

PRE-HEARING STAFF ANALYSIS

Rezoning Petition No. 2008-091

Property Owner:	Peter J. Couchell
Petitioner:	Couchell Investment Company
Location:	Approximately 7.13 acres located on the east side of Statesville Road between W WT Harris Boulevard and Metromont Parkway
Center, Corridor, or Wedge:	Corridor
Request:	I-2, general industrial to I-1, light industrial

Summary

This petition proposes to allow all uses permitted in the I-1 zoning district.

Consistency and Conclusion

The existing I-2 district restricts non-industrial uses in order to protect such areas for manufacturing, processing, and other specialized industrial operations. Some of the limitations include a maximum of 25,000 square feet of retail, 100,000 square feet of office and the prohibition of hotels. Whereas the I-1 district allows non-industrial uses such as automobile sales, up to 70,000 square feet of retail (per parcel), up to 400,000 square feet of office and hotels.

The amount and type of uses permitted in the I-1 district is not consistent with the *Northlake Area Plan* which recommends industrial, warehouse, and distribution uses for the site. Therefore this petition is not considered appropriate for approval.

Existing Zoning and Land Use

The properties to the north, east, and south of the subject property are zoned industrial and used for industrial purposes. The properties across Statesville Road are zoned a mix of industrial and commercial center and developed as such.

Rezoning History in Area

The most recent rezoning in the immediate area was for the property to the north along Metromont Parkway. The property was rezoned from I-2 to I-1 earlier this year (petition 2008-001). Staff recommended approval of the rezoning as the property is developed with office, retail, and warehouse which limits the ability for the development of large-scale uses inconsistent with the adopted plans.

Public Plans and Policies

Northlake Area Plan recommends industrial-warehouse distribution for the proposed site.

Proposed Request Details

This is a conventional petition with no associated site plan.

Public Infrastructure

Traffic Impact / CDOT Comments. (Comments from CDOT were received prior to the petitioner amending the request from a conditional district to a conventional district.)

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 Corridor 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.

CATS. The petitioner's site is currently served by CATS Route 53x: Northlake Express. CATS requests a waiting pad to be constructed on Statesville Road. The waiting pad should be constructed to CATS Development Standards 60.01 A.

- A waiting pad is the connecting piece of concrete which is installed from the back of curb through the planting strip to the sidewalk (see attached). The waiting pad provides an ADA accessible bus stop boarding/alighting location for CATS' passengers.

Storm Water. The petitioner will be required to comply with the Charlotte City Council approved and adopted Post Construction Controls Ordinance.

School Information. This petition will not affect the school system.

Outstanding Issues

Land Use. During the *Northlake Area Plan (draft)* development process, staff referred to the Centers, Corridors, and Wedges growth framework to evaluate the appropriate land uses for this area. This area is identified as a "Corridor" with large established industrial land uses in close proximity to the I-77 and I-485 corridors.