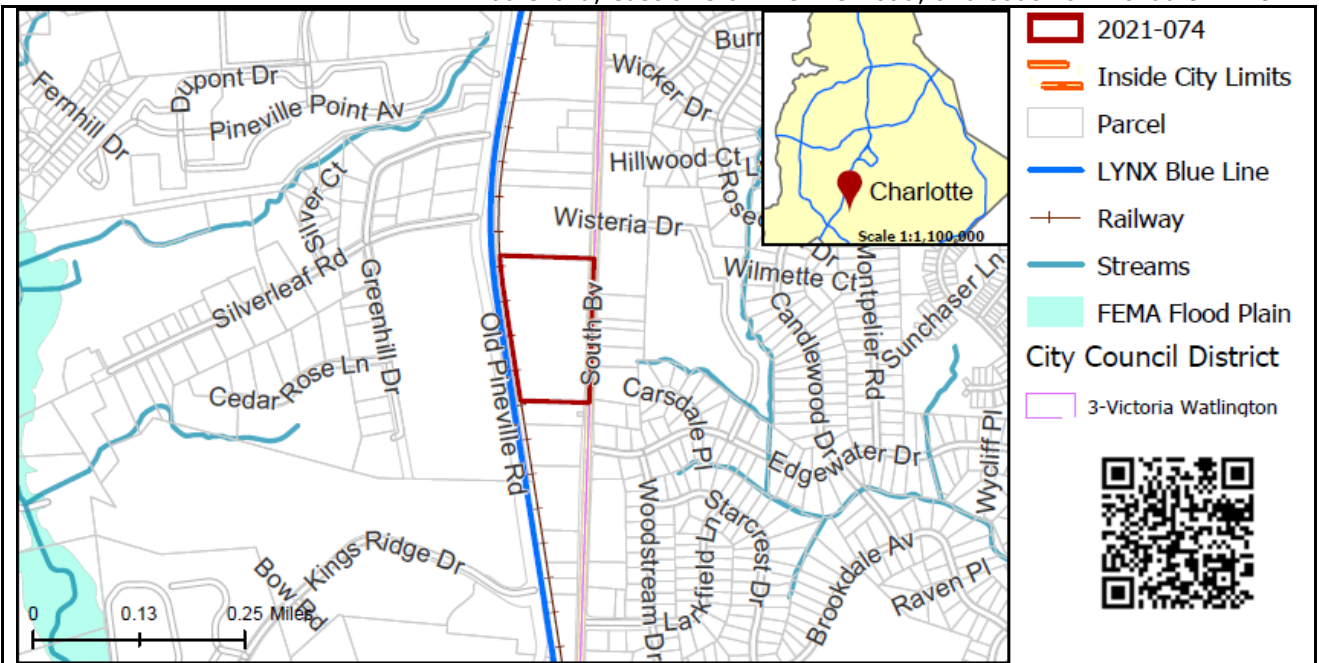


## REQUEST

Current Zoning: B-2 (general business)  
Proposed Zoning: TOD-NC (transit oriented development – neighborhood center)

## LOCATION

Approximately 10.58 acres located on the west side of South Boulevard, east of Old Pineville Road, and south of Archdale Drive.



## SUMMARY OF PETITION

The petition proposes to allow all uses in the TOD-NC district for a parcel located between the Archdale and Arrowood transit stations on the Lynx Blue Line.

## PROPERTY OWNER

Harrelson Real Estate Holdings, LLC

## PETITIONER

Ardent Acquisitions LLC

## AGENT/REPRESENTATIVE

John Carmichael / Robinson Bradshaw

## COMMUNITY MEETING

Meeting is not required.

## STAFF RECOMMENDATION

Staff recommends approval of this petition.

### Plan Consistency

The petition is **inconsistent** with the *Tyvola & Archdale Transit Station Area Plan* recommendation for office/retail uses.

### Rationale for Recommendation

- The site is just over a ½ mile walk Archdale Station and approximately ¾ miles walk to the Arrowood Station on the LYNX Blue Line.
- The property directly north of the site is zoned TOD-CC (transit oriented development – commercial center).
- Use of conventional TOD-NC zoning applies standards and regulations to create the desired form and intensity of transit

supportive development, and a conditional rezoning is not necessary.

