



Land Use Board

September 16, 2025

Meeting Minutes

The Union County Land Use Board met in regular session on September 16, 2025, at 6:00 p.m. in the Union County Government Center, 1st Floor Board Room, 500 N. Main Street.

Present: Chairman Darren Greene, Vice Chair Rick Davis, Derrick Austin, Doug McClew, Mark Tilley, Charles Walkup Jr and alternate David Brooks.

Also Present: Senior Planner/Zoning Administrator Jim King, Senior Planner Bjorn Hansen, Attorney Kelly Cope and Land Use Board Clerk Amy Griffin.

Call to Order: Chairman Darren Greene called the meeting to order.

(a) Pledge of Allegiance and Moment of Reflection: Vice Chair Rick Davis gave the prayer and then the Pledge of Allegiance was said.

Establish Voting Members: Chairman Greene noted that all members present were voting members.

Additions and/or Deletions to the Agenda: No additions or deletions were requested. Doug McClew made a motion to approve the agenda as presented, Charles Walkup, Jr. seconded, and it was approved unanimously.

Approval of the Minutes: Vice Chair Rick Davis made a motion for approval of the July 15, 2025 Land Use Board minutes, Mark Tilley seconded it, and they were approved 6 to 0.

Public Hearing:

Variance Petition 2025-SUP-01

Staff Contact: Jim King, Senior Planner

Summary of Request

The Applicant, Charlotte Aeromodelers is requesting a Special Use Permit to construct and operate an RC plane airfield on six leased acres on a 264.62 acre parcel located at 9509 Morgan Mill Rd., more specifically identified by Union County as parcel number 01-222-002. The intended use is an airfield for the members of the Charlotte Aeromodelers to fly RC planes and to have occasional air shows that will be open to the public and other RC clubs. Since there will be spectators present at these air shows the use is classified as Entertainment and Spectator Sports, Outdoor Major. The Union County Development Ordinance requires the issuance of a Special Use Permit for Entertainment and Spectator Sports, Outdoor Major that are located in the RA-40 zoning district. The applicant has shown that they meet the minimum 500 ft. buffer requirements as outlined in Section 30.080-B of the Union County Development Ordinance. Rob Morrison, a certified appraiser with Morrison Appraisals, Inc. conducted an impact

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study for the proposed use. In the conclusion of the Impact Study the appraiser states, "The subject property will be used as a model aeroplane field. After examining other aeroplane fields, it appears that the sales in other areas is not affected by the location of the fields. After considering other locations it is the appraiser's opinion that the proposed use will not substantially injure the value of the abutting or adjoining property."

Prior to Staff's presentation, board member Doug McClew recused himself since he is on the Board of Charlotte Aeromodelers. David Brooks made a motion to hear the petition and Vice Chair Rick Davis seconded.

Jim King: Before we get started on this, I do want to bring to the attention of the Board there's only one reason that we're here tonight. If Charlotte Aeromodelers were just operating as a club with their club membership, they would not have a need for 50 parking spaces. They would not have a need for amplified sound, nor would they have a need for any outdoor lighting in excess of 20 foot. However, they do host air shows and because of that, they want to err on the safe side because there are going to be times they may need to have amplified sound out at the site. There may be times they have a need for more than 50 parking spaces. They want to make sure all their bases are covered and they're working within the parameters of the law. With that being said, I'll move on with the presentation here. The first thing that I have here is my evidence. I have as exhibit one the Union County Unified Development Ordinance and as exhibit two the agenda for September 16, 2025, which I am giving to the clerk to enter in as evidence sir.

He then went over the slideshow presentation he had for the Board.

Mark Tilley: I have one question. On the prior permit, there were a few stipulations put on it because of concerns around. Is there any reason for that to be considered for this one because I know it's a different location.

Jim King: Well, it's a different location. It's a larger location, but also the technology in the aircraft has changed in which I'll let them discuss that because they know a lot more about it than I do.

Vice Chair Rick Davis: I have a question. Will the special use permit stay with the property or if this modeling club leaves, will it go away?

Jim King: Special Use Permits run with the land. The existing special use permit right down the road - when they leave that facility, the special use permit is still good. If somebody wants to come in there and open up another aeromodeler at that location, they can.

