

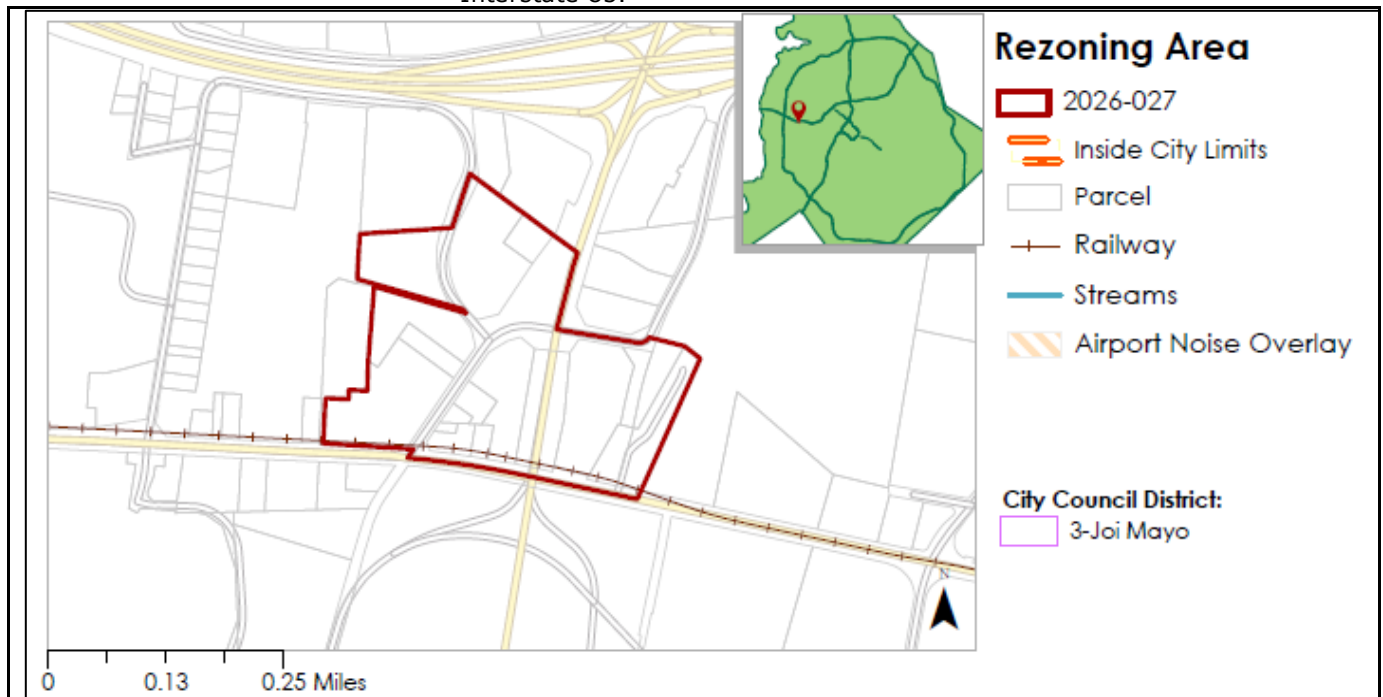
REQUEST

Current Zoning: RAC ANDO (Regional Activity Center, Airport Noise Disclosure Overlay)
Proposed Zoning: CG(CD) ANDO (General Commercial, Conditional, Airport Noise Disclosure Overlay)

LOCATION

Address: 5824 Wilkinson Boulevard, Charlotte, NC 28208

Approximately 39.41 acres located on the east and west side of Josh Birmingham Parkway, north of Wilkinson Boulevard, and south of Interstate 85.



SUMMARY OF PETITION

The petition proposes to allow most uses permitted in the CG zoning district on vacant properties at the entrance to Charlotte Douglas International Airport.

PROPERTY OWNER

City of Charlotte

PETITIONER

C4 Investments, LLC dba Crosland Southeast

AGENT/REPRESENTATIVE

Bridget Grant, Moore & Van Allen

COMMUNITY MEETING

The community meeting was held on April 28, 2026 and 5 people from the community attended.

