

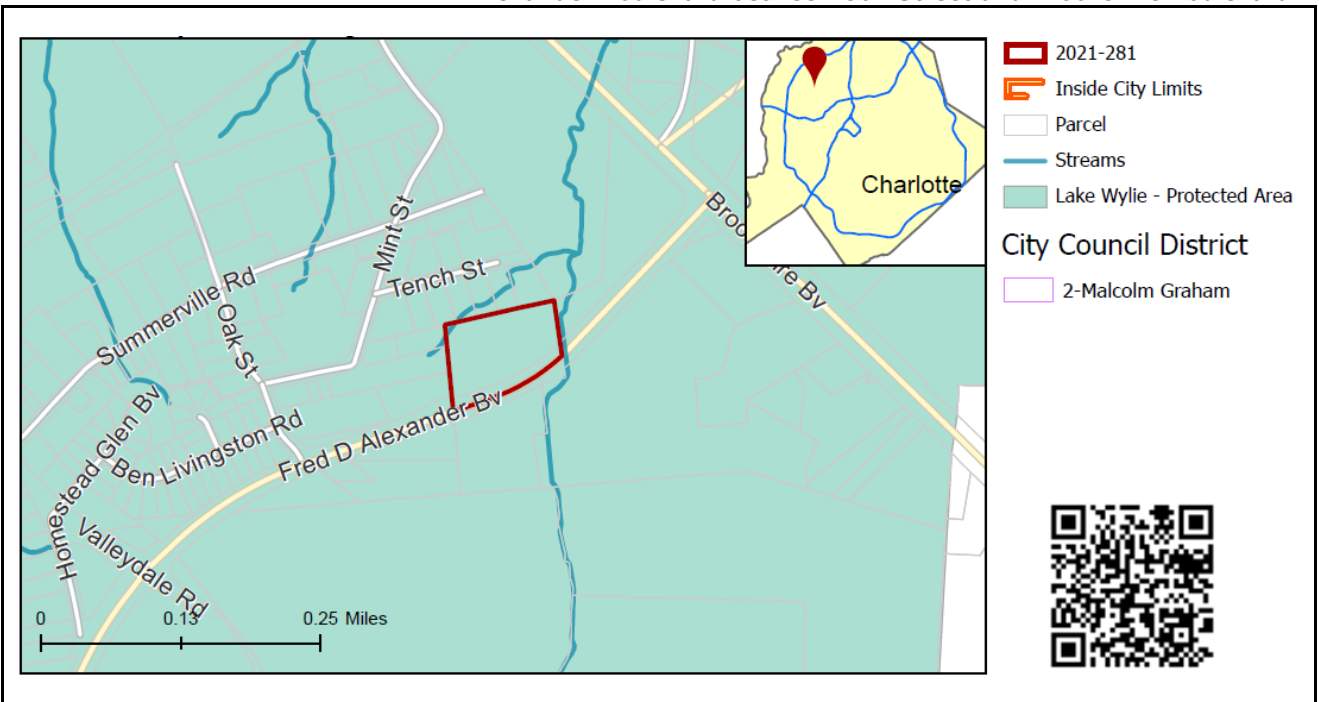
## REQUEST

Current Zoning: R-4 & I-2 LLWPA (single family residential, Lower Lake Wylie Protected Area and general industrial, Lower Lake Wylie Protected Area)

Proposed Zoning: I-2 (CD) LLWPA (general industrial, conditional, Lower Lake Wylie Protected Area)

## LOCATION

Approximately 3.8 acres located on the north side of Fred D Alexander Boulevard between Oak Street and Brookshire Boulevard.



## SUMMARY OF PETITION

The petition proposes to develop a vacant site with up to 45,000 square feet of gross floor area of uses permitted in the I-2 district.

## PROPERTY OWNER PETITIONER AGENT/REPRESENTATIVE COMMUNITY MEETING

Blue Freight Transport, Inc.  
Blue Freight Transport, Inc.  
Keith MacVean

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 and site and building design.

### Plan Consistency

The petition is **inconsistent** with the Neighborhood 1 Place Type recommended for this site as per the *Charlotte Future 2040 Policy Map* (adopted 2022).

### Rationale for Recommendation

- While inconsistent with the Neighborhood 1 Place Type recommendation for this site, the petition is compatible with the adjacent I-2 zoned parcels to the east and south.

- The parcel is currently split zoned with R-3 and I-2 zoning districts. This rezoning would allow for development of the parcel under one zoning district.
- The site is situated along a major thoroughfare that provides access to many other industrial properties in the vicinity.

The approval of this petition will revise the adopted Place Type as specified by the *Charlotte Future 2040 Policy Map*, from Neighborhood 1 to Manufacturing & Logistics for the site.