Chairman Darren Greene: But they can't open up something else.

Jim King: Right. They would be limited just to that.

Vice Chair Rick Davis: That's good. Thank you. Yeah. All right.

Chairman Darren Greene: All right. We'll let them come up.

Scott Gant and Greg Giblin came to the podium to go over their presentation. They were sworn in and began their presentation.

Scott Gant: Mr. Chairman and fellow committee members, good evening. My name is Scott again. As I just said, I serve as the president of the Charlotte Aeromodelers and we are a private radio control airplane club

here in Union County. And with me tonight is Greg Giblin, a fellow board member, along with Allan Baucom, our landowner behind us here. We appreciate the opportunity to be here tonight to share with you what we're thinking about doing with our new site and some of the changes. Just a little bit about our organization assuming we want to proceed, and this special use permit gets approved.

Nationally we are a member of a community-based organization or CBO as they call it, called the Academy of Model Aeronautics or AMA for short. This is the number one organization for model aviation enthusiasts around the world. And it promotes the model aviation hobby. In addition, in the United States, it lobbies Congress and the Federal Aviation Administration regarding all the rules that we comply with in regard to model airplane flying sites and related regulations. Currently the AMA has approaching 200,000 members across the country. Locally we were founded in 1972. We're 53 years old, and we are one of around 2600 AMA sites throughout the United States. And further, we are only one of 159 gold leader clubs within the United States, which means we've achieved the highest level of safety compliance, stringent criteria related to our site layout and our community engagement and so forth. We've been at our current facility near the intersection of Morgan Mill Road or Highway 200 and 218 since 2009. And during that 15-year period, we've had a perfect safety record with no injuries to people or property. Also, during that time, we've averaged around 90 members. We've been very involved with the community over those years. We've made a number of donations and had community participation from the Union County Board of Adult with Disabilities, the Monroe Police Department for their protective vest fund. We have hosted the Purple Heart Foundation on occasion and made donations to their organization. There's a local missionary aviation group called JAARS that we supported and had them out, a number of Cub Scout groups, the Carolina's Aviation Museum, and then we've hosted a booth at the Warbird group event over in Monroe for a number of years as well.

We are looking at moving to a new facility about a mile down the road from where we are now. Frankly, we've outgrown that site and we would like to simply duplicate what we have in place and enhance what we already have for the past 15 years. From a duplication standpoint, it is our intention to put in place a Bermuda grass runway and build a sun shelter to protect us from the elements and to install a small lawnmower shed building there to protect our equipment. And then lastly, we're going to build a climate-controlled ADA compliant clubhouse with a full kitchen and a bathroom and a covered porch with picnic tables and some meeting space so we can gather inside for our monthly meetings. From an enhancement standpoint, we're really excited about this opportunity because we can increase our current runway from 450 ft to around 700 ft. and we're going to increase the possible flying area from 43 acres to over 264 acres. So, it's a six-fold increase. Mr. Baucom already has a pond on this location which we love and our intention there is to be able to run model boats on the pond and float planes. Lastly, we're going to build or construct a 24-foot-wide by 125-foot-long covered shelter to replace the four shelters that we have at our current spot.

Vice Chair Rick Davis: I have a question before we go any further. Back up to where you said it's going to have a clubhouse with a kitchen. Now, will you guys be renting this out to others or It'll be strictly for you guys. You won't be renting it out to other groups of people or anything.

Scott Gant: No, this is not a commercial venture. This is very small - just for our group. And we primarily just do it to feed our members once a month. They come in for monthly meetings on the second Tuesday of the month and we just grill hamburgers or whatever and clean up.

Vice Chair Rick Davis: So, will it basically be used just for your members then?