The community meeting report notes that items discussed at the meeting included requests for more restaurant and retail uses and concerns about traffic congestion in the area.

The full meeting report is available online.

**STAFF
RECOMMENDATION**

Staff does not recommend approval of this petition in its current form.

Plan Consistency

The petition is **inconsistent** with the goals and policies of the *West Inner Community Area Plan* (eastern portion of site) and *West Outer Community Area Plan* (western portion of site).

Rationale for Recommendation

- The site is located at the entrance to Charlotte Douglas International Airport. The petition would replace the urban, mixed-use RAC zoning with CG zoning that would allow for automobile-oriented uses and more suburban design standards. More robust design standards including reduced setbacks and drive-thru standards that more closely align with activity center standards are requested to facilitate an improved built environment and pedestrian environment in this corridor that functions as a gateway to and from the airport.
- The petition should coordinate with CATS to better address the incorporation and accommodation of the planned Silver Line light rail station.
- The petition does not facilitate any priority goals of the *West Inner* or *West Outer Community Area Plans* or the *Charlotte Future 2040 Comprehensive Plan*.
- The proposed CG zoning would not allow residential uses, which aligns with airport-owned property restrictions on residential uses.

The approval of this petition will revise the recommended place type as specified by the *2040 Policy Map*, from the Regional Activity Center Place Type to the Commercial Place Type for the site.

PLANNING STAFF REVIEW

- **Background and Zoning District Summary**

- Existing Zoning:
 - RAC: This district is intended to accommodate major employment locations, cultural destinations, and mixed-use development that serves both the local and regional markets. The standards of the district encourage an urban pedestrian-oriented environment that is characterized by high-quality design and ease of access via transit.
 - ANDO: The Airport Noise Disclosure Overlay provides notice to property owners that the use and enjoyment of the property is subject to over flights and noise consistent with airport operations.
- Proposed Zoning:
 - CG(CD): This district allows for general commercial uses along intersections and arterial streets, accommodating auto access while also encouraging improvement of the pedestrian environment.
 - The petition prohibits some of the more impactful uses that would otherwise be permitted in the CG district.
 - ANDO: The Airport Noise Disclosure Overlay provides notice to property owners that the use and enjoyment of the property is subject to over flights and noise consistent with airport operations.
 - Conditional (CD): This petition proposes site-specific commitments that further restrict the use of the site.

