

SITE DATA:

TAX PARCEL ID: 14108302, 14107125, 14107126, 14107121, 14107104, 14124107, 14107106, 14107122, 14107123, 14107109
 ACREAGE: ± 168.2
 EXISTING ZONING: R-3
 PROPOSED ZONING: I-1 (CD) (INDUSTRIAL) 5 YRS VESTED
 EXISTING USE: VACANT
 PROPOSED USE: COMMERCIAL/INDUSTRIAL/WAREHOUSE PARK

PROPOSED MAXIMUM SF: 2,000,000SF
 FLOOR AREA RATIO: .8 MAX
 MAX BUILDING HEIGHT: 40'
 MAX NUMBER OF BUILDINGS: 20
 REQUIRED PARKING: PER ORDINANCE REQUIREMENTS
 MIN. SETBACK: PER ORDINANCE REQUIREMENTS
 MIN. SIDE YARD: PER ORDINANCE REQUIREMENTS
 MIN. REAR YARD: PER ORDINANCE REQUIREMENTS
 REQUIRED TREE SAVE: PER ORDINANCE REQUIREMENTS

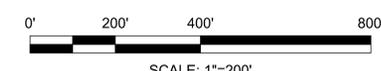
Development Standards

- General Provisions
 - Development of the site will be controlled by the standards depicted on this site plan and by the standards of the Charlotte Zoning Ordinance. The development depicted on this plan is intended to reflect the arrangement of proposed uses on the site, but the exact configuration, placement, and size of individual site elements may be altered or modified within the limits prescribed by the ordinance during the design development and construction phases as allowed under the provisions of Section 6.2 of the Zoning Ordinance.
 - The Petitioner acknowledges that other standard development requirements imposed by other city ordinances, such as those that regulate streets, sidewalks, trees, bicycle parking, and site development, may apply to the development of this site. Unless specifically noted in the conditions for this site plan, these other standard development requirements will be applied to the development of this site as defined by those other city ordinances.
 - Throughout this Rezoning Petition, the terms "Owner", "Owners", "Petitioner" or "Petitioners," shall, with respect to the Site, be deemed to include the heirs, devisees, personal representatives, successors in interest and assignees of the owner or owners of the Site who may be involved in its development from time to time.
 - The total number of principal buildings to be developed on the Site shall not exceed 20. Accessory buildings and structures (as defined by the Zoning Ordinance) located on the Site shall not be considered in any limitation on the number of buildings on the Site.
- Purpose
 - The purpose of this Rezoning application is to provide for the development of a commercial/industrial/warehouse park. To achieve this purpose, the application seeks the rezoning of the site to the Industrial 1 (I-1(CD)) district.
- Uses
 - Permitted Uses. Uses allowed on the property included in this Petition will be primary and related accessory uses as are permitted in the I-1 district with the exception of those listed in b. Prohibited uses.
 - Prohibited uses.
 - Jails and prisons; Religious institutions; Adult establishment; Auction sales; Automobile service stations; Automobiles, truck and utility trailer rental; Billboards; Commercial rooming houses; Flea market establishment; Hotels and motels; Homeless shelter; Overnight camping area; Beneficial fill site; Land clearing and inert debris landfill (LCD); off-site, mobile food vending services; Raceways and dragstrips; Crematory, within a cemetery; Barber and beauty shops; Financial institutions; Retail establishments; Shopping centers and business and recreation uses; Edees (Type I and II); Gas stations, with or without a convenience store; Personal services sales, and uses with an accessory drive-through window; Amusement, commercial outdoors; Animal crematoriums; Armories for meeting and training of military organizations; Automotive repair garages; Automotive sales and repair; Bakeries, retail; Boat and ship sales and repair; Bus and train terminals; Car washes; Civic, social and fraternal facilities; Clinics, medical, dental and optical; Clinics, veterinary; Dry cleaning and laundry establishments; Farms, including sales of products grown on premises; Heliports and helistops; Locksmiths and gunsmiths; Manufactured housing repair or sales; Orthotics - prosthetics facilities; Outdoors seasonal sales; Pest control and disinfecting services; Post offices; Recycling centers, including drop-off centers; Tattoo establishment; Theaters, motion picture.
- Transportation
 - The site will have access via drive connections to Shopton Road at the locations prescribed by NCDOT & CDOT as generally identified on the concept plan for the site.
 - Petitioner will coordinate with NCDOT, CDOT, and Planning to improve the project's Shopton Road frontage, and to provide a road widening conforming to detail 3 on page RZ-3 of this document.
 - Petitioner agrees to convey fee simple all the rights of way to the City of Charlotte prior to the issuance of the first building certificate of occupancy.
 - All transportation improvements will be approved and constructed prior to the issuance of the first building certificate of occupancy.
 - Petitioner agrees to dedicate an 85' right of way to allow for the future extension of Shopton Road by others. The exact configuration of the 85' right of way may be subject to adjustment in coordination with CDOT and the Petitioner during the site design and permitting phase. Prior to the extension of Shopton Rd, the Petitioner may develop the right of way to Local Industrial Street standards, centered within the 85' right of way. See detail 5/RZ-3.
- Architectural Standards
 - Building Placement and Site Design shall focus on and enhance the pedestrian environment on public or private network required streets, through the following:
 - Buildings shall present a front or side facade to all streets.
 - Facades fronting streets shall include a combination of windows and operable doors for a minimum of 30% of each frontage elevation transparent glass between 2' and 10' on the first floor. Up to 20% of this requirement may be comprised of display windows. For industrial and warehousing buildings, these standards shall apply only at the main entry and exterior office facades.
 - Direct pedestrian connection should be provided between street facing doors fronting public access and corner entrance features to sidewalks on adjacent streets.
 - Building elevations shall not have expanses of blank walls greater than 20 feet in all directions. Architectural features such as but not limited to banding, medallions or design features or materials will be provided to avoid a sterile, unarticulated blank treatment of such walls.
 - Building elevations shall be designed with vertical bays or articulated architectural features which shall include a combination of at least three of the following: a combination of exterior wall offsets (projections and recesses), columns, pilasters, change in materials or colors, awnings, arcades, or other architectural elements.
 - Buildings should be a minimum height of 22' and maximum of 40'.
 - Streetscape, Buffers, and Landscaping
 - Petitioner will coordinate with NCDOT, CDOT, and Planning to improve the project's Shopton Road frontage, and to provide a road widening conforming to detail 3 on page RZ-3 of this document.
 - The Petitioner will provide a 100' undisturbed buffer along the site frontage with Pinecrest Drive, planted as required to meet Class A buffer standards. The Petitioner will provide a 50' Class A buffer along the Shopton Road frontage. Other buffers will be provided as required by the Zoning Ordinance. The buffer may be reduced or eliminated if abutting property is rezoned to a district or use that does not require a buffer. Petitioner will provide an additional no build zone at the north end of this site as dimensioned on RZ-2.

- Environmental Features
 - The Petitioner shall comply with the Charlotte City Council approved and adopted Post Construction Stormwater Ordinance. The location, size, and type stormwater management systems depicted on the rezoning plan are subject to review and approval as part of the full development plan submittal and are not implicitly approved with this rezoning. Adjustments may be necessary in order to accommodate the actual stormwater treatment requirements and natural site discharge points.
 - Prior to construction permitting, the Petitioner will have a Preliminary Wetlands Assessment conducted on the property to identify possible locations of jurisdictional wetlands and streams within the development area. Any proposed impacts will be permitted as required through the appropriate agencies having jurisdiction.
 - All utilities within the Site will be placed underground.
 - The site shall be served by the Charlotte Water department for potable water and sanitary sewer utilities. No irrigation wells shall be permitted or constructed on the site without permission of Mecklenburg County Land Use and Environmental Services Agency in order to avoid conflicts with possible nearby groundwater contamination sites.
- Parks, Greenways, and Open Space
 - The Petitioner agrees to grant an easement within the site to Mecklenburg County Parks and Recreation, measured 100' from the top of bank along Coffey Creek, for the purpose of future extension of the Coffey Creek Greenway from Douglas Drive to Shopton Road.
 - The Petitioner agrees to provide up to two pedestrian connection easements (30' width) to the proposed Coffey Creek Greenway in locations generally depicted on RZ-2.
- Fire Protection
 - All public streets within the proposed development will provide an 20' wide clear travel path for the fire truck access. Any streets less than 26' pavement width will be prohibited from street parking.
- Signage
 - Reserved
- Lighting
 - Reserved
- Phasing
 - Reserved
- Binding Effect of the Rezoning Application
 - If this Rezoning Petition is approved, all conditions applicable to development of the Site imposed under the Rezoning Plan will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the Petitioner, current, and subsequent owners of the Site and their respective successors in interest and assigns.
 - Throughout these Development Standards, the term "Petitioner" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of Petitioner or the owner or owners of the Site from time to time to be involved in any future development thereof.
 - Any reference to the Ordinance herein shall be deemed to refer to the requirements of the Ordinance in effect as of the date this Rezoning Petition is approved.

LEGEND

- 602 --- EXISTING CONTOUR
- SWIM BUFFER
- POSSIBLE GREENWAY EASEMENT
- PROPERTY LINE
- DEVELOPMENT AREA
- OVERHEAD POWER
- VOLUNTARY TREE SAVE



REVISIONS:

No.	Date	By	Description
1	1/12/18	MDH	REVISIONS PER STAFF, COMMUNITY & PETITIONER COMMENTS
2	02/15/18	MDH	REVISIONS PER STAFF COMMENTS

Sheet Number: **RZ-1**

**SHOPTON ROAD SITE
 CHARLOTTE DOUGLAS
 INTERNATIONAL AIRPORT
 CHARLOTTE, NC**

**TECHNICAL
 DATA SHEET**
 REZONING PETITION:
 2017-97

CORPORATE CERTIFICATIONS
 NC PE: C-2650 NC LA: C-333
 SC ENG: NO. 3599 SC LA: NO. 211

Project Manager: MDL

Drawn By: MDH

Checked By: MDL

Date: 05/22/17

Project Number: 17026

Sheet Number: **RZ-1**

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**SHOPTON ROAD SITE
 CHARLOTTE DOUGLAS
 INTERNATIONAL AIRPORT
 CHARLOTTE, NC**

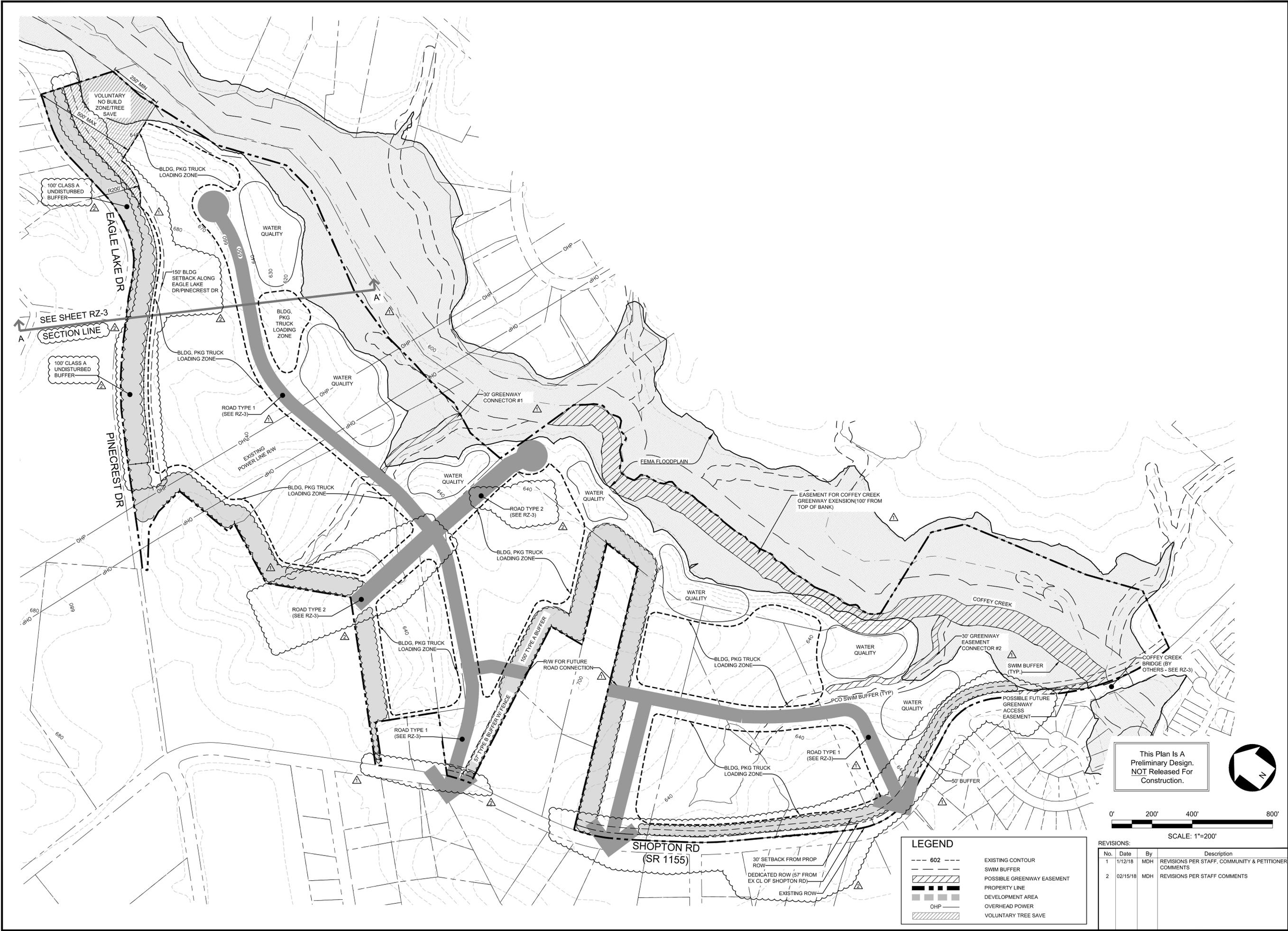
**REZONING
 SITE PLAN
 REZONING PETITION:
 2017-97**

CORPORATE CERTIFICATIONS
 NC PE: C-2930 NC LA: C-253
 SC ENG: NO. 3599 SC LA: NO. 211

Project Manager: MDL
 Drawn By: MDH
 Checked By: MDL
 Date: 05/22/17
 Project Number: 17026
 Sheet Number:

RZ-2

SHEET # 2 OF 3



This Plan Is A
 Preliminary Design.
 NOT Released For
 Construction.

LEGEND

--- 602 ---	EXISTING CONTOUR
▨	SWIM BUFFER
▧	POSSIBLE GREENWAY EASEMENT
▩	PROPERTY LINE
▤	DEVELOPMENT AREA
OHP	OVERHEAD POWER
▨	VOLUNTARY TREE SAVE

REVISIONS:

No.	Date	By	Description
1	1/12/18	MDH	REVISIONS PER STAFF, COMMUNITY & PETITIONER COMMENTS
2	02/15/18	MDH	REVISIONS PER STAFF COMMENTS

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**SHOPTON ROAD SITE
 CHARLOTTE DOUGLAS
 INTERNATIONAL AIRPORT
 CHARLOTTE, NC**

**REZONING
 SECTIONS**

REZONING PETITION:
 2017-97

CORPORATE CERTIFICATIONS
 NC PE: C-2930 NC LA: C-253
 SC ENG: NO. 3599 SC LA: NO. 211

Project Manager: MDL

Drawn By: MDH

Checked By: MDL

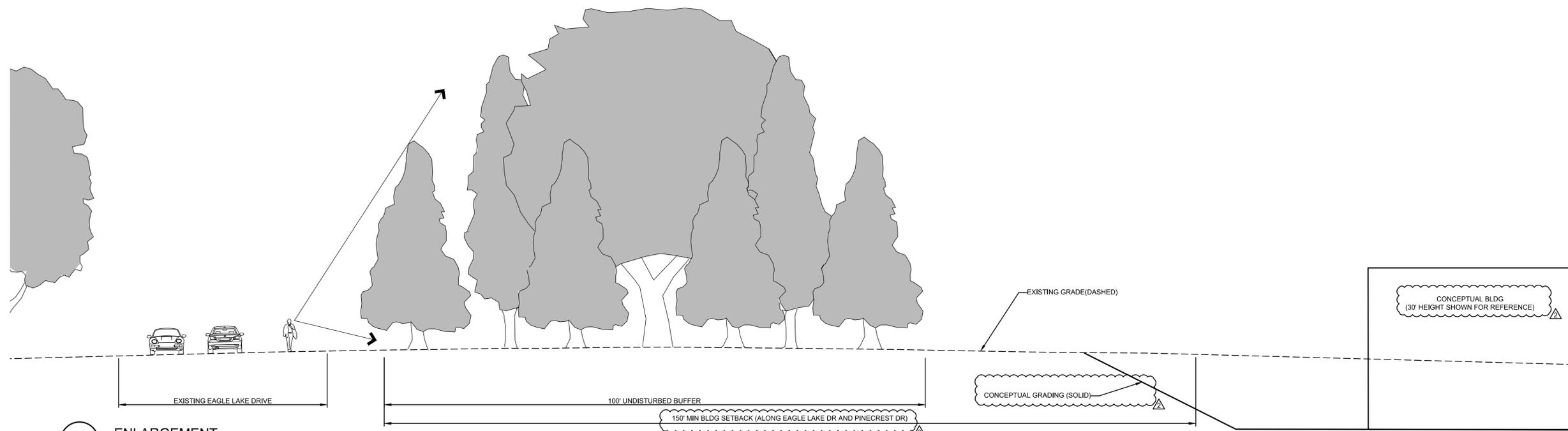
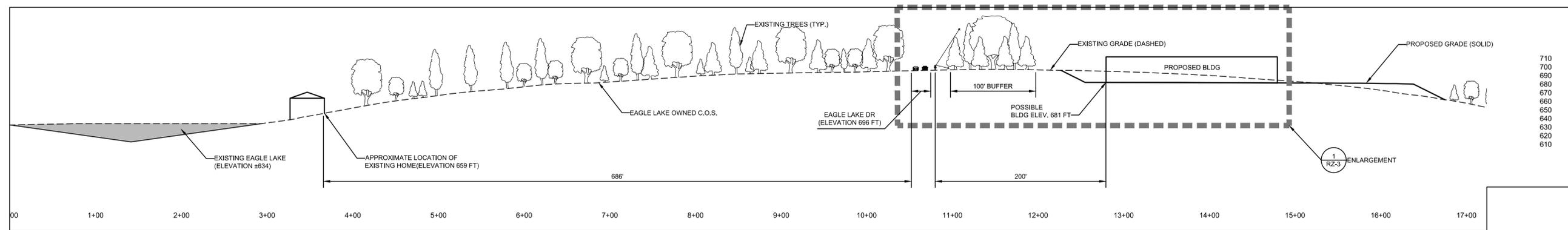
Date: 05/22/17

Project Number: 17026

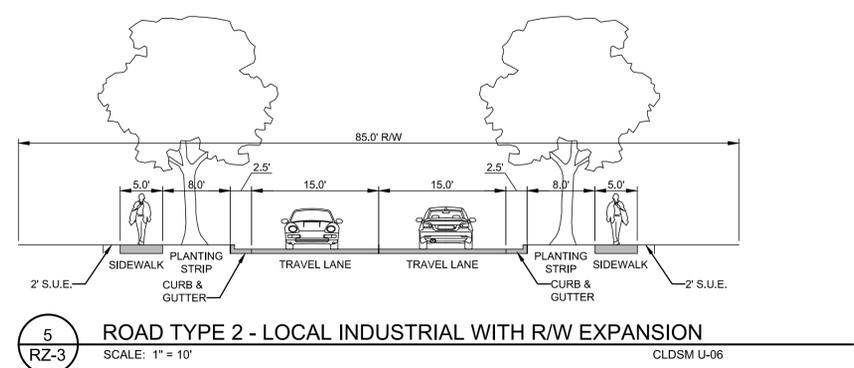
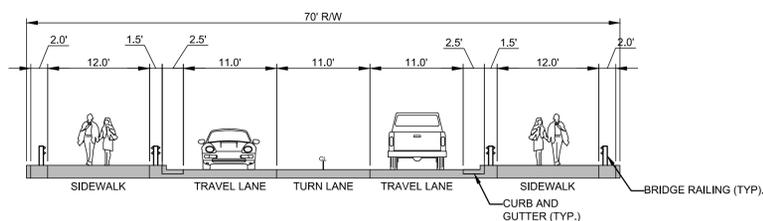
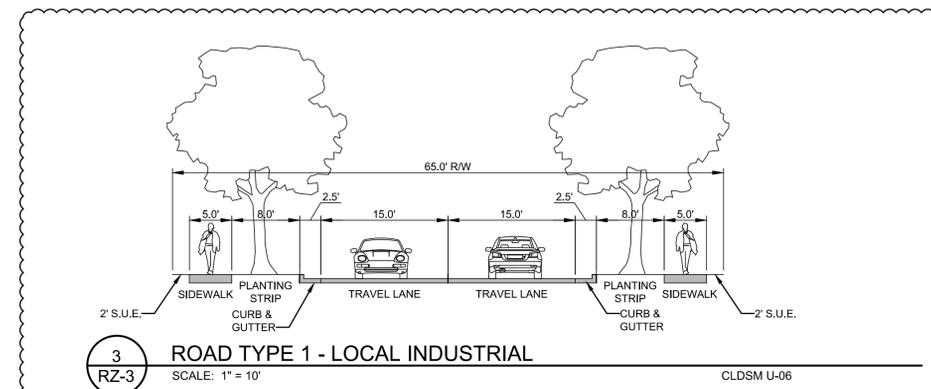
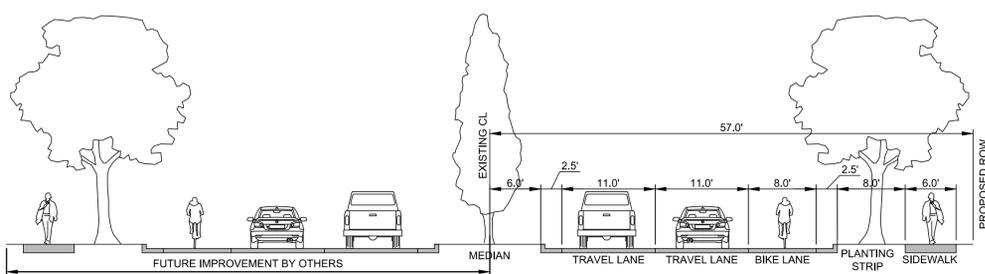
Sheet Number:

RZ-3

SHEET # 3 OF 3



1 ENLARGEMENT
 RZ-3
 SCALE: 1" = 10'



This Plan Is A Preliminary Design. NOT Released For Construction.

REVISIONS:

No.	Date	By	Description
1	1/12/18	MDH	REVISIONS PER STAFF, COMMUNITY & PETITIONER COMMENTS
2	02/15/18	MDH	REVISIONS PER STAFF COMMENTS

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Community Meeting Report
Petitioner: Charlotte Douglas International Airport
Rezoning Petition No.: 2017-097

Public Meeting – October 26, 2017

The Community Meeting Report is being filed with the Office of the City Clerk and the Charlotte-Mecklenburg Planning Commission pursuant to the provisions of the City of Charlotte Zoning Ordinance.

