

Planning Staff Report - Rezoning Case # RZ-2025-010

Staff Contact: Bjorn Hansen, Senior Planner

Summary of Request

This case is requesting to rezone one parcel totaling 0.51 acres appearing on the tax map as tax parcel 09-131-001 located on Pageland Highway from RA-40 to Highway Corridor. The rezoning request is a straight rezoning, so there are no conditions associated with this request.

Owner/Applicant

Owner: McKagney Investments, LLC
1000 Dataw Lane
Indian Trail, NC 28079

Applicant: Mike Haney
1000 Dataw Lane
Indian Trail, NC 28079

Property Information

Location: On the west side of Pageland Highway south of Eudy Road. Location more specifically described as tax parcel 09-131-001.



Municipal Proximity: The site is nearly a mile south of the City of Monroe.

Existing Land Use and Development Status: The parcel is currently zoned RA-40 and is undeveloped.

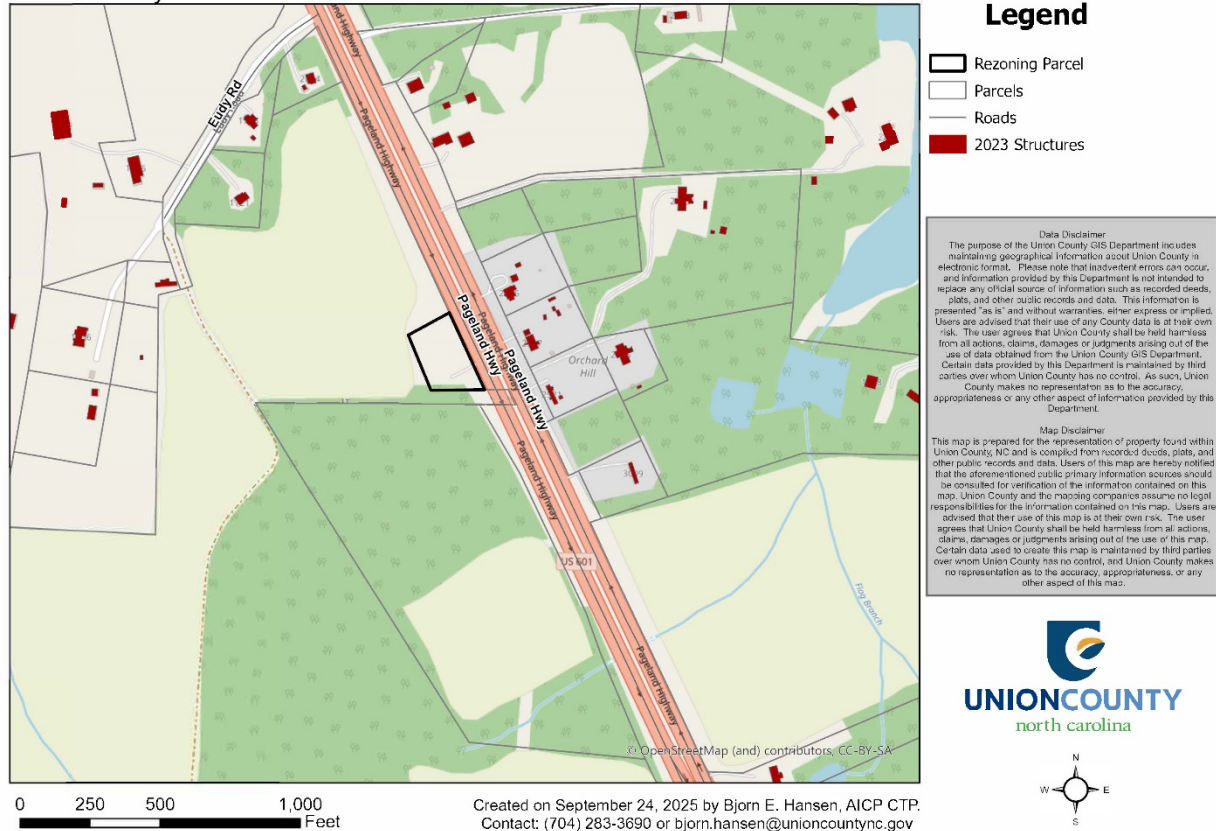
Development Status

Petition: 2025-RZ-010

Name: Haney

Size: 0.51 acres

Tax Parcel: 09-131-001



Environmental Features: There are no streams, wetlands or floodplain on site.

