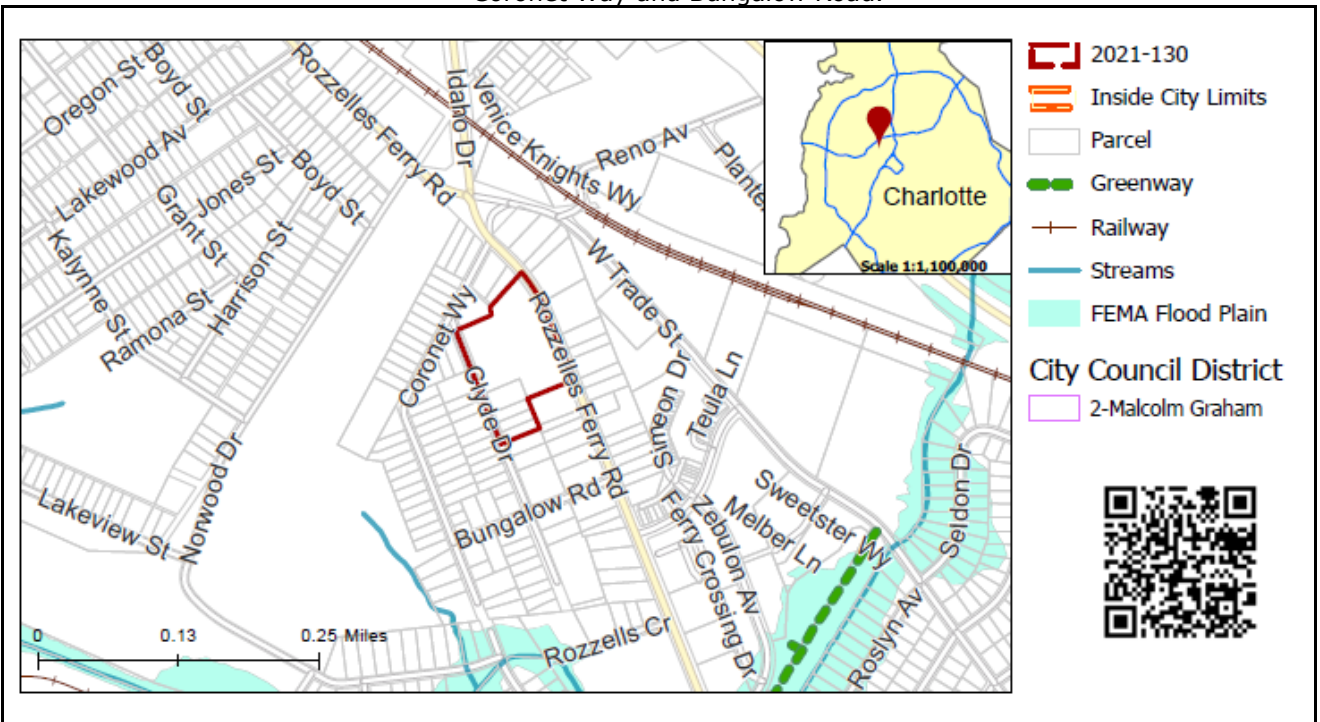


REQUEST

Current Zoning: I-1 (CD) (Light Industrial, Conditional) and R-22MF (Multifamily Residential)
Proposed Zoning: UR-2 (CD) (Urban Residential, Conditional)

LOCATION

Approximately 5.6 acres located on Rozzelles Ferry Road between Coronet Way and Bungalow Road.



SUMMARY OF PETITION

The petition proposes to allow the development of up to 58 single family attached dwellings at a density of 10.37 units per acre on a site currently occupied by an industrial use in the Smallwood community.

PROPERTY OWNER PETITIONER AGENT/REPRESENTATIVE

Leemark Realty of Charlotte, LLC
DRB Group
John Carmichael

COMMUNITY MEETING

Meeting is required and has been held. Report available online.
Number of people attending the Community Meeting: 2

STAFF RECOMMENDATION

Staff recommends approval of this petition upon resolution of an outstanding issue related to transportation and requested technical revisions related the environment and site and building design.