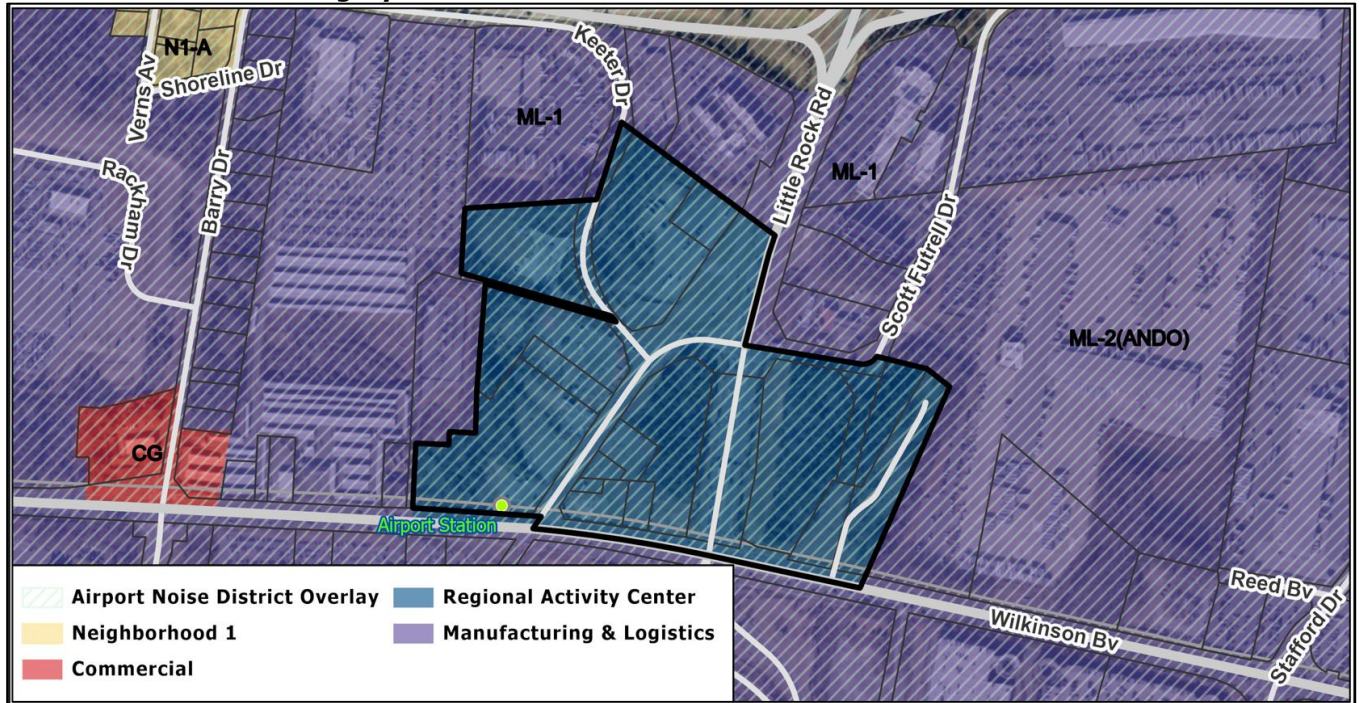
- **Proposed Request Details**

The development standards accompanying this petition contain the following provisions:

- Allow for non-residential uses permitted in the CG district with the exception of: adult electronic gaming establishment, adult use, amusement facility (outdoor), nightclub, vehicle dealership (enclosed or outdoor), vehicle rental (enclosed or outdoor), vehicle repair facility: minor, accessory outdoor storage).
- Commits to drive-through standards including stacking spaces as follows:
 - Six (6) spaces for restaurants with an accessory drive-through restaurant establishment.
 - Eight (8) spaces for principal drive-through restaurant establishment.
 - Four (4) spaces for all other drive-through establishments or uses with an accessory drive-through.
 - Minimum stacking space dimensions of nine (9) feet in width and eighteen (18) feet in length.
- Commits to drive-through lane and parking lot screenings per UDO Chapter 20.5.
- Commits to bail out lane standards in accordance with the UDO.

- States that all components of the drive-through will be located to the rear or side of the building and shall not be in the required front or side setback.
- Commits to an enhanced amenity area with a minimum size of 300 SF on each side of Josh Birmingham Parkway at the intersection with Wilkinson Boulevard.
- Commits to UDO parking structure design standards, including a 25% decorative elements minimum along frontages.

