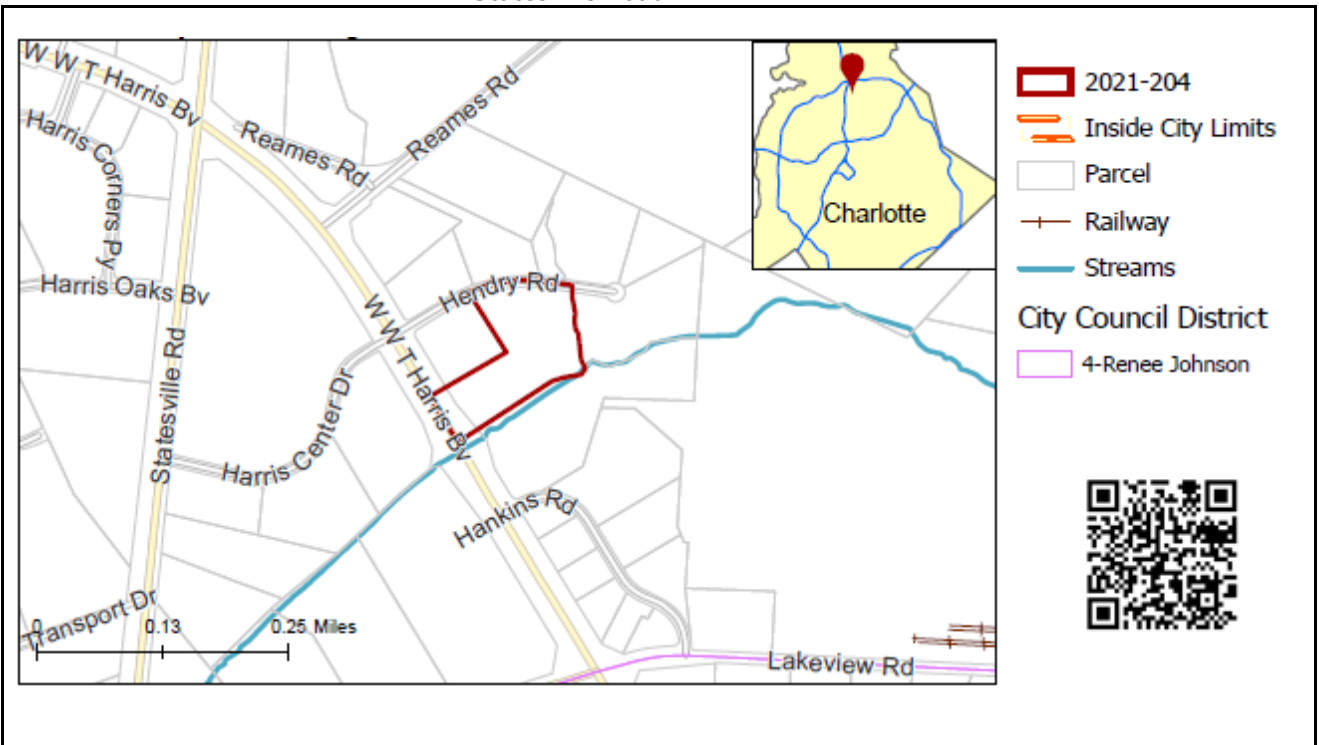


REQUEST

Current Zoning: I-2 (general industrial)
Proposed Zoning: I-1(CD) (light industrial, conditional)

LOCATION

Approximately 6.85 acres located at the southeast intersection of West W.T. Harris Boulevard and Hendry Road, west of Old Statesville Road.



SUMMARY OF PETITION

The petition proposes to allow a recreational vehicle sales/showroom and service/repair facilities on vacant land.

PROPERTY OWNER

Queen City Airstream, LLC

PETITIONER

William J. Wolkoff

AGENT/REPRESENTATIVE

Sean Coldren, CES Group Engineers, LLP

COMMUNITY MEETING

Meeting is required and has been held. Report available online.
Number of people attending the Community Meeting: 0

**STAFF
RECOMMENDATION**

Staff recommends approval of this petition upon resolution of outstanding issues related to transportation.