PERSONS AND ORGANIZATIONS CONTACTED WITH DATE AND EXPLANATION OF HOW CONTACTED:

The Petitioner mailed a written notice of the date, time, and location of the Community Meeting to the individuals and organizations set out on Exhibit A-1 attached hereto by depositing such notice in the U.S. mail on October 12, 2017. A copy of the written notice is attached hereto as Exhibit A-2.

DATE, TIME, AND LOCATION OF MEETING:

The Community Meeting was held on Thursday, October 26, 2017, at 6:00 PM at the CLT Center located as 5601 Wilkinson Blvd in Charlotte, North Carolina.

PERSONS IN ATTENDANCE AT MEETING (see attached copy of sign-in sheet):

The Community Meeting was attended by those individuals identified on the sign-in sheet attached hereto as Exhibit B. The Petitioner representatives at the Community Meeting were Stuart Hair, Diane Carter, Brent Cagle, and Rebecca Simensen of Charlotte Douglas International Airport; Steve Blakely and Dillon Turner of Kimley Horn; and Michael Hubert of Landworks Design Group.

SUMMARY OF ISSUES DISCUSSED:

The Petitioner's representatives utilized a PowerPoint presentation during the Community Meeting, a copy of which is attached hereto as Exhibit C.

Stuart Hair welcomed everyone to the Community Meeting and introduced himself at the Economic and Community Affairs Manager at Charlotte Douglas International Airport. Utilizing the PowerPoint presentation, Stuart provided background information on the purpose of the rezoning as well as the agenda for the evening's meeting. Stuart will begin with an overview of the rezoning and then invite attendees to visit three stations set up across the room: one for the site plans Exhibit D, one for road improvements related to the rezoning Exhibit E, and one depicting the site within the larger region and other nearby industrial development Exhibit F.

Background: two years ago, Charlotte Douglas International Airport Aviation Department management began to focus on what to do with Airport-owned land not needed for direct aeronautical activity. CLT has 2,000 acres not necessary for aeronautical activity. Aviation worked with consultants to create Airport Area Strategic Development Plan (AASDP) to analyze what to do with remaining 2,000 acres. Three objectives were identified to comply with Federal Aviation Administration (FAA) grant assurances:

- Airport must be self-sustaining – does not receive local tax revenues, but must generate its own income to pay for operations;
- Per FAA mandate, airport-owned land must be put into productive use
- Land uses must be compatible with Airport and aeronautical operations.

Stuart Hair shared a slide with a site plan that depicts the potential development of the site, including building envelopes and a road network that meets the City's subdivision ordinance. The site includes 168.18 acres located along Shopton Rd. The ten parcels which make up the site were acquired between 2000 – 2012 for noise mitigation under FAA's Part 150 program. FAA requires that this land be put back into use in a compatible manner.

The current zoning of these properties is R-3, which is not compatible with Airport operations per the FAA's grant assurances. Aviation is requesting rezoning for I-2 with conditions for the following reason: the AASDP focuses on specific target industries, including aviation, aerospace, ground logistics and distribution, advanced manufacturing, and specialized materials. These industries require I-2 zoning.

Stuart Hair reviewed the potential impacts of rezoning to I-2, which include:

- With industrial development on this site, the land is put into productive use, including job generation and economic impact
- These properties once again become part of the tax base. Airport-owned land is not taxed
- The Airport will meet its FAA requirement of the generation of revenues, specifically non-aeronautical revenue through a ground lease with developers, sale of the property, or public-private partnership
- Anticipate additional traffic on Shopton Rd and connecting streets to I-485. This traffic is likely to be trucks
- The site plan includes a dedicated easement for the construction of a future greenway along Coffey Creek which can be incorporated into the larger greenway initiatives in the County
- The inclusion of 100' ft. buffers along Pinecrest Dr. and 50' ft. buffers along Shopton Rd will limit the visibility of the site to nearby neighborhoods.
- A tree save areas at the northern end of the property will insulate nearby residents from having to view the buildings on site.
- The proposed site layout accommodates future improvements to Shopton Rd.

Stuart Hair expressed CLT is looking for feedback from the public, including what they value and what they challenge about these impacts.

Stuart Hair then showed another slide with proposed road improvements to mitigate the anticipated truck traffic. He shared CLT recognizes the current traffic issues and its consultants have conducted a traffic impact analysis and suggested improvements to roads in the area. These improvements complement current CDOT and NCDOT projects. Improved existing intersections include South Tryon at Shopton Rd., Shopton Rd. at Beam Rd, Shopton Rd. at Sirona Dr./Pinecrest Dr., Shopton Rd. at Sandy Porter Rd., Shopton Rd. at Steel Creek Rd., and Steel Creek Rd. at the I-485 inner ramp. The site plan calls for three access points to the site, each with road improvements. The goal of these road improvements is to enhance mobility throughout the area. He encouraged attendees to visit the road improvement station during the second part of the meeting where they could see the proposed road enhancements more clearly.

Stuart presented proposed next steps. He noted the petition will be revised and CLT is looking for community feedback as input to incorporate into the revisions. There are two ways to provide feedback

–comments cards at each of the stations where attendees can share their thoughts this evening, or they are welcome to email Stuart Hair or Michael Hubert with their thoughts. Stuart thanked all attendees for coming and closed the first portion of the meeting.

Discussion then moved to three stations set up around the room – aerial of the site and its neighbors; planned traffic mitigation efforts included in the rezoning, and overall site plan.

In order to capture comments from residents, staff offered both hard copy comments cards and the ability to email comments. These have been included in the submittal as Exhibit G.

**CHANGES MADE TO THE PETITION AS A RESULT OF THE COMMUNITY MEETING AS OF THE DATE
HEREOF:**

Following the October 26th 2017, Community Meeting, Charlotte Douglas International Airport made the decision to amend its rezoning application from I-2 (CD) to I-1 (CD). Based on community feedback, Aviation Department staff also made a decision to hold a second Community Meeting on December 12, 2017, to solicit additional feedback.

Respectfully submitted, this 16th day of December 2017.

Charlotte Douglas International Airport

cc: Mr. Richard Hobbs, Charlotte-Mecklenburg Planning Department

ownerfirst	ownerlastn	taxpid	cownerfirs	cownerlast	mailaddr1	city	state	zipcode
	MECKLENBURG COUNTY	14106103		C/O REAL ESTATE /FINANCE DEPT	600 E 4TH ST 11TH FLOOR	CHARLOTTE	NC	28202
INC	WATERS CONSTRUCTION CO	14106121			3850 SHARONVIEW ROAD	CHARLOTTE	NC	28226
KEELY A	GRICE	14106127			2323 CENTER PARK DR	CHARLOTTE	NC	28217
	ENGINEERING SYSTEMS INC	14106134			6230 REGENCY PKWY	NORCROSS	GA	30071
	BC REALTY PARTNERSHIP	14106136			320 S TRYON ST STE 202	CHARLOTTE	NC	28202
	BC REALTY PARTNERSHIP	14106137			320 S TRYON ST STE 202	CHARLOTTE	NC	28202
	MEGA WIRELESS GROUP LLC	14106139			3380 GREEN PARK CR	CHARLOTTE	NC	28217
	MEGA WIRELESS GROUP LLC	14106140			3380 GREEN PARK CR	CHARLOTTE	NC	28217
	S & R INVESTMENTS LLC	14106142			13001 GENERAL DR	PINEVILLE	NC	28273
	MEGA WIRELESS GROUP LLC	14106144			3380 GREEN PARK CR	CHARLOTTE	NC	28217
	SANITATION PROPERTIES LLC	14107102			PO BOX 38972	CHARLOTTE	NC	28278
	SANITATION PROPERTIES LLC	14107103			PO BOX 38972	CHARLOTTE	NC	28278
	CITY OF CHARLOTTE	14107104			600 EAST 4TH ST	CHARLOTTE	NC	28202
CLYDE O	ACKERMAN	14107105			5525 SOUTH EAGLE LAKE DR	CHARLOTTE	NC	28217
	CITY OF CHARLOTTE	14107106		C/O REAL ESTATE DIVISION	600 EAST FOURTH ST	CHARLOTTE	NC	28202
	CITY OF CHARLOTTE	14107109			600 E 4TH ST	CHARLOTTE	NC	28202
INGRID LORENA	HERRERA	14107116	WILLIAM S	HERRERA	3216 SHOPTON RD	CHARLOTTE	NC	28217
CARLOS E	DESANTIAGO	14107117			3224 SHOPTON RD	CHARLOTTE	NC	28217
MILDRED GAUNT	GAFFNEY	14107120		BY WILL	3626 SHOPTON RD	CHARLOTTE	NC	28217
	CITY OF CHARLOTTE	14107121		C/O REAL ESTATE DIVISION	600 E 4TH ST	CHARLOTTE	NC	28202
	CITY OF CHARLOTTE	14107122			600 EAST 4TH ST	CHARLOTTE	NC	28202
	CITY OF CHARLOTTE	14107123			600 EAST FOURTH ST	CHARLOTTE	NC	28202
THOMAS L	VANDERVELDE	14107124			3232 SHOPTON RD	CHARLOTTE	NC	28217
	CITY OF CHARLOTTE	14107125		C/O REAL ESTATE DIVISION	600 E 4TH ST	CHARLOTTE	NC	28202
	CITY OF CHARLOTTE	14107126		C/O REAL ESTATE DIVISION	600 E 4TH ST	CHARLOTTE	NC	28202
INC	EAGLE LAKE FISHING CLUB	14108201			3615 EAGLE LAKE DR	CHARLOTTE	NC	28217
HEATHER L	HARJES	14108202			3821 EAGLE LAKE DR	CHARLOTTE	NC	28217
CLYDE O JR	ACKERMAN	14108203			5535 SOUTH EAGLE LAKE DR	CHARLOTTE	NC	28217
DENNIS L	NODINE	14108204	MARIE W	NODINE	3901 EAGLE LAKE DR	CHARLOTTE	NC	28217
DENNIS L	NODINE	14108205	MARIE W	NODINE	3901 EAGLE LAKE DR	CHARLOTTE	NC	28217
INC	EAGLE LAKE FISHING CLUB	14108206			3615 EAGLE LAKE DR	CHARLOTTE	NC	28217
INC	EAGLE LAKE FISHING CLUB	14108224			3615 EAGLE LAKE DR	CHARLOTTE	NC	28217
GEORGE ANDREW	BICKEL	14108241			4331 EAGLE LAKE DR	CHARLOTTE	NC	28217
INC	EAGLE LAKE FISHING CLUB	14108301			3615 EAGLE LAKE DR	CHARLOTTE	NC	28217
	CITY OF CHARLOTTE	14108302			600 E 4TH ST	CHARLOTTE	NC	28202
	MECKLENBURG COUNTY	14108306		C/O REAL ESTATE /FINANCE DEPT	600 E 4TH ST 11TH FLOOR	CHARLOTTE	NC	28202
	MECKLENBURG COUNTY	14108307		C/O REAL ESTATE /FINANCE DEPT	600 E 4TH ST 11TH FLOOR	CHARLOTTE	NC	28202
	BURCHMONT LAND ASSOCIATES LLC	14124101A			8613 WILD BIRD CR	NORTH CHARLESTON	SC	29420
	BURCHMONT LAND ASSOCIATES LLC	14124101B			8613 WILD BIRD CR	NORTH CHARLESTON	SC	29420
	CITY OF CHARLOTTE	14124107		C/O REAL ESTATE DIVISION	600 EAST FOURTH ST	CHARLOTTE	NC	28202
INC	EAGLE LAKE FISHING CLUB	14125113			3615 EAGLE LAKE DR	CHARLOTTE	NC	28217
MILDRED GAUNT	GAFFNEY	14125114			3626 SHOPTON RD	CHARLOTTE	NC	28217
RALPH K JR	SMITH	20101112	HEATHER J	SMITH	2805 SHOPTON RD	CHARLOTTE	NC	28217
LEROY JR	OATES	20101115			7401 CHESTERBROOK LN	CHARLOTTE	NC	28273
JORGE ALBERTO	CASTRO	20101116	MARIA RAFAELA BIGALLI	PALACIOS	7405 CHESTERBROOK LN	CHARLOTTE	NC	28273
RANDY	BELLO	20101117	ANA	BELLO	7409 CHESTERBROOK LN	CHARLOTTE	NC	28273

ownerfirst	ownerlastn	taxpid	cownerfirs	cownerlast	mailaddr1	city	state	zipcode
TAJ	DAHBI	20101118			7413 CHESTERBROOK LN	CHARLOTTE	NC	28273
MARK	BIBA	20101130			7314 WOODBOURNE LN	CHARLOTTE	NC	28273
NINA D	CUBILLO	20101131	JAIME E	VALVERDE	7310 WOODBOURNE LN	CHARLOTTE	NC	28273
MICHAEL	WELLON	20101132			7306 WOODBOURNE LN	CHARLOTTE	NC	28273
EVAN W	COSTANZO	20101133			7302 WOODBOURNE LN	CHARLOTTE	NC	28273
	LAUREL VALLEY HOMEOWNERS ASSOC	20101134			919 NORLAND RD	CHARLOTTE	NC	28205
	MECKLENBURG COUNTY	20101169			600 E 4TH ST/11TH FLOOR	CHARLOTTE	NC	28202
BRYAN	KEETON	20101193			2716 NORTH VALLEY CT	CHARLOTTE	NC	28273
COLLEEN C	DRAKE	20101194			2712 NORTH VALLEY CT	CHARLOTTE	NC	28273
	NEXT LEVEL PROPERTY INVESTMENTS LLC	20101195			4411 E LA PALMA AVE	ANAHEIM	CA	92807
EUCLIDES L	VILLAGOMEZ	20101196	MARIA E	VILLAGOMEZ	2704 NORTH VALLEY ST	CHARLOTTE	NC	28273
	LAUREL VALLEY HOMEOWNERS ASSOC	20101197			919 NORLAND RD	CHARLOTTE	NC	28205
CRAIG	JOHNSON	20101301			6805 AYRSHIRE GLEN PL	CHARLOTTE	NC	28273
CalLENA F	STURDIVANT	20101302			6811 AYRSHIRE GLEN PL	CHARLOTTE	NC	28273
FREYA NARCISA	VALDIVIEZO	20101303	JOSE MANUEL	HERNANDEZ	6817 AYRSHIRE GLEN PL	CHARLOTTE	NC	28273
ANDRZEJ	STRZELEC	20101304			6823 AYRSHIRE GLEN PL	CHARLOTTE	NC	28273
	AMH NC PROPERTIES LP	20101305			30601 AGOURA RD STE 200	AGOURA HILLS	CA	91301
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	TRACTION PROPERTIES LLC	20101313			2612 BRAHMAN MEADOWS LN	CHARLOTTE	NC	28273
MATTHEW	NIETUPSKI	20101314			2606 BRAHMAN MEADOWS	CHARLOTTE	NC	28273
TROY L	MAYFIELD	20101315	JOSEPH III	HOUSEY	2602 BRAHMAN MEADOWS LN	CHARLOTTE	NC	28273
DENNY LUISA	TEJEDA	20101316			2605 BRAHMAN MEADOWS LN	CHARLOTTE	NC	28273
THANG DINH	TRAN	20101317	THUT HUE	TRUONG	2611 BRAHMAN MEADOWS LN	CHARLOTTE	NC	28273
ANDRES PEREZ	MELGAR	20101318	ALICIA YAMILETH RODRIGUEZ	REGA	2615 BRAHMAN MEADOWS LN	CHARLOTTE	NC	28273
BLANCA M	LAZON	20101319			2619 BRAHMAM MEADOWS LN	CHARLOTTE	NC	28273
JAIME	CASTRO	20101320	CARMEN	TORO	4932 LIFELINE LN	CHARLOTTE	NC	28278
ASSOC	AYRSHIRE GLEN HOMEOWNERS	20101322			PO BOX 221037	CHARLOTTE	NC	28222
COURTNEY L	NESBITT	20101423			6904 MURRAY GREY LN	CHARLOTTE	NC	28273
TIMOTHY	BROWN	20101424	CARLA N	BROWN	6903 MURRAY GREY LN	CHARLOTTE	NC	28273
CYNTHIA PHARR	HOGUE	20101449			6828 AYRSHIRE GLEN PL	CHARLOTTE	NC	28273
	PROGRESS RESIDENTIAL 2015 -1 BORROWER LLC	20101450			PO BOX 4090	SCOTTSDALE	AZ	85261
JOHN T	HILL	20101451		LAURA A RIEFLER	2813 TARENDAISE PL	CHARLOTTE	NC	28273
STEPHEN J	CASACELI	20101452			12226 RED RUST LN	CHARLOTTE	NC	28277
SILVERIO CASTRO	TREJO	20101453			2814 TARENDAISE PL	CHARLOTTE	NC	28273
BARBIE M	DUDLEY	20101454			2810 ATRENDAISE PL	CHARLOTTE	NC	28273
LINDA MAUREEN	FOX	20101455			2802 TARENDAISE PL	CHARLOTTE	NC	28273
JAMES R JR	FERGUSON	20106101			2827 SHOPTON RD	CHARLOTTE	NC	28217
CARROLL O	JENKINS	20106102			4813 LEBANON DR	CHARLOTTE	NC	28273
ANH NGOC	NGUYEN	20106103	XUANMY THI	NGUYEN	3001 SHOPTON RD	CHARLOTTE	NC	28217
MANFRED R	CLASSEN	20106104	AUDREY L	CLASSEN	5339 MURRAYHILL RD	CHARLOTTE	NC	28210
GARY A	COMBS	20106105	KAREN B	COMBS	3031 SHOPTON RD	CHARLOTTE	NC	28217
CHARLES WILLIAM	WALLACE	20106106	JANICE M	WALLACE	4900 LEBANON DR	CHARLOTTE	NC	28273
JAMES R JR	FERGUSON	20106126	MELISSA C	FERGUSON	2909 SHOPTON RD	CHARLOTTE	NC	28217
TONY STAFFORD	STEELE	20106127		MARY STOGNER	2923 SHOPTON RD	CHARLOTTE	NC	28210
JANELLE	KARCHASKE	20106128			PO BOX 6057	AIKEN	SC	29804
SUSAN JANELLE	KARCHASKE	20106129			PO BOX 6057	AIKEN	SC	29804

ownerfirst	ownerlastn	taxpid	cownerfirs	cownerlast	mailaddr1	city	state	zipcode
DAVID	SCHLAGOWSKY	20106209			4917 LEBANON DR	CHARLOTTE	NC	28273
CERGIO	DURAN	20106210	INES	DURAN	4937 LEBANON DR	CHARLOTTE	NC	28273
HOANG	LUONG	20106211			6118 BEREWICK COMMONS PKWY	CHARLOTTE	NC	28278
CHUE	VANG	20106212			3213 SHOPTON RD	CHARLOTTE	NC	28217
CARROLL O	JENKINS	20106213			4813 LEBANON DR	CHARLOTTE	NC	28273
DON B JR	DESHIELDS	20106214	ELIZABETH A	DESHIELDS	3309 SHOPTON RD	CHARLOTTE	NC	28217
RANDY	FREEMAN	20106218	CARLETTA A	FREEMAN	6714 MAHOGANY WOODS DR	CHARLOTTE	NC	28210
MIGUEL W	VASQUEZ	20106219			3433 SHOPTON RD	CHARLOTTE	NC	28217
GAYL C	DOWNS	20106220			97 HILLCREST LN	WELLINGBORO	NJ	08046
DON B JR	DESHIELDS	20106228	ANNE	DESHIELDS	3309 SHOPTON RD	CHARLOTTE	NC	28217
MACHINISTS & AEROSPACE ALFREDO	INTERNATIONAL ASSOCIATION OF BARRIOS	20106229 20146105		WORKERS	3100-C PIPER LN 3501 SHOPTON RD	CHARLOTTE CHARLOTTE	NC NC	28208 28217

FIRST_NAME	LAST_NAME	ORGANIZATION	STREET_ADD	CITY	STATE	ZIP
Larry	Harbin	Eagle Creek Homeowners Association	4209 Eagle Lake Dr N	Charlotte	NC	28217
Gerald	Nichols	Edinborough Homeowners Association	5525 Eagle Lake Dr S	Charlotte	NC	28217
Joy	Jarrett	Mcclintock Woods Garden Club	1207 McDowell Farms Dr	Charlotte	NC	28217
Joana & Jay	Lindstrom	Mcdowell Farms Neighborhood Association	6610 Georgeanne Court	Charlotte	NC	28217
Joey	Cortez	Mcdowell Farms Neighborhood Association	6414 Mounting Rock Rd	Charlotte	NC	28217
Elizabeth	Stroud	Mcdowell Meadows Homeowners Association	1011 Yorkdale Dr	Charlotte	NC	28217
Faith	Triggs	Steele Creek Residents Association	6905 Culloden More Ct	Charlotte	NC	28217
Frank	Matthews	Stoney Ridge Homeowners Association	9006 Gerald Dr	Charlotte	NC	28217
Alex	Taylor	Sullivan's Trace Homeowners Association	8849 Gerrin Ct	Charlotte	NC	28217

NOTICE TO INTERESTED PARTIES
OF COMMUNITY MEETING

Subject: Community Meeting -- **Rezoning Petition No. 2017-097** filed by City of Charlotte Aviation Department (owner and operator of Charlotte Douglas International Airport) to request the rezoning of approximately 108.4 acres located along the north side of Shopton Road, southeast of Pinecrest Drive and west of Beam Road from the R-3 zoning district to the I-2 (CD) zoning district.

Date and Time

of Meeting: Thursday, October 26, 2017 at 6 PM

Place of Meeting: CLT Center located at 5601 Wilkinson Blvd Charlotte NC 28208.

The City of Charlotte Aviation Department (owner and operator of Charlotte Douglas International Airport) (the "Petitioner") has filed a Rezoning Petition with the Charlotte-Mecklenburg Planning Department requesting the rezoning of 108.4 acres located along the north side of Shopton Road, southeast of Pinecrest Drive and west of Beam Road from the R-3 zoning district to the I-2 (CD) zoning district. The purpose of this rezoning request is to accommodate the development of warehousing and manufacturing facilities.

In accordance with the requirements of the City of Charlotte Zoning Ordinance, the Petitioner will hold a Community Meeting prior to the Public Hearing on this Rezoning Petition for the purpose of discussing this rezoning proposal with nearby property owners and organizations. The Charlotte-Mecklenburg Planning Department's records indicate that you are either a representative of a registered neighborhood organization or an owner of property that adjoins, is located across the street from, or is near the site.

Accordingly, on behalf of the Petitioner, we give you notice that representatives of the Petitioner will hold a Community Meeting regarding this Rezoning Petition on Wednesday August 9, 2017 at 6 PM at the CLT Center located at 5601 Wilkinson Blvd Charlotte NC 28208. Representatives of the Petitioner look forward to sharing this rezoning proposal with you and to answering your questions.

