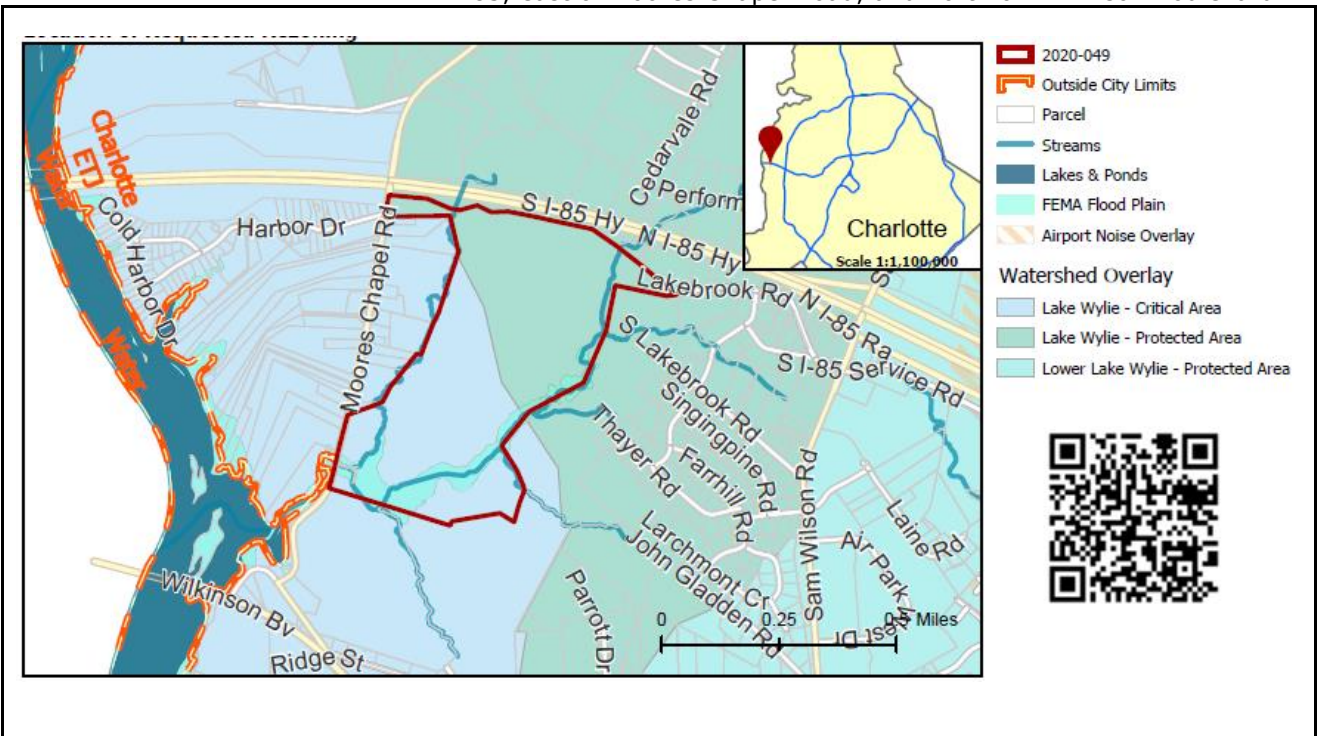


REQUEST

Current Zoning: R-3 LWPA LWCA (single family residential, Lake Wylie Protected Area, Lake Wylie Critical Area)
Proposed Zoning: I-2(CD) LWPA LWCA (general industrial, conditional, Lake Wylie Protected Area, Lake Wylie Critical Area)

LOCATION

Approximately 156.32 acres located on the south side of Interstate 85, east of Moores Chapel Road, and north of Wilkinson Boulevard.



SUMMARY OF PETITION

The petition proposes to rezone property to I-2(CD) to allow the development of a 1,530,000 square foot industrial development.

PROPERTY OWNER PETITIONER AGENT/REPRESENTATIVE COMMUNITY MEETING

Square Grooves, LLC
The Keith Corporation
Keith MacVean, Moore & Van Allen

Meeting is required and has been held. Report available online.
Number of people attending the Community Meeting: 13

STAFF RECOMMENDATION

Staff recommends approval of this petition upon resolution of outstanding issues related to site and building design.

Plan Consistency

The petition is **inconsistent** with the *Dixie Berryhill Strategic Plan* (2003) recommendation for single family residential uses up to four dwelling units per acre (DUA).

Rationale for Recommendation

- The proposed site plan will provide transportation improvements surrounding the site in order to mitigate the traffic impacts this development will have on the area.
- The proposed site plan will provide buffers between the industrial development and adjacent residential neighborhoods.

- Numerous new industrial projects have been developed in the area recently, especially along Wilkinson Boulevard, and Interstate 485 and Sam Wilson Road.
- The location of the site near I-85, Wilkinson Blvd, and the Charlotte-Douglas International Airport provides regional access which makes this site desirable for larger scale industrial development.
- The site is located within a growth corridor, as per the *Centers Corridors and Wedges Growth Framework*, which encourages industrial development near interchanges.