Scott Gant: Yes, sir. This is an overhead view of our new graded site, and you can see here it's a beautiful location, very secluded. We're about 2500 ft off Morgan Mill Road where that runway is in the foreground. It's about 130 ft wide by around 700 ft long. And as we mentioned earlier, there's a pond there that we love that's up on the upper corner, where we intend to run boats on or float planes during that time. Now this is a layout on the left-hand side of our current clubhouse and shade structures. On the far left-hand side of the page, the clubhouse is the far left upper left and then we have several shade structures, a pavilion and some metal carports if you will. We're very focused on safety and you'll notice we have a safety fence just in front of that pavilion that keeps spectators from being in the pit area. And then we have also another safety fence out on a flight line that protects the pilots for aircraft that are taxiing on the ground. And this is all in conjunction with the recommended AMA guidelines. Going forward, it is our intention to have a professionally installed metal building clubhouse that'll be approximately 24 x 65 ft with a 125 ft covered shade shelter out there to get out of the sun and it'll be concrete down below. And of course, we'll be putting safety fences in front of that. Terms of self-imposed conditions. We do this now at our current site, but we intend to post a sign at the entrance to our facility requiring that you must be a member of the Academy of Model Aeronautics or AMA in order to participate and you must be a member of our club or a guest accompanied by a member when using this facility. The AMA provides us with liability insurance protection and it's mandated that any member of our club has to have that. Secondly, according to AMA guidelines we are going to allow operation of any radio control device or model in compliance with the Academy of Model Aeronautics guidelines as well as our own internal Charlotte Aeromodelers bylaws and handbooks. That's essentially our thought process of what we want to do. I'm happy to entertain any questions from the committee about what our intentions are.

Vice Chair Rick Davis: I think what you presented is very appealing and I think your safety record speaks for itself going that far and having that clean record. I think that means a lot to your credibility. Thank you.

Scott Gant: I appreciate that. Let me speak to the air shows as well. Those are very rare. We do them about three or four times a year. Typically, we invite local flyers from other clubs. I'd say the average attendance is 20 to 25 pilots that come in and for the most part we are flying electric aircraft. It constitutes about 85% of our planes and they're quiet and of course we're very isolated at this new site. I don't think many people will be able to tell that we're even back there for the most part. But it's a lot of fun. The community loves it. We've hosted some community chili dinners for the kids to come in and watch. They love it. We feel we've been a good community to Union County. Most of our members live in Union County, by the way.

Mark Tilley: One question. The turbine type flights that were a question the other time you came - I'm assuming technology has quietened them down to where they're not the way they were at that time.

Scott Gant: Right. That's a great question and first in 2009 when we've been in place they really were not part of the hobby for the most part and they now have become a much larger part although we have a very small number of people in our club that even fly turbines. I think we have three members that even fly turbines now. And to your point the technology has increased - they're very sound. We've actually sound tested the turbines at 1,000 ft compared to a normal plane flying over and they're actually quieter. They're very well designed, and we have a higher level of scrutiny and training for those turbine pilots that they have to go through for AMA guidelines to get what we call a turbine certificate by an individual who is rated to evaluate that similar to what the FAA does in evaluating multi-engine flyers and that kind of thing. Also, our landowner doesn't have a problem with that at all.

Mark Tilley: Well, what hours were you wanting?

Scott Gant: Well, primarily it's daylight flying, but on occasion, very rarely, we have electric aircraft that will come out that during the night with lights on their planes and they'll want to fly right on the runway because you have to obviously be close by. We would prefer no restrictions on that if possible. The closest resident to this is 2500 feet away. It's so remote where we are that I don't think they'd even really see it for the most part. But we don't have any kind of restrictions, or we would prefer that obviously.

Mark Tilley: Well, I struggle with that because you might not always be the president, right? And what we do tonight stays with this piece of property forever. So, we need a beginning and an end time for the residents and the area. I mean, you know, right?

Scott Gant: Well, we're certainly open to, you know, if it's something that's a concern.

Mark Tilley: 10 o'clock? No later than 10:00? Would you be out there any later than that? Would there be a reason?

Greg GIBLIN: Can we do 11:00? During summertime, it doesn't even get dark.

Mark Tilley: That's fine with me. I got you.

Scott Gant: 11 would work fine for us.

Mark Tilley: If the rest of the board's in agreement with that, I'm fine with that. I just think we need to have a time.

Kelly Cope: Your site plan says as a special condition says no flying after 10:00 p.m. Only electric aircraft can be flown between 9 and 10 p.m.

