
REQUEST	Current Zoning: R-3 (LWPA) (single family residential, Lake Wylie Protected Area), I-1 (LWPA) (light industrial, Lake Wylie Protected Area), and I-2 (LWPA) (general industrial, Lake Wylie Protected Area) Proposed Zoning: I-2(CD) (LWPA) (general industrial, Lake Wylie Protected Area)
LOCATION	Approximately 46.34 acres located on the north side of Wilkinson Boulevard near the intersection of Old Dowd Road and Wilkinson Boulevard. (Outside City Limits)
SUMMARY OF PETITION	The petition proposes to allow up to 430,000 square feet of industrial uses with associated parking and permitted accessory uses.
STAFF RECOMMENDATION	Staff recommends approval of this petition upon resolution of outstanding issues. The petition is inconsistent with the <i>Dixie Berryhill Strategic Plan</i> , which recommends multi-family/retail mixed land uses. However, conditions have changed since the plan's adoption in 2003, and the proposed use is consistent with the surrounding land use pattern, as well as appropriate for a General Corridor Area as defined in the <i>Centers, Corridors, and Wedges Growth Framework</i> .
PROPERTY OWNER PETITIONER AGENT/REPRESENTATIVE	Amos E. and Wilma L. Parrott Brookwood Capital Partners Walter Fields
COMMUNITY MEETING	Meeting is required and has been held. Report available online. Number of people attending Community Meeting: 10.

PLANNING STAFF REVIEW

• Proposed Request Details

The site plan accompanying this petition contains the following provisions:

- Industrial uses up to 430,000 square feet.
- Prohibits the following uses:
 - petroleum storage facilities;
 - junk yards;
 - medical waste disposal facilities;
 - adult establishments;
 - railroad freight yards;
 - abattoirs;
 - construction and demolition landfills as a principal use;
 - demolition landfills;
 - foundries;
 - quarries;
 - raceways or drag strips; and,
 - waste incinerators.
- No outdoor storage will be permitted on any portion of the site that fronts along or is within 100 feet of Wilkinson Boulevard.
- Maximum of six (6) principal structures on the site.
- Installation of a six-foot sidewalk and eight-foot planting strip along Wilkinson Boulevard as permitted by NCDOT.
- Petitioner will work with CATS to determine a mutually agreeable location for a transit pad to be constructed by the petitioner at the time of the construction of the sidewalk along Wilkinson Boulevard.
- Providing 100-foot Class "A" landscape buffers abutting residential zoning and/or residential use.
- Vehicular access via two driveway connections to Wilkinson Boulevard.
- Internal sidewalk system that connects to public sidewalk along Wilkinson Boulevard.

- **Existing Zoning and Land Use**
 - The rezoning site currently consists of industrial structures and is surrounded by a mix of residential, industrial, and business uses and undeveloped acreage on properties zoned various districts and all located either within the Lake Wylie Critical Area or Lake Wylie Protected Area.
- **Rezoning History in Area**
 - There have been no rezonings in the immediate area in recent years.
- **Public Plans and Policies**
 - The *Dixie Berryhill Strategic Plan (2003)* identifies the site as part of a transit oriented community and recommends multi-family/retail mixed use land uses. The mixed use land uses, recommended along Wilkinson Boulevard, are intended to provide a higher intensity of employment uses.
 - The proposed land use is inconsistent with the *Dixie Berryhill Strategic Plan*. However, conditions have changed since the plan was adopted in 2003, when rapid transit was anticipated along Wilkinson Boulevard. Currently, there are no plans to provide rapid transit along this corridor. As such, the proposed use is consistent with surrounding land uses, and an appropriate use for a General Corridor Area as defined in the *Centers, Corridors, and Wedges Growth Framework (2010)*. The General Corridor Area is appropriate for a range of low to moderate intensity uses, including single use, business type services; multi-family; industrial/warehouse; and civic uses. Design characteristics in General Corridor areas will vary, depending on the land use and transportation context. An industrial-based employment area within a General Corridor Area should be designed primarily to accommodate vehicular circulation. Development should usually be low-rise and in some cases mid-rise.