Plan Consistency

The petition is **consistent** with the *Northlake Area Plan* recommendation of industrial, warehouse and distribution land uses at this site.

Rationale for Recommendation

- The proposed use of automotive sales and repairs, including tractor-trucks and accompanying trailers is aligned with the adopted area plan's recommendation of industrial, warehouse and distribution land uses for this site.

- The proposed use is compatible with the surrounding industrial character of the area, as the majority of the surround parcels are of industrial uses.
- The key recommendation of this area is to preserve existing industrial-warehouse-distribution uses east of I-77, which aligns with this proposal.
- This petition's request will maintain consistency and compatibility with the surrounding industrial land uses along WT Harris Blvd in this area.

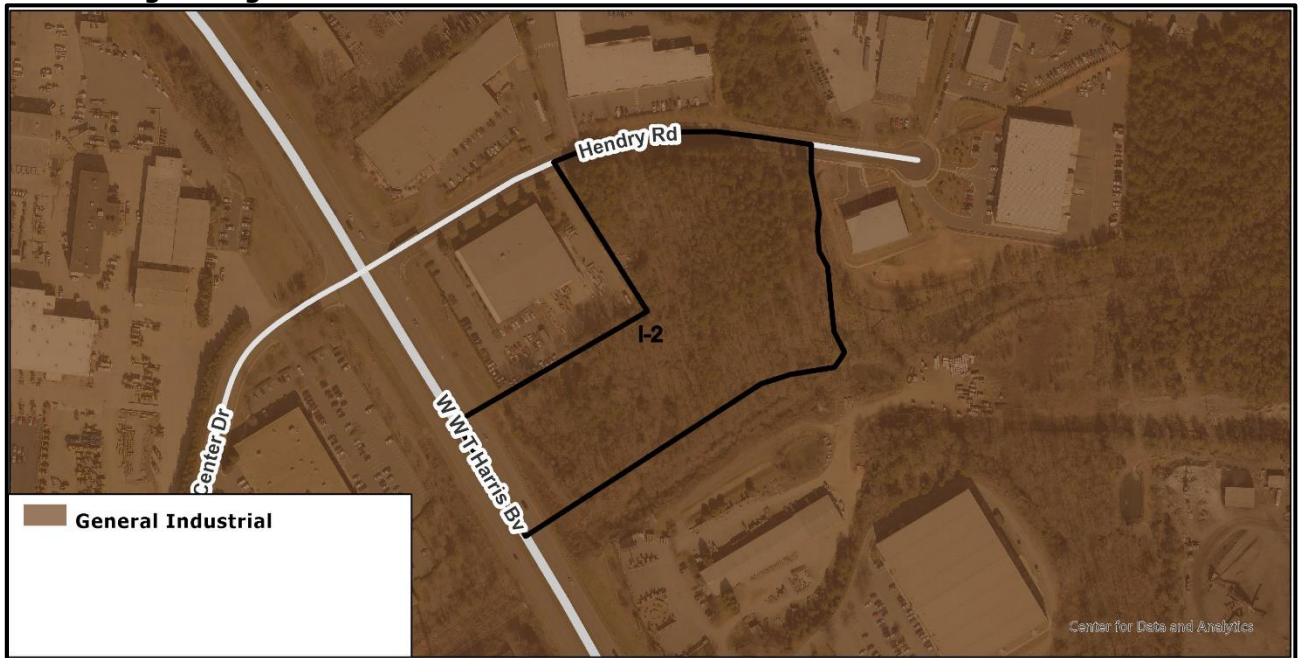
PLANNING STAFF REVIEW

- **Proposed Request Details**

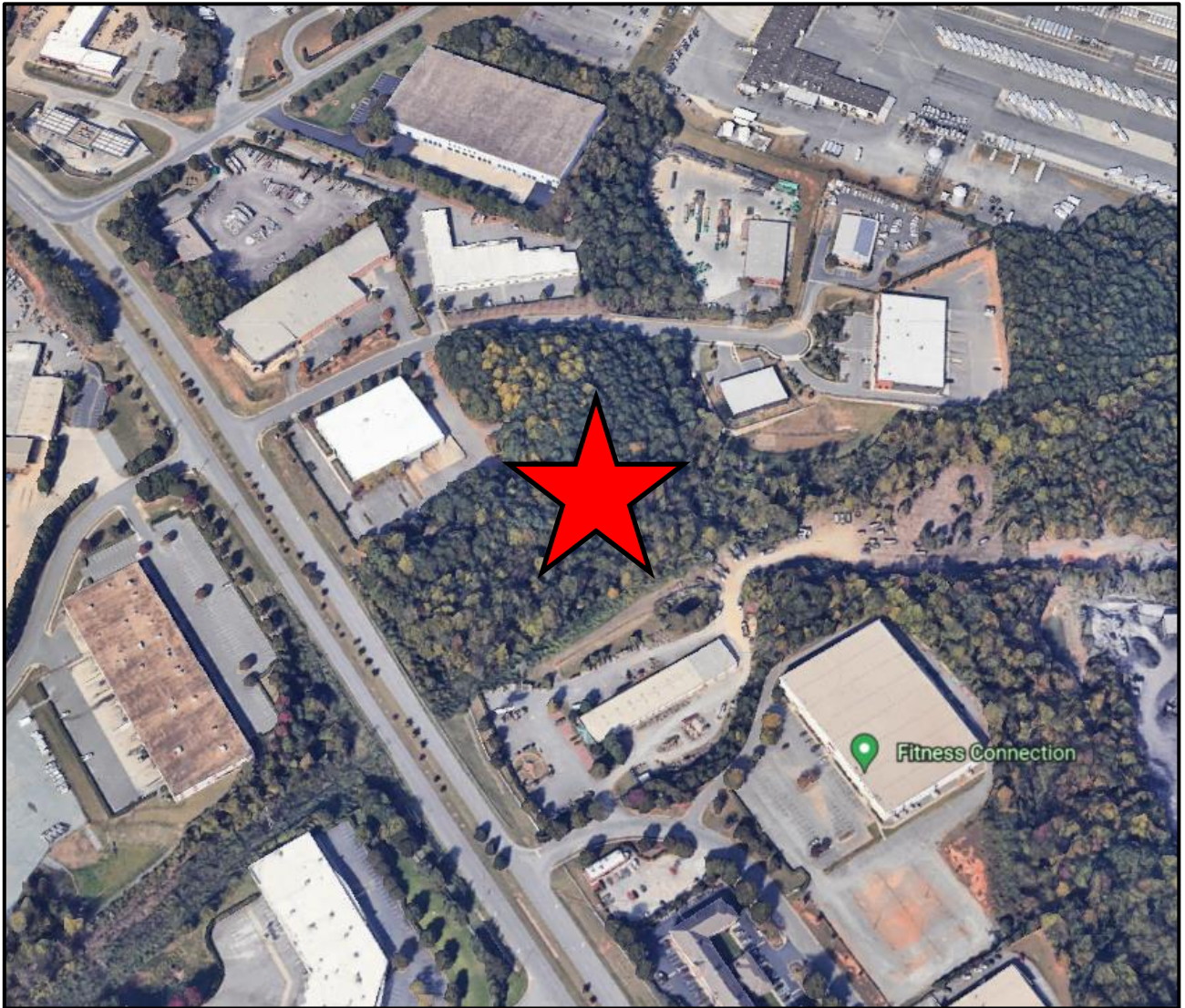
The site plan accompanying this petition contains the following provisions:

- Allows up to 18,000 square-foot showroom building with an outdoor sales lot.
- Allows up to a 13,650 square-foot service/repair building.
- Limits height to 40-foot maximum.
- Provides a greenway and stormwater easement to Mecklenburg County.

- **Existing Zoning and Land Use**



The surrounding land uses include industrial, warehouse, office, showrooms, and distribution uses.



