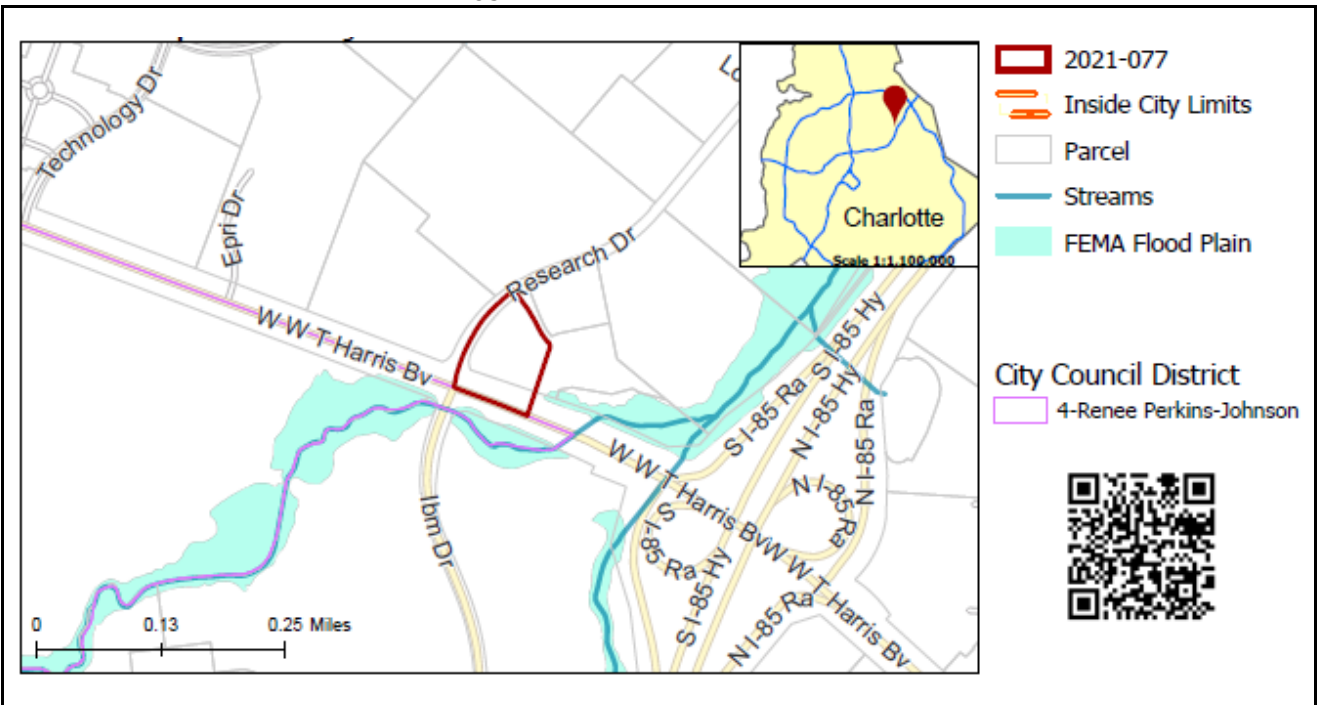


REQUEST

Current Zoning: B-1(CD) (neighborhood business, conditional)
Proposed Zoning: RE-3(CD) (research, conditional)

LOCATION

Approximately 3.07 acres located at the northeastern intersection of Research Drive and West W.T. Harris Boulevard, west of Interstate 85.



SUMMARY OF PETITION

The petition proposes to allow up to 152 multi-family residential units in one building.

PROPERTY OWNER
PETITIONER
AGENT/REPRESENTATIVE

Omilos 1, LLC
Lucern Capital Partners
Bridget Grant, Moore & Van Allen

COMMUNITY MEETING

Meeting is required and has been held. Report available online.
Number of people attending the Community Meeting: 0

STAFF
RECOMMENDATION

Staff recommends approval of this petition.

Plan Consistency

The petition **inconsistent** with the *University Research Park Area Plan (2010)* recommendation of office/retail use.

Rationale for Recommendation

- While this petition is inconsistent with the Office/Retail future land use recommended by the area plan, the petition does fulfill the area plan's goals of expanding housing choices and allowing for a mixture of land uses throughout the area.
- Approval of this petition will increase the housing supply within the steadily growing University City Area.
- This site is proximate to the recently approved Rezoning Petition 2021-030, which also allows for multi-family housing in this group of parcels.