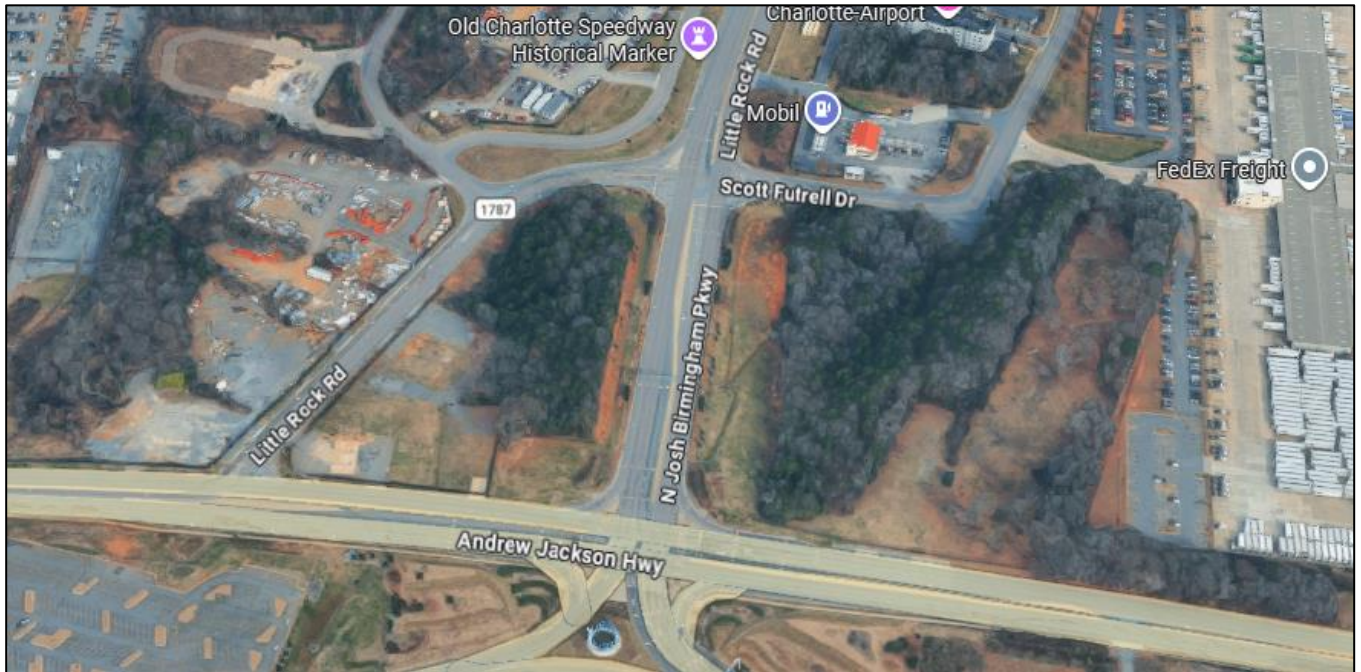
• **Site Context and Imagery**



- This site is zoned RAC and surrounded by properties zoned for industrial uses with either ML-1 (Manufacturing & Logistics 1) or ML-2 (Manufacturing & Logistics 2) zoning. The site and all adjacent properties are within the ANDO (Airport Noise Disclosure Overlay).



The site, marked by a red star, is located between Interstate 85 and Charlotte Douglas International Airport. Surrounding uses include commercial, industrial, and parking facilities for airport passengers and employees.



Aerial view of the site, which is located on either side of Josh Birmingham Parkway, north of Wilkinson Boulevard (Andrew Jackson Highway), and south of Interstate 85. The site is currently vacant.



Street view of the western portion of the site as viewed from Wilkinson Boulevard.



Street view of the eastern portion of the site as viewed from Wilkinson Boulevard.



Street view of the entrance to Charlotte Douglas International Airport to the south of the site across Wilkinson Boulevard.



Street view of industrial uses to the east of the site as seen from Wilkinson Boulevard.

