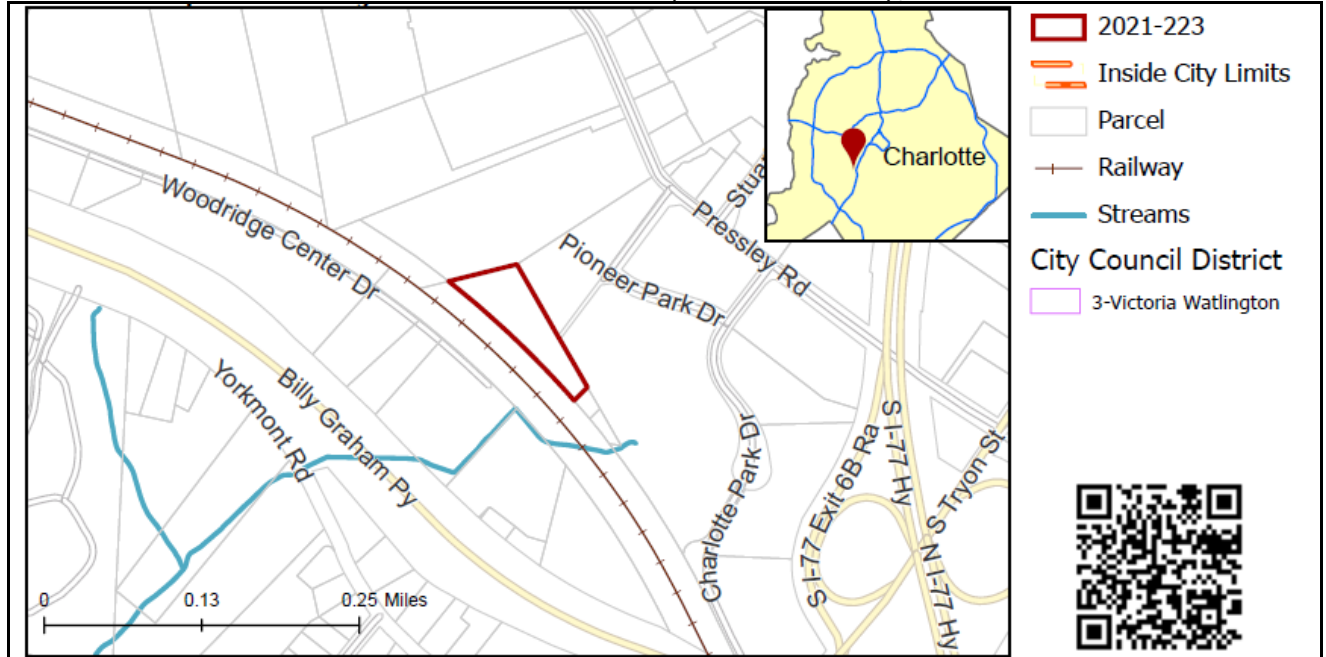


REQUEST

Current Zoning: R-22MF (multi-family residential)
Proposed Zoning: I-2(CD) (general industrial, conditional)

LOCATION

Approximately 2.39 acres located southwest of Pressley Road, northeast of Billy Graham Parkway, and west of Interstate 77.



SUMMARY OF PETITION

The petition proposes to rezone a vacant parcel to I-2(CD) to allow for the development of a contractor's office along with accessory uses, outdoor storage, and warehousing at a maximum of 30,000 square feet of developable space.

PROPERTY OWNER

Charter Properties, Inc.

PETITIONER

Selwyn Property Group, Inc.

AGENT/REPRESENTATIVE

John Carmichael

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.

Plan Consistency

The petition is **consistent** with the *Central District Plan* (1993) recommendation for industrial uses at this site.

Rationale for Recommendation

- The proposed conditional site plan prohibits intense heavy industrial uses allowed in the I-2 zoning district and limits uses to those permitted in the I-1 zoning district as well as a contractor's office with accessory uses, warehousing, and outdoor storage.
- The site is directly adjacent to other areas along Woodridge Center Drive with existing industrial uses and I-1 and I-2 zoning designations.
- The site plan commits to install a Class A buffer along the rezoning boundary that abuts areas zoned B-2 and R-22MF, south of Pioneer Park Drive. The northern and northeast portions of the rezoning

boundary are adjacent to I-2 zoned parcels and the entirety of the southwest rezoning boundary is along the Norfolk Southern Railway, which serves as a built-in buffer to the site.

- This proposal is consistent with the area plan recommendation for industrial uses.

