
TO: Joe Mangum, AICP, Entitlement Services
FROM: Jason Pauling, AICP, Long Range Planning
SUBJECT: RZP 2025-130: 2040 Comprehensive Plan, Policy Map and Community Area Plan Consistency
LOCATION: 2943 Kanimbla Drive (05535119 portion)
DESCRIPTION: Zoning Change Request from ML-1 to CG(CD)
ACREAGE: 15.16 acres
DATE: 6/12/2026

The Long-Range Division of the Planning, Design and Development Department offers the following comments on the above referenced rezoning petition.

RECOMMENDATION SUMMARY

The petition is **consistent** with the goals and policies of the [West Middle Community Area Plan](#).

The petition is **not in alignment** with the [Charlotte Future 2040 Policy Map](#) recommendation for the [Manufacturing & Logistics](#) Place Type.

WEST MIDDLE COMMUNITY AREA PLAN

The petition could facilitate the following priority goals for the West Middle Community Area Plan:

Goal 8: Diverse & Resilient Economic Opportunity - Charlotteans will have opportunity for upward economic mobility through access to a diverse mix of jobs and careers that align with education and skill levels of residents and the economic strengths of the region. *Although place type designations alone may justify advancement of a development that creates jobs and upward economic mobility, some permitted uses may not be good indicators or lack quantifiable data to suggest an increase in jobs. A site specific plan for the development of a hotel with up to 160 rooms, would however have the potential to create a vast number of jobs at various skill levels at an average of 0.5 to 0.8 direct jobs per room depending on the type of hotel (80 to 128 potential new jobs), as well as various indirect jobs based on the location in close proximity to the CLT Airport (tourism, transportation, retail businesses, restaurants, event and meeting services, etc.), again depending on the type of hotel.*

Table 1: Community Area Plan Priority Goals (West Middle)

Community Area Plan Priority Goal	How does the petition specifically facilitate the priority goal?
Goal 1: 10-Minute Neighborhoods	This petition does not directly facilitate this goal. However, it may improve access from adjoining residential neighborhoods to other commercial uses within this area otherwise cut-off from said neighborhoods without direct access to an activity center within walking distance. The site plan shows a connection to Kanimbla, including public sidewalk that connects through the site.
Goal 2: Neighborhood Diversity and Inclusion	N/A
Goal 3: Housing Access for All	N/A
Goal 4: Transit- and Trail-Oriented Development (2T-OD)	N/A
Goal 6: Healthy, Safe and Active Communities	N/A
Goal 7: Integrated Natural and Built Environments	N/A
Goal 8: Diverse and Resilient Economic Opportunity	The proposed site plan suggests development of a hotel room with up to 160 rooms. A full-service hotel or limited-service hotel each potentially create a range of jobs at various income levels as well as indirect jobs based on the location of this proposal near the CLT Airport.

