTY OWNER**

Lake City Tractor Supply LLC & Thomas Edward Kelly Jr

**PETITIONER**

Fielding Homes/DRB Group

**AGENT/REPRESENTATIVE**

Keith MacVean & Dujuana Keys / Moore & Van Allen

**COMMUNITY MEETING**

Meeting is required and has been held. Report available online.  
Number of people attending the Community Meeting: 45.

**STAFF  
RECOMMENDATION**

Staff recommends approval of this petition.

Plan Consistency

The petition is **inconsistent** with the *South District Plan* land use recommendation for residential at 3 units per acre for this site. However, the *General Development Policies* support the requested density of less than or equal to 8 DUA.

Rationale for Recommendation

- The *General Development Policies* would support residential use up to 12 DUA for the site. This petition proposes attached single family residential uses with a density limited to 7.6 7.4 DUA.
- The maximum building height is limited to 44 ft., with building setbacks increased to accommodate additional height, similar to single family zoning.

- The plan provides buffers adjacent to single family homes, setbacks along public streets and building separations from single family use/zoning larger than Ordinance minimums, and architectural design requirements that mitigate the project's impact on surrounding single family homes.
- The site is located on a major thoroughfare at the intersection with a minor thoroughfare and has access to transit services.
- The proposal limits vehicular access to Providence Road, preventing conflicting turning movements on Alexander Road.

The approval of this petition will revise the adopted future land use as specified by the *South District Plan*, from Single Family  $\leq 3$  DUA to Residential  $\leq 8$  DUA for the site.

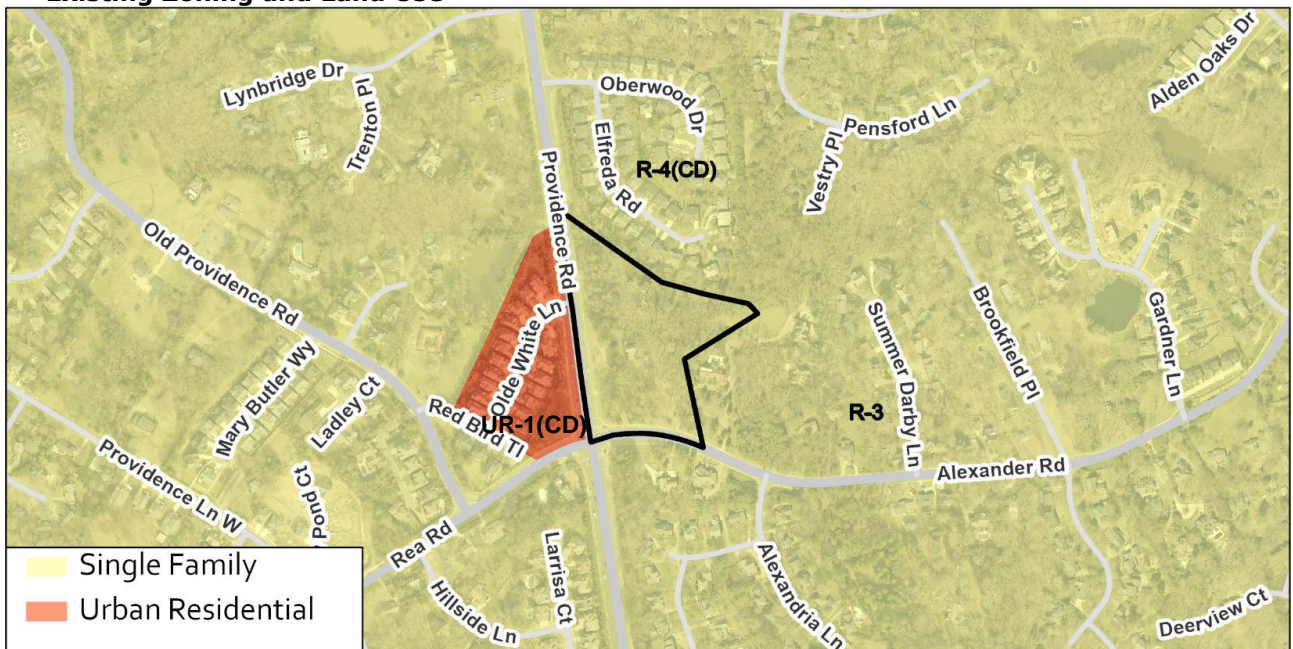
## PLANNING STAFF REVIEW

### • Proposed Request Details

The site plan accompanying this petition contains the following provisions:

