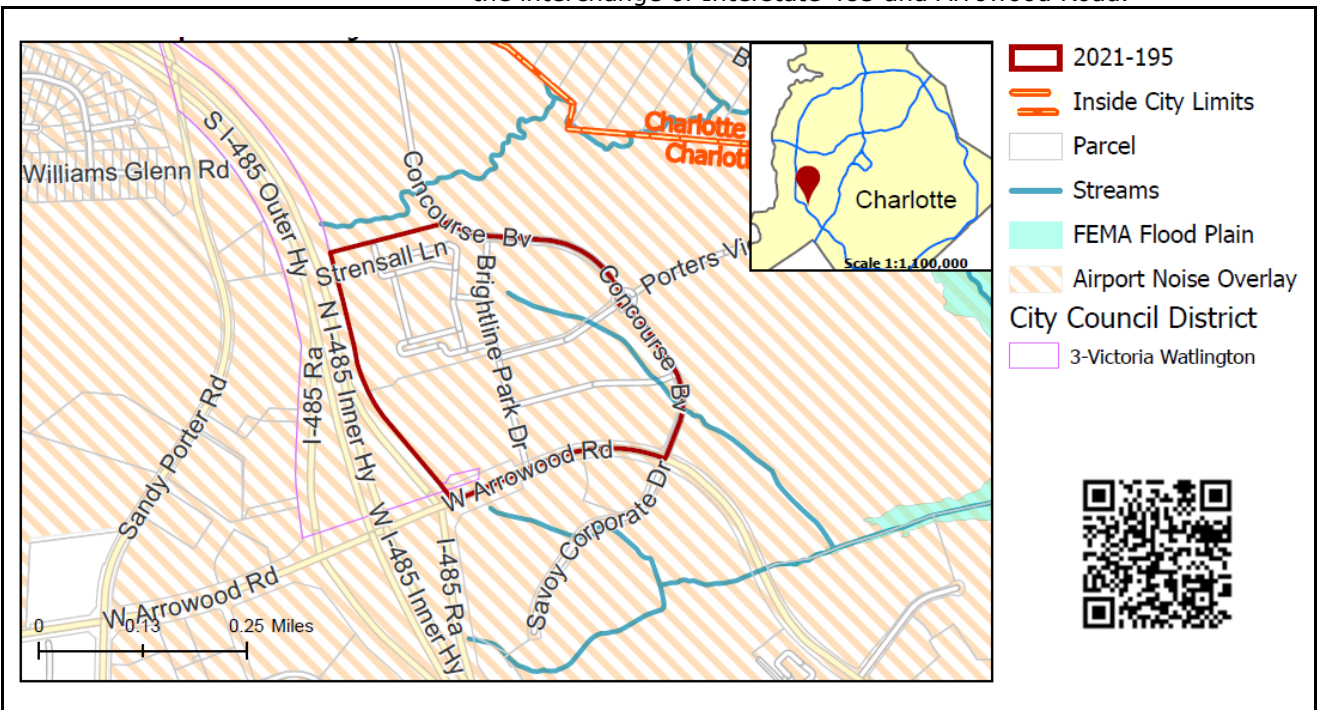


REQUEST

Current Zoning: MUDD-O AIR (mixed use development, optional, Airport Noise Overlay)
Proposed Zoning: MUDD-O AIR SPA (mixed use development, optional, Airport Noise Overlay, site plan amendment) & I-1(CD) AIR (light industrial, conditional, Airport Noise Overlay)

LOCATION

Approximately 60.65 acres located in the northeastern quadrant of the interchange of Interstate 485 and Arrowood Road.



SUMMARY OF PETITION

The petition proposes to allow an additional 150 residential dwelling units, 10,000 square feet of non-residential uses, and 25,000 square feet of uses permitted in I-1 to a previously approved site plan near Whitehall Corporate Center.

PROPERTY OWNER PETITIONER AGENT/REPRESENTATIVE

Karma Real Estate
Steele Creek (1997) LLC
Bridget Grant

COMMUNITY MEETING

Meeting is required and has been held. Report available online.
Number of people attending the Community Meeting: 4.

STAFF RECOMMENDATION

Staff recommends approval of this petition.

Plan Consistency

The petition is **consistent** with the *Steele Creek Area Plan* recommendation for mixed residential/office/retail for the majority of the site and **inconsistent** with the recommendation for mixed residential/office/retail for Development Area E which is proposed to be rezoned to I-1(CD).