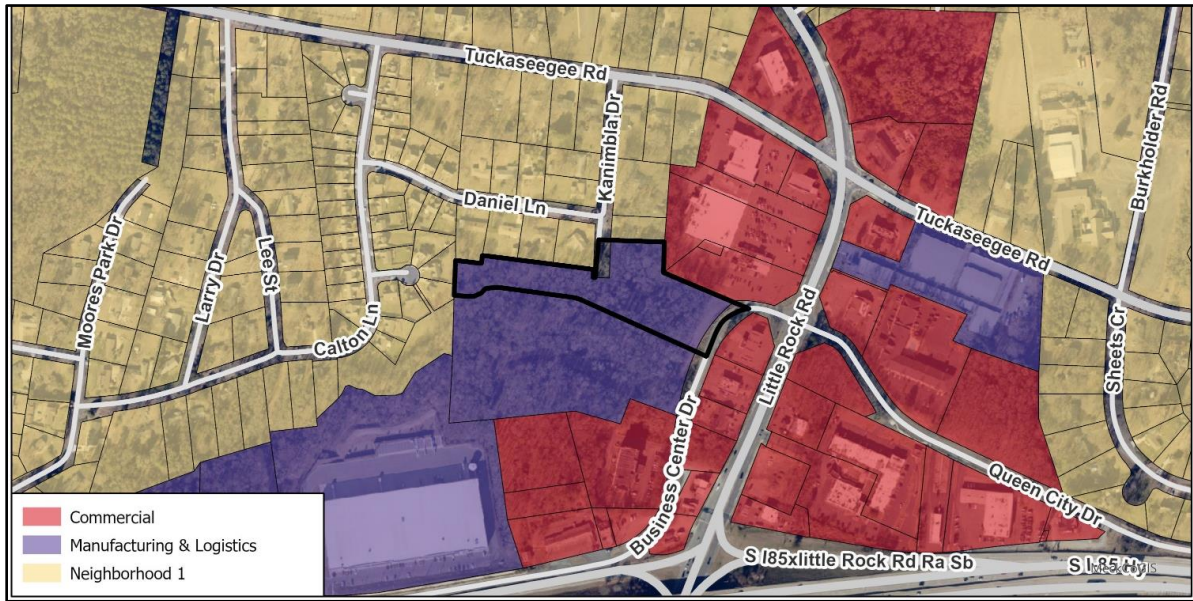
- **POLICY MAP**

Table 2 below represents an analysis of Alignment with the 2040 Policy Map.

Table 2: Alignment with the 2040 Policy Map

2040 Policy Map PT Designation	Petition Consistency
MANUFACTURING & LOGISTICS	NOT IN ALIGNMENT WITH the recommendation for MANUFACTURING & LOGISTICS (ML) .

Figure 2: 2040 Policy Map



- MINOR MAP AMENDMENT CRITERIA**

Based on the petition request to change to a CG zoning district, a change to the COMMERCIAL Place type should meet the Minor Map Amendment Criteria adopted as part of the Community Area Plans and referenced in the Policy Map Manual of the Program Guide. Table 3 below describes the petitions conformance to the criteria:

Table 3: Minor Map Amendment Criteria

Criteria for Changes to the Commercial Place Type	Description	Does the petition meet the criteria?
Minimum Acreage Preferred (Includes adjacent parcels of the same Place Type)	10 Acres	Yes, the subject property is over 15 acres and surrounded by existing Commercial properties
Preferred Place Type Adjacency	N2; CAC; RAC; CAMP; IMU; ML	The subject property is adjacent to other sites with a commercial PT designation; however it is also adjacent to N1 designated property, which is not ideal.

Locational Criteria	All considered: <ul style="list-style-type: none"> • Not within Uptown • Not within 1 mile walkshed of high-capacity transit station or within ½-mile of major transportation corridor • Within Access to Amenities Gap (EGF) 	The petition is not within uptown, but is in close proximity to transit as well as an arterial (Tuckaseegee Road)
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• **PLACE TYPE COMPONENTS**

Table 4 below represents an analysis of how the petition meets the components of the proposed **COMMERCIAL (Comm)** Place Type.

Table 3: Commercial Place Type Components

Place Type Component	Place Type Component Description	How does the petition specifically meet the Place Type Component?
Land Uses	Typical uses include shopping centers, standalone retail uses, personal services, hotels, restaurants, and service stations.	A hotel use is proposed with up to 160 rooms
Character	This Place Type is characterized by low-rise retail structures with a walkable, landscaped public realm that balances automobile, bicycle, and pedestrian design elements.	Hotels vary in size and scale and may not typically be designed with a public realm and pedestrian travel or connectivity in mind, however based on the site plan submitted, connectivity is proposed with sidewalk connecting through the site. There is topographic site constraints based on a creek that runs along the southern boundary of the property. Because of this,

		the site plan shows an extension of parking directly adjacent to residential uses, which is discouraged although a landscape buffer is shown.
Mobility	Commercial places are typically located along high-volume arterial streets, with limited access roadways, and near interstate interchanges. While uses and sites are generally automobile-oriented, streets are designed to accommodate safe and comfortable travel by all modes of travel. Cross-access between adjoining sites limits the number of driveways off arterial streets, thereby improving the public realm and circulation. Arterial streets support walking, cycling, and transit use by providing a safe and comfortable environment to reach transit stops, jobs, or nearby destinations.	The petition has direct access from Business Center Drive, and a secondary access proposed from Kanimbla. Because Kanimbla is a residential (local) street, it is recommended that cut through traffic for vehicles be limited without restricting pedestrian travel (sidewalk)
Building Form	The typical building height is four or fewer stories. If located in an interchange area, buildings may be up to 5 stories. Long, continuous buildings, especially strip commercial buildings, can be found in Commercial places. These buildings still accommodate the desired block structure and connected street network. Some sites include accessory drive through facilities and gas pumps. Buildings include entrances on the street-facing side(s) to	Hotel uses can vary in height and are typically not the same as other commercial building types. Heights in this area are also restricted by the airport noise overlay.