- The petitioner commits to providing a 12-foot multi-use path and an 8-foot planting strip alongside Research Drive, as well as two pedestrian connections from Research Drive to the site, therefore enhancing the pedestrian environment.

The approval of this petition will revise the adopted future land use as specified by the *University Research Area Plan (2010)*, from Office/Retail to Residential > 22 DUA for the site.

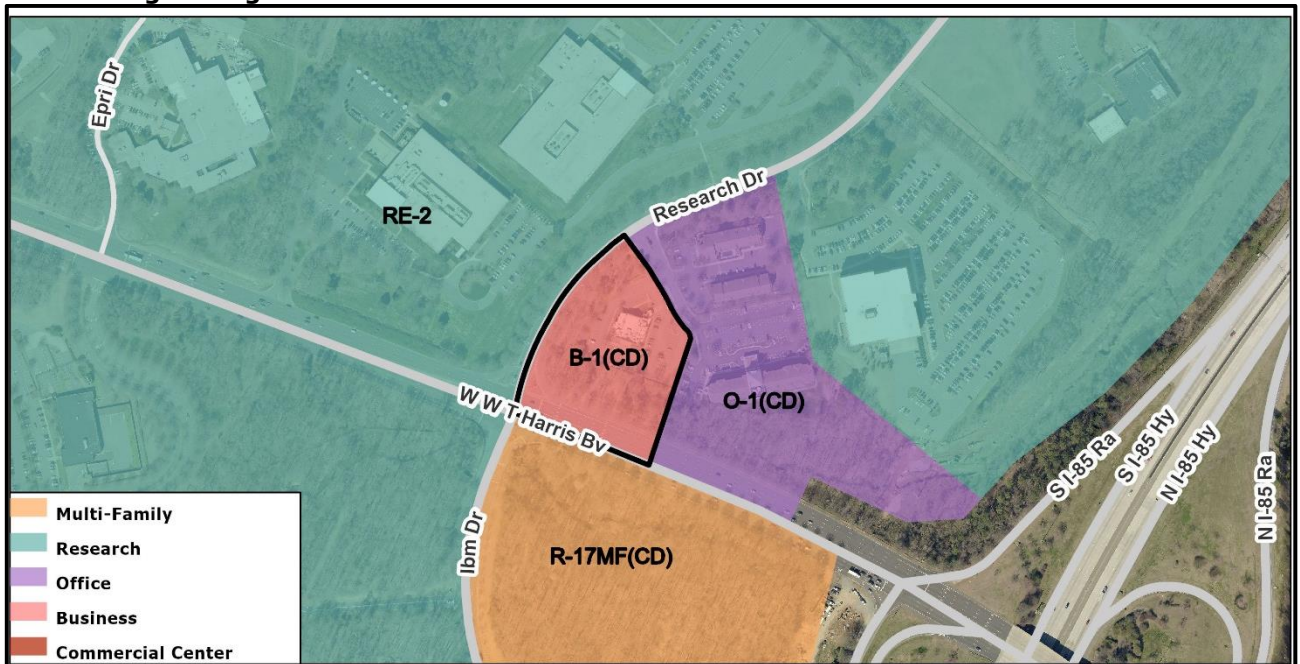
PLANNING STAFF REVIEW

Proposed Request Details

The site plan accompanying this petition contains the following provisions:

- Allows up to 152 multi-family dwelling units in one building with a provision that if the multi-family units are not developed then the existing building can be used for EDEE uses as permitted by right.
- Includes a structured parking facility.
- Commits to providing a 12-foot multi-use path and an 8-foot planting strip alongside Research Drive, as well as two pedestrian connections from Research Drive to the site.
- Commits to a financial contribution towards a pedestrian crossing across W.T Harris Boulevard.
- Maintains the 75-foot set back along Research Drive and 125-foot setback along W. W.T. Harris Boulevard.
- Provides a minimum 5,000-square feet of open space with benches, seat walls, landscaping, and other amenities.
- Limits maximum building height to 75-feet.
- Architectural details:
 - Building elevations will be designed with articulated architectural features that will include a combination of exterior wall offsets, columns, pilasters, change in materials or colors, awnings, or arcades.
 - Building elevations greater than 5-feet in height will not have blank wall expanses greater than 20-feet in any horizontal or vertical direction with articulated features. For blank walls greater than 20-feet, architectural features including banding, medallions or similar design features will be used.