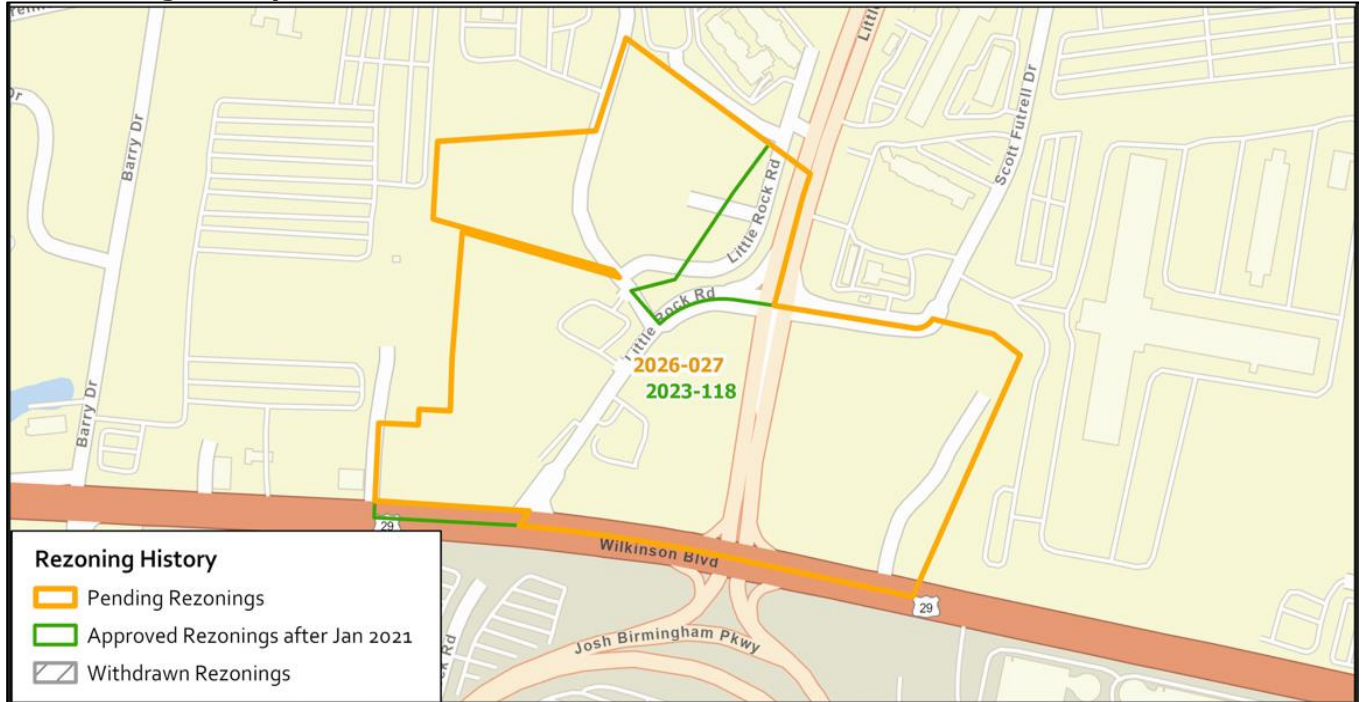


Street view of the entrance to Charlotte Douglas International Airport to the south of the site across Wilkinson Boulevard.



Street view of commercial and industrial uses to the west of the site along Wilkinson Boulevard.

• Rezoning History in Area



Petition Number	Summary of Petition	Status
2023-118	Rezoned 38 acres from ML-1 ANDO and ML-2 ANDO to RAC ANDO to allow for all uses permitted in the RAC district.	Rezoning approved, no permits pursued.

• Infrastructure and By-Right Development



- This map depicts infrastructure projects, rezonings, and projects occurring by-right in the vicinity of the subject rezoning. By-right development is development that without exception complies with all standards of the zoning district in which the development is taking place. A project occurring by-right denotes that the development is allowed on the property and needs only to show that the development will meet the ordinance standards).
- More information on the specific projects in this area can be found using [Development Near Me](#)

• **Public Plans and Policies**



- The *West Outer Community Area Plan*, *West Inner Community Area Plan*, and accompanying *2040 Policy Map* recommend the Regional Activity Center Place Type. The proposed rezoning is not in alignment with the adopted Regional Activity Center Place Type. If the rezoning is approved, the adopted place type for the site would be revised to the Commercial Place Type.
 - Regional Activity Centers are large, high-density mixed-use areas, typically along transit corridors or major roadways, that provide access to goods, services, dining, offices, entertainment, and residential for regional residents and visitors.
 - Commercial places are primarily car-oriented destinations for retail, services, hospitality, and dining, often along major streets or near interstates.
 - This site is within the *West Outer Community Area Plan* and *West Inner Community Area Plan*. The rezoning petition does not help facilitate any area plan priority goals.
 - Petitions that are out of alignment with the recommended place type for the site are assessed using the Minor Map Amendment Criteria to provide consideration in determining compatibility with the vision and goals of the *2040 Comprehensive Plan*. The criteria is not an exhaustive list and additional factors such as site-specific conditions, context of the area, capital investments, and changes in development patterns may be considered when reviewing rezonings. Below is a table summarizing the criteria for a request that would change a site's place type to Commercial.

Criteria for Commercial Minor Map Amendment	Description	Site Information
Preferred Minimum Acreage (includes adjacent parcels of the same place type)	10 acres	Yes, the petition meets the minimum acreage.
Preferred Place Type Adjacencies	N2; CAC; RAC; CAMP; IMU; ML	The petition is adjacent to RAC, IMU & ML.
Locational Criteria	All required: • Not within uptown • Not within ½-mile walkshed of high-capacity transit station or within a ½-mile of a major transportation corridor • Within an Access to Amenities Gap	Although the petition is not within uptown, there is a proposed CATS Silver Line station proposed within the rezoning boundary. The eastern portion of the site is not within an access to goods and services gap, although the western portion (west of Little Rock Rd) is within an access gap.