	provide pedestrian access from the public sidewalk.	
Parking & Loading	Parking is typically provided on surface lots. Surface parking is usually located to the side or rear of buildings. Parking lots should provide a clear pedestrian path between the public sidewalk and building entrances. Loading and service areas are located to the rear of buildings and screened from streets. Parking areas and areas adjacent to buildings and destinations may include accommodations for rideshare access, micro mobility options, and designated bike and scooter parking.	The petitioner should consider locating parking as closely as possible to the building and to business center drive. The long, narrow parking that extends adjacent to the N1 neighborhood is discouraged, not only because of its proximity to N1, but also because it creates a longer, dead-end spur farther away from the building and from Business Center Drive.

- **Community Area Plan – Future Place Types and Anticipated Change (West Middle)**

The four predominant types of change recommended within the West Middle Geography consider changes from commercial, vacant and campus place types to place types that advance more goals of the plan and in consideration of providing access to housing, jobs, amenities and goods and services, which are typically found in activity centers, ML or IMU place types. Although this change would reverse this trend, the specified use as a hotel and based on the specifics of the area in question may advance certain goals as previously mentioned. However, based on the N1 adjacency, the development of this site should minimize impacts to the greatest extent possible by maximizing tree canopy preservation and additional buffers.

- **Community Area Plan - Supporting the Vision Policy and Assessment Recommendation Review**

Supporting the Vision section outlines adopted and recommended policies, regardless of Place Type designations, to help guide decisions for Mobility, Open Space, Environmental Justice & Sustainability, Community Character and Public Facilities & Services.

The Mobility, Open Space and Community Character Assessments apply to petitions within an area designated by the 2040 Policy Map as an activity center. To fully realize the aspirations of those mixed-use Place Type recommendations and advance Charlotte’s goals, future development should help further aspirations related to Mobility, Open Space and Community Character.

Table 5 below represents an analysis of how the petition meets the policy recommendations. These policies are specifically tracked for rezoning petitions.

Table 5: Policy Recommendations

Policy Recommendation	How does the petition specifically meet the policy?
<p>Open Space OS-1: To increase access to open space, ensure new development/redevelopment provides enhanced open space(s), as encouraged by the designated Place Type and required by the Unified Development Ordinance.</p>	<p>N/A</p>
<p>Environmental Justice EJ-1: To ensure future residents do not live near undesirable or unhealthy land uses, discourage residential development/redevelopment in areas designated Manufacturing & Logistics.</p>	<p>Although Commercial place type designations are still not ideal adjacent to N1, the change from ML to CG will restrict the broader ranges of ML uses that could otherwise be developed on this site by right.</p>
<p>Environmental Justice EJ-2: To ensure compatible land uses near industrial land uses, encourage Commercial or Innovation Mixed-Use development/redevelopment adjacent to areas designated Manufacturing & Logistics.</p>	<p>This petition provides more compatible development in this area than would otherwise be allowed by the existing zoning.</p>

<p>Environmental Justice EJ-8: To reduce brownfields and hazardous sites, the City should consider adjacent Place Type designations and preferred adjacencies, as outlined in the Policy Map Manual, when approving new land uses for redeveloped "Areas of Environmental Concern."</p>	<p>Although Commercial place type designations are not ideal adjacent to N1, the change from ML to CG will restrict the broader ranges of ML uses that could otherwise be developed on this site by right. However, the petitioner should maximize tree canopy preservation and additional buffers to minimize impacts to the adjoining N1 neighborhood.</p>
<p>Community Character CC-5: To retain neighborhood culture and identity, Charlotte should use pattern books and regulatory tools such as neighborhood character overlays, historic districts, and other community-driven strategies to guide residential infill development.</p>	<p>N/A</p>
<p>Public Facilities PS-4: To ensure delivery of adequate public services, align Charlotte's annexation policy with public facility needs.</p>	<p>N/A</p>
<p>Place Type PT-4 - When a zoning transition is needed because the recommended Place Types next to each other create a non-preferred adjacency, refer to Table 2: Place Type Adjacencies & Zoning Districts in the Program Guide. This table explains when a zoning transition is appropriate. If a transition is required, choose the least intense zoning district that still aligns with the area's designated Place Type</p>	<p>Transitions are typically encouraged between commercial and neighborhood 1 place types and zoning districts.</p>