



City Council Follow-Up Report From the March 15, 2021 Zoning Meeting

2020-103 – Fielding homes/DRB Group – Approximately 5.92 acres located along the east side Providence Road and along the north side of Alexander Road. (Council District 7-Driggs)

How is building height measured in UR-2, and what are the height allowances/max height for this project under the UR-2 zoning district?

Staff Response:

How height is measured:

Building height is measured, in all districts, as the vertical distance between the average grade at the base of a structure and the highest part of the structure (not including firewalls, chimneys, roof structures for elevators, stairs and mechanical equipment or devices up to 5 ft used to screen roof structures and equipment.

Allowed height under current zoning (R-3):

Buildings are limited to 40ft measured at the required side yard line, and 48ft at the front building line. Building height may be increased over 40 feet by 1 additional foot in height for each 1 additional foot in distance the portion of the building is from the side yard line.

Note: the required setback is 30ft from the right-of-way of thoroughfares, the side yard is 6 ft and rear yard is 45 ft.

Ex. To reach a height of 44 ft, a building would need a distance of 10 ft from the side property line.

Allowed height in conventional UR-2 Zoning:

When adjacent to R-3, R-4, R-5, R-6 & R-8 zoning with residential use the maximum height is 40 ft measured at the Ordinance required setback, side, and rear yard lines. The maximum height may be increased over 40ft by 1 additional foot of height for every 2 additional feet in distance the portion of the building is from the required setback, side and rear yard lines located along boundaries adjacent to single family zoning, up to a total maximum height of 100 feet.

Note: The Ordinance required setback is 14ft from the back of curb, the side yard is 5 ft and rear yard is 10 ft.

Ex. To reach a height of 44 ft, a building would need a distance of 22 ft from the back of curb, 13 ft from the side property line, and 18 ft from the rear property line.

Allowed height under proposed zoning (UR-2(CD)):

All buildings are limited to 44 ft in height. The proposal provides buildings located a distance of 45 ft from the back of curb along Providence Road and 25 ft from the back of curb on Alexander, the units nearest to the side and rear property lines are located 50 ft and 65 ft from the property lines.

Is the water/sewer infrastructure in this area sufficient to accommodate the proposed development?

Staff Response: CLTWATER reviewed a submitted Capacity Assurance Program application for the proposed development. The CAP was approved 3/2021. This capacity is reserved for two years.

How many accidents have occurred at this intersection and why is not classified as ‘high injury’?

Staff Response: In order for a roadway segment or intersection to be included on the High Injury, there must be a serious injury crash, a fatal crash, or a crash involving a pedestrian or bicyclist. From 2016-2021, there have been 58 crashes at this intersection, averaging to 11.6 crashes per year or less than one crash incident a month. Of the 58 crashes, 39 were labeled property damage only, 16 were possible injury, and 3 were suspected minor/visible injury crashes. There have been no serious injury crashes, fatal crashes, or crashes involving a pedestrian or bicyclist at this intersection.

Are 73 accidents at this intersection more significant than other similar intersections?

Staff Response: CDOT reviews crash history in 5-year increments. As stated above, there have been 58 crashes at this intersection in the past 5 years. This average to just under 1 crash per month. Per the City’s Vision Zero Action Plan, CDOT is committed to eliminating traffic fatalities and serious injuries on our streets.

Given the unique characteristics of each intersection, as well as the relative differences in traffic volumes, the crash data for different intersections cannot be analyzed in a way that compares them accurately. However, we have included the Annual Average Daily Traffic (AADT) on the roads associated with this intersection.

The Annual Average Daily Traffic (AADT) on these roads are as follows:

- Providence Road - 34,200 vehicles per day (2019)
- Alexander Road – 11,000 vehicles per day (2019)
- Rea Road – 16,900 (2018)

Given the volume of vehicles traveling through this intersection each day, the average of less than 1 crash per month is not considered excessive or alarming.

Can CATS comment on the placement of the potential bus stop/waiting pad? Is there enough room at back of curb for the stop to be a pull off or will the bus stopping block the lane of traffic?

Staff Response (CATS): The stop on Providence Road would be located about 60-80 feet from Alexander Road.

For the pull off question: We would prefer to make in lane stops here. This wouldn’t be a timepoint so there isn’t a need for the operator to layover.

2020-150 – Evolve Acquisition, LLC – Approximately 20.267 acres located along the south side of Alexandria Road, north of Interstate 485, and west of Highway 77. (ETJ; Closest to District 2 - Graham)

What are the expectations of comments from Urban Forestry when there is a significant loss of trees on a site like this?

Staff Response: Urban Forestry staff reviews and comments on rezoning plans seeking acknowledgement and compliance with standard Charlotte Tree Ordinance development requirements such as tree save, internal/parking lot trees, and perimeter/street trees. Urban Forestry staff may comment on proposed conditions or notes that don't comply with standard ordinance requirements. Staff doesn't look at tree canopy issues beyond standard ordinance requirements.

2020-185 – Providence Group Capital, LLC – Approximately 0.808 acre located along the west side of Distribution Street, east of South Tryon Street, and south of Dunavant Street. (Council District 3 - Watlington)

What is the status of the public infrastructure project in this area? What is the schedule for improvements and how will the project impact/be related to the issuance of COs?

Staff Response: CLT Water has a sanitary sewer improvement project that will impact this development—Irwin Basin Tributary to Remount Road. This is a design-build project with a tentative construction start in first quarter of 2022 with a tentative completion by end of third quarter of 2023. CLTWATER would approve sanitary sewer connection for this parcel no later than completion of the project (third quarter 2023), but likely one quarter prior to completion of project (second quarter 2023).