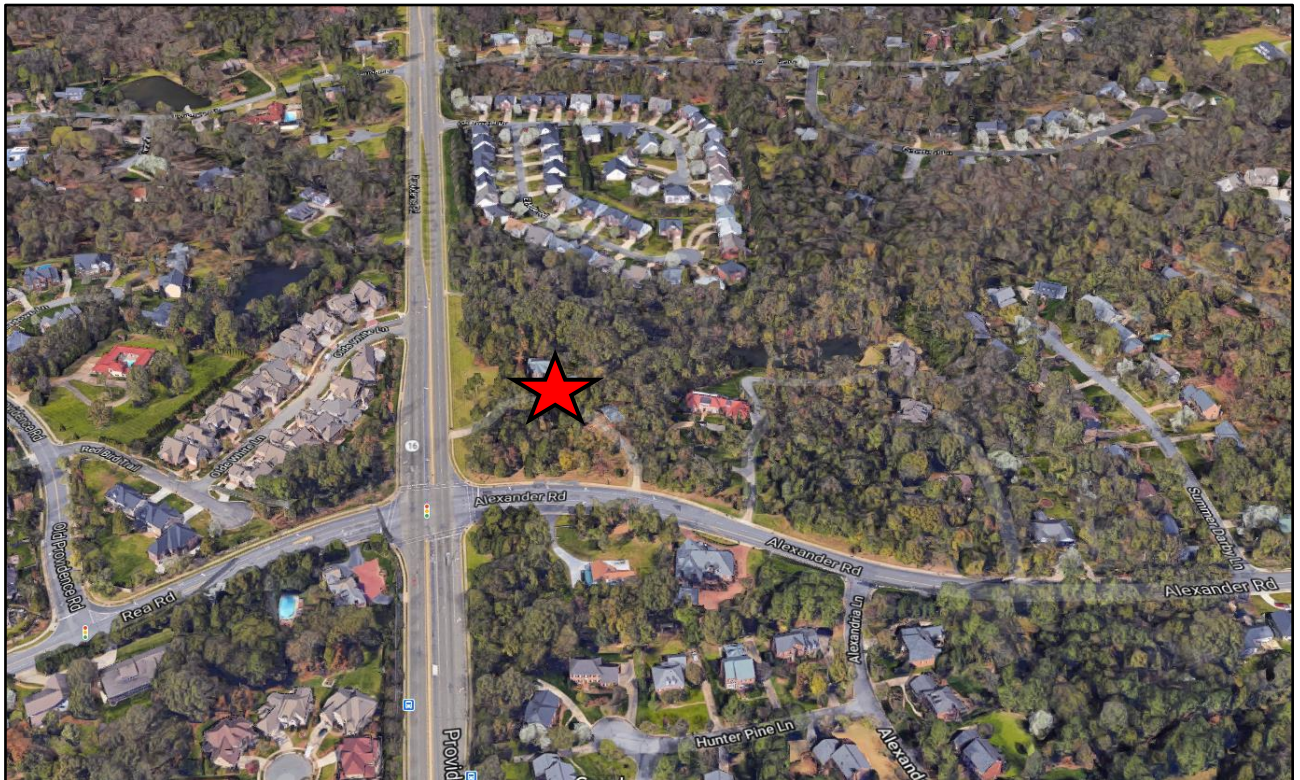
- Allows up to ~~45~~ **44** single family attached, townhome dwelling units, for a density of ~~7.6~~ **7.4** dwelling units per acre.
- Limits the building height to 44 ft.
- Specifies vehicular access from Providence Road and commits to construction of a 8 ft. planting strip and 8 ft. sidewalk on Providence Road and a 8 ft. planting strip and 6 ft sidewalk on Alexander Road.
- Provides a minimum ~~40~~ **50** ft setback along the eastern property line to the nearest unit on the east side of the development (unit #29) and ~~50~~ **65** ft side and rear setback from the northern and eastern property line to the nearest unit on the northeast corner of the development (unit #22).
- Commits to a 25.5 ft Class C buffer along the northern and eastern property line with a fence in lieu of shrubs. If a fence is not provided the buffer width will be increased to 34 ft and shrubs will be planted.
- Specifies each unit will have a garage. **Indicates two areas within the development for visitor parking and provides "no parking" signage along the private street entering the development.**
- Provides a number of architectural standards related to sidewalk entrances, entries raised above grade of sidewalk, pitched roofs, usable porches and stoops, blank walls, visible garage doors and allowed building materials.
- Shows proposed common open space areas and internal sidewalk network on the site plan.