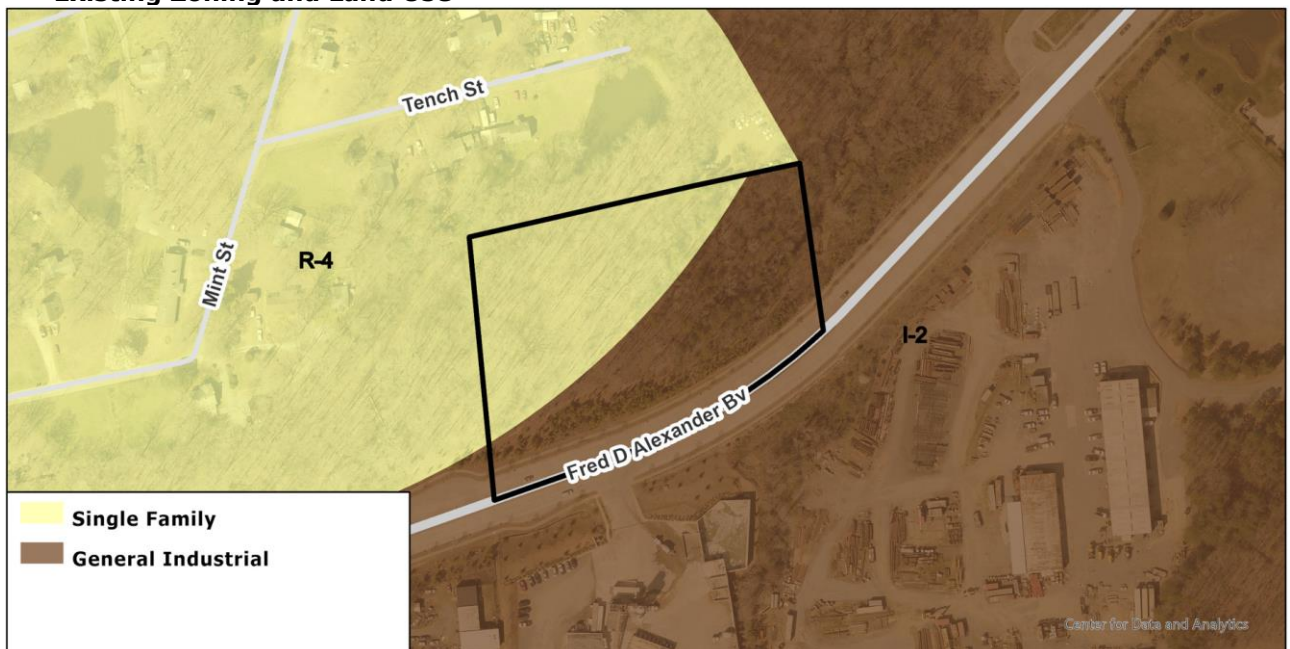
## PLANNING STAFF REVIEW

### • Proposed Request Details

The site plan accompanying this petition contains the following provisions:

- Proposes up to 45,000 SF of gross floor area of uses allowed in the I-2 district.
- Prohibits the following uses: airports; amusement, commercial outdoors; animal crematoriums; assembly of industrial machinery & equipment, lumber and wood products, paper & allied products, plastic & rubber products, metal products; auction sales; automotive service stations; heliports & helistops, unlimited; manufactured housing repair; power generation plants; prototype production facilities & pilot plants; railroad freight yards, repair shops & marshalling yards; recycling centers; eating drinking & entertainment establishments (type 1 & 2) with an accessory drive-thru window; retail establishments; theaters, drive-in motion pictures; truck stops; truck terminals; utility operations centers; abattoirs, agricultural industries; construction & demolition landfills; crematory facilities; foundries; jails and prisons; junkyards; lumber mills; manufacturing (light & heavy uses); boat & ship building; fabricated metal products, grain mills, meat products; medical waste disposal; petroleum storage facilities of more than 200,000 gallons; quarries; sanitary landfills; solid waste transfer stations; tire recapping & treading; and waste incinerators.
- Provides a 64' Class A buffer, which may be reduced to 48' as allowed by the ordinance, around the perimeter of the property.
- Establishes a 30' building and parking setback along Fred D Alexander Blvd.
- Limits new lighting to full cut-off type and must be downwardly directed.
- Commits to screening of dumpster and recycling areas by a solid wall or berm.

### • Existing Zoning and Land Use



The site is split zoned with the northwestern half being R-4 and southeastern half being I-2.





The site, marked by a red star, is surrounded by a mix of uses with single family residential to the north and west and industrial and commercial to the south and east.



The properties to the north of the site along Tench St are developed with single family residential uses.



The properties to the east of the site along Fred D Alexander Blvd are developed with commercial and industrial uses.