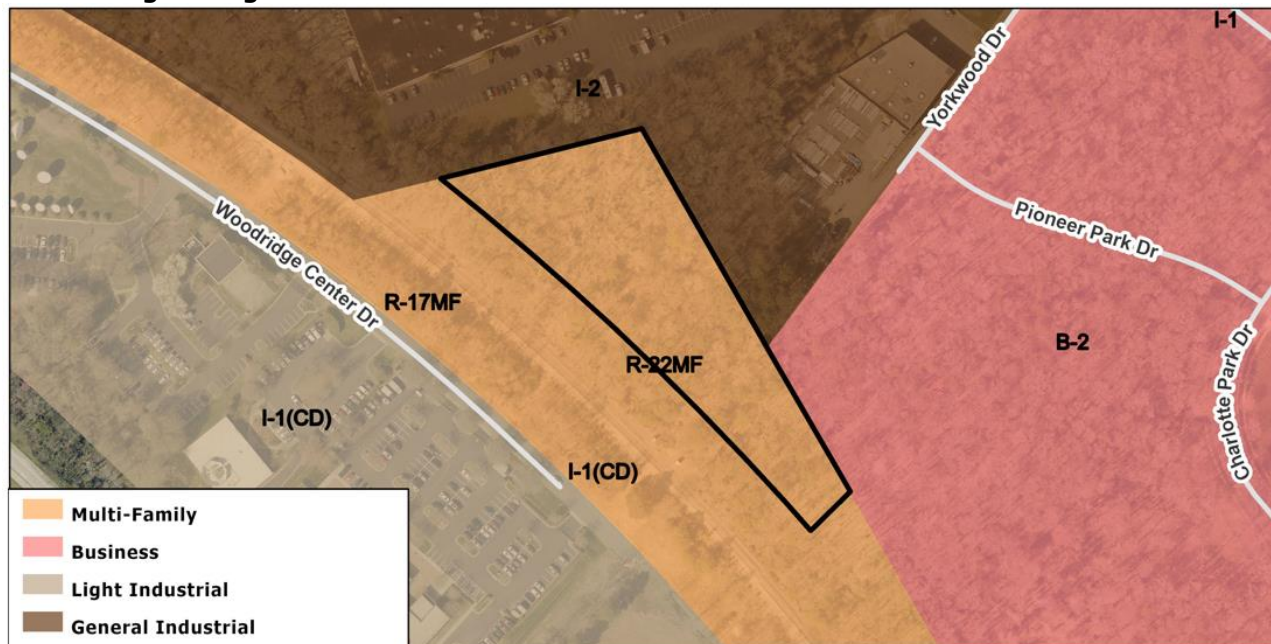
PLANNING STAFF REVIEW

- **Proposed Request Details**

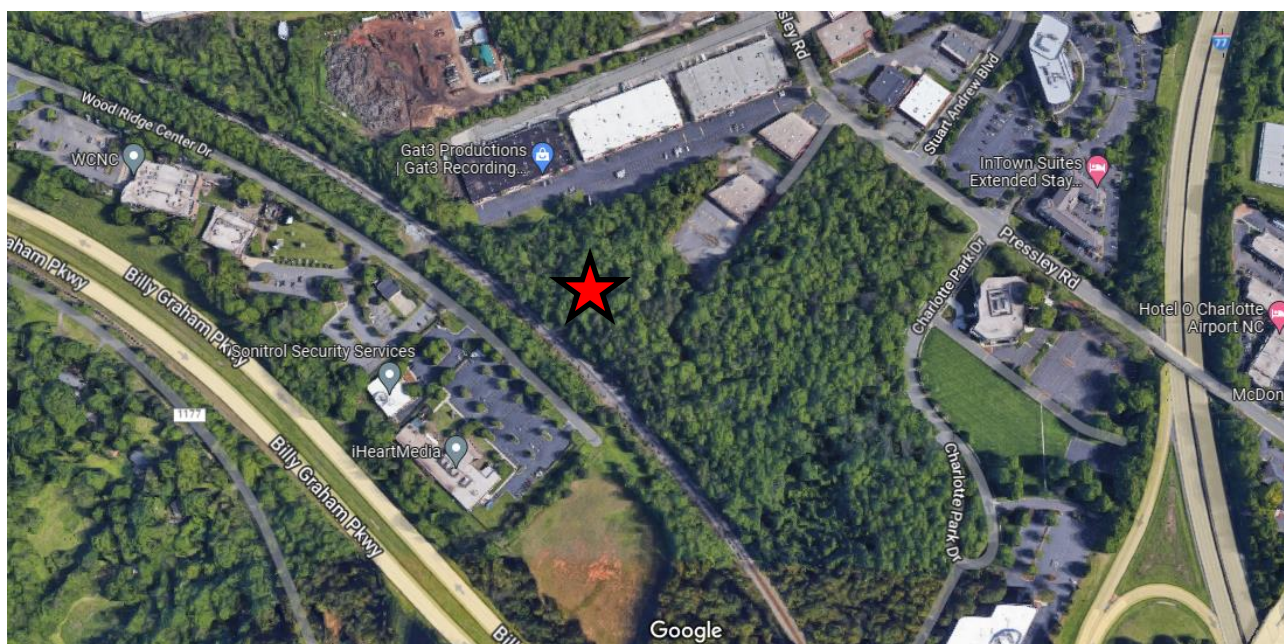
The site plan accompanying this petition contains the following provisions:

- Allows up to 30,000 square feet of developable space.
- Permitted uses include those allowed in the I-1 zoning district as well as a contractor's office and accessory uses, outdoor storage of goods and materials in excess of 25% of the floor area of a principal building, and warehousing.
- Prohibits the following uses:
 - Abattoirs
 - Adult establishments
 - Amusement, commercial outdoors
 - Animal crematoriums
 - Automobile rentals
 - Automotive repair garages
 - Automotive service stations
 - Barber and beauty shops
 - Car washes
 - Construction and demolition landfills
 - Crematory facilities
 - Financial institutions
 - Foundries
 - Government buildings
 - Junkyards
 - Medical waste disposal facilities
 - Petroleum storage facilities
 - Quarries
 - Raceways or drag strips
 - Sanitary landfills
 - Truck stops
 - Truck terminals
 - Underground fuel tanks
 - Waste incinerators
 - EDEE establishments, types 1 and 2
 - Retail establishments, shopping centers and business, personal and recreational services
- Commits to install a Class A buffer along the portions of the site that abut PID 14528201, zoned B-1, and PID 14528212, zoned R-22MF.
- Provides access to the site from Yorkwood Drive.
- Commits to provide a 25-foot wide paved driveway, within the existing Yorkwood Drive paper right-of-way, extending from the existing Yorkwood Drive street stub. The driveway shall be subject to CDOT approval.

- **Existing Zoning and Land Use**



- The site is currently zoned R-22MF and is in an area with light industrial and office uses as well as vacant parcels.



- The subject site is denoted with a red star.



- North of the site are various offices and a vacant parcel.



- The area east of the site is vacant.

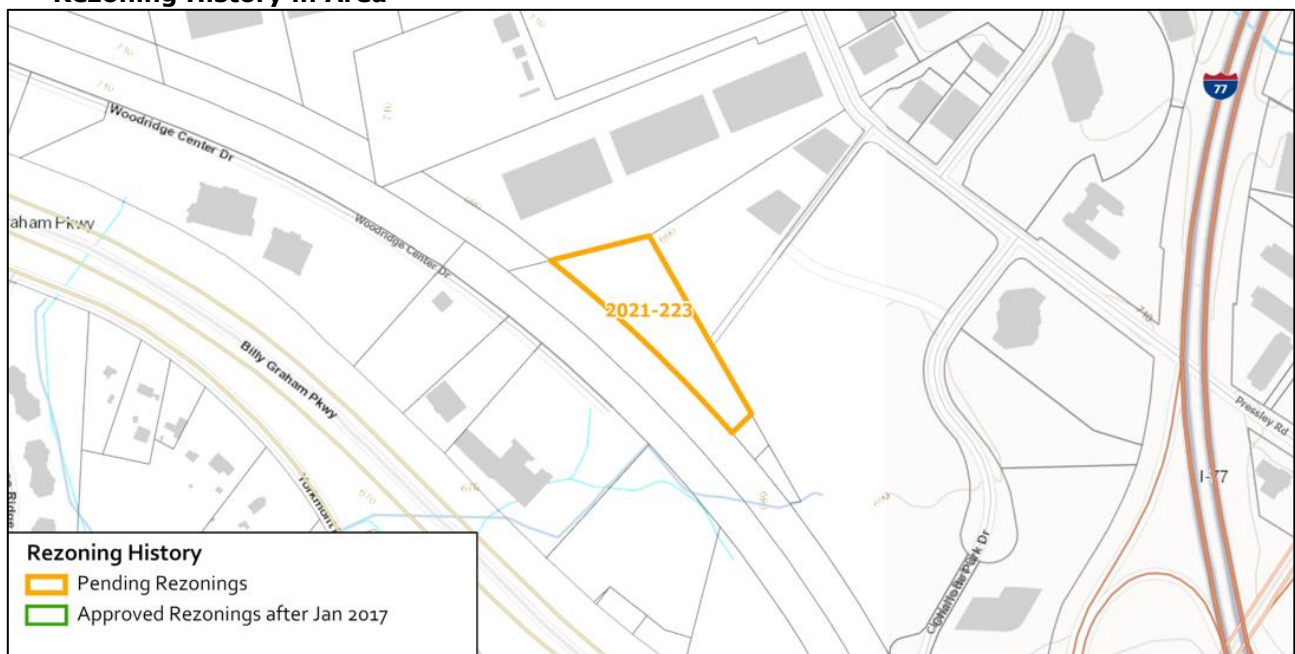


- South of the site are office uses.