Rationale for Recommendation

- The current zoning already permits commercial, residential, and hotel uses. This petition proposes to increase the intensity of those uses while permitting limited I-1 uses on a portion of the site.
- The portion of the site proposed to be rezoned I-1(CD) would be limited to the following uses: office, repair, maintenance, warehouse, showroom, assembly, and sales uses.
- The proposed mixed-use area is consistent with the land use recommendation for the site and is located across Arrowwood Road from a similar mixed-use development.
- The site is located within the Whitehall Mixed Use Activity Center, as per the *Centers, Corridors, and Wedges Growth Framework*, and the uses proposed are consistent with the uses recommended for this type of activity center.

The approval of this petition will revise the adopted future land use for Development Area E as specified by the *Steele Creek Area Plan*, from mixed residential/office/retail land uses to light industrial land uses for the site.

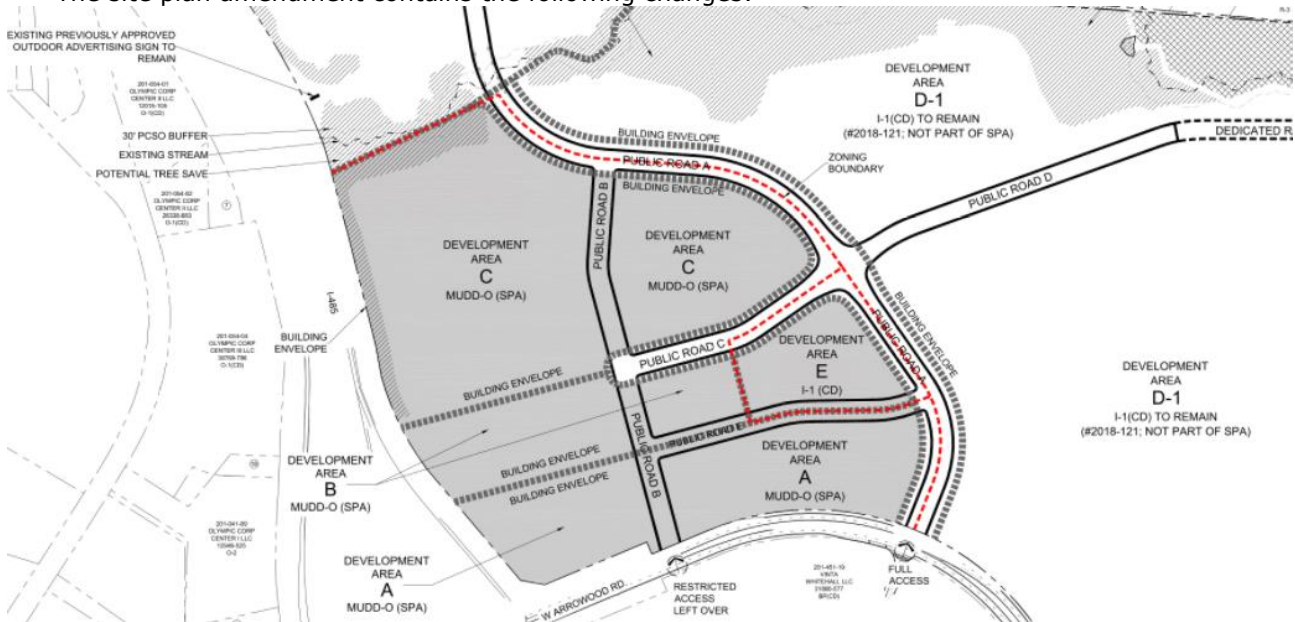
PLANNING STAFF REVIEW

• Background

- The previously approved site plan for this location (2018-121) rezoned a total of 264.93 acres into two zoning districts: I-1(CD) AIR and MUDD-O AIR. The MUDD-O AIR portion of that rezoning labeled Development Area E is what is being considered for a site plan amendment.