Scott Gant: Right. That's what it is right now. And we on occasion, as Greg mentioned, pilots will come out and again flying right in front of us with small electric planes, no turbines, anything like that at night where they want to fly at night. So, I think 11 would be plenty sufficient for us.

Mark Tilley: Well, I think the part you're talking about was the part I was asking about the technology part.

Greg GIBLIN: It's really just a function in the summertime when it doesn't get dark until 9:45 kind of in essence. So that's why we wanted to extend, or we would like to do that.

Mark Tilley: Well, with them two ponds on there in the wintertime, I don't think you can be out there at 11:00. No way. That air gets pretty cool in that valley.

Scott Gant: And frankly, it's a fairly rare event. We really just don't have that many pilots that fly at night. Uh, you know, it's again, it's electric aircraft only. This is not really a critical issue for us at all, but we are very comfortable with that restriction at 11.

Mark Tilley: What time do you start in the mornings like on Saturdays? What time do you normally start?

Scott Gant: I would say generally, that's a great question, that people sometimes might come out there as early as say 8:30 am or so in the morning and fly all day. Some would say 8 o'clock. Yeah.

Mark Tilley: 8:00 am in the morning generally. So, 8:00 am until 11:00 pm, something like that?

Scott Gant: That would be plenty. And a typical day for us, as you know, is probably four or five pilots out on the field. This is not like there's 90 people out there all the time, you know.

Chairman Darren Greene: This is not Charlotte Douglas International Airport.

Scott Gant: No, it's not and we welcome you to come out and check it out sometime. We have many days that no one's out there. It'll be beautiful weather. We're kind of perplexed by rain and wind, and issues like cold and it reduces the percentage of available flight time, it's not that often.

David Brooks: So, your members can fly seven days a week though.

Scott Gant: That's correct.

Chairman Darren Greene: All right. Is there anyone here who would like to speak in opposition to this petition? I don't see anybody jumping up. So, all right. Board, have you heard all you need to hear?

Kelly Cope: Ask your guys if you want to close the hearing. As you begin your deliberation, since it's been a while since we've had one of these, I do want to remind you that it is the applicant's burden to produce sufficient evidence to show those five standards have been met. Now, I'm happy to go over those with you. They should be in your packet

Chairman Darren Greene: They are, and I was reading over them and I like what they submitted to me. We'll go through each one of those.

Kelly Cope: Clearly indicate by way of finding of facts how they are met or not. And the applicant has in your packet in their words shown or written how they believe they have met that. But do base your decision on evidence that's been submitted to you or presented to you tonight.

Chairman Darren Greene: Right. We have had this entire packet submitted as exhibits and it's on the record. Any other discussion before we close the public hearing? Do I have a motion to close the public hearing?

Vice Chair Rick Davis made motion to close the public hearing. Mark Tilley seconded it. It was approved unanimously.

Question 1

Chairman Darren Greene: The findings of fact are under the green tab. We'll start with number one. I don't know Derek if you two guys down there have ever set in on a special use permit? It's been so long since we've had one of these. It's a little different than our usual planning issues. Item number one, these are the findings of fact. And again, as our attorney just stated, we have to find each one of these. We have to look at them. All five have to be voted on individually and if there's one that doesn't pass then the whole thing doesn't pass basically. So, item number one the proposed use and development comply with the regulations and standard generally applicable within the zoning district and specifically applicable to the particular type of use. Again they they've stated here that air strips are allowed for this use.

Vice Chair Rick Davis: I'm good with it

Chairman Darren Greene: We'll vote independently on each one. So, all in favor that this is met, say, "I.". Any opposed? (None were, approved unanimously).

Vote: 6 (affirmed)

Question 2

Chairman Darren Greene: Number two, the proposed development will not materially endanger the public health or safety. Again, they've got a huge 15-year record that they've had no problems whatsoever just down the road, and they're actually moving to a bigger piece of property. Any questions, any comments. All right. All who agree that this is met, say, "I.". Any opposed?