- TOD (transit oriented development) standards include requirements for appropriate streetscape treatment, building setbacks, street-facing building walls, entrances, and screening.

The approval of this petition will revise the adopted future land use as specified by the *Tyvola & Archdale Transit Station Area Plan*, from office/retail use to transit oriented development use for the site.

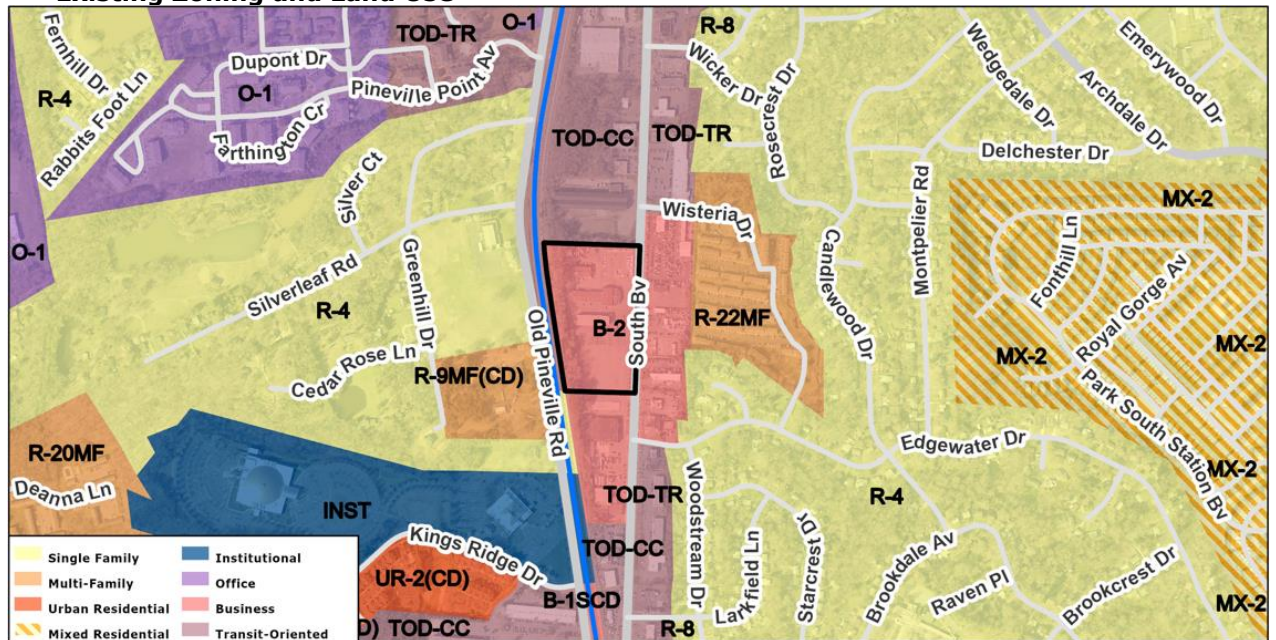
## PLANNING STAFF REVIEW

### • Proposed Request Details

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

- The petition would allow all uses in the TOD-NC district.

### • Existing Zoning and Land Use



The site is an area with a mixture of uses. Commercial uses are primarily located along South Boulevard, multi-family and single family residential uses are east of the site access from roads off South Boulevard, there is additional commercial, institutional and residential uses west of the site accessed from Old Pineville Road.





The site, indicated by the red star, is in an area developed with a mix of uses.



The site is developed with an automotive sales and service center.



North of the site are commercial uses.



East of the site across South Boulevard are commercial uses with residential uses behind accessed from Wicker Drive, Wisteria Drive and Edgewater Drive.