### • Existing Zoning and Land Use



The area is primarily developed with single family residential uses in R-3 and UR-1 zoning. Further north and south of the site along Providence Road are institutional and multi-family uses and zoning.





The site, indicated by red star above, and shown in streetview below is developed with two single family homes.



North of the site, along Elfreda Road are single family homes.





East of the site are single family homes and a pond with driveway access to Alexander Road.



South of the site are single family homes fronting Alexander Road.



West of the site, across Providence Road are single family homes

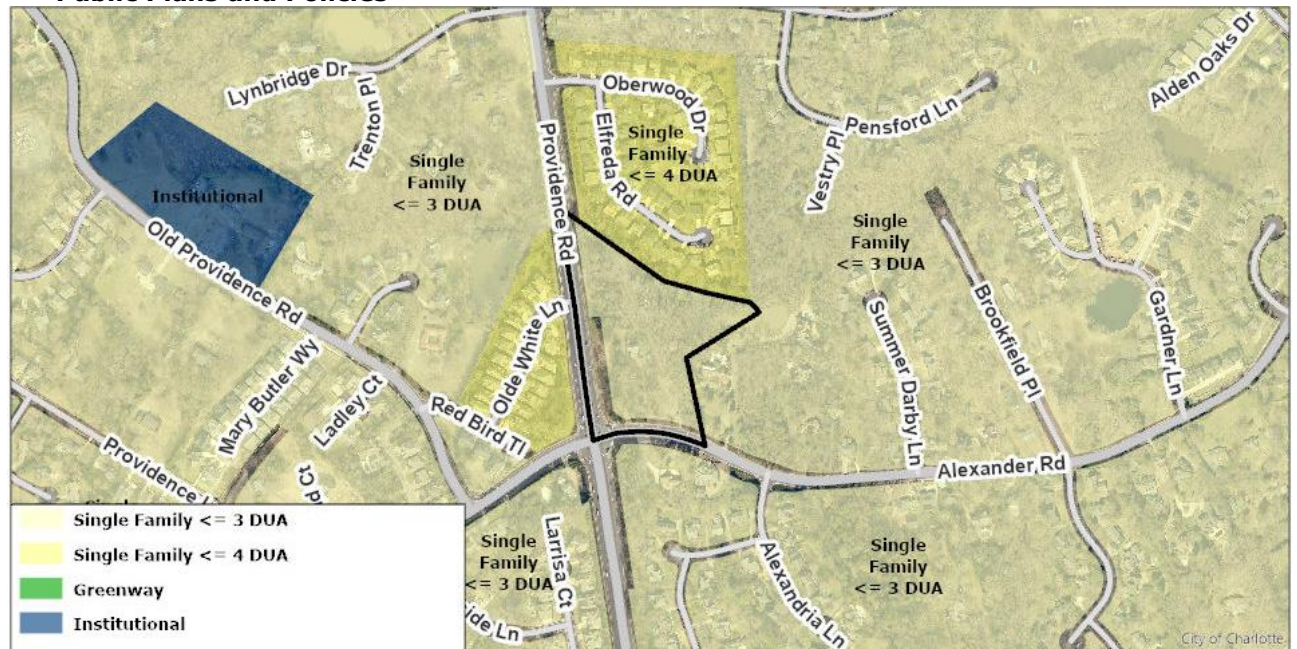


- Rezoning History in Area**



No recent rezoning history in area. The most recent rezoning, 2018-142, is located north of the site (just off the map) for 20.5 acres to INST(CD) and R-8MF(CD) to allow 200 active adult retirement community units and 41 townhomes age restricted to those 55 and older.

