

**\*PRE-HEARING STAFF ANALYSIS\***

**Rezoning Petition No. 2008-069**

**Property Owner:** City of Charlotte

**Petitioner:** City of Charlotte

**Location:** Approximately 2,238.06 acres located along Wilkinson Boulevard, Tuckaseegee Road, Little Road Road, Old Dowd Road, Wallace Neal Road, Dixie Road and West Boulevard

**Center, Corridor, or Wedge:** Center

**Request:**

Current Zoning		Proposed Zoning
R-3	Single family residential	I-2 General industrial
R-3 (LLWPA)*	Single family residential, LLWPA	I-2 General industrial LLWPA
R-4 (LLWPA)	Single family residential, LLWPA	I-2 General industrial LLWPA
R-MH (LLWPA)	Manufactured Housing, LLWPA	I-2 General industrial LLWPA
B-2 (LLWPA)	General Business, LLWPA	I-2 General industrial LLWPA
B-D	Distributive business	I-2 General industrial
B-D (LLWPA)	Distributive business, LLWPA	I-2 General industrial LLWPA
B-D (CD) (LLWPA)	Distributive business, conditional district LLWPA	I-2 General industrial LLWPA
I-1	Light industrial	I-2 General industrial
I-1 (LLWPA)	Light industrial, LLWPA	I-2 General industrial LLWPA
I-1 (CD)	Light industrial conditional district	I-2 General industrial
I-2 (CD)	General industrial conditional district	I-2 General industrial
I-2 (CD) (LLWPA)	General industrial conditional district LLWPA	I-2 General industrial LLWPA

\* (LLWPA) Lower Lake Wylie Protected Area

**Summary**

This petition proposes to rezone approximately 2,238.06 acres of property owned by the City of Charlotte. As a part of the operation of the Charlotte Douglas International Airport, the FAA requires the adoption of an “*Airport Master Plan.*” Airports are allowed only in the I-2, general industrial zoning district. The property not associated with the “airport proper” will be developed subject to approval by City Council.

## **Consistency and Conclusion**

The adopted plans encourage a compatible mix of land uses near and around Charlotte Douglas International Airport. The proposed rezoning is consistent with the *Airport Master Plan* and the *Westside Strategic Plan* and is appropriate for approval.

## **Existing Zoning and Land Use**

The properties surrounding the Charlotte Douglas International Airport are a mix of uses and zoning districts. In recent years, many of the residential properties have been purchased by the airport to eliminate noise conflicts and/or to meet the goal of the *Airport Master Plan*.

## **Public Plans and Policies**

The *Westside Strategic Plan* (2000) encouraged a compatible mix of land uses near and around Charlotte Douglas International Airport and areas impacted by airport noise; the plan also recommended allowing a neighborhood retail center on the southeast quadrant of the future interchange of the extended West Boulevard and I-485. Office, light industrial and business park uses are recommended directly south of the proposed new runway, as well as in areas north of Wilkinson Blvd.

*Airport Master Plan* (1997) is a blueprint for airport development over a 20-year time span. It identifies the subject parcels as part of the future airport development.

## **Proposed Request Details**

This is a conventional request with no associated site plan.

## **Public Infrastructure**

### **Traffic Impact / CDOT Comments. Consistency with Transportation Action Plan (TAP):**

The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

Goal 1 of the TAP relies on the Centers, Corridors and Wedges land use strategy to be implemented. This project site is located in a Center and appears to support the Centers, Corridors and Wedges land use strategy.

Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians, and bicyclists. Specific comments are identified below that need to be addressed for CDOT's support of the petition and to bring the site plan into compliance with the TAP and best practices for multimodal transportation.

### Vehicle Trip Generation

Because of the variety of uses that can be developed under existing and proposed zoning scenarios, we are not able to determine potential trip generation comparisons.

CDOT has the following specific comments that are critical to their support of the rezoning petition:

The petitioner needs to dedicate the necessary right-of-way along the future alignment (adopted Thoroughfare Plan) of West Boulevard to accommodate its planned (adopted Long-Range Transportation Plan) widening to four-through lanes, bicycle lanes, and median.

**CATS.** CATS did not comment on this petition.

**Storm Water.** Storm Water Services had no comments on this petition.

### Outstanding Issues

**Land Use.** The proposed zoning is generally consistent with the adopted plans for the area.

**Site plan.** This is a conventional request with no associated site plan.