Plan Consistency

The petition is **inconsistent** with the industrial and single-family land use recommendations for this site, as per the *Central District Plan*. However, the petition is **consistent** with the *General Development Policies* (GDP) for consideration of up to 12 dwelling units per acre (DUA).

Rationale for Recommendation

- While inconsistent with the adopted single-family and industrial land uses for this site, the proposed single family attached

development is an appropriate transition between the existing single-family neighborhood along Clyde Drive and the commercial uses along Rozzelles Ferry Road.

- The site meets the *General Development Policies* (GDP) criteria for consideration of up to 12 dwelling units per acre.
- A similar townhome development was approved as part of rezoning petition 2019-178, along Rozzelles Ferry Road less than ¼ mile from this site.
- The proposed development would implement a new CATS bus stop on Rozzelles Ferry Road adjacent to the site. The site is also within ½ of Stewart Creek Greenway and approximately one mile from a Lynx Gold Line transit stop.

The approval of this petition will revise the adopted future land uses as specified by the *Central District Plan*, from industrial and single-family land uses to residential up to 12 DUA land use for the site.

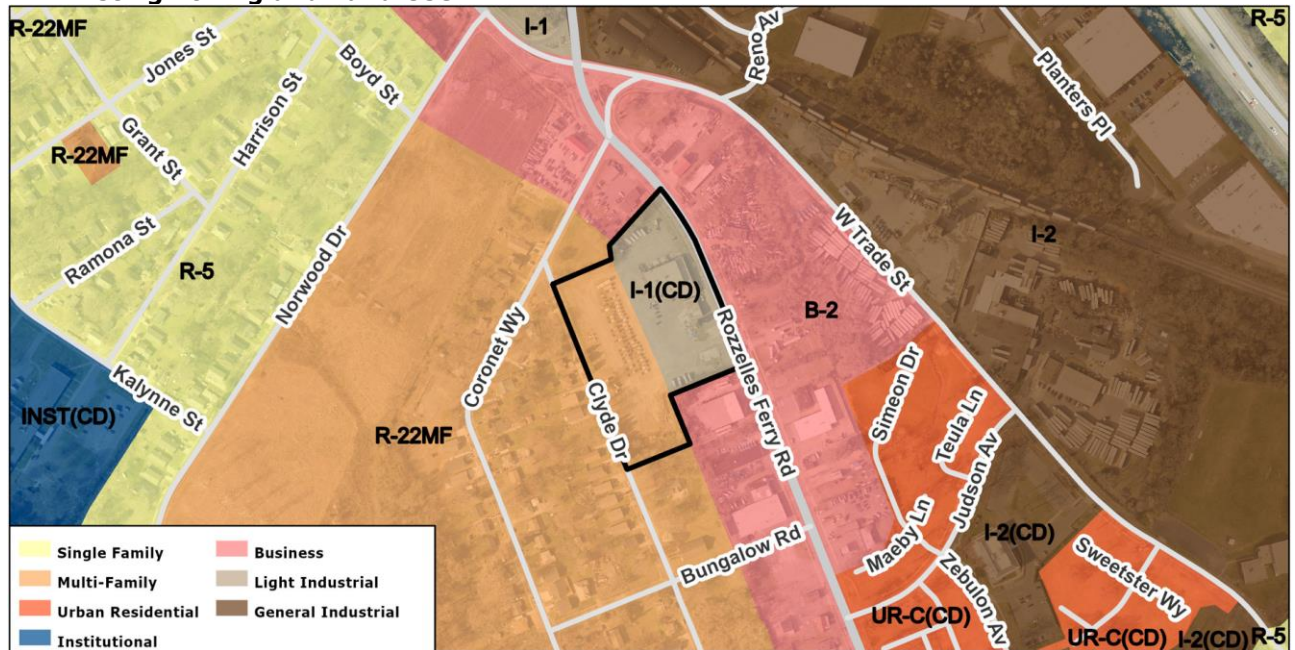
PLANNING STAFF REVIEW

• Proposed Request Details

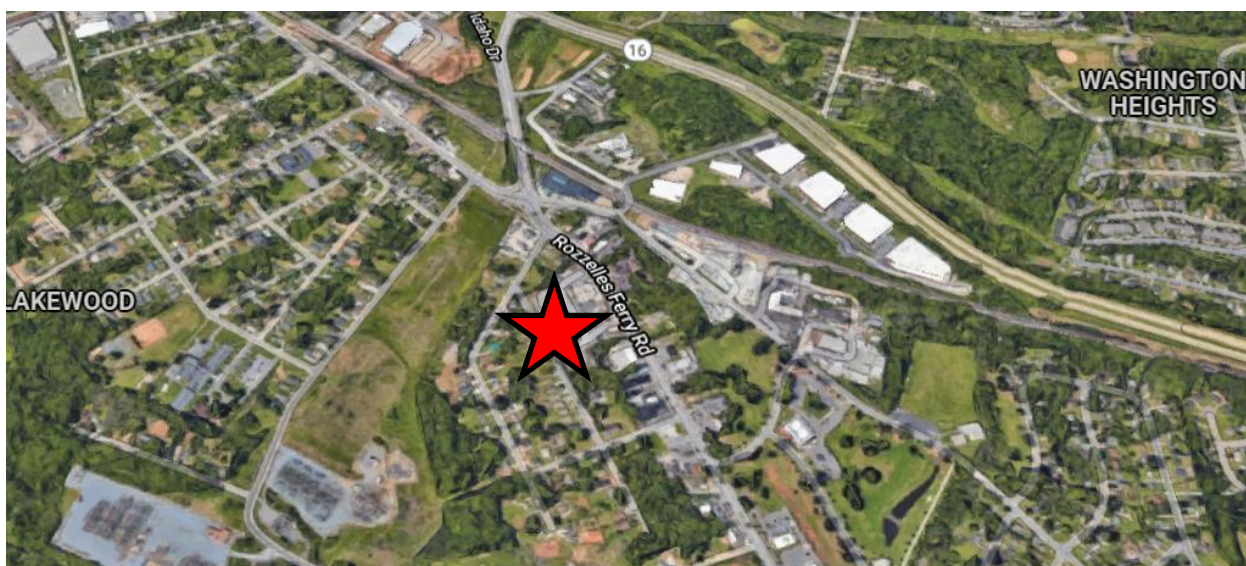
The site plan accompanying this petition contains the following provisions:

- Allows for the development of up to 58 single family attached dwelling units at a density of 10.38 units per acre.
- Limits building height to 45'.
- Commits to the dedication of right-of-way along Rozzelles Ferry Road at 35' from centerline.
- Confirms installation of an 8' planting strip and 6' sidewalk along all public street frontages.
- Provides for construction of an ADA compliant bus waiting pad along Rozzelles Ferry Road.
- Commits to design standards including specified building materials, covered entryways, blank wall limitations, and porches and stoops on all corner units facing a public street.
- Limits freestanding lighting fixture height to 21' and requires that they be downwardly directed.
- Commits to providing open space with landscaping and seating.

• Existing Zoning and Land Use



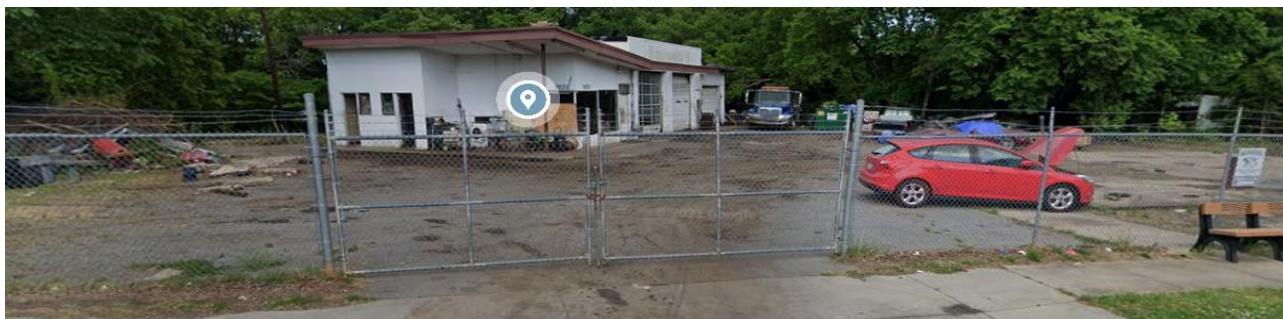
The site is surrounded by a mix of single family residential and commercial uses.



