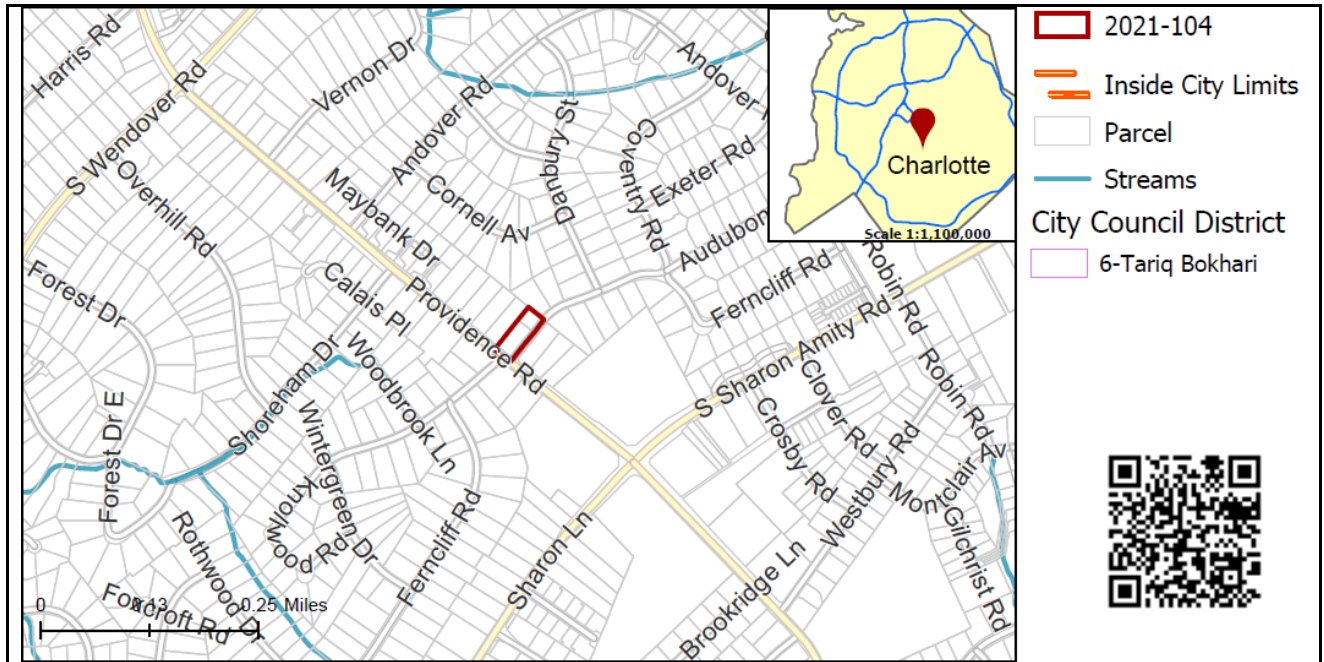


REQUEST

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

LOCATION

Approximately 0.69 acres located at the northeast intersection of Providence Road and Ferncliff Road, west of Randolph Road



SUMMARY OF PETITION

The petition proposes to redevelop the single family parcel and allow a up to 5 single family attached units in two buildings on a parcel at the corner of Providence Road and Ferncliff Road

PROPERTY OWNER

Clifford C Neilson Jr. and Anne H. Neilson

PETITIONER

The Beechwood Organization

AGENT/REPRESENTATIVE

Bridget Grant/ Moore & Van Allen

COMMUNITY MEETING

Meeting is required and has been held. Report available online.
Number of people attending the Community Meeting: 16.

**STAFF
RECOMMENDATION**

Staff recommends approval of this petition upon resolution of outstanding issues and technical revisions related to site and building design and transportation.

Plan Consistency

The petition is **inconsistent** with the *South District Plan* recommendation for single family residential up to 3 units per acre. However, the density for the petition is **consistent** with the *General Development Policies* which support up to 12 units per acre.

Rationale for Recommendation

- The petition proposes 5 single family attached dwellings in 2 buildings for a density of 7.24 units per acre.
- The buildings are limited to 40 feet in height and the massing of the proposed buildings is compatible with single family homes along Ferncliff Road.

- The petition provides a large setback along Providence Road similar to other residential development along the corridor.
- The petition commits to a 10 foot side yard, maintains the existing vegetation and provides supplemental vegetation along the eastern property line adjacent to single family residential.
- Providence Road is a major thoroughfare, generally not suitable for low density, detached single family.