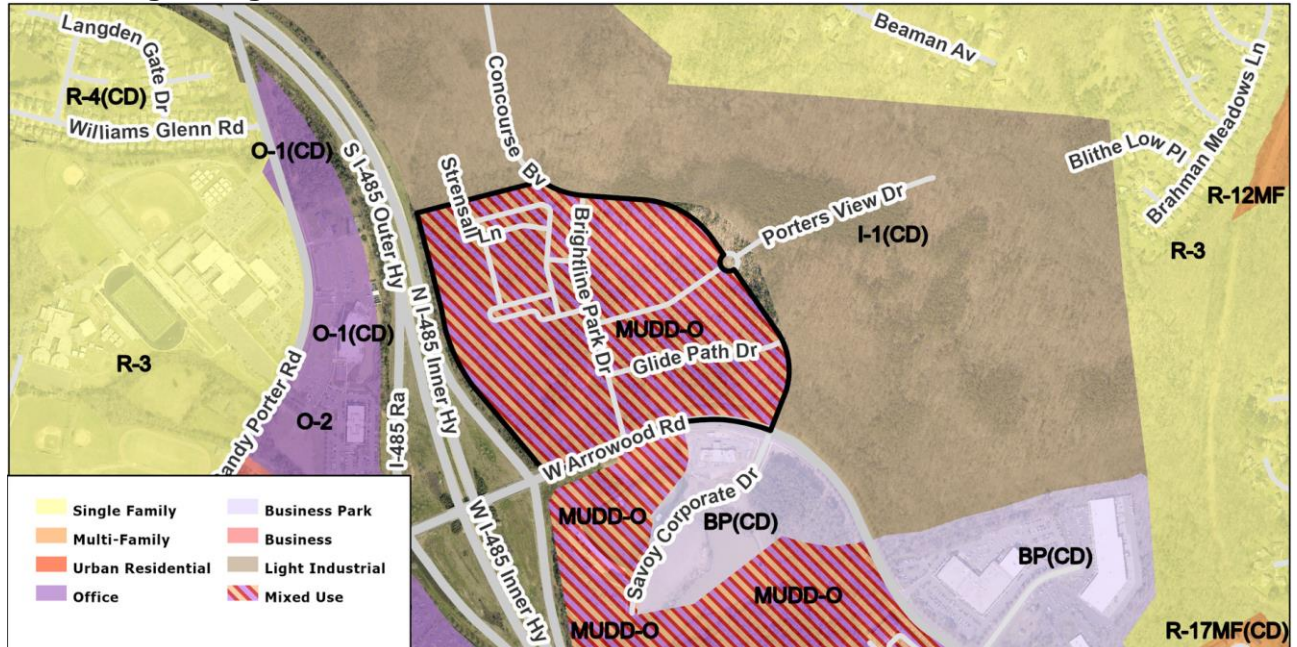
• Proposed Request Details

The site plan amendment contains the following changes:



- Requests to rezone Development Area E to I-1(CD) with 25,000 square feet of office, repair, maintenance, warehouse, showroom, assembly, and sales uses.
- Allows for an additional 10,000 square feet of commercial uses for a total of 83,000 square feet of commercial uses in Development Areas A and B.
- Allows for an additional 150 residential dwelling units for a total of 420 units in Development Area C.