The approval of this petition will revise the adopted future land use as specified by the *Dixie Berryhill Strategic Plan*, from single family residential up to four DUA, to industrial land use for the site.

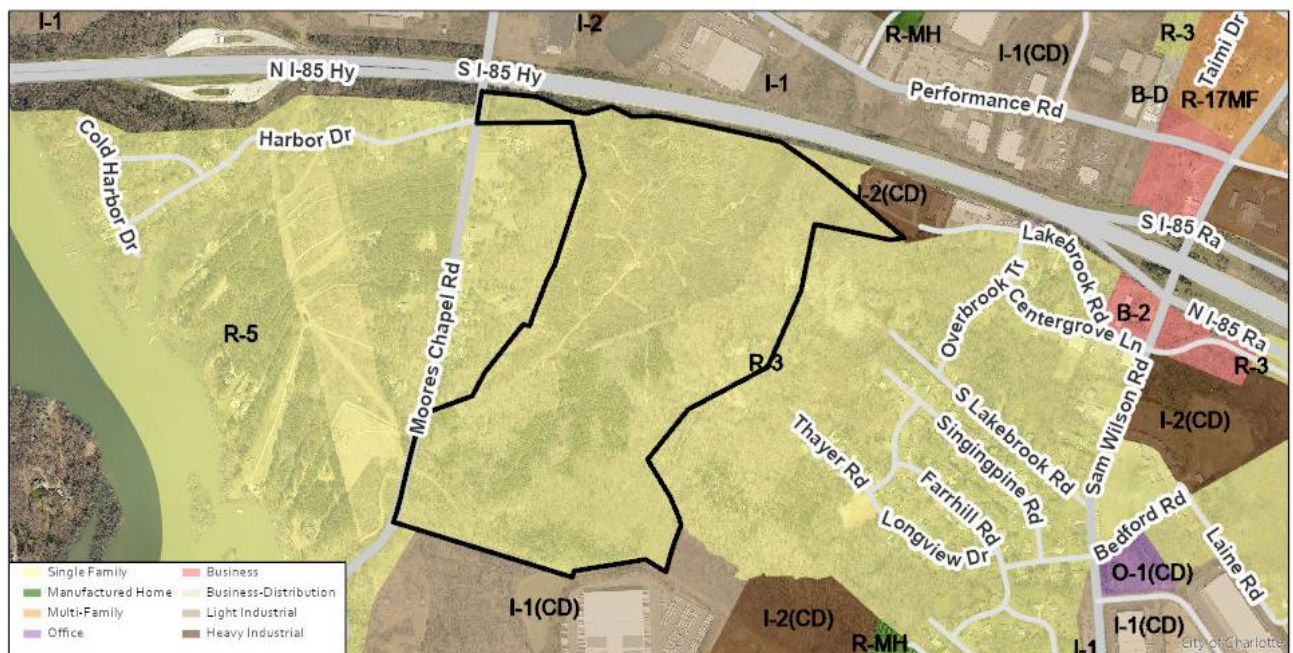
PLANNING STAFF REVIEW

- **Proposed Request Details**

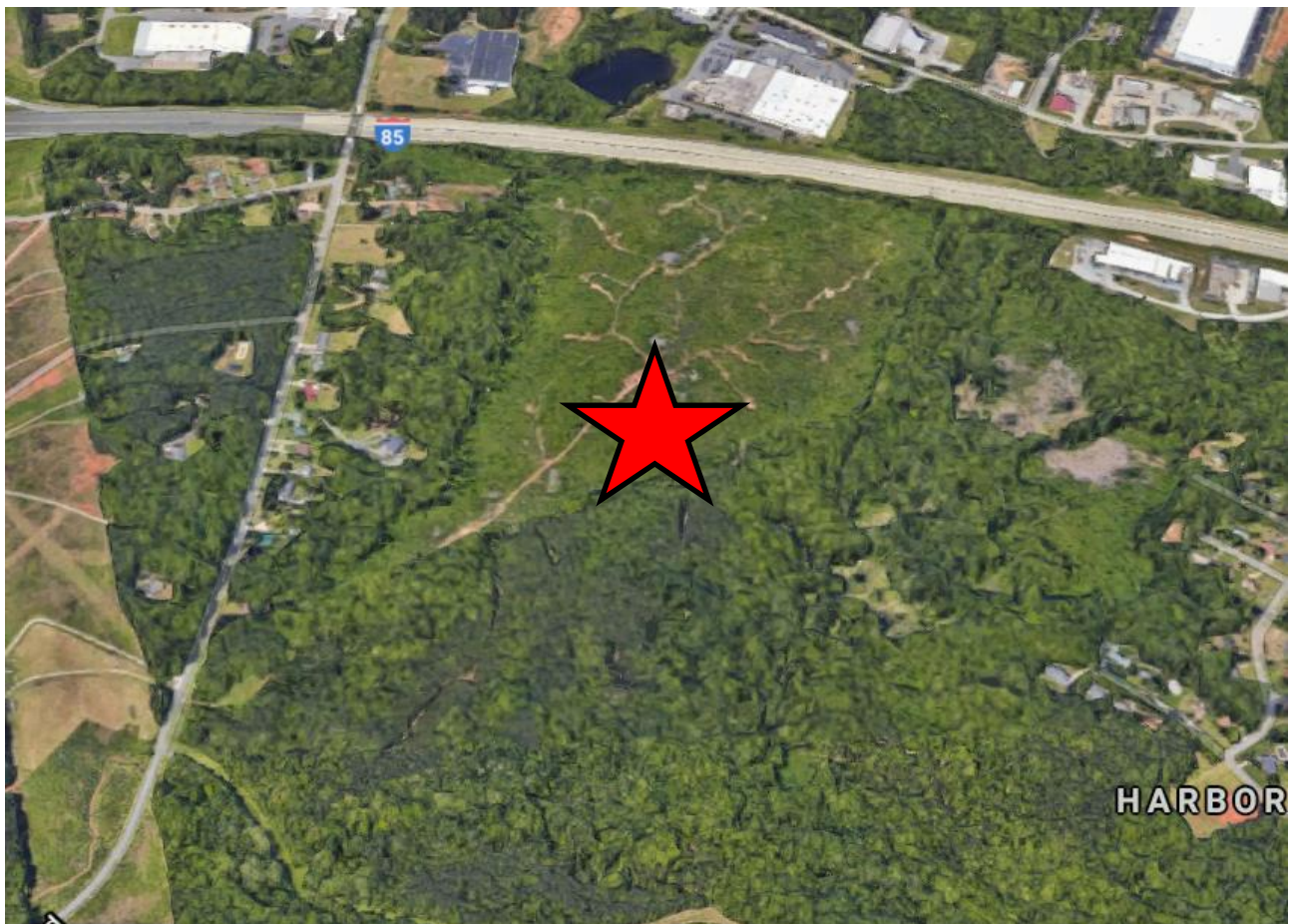
The site plan accompanying this petition contains the following provisions:

- Permits up to 1,530,000 square feet of industrial uses (I-1, light industrial uses) and outdoor storage.
- Develops site with up to five (5) buildings over three (3) phases or one (1) single building over a phase.
- Provides a 100' Class A buffer around the site adjacent to single family residential uses.
- Requires a Traffic Impact Study (TIS) that analyzes the intersection of Wilkinson Blvd and Old Dowd Road/ Moores Chapel Road and the intersection of Lakebrook Road and Sam Wilson Road during the subdivision review process.
- Re-aligns Moores Chapel Road as generally shown on the rezoning plan.
- Extends Lakebrook Road as a public street and would provide access to the site after the TIS has been approved and a permit has been applied for a 500,000 SF building on the site.
- Commits to intersection improvements at Lakebrook Road and Sam Wilson Road and turn lanes from Moores Chapel Road into the site's access.
- Provides an 8' planting strip and 12' multi-use path along the Site's frontage along Moores Chapel Road.
- Commits to work with Mecklenburg County Land Use and Environmental Services Agency Stormwater Services to implement additional erosion control measures including:
 - Implement a continuous monitoring device(s) downstream of the Site to monitor turbidity 24 hours/day during construction and provide alerts to erosion control inspectors if exceedances occur.
 - Participate in bathymetric monitoring of downstream cove before and after construction to observe and document any impacts.
 - Coordinate with City of Charlotte Erosion and Sediment Control to implement enhanced erosion control, as necessary, to minimize down-stream impacts.
- Requires site lighting to be limited to full cut off fixtures.