In the meantime, should you have any questions or comments, please call Stuart Hair at (704) 359-4895.

cc: Ms. LaWana Mayfield, Charlotte City Council District 3 (via email)
Ms. Tammie Keplinger, Charlotte-Mecklenburg Planning Department (via email)
Ms. Claire Lyte-Graham, Charlotte-Mecklenburg Planning Department (via email)
Mr. Richard Hobbs, Charlotte-Mecklenburg Planning Department (via email)

Date Mailed: October 12, 2017

**Rezoning 2017-097 – Shopton Rd
Public Meeting – October 26th, 2017**

Name	Address	ZIP	Phone	Email
Rick McCombs	4311 Eagle Lake Dr.	28217	704-588-3846	blair.m38@att.net
Blair McCombs	4311 Eagle Lake Dr.	28217	704-588-3846	blair.m38@att.net
Bill Wolff	4900 SLAUSE LANE	28208	404-787-7032	BILLW@BSH ETRK.COM
George Castro	7405 Chestbrook Ln	28273	704-401-8903	castrojeroge65@gmail.com
Allyson Sipple	5305 Eagle Lake Dr	28217	704-965-7804	asipple@gmail.com
LARRY HARRIS	4125 EAGLE LAKE DR	28217	704 907 9507	LARRYHARRIS@GMAIL.COM
Tracy Horton	4474 Eagle Lake Dr.	28217	704 292 5939	tlc274@earthlink.net
Karen West	4647 Reynolds Dr.	208209	764-458-0844	kwtpeace@icloud.com
Richard Cousins	5245 Eagle Lake Dr.	28217	813-748-0362	richard.cousins@earthlink.net
John Evans	5231 Eagle	28217	704 661 3149	EVANST@MVALAW.COM
Judy Owen	5517 Eagle Lake	"	704 890 6352	judyowenphoto@gmail.com
Alice Harriell	4209 Eagle Lake Dr	28217	704-408-2587	aliceharriell@gigabit.com
Bill Kenney	" " " "	"	704-375-1146	bkenney@carolina.rr.com
PAUL FUND	4931 EAGLE LAKE DR	28217	704 517 7909	PAUL.FUND@ARRTRUCKS.COM
Tracy White	300 W 5th St., #632	28202	704 347 8757	tracy@medeo.com



Public Meeting for Rezoning Petition 2017-097



Rezoning Petition 2017-097

Welcome

Stuart Hair

Economic and Community Affairs Manager



Transportation Impacts





Petition Timeline – Next Steps

- Public Meeting: 10/26/17
- Submittal Deadline: 11/13/17
- Public Hearing: 12/18/17
- City Council Meeting (Decision Requested): 1/16/18



Thank you for coming!

Please visit the stations for further details and leave
your comments on the tables

SITE DATA:

TAX PARCEL ID: 14108302, 14107125, 14107126, 14107121, 14107104, 14124107, 14107106, 14107122, 14107123, 14107109
 ACREAGE: ± 168.2
 EXISTING ZONING: R-3
 PROPOSED ZONING: I-2 (CD) (INDUSTRIAL 5 YRS VESTED)
 EXISTING USE: VACANT
 PROPOSED USE: COMMERCIAL INDUSTRIAL WAREHOUSE PARK

PROPOSED MAXIMUM SF: 2,000,000SF
 FLOOR AREA RATIO: 1.0 MAX
 MAX BUILDING HEIGHT: 40'
 MAX NUMBER OF BUILDINGS: 20

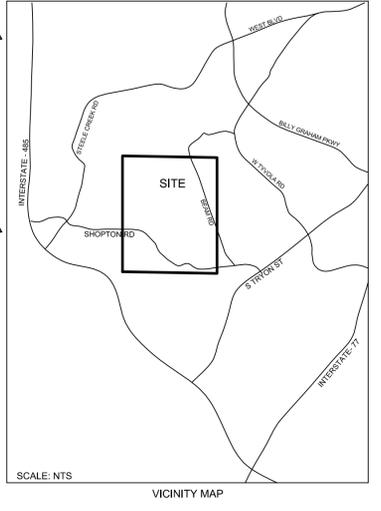
REQUIRED PARKING: PER ORDINANCE REQUIREMENTS
 MIN. SETBACK: 20'
 MIN. SIDE YARD: 0 OR 5' (PER ORDINANCE)
 MIN. REAR YARD: 10'
 REQUIRED TREE SAVE: PER ORDINANCE

Development Standards

- General Provisions
 - Development of the site will be controlled by the standards depicted on this site plan and by the standards of the Charlotte Zoning Ordinance. The development depicted on this plan is intended to reflect the arrangement of proposed uses on the site, but the exact configuration, placement, and size of individual site elements may be altered or modified within the limits prescribed by the ordinance during the design development and construction phases as allowed under the provisions of Section 6.2 of the Zoning Ordinance.
 - The Petitioner acknowledges that other standard development requirements imposed by other city ordinances, such as those that regulate streets, sidewalks, trees, bicycle parking, and site development, may apply to the development of this site. Unless specifically noted in the conditions for this site plan, these other standard development requirements will be applied to the development of this site as defined by those other city ordinances.
 - Throughout this Rezoning Petition, the terms "Owner", "Owners", "Petitioner" or "Petitioners", shall, with respect to the Site, be deemed to include the heirs, devisees, personal representatives, successors in interest and assignees of the owner or owners of the Site who may be involved in its development from time to time.
 - The total number of principal buildings to be developed on the Site shall not exceed 20. Accessory buildings and structures (as defined by the Zoning Ordinance) located on the Site shall not be considered in any limitation on the number of buildings on the Site.
- Purpose
 - The purpose of this Rezoning application is to provide for the development of a commercial/industrial/warehouse park. To achieve this purpose, the application seeks the rezoning of the site to the Industrial 2 (I-2)(CD) district.
- Uses
 - Permitted Uses. Uses allowed on the property included in this Petition will be primary and related accessory uses as are permitted in the I-2 district with the exception of those listed in b. Prohibited uses.
 - Prohibited uses.
 - Jails and prisons, Religious institutions, Adult establishment, Auction sales, Automobile service stations, Automobiles, truck and utility trailer rental, Medical waste disposal facilities as a principal use, Power generation plants, Truck stops, Truck terminals, Waste incinerators (excluding medical waste incinerators), Beneficial fill site, Construction and demolition (C & D) landfills, Land clearing and inert debris landfill (LCID): off-site, Mobile Food Vending Services, Quarries, Raceways and dragstrips, Sanitary landfills, Crematory, within a cemetery.
 - Manufacture (heavy) of: Abrasive and asbestos products, Fats and oils processing, Leather tanning, Manufactured housing, Meat products, including slaughtering and dressing, Ordinance and accessories, Paper and allied products, Petroleum and coal products, Sugar refining, Tires and inner tubes
- Transportation
 - The site will have access via drive connections to Shopton Road at the locations prescribed by NCDOT & CDOT as generally identified on the concept plan for the site.

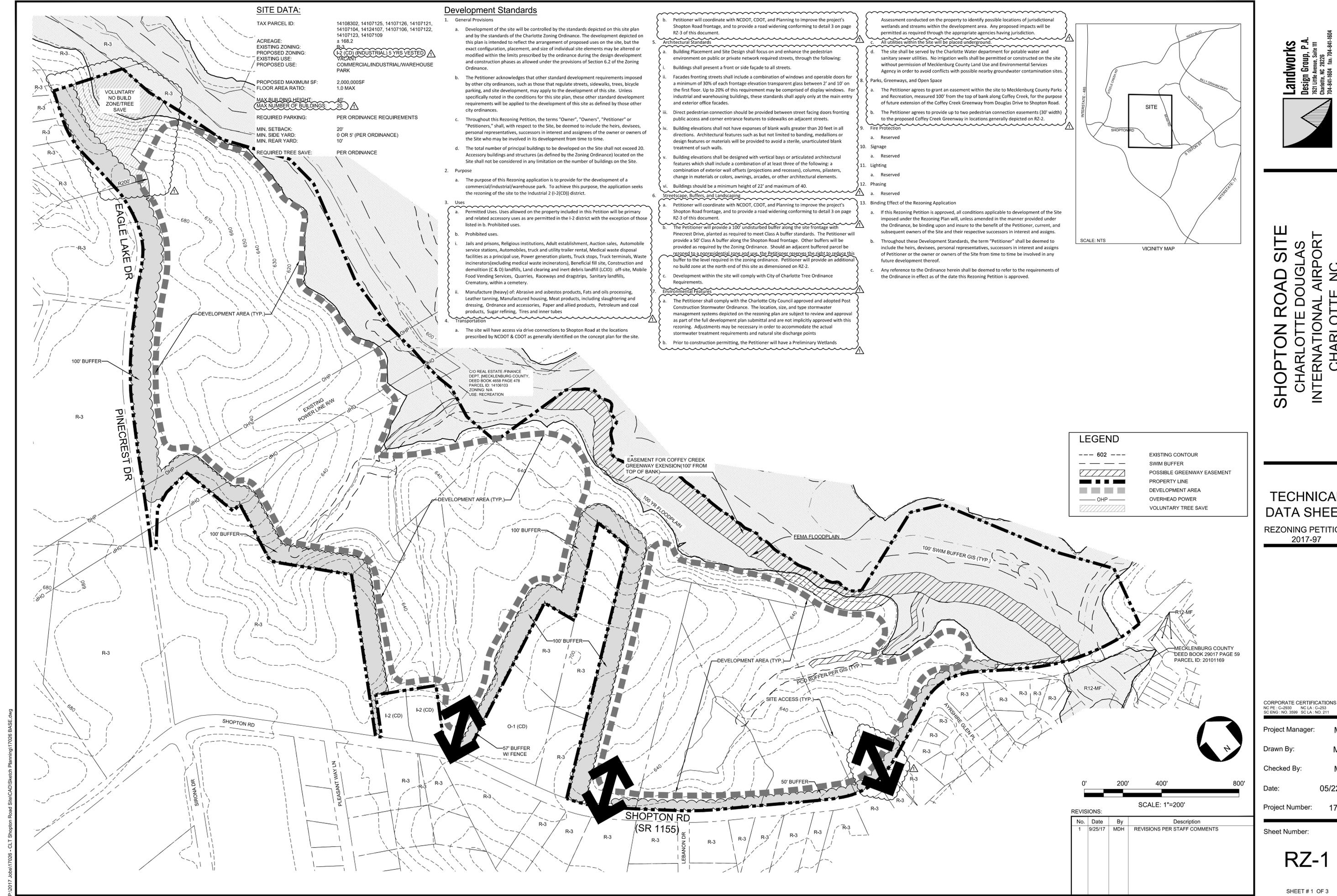
- Petitioner will coordinate with NCDOT, CDOT, and Planning to improve the project's Shopton Road frontage, and to provide a road widening conforming to detail 3 on page RZ-3 of this document.
- Architectural Standards
 - Building Placement and Site Design shall focus on and enhance the pedestrian environment on public or private network required streets, through the following:
 - Buildings shall present a front or side facade to all streets.
 - Facades fronting streets shall include a combination of windows and operable doors for a minimum of 30% of each frontage elevation transparent glass between 2' and 10' on the first floor. Up to 20% of this requirement may be comprised of display windows. For industrial and warehousing buildings, these standards shall apply only at the main entry and exterior office facades.
 - Direct pedestrian connection should be provided between street facing doors fronting public access and corner entrance features to sidewalks on adjacent streets.
 - Building elevations shall not have expanses of blank walls greater than 20 feet in all directions. Architectural features such as but not limited to banding, medallions or design features or materials will be provided to avoid a sterile, unarticulated blank treatment of such walls.
 - Building elevations shall be designed with vertical bays or articulated architectural features which shall include a combination of at least three of the following: a combination of exterior wall offsets (projections and recesses), columns, pilasters, change in materials or colors, awnings, arcades, or other architectural elements.
 - Buildings should be a minimum height of 22' and maximum of 40'.
 - Streetscape, Buffers, and Landscaping
 - Petitioner will coordinate with NCDOT, CDOT, and Planning to improve the project's Shopton Road frontage, and to provide a road widening conforming to detail 3 on page RZ-3 of this document.
 - The Petitioner will provide a 100' undisturbed buffer along the site frontage with Pinecrest Drive, planted as required to meet Class A buffer standards. The Petitioner will provide a 50' Class A buffer along the Shopton Road frontage. Other buffers will be provided as required by the Zoning Ordinance. Should an adjacent buffered parcel be rezoned to a nonresidential zone and use, the Petitioner reserves the right to reduce this buffer to the level required in the zoning ordinance. Petitioner will provide an additional no build zone at the north end of this site as dimensioned on RZ-2.
 - Development within the site will comply with City of Charlotte Tree Ordinance Requirements.
 - Environmental Features
 - The Petitioner shall comply with the Charlotte City Council approved and adopted Post Construction Stormwater Ordinance. The location, size, and type stormwater management systems depicted on the rezoning plan are subject to review and approval as part of the full development plan submittal and are not implicitly approved with this rezoning. Adjustments may be necessary in order to accommodate the actual stormwater treatment requirements and natural site discharge points
 - Prior to construction permitting, the Petitioner will have a Preliminary Wetlands

- Assessment conducted on the property to identify possible locations of jurisdictional wetlands and streams within the development area. Any proposed impacts will be permitted as required through the appropriate agencies having jurisdiction.
- All utilities within the Site will be placed underground.
- The site shall be served by the Charlotte Water department for potable water and sanitary sewer utilities. No irrigation wells shall be permitted or constructed on the site without permission of Mecklenburg County Land Use and Environmental Services Agency in order to avoid conflicts with possible nearby groundwater contamination sites.
- Parks, Greenways, and Open Space
 - The Petitioner agrees to grant an easement within the site to Mecklenburg County Parks and Recreation, measured 100' from the top of bank along Coffey Creek, for the purpose of future extension of the Coffey Creek Greenway from Douglas Drive to Shopton Road.
 - The Petitioner agrees to provide up to two pedestrian connection easements (30' width) to the proposed Coffey Creek Greenway in locations generally depicted on RZ-2.
- Fire Protection
 - Reserved
- Signage
 - Reserved
- Lighting
 - Reserved
- Phasing
 - Reserved
- Binding Effect of the Rezoning Application
 - If this Rezoning Petition is approved, all conditions applicable to development of the Site imposed under the Rezoning Plan will, unless amended in the manner provided under the Ordinance, be binding upon and insure to the benefit of the Petitioner, current, and subsequent owners of the Site and their respective successors in interest and assigns.
 - Throughout these Development Standards, the term "Petitioner" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of Petitioner or the owner or owners of the Site from time to time be involved in any future development thereof.
 - Any reference to the Ordinance herein shall be deemed to refer to the requirements of the Ordinance in effect as of the date this Rezoning Petition is approved.



LEGEND

--- 602 ---	EXISTING CONTOUR
---	SWIM BUFFER
///	POSSIBLE GREENWAY EASEMENT
---	PROPERTY LINE
---	DEVELOPMENT AREA
---	OVERHEAD POWER
---	VOLUNTARY TREE SAVE



0' 200' 400' 800'

SCALE: 1"=200'

REVISIONS:

No.	Date	By	Description
1	9/25/17	MDH	REVISIONS PER STAFF COMMENTS

Landworks
 Design Group, P.A.
 7621 Little Avenue, Suite 111
 Charlotte, NC 28226
 704-541-6804 Fax: 704-541-6804

SHOPTON ROAD SITE
CHARLOTTE DOUGLAS
INTERNATIONAL AIRPORT
CHARLOTTE, NC

TECHNICAL
DATA SHEET
 REZONING PETITION:
 2017-97

CORPORATE CERTIFICATIONS
 NC PE: C-2930 NC LA: C-253
 SC ENG: NO. 3599 SC LA: NO. 211

Project Manager: MDL

Drawn By: MDH

Checked By: MDL

Date: 05/22/17

Project Number: 17026

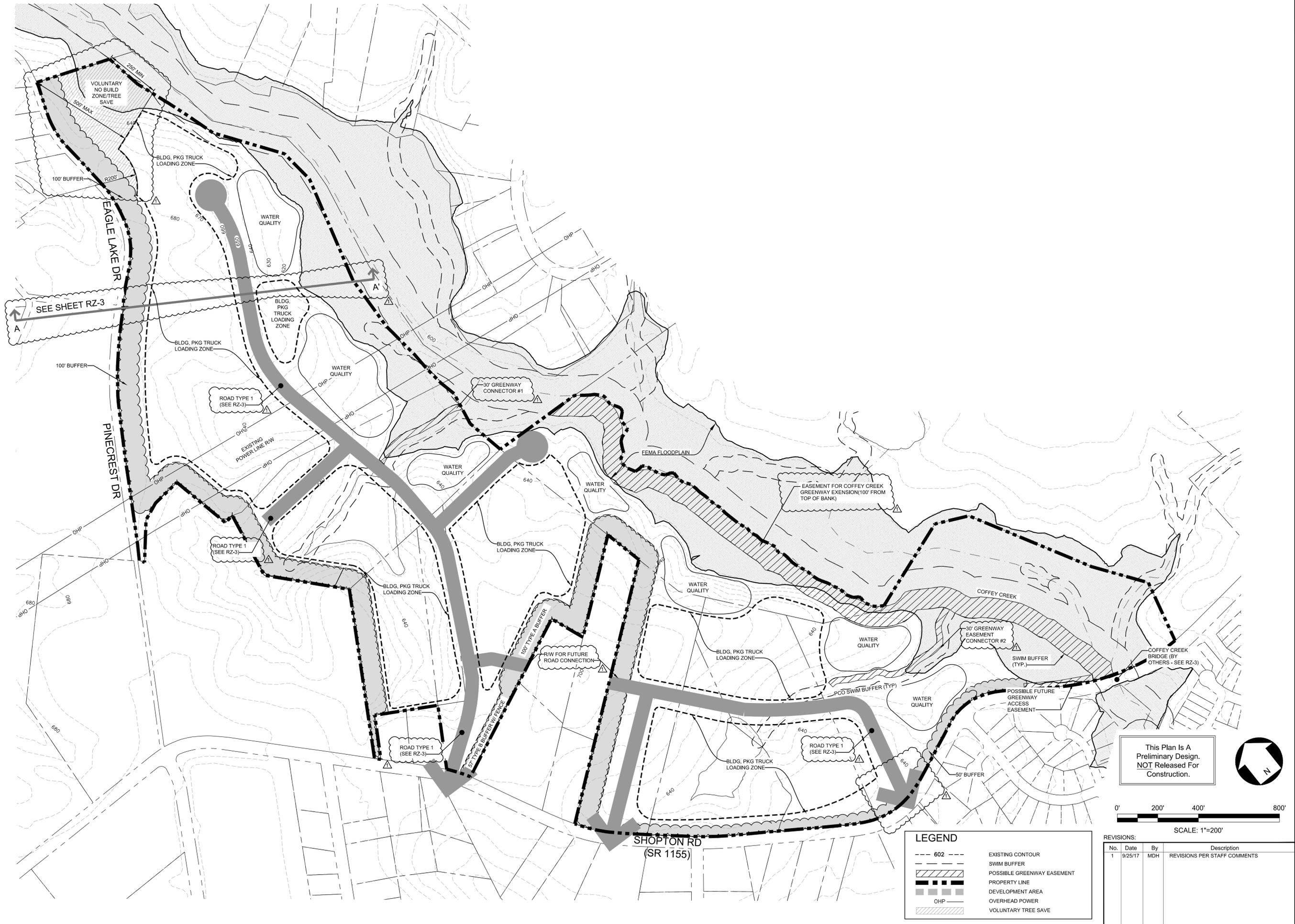
Sheet Number:

RZ-1

SHEET # 1 OF 3

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This Plan Is A Preliminary Design. NOT Released For Construction.



LEGEND

--- 602 ---	EXISTING CONTOUR
▨	SWIM BUFFER
▧	POSSIBLE GREENWAY EASEMENT
▩	PROPERTY LINE
■	DEVELOPMENT AREA
— OHP —	OVERHEAD POWER
▨	VOLUNTARY TREE SAVE

REVISIONS:

No.	Date	By	Description
1	9/25/17	MDH	REVISIONS PER STAFF COMMENTS



**SHOPTON ROAD SITE
CHARLOTTE DOUGLAS
INTERNATIONAL AIRPORT
CHARLOTTE, NC**

**REZONING
SITE PLAN
REZONING PETITION:
2017-97**

CORPORATE CERTIFICATIONS
NC PE: C-2930 NC LA: C-253
SC ENG: NO. 3599 SC LA: NO. 211

Project Manager: MDL

Drawn By: MDH

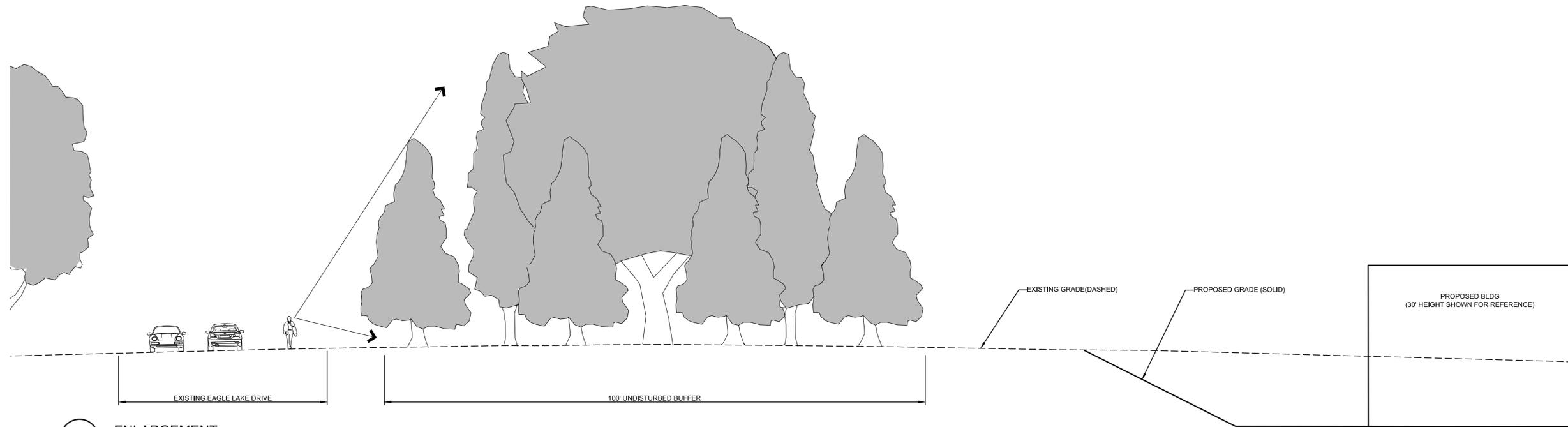
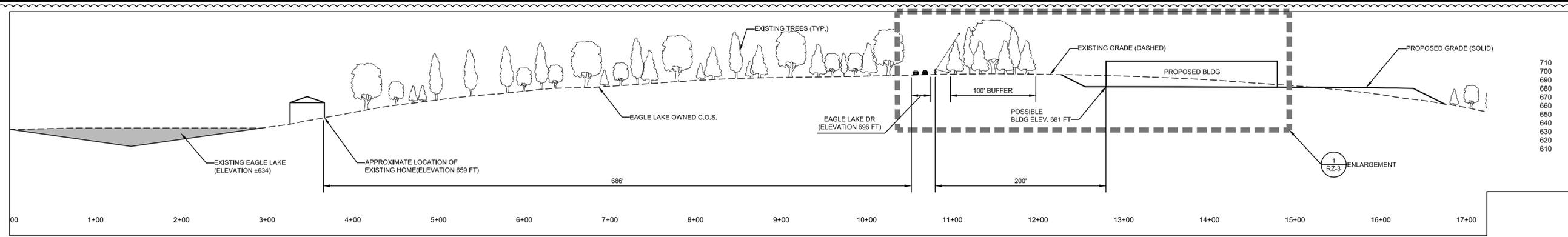
Checked By: MDL