Vote: 6 (affirmed)

Question 3

Chairman Darren Greene: Number three. The proposed development will not substantially injure the value of the budding property or is a public necessity. There's an impact study. If you didn't read it, it's in here. The other one hasn't harmed any property. So, this one certainly doesn't appear it would either. So, all that agree that this is met, say, "I." Any opposed.

Vote: 6 (affirmed)

Question 4

Chairman Darren Greene: Number four, the proposed development will be in harmony with the area which it's located. Anybody who knows where this is at, it's kind of out there in beautiful farmland. There's not a lot going on. Uh, only thing out there that's weird is a big old truck on top of big poles. And I don't know who's responsible for that, but that's okay. We won't talk about that. So, all that agree that this is met, say, "I." Any opposed.

Vote: 6 (affirmed)

Question 5

Chairman Darren Greene: And number five, the proposed development will be in general conformity with the comprehensive plan. This is again out there. There's not a lot going on. We're not talking about building an airport where people are going to be landing on a plane, getting off and going to buy lunch. So, I think it's going to be in conformity as the one down the road has been for the last 15 years. So, all that agree that this is met, say, "I." Any opposed.

Vote: 6 (affirmed)

Chairman Darren Greene: Do I have a motion?

Kelly Cope: One question before you make your motion. So, there is discussion of the timing. The site plan is a little bit different than what the proposed condition is. So, if you do want to impose that different condition than what's on the site plan, you need to vote on that.

Mark Tilley: I agree. I'll make a motion to approve the special use permit adding the stipulation of 8:00 a.m. to 11:00 p.m. operating time. Well, I will add approving it with what they said they were going to put forth there, the buildings and all plus adding that.

Jim King: Does that include staff recommendation as well?

Mark Tilley: Well, I'm trying to find all that stuff.

Chairman Darren Greene: What were the staff recommendations?

Jim King: Staff recommendations were that they must comply with all local state and federal regulations, must comply with the Union County development ordinance and North Carolina building code, must comply with the site-specific plan, must provide a 500-foot buffer along the exterior property lines

Chairman Darren Greene: I think that's appropriate.

Mark Tilley: Also, staff recommendations and 8:00 am until 11:00 pm and the building layout that was presented here tonight.

Chairman Darren Greene: Do I have a second?

Vice Chair Rick Davis: Second

Vote: 6 (affirmed)

The LUB makes the following findings of fact:

1. **The proposed use and development complies with all regulations and standards generally applicable within the zoning district and specifically applicable to the particular type of special use.**
 - A. The airfield will fully comply with all the provisions of the UCDO.
 - B. Entertainment and Spectator Sports, Outdoor Major uses are allowed in RA-40 with a SUP.
 - C. The facility will be used for radio-controlled model planes.
2. **The proposed development will not materially endanger the public health or safety.**
 - A. The proposed airfield will not endanger the public health or safety.
 - B. Charlotte Aeromodelers holds the Gold Star Academy of Model Aeronautics (AMA).
 - C. Charlotte Aeromodelers has a perfect safety record for the past 15 years with no injury to person or property.
3. **The proposed development will not substantially injure the value of abutting property or is a public necessity.**
 - A. An impact study provided by Rob Morrison from Morrison Appraisal, Inc., concluded based on his analysis of the property that the proposed use will not have substantial negative impacts on abutting properties.
 - B. The current facility of Charlotte Aeromodelers, which is 1.25 miles down Morgan Mill Rd., has been open for 15 years, and has not had any known negative impacts on any of the adjacent property values, nor any complaints from neighbors regarding negative impacts.

4. **The proposed development will be in harmony with the area in which it is located.**

- A. Site placement is a six-acre leased area on a large 264-acre parcel.
- B. The area of the County in which the site is located is mostly open farmland.
- C. The six leased acres are covered in Bermuda grass with two metal structures (Clubhouse/shelter and a mower shed).

5. **The proposed development will be in general conformity with the comprehensive plan.**

- A. The Union County Comprehensive Plan calls for single family and agricultural uses within this area of the County.
- B. The leased area is covered in Bermuda grass with two metal structures.

LUB votes on SUP requirements:

1. **The proposed use and development complies with all regulations and standards generally applicable within the zoning district and specifically applicable to the particular type of special use.**

Vote 6-0 in the affirmative.