The approval of this petition will revise the adopted future land use as specified by the *South District Plan*, from single family less than or equal to 3 DUA to residential up to 8 DUA for the site.

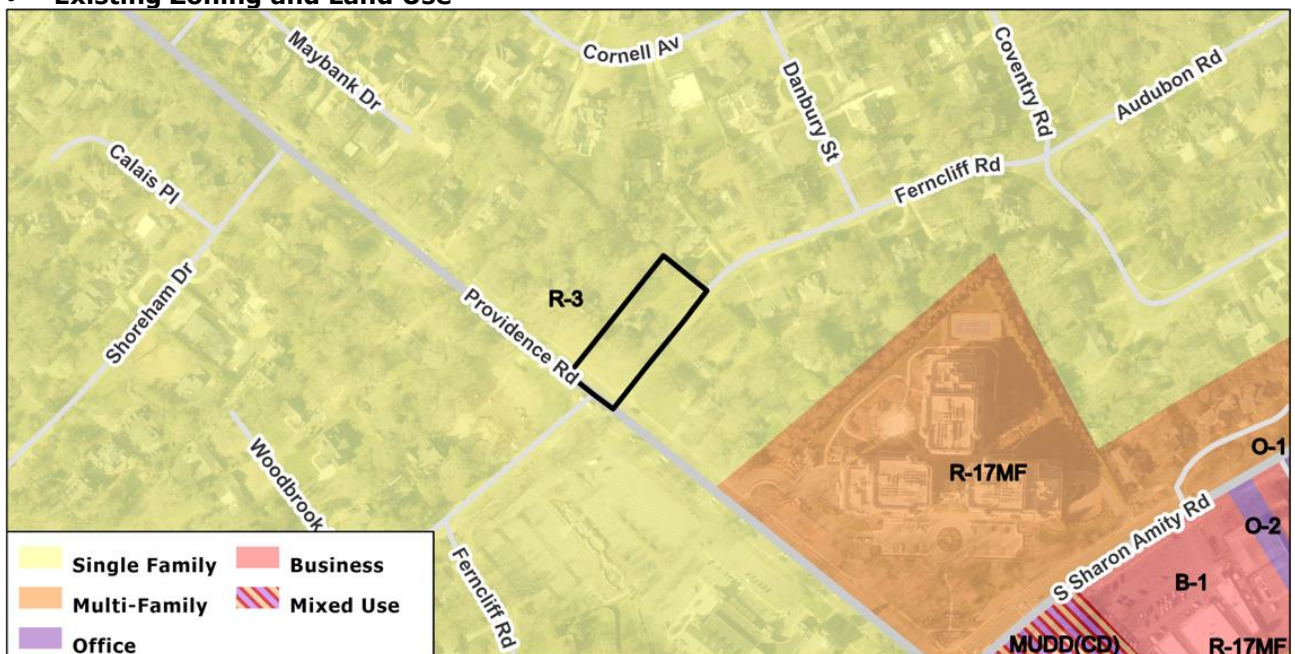
PLANNING STAFF REVIEW

• Proposed Request Details

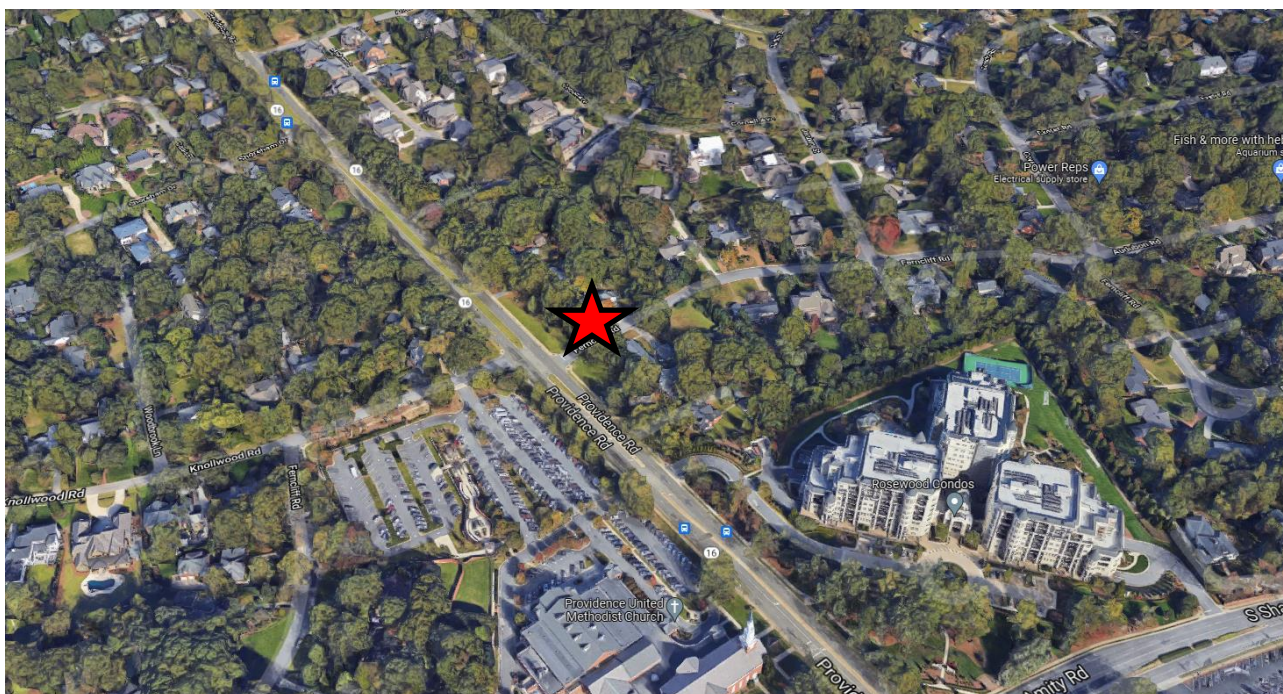
The site plan accompanying this petition contains the following provisions:

- Up to 5 attached dwelling units on the site. A 2 unit building facing Providence Road and a 3 unit building facing Ferncliff Road for a density of 7.24 units per acre
- Limits building height to 40 feet.
- Provides a 64 foot setback from Providence Road similar to other residential development along the corridor.
- Commits to a minimum of 2,000 square feet of common open space, proposed to be located within the Providence Road setback.
- Specifies allowed exterior façade building materials. Commits to screening meter banks and HVAC/mechanical equipment from view of the public streets and adjacent properties at grade.
- Specifies lighting will be full cut-off excluding decorative lighting along walks and drives, detached lighting is limited to 16 feet in height.
- Provides a 10 ft side yard along the eastern property line planted with supplemental vegetation and maintains existing vegetation. Provides a 10 ft rear yard along the northern property line.
- All units are rear loaded so the front doors will face the public streets. Vehicular access is via a shared drive off Ferncliff Road.
- Constructs 8 ft planting strip and 8 ft sidewalk along Providence Road frontage and 8 ft planting strip and 6 ft sidewalk along Ferncliff Road frontage.

• Existing Zoning and Land Use



The area is predominately developed with single family detached homes. There are areas with attached residential and corner duplex units along Providence Road and a mix of institutional, multi-family commercial use to the south within the Cotswold Mixed Use Activity Center.



The site (indicated by the red star above) is located at the intersection of Providence Road and Ferncliff Road with single family uses surrounding its and institutional uses further south.



The site is currently developed with one single family home.



North of the site along Providence Road are single family homes.



East of the site along Ferncliff Road are single family homes.