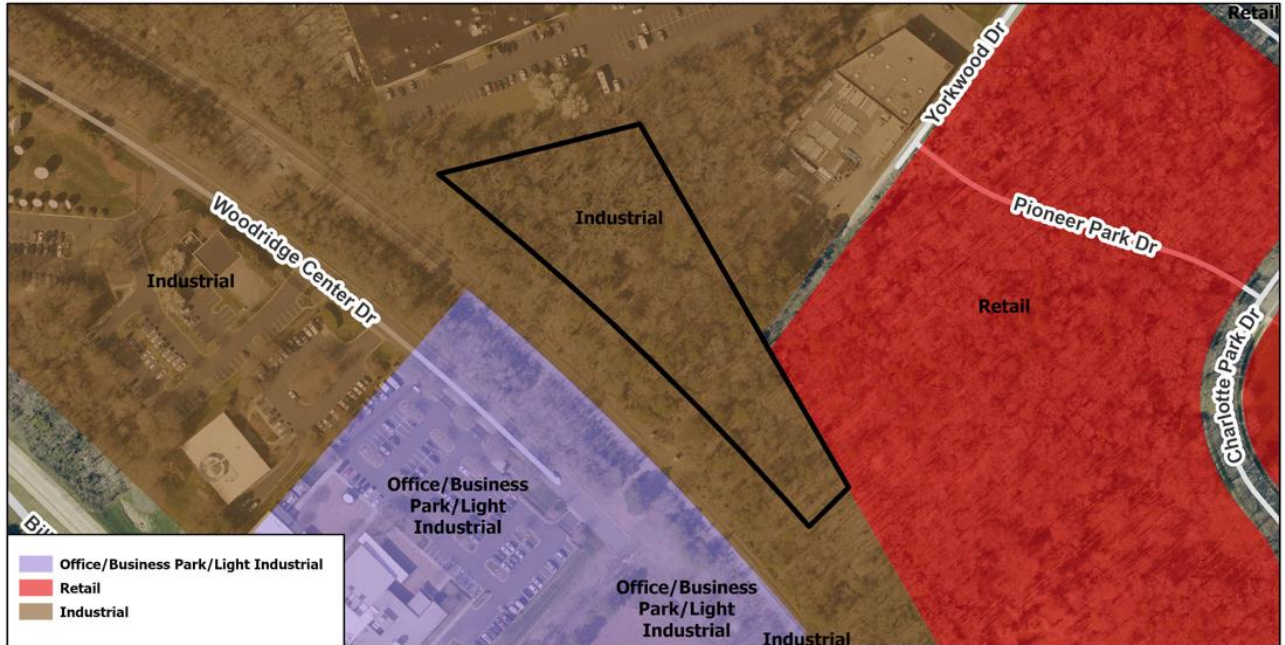
- North of the site are warehousing and distribution uses.

- **Rezoning History in Area**



- There have been no recent rezonings near the site.

- **Public Plans and Policies**



- The *Central District Plan* (1993) recommends industrial uses for the site.
- **TRANSPORTATION SUMMARY**
 - The site is located at the end of Yorkwood Drive, a privately maintained local street, that stems from Pressley Road, A City-maintained collector street. A Traffic Impact Study (TIS) is not required for this site due to the site's generation of less than 2,500 trips and the proposed site plan will generate less vehicular trips than what is currently entitled under the existing zoning.
 - **Active Projects:**
 - There are no active projects near the site.
 - **Transportation Considerations**
 - No outstanding issues.
 - **Vehicle Trip Generation:**
 - Current Zoning:
 - Existing Use: 0 trips per day (the site is vacant).
 - Entitlement: 285 trips per day (based on 52 multi-family units).
 - Proposed Zoning: 95 trips per day (based on 30,000 square feet of industrial uses).

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 Fire Department:** No comments submitted.
- **Charlotte-Mecklenburg Schools:** Nonresidential petitions do not impact the number of students generated.
- **Charlotte Water:** 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 comments submitted.
- **Stormwater Services Land Development Engineering:** No comments submitted.
- **Storm Water Services:** See advisory comments at www.rezoning.org
- **Urban Forestry / City Arborist:** No comments submitted.

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





Planner: Holly Cramer (704) 353-1902




Goals Relevant to Rezoning Determinations

Rezoning Petition # 2021-223

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>N/A</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>