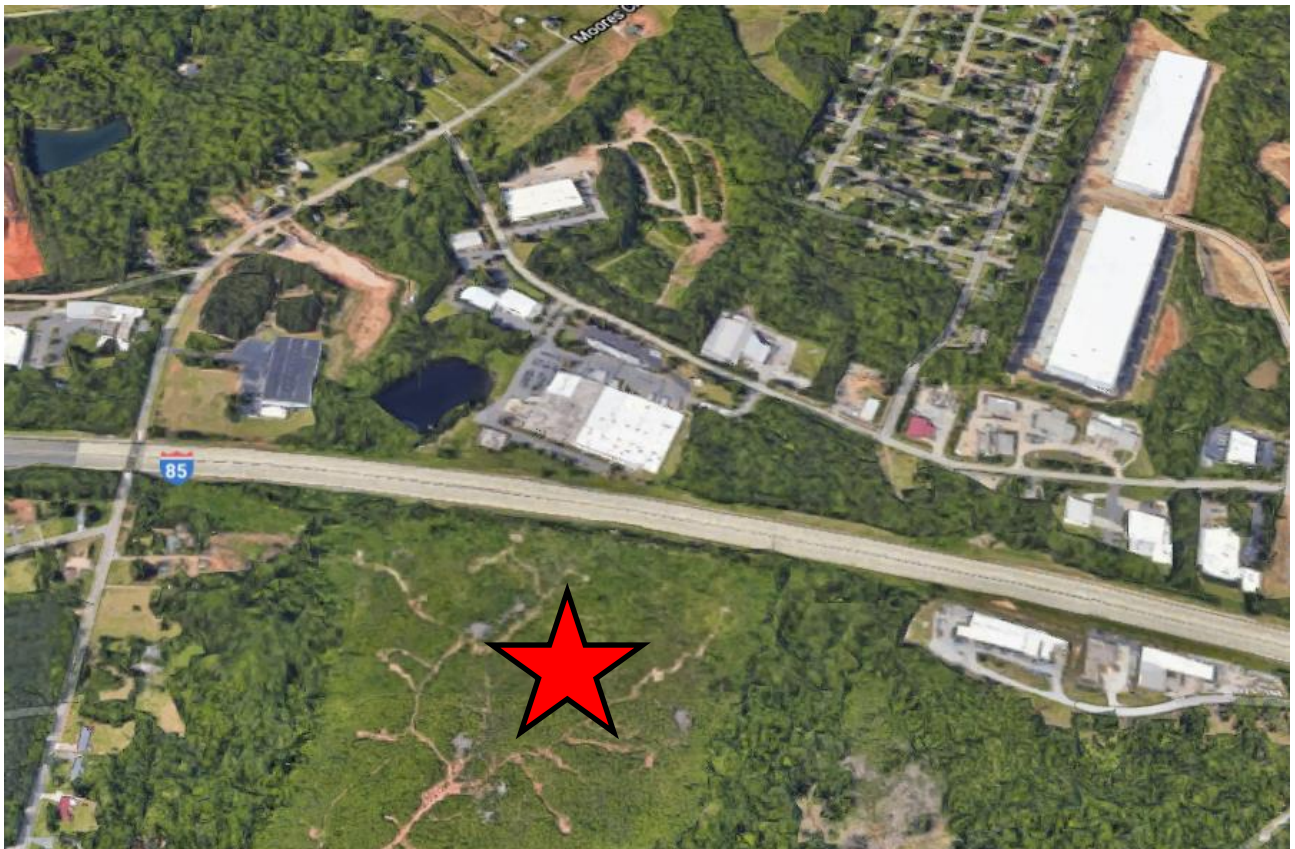
- **Existing Zoning and Land Use**



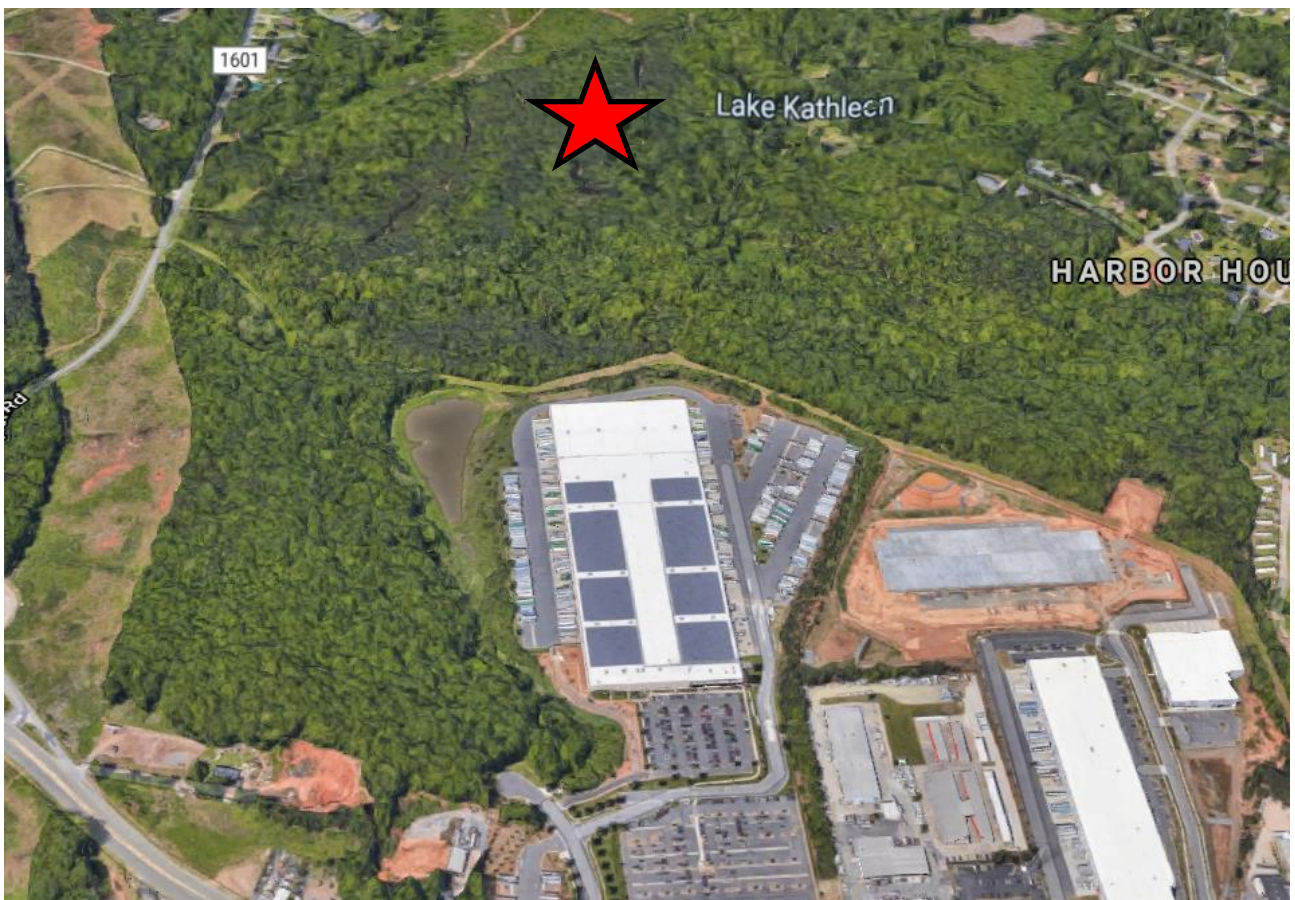
The subject property is undeveloped vacant land. Surrounding land uses include single family residential and industrial uses.