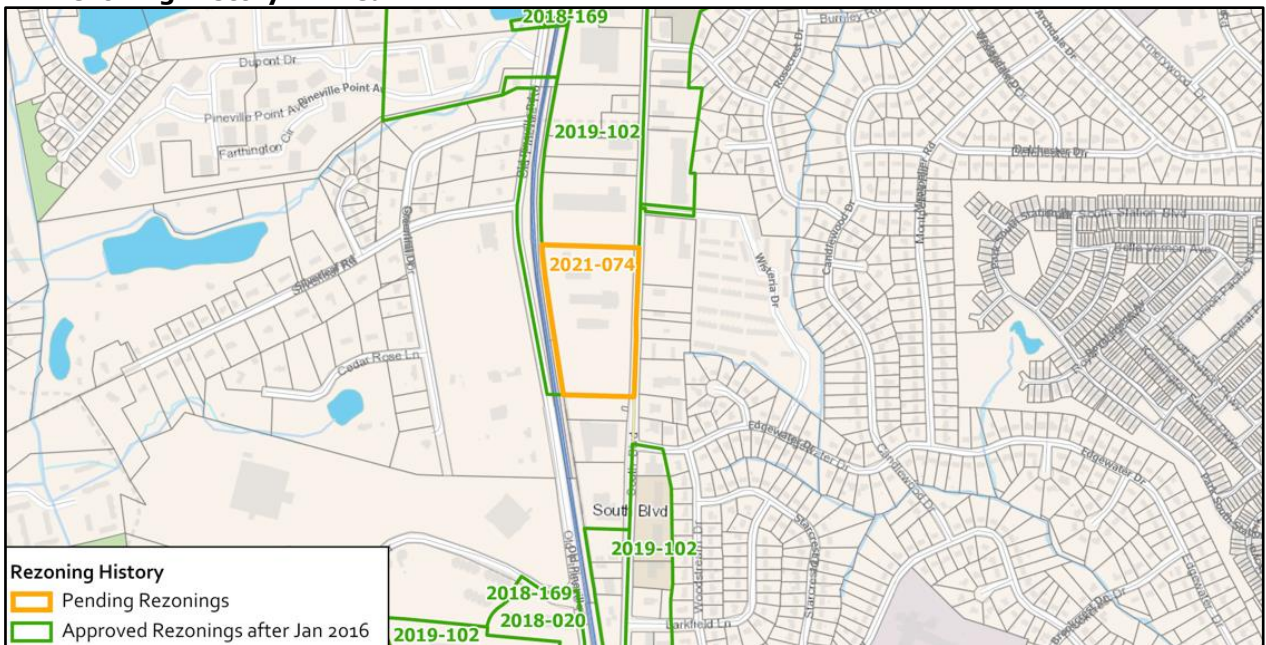


South of the site are commercial uses.



West of the site across the Lynx Blue Line and Old Pineville Road is an institutional use and single family homes.