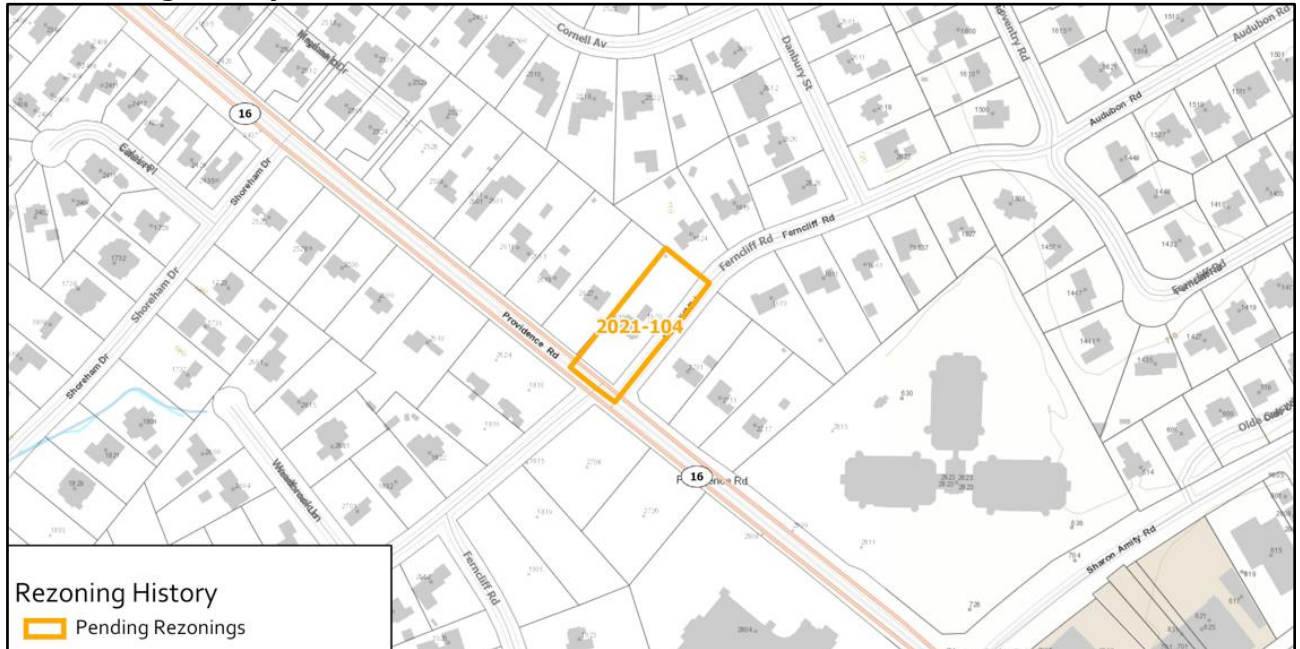


South of the site, across Ferncliff Road are single family homes.



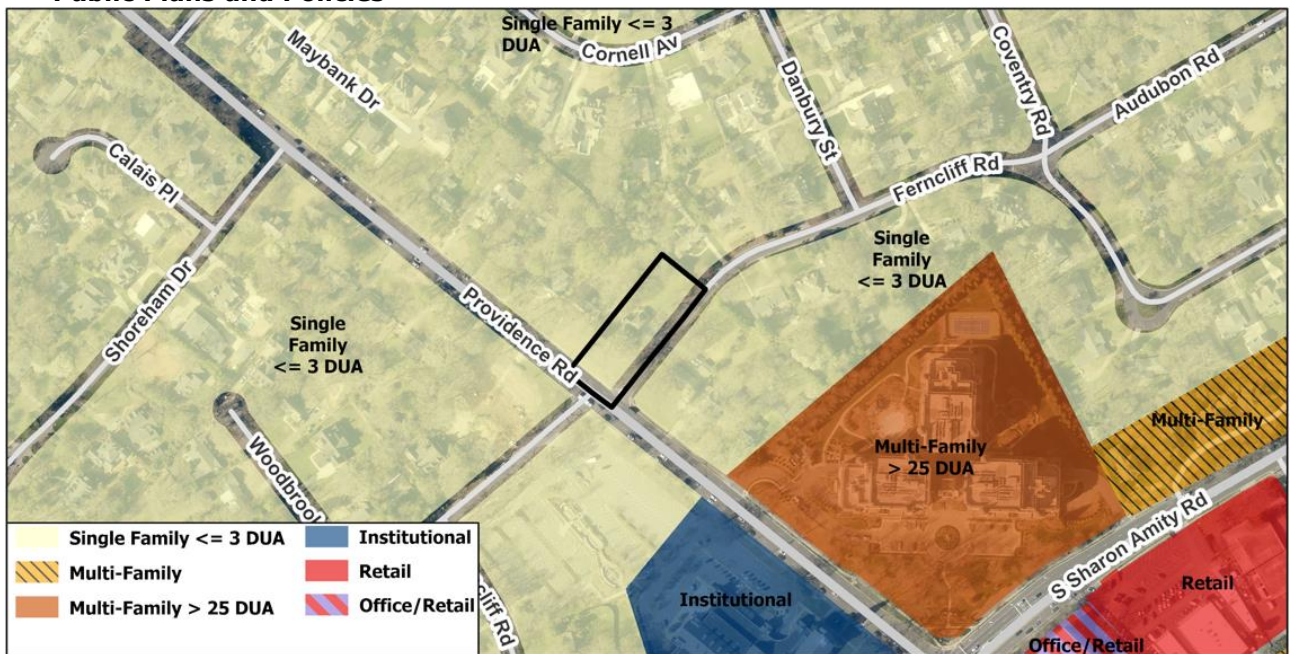
West of the site, across Providence Road is a newly constructed duplex.