Existing Zoning and Land Use



Then surrounding land use includes hotels, office, and commercial uses.



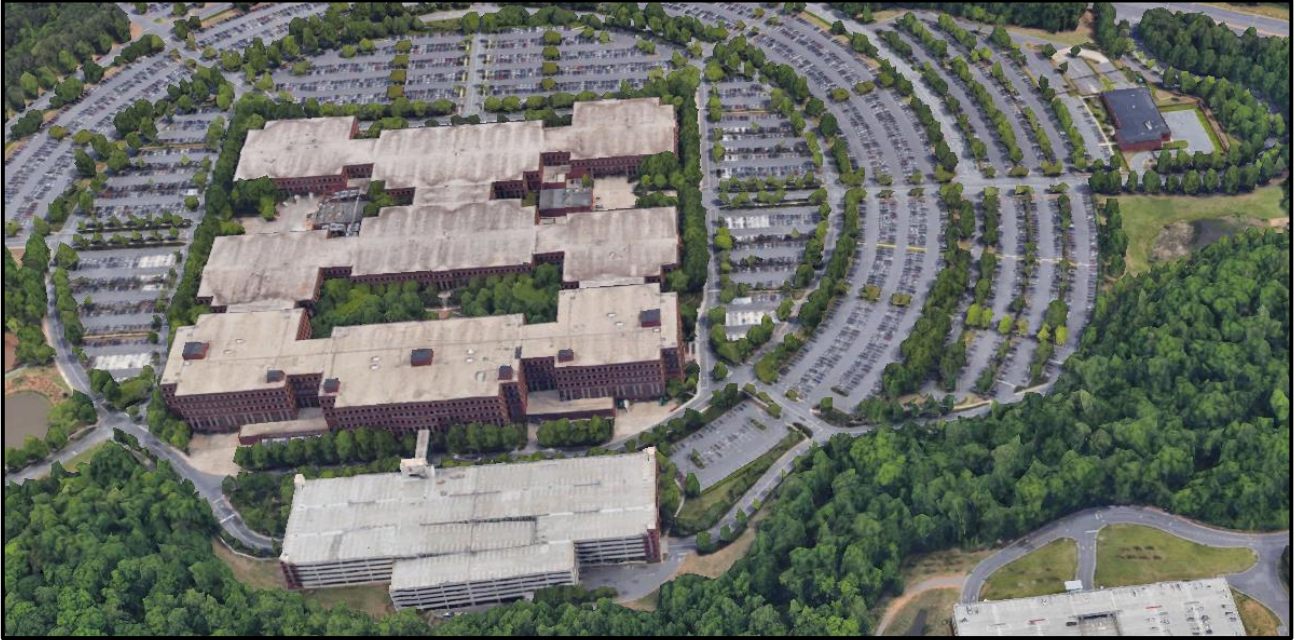
The subject property is denoted by the red star.



The property to the west along Research Drive is developed with office uses.