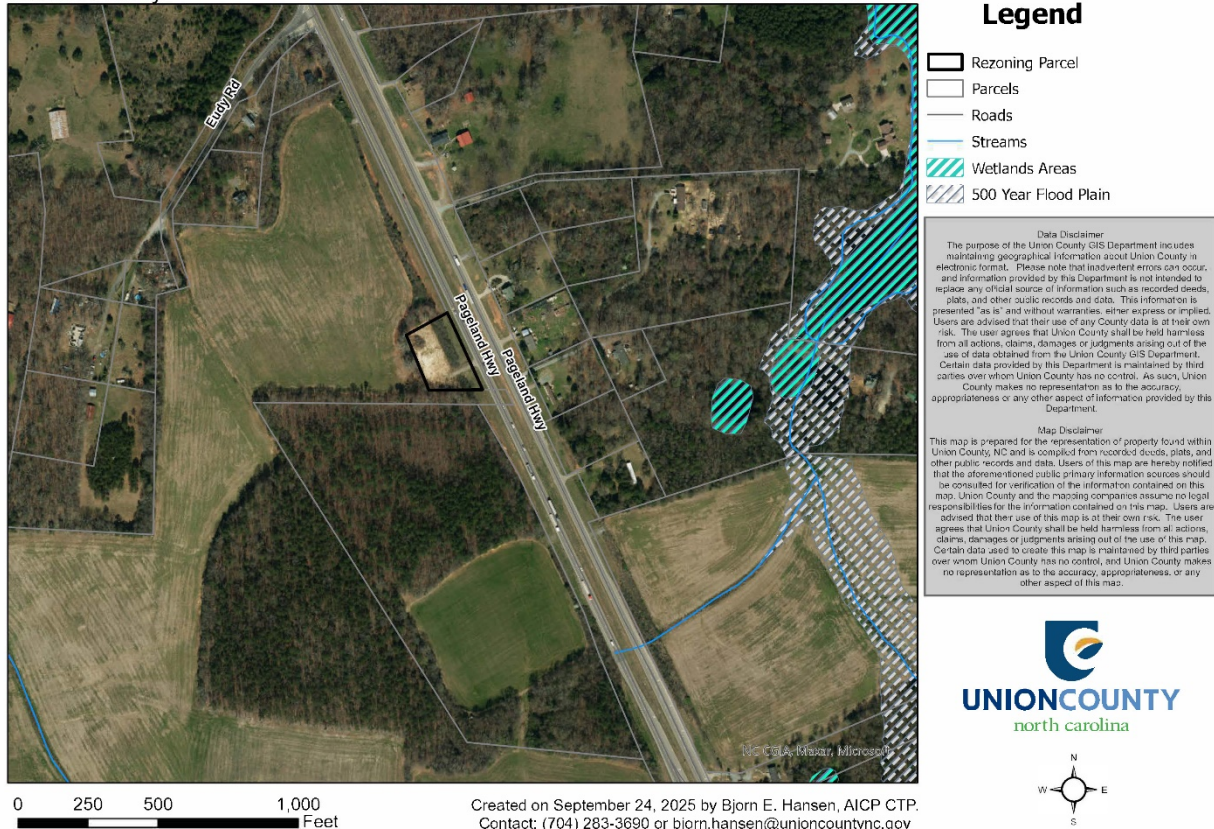
Environmental Features

Petition: 2025-RZ-010

Name: Haney

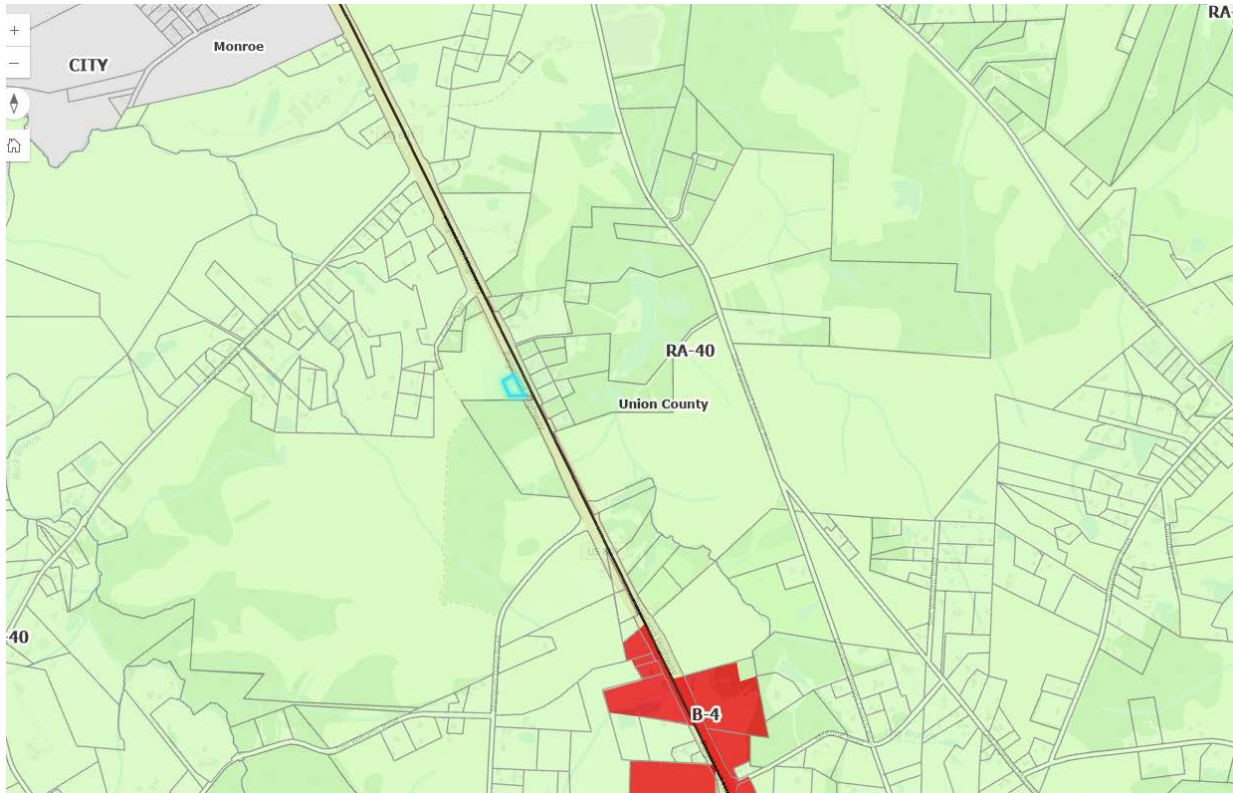
Size: 0.51 acres

Tax Parcel: 09-131-001



Utilities: Public water and sewer are not available to the site.

Zoning and Land Use History: The parcel site has been zoned RA-40 since zoning was initiated. A 2.43 acre site approximately one half mile north was proposed for rezoning to B-4 in 1989, but was denied. A 6.391 acre site approximately 2/3 of a mile north of the site was rezoned to Light Industrial in 2023. A special use permit for the permanent location of a mobile home approximately 1,000 feet north of the site was approved in 1981.



Schools: Because this rezoning request is commercial in nature, UCPS was not consulted for comments.