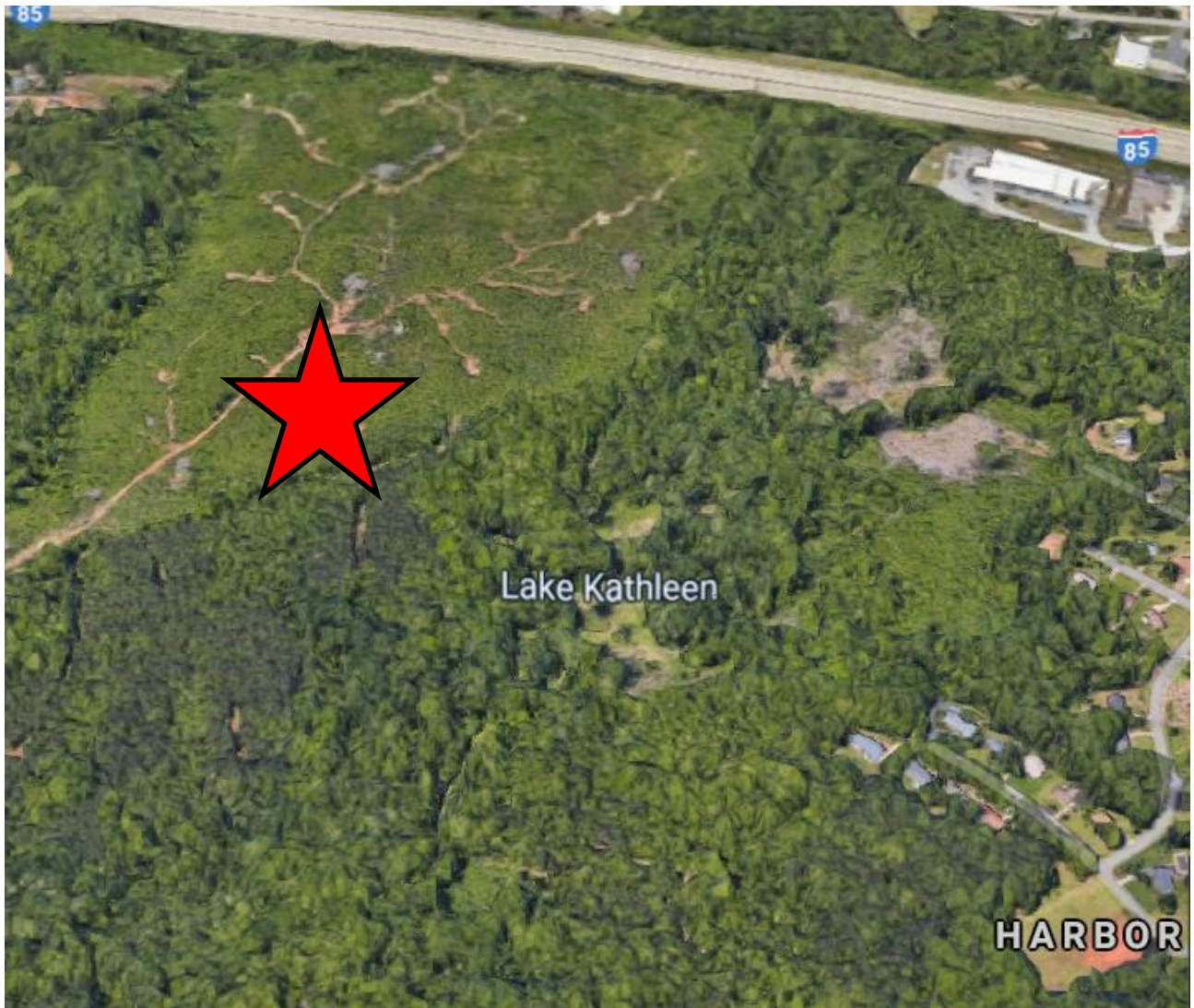
The subject property is undeveloped wooded land. The site is marked with a red star.