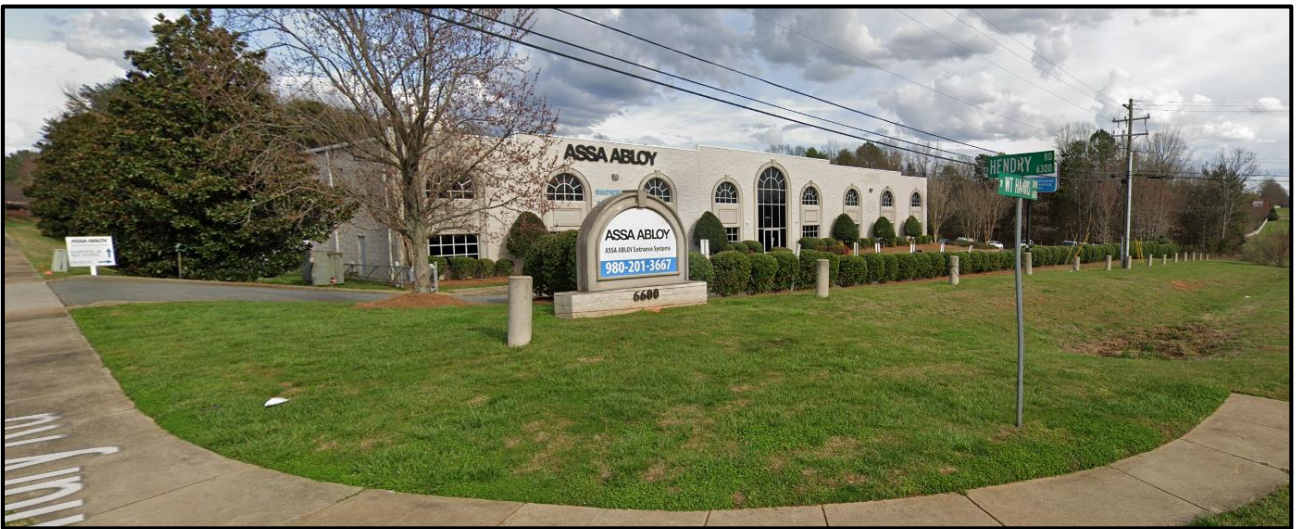
The subject site is denoted by a red star.



The property to the north along Hendry Road is a warehouse/office use.



The property to the south along Hankins Road is a warehouse/showroom use.