Transportation: This site is on US 601, which is a NCDOT-maintained facility. This section of US 601 carries approximately 12,500 vehicles per day. There are no funded road improvement projects in the immediate vicinity of the rezoning. A traffic Impact Analysis (TIA) was not required for this rezoning. Because there are no proposed uses with the rezoning, staff are unable to assess impacts on the corridor.

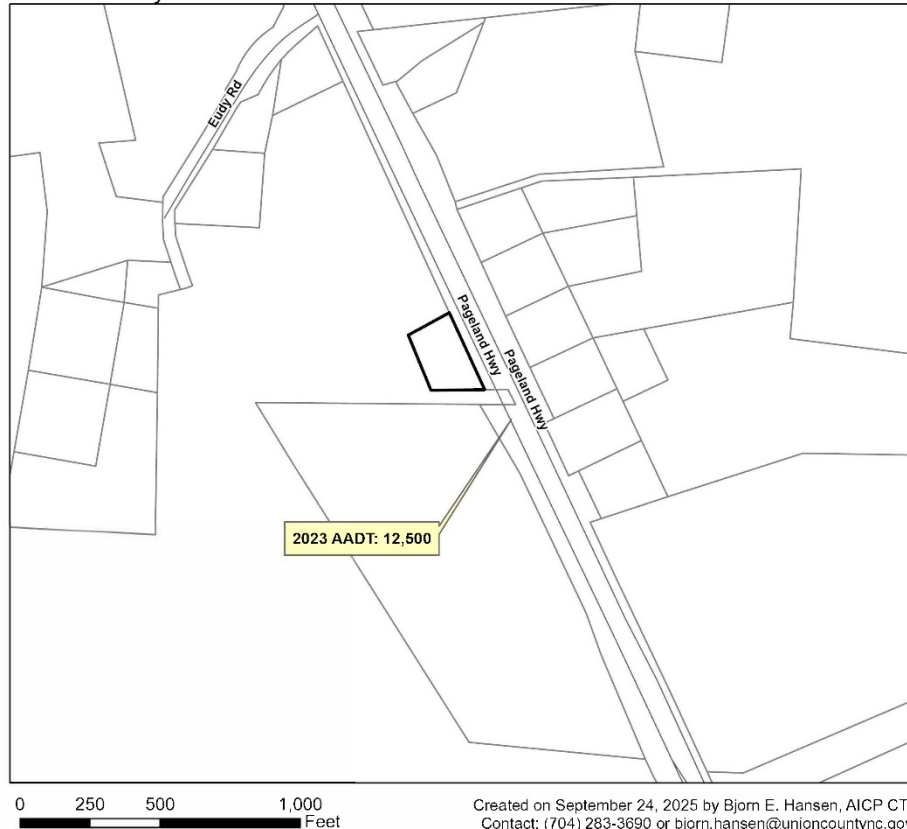
Transportation

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Legend

- Parcels selection
- Parcels
- Roads

Data Disclaimer
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Planning Documents

Union County Comprehensive Plan: The Union County 2050 comprehensive plan identifies this area as an Employment Corridor overlaid upon Rural Residential. The proposed zoning district is therefore considered appropriate, although the small size of the site could result in strip development if duplicated along the corridor. A lack of utilities may mean that the site cannot be fully utilized with a significant number of employees or customers.