- **INFRASTRUCTURE COMMENTS**

- **Charlotte Department of Transportation**

- The site is adjacent to Little Rock Road a State-maintained major arterial, north of Wilkinson Boulevard, a State-maintained major expressway. A Comprehensive Transportation Review (CTR) is not necessary for the complete review of this petition due to the minor conditional rezoning. A CTR will be required during permitting if the site generates site trips over ordinance thresholds. The site will be subject to transportation improvements in accordance with the UDO and the adopted CDOT Streets Map. CDOT will work with the petitioner during the permitting process to pursue all options to provide additional forms of connectivity that reflect the types of development associated with this place type and zoning district.
- **Active Projects:**
 - No known transportation related projects in the vicinity
- **Transportation Considerations:**
 - No outstanding issues.
- **Vehicle Trip Generation:**
 - Current:
 - Existing Use: 0 trips per day (based on vacant land).
 - Existing Zoning Entitlements: Trip generation not provided for this zoning district.
 - Proposed Zoning: The conditional zoning district requested allows for a variety of uses. Therefore, trip generation cannot be determined. CDOT will assess trip generation during permitting.

- **Storm Water Services**

- **Considerations:**
 - No comments submitted.

- **Charlotte Water**

- Charlotte Water has accessible water system infrastructure for the rezoning boundary via an existing 8-inch water distribution main along Little Rock Rd.
- Charlotte Water has accessible sanitary sewer system infrastructure for the rezoning boundary via an existing 8-inch gravity sewer main located inside the property boundary.
- **Considerations:**
 - See advisory comments at www.rezoning.org

- **Charlotte-Mecklenburg Schools**

- Nonresidential petitions do not impact the number of students generated.

- **Charlotte Area Transit System**

- The site is located in the CATS Silver Line corridor, with the Airport Station located on site. The adopted 2055 Transit System Plan identifies this station as the terminus location, which will require thoughtful and intentional design coordination. CATS therefore requests an integrated master planning and design effort between CLT, developer, and CATS to ensure development and transportation infrastructure (such as streets, access driveways, development pads, utilities) are not in conflict with the CATS Silver Line at this critical location.
- **Considerations:**
 - See Outstanding Issues, Note 4.

CITY DEPARTMENT COMMENTS

- **Charlotte Department of Housing and Neighborhood Services:** No comments submitted.
- **Charlotte Department of Solid Waste Services:** No comments submitted.
- **Charlotte-Douglas International Airport:** No comments submitted.
- **Charlotte Fire Department:** No comments submitted.
- **Erosion Control:** No comments submitted.
- **Long Range Planning:** See advisory comments at www.rezoning.org
- **Urban Forestry:** No comments submitted.

MECKLENBURG COUNTY COMMENTS

- **Charlotte-Mecklenburg Historic Landmarks:** No comments submitted.
- **Mecklenburg County Land Use and Environmental Services Agency:** No comments submitted.
- **Mecklenburg County Park and Recreation Department:** See advisory comments at www.rezoning.org

OUTSTANDING ISSUES PRIOR TO PUBLIC HEARINGSite and Building Design

1. Revise conditional notes to commit to design standards that better align with those of activity center zoning districts while allowing for uses desired under the proposed CG(CD) zoning.
2. Provide general design standards that focus on and enhance the pedestrian environment on public and private network required streets as referenced in the Supplemental Design Standard Notes memo.
3. Provide common open space standards to enhance the public realm and proposed amenity area at the intersection of Josh Birmingham Parkway and Wilkinson Boulevard as referenced in the Supplemental Design Standard Notes memo.
4. Coordinate with CATS to ensure the needed elements incorporating and accommodating the future Silver Line are included in the conditional notes.

Additional information (department memos, site plans, maps etc.) online at www.rezoning.org

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