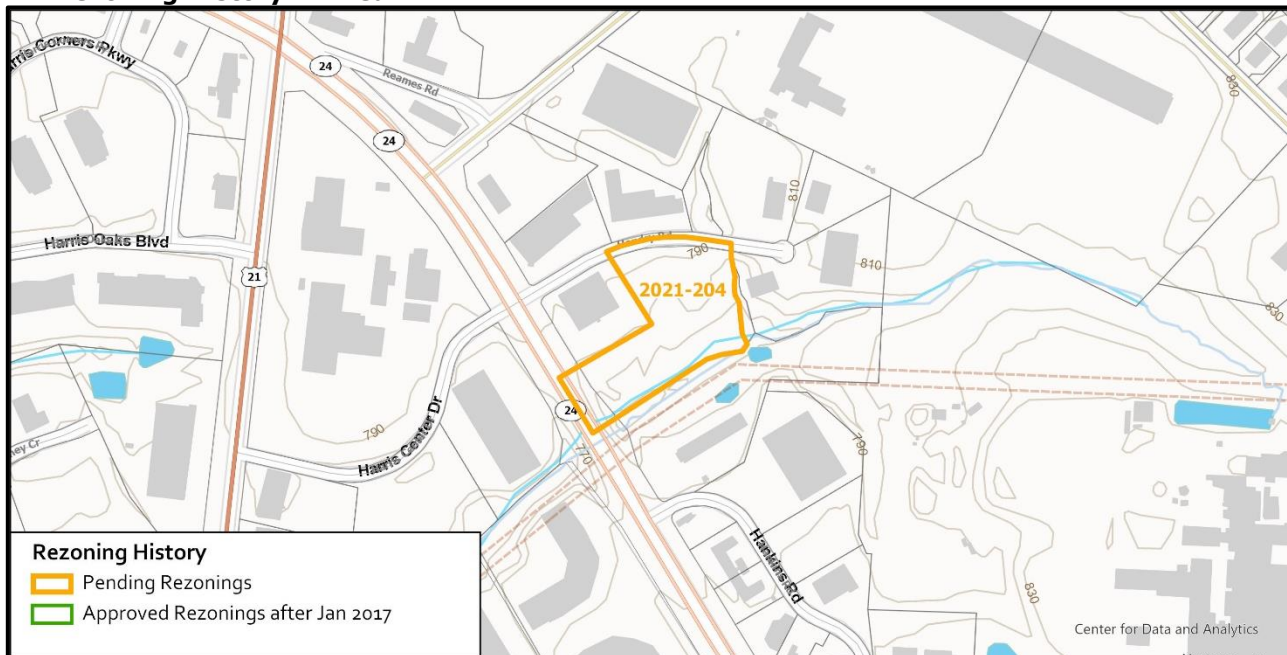


The property to the west along Hendry Road is a showroom use.



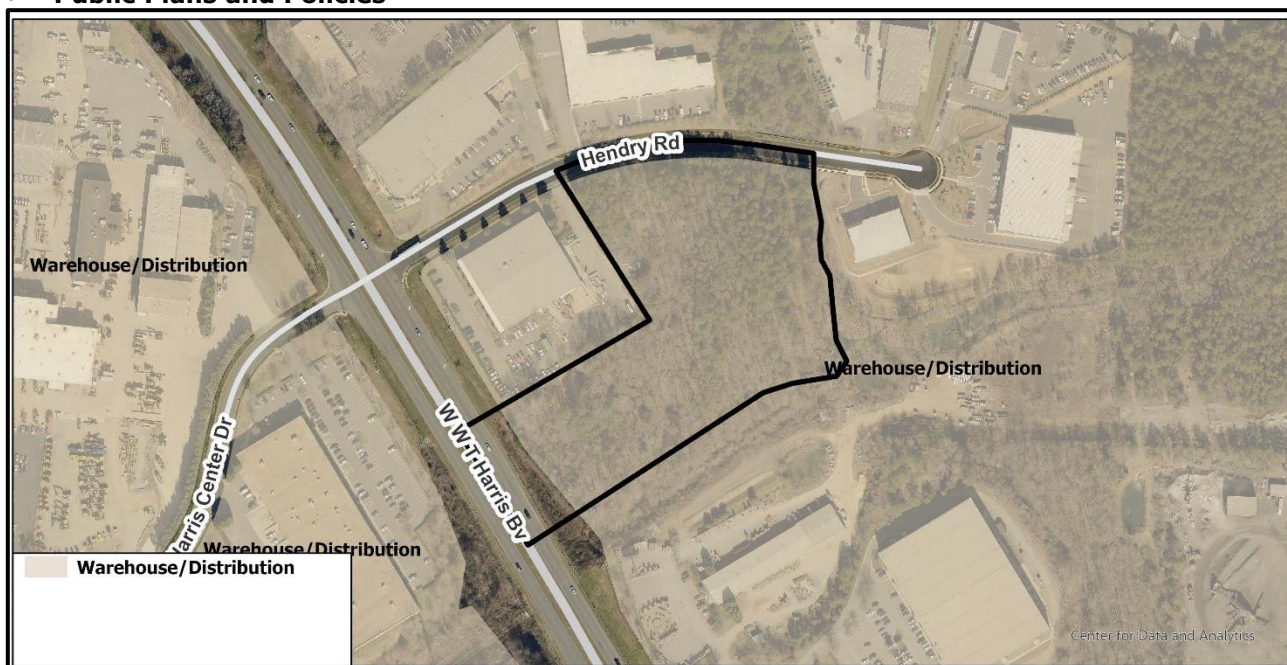
The property to the east along Hendry Road is a warehouse/office use.

- **Rezoning History in Area**



There have been no recent rezonings in this area.

- **Public Plans and Policies**



The *Northlake Area Plan* recommends industrial, warehouse and distribution land uses at this site.