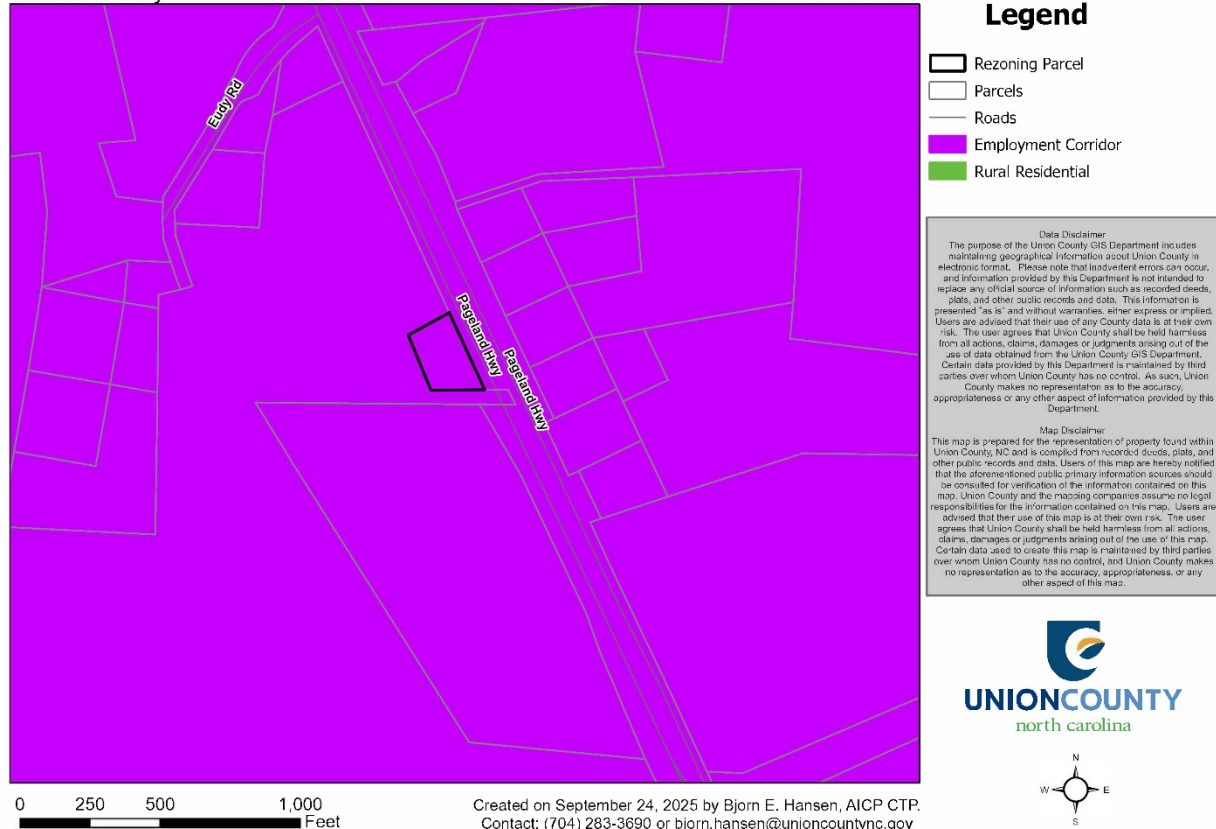
Land Use Map

Petition: 2025-RZ-010

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Size: 0.51 acres

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Public and Municipal Comments

Public Comments: A community meeting was not required since this is not a conditional rezoning request. No one spoke at the October 21 Land Use Board meeting.

Municipal Comments: Monroe was not consulted due to the distance to their municipal limits.

Land Use Board Recommendation

The Land Use Board evaluated this rezoning request at its October 21, 2025, meeting. The Board recommended approval on a 5-1 vote, citing consistency with the land use map.

Staff Comments and Recommendation

This part of Union County is identified for employment uses as an overlay over rural residential and agricultural land uses. Because this is a straight rezoning request, all potential uses must be considered when making a recommendation. The small size of the parcel, lack of utilities, plus recent stormwater detention requirements result in reduced available land even before considering significant buffer and setback requirements as a percentage of the overall parcel. Any use with employees or customers would require bathrooms, necessitating septic and well being located on site, which means uses without employees may be the most appropriate uses on site. US 601 is a high-speed multi-lane corridor, and having multiple small commercial properties along the corridor, each with their own driveway, could result in an unattractive stripped environment that would reduce the utility of the highway and be inconsistent with the Employment Corridor designation. Because of these aspects of the development, staff recommend **denial** of this rezoning application.