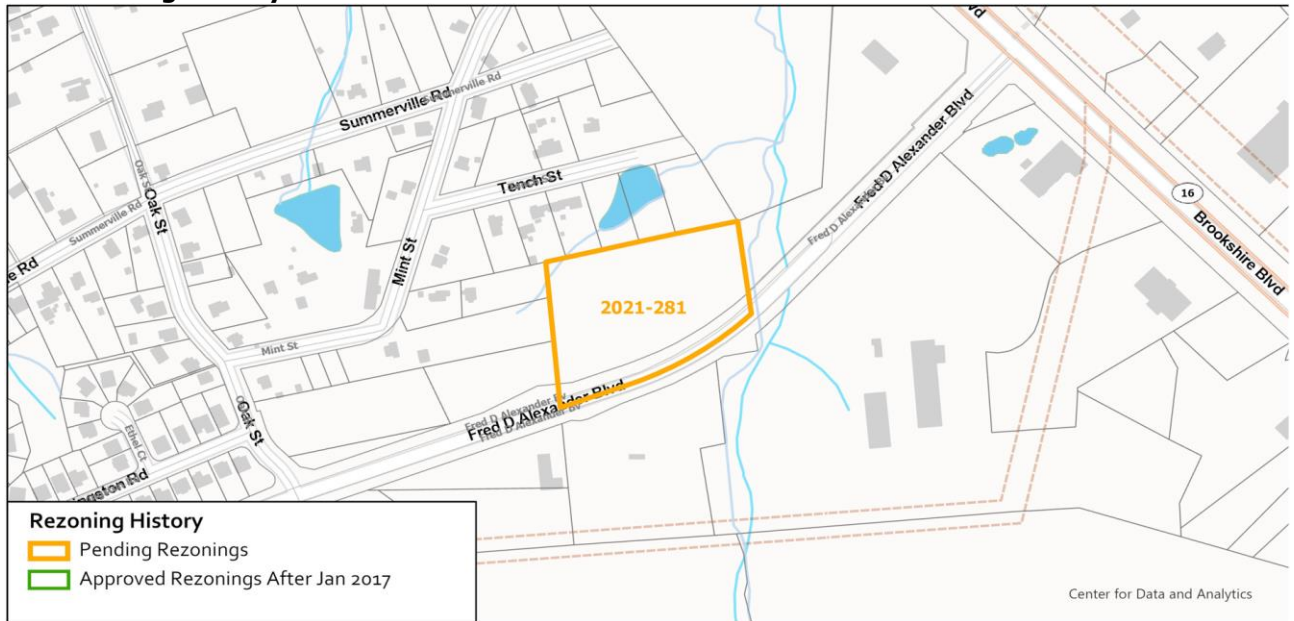
The properties to the south of the site across Fred D Alexander Blvd are developed with industrial uses.





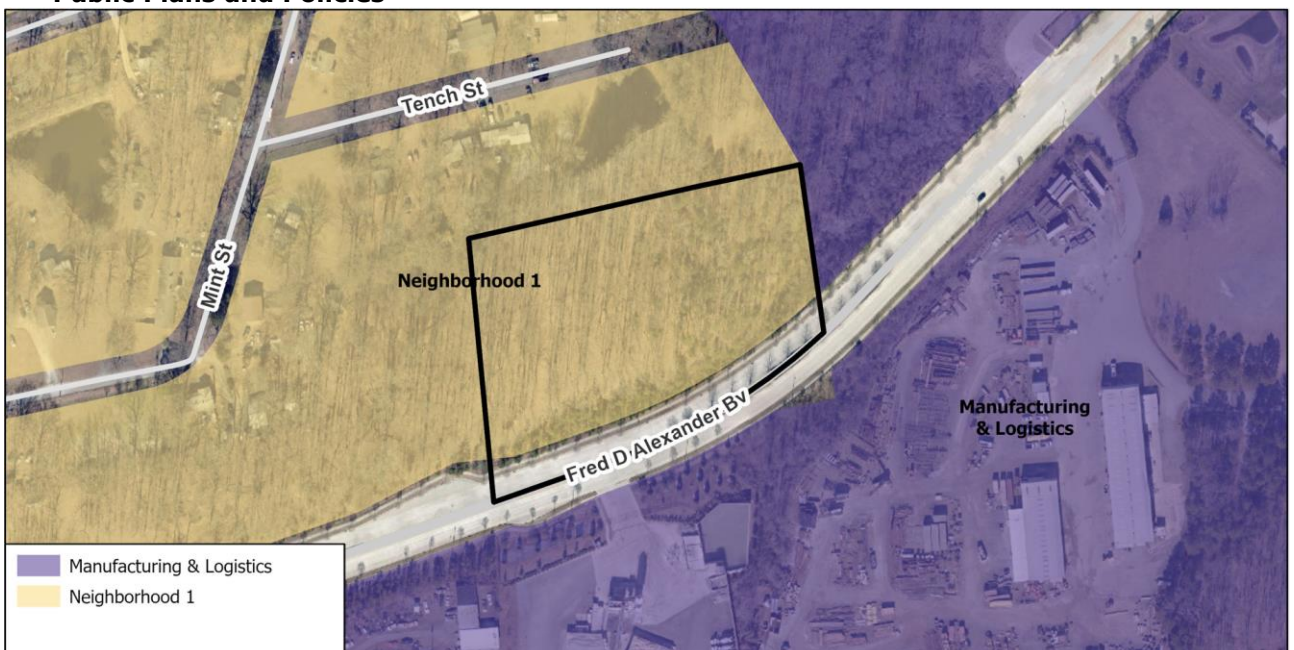
The properties to the west of the site along Mint St are developed with single family residential uses.