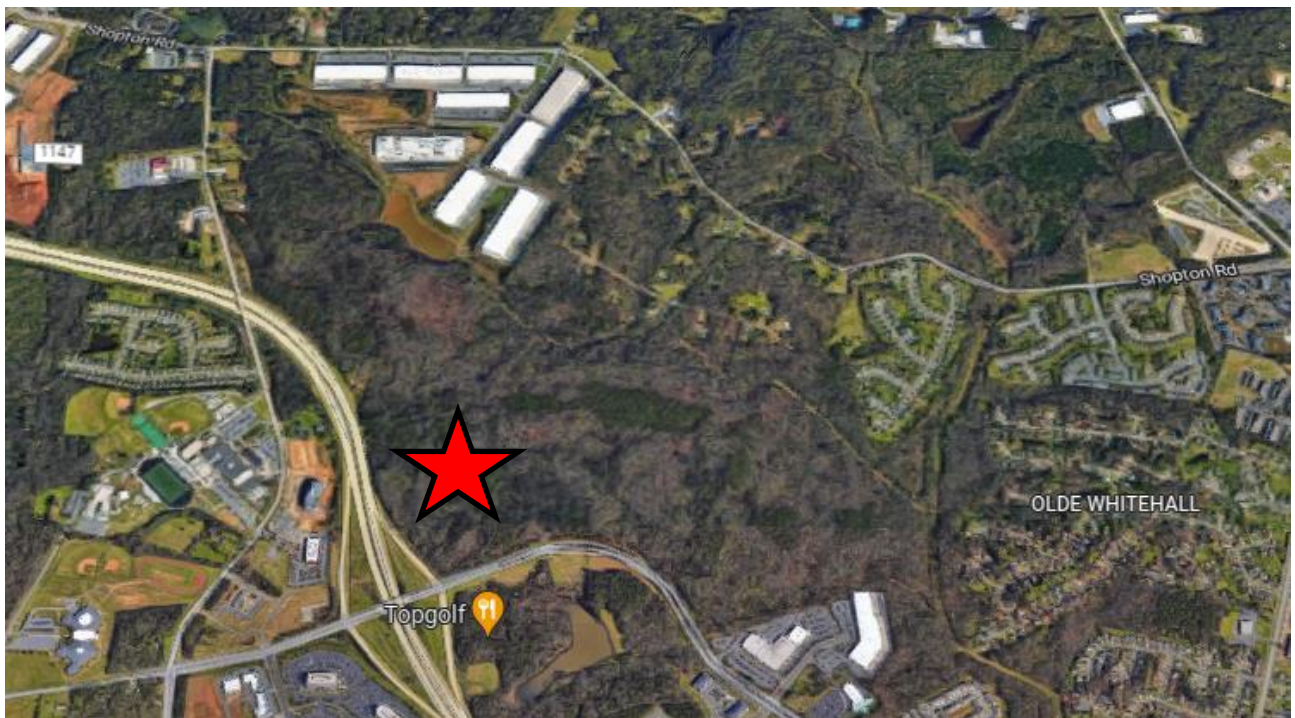
• **Existing Zoning and Land Use**



The site was part of a larger rezoning (2018-121) that encompassed 264.93 acres and included the area zoned I-1(CD) which is shown in brown in the map above.



The site, marked by a red star, is surrounded by a mix of uses including office, multifamily residential, recreational, and hotel uses as well as vacant, wooded land.



The properties to the north and east of the site are primarily vacant, wooded land. Further to the north and east, properties are developed with a mix of uses including light industrial, single family residential, and office.

