
DATE: 11/5/2025

TO: Joe Mangum, AICP – Entitlement Services

FROM: Jason Pauling, AICP – Long Range Planning

SUBJECT: REZ 2024-129: 2040 Comprehensive Plan Consistency

LOCATION: Brookhill Overlay District – Remount Road, S. Tryon Street and south of Tremont Avenue (PID: 07107212).

DESCRIPTION: Zoning Change Request from N2-B to N2-B BVO (15.23 acres) and CAC-1 BVO (27.24 acres).

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. **Plan Consistency:** This petition is both **CONSISTENT** and **INCONSISTENT** with the 2040 Policy Map recommendation for **Neighborhood 2 (N2)**. An amendment to the policy map to the **Community Activity Center** Place Type should accompany the rezoning request based on the portion of the overlay designated as CAC-1. The table below represents elements of both N2 and CAC Place Types:

	<u>NEIGHBORHOOD 2 (N2)</u>	<u>COMMUNITY ACTIVITY CENTER (CAC)</u>
Land Uses	N2 primarily consists of higher density multi-family and single-family uses than those typically found in N1. In some cases, multi-family stacked buildings within N2 may include non-residential uses. Neighborhood 2 places also include civic uses such as schools, neighborhood parks, and religious institutions. <i>Approximately 15.23 acres within the BVO is to remain as N2-B, the majority of which includes some existing multi-family public housing. The BVO, however, does not suggest any changes to land uses allowed within the underlying N2-B District.</i>	Typical uses are retail, restaurant and entertainment, personal services, and some multi-family and office uses. In Transit Station Areas, multi-family and/or office may be primary uses as well. Some auto-oriented uses, well-designed to support walkability, may be located outside of the core of this Place Type. <i>The proposed BVO includes a series of uses permitted specifically within the CAC portion of the overlay. These include certain uses that may be more intense in situations where CACs are further from uptown, and/or adjacent to N1 neighborhoods, but are more accepting based on the location. Additionally, a maximum of two accessory drive through facilities may be located within the proposed overlay, but will be limited to be</i>

		<i>located on South Tryon Street or Remount Road.</i>
Character	N2 is characterized by low- to mid-rise multi-family residential, in a walkable environment. They may include larger scale residential developments with shared community amenities, open spaces or recreational facilities, and common parking areas.	CAC is characterized by low to mid-rise commercial, residential, civic/institutional, and mixed-use buildings in a pedestrian-oriented environment. In Transit Station Areas, CAC's are typically more intensely developed than other locations.
Mobility	N2 places typically serve as a transition between lower-density development and higher-intensity commercial or mixed-use centers and have a very well-connected and dense street network with short blocks providing multiple route options to better accommodate walking, cycling, and transit use. Local and arterial streets are designed to support and encourage walking, cycling, and transit use to reach services, destinations, neighborhoods and adjoining places. This street network helps disperse vehicular traffic and allows residents to walk or bike to transit and nearby destinations. Arterial streets also support walking, cycling, and transit use by providing a safe and comfortable environment to reach transit or nearby destinations. Direct access to buildings, parks, and other facilities is usually from Local streets, with more limited access opportunities along arterials. Alleys are also used to provide access to residences located on narrower lots.	CAC places include a transportation network that supports highly accessible "10-minute neighborhoods" and a "park once" environment and are typically located at or near key intersections or on major Arterials with transit service. The local street network should be well-connected, with small blocks and highly walkable connections along streets and between destinations. There are frequent opportunities to cross adjacent Arterials, and the pedestrian network should accommodate larger groups of people. Easy access and direct connections to nearby residential neighborhoods help reduce trip lengths, keeps some cars off the Arterials, and encourages transit use, walking, or bicycling. Mobility hubs with transit stations, pick-up and drop-off areas, bike parking and share, and micro-mobility options should be provided within this Place Type to accommodate the high-level non-vehicular traffic.
Building Form	Typical N2 developments include attached or stacked multi-family usually not more than five stories. Civic and institutional buildings vary in size based on their context and accessibility. Buildings should be designed to orient to streets with prominent entrances providing pedestrian access from the public sidewalk. Buildings may also orient toward open spaces and may be designed with active ground floor uses to support a vibrant pedestrian environment.	Typical buildings in CAC may be commercial, institutional, multi-family or mixed-use with five to seven stories. Some buildings in Transit Station Areas may be taller, and most are designed with active ground floor uses to support a vibrant pedestrian environment.

Open Space	N2 places include common open space that serves individual residential developments in addition to public open spaces, green/preserve areas, and tree save areas. Open space may take on a range of forms, from playgrounds and recreation spaces, to plazas, courtyards and rooftop decks.	Improved open space is a key feature of CAC's, whereas they include numerous types such as plazas, patios, and courtyards.
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II. Policy Map Amendment Criteria – The following should be examined and considered when considering a change to a CAC Place Type:

- A. **Acreage** – New CAC requests should typically be a minimum of twenty (20) acres. The requested overlay includes a 27.24 designated CAC area.
- B. **Adjacencies** – Preferred adjacencies to CAC place types present with this petition include N2, NC, Commercial and Regional Activity Center (RAC).
- C. **Locational Criteria** – The following should be considered with a new CAC place type request:
 - Within ½-mile walkshed of a high-capacity transit station or major transportation corridor. The site is approximately 1500 feet from the Lynx Blue Line, and directly adjacent to Bus Route 16 along South Tryon Street. The site is also situated just off the I-77 interchange at Remount Road.
 - Access to Housing – the site is located within an access to housing gap per the Equitable Growth Framework model.

III. Equitable Growth Framework Support: The following information should be reviewed carefully in consideration of how this petition may be supported by the EGF growth model:

- A. **Access to Housing** – Access to housing is a priority need in this area, which is advanced by this petition.
- B. **Environmental Justice** – The site may have environmental impacts dealing from a lack of tree canopy, illegal dumping, old infrastructure/impervious cover and proximity to the interstate. The redevelopment of the Brookhill site will provide positive impacts to the site and surroundings and should prioritize tree canopy to the maximum extent practical, limits to new impervious, and equal mix of lower impact land uses, and quality open spaces.

IV. 2040 Plan Goal Applicability: The following 2040 Plan Goals are relevant to this petition and should be balanced when considering a rationale for recommendation of consistency and reasonableness:

	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. <i>The proposed BVO and upgrades to CAC place type enhances the 10-minute neighborhood experience.</i>
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	<u>Goal 2: Neighborhood Diversity & Inclusion</u> – 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. <i>The proposed BVO retains a portion of underlying N2-B zoning, which may include upgrades and additions to existing housing as well as increased density and also allows for additional housing as allowed under CAC zoning.</i>
	<u>Goal 3: Housing Access for All</u> – 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. <i>The proposed BVO contains a note that a minimum of 100 units shall maintain rents that are income restricted for households earning 80% or less AMI.</i>
	<u>Goal 4: Trail & Transit Oriented Development (2-TOD)</u> – 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. <i>The proposed BVO by reclassifying as a partial CAC-1 is promoting a higher density and more compact urban development near the existing Lynx Blue Line.</i>
	<u>Goal 8: Diverse & Resilient Economic Opportunity</u> – 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.