- Rezoning History in Area**



Petition Number	Summary of Petition	Status
There are no recent rezonings in the vicinity of this site.		

- Public Plans and Policies**



- The *Charlotte Future 2040 Policy Map* recommends Neighborhood 1 Place Type for this site.

- **TRANSPORTATION SUMMARY**

- The petition is located adjacent to Fred D Alexander Boulevard, a City-maintained major thoroughfare near Brookshire Boulevard a State-maintained major thoroughfare. A Traffic Impact Study (TIS) is not needed for this site due to the site generating less than 2,500 daily trips. Site plan revisions are needed to meet ordinance requirements and/or the outstanding items including, but not limited to providing turning vehicle movements for the site access and committing to modifying the existing U-Turn bulb on Fred D Alexander. Further details are listed below.
- **Active Projects:**
- None
- **Transportation Considerations**
- See Outstanding Issues, Note 1.
- **Vehicle Trip Generation:**
- Current Zoning:
  - Existing Use: 0 trips per day (based on vacant land).
  - Entitlement: 135 trips per day (based on 11 single family detached units).
  - Proposed Zoning: 110 trips per day (based on 45,000 SF warehouse).

**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](http://www.rezoning.org)
- **Charlotte-Mecklenburg Historic Landmarks:** No comments submitted.
- **Charlotte-Mecklenburg Police Department:** No comments submitted.
- **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 2-inch water distribution main located along Harvest Hill Dr. Charlotte Water has accessible sanitary sewer system infrastructure for the rezoning boundary via an existing 8-inch gravity sewer main located along the middle of the parcel. See advisory comments at [www.rezoning.org](http://www.rezoning.org)
- **Erosion Control:** No comments submitted.
- **Mecklenburg County Land Use and Environmental Services Agency:** See advisory comments at [www.rezoning.org](http://www.rezoning.org)
- **Mecklenburg County Parks and Recreation Department:** No comments submitted.
- **Stormwater Services Land Development Engineering:** No outstanding issues.
- **Storm Water Services:** No comments submitted.
- **Urban Forestry / City Arborist:** No comments submitted.

**OUTSTANDING ISSUES**

Transportation

1. U-Turn movement need to be shown on plans or exhibit and the existing U-Turn bulb needs to be modified to accommodate the anticipated design vehicle for the site. The petitioner shall work with CDOT to identify any design constraints involved with modifying the U-Turn bulb, and the petitioner shall work with CDOT to determine a preliminary concept to modify the U-Turn bulb.

Site and Building Design

2. Maintain 64' Class A buffer where adjacent to residential zoning and use, and eliminate notes to allow reduction to 48'.
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**See Attachments (applications, department memos, maps etc.) Online at [www.rezoning.org](http://www.rezoning.org)**





**Planner:** Joe Mangum (704) 353-1908







## Goals Relevant to Rezoning Determinations

### Rezoning Petition # 2021-281

The following table represents an overview of the relationship between the **Charlotte Future 2040 Comprehensive Plan** and **Rezoning Petitions**. The Charlotte Future 2040 Policy Map was adopted March, 28<sup>th</sup>, 2022 and became effective July 1<sup>st</sup>, 2022.

Please note not all goals will apply to all rezoning petitions.

Goals	Goal Description	Relationship to Charlotte Future 2040 Comprehensive Plan
	<b>Goal 1: 10- Minute Neighborhoods</b> 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
	<b>Goal 2: Neighborhood Diversity &amp; Inclusion</b> 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
	<b>Goal 3: Housing Access for All</b> 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
	<b>Goal 4: Trail &amp; Transit Oriented Development (2-TOD)</b> 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><b>Goal 5: Safe &amp; Equitable Mobility</b></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><b>Goal 6: Healthy, Safe &amp; Active Communities</b></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><b>Goal 7: Integrated Natural &amp; Built Environments</b></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><b>Goal 8: Diverse &amp; Resilient Economic Opportunity</b></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><b>Goal 9: Retain Our Identity &amp; Charm</b></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><b>Goal 10: Fiscally Responsible</b></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>