2. **The proposed development will not materially endanger public health or safety.**

Vote 6-0 in the affirmative.

3. **The proposed development will not substantially injure the value of abutting property, or is a public necessity.**

Vote 6-0 in the affirmative.

4. **The proposed development will be in harmony with the area in which it is located.**

Vote 6-0 in the affirmative.

5. **The proposed development will be in general conformity with the comprehensive plan.**

Vote 6-0 in the affirmative.

Based upon the foregoing findings of facts and affirmative votes,

Motion

Mr. Tilley made a Motion to Approve the Special Use Permit application for Entertainment and Spectator Sports, Outdoor Major following conditions:

1. ***Must comply with all local, state, and federal regulations.***
2. ***Must comply with the Union County Development Ordinance and North Carolina Building Code.***
3. ***Must fully comply with the site-specific site plan.***
4. ***Must have a 500 ft. buffer along all exterior property lines.***
5. ***Hours of operation are from 8:00 am until 11:00 pm Monday through Sunday***

Mr. Davis seconded the Motion. The Motion passed with a 6-0 (unanimous) vote.

Planning Staff Report - Rezoning Case # CZ-2025-007

Staff Contact: Bjorn Hansen, Senior Planner

Summary of Request

This case is requesting to rezone one parcel totaling two acres appearing on the tax map as tax parcel 09-128-014R located on Pageland Highway from RA-40 to Light Industrial (LI) with Conditions. The rezoning will include the following conditions:

1. Limited to site plan dated July 21, 2025
2. Uses limited to office and warehouse
3. Five-year vesting of development rights
4. Development will meet all requirements of the Union County Unified Development Ordinance on the date of approval

Owner/Applicant

Owner: Neuse Telecom, LLC
4508 Poplin Grove Drive
Indian Trail, NC 28079

Applicant: David Rodriguez
4508 Poplin Grove Drive
Indian Trail, NC 28079

Property Information

Location: On the west side of Pageland Highway north of Eudy Road. Location more specifically described as tax parcel 09-128-014R.

Municipal Proximity: The site is slightly more than half a mile south of the City of Monroe.

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

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

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 1,000' north was proposed for rezoning to B-4 in 1989, but was denied. A 6.391 acre site approximately 1/3 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 700 feet south 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 was not required for this rezoning. Anticipated traffic from this site is expected to be low but will involve commercial truck traffic.

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 office and warehouse uses are therefore considered appropriate, provided that the site plan can meet County development standards.

Public and Municipal Comments

Public Comments: A community meeting was held August 26, 2025. One member of the public attended. They had questions about road access and whether the site would use their driveway, extent of the rezoning as well as concerns over impacts on property values. No changes were made based on feedback.

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

Staff Comments and Recommendation

This part of Union County is identified for employment uses as an overlay over rural residential and agricultural land uses. The rezoning proposes warehouse and office uses are appropriate for this part of the corridor. The proposed site plan meets the unified development ordinance and is consistent with the adopted plan. **Because of these aspects of the development, staff recommend approval of this rezoning application.**

Applicant Presentation - David Rodriguez (Neuse Telecom, LLC):

- Neuse Telecom specializes in fiber optics and structured cabling.
- Company has ~30 employees; only 4–5 would work on site daily.
- No hazardous materials or manufacturing proposed.

Public Comment:

One neighbor, Regina Cripe of 2614 Pageland Hwy, expressed concern about industrial uses in residential areas, wildlife displacement, and traffic impacts.

Board Action:

Motion: Recommend approval of rezoning petition CZ-2025-007 and adopt the advisory consistency and reasonableness statement.

Vote: Unanimously approved

Planning Staff Report - Rezoning Case # CZ-2025-008

Staff Contact: Bjorn Hansen, Senior Planner

Summary of Request

This case is requesting to rezone one parcel totaling 161.1 acres appearing on the tax map as tax parcel 02-202-008 along Mills Harris Road from RA-200 CZ to RA-200 CZ with Amended Conditions. The rezoning will include the following conditions:

1. Limited to approved site plan
2. Uses limited to electrical substation
3. Five-year vesting of development rights
4. Development will meet all requirements of the Union County Unified Development Ordinance on the date of approval

Owner/Applicant

Owner: Union County
500 North Main Street, Suite 70
Monroe, NC 28112

Applicant: Union Electric Membership Corporation (Union Power)
1525 North Rocky River Road
Monroe, NC 28110

Property Information

Location: On the east side of Mills Harris Road north of Monroe Ansonville Road. Location more specifically described as tax parcel 02-202-008.