Date: 05/22/17

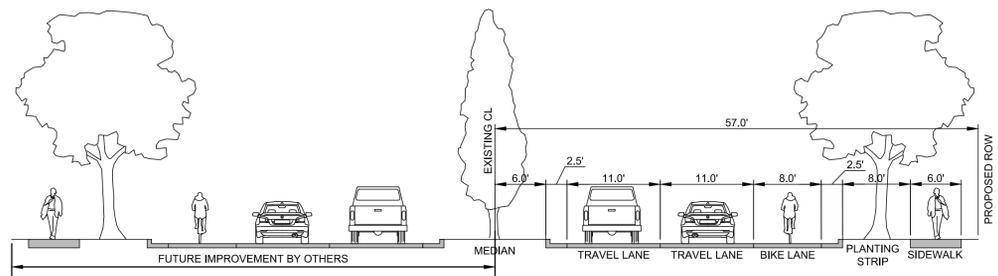
Project Number: 17026

Sheet Number:

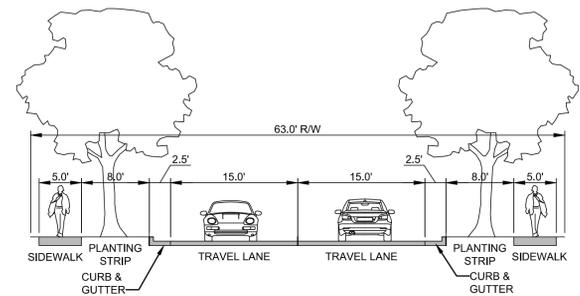
RZ-2



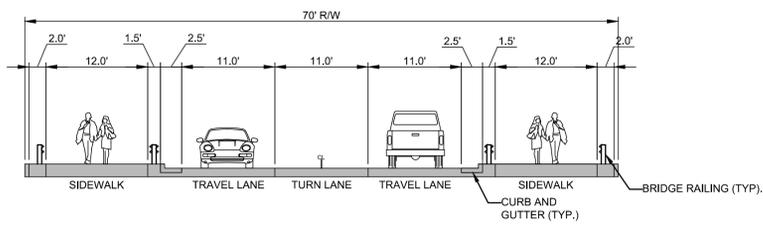
1 ENLARGEMENT
 SCALE: 1" = 10'



2 ROADWAY IMPROVEMENT - EXISTING SHOPTON ROAD (PROPERTY FRONTAGE ONLY)
 SCALE: 1" = 10'



3 ROAD TYPE 1 - LOCAL INDUSTRIAL
 SCALE: 1" = 10' CLDSM U-06



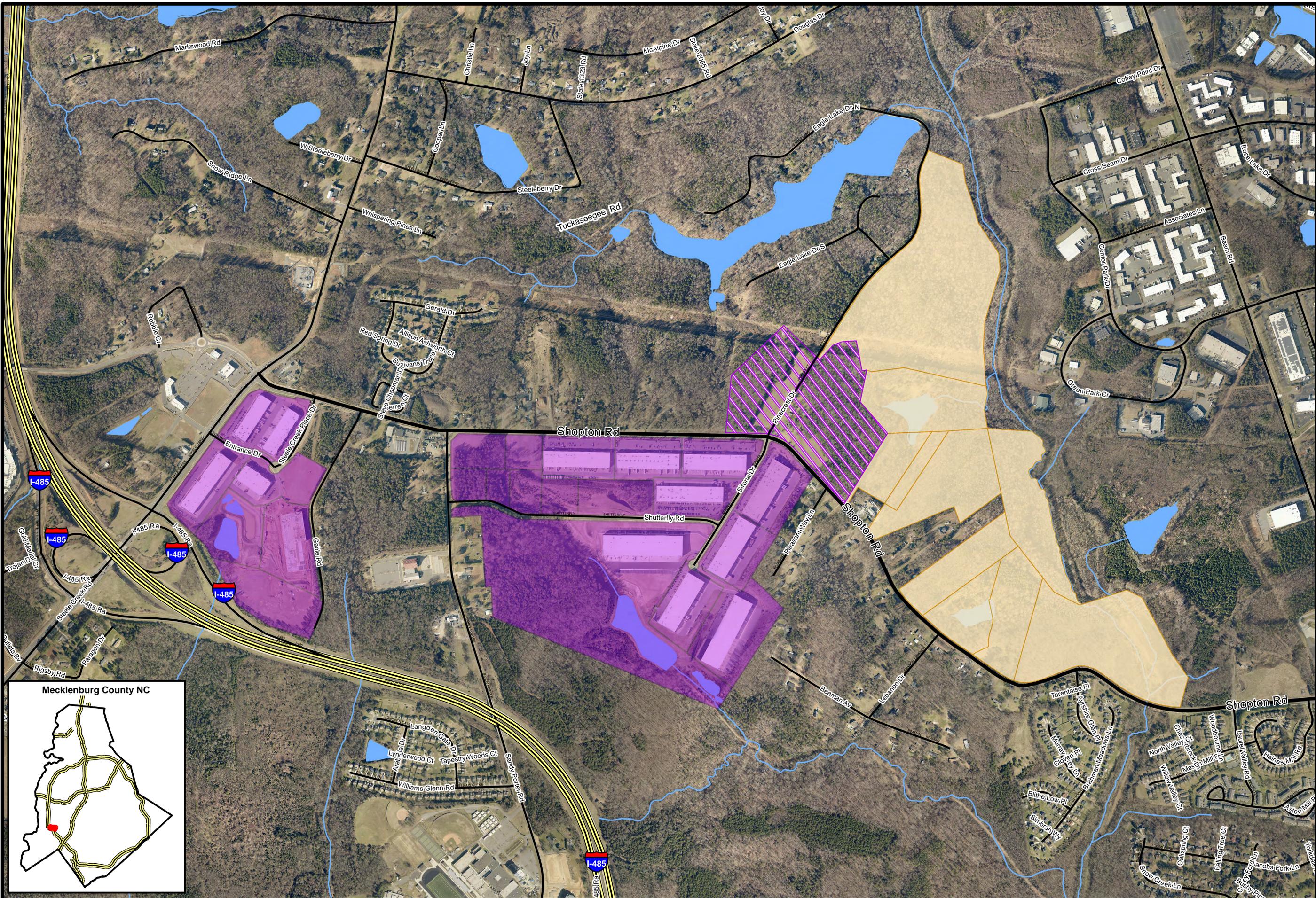
4 COFFEY CREEK BRIDGE - BY OTHERS (FOR REFERENCE ONLY)
 SCALE: 1" = 10'

This Plan Is A
 Preliminary Design.
 NOT Released For
 Construction.

REVISIONS:

No.	Date	By	Description
1	9/25/17	MDH	REVISIONS PER STAFF COMMENTS

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Aerial for Rezoning Petition 2017 - 097

Airport Owned Property

Industrial Zoning

Land Optioned for Industrial Development

Shopton Rd.

Streams

Water Bodies

N

0 625 1,250 2,500 3,750 5,000 Feet

N

Map created by GIS Technician: Peter E. Stein - On: 10/25/2017
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Neighborhood Meeting: Petition #2017-097

Shopton Rd – 10/26/2017

Community Comments:

1. Lynda Boozer
 - a. I do have significant concerns and comments about this rezoning
 - i. Our community, the Eagle Lake Fishing Club, is a thriving neighborhood on 200 acres of land (most which is undeveloped) and a corporation whose stated mission is wildlife preservation. We sit with a narrow zone of land between us and Coffey Creek which is a designated greenway band. It makes no sense to me to put industry in that band of land which itself is quite steep and difficult to develop.
 - ii. The I 2 zoning even for airplane parts manufacturing is a huge concern.
 - iii. It seems to me given both those concerns that it would make sense to not develop the section of land from the powerlines north, essentially the back pie shaped corner of the land.
 - iv. With any industrial zoning there is a huge concern about noise, lights, time of day of business and increased traffic and manufacturing that has outside of building components. What protectors can you offer for this?
 - v. I am concerned about the roads particularly the access to Pinecrest Road for industrial traffic. This is a gravel road which our community uses on permanent lien and maintains. It is barely maintained for our limited use. Even if paved it is still a small entranceway for our community and traffic on this road from large vehicles would be a huge congestion.
 - vi. While we appreciate the voluntary tree save zone, the 100-foot buffer prior to that region is minimal.
 - vii. On the front end of the property there are significant wetlands above the pond that has been dammed. There is also a significant topo region which best I can describe is a steep canyon just to the west of the upper wetlands. What happens to these land features? I do understand there is a wetlands study that will be conducted. Please keep us informed of these plans
2. Leroy Oates
 - a. Concerns of how rezoning will affect property value. Question the scale of the project as well as traffic congestion and noise concerns. Will Shopton Rd be widened as a whole? Environmental impact is also a concern.
3. Jorge Castro/Carlette Hurtapo,
 - a. How will the rezoning affect property value?
 - b. Concern about the scale of the project.
 - c. Traffic

- d. Noise
 - e. Why does this proposal not include widening Shopton Rd as a whole?
 - f. Environmental Impact?
4. Richard Robinson
- a. The intersection of Shopton Rd and Pinecrest is already dangerous for commuters and residents. The proposed improvements to this intersection are not sufficient to improve safety given the additional traffic. I've seen several close-call, head-on accidents there from drivers that use the turn-lane as a passing lane. Rethink this design for safety.
5. Blair McCombs/Rick McCombs
- a. Tree Buffers - Request trees that do not shed their leaves in the winter
 - b. Purchaser of the property from the Airport - Concerns what will be done by the buyer of the property from the airport vs. what the airport has designed through a possible 2nd rezoning
 - c. Do not want any access from rezoned property to any part of Eagle Lake including Pinecrest Dr
6. Thom Duncan
- a. I-1 seems like a perfectly fine economic opportunity for development. I-2 is more overreaching so near residential and environmentally vulnerable areas. As well I-2 will only trigger more I-2 on the next property you choose to develop.
7. Alice Harrill
- a. I have concerns about maintaining our gated community. What is to prevent people (from) parking in the loading zones and walking to Eagle Lake? Also, I would like to see more of a buffer zone – 150ft?
8. Judy Owen
- Concerning the community meeting last night about the rezoning of property to I2 next to Eagle Lake neighborhood:
- a. the Westside Strategic Plan which is the last plan I am aware of that addressed this area, states that 'NO REZONINGS TO NON-RESIDENTIAL DESIGNATIONS SHOULD OCCUR WITHIN OR ADJACENT TO THESE RESIDENTIAL AREAS UNTIL THE NEIGHBORHOODS ARE BOUGHT AS A WHOLE BY THE AIRPORT OR A PRIVATE DEVELOPER.' I have been to each meeting the airport has held. This has not been addressed until now.
 - b. As a community, we own almost 180 acres. Incorporated in 1940 as Eagle Lake Fishing Club, our 'purpose' is to 'DEDICATE OURSELVES TO CONTINUE TO PROTECT, TO KEEP AND MAINTAIN EAGLE LAKE AND ENVIRONS AS A SANCTUARY FOR BIRDS AND DOCILE WILDLIFE; TO FOSTER THE PROPIGATION OF FISH FOR THE PLEASURE OF OUR MEMBERS AND GUESTS WHERE WE THE MEMBERS CAN LIVE IN TRANQUILITY, UNDISTURBED BY THE SOUNDS OF HUMAN HABITATION.' This is hardly compatible with I2 zoning.
 - c. My husband and I moved to Eagle Lake in 1983 and raised our amazing 3 children here. We have watched as all of the farmland in this area has been developed and now we are becoming just another part of the greater Charlotte area. Growth and development are certainly expected, but there are 'supposed to be' meetings along the way with the 'people' affected.

- d. Our youngest son attended last night- now a junior at UNCC- to 'see the process' of such rezoning. His eyes were opened farther than I would have wished. Not only did he see that 'there seems to be a plan already for the property- that involves most likely manufacturing- but that the 'airport' and the 'private buyer of 39 acres of adjacent land' have been meeting and that both intend to apply for the same rezoning I2. He also noted that the maps used in presentation were outdated- not even having the warehouses on Shopton Road complete- or Top Golf here- or lane changes on Shopton Road that are already completed... And then on another map, Tuckaseegee Road was placed on the north side of Eagle Lake. But as well as the visual disparities, there were also the differing answers from the 3 stations that were set up. Concerning the north side of Eagle Lake and the property owned by the airport- or city- I was told no one knew yet about the plans for Douglas Drive and then told at another station that it will be the new West Blvd. which may accommodate more warehouses (surrounding us by warehouses on 3 sides of our property).
 - e. From my understanding from last night, we have just days to specify what restrictions we would like put on an I2 rezoning... that pretty much the I2 is happening- but we can make suggestions as to what we would like 'off the table'. Can you tell me if this is true? Because instead of spending our energies trying to get I1, we could focus our energies on requesting greater buffers, trees, etc. I do not mean to sound ungrateful for the tree zones already included - but certainly more protection would be sought.
 - f. My concerns are: noise, smells, lights, traffic, and adding 'accessibility to our neighborhood', as well as keeping any potentially harmful type of manufacturing away from greenways, wetlands, etc. ... all of which directly and negatively affect our quality of life. Our neighborhood realizes the inevitability of 'business growth' around us- but earnestly request more respectful consideration of properties adjoining our sanctuary. Please shed any further light and I would love to talk further with you or any other representative available if there is time.
9. Susan Byrd
- a. I live at 3821 Eagle Lake Dr. directly across from the purposed site of much large development. This land is the site of wet lands, animal habitats and many species of native plants that are dependent on the land around Eagle Lake. We do realize that the purposed rezoning and development is a "done deal"! We would ask for consideration on the right of ways and 100' between residential and business sites. Living directly across from the business sites affects my land and home. I purpose the rezoning consider 200' between residential and business.
10. Allyson Sipple
- a. I attended the Thursday evening rezoning meeting at the airport representing Eagle Lake community. After reviewing the information, I have concerns re: the I2 zoning and the development of a property with so much wetland. Eagle Lake is a unique place with a long history of protecting the natural environment and wildlife preservation. Given that, it is requested that the zoning of I2 with restrictions be limited to the property between Shopton Road and the power lines. I would also like to be kept up to date on

the wetland studies yet to be conducted. Thank you for considering this recommendation.

11. Perry Owen

- a. I feel the 30 of us here tonight will make very little difference!
- b. My wife and I attended the meeting Thursday evening regarding the rezoning and I would like to express my thoughts (regarding) the meeting. A major concern of mine was the discrepancies in the information presented at the various stations. According to which person I spoke with, I received different information. When I questioned the warehouses having a road connection to Pinecrest, I was told by one man that the road would be for the Eagle Lake residents benefit so we would have another exit from our community. When you presented the intersecting road there was no mention that it was for our benefit which I doubt is true anyway and I question if the road intersecting with Pinecrest has the residents best interest in mind as I was told. I was told by the same person that we will eventually have the same type of development on the other side of Eagle Lake that adjoins the Douglas Drive side. We were told by you that those plans had not yet been determined. We were given conflicting information regarding collaboration with the sale and use of the Gaffney property as well and we all left feeling that you were not being transparent regarding that property. I was very concerned that a professional presentation as such should not have ANY errors on the maps. Tuckesegee Road was shown as a road right beside the lake which of course it is not. I question what other "errors" went undetected. I felt it was very unprofessional and should have been noticed before the presentation. As the community affairs representative for the airport, I would have hoped/ assumed that you and your delegation would have visited our beautiful haven within the city to see how the rezoning would IMPACT our development. None of the people representing the airport at the meeting had ever visited our community. I question the sincerity of requesting our feedback when you have no understanding of how it will impact our community and have not taken the time to visit Eagle Lake. I admit, I am a skeptic, and feel that the decisions regarding the rezoning have already been made and finalized and this meeting last week will have very little if any impact on the rezoning. I would ask for total transparency and that when a presentation such as Thursday night is made, that all of your team members have the same information and we hear accurate details regarding our community.

12. Jedd Lygre

- a. I'm writing to you as a resident of Eagle Lake and board member of the Eagle Lake Fishing Club. Having been made aware of the Airport rezoning proposition adjacent to Eagle Lake I wanted to respectfully express my concerns. I understand the zoning calls for I-2 (private heavy industrial use) and I believe this would overstep appropriate land use and potentially damage our lake environment and community. I would hope that I-1 zoning will be reconsidered, as this would be consistent with land development in the area and reasonable in terms of development adjacent to a fishing club community and wildlife preserve. In addition, I am responsible for regular testing of the lake water and

liaison to the city water authorities, if I-2 was allowed then it's possible that toxic activities would be allowed to pollute our lake. I'm not against development, just against heavy industrial zoning directly adjacent to our lake community. I hope you will take this into consideration.

13. Thom Duncan

- a. In reference to the proposed I-2 rezoning, in Case 2017-097, which would allow for heavy industrial, regardless of limited restriction, I am opposed to the I-2 zoning. As a resident of Eagle Lake I realize that change is coming and that development will happen, but rezoning that land to I-2 is too invasive for an area bordering residential homes and surrounding riparian lands. Especially with the plans for greenway access and further development, I-2 is not a responsible way for us to move forward.

14. William and Julie Broders

- a. As longtime members of the Eagle Lake community, we oppose the proposed rezoning of the airport property that is adjacent to our community, to I-2. The proposed I-2 rezoning, in Case 2017-097, would allow for many possible heavy industrial uses to which we object. At this time, our lake has some of the highest quality water in Mecklenburg County. As good stewards of the land, we would have to insist that any uses that might impact water quality in surrounding areas be thoroughly studied by appropriate government agencies. Please add our comments to the opposition of this rezoning to the record.

15. Ladd Ackerman

- a. As President of Eagle Lake and the owner of 3831 Eagle Lake Drive, I have attached our communities response to the airport's proposed rezoning of the property adjacent to us. Thank you for your attention. Please let me know if you have any questions(associated pdf response).

16. Ivica Bilich

- a. I am a property owner at one of the most beautiful parts of Charlotte and Mecklenburg county - Eagle Lake Fishing Club. This bastion of nature and serenity has been in place since 1936 and as property owners we have without contest accepted the increase air traffic above our space, but I am dismayed to hear that the adjacent land is being considered for rezoning to I-2 Heavy Industrial. I support sane and productive development and accept the possibility of developing this property as I-1 as business park or warehouse but to accept heavy industrial would be against the very nature of why the Eagle Lake Fishing Club has existed since 1936. Any consideration of rezoning must include impact assessments in environmental impact including sound, air and most importantly water quality. We have been deemed the "cleanest water in Mecklenburg County" for many decades and a full wetlands and water impact survey must be included in any consideration of rezoning. I believe Heavy Industrial would severely impact our water. I am also concern for a small grove of Beech trees that I have been told are probably the oldest beech trees still alive in Mecklenburg county. If you haven't visited our small community I personally invite you to come see the hidden gem in Charlotte's crown. You may contact me directly through email or my cell phone

704.904.5919 and I will proudly show you our very well kept secret. I STRONGLY OPPOSE the rezoning of adjacent land of Eagle Lake Fishing Club to I-2 as presented in Case 2017-097

17. Andy Bickel

- a. The business park and light industrial development that has grown up around us is bad enough but heavy industrial zoning right next to us is not acceptable. The information from airport staff over the years was that only office parks or light industrial would be permitted near our homes. I-2 rezoning breaks with that understanding. We are bombarded by Air pollution, Noise pollution and night sky Light pollution, and not just us frail human beings, all wildlife and the Environment is stressed in ways not fully understood or measured over time. Adding heavy industrial zoning to this mix is unequivocally unacceptable!

18. Larry Harbin

- a. I have lived at Eagle Lake and been a shareholder of this unique community for almost 40 years. It is with a heavy heart that I face the encroachment of industry onto the property adjacent to our approx. 180 acres of refuge. I would suggest that if each of you could schedule a brief visit to Eagle Lake you would have a greater understanding of what is at stake here and I would be happy to facilitate such a visit, either individually or as a group. Eagle Lake is a fragile ecosystem that has managed to survive for over 75 years through love and a genuine respect for nature. Please find time in your schedules to come discover for yourselves why I-2 zoning is not acceptable, why extra buffers are necessary, and why it is imperative that special attention must be paid to extraordinary sedimentation controls. I realize that this is just business for you, but it is a far greater matter to those of us who have spent most of our lives here. Please give this matter the respect it deserves.

19. Jennifer Twiggs

- a. Hello kind folks-
I own property in the genuinely unique Eagle Lake community. It is a haven of peace and beauty carved out of the larger urban Charlotte landscape. I strongly oppose the proposed rezoning of the airport land adjacent to our community to I-2. This proposed rezoning in Case 2017-097 would allow for many heavy industrial uses that may impact the air quality and sound quality of our neighborhood. We already have a significant amount of cyclical noise pollution to contend with and it would severely negatively impact our life quality if we had to endure even more noise from nearby heavy commercial uses. Material toxicities are also of concern. Presently our lake enjoys some of the highest quality water in the county. As good land stewards, we will have to insist that any uses that would impact water quality in surrounding areas be thoroughly studied by involved government agencies. It was always my understanding that light industrial zones would be a part of the surrounding property to Eagle Lake but I-2 zoning is unacceptable. Please add my comments in opposition to this rezoning to the record.

Comments on Rezoning Case 2017-097: From the Eagle Lake Fishing Club Board of Directors

Industrial Land For Sale, Not an Aviation Purpose:

While this rezoning application is filed in the name of Charlotte Douglas International Airport, it is important to note that it is not intended for any airport operational function. It is filed strictly for purposes of facilitating sale or lease to a for-profit private developer or operator, at present unknown or undisclosed.

It is unlikely that a blanket rezoning by a private developer for an undisclosed purpose, with unspecified building placement and truck maneuvering locations and other unknown features would be entertained adjacent to a residential community. Much more specific detail would be expected. Once sold by the airport to a private developer with a blanket approval, there are no guarantees that any good faith from the Airport would be carried over by the new owners. As such, we can only assume the worst and insist on all details and conditions upfront.

The Airport's own publicity materials make clear that their objectives are entirely based on generating revenue for themselves, and on not negatively impacting aviation. There is nothing in their objectives about supporting the needs of the community, or about not negatively impacting their neighbors. It is all about them and maximizing their own profit.