The properties to the north are developed with I-85 and industrial land uses. The subject property is marked with a red star.



The properties to the south are developed with industrial uses. The subject property is marked with a red star.

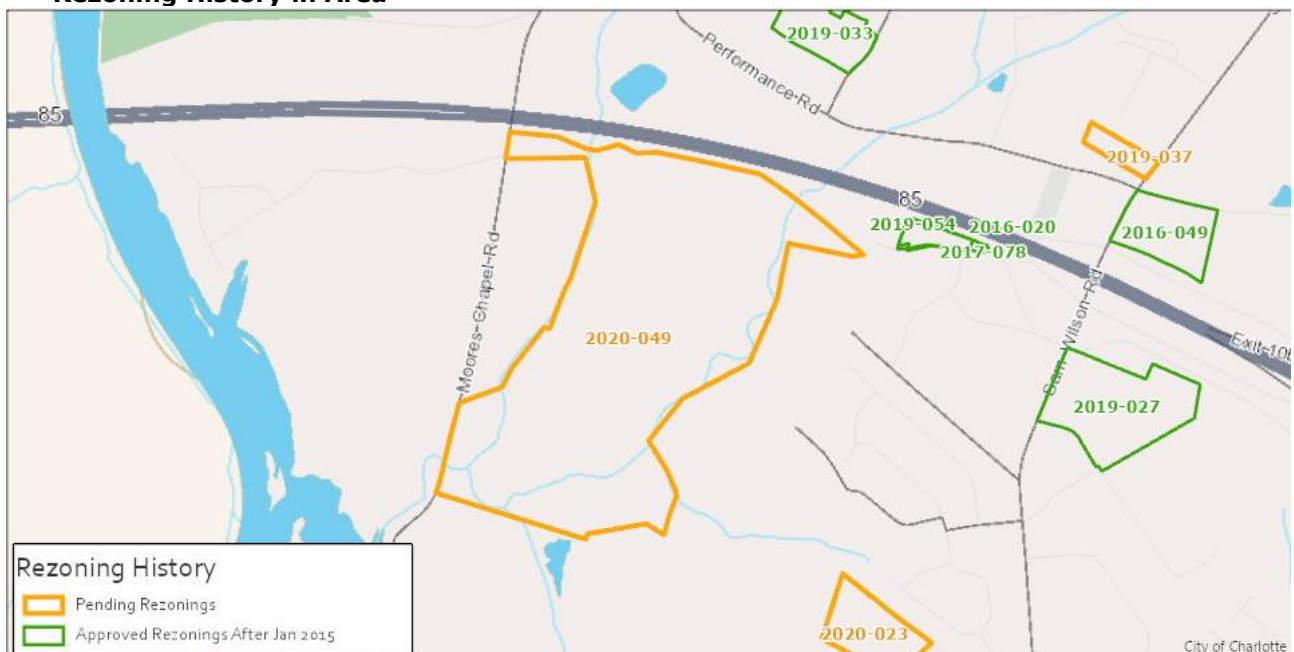


The property to the east is undeveloped wooded residentially zoned land. The subject property is marked with a red star.