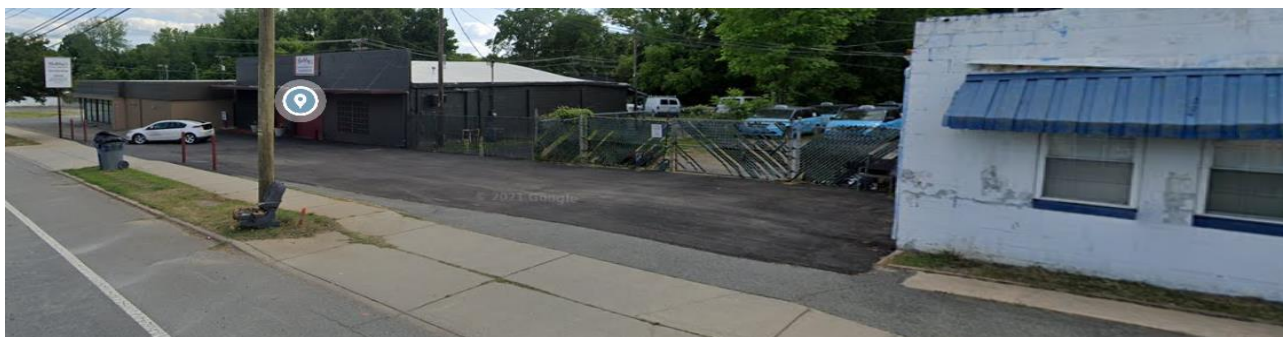
The site, marked by a red star, is bordered by single family residential uses along Clyde Drive and by commercial uses along Rozzelles Ferry Road.



The properties to the north of the site are developed with commercial uses.



The properties to the east of the site across Rozzelles Ferry Road are developed with commercial uses.