PRIMARY OBJECTIVES



SELF-SUSTAINING



LAND RE-USE



COMPATIBILITY

- Generate non-aeronautical revenue that helps fulfill FAA requirements for Airport financial self-sufficiency
- Put vacant and underutilized Airport property into productive use
- Ensure that future development around the Airport is ~~appropriate for an airport environment~~ and does not negatively impact aviation

Slide 3
12

Eagle Lake Community:

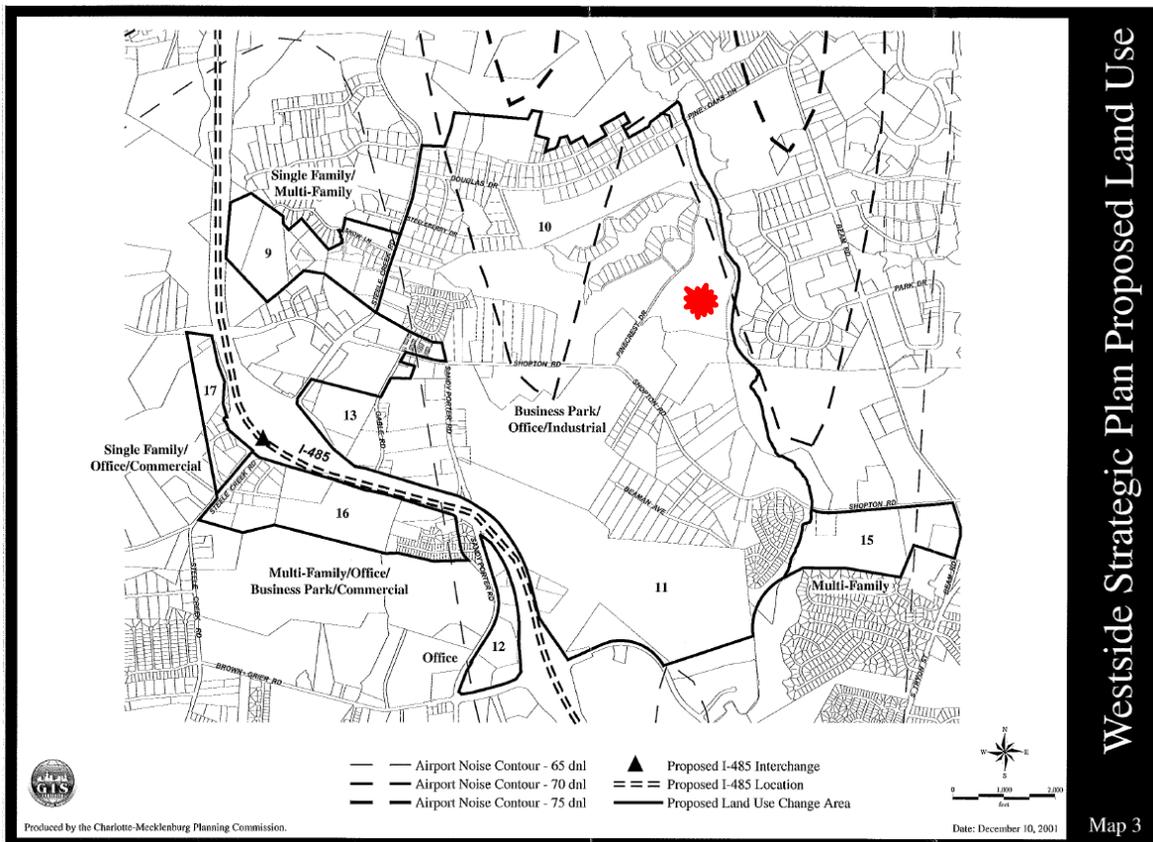
Eagle Lake is a residential neighborhood begun in the 1940’s around a 26-acre stream-fed lake. While it was originally weekend cabins, it is now full-time homes, offering a natural lakefront environment within a 10-mile commute to Uptown Charlotte. Including the lake, the common open space, and the homeowners’ own lots, we occupy about 180 acres. Far from being a dying community, we have welcomed six new owners within the past year and a half; we have one major home addition under construction right now, and have two additional home construction projects in the planning process.

Eagle Lake and the Airport have grown up together. Most of our residents have participated in the Part 150 program, have signed easements acknowledging the right of the airport to overfly our property, and in return have received sound insulation and storm windows for our homes paid for by the airport. The airport itself is a minor inconvenience compared to the benefits of living in the woods on our lake.

Eagle Lake residents have not been among the voices complaining in recent years over airport noise. We understand the Airport’s interest in restricting future residential development in the flight path, and have long expected to see Business Park and Light Industrial uses coming to property around us. But we are not willing to accept intrusion of objectionable non-airport Heavy Industrial activities.

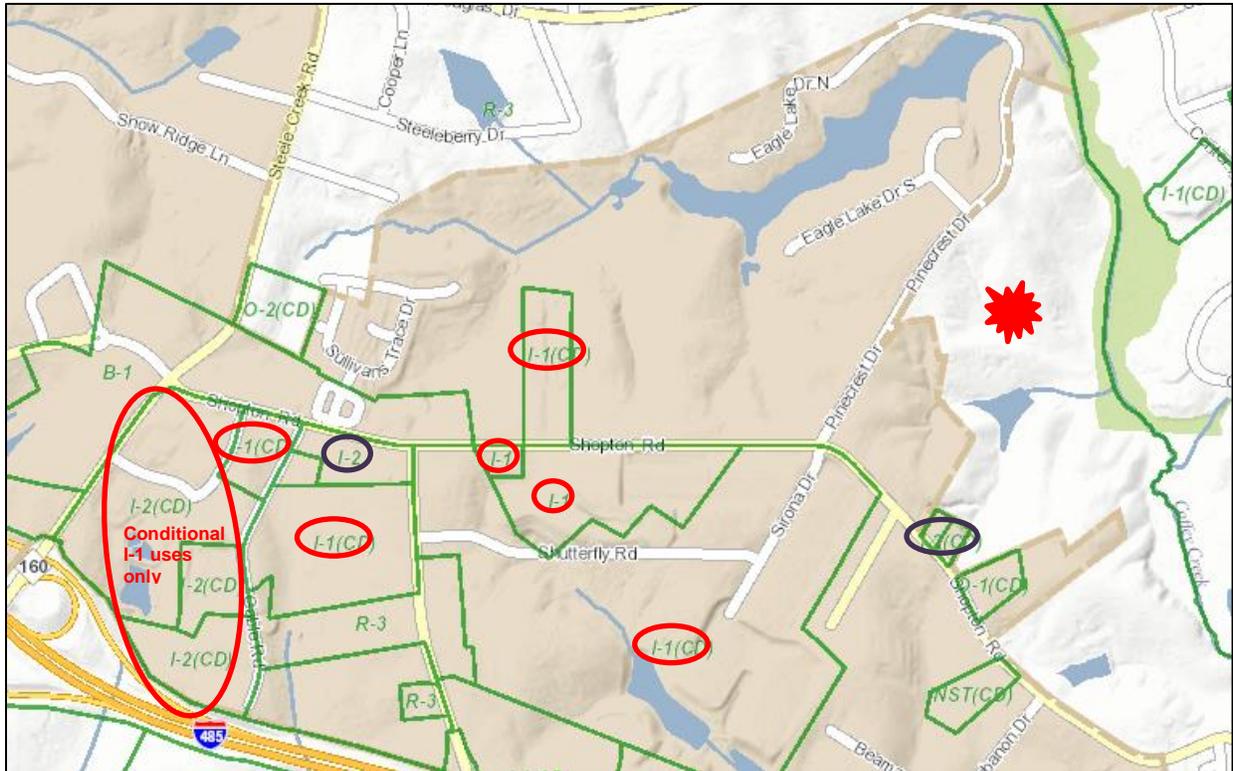
Protection for Residential Neighborhoods:

The *Westside Strategic Plan*, adopted as policy by City Council in June 2000 and still in force, calls for the area to be Business Park/Office/Industrial use, not Heavy Industrial. It also has a specific provision not to rezone land directly adjacent to the residential neighborhoods, specifically calling out Eagle Lake. This was a neighborhood protection measure insisted upon at the time of the planning process by Eagle Lake and other neighborhood participants. The map from the plan is shown, with a red splash on the proposed rezoning near to the Eagle Lake neighborhood.



Light Industrial Focus:

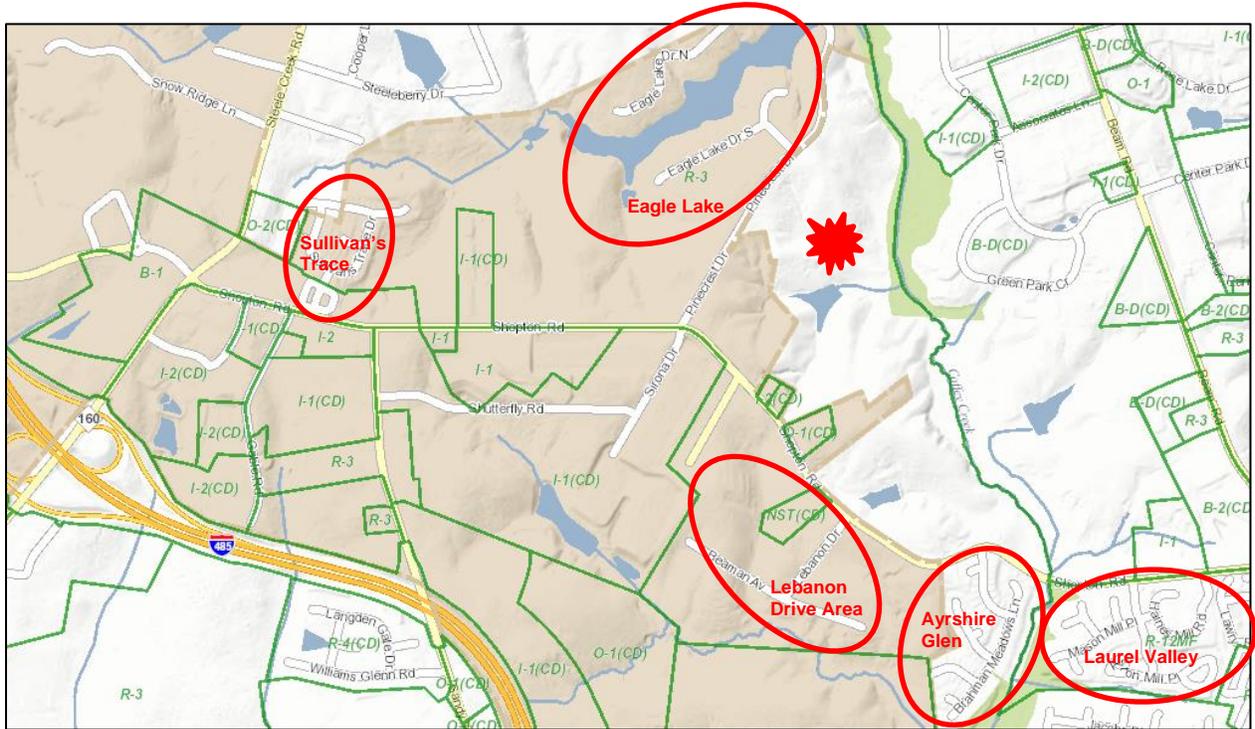
Almost all of the Industrial property now along Shopton Road is effectively I-1 (light industrial), reflecting the *Westside Strategic Plan* as it has been carried forward. The I-2 (CD) (heavy industrial, conditional) sites at Steele Creek Road are limited by their site plan conditions to ONLY uses allowed in I-1 (It was a developer ploy because City Council had previously voted down an I-1 rezoning, and they had to request I-2 to avoid a statutory 2-year wait to try again). The only other I-2 uses along Shopton Road are to accommodate two small older local businesses: the garden center and the little refuse collection business.



Industrial Uses along Shopton Road are almost entirely I-1 (light industrial) in character.

Residential Surroundings:

Shopton Road also has a number of stable continuing residential neighborhoods along the stretch from Steele Creek Road to Beam Road. Sullivan’s Trace, Eagle Lake, Lebanon Road Area, Ayrshire Glen, and Laurel Valley surround the proposed rezoning site. I-1 uses are much more appropriate and acceptable in proximity to residential areas than I-2.



Stable residential communities surround the proposed heavy industrial rezoning.

Thus, the proposed I-2 rezoning is (1) totally out of compliance with adopted policy, (2) inconsistent with other industrial development in the area, and (3) incompatible with surrounding residential areas that will be impacted by objectionable I-2 uses if allowed along this section of Shopton Road.

Airport’s Strategy Plan and Process:

The recent *Airport Commercial Development Strategy* document, dated March 2017 but not adopted as policy by City Council, shows the Shopton Road corridor as Office/Business Park. The heavier industrial uses: Aeronautical, Intermodal, and Related Use (Including Aircraft and other Advanced Manufacturing) are shown only further north between Douglas Drive and the airport proper.

The portion of the proposed rezoning north of the Powerline is shown as preserved open space along the Cross Charlotte Trail. See the following map from page 20, and the aerial rendering from page 19 of the Airport’s own Strategy document. The red splashes are added to show the location under discussion.

The applicant should adhere to their own planning document and commitments made to stakeholders during that process, not even a year old, and should confine the current rezoning to I-1 uses and open space.

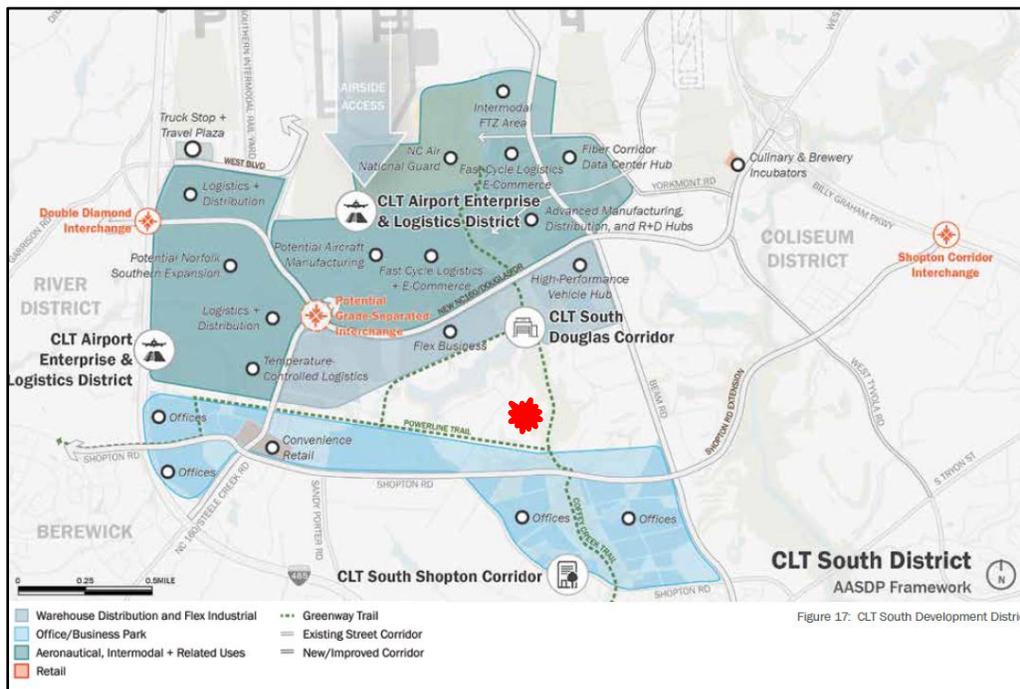


Figure 17: CLT South Development District



Figure 16: Artistic representation of CLT South Development District, looking northwest over Beam Road.

Specific I-2 Uses:

The petition requests I-2 (heavy industrial), with conditions to eliminate certain uses deemed objectionable at this location. The I-2 uses that the applicant proposes to **disallow** are:

- Jails and prisons
- Religious institutions
- Adult establishment
- Auction sales
- Automobile service stations
- Automobiles, truck and utility trailer rental
- Manufacture of
 - Abrasive and asbestos products
 - Fats and oils processing
 - Leather tanning
 - Manufactured housing
 - Meat products, including slaughtering and dressing
 - Ordnance and accessories
 - Paper and allied products
 - Petroleum and coal products
 - Sugar refining
 - Tires and inner tubes
- Medical waste disposal facilities as a principal use
- Power generation plants
- Truck stops
- Truck terminals
- Waste incinerators, excluding medical waste incinerators
- Beneficial fill site
- Construction and demolition (C & D) landfills
- Land clearing and inert debris landfill (LCID): off-site
- Mobile Food Vending
- Quarries
- Raceways and dragstrips
- Sanitary landfills
- Crematory, within a cemetery

Some of the above are sort of slam-dunks, such as Prisons and Sugar refining. Here are I-2-only uses the applicant **does not rule out**, many involving noise, odors, toxicity, light, and dangerous conditions. They include a number of dirty uses that don't need to be near an airport and don't need to be here directly adjacent to a residential neighborhood:

- Abattoirs (animal slaughterhouses)
- Agricultural industries
- Foundries
- Junk yards
- Lumber mills and storage yards
- Manufacture of
 - Aircraft and parts
 - Agricultural chemicals
 - Alcoholic beverages
 - Asphalt paving and roofing materials
 - Brick, tile and clay products

- Chemical manufacture, refining, and processing
- Concrete, gypsum, and plaster products
- Construction and related machinery
- Cut stone and stone products
- Electrical distribution equipment
- Electrical industrial apparatus
- Engines and turbines
- Fabricated metal products
- Farm and garden machinery
- Guided missiles, space vehicles, etc.
- Industrial machinery
- Motor vehicles and equipment
- Motorcycles and parts
- Plastic and rubber products
- Railroad equipment
- Refrigerator and service machinery
- Textile mill products
- Wire products
- Other similar uses
- Petroleum storage facilities, 200,000 gallons or less
- Petroleum storage facilities, more than 200,000 gallons
- Prototype production facilities and pilot plants
- Railroad freight yards, marshalling yards, and repair shops
- Research uses
- Solid waste transfer station
- Warehousing (exterior, not in an enclosed building)

While the Applicant has asked us at the October 26 public meeting to consider what other uses might be objectionable, this list is extremely long. We have no way of knowing which use hidden among the many might emerge. All these uses are objectionable adjacent to an ecologically sensitive neighborhood, and if needed near the airport at all, should be accommodated in the other locations further north adjacent to the airport, as mapped in the Airport's own planning document.

Should the applicant continue to pursue I-2 zoning with some or all of these objectionable uses adjacent to the neighborhood, a much larger 300-foot undisturbed landscaped and fenced buffer should be provided. The 300-foot dimension is consistent with distances to I-2 property in other parts of the City, and was even applied as a required buffer between residential uses and the Lowe's home improvement store at Ballantyne Commons Parkway near Providence Road in South Charlotte.

Destruction of Natural Environment and Topography:

The property proposed for rezoning is undeveloped, is currently heavily wooded, has a pond and possible wetlands in place, and has steep slopes of up to 30%. The area is also heavily populated by deer and other wildlife. An area of particular concern to Eagle Lake residents is the portion of the site north of the Duke Power high tension easement. In that area there is a 100-foot drop from Pinecrest/Eagle Lake Drive to Coffey Creek, and it has a particular concentration of steep topography. This triangular bit of land is wedged between Eagle Lake and Mecklenburg County's planned Coffey Creek Greenway. We are greatly concerned about what sort of moonscape environment would be created by the mass grading necessary to get the large areas of level square footage for any industrial use on this point of land. The following GIS photos of the Shopton Ridge development just to the south demonstrate what might be expected in this environmentally sensitive location sandwiched between our community and the future Coffey Creek Greenway, with mass tree clearance, wide swatches of even steeper bald slopes, and high retaining walls.

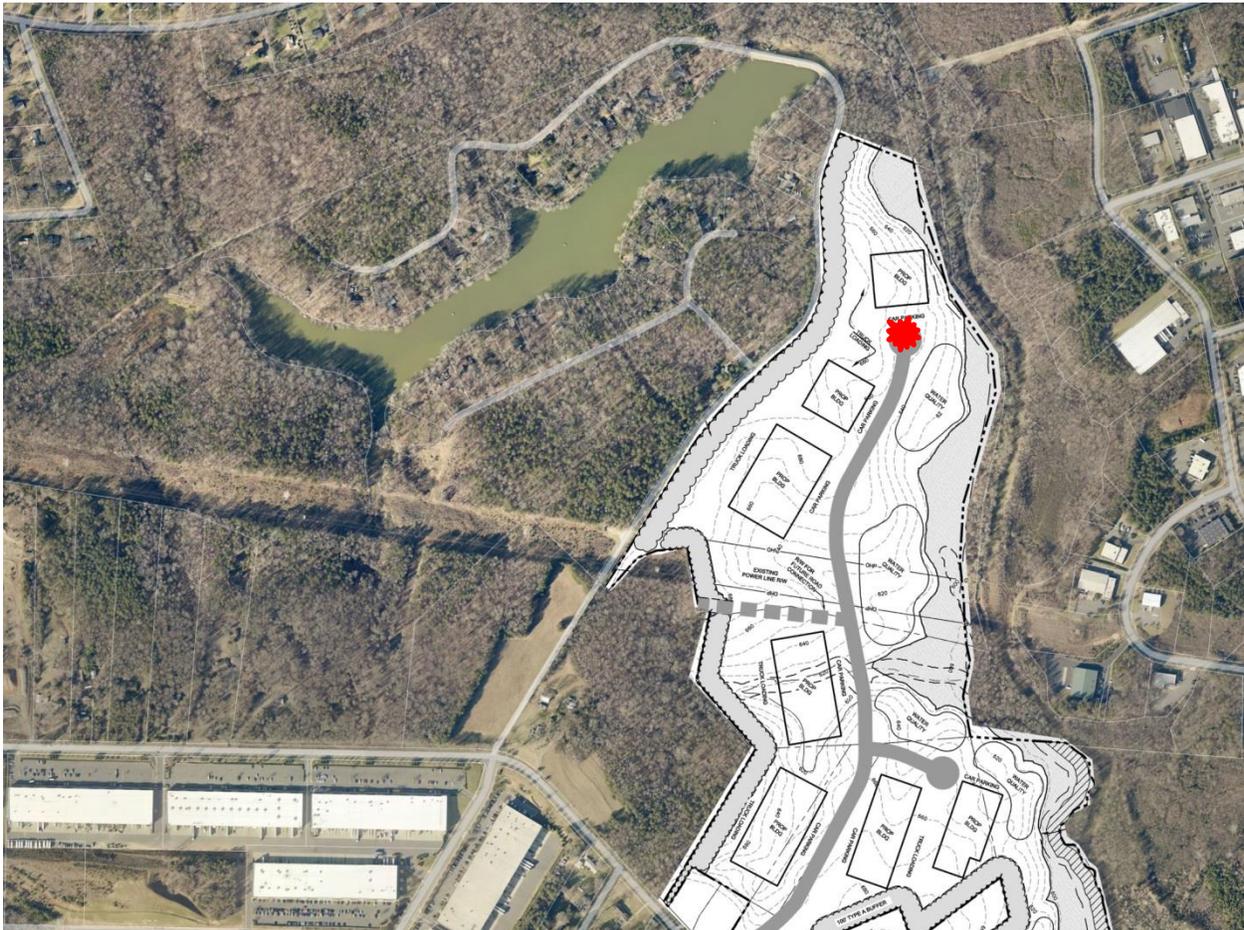


Building proximity to Eagle Lake neighborhood and homes:

The original site plan submitted for the rezoning showed building and truck loading/maneuvering/parking at a distance of only 100 feet from the road frontage and front yards of Eagle Lake homes.