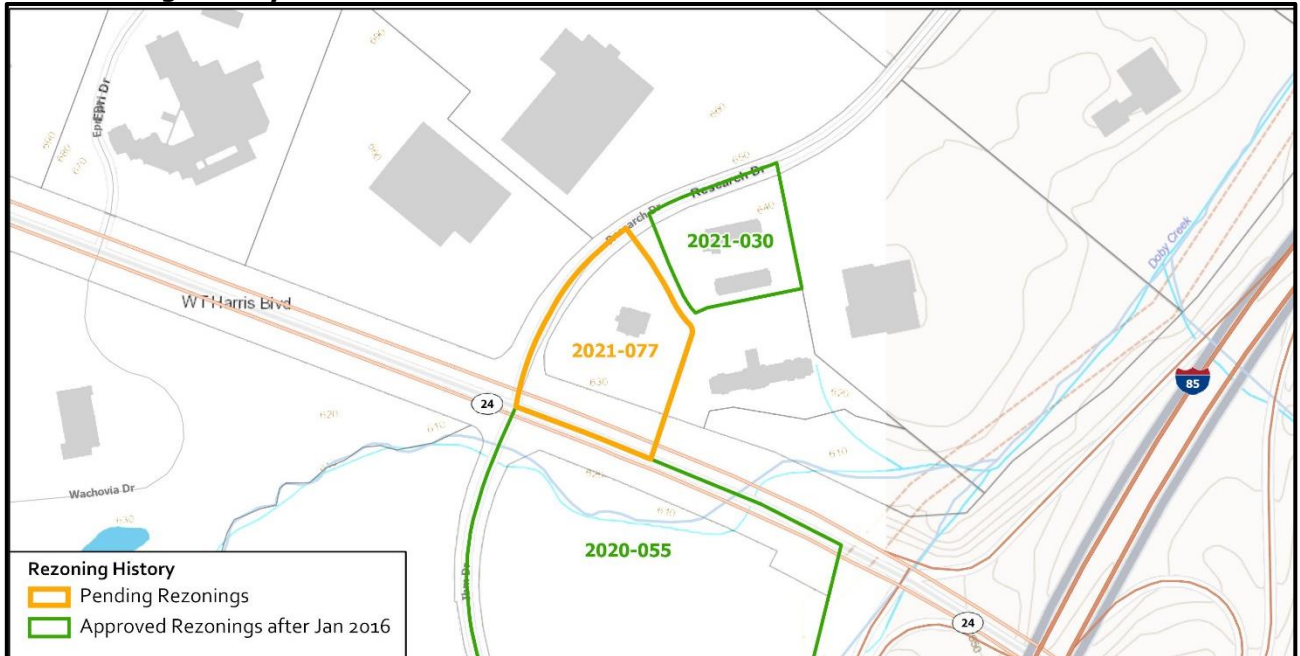


The property to the east along research drive is developed with a hotel.



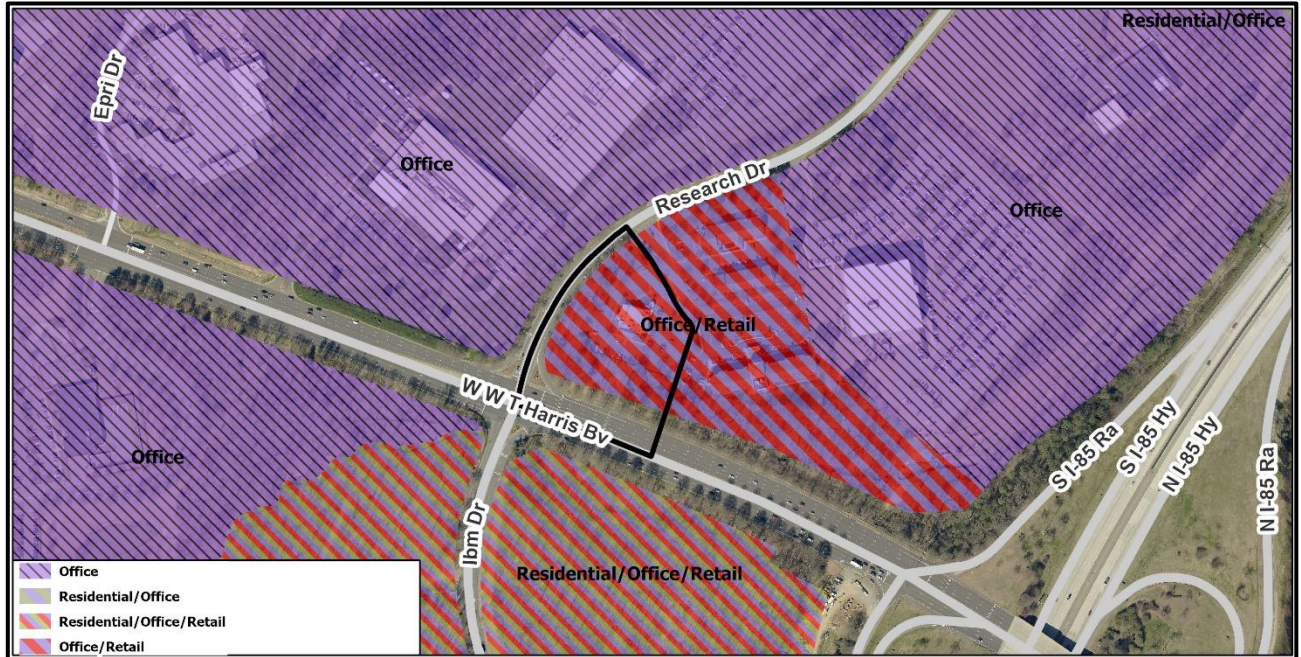
The property to the south west across W. W.T. Harris Boulevard is the Wells Fargo Customer Information Center.