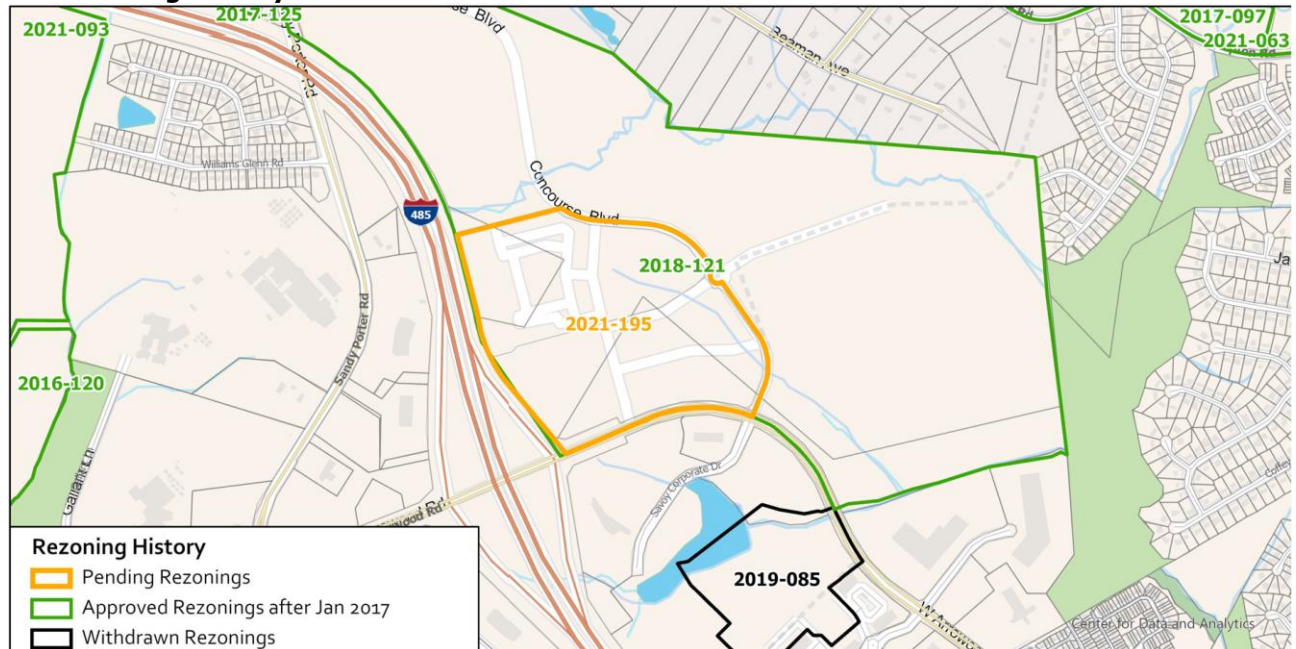


The properties to the south of the site, across Arrowood Road, are developed with hotel, recreational, office, and multifamily residential uses.



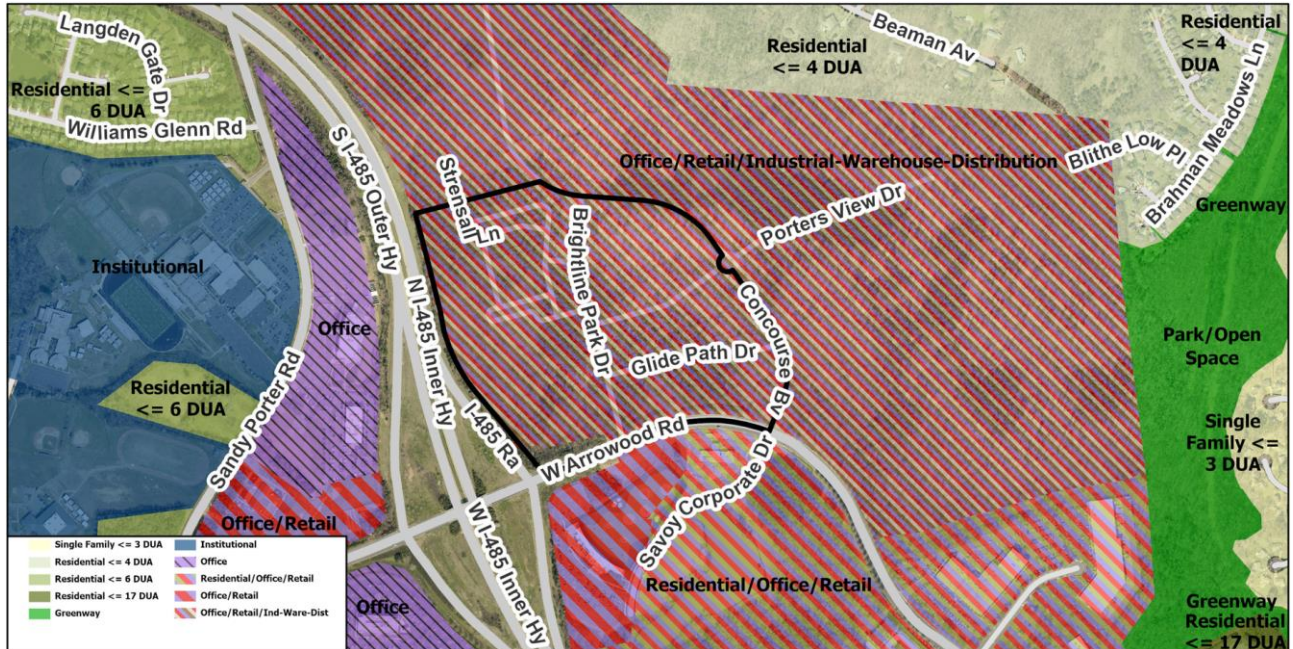
The property to the west of the site is developed with Interstate 485. The properties on the west side of Interstate 485 are developed with office and institutional uses.