One bit of encouragement: a new site plan shown at the public meeting on October 26, 2017 provides for a “voluntary” no-build area at the north tip of the property adjacent to the houses. This is a very narrow point of land with very steep slopes that likely would have been particularly difficult and expensive to build on anyway.

On the rest of the Pinecrest/Eagle Lake Drive frontage down to the power line, the proposed buffer between Pinecrest/Eagle Lake Drive and the building/vehicular envelope still has the same bare minimum required 100-foot tree buffer to Pinecrest. This remains problematic, especially if the applicant continues to pursue blanket approval for a wide range of objectionable I-2 heavy industrial uses with potential noise, odors, toxicity, light, and dangerous conditions. See above comment about requiring a 300-foot buffer if I-2 uses stay on the table.



Original submitted site plan superimposed on aerial view of neighborhood

Summary:

- The Eagle Lake community has a long shared history with the airport, and is not hostile to its operations or to its protection measures from new residential development on its perimeter.
- The proposed rezoning is for private industrial use, not for airport operations. A blanket I-2 rezoning for unknown or undisclosed use is not acceptable.
- The *Westside Strategic Plan* is the adopted guiding policy for area development. It recommends Business Park/Office/Industrial Use for the Rezoning Subject Parcel, and has specific neighborhood protection provisions to prohibit rezonings adjacent to neighborhoods.
- The Shopton Road corridor has developed as an area of Light Industrial/Flex uses, not Heavy Industrial.
- Several residential neighborhoods surround the Rezoning Subject Parcel, and these neighborhoods deserve continuing protection from potentially noxious Heavy Industrial Uses.
- The Airport's own *Airport Commercial Development Strategy*, prepared just this year, calls for Office/Business Park uses along the Shopton Road corridor, with an area north of the Duke Power transmission line reserved for open space. More intensive Heavy Industrial uses are only shown further north, closer to the airport. They should honor their own plan.
- The Applicant's listing of I-2 uses to be excluded leaves in a wide range of dirty uses involving noise, odors, toxicity, light, and dangerous conditions, and uses that don't need to be near an airport, and should not be directly adjacent to a residential neighborhood. We are unclear which use hidden in the long list may emerge. In general, I-2 uses are inappropriate at this location.
- The portion of the Rezoning Subject Parcel north of the powerline is heavily wooded, has a pond and wetlands, has steep slopes up to 30%, and has a change in grade of 100 feet. It is wedged between the Eagle Lake neighborhood and the future Coffey Creek Greenway, and is particularly inappropriate for the mass grading needed for any industrial development.

Second Community Meeting Report
Petitioner: Charlotte Douglas International Airport
Rezoning Petition No.: 2017-097

Second Public Meeting – December 12, 2017

The Community Meeting Report is being filed with the Office of the City Clerk and the Charlotte-Mecklenburg Planning Commission pursuant to the provisions of the City of Charlotte Zoning Ordinance.

PERSONS AND ORGANIZATIONS CONTACTED WITH DATE AND EXPLANATION OF HOW CONTACTED:

The Petitioner mailed a written notice of the date, time, and location of the Community Meeting to the individuals and organizations set out on Exhibit A-1 attached hereto by depositing such notice in the U.S. mail on November 13, 2017. A copy of the written notice is attached hereto as Exhibit A-2.

DATE, TIME, AND LOCATION OF MEETING:

The Community Meeting was held on Tuesday, December 12, 2017, at 6:00 PM at the CLT Center located at 5601 Wilkinson Blvd in Charlotte, North Carolina.

PERSONS IN ATTENDANCE AT MEETING (see attached copy of sign-in sheet):

The Community Meeting was attended by those individuals identified on the sign-in sheet attached hereto as Exhibit B. The Petitioner representatives at the Community Meeting were Stuart Hair, Diane Carter, and Rebecca Simensen of Charlotte Douglas International Airport; Steve Blakely and Dillon Turner of Kimley Horn; and Matt Langston and Michael Hubert of Landworks Design Group.

SUMMARY OF ISSUES DISCUSSED:

The Petitioner's representatives utilized a PowerPoint presentation during the Community Meeting, a copy of which is attached hereto as Exhibit C.

Stuart Hair welcomed everyone to the Community Meeting and introduced himself as the Economic and Community Affairs Manager at Charlotte Douglas International Airport. Utilizing the PowerPoint presentation, Stuart provided background information on the purpose of the rezoning. CLT will be submitting an amendment to Rezoning Application 2017-097 on January 16, 2018. Aviation Department is soliciting feedback on the proposed changes to the rezoning application.

CLT received input from the first public meeting. The requested I-2 zoning was of concern to many residents. Staff also heard concerns about the roads and property values. The community seemed to feel that I-1 is the right path for economic opportunity in this area. Staff welcomes this input since it allows CLT to be responsive to the community.

In response, staff will amend the rezoning request from I-2 (CD) to I-1 (CD). This change removes heavy manufacturing from possible uses of the site. We also anticipate a reduction in tractor-trailer traffic on roads due to this change. I-1 zoning is the same zoning as the Liberty Trust industrial park on Shopton Rd called Shopton Ridge.

Aviation Department is also asking for conditions on I-1 zonings to prohibit specific uses. The uses which are not compatible with aeronautical uses that are by right in I-1 include overnight camping area, motels and hotels, flea markets, homeless shelter, and commercial rooming houses. CLT believes these uses are not compatible with aeronautical activity nor compatible with nearby neighbors.

Under I-1 zoning, by right uses are permitted without additional conditions. We hear from the development community that they are looking for assembly or fabrication of previously manufactured products or want to distribute these products out to their customers. They will be able to do this by right in I-1 zoning. CLT was looking to preserve the ability to manufacture aircraft components. Planning staff and consultants worked together to understand the appropriate zoning for these uses. The revised I-1 zoning will help retain some of the ability to use the site for value-add assembly of aircraft components. Other uses included in I-1 by right include offices, research uses, showrooms, data storage facilities/data centers, and traditional warehousing.

Prescribed conditions are uses that are allowed as long as other conditions are met, such as the type of roads that the building has. The principal prescribed conditions use in this area is the Manufacture of Light Uses. Based on feedback from developers, this is another potential use for the site.

Stuart Hair shared a slide with the site plan that depicts the potential development of the site, including building envelopes and a road network that meets the City's subdivision ordinance. This site plan remains principally unchanged since the first meeting.

During the first meeting and based on community feedback, we learned that the community is not interested in the stub roads on the site connecting with Pinecrest Dr. Transportation impacts remain the same. There is an anticipated decrease in trip generation from I-2 to I-1, but the analysis used was customized with the feedback of NCDOT and CDOT, so no changes were made. We had a robust traffic enhancement plan, and we have left it as is - the same signals and turn lanes will be added.

Hair concluded the presentation and invited attendees to visit stations of the site plan and the traffic enhancement boards, attached as [Exhibit D](#) and [Exhibit E](#) respectively.

The discussion then moved to three stations set up around the room – aerial of the site and its neighbors; planned traffic mitigation efforts included in the rezoning, and overall site plan.

In order to capture comments from residents, staff offered both hard copy comments cards and the ability to email comments. These have been included in the submittal as [Exhibit F](#).

**CHANGES MADE TO THE PETITION AS A RESULT OF THE COMMUNITY MEETING AS OF THE DATE
HEREOF:**

Following the December 12th, 2017, Community Meeting and community feedback, Charlotte Douglas International Airport made the decision to add 38 more prohibited uses to the site plan.

Respectfully submitted, this 16th day of January 2018.

Charlotte Douglas International Airport

cc: Mr. Richard Hobbs, Charlotte-Mecklenburg Planning Department

ownerfirst	ownerlastn	taxpid	cownerfirs	cownerlast	mailaddr1	city	state	zipcode
	MECKLENBURG COUNTY	14106103		C/O REAL ESTATE /FINANCE DEPT	600 E 4TH ST 11TH FLOOR	CHARLOTTE	NC	28202
INC	WATERS CONSTRUCTION CO	14106121			3850 SHARONVIEW ROAD	CHARLOTTE	NC	28226
KEELY A	GRICE	14106127			2323 CENTER PARK DR	CHARLOTTE	NC	28217
	ENGINEERING SYSTEMS INC	14106134			6230 REGENCY PKWY	NORCROSS	GA	30071
	BC REALTY PARTNERSHIP	14106136			320 S TRYON ST STE 202	CHARLOTTE	NC	28202
	BC REALTY PARTNERSHIP	14106137			320 S TRYON ST STE 202	CHARLOTTE	NC	28202
	MEGA WIRELESS GROUP LLC	14106139			3380 GREEN PARK CR	CHARLOTTE	NC	28217
	MEGA WIRELESS GROUP LLC	14106140			3380 GREEN PARK CR	CHARLOTTE	NC	28217
	S & R INVESTMENTS LLC	14106142			13001 GENERAL DR	PINEVILLE	NC	28273
	MEGA WIRELESS GROUP LLC	14106144			3380 GREEN PARK CR	CHARLOTTE	NC	28217
	SANITATION PROPERTIES LLC	14107102			PO BOX 38972	CHARLOTTE	NC	28278
	SANITATION PROPERTIES LLC	14107103			PO BOX 38972	CHARLOTTE	NC	28278
	CITY OF CHARLOTTE	14107104			600 EAST 4TH ST	CHARLOTTE	NC	28202
CLYDE O	ACKERMAN	14107105			5525 SOUTH EAGLE LAKE DR	CHARLOTTE	NC	28217
	CITY OF CHARLOTTE	14107106		C/O REAL ESTATE DIVISION	600 EAST FOURTH ST	CHARLOTTE	NC	28202
	CITY OF CHARLOTTE	14107109			600 E 4TH ST	CHARLOTTE	NC	28202
INGRID LORENA	HERRERA	14107116	WILLIAM S	HERRERA	3216 SHOPTON RD	CHARLOTTE	NC	28217
CARLOS E	DESANTIAGO	14107117			3224 SHOPTON RD	CHARLOTTE	NC	28217
MILDRED GAUNT	GAFFNEY	14107120		BY WILL	3626 SHOPTON RD	CHARLOTTE	NC	28217
	CITY OF CHARLOTTE	14107121		C/O REAL ESTATE DIVISION	600 E 4TH ST	CHARLOTTE	NC	28202
	CITY OF CHARLOTTE	14107122			600 EAST 4TH ST	CHARLOTTE	NC	28202
	CITY OF CHARLOTTE	14107123			600 EAST FOURTH ST	CHARLOTTE	NC	28202
THOMAS L	VANDERVELDE	14107124			3232 SHOPTON RD	CHARLOTTE	NC	28217
	CITY OF CHARLOTTE	14107125		C/O REAL ESTATE DIVISION	600 E 4TH ST	CHARLOTTE	NC	28202
	CITY OF CHARLOTTE	14107126		C/O REAL ESTATE DIVISION	600 E 4TH ST	CHARLOTTE	NC	28202
INC	EAGLE LAKE FISHING CLUB	14108201			3615 EAGLE LAKE DR	CHARLOTTE	NC	28217
HEATHER L	HARJES	14108202			3821 EAGLE LAKE DR	CHARLOTTE	NC	28217
CLYDE O JR	ACKERMAN	14108203			5535 SOUTH EAGLE LAKE DR	CHARLOTTE	NC	28217
DENNIS L	NODINE	14108204	MARIE W	NODINE	3901 EAGLE LAKE DR	CHARLOTTE	NC	28217
DENNIS L	NODINE	14108205	MARIE W	NODINE	3901 EAGLE LAKE DR	CHARLOTTE	NC	28217
INC	EAGLE LAKE FISHING CLUB	14108206			3615 EAGLE LAKE DR	CHARLOTTE	NC	28217
INC	EAGLE LAKE FISHING CLUB	14108224			3615 EAGLE LAKE DR	CHARLOTTE	NC	28217
GEORGE ANDREW	BICKEL	14108241			4331 EAGLE LAKE DR	CHARLOTTE	NC	28217
INC	EAGLE LAKE FISHING CLUB	14108301			3615 EAGLE LAKE DR	CHARLOTTE	NC	28217
	CITY OF CHARLOTTE	14108302			600 E 4TH ST	CHARLOTTE	NC	28202
	MECKLENBURG COUNTY	14108306		C/O REAL ESTATE /FINANCE DEPT	600 E 4TH ST 11TH FLOOR	CHARLOTTE	NC	28202
	MECKLENBURG COUNTY	14108307		C/O REAL ESTATE /FINANCE DEPT	600 E 4TH ST 11TH FLOOR	CHARLOTTE	NC	28202
	BURCHMONT LAND ASSOCIATES LLC	14124101A			8613 WILD BIRD CR	NORTH CHARLESTON	SC	29420
	BURCHMONT LAND ASSOCIATES LLC	14124101B			8613 WILD BIRD CR	NORTH CHARLESTON	SC	29420
	CITY OF CHARLOTTE	14124107		C/O REAL ESTATE DIVISION	600 EAST FOURTH ST	CHARLOTTE	NC	28202
INC	EAGLE LAKE FISHING CLUB	14125113			3615 EAGLE LAKE DR	CHARLOTTE	NC	28217
MILDRED GAUNT	GAFFNEY	14125114			3626 SHOPTON RD	CHARLOTTE	NC	28217
RALPH K JR	SMITH	20101112	HEATHER J	SMITH	2805 SHOPTON RD	CHARLOTTE	NC	28217
LEROY JR	OATES	20101115			7401 CHESTERBROOK LN	CHARLOTTE	NC	28273
JORGE ALBERTO	CASTRO	20101116	MARIA RAFAELA BIGALLI	PALACIOS	7405 CHESTERBROOK LN	CHARLOTTE	NC	28273
RANDY	BELLO	20101117	ANA	BELLO	7409 CHESTERBROOK LN	CHARLOTTE	NC	28273

ownerfirst	ownerlastn	taxpid	cownerfirs	cownerlast	mailaddr1	city	state	zipcode
TAJ	DAHBI	20101118			7413 CHESTERBROOK LN	CHARLOTTE	NC	28273
MARK	BIBA	20101130			7314 WOODBOURNE LN	CHARLOTTE	NC	28273
NINA D	CUBILLO	20101131	JAIME E	VALVERDE	7310 WOODBOURNE LN	CHARLOTTE	NC	28273
MICHAEL	WELLON	20101132			7306 WOODBOURNE LN	CHARLOTTE	NC	28273
EVAN W	COSTANZO	20101133			7302 WOODBOURNE LN	CHARLOTTE	NC	28273
	LAUREL VALLEY HOMEOWNERS ASSOC	20101134			919 NORLAND RD	CHARLOTTE	NC	28205
	MECKLENBURG COUNTY	20101169			600 E 4TH ST/11TH FLOOR	CHARLOTTE	NC	28202
BRYAN	KEETON	20101193			2716 NORTH VALLEY CT	CHARLOTTE	NC	28273
COLLEEN C	DRAKE	20101194			2712 NORTH VALLEY CT	CHARLOTTE	NC	28273
	NEXT LEVEL PROPERTY INVESTMENTS LLC	20101195			4411 E LA PALMA AVE	ANAHEIM	CA	92807
EUCLIDES L	VILLAGOMEZ	20101196	MARIA E	VILLAGOMEZ	2704 NORTH VALLEY ST	CHARLOTTE	NC	28273
	LAUREL VALLEY HOMEOWNERS ASSOC	20101197			919 NORLAND RD	CHARLOTTE	NC	28205
CRAIG	JOHNSON	20101301			6805 AYRSHIRE GLEN PL	CHARLOTTE	NC	28273
CalLENA F	STURDIVANT	20101302			6811 AYRSHIRE GLEN PL	CHARLOTTE	NC	28273
FREYA NARCISA	VALDIVIEZO	20101303	JOSE MANUEL	HERNANDEZ	6817 AYRSHIRE GLEN PL	CHARLOTTE	NC	28273
ANDRZEJ	STRZELEC	20101304			6823 AYRSHIRE GLEN PL	CHARLOTTE	NC	28273
	AMH NC PROPERTIES LP	20101305			30601 AGOURA RD STE 200	AGOURA HILLS	CA	91301
	2014-3 IH BORROWER LP	20101312			1717 MAIN ST STE 2000	DALLAS	TX	75201
	TRACTION PROPERTIES LLC	20101313			2612 BRAHMAN MEADOWS LN	CHARLOTTE	NC	28273
MATTHEW	NIETUPSKI	20101314			2606 BRAHMAN MEADOWS	CHARLOTTE	NC	28273
TROY L	MAYFIELD	20101315	JOSEPH III	HOUSEY	2602 BRAHMAN MEADOWS LN	CHARLOTTE	NC	28273
DENNY LUISA	TEJEDA	20101316			2605 BRAHMAN MEADOWS LN	CHARLOTTE	NC	28273
THANG DINH	TRAN	20101317	THUT HUE	TRUONG	2611 BRAHMAN MEADOWS LN	CHARLOTTE	NC	28273
ANDRES PEREZ	MELGAR	20101318	ALICIA YAMILETH RODRIGUEZ	REGA	2615 BRAHMAN MEADOWS LN	CHARLOTTE	NC	28273
BLANCA M	LAZON	20101319			2619 BRAHMAM MEADOWS LN	CHARLOTTE	NC	28273
JAIME	CASTRO	20101320	CARMEN	TORO	4932 LIFELINE LN	CHARLOTTE	NC	28278
ASSOC	AYRSHIRE GLEN HOMEOWNERS	20101322			PO BOX 221037	CHARLOTTE	NC	28222
COURTNEY L	NESBITT	20101423			6904 MURRAY GREY LN	CHARLOTTE	NC	28273
TIMOTHY	BROWN	20101424	CARLA N	BROWN	6903 MURRAY GREY LN	CHARLOTTE	NC	28273
CYNTHIA PHARR	HOGUE	20101449			6828 AYRSHIRE GLEN PL	CHARLOTTE	NC	28273
	PROGRESS RESIDENTIAL 2015 -1 BORROWER LLC	20101450			PO BOX 4090	SCOTTSDALE	AZ	85261
JOHN T	HILL	20101451		LAURA A RIEFLER	2813 TARENDAISE PL	CHARLOTTE	NC	28273
STEPHEN J	CASACELI	20101452			12226 RED RUST LN	CHARLOTTE	NC	28277
SILVERIO CASTRO	TREJO	20101453			2814 TARENDAISE PL	CHARLOTTE	NC	28273
BARBIE M	DUDLEY	20101454			2810 ATRENDAISE PL	CHARLOTTE	NC	28273
LINDA MAUREEN	FOX	20101455			2802 TARENDAISE PL	CHARLOTTE	NC	28273
JAMES R JR	FERGUSON	20106101			2827 SHOPTON RD	CHARLOTTE	NC	28217
CARROLL O	JENKINS	20106102			4813 LEBANON DR	CHARLOTTE	NC	28273
ANH NGOC	NGUYEN	20106103	XUANMY THI	NGUYEN	3001 SHOPTON RD	CHARLOTTE	NC	28217
MANFRED R	CLASSEN	20106104	AUDREY L	CLASSEN	5339 MURRAYHILL RD	CHARLOTTE	NC	28210
GARY A	COMBS	20106105	KAREN B	COMBS	3031 SHOPTON RD	CHARLOTTE	NC	28217
CHARLES WILLIAM	WALLACE	20106106	JANICE M	WALLACE	4900 LEBANON DR	CHARLOTTE	NC	28273
JAMES R JR	FERGUSON	20106126	MELISSA C	FERGUSON	2909 SHOPTON RD	CHARLOTTE	NC	28217
TONY STAFFORD	STEELE	20106127		MARY STOGNER	2923 SHOPTON RD	CHARLOTTE	NC	28210
JANELLE	KARCHASKE	20106128			PO BOX 6057	AIKEN	SC	29804
SUSAN JANELLE	KARCHASKE	20106129			PO BOX 6057	AIKEN	SC	29804

ownerfirst	ownerlastn	taxpid	cownerfirs	cownerlast	mailaddr1	city	state	zipcode
DAVID	SCHLAGOWSKY	20106209			4917 LEBANON DR	CHARLOTTE	NC	28273
CERGIO	DURAN	20106210	INES	DURAN	4937 LEBANON DR	CHARLOTTE	NC	28273
HOANG	LUONG	20106211			6118 BEREWICK COMMONS PKWY	CHARLOTTE	NC	28278
CHUE	VANG	20106212			3213 SHOPTON RD	CHARLOTTE	NC	28217
CARROLL O	JENKINS	20106213			4813 LEBANON DR	CHARLOTTE	NC	28273
DON B JR	DESHIELDS	20106214	ELIZABETH A	DESHIELDS	3309 SHOPTON RD	CHARLOTTE	NC	28217
RANDY	FREEMAN	20106218	CARLETTA A	FREEMAN	6714 MAHOGANY WOODS DR	CHARLOTTE	NC	28210
MIGUEL W	VASQUEZ	20106219			3433 SHOPTON RD	CHARLOTTE	NC	28217
GAYL C	DOWNS	20106220			97 HILLCREST LN	WELLINGBORO	NJ	08046
DON B JR	DESHIELDS	20106228	ANNE	DESHIELDS	3309 SHOPTON RD	CHARLOTTE	NC	28217
MACHINISTS & AEROSPACE ALFREDO	INTERNATIONAL ASSOCIATION OF BARRIOS	20106229 20146105		WORKERS	3100-C PIPER LN 3501 SHOPTON RD	CHARLOTTE CHARLOTTE	NC NC	28208 28217

FIRST_NAME	LAST_NAME	ORGANIZATION	STREET_ADD	CITY	STATE	ZIP
Larry	Harbin	Eagle Creek Homeowners Association	4209 Eagle Lake Dr N	Charlotte	NC	28217
Gerald	Nichols	Edinborough Homeowners Association	5525 Eagle Lake Dr S	Charlotte	NC	28217
Joy	Jarrett	Mcclintock Woods Garden Club	1207 McDowell Farms Dr	Charlotte	NC	28217
Joana & Jay	Lindstrom	Mcdowell Farms Neighborhood Association	6610 Georgeanne Court	Charlotte	NC	28217
Joey	Cortez	Mcdowell Farms Neighborhood Association	6414 Mounting Rock Rd	Charlotte	NC	28217
Elizabeth	Stroud	Mcdowell Meadows Homeowners Association	1011 Yorkdale Dr	Charlotte	NC	28217
Faith	Triggs	Steele Creek Residents Association	6905 Culloden More Ct	Charlotte	NC	28217
Frank	Matthews	Stoney Ridge Homeowners Association	9006 Gerald Dr	Charlotte	NC	28217
Alex	Taylor	Sullivan's Trace Homeowners Association	8849 Gerrin Ct	Charlotte	NC	28217

NOTICE TO INTERESTED PARTIES
OF COMMUNITY MEETING

Subject: Second Community Meeting -- **Rezoning Petition No. 2017-097** filed by City of Charlotte Aviation Department (owner and operator of Charlotte Douglas International Airport) to request the rezoning of approximately 168.18 acres located along the north side of Shopton Road, southeast of Pinecrest Drive and west of Beam Road from the R-3 zoning district to the I-2 (CD) zoning district.