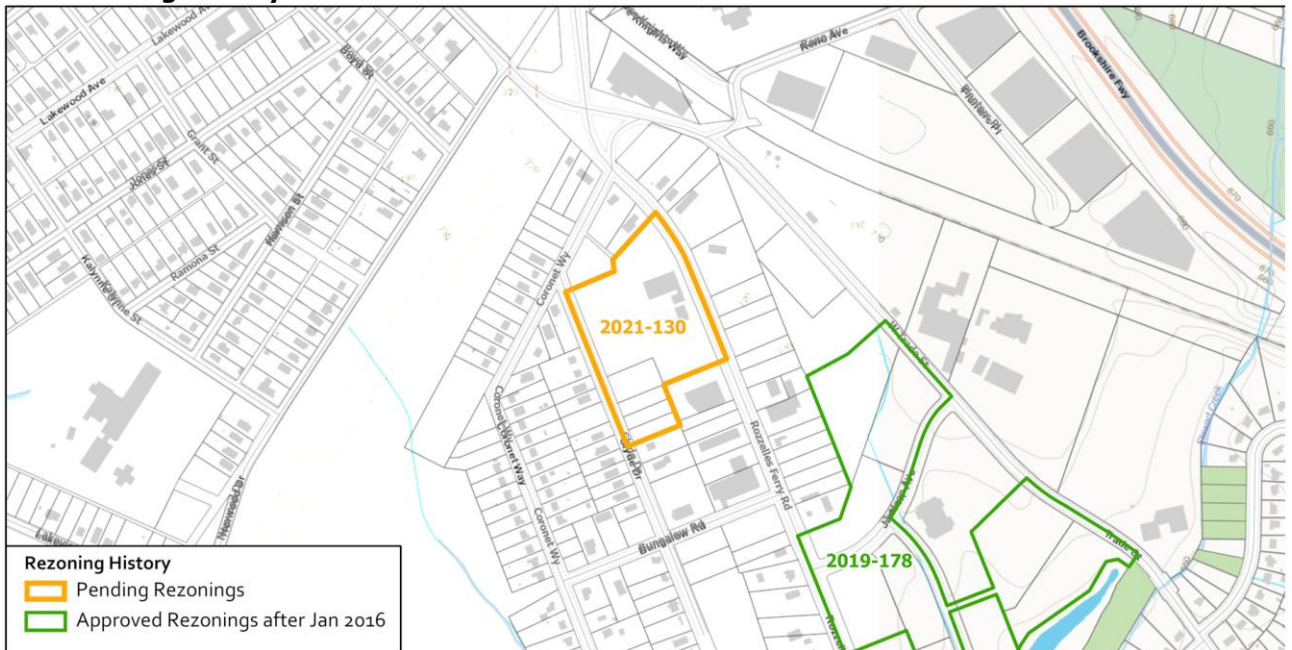


The properties to the south of the site along Rozzelles Ferry Road are developed with commercial uses.



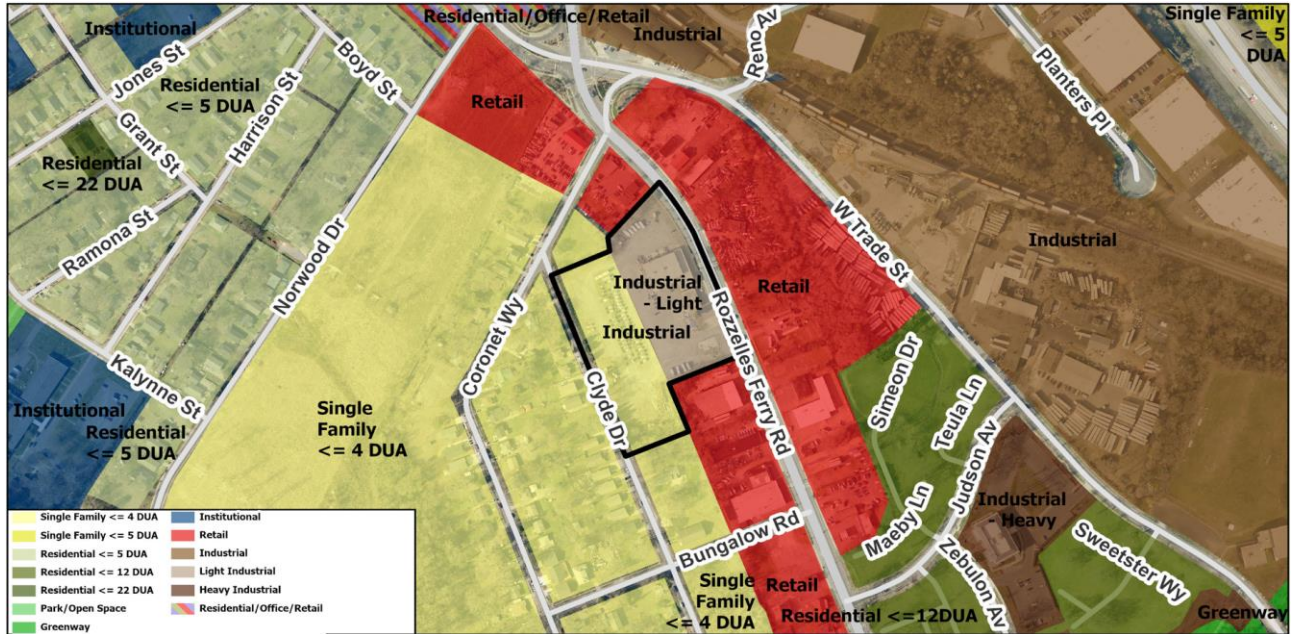
The properties to the west of the site across Clyde Drive are developed with single family dwellings.

- **Rezoning History in Area**



Petition Number	Summary of Petition	Status
2019-178	Request to rezone to UR-C (CD) to permit the development of 133 single family attached units at a density of 11.6 units per acre.	Approved

- **Public Plans and Policies**



The *Central District Plan* (adopted 1993) recommends single family up to 4 dwelling units per acre for a portion of the site along Clyde Drive, and industrial uses for the portion of the site along Rozzelles Ferry Road.