- **Rezoning History in Area**



There have been no recent rezonings in the area.

- **Public Plans and Policies**



- The *South District Plan* (1993) recommends single family use less than or equal to 3 dwellings 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 consideration of up to 8 dwellings per acre as illustrated in the table below.

Assessment Criteria	Density Category – up to 8 dua
Meeting with Staff	1
Sewer and Water Availability	2
Land Use Accessibility	2
Connectivity Analysis	3
Road Network Evaluation	0
Design Guidelines	4
Other Opportunities or Constraints	NA
Minimum Points Needed: 11	Total Points: 12

- **TRANSPORTATION SUMMARY**

- The site is located at the corner of Providence Road, a State-maintained major thoroughfare, and Ferncliff Road, a City-maintained local street. In accordance with the City Ordinances and WALKS Policy, the Petitioner has committed to providing and improving pedestrian infrastructure along the site's frontage of Ferncliff Road and Providence Road. CDOT will continue to work with the petitioner during the permitting phase to ensure that proposed transportation infrastructure meet CDOT and NCDOT standards. CDOT continues to request the inclusion of a conditional note. Further details are listed below.
- **Active Projects:**
 - NA
- **Transportation Considerations**
 - See Outstanding Issues, Note 2.
- **Vehicle Trip Generation:**
 - Current Zoning:
 - Existing Use: 10 trips per day (based on 1 single family home).
 - Entitlement: 20 trips per day (based on 2 single family homes).
 - Proposed Zoning: 25 trips per day (based on 5 townhomes).

DEPARTMENT COMMENTS (see full department reports online)

- **Charlotte Area Transit System:** No outstanding issues.
- **Charlotte Department of Housing and Neighborhood Services:** No comments submitted.
- **Charlotte Department of Solid Waste Services:** See advisory comments at www.rezoning.org
- **Charlotte Fire Department:** See advisory comments at www.rezoning.org
- **Charlotte-Mecklenburg Schools:** The development allowed under the existing zoning could generate 1 student, while the development allowed under the proposed zoning may produce 2 students. Therefore, the net increase in the number of students generated from existing zoning to proposed is 1 student.
 - The proposed development is not projected to increase the school utilization over existing conditions (without mobile classroom units) as follows:
 - Eastover Elementary remains at 98%
 - Sedgefield Middle remains at 72%
 - Myers Park High remains at 121%.
- **Charlotte Water:** Charlotte Water has accessible water system infrastructure for the rezoning boundary via an existing 8-inch water distribution main located along Providence Rd. Charlotte Water has accessible sanitary sewer system infrastructure for the rezoning boundary via an existing 8-inch gravity sewer main located along Providence Rd. See advisory comments at www.rezoning.org
- **City Arborist/Urban Forestry:** See advisory comments at www.rezoning.org
- **Erosion Control:** No outstanding issues.
- **Mecklenburg County Land Use and Environmental Services Agency:** See advisory comments at www.rezoning.org
- **Mecklenburg County Parks and Recreation Department:** No outstanding issues.
- **Stormwater Services Land Development Engineering:** No outstanding issues.
- **Storm Water Services:** See advisory comments at www.rezoning.org

OUTSTANDING ISSUESSite and Building Design

1. Ensure adequate turn around space for the unit at the end of the shared drive if there are cars parked within the visitor parking area.

Transportation

2. Add the following note to the site plan: "All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad south Mecklenburg area, by way of private/public partnership efforts or other public sector project support."

REQUESTED TECHNICAL REVISIONSSite and Building Design

3. Remove "CONDITIONED UPON LOCAL SERVICE PROVIDER'S ACCEPTANCE OF SUCH SCREENING TREATMENT" from Note 4.d. If meter banks are required to be screened they will be done so according to the Ordinance.
4. Add a note to the site plan specifying that the common open space along Providence Road will be platted separately from the 2 units. The common open space should not function as the front yards of the two units.

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





Planner: John Kinley (704) 336-8311








RZP 2021-104

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
	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.	✓
	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.	✗
	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.	✗

	<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>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>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>