Date and Time

of Meeting: Tuesday, December 12, 2017 at 6:00 PM

Place of Meeting: CLT Center located at 5601 Wilkinson Blvd Charlotte NC 28208

The City of Charlotte Aviation Department (owner and operator of Charlotte Douglas International Airport) (the "Petitioner") has filed a Rezoning Petition with the Charlotte-Mecklenburg Planning Department requesting the rezoning of 168.18 acres located along the north side of Shopton Road, southeast of Pinecrest Drive and west of Beam Road from the R-3 zoning district to the I-1 zoning district. The purpose of this rezoning request is to accommodate the development of warehousing and light manufacturing facilities.

The Petitioner has received community and City of Charlotte staff comments following the first Community Meeting held on October 26, 2017. Based on this feedback, the Petitioner has revised the petition and will hold a second Community Meeting prior to the Public Hearing on this Rezoning Petition for the purpose of further discussing this rezoning proposal with nearby property owners and organizations. The Charlotte-Mecklenburg Planning Department's records indicate that you are either a representative of a registered neighborhood organization or an owner of property that adjoins, is located across the street from, or is near the site.

Accordingly, on behalf of the Petitioner, we give you notice that representatives of the Petitioner will hold a Community Meeting regarding this Rezoning Petition on Tuesday, December 12, 2017 at 6 PM at the CLT Center located at 5601 Wilkinson Blvd Charlotte NC 28208. Representatives of the Petitioner look forward to sharing this rezoning proposal with you and to answering your questions.

In the meantime, should you have any questions or comments, please call Stuart Hair at (704) 359-4895.

cc: Ms. LaWana Mayfield, Charlotte City Council District 3 (via email)
Ms. Tammie Keplinger, Charlotte-Mecklenburg Planning Department (via email)
Ms. Claire Lyte-Graham, Charlotte-Mecklenburg Planning Department (via email)
Mr. Richard Hobbs, Charlotte-Mecklenburg Planning Department (via email)

Date Mailed: November 27, 2017

**Rezoning 2017-097 – Shopton Rd
Second Public Meeting – December 12th, 2017**

Name	Address	ZIP	Phone	Email
Judy Ferry	5517 Eagle Lake Dr	28217	704 890 6352	judyowenphoto@gmail.com
Dwaine Brooks	5335 Eagle Lake Dr	28217	704-231-5739	jfbrothers4@aol.com
Tracy Horton	PO Box 401 Wadesboro	28173	704 292 5939	th627us@yahoo.com
Tina Duncanson	4502 N Spruce Lake	28173	704 576 5298	



Second Public Meeting for Rezoning Petition 2017-097



Rezoning Petition 2017-097

Welcome

Stuart Hair

Economic and Community Affairs Manager



Overview

- CLT submitted rezoning request for 168.18 acres along Shopton Rd.
- Airport determined this land not needed for aeronautical use
- Per FAA, CLT required to put land into productive use in manner compatible with aeronautical operations
- Held public meeting on October 26th
- Based on feedback, CLT amending rezoning application



Feedback from 1st Public Meeting

“The I 2 zoning even for airplane parts manufacturing is a huge concern.”

Concerned about the roads

Concerns of how rezoning will affect property value

I have concerns about maintaining our gated community

“I-1 seems like a perfectly fine economic opportunity for development. I-2 is more overreaching so near residential and environmentally vulnerable areas.”



Amended Rezoning

- CLT amending rezoning from I-2 (CD) to I-1 (CD)
 - Removes heavy manufacturing
 - Reduction in anticipated tractor trailer traffic
 - Same zoning as nearby Liberty Trust industrial park
- New Prohibited Uses
 - Overnight Camping Area
 - Motels and Hotels
 - Flea Markets
 - Homeless Shelter
 - Commercial Rooming Houses

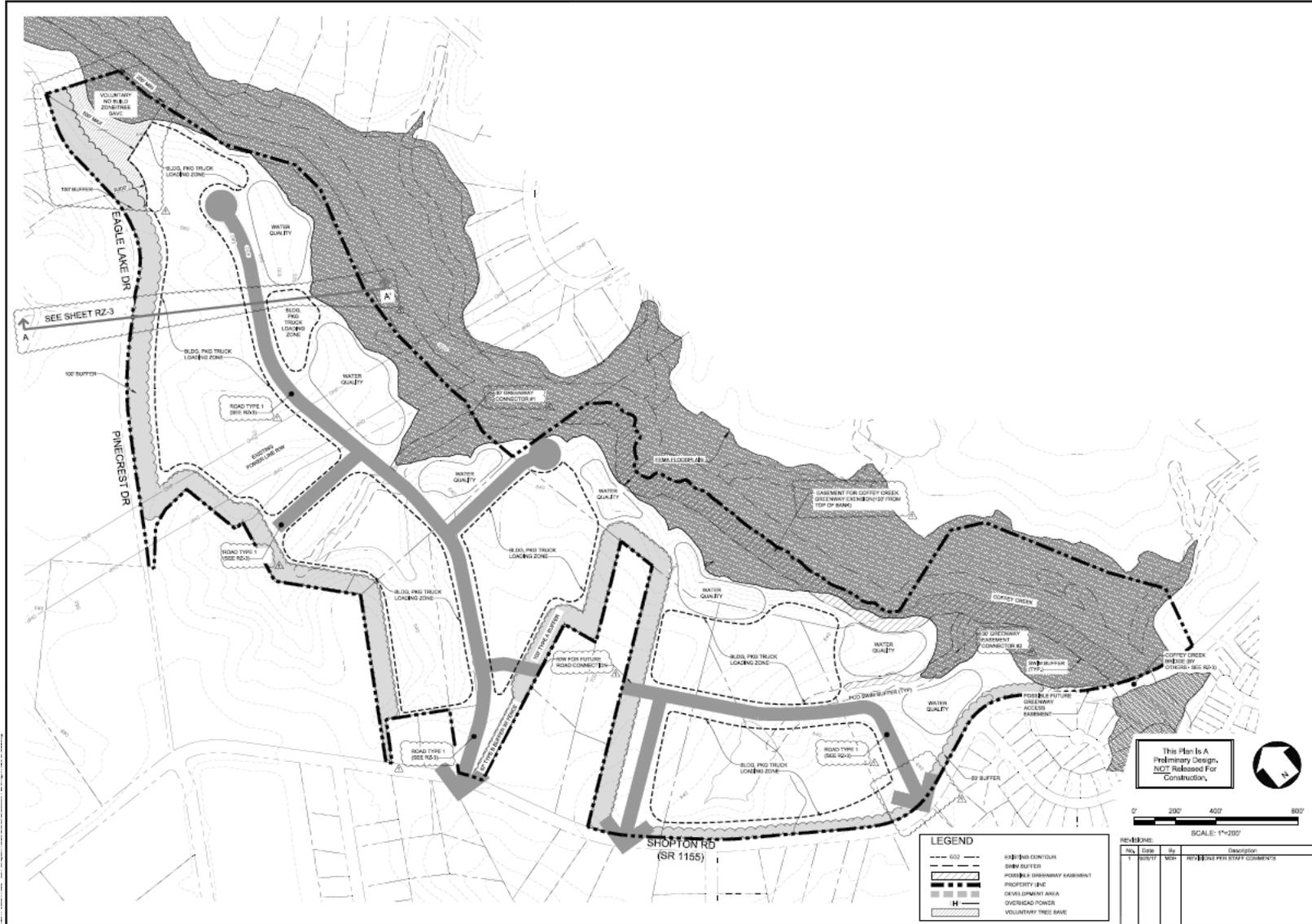


Permitted Uses

- By Right
 - Assembly or fabrication of previously manufactured parts
 - Distributive services
 - Offices, up to three hundred thousand (300,000) square feet
 - Research Uses
 - Showrooms up to 70,000 sq ft
 - Telecommunications and data storage facility
 - Warehousing, within a closed building
- Prescribed Conditions
 - Manufacture of Light Uses



Site Plan





Transportation Impacts





Thank you for coming!

Please leave your comments on the tables

SITE DATA:

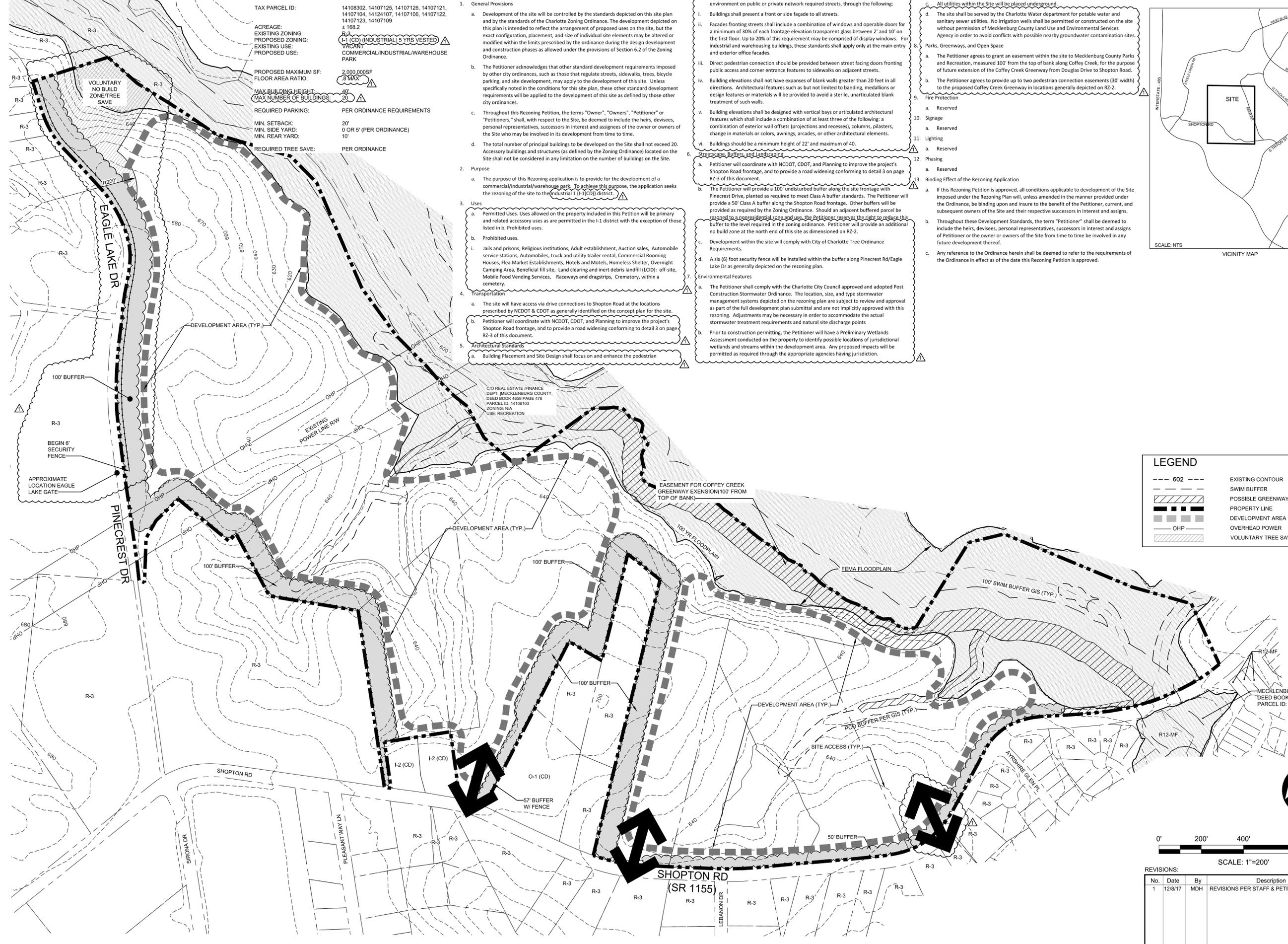
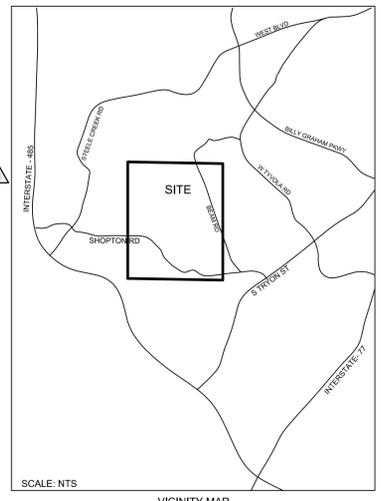
TAX PARCEL ID: 14108302, 14107125, 14107126, 14107121, 14107104, 14124107, 14107106, 14107122, 14107123, 14107109
 ACREAGE: ± 168.2
 EXISTING ZONING: R-3
 PROPOSED ZONING: I-1 (CD) (INDUSTRIAL) 5 YRS VESTED
 EXISTING USE: VACANT
 PROPOSED USE: COMMERCIAL/INDUSTRIAL/WAREHOUSE PARK

PROPOSED MAXIMUM SF: 2,000,000 SF
 FLOOR AREA RATIO: 0.8 MAX
 MAX BUILDING HEIGHT: 40'
 MAX NUMBER OF BUILDINGS: 20
 REQUIRED PARKING: PER ORDINANCE REQUIREMENTS
 MIN. SETBACK: 20'
 MIN. SIDE YARD: 0 OR 5' (PER ORDINANCE)
 MIN. REAR YARD: 10'
 REQUIRED TREE SAVE: PER ORDINANCE

Development Standards

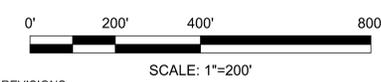
- General Provisions
 - Development of the site will be controlled by the standards depicted on this site plan and by the standards of the Charlotte Zoning Ordinance. The development depicted on this plan is intended to reflect the arrangement of proposed uses on the site, but the exact configuration, placement, and size of individual site elements may be altered or modified within the limits prescribed by the ordinance during the design development and construction phases as allowed under the provisions of Section 6.2 of the Zoning Ordinance.
 - The Petitioner acknowledges that other standard development requirements imposed by other city ordinances, such as those that regulate streets, sidewalks, trees, bicycle parking, and site development, may apply to the development of this site. Unless specifically noted in the conditions for this site plan, these other standard development requirements will be applied to the development of this site as defined by those other city ordinances.
 - Throughout this Rezoning Petition, the terms "Owner", "Owners", "Petitioner" or "Petitioners", shall, with respect to the Site, be deemed to include the heirs, devisees, personal representatives, successors in interest and assignees of the owner or owners of the Site who may be involved in its development from time to time.
 - The total number of principal buildings to be developed on the Site shall not exceed 20. Accessory buildings and structures (as defined by the Zoning Ordinance) located on the Site shall not be considered in any limitation on the number of buildings on the Site.
- Purpose
 - The purpose of this Rezoning application is to provide for the development of a commercial/industrial/warehouse park. To achieve this purpose, the application seeks the rezoning of the site to the Industrial I-1 (CD) district.
- Uses
 - Permitted Uses. Uses allowed on the property included in this Petition will be primary and related accessory uses as are permitted in the I-1 district with the exception of those listed in b. Prohibited uses.
 - Prohibited uses.
 - Jails and prisons, Religious institutions, Adult establishment, Auction sales, Automobile service stations, Automobiles, truck and utility trailer rental, Commercial Rooming Houses, Flea Market Establishments, Hotels and Motels, Homeless Shelter, Overnight Camping Area, Beneficial fill site, Land clearing and inert debris landfill (LCID): off-site, Mobile Food Vending Services, Raceways and dragstrips, Crematory, within a cemetery.
- Transportation
 - The site will have access via drive connections to Shopton Road at the locations prescribed by NCDOT & CDOT as generally identified on the concept plan for the site.
 - Petitioner will coordinate with NCDOT, CDOT, and Planning to improve the project's Shopton Road frontage, and to provide a road widening conforming to detail 3 on page RZ-3 of this document.
- Architectural Standards
 - Building Placement and Site Design shall focus on and enhance the pedestrian environment on public or private network required streets, through the following:
 - Buildings shall present a front or side facade to all streets.
 - Facades fronting streets shall include a combination of windows and operable doors for a minimum of 30% of each frontage elevation transparent glass between 2' and 10' on the first floor. Up to 20% of this requirement may be comprised of display windows. For industrial and warehousing buildings, these standards shall apply only at the main entry and exterior office facades.
 - Direct pedestrian connection should be provided between street facing doors fronting public access and corner entrance features to sidewalks on adjacent streets.
 - Building elevations shall not have expanses of blank walls greater than 20 feet in all directions. Architectural features such as but not limited to banding, medallions or design features or materials will be provided to avoid a sterile, unarticulated blank treatment of such walls.
 - Building elevations shall be designed with vertical bays or articulated architectural features which shall include a combination of at least three of the following: a combination of exterior wall offsets (projections and recesses), columns, pilasters, change in materials or colors, awnings, arcades, or other architectural elements.
 - Buildings should be a minimum height of 22' and maximum of 40.
- Streetscape, Buffers, and Landscaping
 - Petitioner will coordinate with NCDOT, CDOT, and Planning to improve the project's Shopton Road frontage, and to provide a road widening conforming to detail 3 on page RZ-3 of this document.
 - The Petitioner will provide a 100' undisturbed buffer along the site frontage with Pinecrest Drive, planted as required to meet Class A buffer standards. The Petitioner will provide a 50' Class A buffer along the Shopton Road frontage. Other buffers will be provided as required by the Zoning Ordinance. Should an adjacent buffered parcel be rezoned to a residential zone and use, the Petitioner reserves the right to reduce this buffer to the level required in the zoning ordinance. Petitioner will provide an additional no build zone at the north end of this site as dimensioned on RZ-2.
 - Development within the site will comply with City of Charlotte Tree Ordinance Requirements.
 - A six (6) foot security fence will be installed within the buffer along Pinecrest Rd/Eagle Lake Dr as generally depicted on the rezoning plan.
- Environmental Features
 - The Petitioner shall comply with the Charlotte City Council approved and adopted Post Construction Stormwater Ordinance. The location, size, and type stormwater management systems depicted on the rezoning plan are subject to review and approval as part of the full development plan submittal and are not implicitly approved with this rezoning. Adjustments may be necessary in order to accommodate the actual stormwater treatment requirements and natural site discharge points.
 - Prior to construction permitting, the Petitioner will have a Preliminary Wetlands Assessment conducted on the property to identify possible locations of jurisdictional wetlands and streams within the development area. Any proposed impacts will be permitted as required through the appropriate agencies having jurisdiction.

- All utilities within the Site will be placed underground.
- The site shall be served by the Charlotte Water department for potable water and sanitary sewer utilities. No irrigation wells shall be permitted or constructed on the site without permission of Mecklenburg County Land Use and Environmental Services Agency in order to avoid conflicts with possible nearby groundwater contamination sites.
- Parks, Greenways, and Open Space
 - The Petitioner agrees to grant an easement within the site to Mecklenburg County Parks and Recreation, measured 100' from the top of bank along Coffey Creek, for the purpose of future extension of the Coffey Creek Greenway from Douglas Drive to Shopton Road.
 - The Petitioner agrees to provide up to two pedestrian connection easements (30' width) to the proposed Coffey Creek Greenway in locations generally depicted on RZ-2.
- Fire Protection
 - Reserved
- Signage
 - Reserved
- Lighting
 - Reserved
- Phasing
 - Reserved
- Binding Effect of the Rezoning Application
 - If this Rezoning Petition is approved, all conditions applicable to development of the Site imposed under the Rezoning Plan will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the Petitioner, current, and subsequent owners of the Site and their respective successors in interest and assigns.
 - Throughout these Development Standards, the term "Petitioner" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of Petitioner or the owner or owners of the Site from time to time to be involved in any future development thereof.
 - Any reference to the Ordinance herein shall be deemed to refer to the requirements of the Ordinance in effect as of the date this Rezoning Petition is approved.



LEGEND

--- 602 ---	EXISTING CONTOUR
---	SWIM BUFFER
▨	POSSIBLE GREENWAY EASEMENT
---	PROPERTY LINE
▨	DEVELOPMENT AREA
---	OVERHEAD POWER
---	VOLUNTARY TREE SAVE



REVISIONS:

No.	Date	By	Description
1	12/8/17	MDH	REVISIONS PER STAFF & PETITIONER COMMENTS

SHOPTON ROAD SITE
CHARLOTTE DOUGLAS
INTERNATIONAL AIRPORT
CHARLOTTE, NC

TECHNICAL
DATA SHEET
 REZONING PETITION:
 2017-97

CORPORATE CERTIFICATIONS
 NC PE: C-2690 NC LA: C-353
 SC ENG: NO. 3599 SC LA: NO. 211

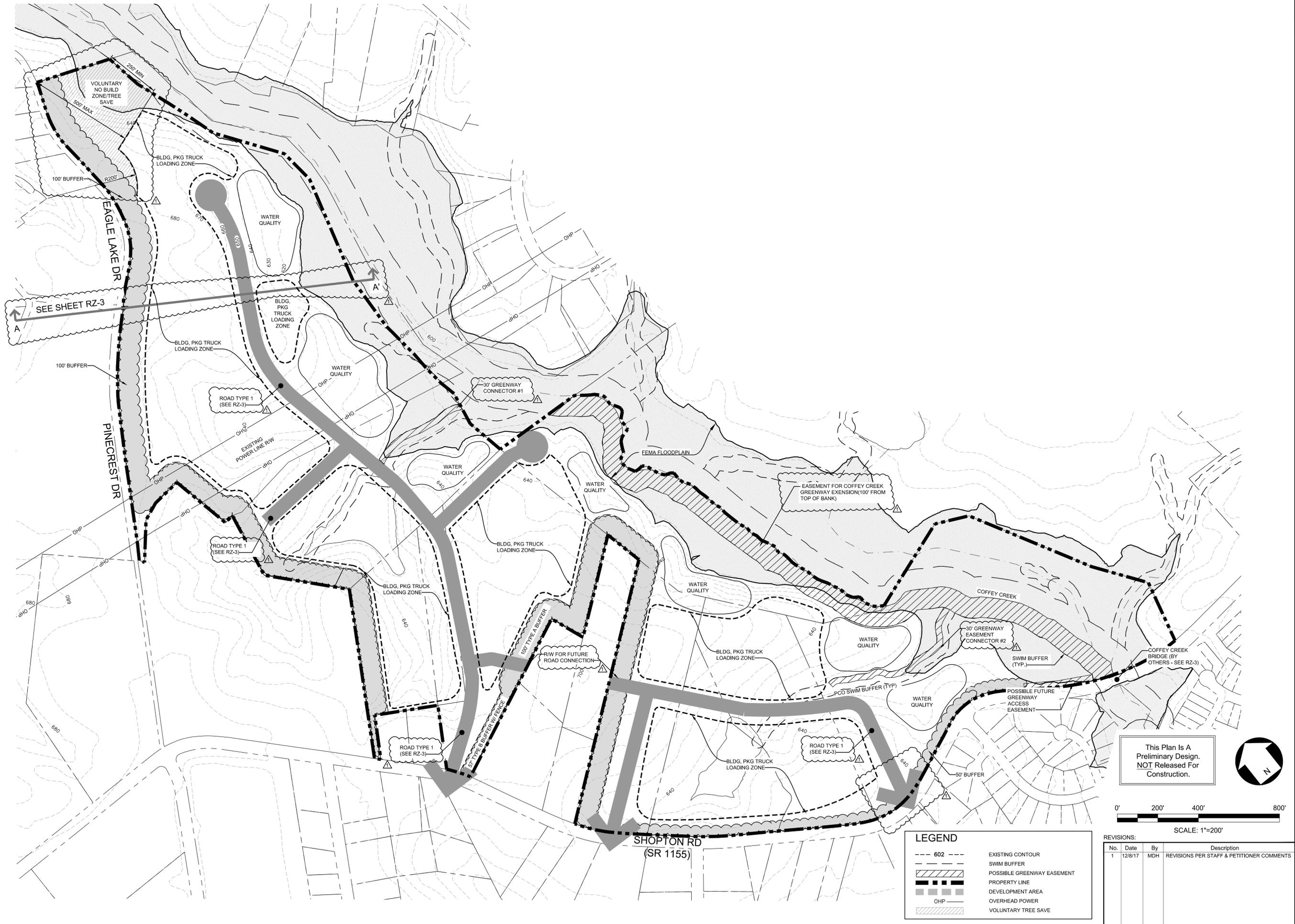
Project Manager: MDL
 Drawn By: MDH
 Checked By: MDL
 Date: 05/22/17
 Project Number: 17026
 Sheet Number:

RZ-1

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This Plan Is A Preliminary Design. NOT Released For Construction.