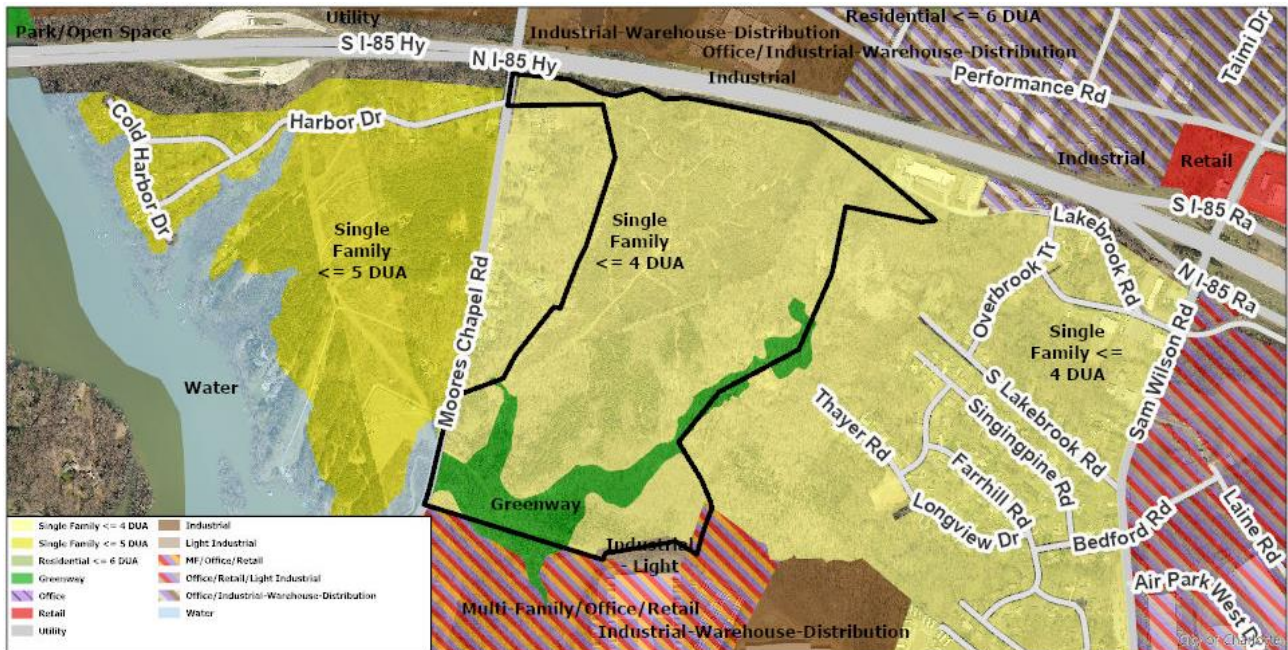
The properties to the west are developed with single family residential houses. The subject property is marked with a red star.

- **Rezoning History in Area**



Petition Number	Summary of Petition	Status
2016-020	The petition rezoned property to I-1(CD) LWPA (light industrial, conditional, Lake Wylie Protected Area) to allow the boat and recreational vehicle display and sales.	Approved
2016-049	The petition rezoned property to I-2(CD) LLWPA (general industrial, conditional, Lower Lake Wylie Protected Area) to allow the construction of a truck stop facility which includes a convenience store, attached restaurant drive through service window, and a tire shop.	Approved
2017-078	The petition rezoned property to O-1 (LWPA) (office, Lake Wylie Protected Area) to allow all uses within the O-1 zoning district.	Approved
2019-027	The petition rezoned property to I-2(CD) LLWPA to allow industrial uses.	Approved
2019-033	The petition rezoned property to I-2(CD) LWPA to allow all uses in the I-1 zoning district, and a contractor's office and storage yard as permitted in the I-2 zoning district.	Approved
2019-037	The petitions proposes to rezone property to B-2 LWPA (general business, Lake Wylie Protected Area) to allow all uses within the B-2 zoning district.	Pending
2019-054	The petition rezoned property to I-1 LWPA (light industrial, Lake Wylie Protected Area) to allow all uses in the I-1 district.	Approved
2020-023	The petition proposes to rezone site to I-2(CD) LWPA LLWPA (general industrial, Lake Wylie Protected Area, Lower Lake Wylie Protected Area) to develop the site for off-site parking and outdoor storage.	Pending

- Public Plans and Policies**



- The *Dixie Berryhill Strategic Plan* (adopted 2003) recommends single family residential land use, up to four dwelling units per acre (DUA) for this site.

• **TRANSPORTATION SUMMARY**

The site is located off of Moores Chapel Road, a state-maintained minor thoroughfare, approximately a half mile north of Wilkinson Boulevard. The site is north of the Amazon CLT2 Distribution Center and in proximity of other Industrial-zoned properties. To be consistent with the Centers Corridors and Wedges Growth Framework, which encourages industrial development near interchanges, the transportation analysis has been reviewed by CDOT in partnership with NCDOT to ensure that road network connectivity and access to the site is conducted under a comprehensive traffic analysis. The trip generation for the entitlement (existing zoning) daily vehicle trips is at 4,300 and the proposed zoning daily vehicle trips is at 2,465, a decrease of 1835 daily vehicle trips. The calculated 2,465 daily trips generated from this site encumbers all vehicles from passenger cars to heavy trucks in one day. Per CDOT's analysis, an estimated 20% of proposed development traffic, or 493 daily vehicle trips, will be heavy vehicles.

