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**DATE:** March 5, 2025

**TO:** Michael Russell – Entitlement Services

**FROM:** Jason Pauling, AICP – Long Range Planning

**SUBJECT:** REZ 2024-106: 2040 Comprehensive Plan Consistency

**LOCATION:** 1845 Rocky River Road (PID #: 10502125)

**DESCRIPTION:** Zoning Change Request from N1-A to N2-B (CD) – 5.83 acres.

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The Long-Range Division of the Planning, Design and Development Department offers the following comments on the above referenced rezoning petition. Please communicate these comments with the petitioner to the greatest extent practical and incorporate into the public hearing staff analysis report.

- I. **Charlotte 2040 Plan and Policy Map Consistency:** The adopted Charlotte Future 2040 Policy Map recommends **NEIGHBORHOOD 1 (N1)** for the subject property. The petitioners request for **NEIGHBORHOOD 2 (N2)** is **INCONSISTENT** with the policy map, and a change in zoning would also require a change in the Policy Map to **NEIGHBORHOOD 2**. The table below represents elements of N2 Place Types:

<b>Land Uses</b>	The primary uses in this Place Type are multi-family and single-family attached residential, including some buildings with ground floor, nonresidential uses. <b><i>This proposal includes a request for up to 65 attached or detached single-family units.</i></b>
<b>Character</b>	This Place Type is characterized by low- to mid-rise multi-family residential buildings, in a walkable environment. Neighborhood 2 places include larger scale residential buildings than are found in Neighborhood 1 and residential developments typically include shared community amenities, such as open spaces or recreational facilities, and common parking areas.
<b>Mobility</b>	Because Neighborhood 2 places typically serve as a transition between lower-density development and higher-intensity commercial or mixed-use centers, they have a very well-connected and dense street network with short blocks. This provides multiple route options to better accommodate walking, cycling, and transit use. Both Local and Arterial streets are designed to support and encourage walking, cycling, and transit use to reach transit or nearby destinations. <b><i>The proposed site plan has primary access from Rocky River Road, and internal access using a private alley system. Long Range staff encourages more public street connections where possible and cross connections between similar developments.</i></b>

<b>Building Form</b>	The typical building is a single-family attached or <b>multi-family building</b> and is usually <b>not more than five stories</b> . Civic and institutional buildings vary in size based on their context and accessibility. Buildings are designed with active ground floor uses, either residential or in some instances, economically viable commercial, to support a vibrant pedestrian environment. Buildings with ground floor commercial have tall ground floors and a high degree of transparency using clear glass windows and doors.
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II. **Size & Locational Criteria:** The following criteria should be reviewed when considering a change to the 2040 Policy Map to **Neighborhood 2**:

A. **Preferred Adjacencies** – Please note the following regarding preferred adjacencies and transitions:

<b>Adjacent Place Type</b>	<b>Present</b>	<b>Preferred</b>	<b>* Transitions</b>
Neighborhood 1	Yes	Yes	Yes
Neighborhood 2	Yes	Yes	No
Manufacturing & Logistics	Yes	No	Yes

*\* **Transitions** typically mean buffered by other, less intense place types, but can also mean increases in required buffer widths and increased preservation and tree save areas*

B. **Acreage** – Neighborhood 2 requests should have a **minimum acreage of 5**. The petition meets this with an overall acreage of **5.83**.

C. **Location** – The following locational criteria is applicable for Neighborhood 2 change requests:

1. The subject property has frontage and access along an arterial according to the Charlotte Streets Map (Rocky River Road).
2. The subject property is within a half-mile of goods and services to the east with an assemblage of NC properties at the intersection of Rocky River Road and WT Harris Blvd.
3. The subject property has proximity to a future greenway trail and has noted connectivity to the future greenway.
4. Rocky River Road lacks some sidewalk connectivity, which is important to advance a 10-minute neighborhood.

III. **Equitable Growth Framework (EGF) Support:** Please be advised of the following regarding the petitions support of the EGF Manual and Metrics (The EGF Analysis is not intended to weigh metrics against each other, but more so to describe which metrics are lacking the most in certain areas and related to the subject property):

- A. **Access to Housing** – The subject property is within a Housing gap according to the EGF Framework.
- B. **Environmental Justice** – Environmental Justice is an important consideration for this petition, as the subject property border an industrial area to the north.

- IV. **Charlotte Future 2040 Plan Goal Applicability:** The following comprehensive plan goals are applicable for this petition:



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. ***The petition is within a half-mile from a neighborhood center.***



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. ***This petition includes a request for up to 65 attached or detached single-family units.***



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. ***The petition includes a connection to the future Back Creek Greenway.***