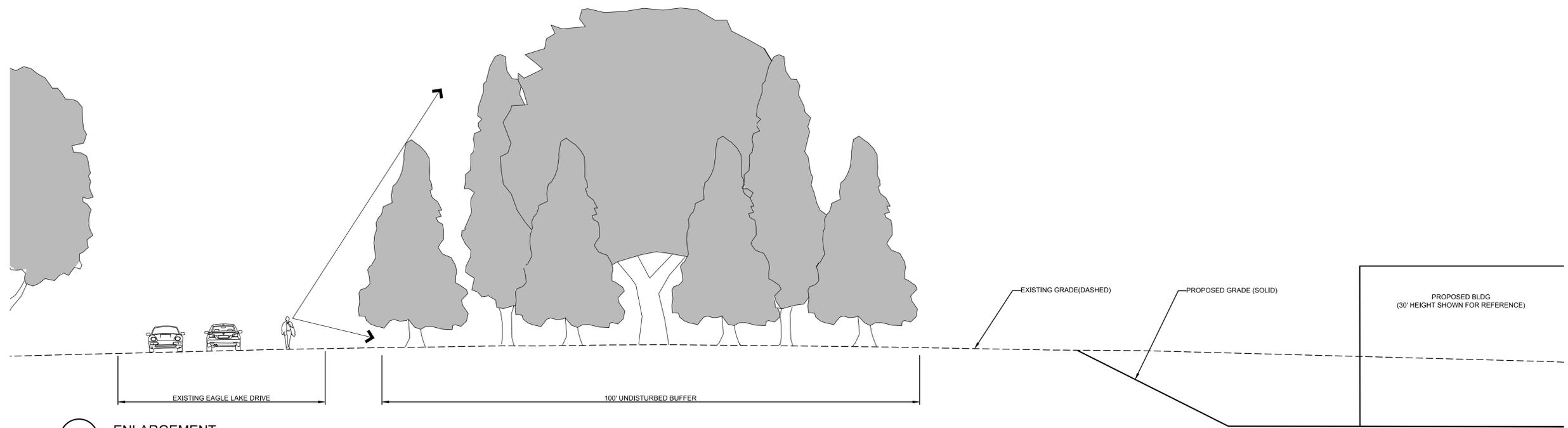
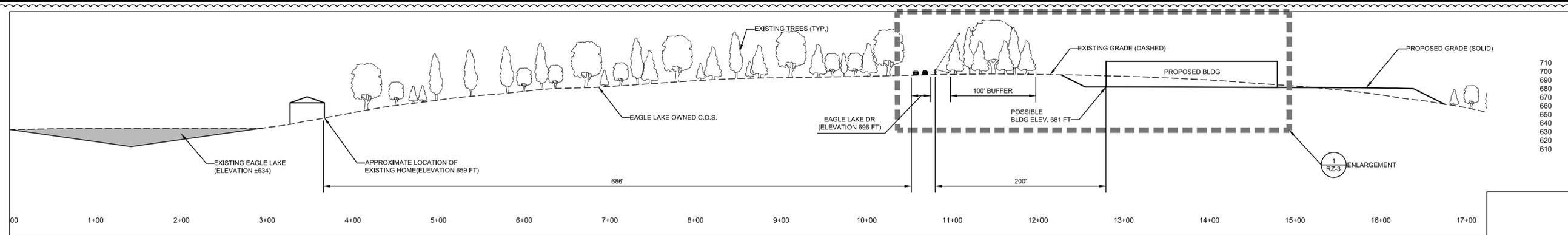


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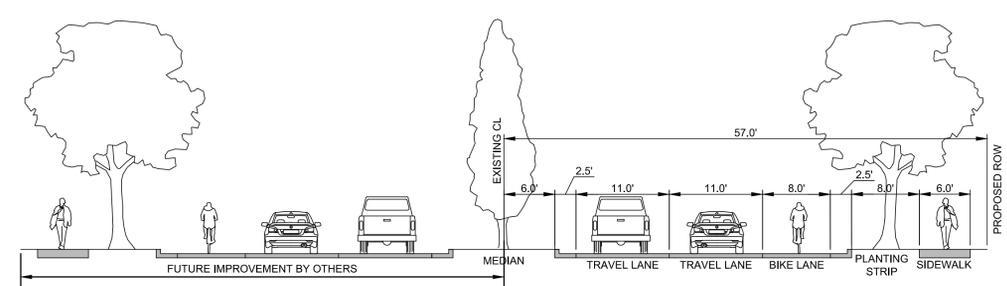
--- 602 ---	EXISTING CONTOUR
▨	SWIM BUFFER
▧	POSSIBLE GREENWAY EASEMENT
▩	PROPERTY LINE
■	DEVELOPMENT AREA
— OHP —	OVERHEAD POWER
▨	VOLUNTARY TREE SAVE

REVISIONS:

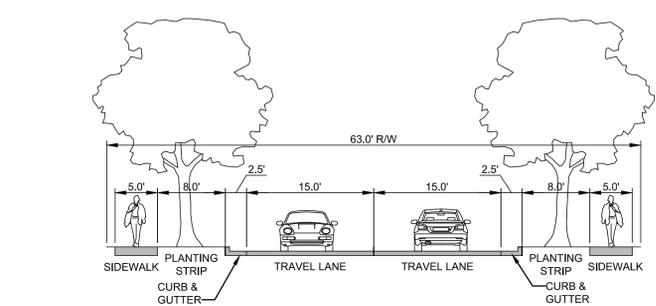
No.	Date	By	Description
1	12/8/17	MDH	REVISIONS PER STAFF & PETITIONER COMMENTS



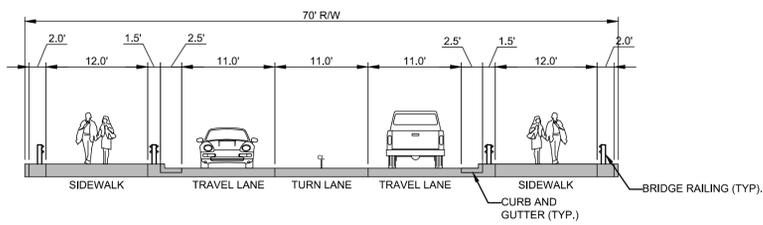
1 ENLARGEMENT
 SCALE: 1" = 10'



2 ROADWAY IMPROVEMENT - EXISTING SHOPTON ROAD (PROPERTY FRONTAGE ONLY)
 SCALE: 1" = 10'



3 ROAD TYPE 1 - LOCAL INDUSTRIAL
 SCALE: 1" = 10' CLDSM U-06



4 COFFEY CREEK BRIDGE - BY OTHERS (FOR REFERENCE ONLY)
 SCALE: 1" = 10'

This Plan Is A
 Preliminary Design.
 NOT Released For
 Construction.

REVISIONS:

No.	Date	By	Description
1	12/8/17	MDH	REVISIONS PER STAFF & PETITIONER COMMENTS

P:\2017 Jobs\17026 - CLT Shopton Road Site\CAD\Sketch Planning\17026 BASE.dwg

From: [Hair, Stuart](#)
To: [Simensen, Rebecca](#)
Subject: FW: Airport rezoning
Date: Tuesday, January 09, 2018 4:38:45 PM
Attachments: [Airport Rezoning 2017-097 ELFC comments Jan 2018 pdf \(1\).pdf](#)

From: lacker1672@aol.com [mailto:lacker1672@aol.com]
Sent: Tuesday, January 9, 2018 8:23 AM
To: Hair, Stuart
Cc: michael.hubert@landworkspa.com; Lyte-Graham, Claire
Subject: Airport rezoning

Stuart, Please see Eagle Lake's comments attached.
Many thanks for your help so far.

Ladd Ackerman
President

Comments on Rezoning Case 2017-097: Second Public Meeting, December 12, 2017 From the Eagle Lake Fishing Club Board of Directors

Eagle Lake Community:

Eagle Lake is a residential neighborhood begun in the 1940’s around a 26-acre stream-fed lake. Including the lake, the common open space, and the homeowners’ own lots, we occupy about 180 acres.

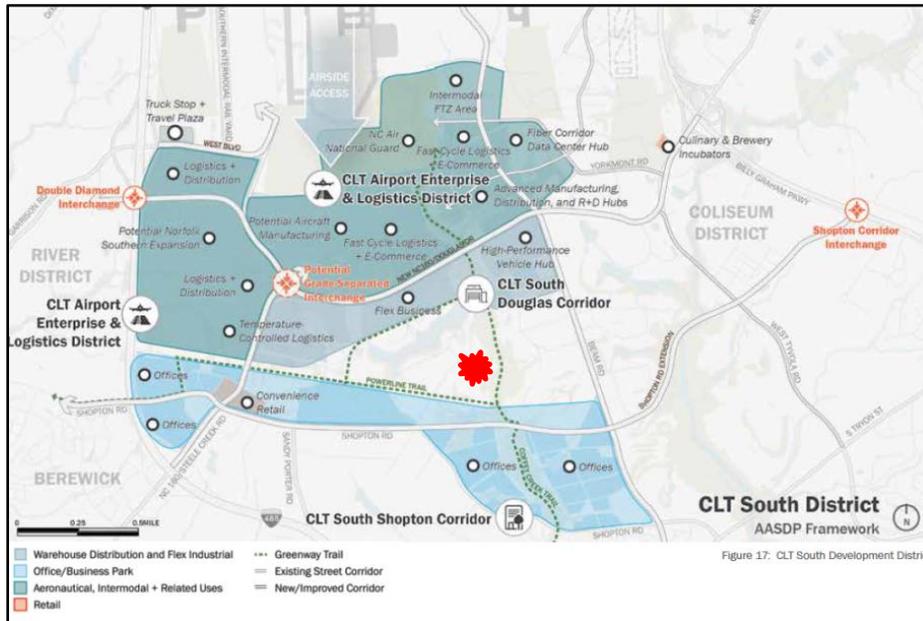
Eagle Lake residents understand the Airport’s interest in restricting future residential development in the flight path, and have long expected to see Business Park and Light Industrial uses coming to property around us. It is important to note that this rezoning is not intended for any airport operational function, but is strictly to facilitate sale or lease to a for-profit private developer or operator. We are pleased with the most recent plan shown at the public meeting, with the elimination of proposed I-2 (General/Heavy Industrial) zoning. The revised proposal shows I-1 (Light Industrial).

We have continuing concerns over the following matters: (1) adequate additional buffers to the Eagle Lake residential community; and (2) restriction on additional detrimental general commercial uses that are allowed in industrial zones.

1. Buffer and Protection for Residential Neighborhood:

Shopton Road has a number of stable continuing residential neighborhoods. Sullivan’s Trace, Eagle Lake, Lebanon Road Area, Ayrshire Glen, and Laurel Valley surround the proposed rezoning site; however only Eagle Lake immediately abuts the proposed rezoning. The *Westside Strategic Plan*, adopted as policy by City Council in June 2000 and still in force, has a specific provision not to rezone land directly adjacent to the neighborhoods. This was a neighborhood protection measure insisted upon at the time of the planning process by Eagle Lake and other neighborhood participants.

The recent *Airport Commercial Development Strategy* document, dated March 2017 but not adopted as policy by City Council, shows the Shopton Road corridor as Office/Business Park. The portion of the proposed rezoning north of the Powerline is shown as preserved open space along the edge of the Cross Charlotte Trail. See the following map from page 20 of the Airport’s own Strategy document. The red splash is added to show the location under discussion.



The property proposed for rezoning is undeveloped, is currently heavily wooded, has a pond and possible wetlands in place, and has steep slopes of up to 30%. The area is also heavily populated by deer and other wildlife, and adjoins County-owned property along Coffey Creek intended for a greenway just to the east. An area of particular concern to Eagle Lake residents is the portion of the site north of the Duke Power high tension easement. In that area there is a 100-foot drop from Pinecrest/Eagle Lake Drive to Coffey Creek, and it has a particular concentration of steep topography.

Based on the adopted plan and the Airport's Strategy plan, we believe the proposed 100-foot buffer between our road/homes and the active industrial uses is inadequate. The applicant should adhere more closely to the adopted plan and to their own planning document and commitments made to stakeholders during that process, not even a year old. As such, we are seeking a larger 300-foot undisturbed landscaped and fenced buffer. The 300-foot dimension is consistent with buffers between residential uses more intensive uses in South Charlotte and elsewhere in the City.



2. Use Limitations:

We are pleased with the most recent plan shown at the public meeting, with the elimination of proposed I-2 (General/Heavy Industrial) zoning. The revised proposal shows I-1 (Light Industrial). There remain a number of uses allowed in I-1, which we feel should be excluded. The airport's most recent proposed site plan excludes the following uses:

Jails and prisons, Religious institutions, Adult establishment, Auction sales, Automobile service stations, Automobiles, truck and utility trailer rental, Commercial Rooming Houses, Flea Market Establishments, Hotels and Motels, Homeless Shelter, Overnight Camping Area, Beneficial fill site, Land clearing and inert debris landfill (LCID): off-site, Mobile Food Vending Services, Raceways and dragstrips, Crematory, within a cemetery.

We understand the airport's primary interest to warehouse and industrial uses compatible and supportive of aviation; as such we believe that limitations on other uses, generally retail/commercial in nature, should be satisfactory and eliminate ambiguity in the future. The following statement taken from another recent rezoning application limits additional uses which we consider inappropriate at this location:

...BARBER AND BEAUTY SHOPS, FINANCIAL INSTITUTIONS, RETAIL ESTABLISHMENTS, SHOPPING CENTERS AND BUSINESS AND RECREATIONS USES, EDEE (TYPE I AND II), GAS STATIONS WITH OR WITHOUT A CONVENIENCE STORE, PERSONAL SERVICES USES, AND USES WITH ACCESSORY DRIVE-THROUGH WINDOWS.

In addition, we propose prohibition of:

Amusement, commercial outdoors; Animal crematoriums; Armories for meetings and training of military organizations; Automotive repair garages; Automotive sales and repair; Bakeries, retail; Boat and ship sales and repair; Breweries and Wineries; Building material sales, Bus and train terminals; Car washes; Civic, social service and fraternal facilities; Clinics, medical, dental and optical; Clinics, veterinary; Dry cleaning and laundry establishments; Farms, including retail sales of products grown on premises; Florists, retail and wholesale; Heliports and helistops; Indoor recreation; Locksmiths and gunsmiths; Manufactured housing repair or sales; Orthotics - Prosthetics Facilities; Outdoor seasonal sales; Pest control and disinfecting services; Pet service indoor; Post offices; Recycling centers, including drop-off centers; Tattoo establishment; Theatres, motion picture; Vocational schools.

From: [Hair, Stuart](#)
To: [Simensen, Rebecca](#)
Subject: FW: Rezoning 2017-097 - Comments from Rundle-Rose
Date: Wednesday, January 10, 2018 2:53:47 PM

From: Steve Rundle [mailto:steve.rundle@inartdesigns.onmicrosoft.com]
Sent: Wednesday, January 10, 2018 9:33 AM
To: Hair, Stuart
Cc: michael.hubert@landworkspa.com; Lyte-Graham, Claire
Subject: Rezoning 2017-097 - Comments from Rundle-Rose

Dear Stuart,

My wife Linda and I are writing in support of the recent choice to now petition for I-1 zoning as outlined at your Dec 12th meeting. We applaud this change.

That being said, we support the expanded buffer and additional prohibited uses outlined in the Eagle Lake Fishing Club's Rezoning Response. We would encourage you to take the ELFC board's conditions into consideration as you move forward with the petition.

Regards,

Steve Rundle and Linda Carmichael Rose

4331 Eagle Lake Drive

Charlotte, NC, 22817

Office 704-504-0603

Cell 704-517-7909

steve.rundle@inartdesigns.com

From: [Hair, Stuart](#)
To: aliceharrill@gmail.com
Cc: [Simensen, Rebecca](#)
Subject: RE: Comments on Rezoning Case 2017-097
Date: Tuesday, January 16, 2018 2:03:04 PM

Thank you for the comments. We will incorporate them into the report and revised submission.
Stuart

From: aliceharrill@gmail.com [<mailto:aliceharrill@gmail.com>]
Sent: Saturday, January 13, 2018 11:01 PM
To: Hair, Stuart
Subject: Comments on Rezoning Case 2017-097

Dear Mr. Hair,

Comments on Rezoning Case 2017-097

After hearing the December changes to the Rezoning Case 2017-097, I would like to offer my comments. I am a new resident of Eagle Lake, and I am pleased that the area slated for rezoning has been changed to I-1. I am very concerned about the buffer zone, however. The proposed 100-foot buffer running from the Duke Power lines to the lake is not adequate for our neighborhood. It makes much more sense to offer a 300-foot buffer to protect the privacy of our residential space.

Please give us this larger buffer zone.

Thank you,
Alice Harrill
4209 Eagle Lake Drive
Charlotte, NC 28217

From: [Hair, Stuart](#)
To: [Simensen, Rebecca](#)
Subject: FW: Eagle Lake Airport Rezoning
Date: Tuesday, January 16, 2018 11:03:49 AM

-----Original Message-----

From: BETTY SMALL [<mailto:bettysmall@hotmail.com>]
Sent: Tuesday, January 16, 2018 4:45 AM
To: Hair, Stuart; michael.hubert@landworkspa.com; Lyte-Graham, Claire
Subject: Eagle Lake Airport Rezoning

Dear Mr. Hair, Mr. Hubert, and Ms. Graham,

Your support in changing the proposed zoning for the property adjacent to the Eagle Lake property from I-2 to I-1 is most appreciated.

Additionally, request your support on the following:

- (1) Establish at a minimum a 300 ft. adequate buffer zone between the Eagle Lake property and the adjacent property zoned for I-1.
- (2) Tightly restrict the type of commercial use of the property to preclude any adverse impact on the natural environment and the Eagle Lake community.

Again, your assistance would be greatly appreciated.

Sincerely,
Betty L Small
5315 Eagle Lake Dr.
904 887 4541

From: [Hair, Stuart](#)
To: [judy owen](#); michael.hubert@landworkspa.com; cgraham@cicharlotte.nc.us
Cc: [Simensen, Rebecca](#)
Subject: RE: Eagle Lake and airport rezoning
Date: Thursday, January 11, 2018 2:47:33 PM

Judy,

Thank you for your note and having me out to your beautiful home. I am pleased that we were able to find an agreeable zoning classification and appreciate the further input on specific agreeable uses for the site. We are working on site plan revisions along with the community meeting report and plan to submit them soon. Again, my pleasure to get to know you and Perry through this process.

Stuart

-----Original Message-----

From: judy owen [<mailto:judyowenphoto@gmail.com>]
Sent: Thursday, January 11, 2018 11:17 AM
To: Hair, Stuart; michael.hubert@landworkspa.com; cgraham@cicharlotte.nc.us
Subject: Eagle Lake and airport rezoning

Hi Stuart,

Thank you again for coming out to 'experience' Eagle Lake several weeks ago. Perry and I both enjoyed your visit and I hope it gave you a glimpse of what we all treasure here and why we are so passionate about trying to maintain our little piece of paradise. This year will be our 35th year here and though only one child is still home, this is still the favorite gathering place of our other 2 children and ALL of their friends!

Everyone was thrilled with the reduction of the proposed I-2 rezoning to I-1! I'm not sure of the words to express the relief felt over this. The mere thought of heavy industrial possibilities close to our lake was at times overwhelming. The potential repercussions were enormous. So please let everyone involved know that we all appreciate this consideration more than words can ever convey.

Given the reality of the impending encroachment, I would like to now request that additional buffer be considered- above the 100 ft.

proposed. Of course any additional amount- we would be grateful for, but would like to request at least a 300 ft. buffer (untouched or unchanged) with possible plantings and trees at that point and some type of esthetically pleasing fencing- to separate us from the 'industrial' world.

Also, a final plea to eliminate any businesses that one would not find conducive to live adjacent to... the Eagle Lake board has prepared a fairly concise listing of such- but I ask that when considering these, imagine the various prospects as your own potential residential neighbors and proceed accordingly.

Once again, many many thanks for all of your work and for your thoughtful consideration moving forward.

Very sincerely,
Judy Owen

www.judyowenphotography.com
704-890-6352

From: [Hair, Stuart](#)
To: [Allyson Sipple](#); michael.hubert@landworkspa.com; [Lyte-Graham, Claire](#); [Simensen, Rebecca](#)
Subject: RE: Changes to proposed rezoning by Eagle Lake, Case 2017-097
Date: Friday, January 12, 2018 11:26:04 AM

Allyson,

Thank you for your comments. We will add them to the report and consider them as we revise the site plans.

Stuart

From: Allyson Sipple [mailto:asipple@gmail.com]
Sent: Thursday, January 11, 2018 9:16 PM
To: Hair, Stuart; michael.hubert@landworkspa.com; Lyte-Graham, Claire
Subject: Changes to proposed rezoning by Eagle Lake, Case 2017-097

We appreciate the change from I-2 to I-1 with restrictions.

However, there is still concern re: the development of all the property. It is a beautiful wooded area with lots of steep land leading down to Coffey Creek - the site of a future greenway to benefit the Charlotte community and its visitors. For a city of our size, we are lacking in green space. It just makes sense to protect our greenways and wetlands. We need to be proactive for the future of our city!

Protecting the land to the north of the power lines would give at least some protection to the greenway/wetlands.

At a minimum we as a neighborhood require a buffer of at least 300 feet with undisturbed natural landscape. Many areas in other parts of Charlotte have utilized a larger buffer than the proposed 100 feet.

Thank you for your consideration.

Allyson Sipple
Eagle Lake resident