A comprehensive Traffic Impact Study will be completed, reviewed and approved by CDOT and NCDOT as a part of the subdivision approval process associated with the Moores Chapel Road realignment. In advance of the TIS processed during permitting, the petitioner has agreed to provide several off-site transportation improvements at various locations. These transportation improvements are in the site conditional notes, 3. Transportation Improvements and Access. A summary of the improvements includes; a secondary access drive will be provided by extending and improving Lakebrook Road and Centergrove Lane, two existing local roads that will provide access to Sam Wilson Road. The extension of Lakebrook Road will be established as a local industrial street (U-06), at a 65' cross-section, in accordance with USDG and the existing section of Lakebrook Rd. will undergo improvements as well. The petitioner will provide left and right turn lanes on Moores Chapel Road into the site. Per Charlotte WALKS and BIKES, the petitioner will provide a permanent sidewalk utility easement for an 8-foot planting strip and 12-foot multi-use path along the site's frontage of Moores Chapel Road.

Moores Chapel Road is classified as a minor-thoroughfare road, which is typically the preferred roadway classification for trucks to travel. After discussions with the petitioner and upon reviewing the Truck Ordinance and Truck Route Map, CDOT is expecting most of the truck traffic, with intentions to access I-485 (*labeled A below*), to travel south on Moores Chapel Road to the intersection of Wilkinson Blvd. and Old Dowd Road/re-aligned Moores Chapel Road, where trucks will then turn east on Wilkinson Blvd. towards the I-485 on ramps. Regarding access to I-85 (*labeled B below*), CDOT is expecting a majority of the truck traffic to utilize the improved Lakebrook Road and Centergrove Lane to access Sam Wilson and then travel south on Sam Wilson towards the I-85 on ramps. New signalized intersections will be provided at two Sam Wilson Road's interchange locations. During permitting, CDOT will review more detailed and fully engineered street designs to accommodate multi-modal transportation options, shown in the plan's cross-sections and vehicle types as part of the TIS. On-site wayfinding plan is also encouraged to ensure safe circulation and mobility.

• **Active Projects:**

- CATS Silver Line
 - Scope: Construct new light-rail line generally along Wilkinson Boulevard, Independence Boulevard, and Monroe Road between Belmont and Matthews.
 - Phase: Planning
 - Construction: TBD
 - PM: Andy Mock
 - amock@charlottenc.gov
 - 704-432-0478

• **Vehicle Trip Generation:**

Current Zoning:

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

Entitlement: 4,300 trips per day (based on 468 dwelling units).

Proposed Zoning: 2,465 trips per day (based on 1,530,000 SF warehouse).

DEPARTMENT COMMENTS (see full department reports online)

- **Charlotte Area Transit System:** See advisory comments at www.rezoning.org
- **Charlotte Department of Housing and Neighborhood Services:** No comments submitted.
- **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:** No comments submitted.
- **Engineering and Property Management:**
 - **Arborist:** No comments submitted.
 - **Erosion Control:** No outstanding issues.
 - **Land Development:** No outstanding issues.
 - **Storm Water Services:** No outstanding issues.
 - **Urban Forestry:** No outstanding issues.
- **Mecklenburg County Land Use and Environmental Services Agency:** See advisory comments at www.rezoning.org
- **Mecklenburg County Parks and Recreation Department:** No outstanding issues.

OUTSTANDING ISSUES

Transportation

1. ~~As discussed between the petitioner and NCDOT during a comment review meeting (5-14-20), the Moores Chapel Road Realignment cross section will accommodate a three-lane (2 thru lanes & 1 center turn lane) section and super-elevation. The alignment will be revised to meet AASHTO standards.~~ - RESCINDED
2. ~~The petitioner should revise the site plan and conditional note(s) to provide a driveway connection to the existing Moores Chapel Loop. The petitioner should coordinate with NCDOT to complete a land swap or abandonment on the existing NCDOT property (Parcel ID 05323102).~~ - ADDRESSED
3. ~~The petitioner needs to provide a three-lane section, for the new Moores Chapel Road Realignment, from existing Old Dowd Road to the Duke Power easement. The petitioner may taper down to a two-lane section, starting at the Duke Power easement. This two-lane section may be maintained from the Duke Power easement to the tie-in point with the existing Moores Chapel Road, excluding the required left and right turn lanes at the proposed access on the existing Moores Chapel Road.~~ - RESCINDED
4. ~~Please remove the first sentence of conditional note 3.E "The petitioner will not make a connection to Lakebrook Road into the site until the TIS has been completed and the building permit for more than 500,000 square feet of development has been applied for". Revised language should convey the intent below:~~
 - a. ~~Add a new note stating that the phasing of all transportation improvements will be decided during the TIS~~ - ADDRESSED
5. ~~Please add to note 3.F stating that "As a result of the TIS, if additional transportation improvements are warranted, then the petitioner will commit to constructing these improvements in addition to the aforementioned improvements included in this rezoning."~~ - ADDRESSED

Site and Building Design

6. The petitioner should revise the plan to eliminate the single building option as providing multiple buildings could better break up the massing and scale of the project. - OUTSTANDING

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

Planner: Joe Mangum (704) 353-1908