- Public Plans and Policies**



- The *South District Plan* (1993) recommends single family development at 3 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 the density requested as illustrated in the table below. The petitioner is requesting 7.6 7.4 units per acre.

Assessment Criteria	Density Category – up to 8 dua
Meeting with Staff	1
Sewer and Water Availability	1
Land Use Accessibility	4
Connectivity Analysis	2
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 site is located at the intersection of Providence Road, a Major Thoroughfare Road (State-maintained) and Alexander Road, a Minor Thoroughfare Road (City-maintained). CDOT and NCDOT's evaluation of this petition prioritizes safe site access to minimize conflicts between bicyclists, pedestrians and motorized vehicles. Additionally, CDOT referred to City Council-adopted plans, policies, the City's Driveway Manual and Sight Distance Policy, and the development standards for UR-2 Rezoning District in Sec. 9.407(4)(c) of the City Code of Ordinances to evaluate this petition.

In determining the curb-line for this site, CDOT received a deed survey that showed an existing public right-of-way 64.9 feet from the existing median. The UR-2 conditional rezoning petitions (approved between 2018-2019) along Providence Road have public right-of-way established at 50' from the existing centerline. Upon consultation of NCDOT, the existing curb-line at approximately 29 feet from the median and the existing right-of-way of 64.9 feet will remain in its current location. The petitioner will coordinate with NCDOT for future right-of-way dedication for Providence Road widening as specified in a future study. The petitioner will construct an 8-foot planting strip and an 8-foot Multi-Use Path (MUP). The MUP will allow for bicyclists and pedestrians to travel separately from vehicles.

The single site access for the proposed project will be from Providence Road, which will be limited to a right-in/right-out movement. CDOT and NCDOT agreed that access on Alexander Road was not appropriate as traffic turning left into the site would have limited sight distance and the queue for entering traffic may affect the intersection of Providence and Alexander. As determined by NCDOT, the petitioner will provide a 100' driveway stem at the access on Providence Road to allow for stacking and safe ingress to the site. The petitioner will install 'No Parking – Towing Enforced' sign in the driveway stem.

Since August 2020, CDOT has participated in multiple community meetings with the Planning Department to provide updates on traffic analysis. On October 15, 2020, a Transportation Technical Memorandum (TTM) was submitted by the petitioner to CDOT and NCDOT for review. The TTM included the review of bicycle and pedestrian accommodations, ingress/egress, and U-turn movements. As the site plan reduces the number of units, the safety mitigation measures included in the TTM still apply.

After the City Council Rezoning Meeting in March 2021, the petitioner submitted an updated site plan with a proposed number of residential units at 44 units. The trip generation is now 295 daily vehicle trips, with 21 AM peak vehicle trips and 28 PM peak vehicle trips. The site will now generate 17 vehicles entering the site during the PM peak hour. It is assumed no more than 10 of those will be making the southbound U-turn movement on Providence Road. The townhomes are now setback from the back of curb at 45 feet. On-site parking has been provided and a note has been added to the site plan that states on-site parking will be monitored and enforced by the HOA.

As of the date of this memo, the intersection of Providence Road and Alexander Road is not on the high-injury network (which includes all pedestrian, bicycle, serious injury, and fatal crashes) or high congestion list. The crash summary report for the Providence/Alexander Rd, intersection shows that from February 2016 to November 2020, there was 58 total crashes. During that four-year period, the crash numbers are considered minimal for Providence Road. With 10 vehicles distributed throughout the peak rush hour period, this rezoning is anticipated to have minor impact on the operations and safety of the intersection.

- **Active Projects:**

- No active projects near the site.

- **Transportation Considerations**

- ~~See Outstanding Issues, Note 4.~~ Addressed.