- **TRANSPORTATION SUMMARY**

- The petition is located adjacent to Hendry Road, a City-maintained local street and W T Harris Boulevard, a State-maintained major thoroughfare. A Traffic Impact Study (TIS) is not needed for this site due to the site generating less than 2500 daily trips. CDOT has coordinated with the petitioner to provide an 8-foot sidewalk and planting strip along Hendry Road. Site plan revisions are needed to meet ordinance requirements and/or the outstanding items including providing a 2-ft sidewalk utility easement for the proposed sidewalk and clarifying the conditional notes regarding the sidewalk. Further details are listed below.
 - Active Projects:
 - Lakeview Road Improvements (Cushing Drive to Old Statesville Road)
 - Improve Lakeview Road from Cushing Drive to Old Statesville Road to accommodate additional traffic resulting from construction of the I-77 Lakeview Road Direct Connect project. Work includes intersection upgrades, additional lanes, and pedestrian/bicycle facilities.
 - Construction on the project began in early 2022.
- **Transportation Considerations**
 - See Outstanding Issues, Notes 8-9
- **Vehicle Trip Generation:**
 - Current Zoning:
 - Existing Use: 0 trips per day (based on vacant land).
 - Entitlement: 520 trips per day (based on 298,000 square feet of warehousing).
 - Proposed Zoning: 395 trips per day (based on 31,650 square feet of auto sales with repairs).

DEPARTMENT COMMENTS (see full department reports online)

- **Charlotte Area Transit System:** No outstanding issues.
- **Charlotte Department of Housing and Neighborhood Services:** No outstanding issues.
- **Charlotte Department of Solid Waste Services:** No outstanding issues.
- **Charlotte Fire Department:** See advisory comments at www.rezoning.org
- **Charlotte-Mecklenburg Schools:** Nonresidential petitions do not impact the number of students generated.
- **Charlotte Water:** Charlotte Water has accessible water system infrastructure for the rezoning boundary via an existing 12-inch water distribution main located along Hendry Road. Charlotte Water has accessible sanitary sewer system infrastructure for the rezoning boundary via an existing 8-inch gravity sewer main located along Hendry Road. See advisory comments at www.rezoning.org
- **Erosion Control:** No outstanding issues.
- **Mecklenburg County Land Use and Environmental Services Agency:** No outstanding issues.
- **Mecklenburg County Parks and Recreation Department:** No outstanding issues.
- **Stormwater Services Land Development Engineering:** No outstanding issues.
- **Storm Water Services:** No outstanding issues.
- **Urban Forestry / City Arborist:** No comments submitted.

OUTSTANDING ISSUES

Transportation

- ~~1. Revise site plan to label and dimension the existing right-of-way along Hendry Road and W T Harris Boulevard from the existing road centerline. Addressed~~
- ~~2. Replace damaged and substandard sidewalk panels along property frontage of Hendry Road. Add conditional note committing to the replacement of damaged and substandard sidewalk along property frontage in accordance with the Chapter 19 ordinance and label the areas on the site plan. Addressed~~
- ~~3. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk along the property frontage of Hendry Road. The site plan shall label and dimension both items from the back of curb and gutter and road centerline. The wider sidewalk and planting strip is in accordance with the Charlotte WALKS and Charlotte BIKES policies. If the sidewalk is located outside of the existing ROW a 2-foot sidewalk utility easement shall be dedicated to the City for future sidewalk maintenance. Addressed~~

4. Clarify the existing width of the sidewalk and planting strip on Hendry Road in the conditional notes. Addressed
 5. A site plan notes specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued is needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes. Addressed
 6. Add conditional note "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 northeastern Mecklenburg area, by way of a private/public partnership effort or other public sector project support." Addressed
 7. Revise site plan to align the proposed western driveway with the opposing driveway across Hendry Road. Addressed
 8. Revise site plan and conditional notes to provide a sidewalk utility easement for the proposed 8-foot sidewalk. The sidewalk utility easement should be shown at 2-feet from the back of sidewalk.
 9. Remove Streetscape notes A and B if petitioner is to construct the requested 8ft sidewalk and planting strip along Hendry Road.
- Site and Building Design
10. Remove "display area" on site plan along West WT Harris Boulevard. Addressed

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





Planner: Michael Russell (704) 353-0225




Goals Relevant to Rezoning Determinations

Rezoning Petition # 2021-204

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.	N/A
	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.	N/A
	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.	N/A
	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>N/A</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>N/A</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>✓</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>✓</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>N/A</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>