

May 17, 2015

Mayor Dan Clodfelter &
Charlotte City Council
600 East Fourth Street
Charlotte, NC 28202



RE: Rezoning Petition 2014-100

Petitioner: Flywheel Group, LLC, Attn: Tony Kuhn - Manager
On behalf of Owner: First Industrial B&L, LLC, Attn: Peter Godley - Manager
Address: No Address, Tax Parcel Numbers 08303115 08302101 Adjacent to Matheson Avenue and Norfolk Southern Railway

Dear Mayor Clodfelter and Council,

We, the Historic North Charlotte Neighborhood Association also known as **the NoDa Neighborhood and Business Association (NoDa NBA)**, support rezoning petition 2014-100 as depicted in the first revised site plan submitted to the City (no date listed on plan). We feel a TOD-M zoning is ideal for the site, and the conditional designation allows for a site plan that solidifies certain key provisions.

This parcel went through rezoning with neighborhood support in 2008, at which time **the owner agreed to deed the floodplain to the City as land to be used for the continuation of the Little Sugar Creek Greenway, the first step in connecting the Cullman Avenue section to the Cordelia Park section.** We are extremely appreciative this petitioner is agreeing to this transaction and that it is included in the site plan.

In keeping with the continuous greenway goal, we ask that the petitioner place a commitment for three specific connections for the greenway path on the development portion of their site into the site plan notes:

1. The planned box culvert across Little Sugar Creek should be wide enough for a bike and pedestrian path to connect the greenway and development to Chick Godley Road and/or Matheson Avenue. The City is currently in the process of designing a conversion of Matheson Avenue into a boulevard that allows comfortable use by bikes and pedestrians. We want this site and the Greenway to be connected.
2. A defined bike route should also reach the south corner of the site for a possible future path beneath the Matheson Bridge. While this connection to Cordelia Park may be hard to achieve in the future, we do not want this site to be designed in such a way that hinders this goal.
3. A bike and pedestrian pathway should connect the north end of the floodplain deeded to the City to the Norfolk Southern Rail spur where it is closest to Cullman Avenue. The petitioner is negotiating with the Department of Transportation and the railroad to create a railroad crossing here. It should be designed to also allow for bike and pedestrian crossing.

We implore the City of Charlotte to do everything within their power to make the crossing at Norfolk Southern Rail accessible to vehicular and pedestrian traffic. The connection is not just critical for the highest use of this parcel by eliminating cumbersome emergency vehicle turnaround; it will also connect a secluded parcel to the neighborhood. In doing so, the greenway will lengthen this transit parcel will gain real access to the transit station, and the transit station will become much more accessible to the entire Matheson Avenue/30th Street area of the North Tryon Corridor. We need the DOT and the railroad to come to terms on this connection.

This new site plan and zoning offers a few substantial improvements over the 2008 UR-3 site plan. The petitioner intends to seek a significantly higher density, with more structured parking instead of surface lots. While we supported the 2008 plan, we were concerned with the suburban feel of the plan as well as the abundance of surface parking next to the greenway. There are very few parcels in NoDa that lend themselves to the true high density that a transit station demands because of physical barriers, single-family neighborhoods, and historic structures. **This site is perfect for TOD density, and while secluded now, we hope it will be the catalyst for revitalization of the North Tryon Street Corridor.**

The old plan was all residential, which was probably sensible for the proposed density. But if this site can be developed more densely, **we hope to see ground floor retail, especially along the greenway**, and are certainly open to other commercial components such as office space.

In summary, we feel that this plan represents a much better use for the parcel over the current zoning. Our main ask is that the petitioner add connections for the greenway in the site plan notes, and the City to work to create a crossing at the Norfolk Southern Rail.

Sincerely,

Hollis Nixon
NoDa NBA President

Matt Lemere
NoDa NBA Vice-President



Cc: Charlotte Department of Transportation, Tony Kuhn, Charlotte Planning Department