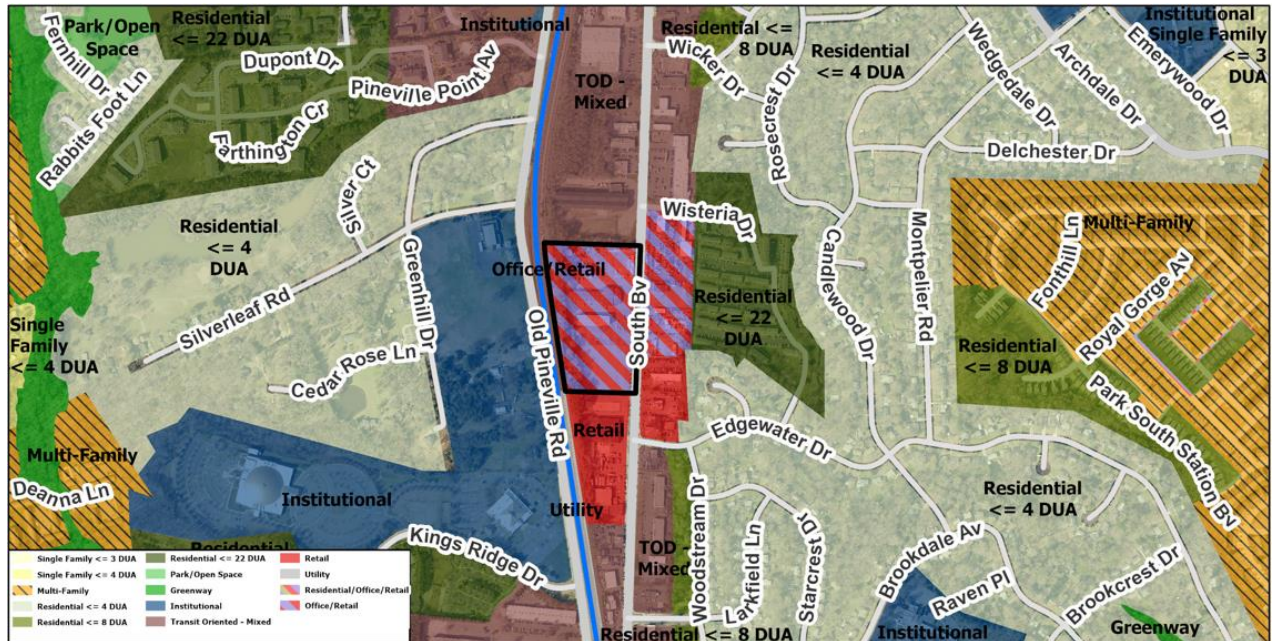
#### • Rezoning History in Area



Petition Number	Summary of Petition	Status
2018-020	3.16 acres south of site at Kings Ridge Drive to TOD-M (transit oriented development – mixed use)	Approved
2018-169	Numerous parcels along the Blue Line to transition old TOD zoning to new TOD districts	Approved
2019-102	Numerous parcels along the Blue Line to align parcels recommended for TOD to new TOD districts.	Approved



- **Public Plans and Policies**



- The *Tyvola & Archdale Transit Station Area Plan* (2008) recommends office/retail uses for the site.

- **TRANSPORTATION SUMMARY**

- The petition is located adjacent to South Boulevard, a State-maintained major thoroughfare and Old Pineville Road a City-maintained minor thoroughfare. This site is requesting a TOD-NC 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 in TOD-zoned areas

- **Active Projects:**

- N/A

- **Transportation Considerations**

- No outstanding issues.

- **Vehicle Trip Generation:**

Current Zoning:

Existing Use: 585 trips per day (based on auto sales and warehouse use).

Entitlement: 9015 trips per day (based on retail uses).

Proposed Zoning: Too many uses to determine.

**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:** No outstanding issues.
- **Charlotte-Mecklenburg Schools:** The development allowed under the existing zoning could generate 80 students. The proposed conventional district allows a variety of uses; therefore, the impact on local schools cannot be determined.
- **Charlotte Water:** Charlotte Water has accessible water system infrastructure for the rezoning boundary via an existing 16-inch water distribution main located along South Bv. Charlotte Water has accessible sanitary sewer system infrastructure for the rezoning boundary via an existing 8-inch gravity sewer main located along South Bv. See advisory comments at [www.rezoning.org](http://www.rezoning.org)

- **Erosion Control:** 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.
  - **Stormwater Services Land Development Engineering:** No outstanding issues.
  - **Storm Water Services:** No outstanding issues.
  - **Urban Forestry / Arborist:** No outstanding issues.
- 

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





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












## RZP 2021-074

### Goals Relevant to Rezoning Determinations

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
	<b>Goal 1: 10- Minute Neighborhoods</b> 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.	✓
	<b>Goal 2: Neighborhood Diversity &amp; Inclusion</b> 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.	✓
	<b>Goal 3: Housing Access for All</b> 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.	✗
	<b>Goal 4: Trail &amp; Transit Oriented Development (2-TOD)</b> 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><b>Goal 5: Safe &amp; Equitable Mobility</b></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><b>Goal 6: Healthy, Safe &amp; Active Communities</b></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><b>Goal 7: Integrated Natural &amp; Built Environments</b></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><b>Goal 8: Diverse &amp; Resilient Economic Opportunity</b></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><b>Goal 9: Retain Our Identity &amp; Charm</b></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><b>Goal 10: Fiscally Responsible</b></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>