- 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 12 dwellings per acre as illustrated in the table below.

Assessment Criteria	Density Category – up to 12 dua
Meeting with Staff	1
Sewer and Water Availability	2
Land Use Accessibility	2
Connectivity Analysis	4
Road Network Evaluation	0
Design Guidelines	4
Other Opportunities or Constraints	NA
Minimum Points Needed: 12	Total Points: 13

- **TRANSPORTATION SUMMARY**

- The site is located between Rozzelles Ferry Road, a City-maintained minor thoroughfare, and Clyde Drive, a City-maintained local street. A Traffic Impact Study (TIS) is not needed for this site. There are existing bike lanes on Rozzelles Ferry Road and the petitioner is proposing pedestrian facilities of 8-foot planting strips and 6-foot sidewalks along the site's frontages for Rozzelles Ferry Road and Clyde Drive in accordance with the Council-adopted Charlotte WALKS policy. Site plan revisions are needed to address the outstanding items including, but not limited to dedication of right of way along Rozzelles Ferry Road 35-feet from the roadway centerline. Future right-of-way will need to be labeled on the site plan as "Right-of-way to be dedicated". Further details are listed below.
- **Active Projects:**
 - There are no active projects in the vicinity of this site.
- **Transportation Considerations**
 - See Outstanding Issues, Note 1.
- **Vehicle Trip Generation:**

Current Zoning:

Existing Use: 50 trips per day (based on 2,730 SF warehouse).

Entitlement: 330 trips per day (based on 15,000 SF warehouse and 48 multifamily residential units).

Proposed Zoning: 400 trips per day (based on 58 single family attached units).

DEPARTMENT COMMENTS (see full department reports online)

- **Charlotte Area Transit System:** No comments submitted.
- **Charlotte Department of Housing and Neighborhood Services:** No comments submitted.
- **Charlotte Department of Solid Waste Services:** See advisory comments at www.rezoning.org
- **Charlotte-Douglas International Airport:** No comments submitted.
- **Charlotte Fire Department:** See advisory comments at www.rezoning.org
- **Charlotte-Mecklenburg Historic Landmarks:** No comments submitted.
- **Charlotte-Mecklenburg Police Department:** No comments submitted.
- **Charlotte-Mecklenburg Schools:** The development allowed under the existing zoning could generate 10 students, while the development allowed under the proposed zoning may produce 14 students. Therefore, the net increase in the number of students generated from existing zoning to proposed
 - The proposed development is not projected to increase the school utilization over existing conditions (without mobile classroom units) as follows:
 - Ashley Park K-8 at 114%
 - West Charlotte at 96%
- **Charlotte Water:** Water and sewer service is accessible for this rezoning boundary. See advisory comments at www.rezoning.org
- **City Arborist:** No comments submitted.
- **Erosion Control:** No comments submitted.
- **Mecklenburg County Land Use and Environmental Services Agency:** See advisory comments at www.rezoning.org
- **Mecklenburg County Parks and Recreation Department:** No comments submitted.
- **Stormwater Services Land Development Engineering:** No comments submitted.
- **Storm Water Services:** See Requested Technical Revisions, Note 2.
- **Urban Forestry:** No comments submitted.

OUTSTANDING ISSUESTransportation

1. Revise site plan and conditional note(s) to commit to dedicate 35-foot right-of-way from the road centerline on Rozzelles Ferry Road. The site plan should label and dimension the right-of-way from the road centerline. Future right-of-way to be labeled on the site plan as "Right-of-way to be dedicated".

REQUESTED TECHNICAL REVISIONSEnvironment

2. Include the following notes on the plan sheet under "Environmental Features": *The location, size, and type of storm water management systems depicted on the Rezoning Plan are subject to review and approval as part of the full development plan submittal and are not implicitly approved with this rezoning. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and natural site discharge points.*

Site and Building Design

3. Delete proposed building type: "Brentwood, Rochester".
4. Correct Rozzelles Ferry setback to be 14' from future back of curb.





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

Planner: Joe Mangum (704) 353-1908

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 (anticipated early 2022) and when the **Policy Map** is adopted (anticipated summer 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.	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>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>