DEPARTMENT COMMENTS (see full department reports online)

- **Charlotte Area Transit System:** The petitioner should amend Transportation Note F to state that "The petitioner will provide and construct a concrete bench pad for a new bus stop along Wilkinson Boulevard. The petitioner will work with CATS to determine a mutually agreeable location for a transit pad during the development review and permitting process."
- **Charlotte Department of Neighborhood & Business Services:** No issues.
- **Transportation:** CDOT has the following comments:
 - CDOT requests the petitioner provide a minimum six-foot sidewalk and eight-foot planting strip along Wilkinson Boulevard. The sidewalk needs to be located 25 feet from the edge of the existing outside travel lane on Wilkinson Boulevard. It appears that the detention/water quality proposed along the property frontage will need to shift to the north, or away from the Wilkinson Boulevard frontage to accommodate the requested streetscape.
 - Wilkinson Boulevard is a Class III-C Major Thoroughfare according to the CRPTO Thoroughfare Plan and requires a minimum of 75 feet of right-of-way dedication. The petitioner should dedicate and convey right-of-way measuring 75 feet from the centerline of Wilkinson Boulevard.
 - CDOT requests that the petitioner restrict the easternmost driveway to "trucks only" and the westernmost driveway to passenger vehicles only.
 - Currently, a median break with opposing left-turn lanes exists on Wilkinson Boulevard for the western access point that serves the passenger car parking lot along the site's frontage (Driveway 1). A second access point exists at the easternmost property boundary which would serve the internal roadway currently indicated as a private drive (Driveway 2). CDOT will support a full-movement intersection at Driveway 1 only if trucks are prohibited from using this access point. Otherwise, CDOT would require this intersection to be converted from full movement access to a directional cross-over.
- **Vehicle Trip Generation:**
 - Current Zoning: 2,000 trips per day.
 - Proposed Zoning: 3,000 trips per day.
- **Connectivity:** See comments above.
- **Charlotte Fire Department:** No issues.
- **Charlotte-Mecklenburg Schools:** Non-residential petitions do not impact the number of students attending local schools.
- **Charlotte-Mecklenburg Storm Water Services:** Storm Water Services requests that the last sentence under "Environmental Features" be removed in its entirety.

- **Charlotte-Mecklenburg Utilities:** No issues.
 - **Engineering and Property Management:** Engineering and Property Management requests the following:
 - Stream buffer and wetland need delineation.
 - Add the following note to the site plan: "This Site will comply with the Charlotte Tree Ordinance. Tree save is required."
 - **Mecklenburg County Land Use and Environmental Services Agency:** No issues.
 - **Mecklenburg County Parks and Recreation Department:** No issues.
 - **Urban Forestry:** No comments received.
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ENVIRONMENTALLY SENSITIVE SITE DESIGN (see full department reports online)

- **Site Design:** The following explains how the petition addresses the environmentally sensitive site design guidance in the *General Development Policies-Environment*.
 - Protects/restores environmentally sensitive areas by allowing a substantial portion of the property to remain undisturbed.

OUTSTANDING ISSUES

- The petitioner should:
 1. Move the water quality detention area out of the setback to accommodate streetscape improvements.
 2. Amend Transportation Note D to state that "The petitioner will install a six-foot sidewalk behind an eight-foot planting strip along Wilkinson Boulevard."
 3. Label center line for Wilkinson Boulevard.
 4. Petitioner should confirm that language provided under Transportation Note G is acceptable to CDOT as it appears to provide several alternatives rather than to provide specificity with respect to access.
 5. As per CDOT's request for dedication of right-of-way, ensure the required setback is taken from the correct right-of-way line.
 6. Address CATS comment.
 7. Address CDOT comments.
 8. Address Storm Water comment.
 9. Address City Engineering comments.
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Attachments Online at www.rezoning.org

- Application
- Site Plan
- Locator Map
- Community Meeting Report
- Charlotte Area Transit System Review
- Charlotte Department of Neighborhood & Business Services Review
- Transportation Review
- Charlotte Fire Department Review
- Charlotte-Mecklenburg Storm Water Services Review
- Charlotte-Mecklenburg Utilities Review
- Engineering and Property Management Review
- Mecklenburg County Land Use and Environmental Services Agency Review
- Mecklenburg County Parks and Recreation Review
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