- **Vehicle Trip Generation:**

Current Zoning:

Existing Use: 20 trips per day (based on 2 single family homes).

Entitlement: 205 trips per day (based on 17 single family homes).

Proposed Zoning: ~~300~~ 295 trips per day (based on ~~45~~ 44 townhomes).

**DEPARTMENT COMMENTS** (see full department reports online)

- **Charlotte Area Transit System:** No outstanding issues.
- **Charlotte Department of Housing and Neighborhood Services:** See advisory comments at [www.rezoning.org](http://www.rezoning.org)
- **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 15 students. Therefore, the net increase in the number of students generated from existing zoning to proposed is 6 students.
  - The proposed development is not projected to increase the school utilization over existing conditions (without mobile classroom units) as follows:
    - Lansdowne Elementary at 106%
    - McClintock Middle at 130%
    - East Mecklenburg High at 101%.
- **Charlotte Water:** Charlotte Water has accessible water system infrastructure for the rezoning boundary via an existing 8-inch water distribution main located along Providence Road and a 12-inch water main along Alexander Road.

Charlotte Water has sanitary sewer system infrastructure accessible for the rezoning boundary via an existing 8-inch gravity sewer main located along Providence Road. See advisory comments at [www.rezoning.org](http://www.rezoning.org)

- **Engineering and Property Management:**
  - **Arborist:** No comments submitted.
  - **Erosion Control:** No outstanding issues.
  - **Land Development:** No outstanding issues.
  - **Storm Water Services:** No outstanding issues.
  - **Urban Forestry:** 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.

**OUTSTANDING ISSUES**Site and Building Design

1. ~~Provide a note committing to and show on the site plan visitor parking internal to the site outside of the proposed private street entry driveway.~~ Addressed
2. ~~Correct the conflict between note 2.c. and 6.c.~~ Addressed, previous 6.c was removed and 2.c. was amended to say, "A portion of the Site, approximately .50 acres as generally depicted on the Rezoning Plan, located on the eastern boundary of the Site and containing a portion of an existing pond will be dedicated/conveyed to the adjoining property owner. If for some reason the Petitioner is not able to dedicated/convey this area to the adjoining property owner, the area will be used as common open space and/or tree save area for the development, but will not be improved with amenities for the residents of the development. The portion of the existing pond located in this area may be preserved or may be removed under either scenario described above."
3. ~~Amend note 4 a. to provide the setback measured from the existing back of curb. Staff requests the setback be 50 ft from the existing back of curb along Providence Road.~~ Addressed, the petitioner amended the setback to be 45 feet measured from the existing back of curb. While less than 5 feet less than staff requested, the petitioner amended note 4.a. related to encroachments of porches and stoops to say the only encroachments would be those allowed by Ordinance.

Transportation

4. ~~While a feasibility study had been initiated for Providence Road/NC 16 under FS 1810D, the study has been suspended due to funding challenges. Add a site plan conditional note that states "The Petitioner will coordinate with NCDOT for future right of way dedication or reservation for Providence Road widening as determined under the future feasibility study if the feasibility study is completed before Petitioner has obtained permits".~~ Addressed

**REQUESTED TECHNICAL REVISIONS**Site and Building Design



- 
5. ~~Amend note 4 a. to reduce the allowed encroachment for porches and stoops from 6 ft to 4 ft.~~ Addressed, the petitioner changed the language to state that only the encroachments allowed by Ordinance will be permitted.
  6. ~~Amend note 5 a. and b. to change "into ~~the~~ setback" to "into ~~this~~ setback."~~ Addressed.
  7. ~~Amend note 5 c. to correct the typo "planning" strip to "planting" strip.~~ Addressed
  8. ~~Remove note 5 o. The Ordinance already addresses specific items that are allowed to encroach into setbacks, and some items listed are not allowed to encroach.~~ Addressed
  9. ~~Change the label for the fire truck turn around to "Fire Truck and Waste Collection Vehicle Turn Around."~~ Addressed
  10. ~~Show/dimension on the site plan from what boundary the setbacks noted for units 22 and 29 are measured.~~ Addressed
- 

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

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