• Rezoning History in Area



Petition Number	Summary of Petition	Status
2021-093	The petition proposed up to 1,230,000 square feet of office and medical office uses, 340,000 square feet of community hospital, 104,200 square feet of commercial uses, 250 hotel rooms, 275 multifamily dwelling units and/or senior multifamily dwelling units, and 50 single family attached dwelling units.	Pending
2021-063	The petition proposed to allow up to 1,250,000 square feet of warehousing, manufacturing, and office uses.	Approved
2019-085	The petition proposed to allow up to 352 multifamily residential units along with accessory uses allowed in the MUDD district.	Withdrawn
2018-121	The petition proposed a multi-use development on 264 acres including 73,000 square feet of non-residential uses, 270 residential dwelling units, 140 hotel rooms, and 2,000,000 square feet of warehousing.	Approved
2018-113	The petition proposed to allow all uses in the INST district.	Approved
2018-109	The petition proposed to amend an approved site plan to allow two buildings containing light industrial uses.	Approved
2017-125	The petition proposed to allow two buildings containing light industrial uses.	Approved
2017-097	The petition proposed to allow construction of a commercial/industrial/warehouse park.	Approved
2016-120	The petition proposed to allow up to 597 multifamily and single family attached units at 7.78 units per acre.	Approved
2016-009	The petition proposed to allow the development of up to 525,000 square feet of industrial, office, and distribution uses.	Approved

- **Public Plans and Policies**



The *Steele Creek Area Plan* (adopted 2012) recommends mixed residential/office/retail land uses for this site, as amended by rezoning petition 2018-121.

- **TRANSPORTATION SUMMARY**

- The petition is located adjacent to Arrowwood Road, a State-maintained major thoroughfare and Interstate 485, a State-maintained freeway. A revised Traffic Impact Study (TIS) is needed for this site. A previous traffic impact study was submitted to CDOT and NCDOT as part of the 2018-121 rezoning petition. A revised study is required due to the proposed increase in density for the site as well as the original traffic study being approved more than 2 years ago, and CDOT and NCDOT reviewed and approved the revised TIS on 04/11/2022. There were no additional transportation improvements recommended in the revised TIS.

- CDOT has no outstanding issues with this petition.

- **Active Projects:**

- Brown-Grier Road Upgrades
 - Project will improve Brown-Grier Road between Steele Creek Road and Whitehall Park Drive. The road will be four-lanes with a median and include multi-use paths on both sides.
 - Project is currently in the real estate acquisition phase.

- **Transportation Considerations**

- No outstanding issues..

- **Vehicle Trip Generation:**

Current Zoning:

Existing Use: 0 trips per day (based on vacant land).

Entitlement: 11,925 trips per day (based on 2019 TIS).

Proposed Zoning: 15,890 trips per day (based on 43,000 SF retail, 40,000 SF medical-dental office, 140 hotel rooms, 420 apartment dwellings, 6,000 SF super convenience market/gas station, 5,000 SF drive-in bank, 5,000 SF high-turnover sit down restaurant, 8,000 SF fast food restaurant with drive through window, 25,000 SF auto sales).

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:** No comments submitted.
- **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 89 students, while the development allowed under the proposed zoning may produce 139 students. Therefore, the net increase in the number of students generated from existing zoning to proposed is 50.
 - The proposed development is projected to increase the school utilization over existing condition (without mobile classroom units) as follows:
 - Steele Creek Elementary from 106% to 118%
 - Kennedy Middle from 127% to 131%
 - Olympic High from 126% to 127%.
- **Charlotte Water:** Water service is accessible for this rezoning boundary. Charlotte Water currently does not have sewer system accessible for the rezoning boundary under review. The development will need to donate pipeline infrastructure to CLTWATER to serve this parcel. The applicant should contact Charlotte Water's New Services at (704) 432-2854 for more information regarding accessibility to sewer system connections. See advisory comments at www.rezoning.org
- **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 outstanding issues.
- **Stormwater Services Land Development Engineering:** No comments submitted.
- **Storm Water Services:** See Outstanding Issues, Note 7.
- **Urban Forestry / City Arborist:** No comments submitted.

OUTSTANDING ISSUES

Environment

- ~~1. Show all buffers on site plan and include the following note under Environmental Features: Development within any SWIM/PCSO Buffer shall be coordinated with and subject to approval by Charlotte-Mecklenburg Storm Water Services and mitigated if required by City ordinance. Petitioner acknowledges intermittent/perennial stream delineation reports are subject to review and approval upon submission of development plans for permitting and are not approved with rezoning decisions."~~ **ADDRESSED**

Land Use

- ~~2. Revise note 3.c. to replace "repair" and "maintenance" with "automotive repair garages" in order to align with ordinance definitions.~~ **ADDRESSED**





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



Planner: Joe Mangum (704) 353-1908

Goals Relevant to Rezoning Determinations Petition 2021-195

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 (February 2022) and when the **Policy Map** is adopted (anticipated March 28, 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.	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.	✗
	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>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>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>