- Rezoning History in Area**



Petition Number	Summary of Petition	Status
2021-030	Rezoned 2.55 acres to allow up to 96 multi-family dwelling units OR 96 hotel rooms in an existing extended stay hotel.	Approved
2020-055	Rezoned 27.97 acres to allow up to 300 multi-family dwelling units.	Approved

- **Public Plans and Policies**



- The *University Research Area Plan (2010)* calls for Office/Retail.

- **TRANSPORTATION SUMMARY**

- The site is located at the corner of W. T. Harris Boulevard, a State-maintained major thoroughfare, and Research Drive, a City-maintained minor thoroughfare. In accordance with the City's WALKS and BIKES Policies, and City Ordinances, the petitioner has committed to a construct a 12-foot shared-use path and Sidewalk and Utility Easement along the site's frontage of Research Drive. All CDOT comments have been addressed.
- **Active Projects:**
- North Bridge over I-85
 - This will span I-85, connecting Research Drive to J.W. Clay Boulevard. The bridge will create connections between University Research Park to shopping and services at University Place, the J.W. Clay LYNX station, the North Tryon street corridor, the Charlotte Research Institute and the University of North Carolina at Charlotte. It will accommodate motorists, bicyclists, pedestrians and public transit users.
 - This project is currently in the design phase with an anticipated completion date of Q4 of 2025.
- NCDOT TIP #I-6013 – Harris Blvd./I-85 Interchange
 - Scope not yet defined.
 - ROW year: FY 2029. Construction year: 2030.

- **Transportation Considerations**

- ~~See Outstanding Issues, Notes 1,2~~ Addressed

- **Vehicle Trip Generation:**

Current Zoning:

Existing Use: 770 trips per day (based on 6,865 square-foot restaurant).

Entitlement: 900 trips per day (based on 8,000 square-foot restaurant).

Proposed Zoning: 830 trips per day (based on 152 apartments).

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:** See advisory comments at www.rezoning.org
- **Charlotte-Mecklenburg Schools:** The development allowed under the existing zoning could generate zero students, while the development allowed under the proposed zoning may produce 19

students. Therefore, the net increase in the number of students generated from existing zoning to proposed is 19 students.

- The proposed development is projected to increase the school utilization over existing condition (without mobile classroom units) as follows:
 - Governor's Village from 101% to 102%.
 - Julius L. Chambers High remains at 126%.
- **Charlotte Water:** Charlotte Water has accessible water system infrastructure for the rezoning boundary via an existing 12-inch water distribution main located along Research Drive. Charlotte Water has accessible sanitary sewer system infrastructure for the rezoning boundary via an existing 8-inch gravity sewer main located along Research Drive. See advisory comments at www.rezoning.org
- **City Arborist:** See advisory comments at www.rezoning.org
- **Erosion Control:** No outstanding issues.
- **Mecklenburg County Land Use and Environmental Services Agency:** No outstanding issues.
- **Mecklenburg County Parks and Recreation Department:** No outstanding issues.
- **Stormwater Services Land Development Engineering:** No outstanding issues.
- **Storm Water Services:** No outstanding issues.
- **Urban Forestry:** See advisory comments at www.rezoning.org

OUTSTANDING ISSUES

Transportation

- ~~1. Revise the site plan by labeling and dimensioning the back of curb from the existing centerline of Research Drive to ensure the planting strip and shared use path dimensions are correct. Add a typical section to the site plan to clearly identify roadway cross section and dimensions.~~

~~Addressed~~

- ~~2. Revise the site plan to extend 12-foot multi-use and SUE to property line.~~ **Addressed**

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





Planner: Michael Russell (704) 353-0225









Goals Relevant to Rezoning Determinations

Rezoning Petition # 2021-077

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.	X
	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.	N/A

	<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>