Municipal Proximity: The site is slightly more than one mile from the Town of Wingate.

Existing Land Use and Development Status: The parcel is currently zoned RA-200 with Conditions. The property is used by the Union County Sheriff's Department as a training facility. The site has not yet been fully developed based on the approved rezoning site plan.

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

Environmental Features: There is a stream and floodplain in the central part of the overall parcel, but there is none specifically where the electrical facility will be located.

Utilities: Public water and sewer are not available to the site. The proposed use will not require utility service.

Zoning and Land Use History: The parcel site was rezoned to RA-200 with conditions in 2018 to develop the Sheriff's Department training facility. A special use permit on the same site was denied in 2006. There have been no other zoning actions in the immediate vicinity of the proposed rezoning.

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

Transportation: This parcel is on Mills Harris Road, which is a NCDOT-maintained facility. The proposed use would not have access from Mills Harris Road, however. The use would have access from a private easement onto Ansonville Road, which carries approximately 1,500 vehicles per day. The proposed use would have a very low traffic impact, mainly to service the equipment on site as needed. There are no funded road improvement projects in the immediate vicinity of the rezoning. A traffic Impact Analysis was not required for this rezoning.

Planning Documents

Union County Comprehensive Plan: The Union County 2050 comprehensive plan identifies this area as a Rural Residential area. The uses proposed under RA-200 zoning require a special use permit, which can be incorporated into the rezoning. The applicant has stated in their application, submitted documentation or staff have concluded through a site plan review that it meets the five findings of fact necessary for a special use permit:

1. The proposed use and development comply with all regulations and standards generally applicable within the zoning district and specifically applicable to the particular type of special use.
2. The proposed development will not materially endanger the public health or safety.
3. The proposed development will not substantially injure the value of abutting property, or is a public necessity.
4. The proposed development will be in harmony with the area in which it is located.
5. The proposed development will be in general conformity with the comprehensive plan.

Public and Municipal Comments

Public Comments: A community meeting was held August 27, 2025. Four members of the public attended. They did not oppose the proposed use but had questions about gating the private drive to the facility and additional uses that could be placed on the property. No changes were made as a result of the meeting.

Municipal Comments: Wingate was not consulted for comments due to the distance to the town limits.

Staff Comments and Recommendation

This part of Union County is identified for rural residential and agricultural land uses. The land use map does not specifically identify where electrical substations should be located, which is the reason for the Special Use Permit process. The applicant has demonstrated that the proposal meets the required findings of fact for approval in the RA-200 zoning district. **Because of these aspects of the development, staff recommend approval of this rezoning application.**

Applicant Presentation – Union Power:

- Union Power described the need to improve service reliability for Wingate, Marshville, and surrounding areas, serving 1,500–2,000 members.
- Site chosen for proximity to transmission lines.
- Buffers will remain; stormwater and erosion permits required.

Board Discussion:

Disclosure by Vice Chair Rick Davis that he was an adjacent property owner but had no financial interest in rezoning approval. The board allowed Mr. Davis to participate.

- Questions addressed regarding buffers, service area, and reliability.

Board Action:

Motion: Recommend approval of rezoning petition CZ-2025-008 as presented.

Vote: Unanimously approved

Planning Staff Report: Bjorn Hansen informed the Board that the Rural Land Use Plan Steering Committee was scheduled to complete strategy review September 23. October meeting moved to October 7, ahead of LUB's October 21 meeting. The Land Use Board will consider recommendations of the Rural Land Use Plan at that meeting.

Brief Comments: There were no comments.

Close: With no further discussions, Doug McClew made a motion to adjourn, and David Brooks seconded. It passed unanimously. The meeting adjourned at 7:30pm.