

Owner/Applicant

Owner: Matt Construction, Inc.
4506 Statesville Road
Charlotte, NC 28269

Applicant: Karmyne Milton
1420 Rama Road
Charlotte, NC 28211

Property Information

Location: On the southwest corner of Secrest Shortcut Road and Southwind Trail Drive. Location more specifically described as tax parcel 07-042-002A.



Municipal Proximity: The site is surrounded by Indian Trail.

Existing Land Use and Development Status: The parcel is currently zoned R-20. The site is partially cleared near the road, with the remainder in the floodplain and forested.

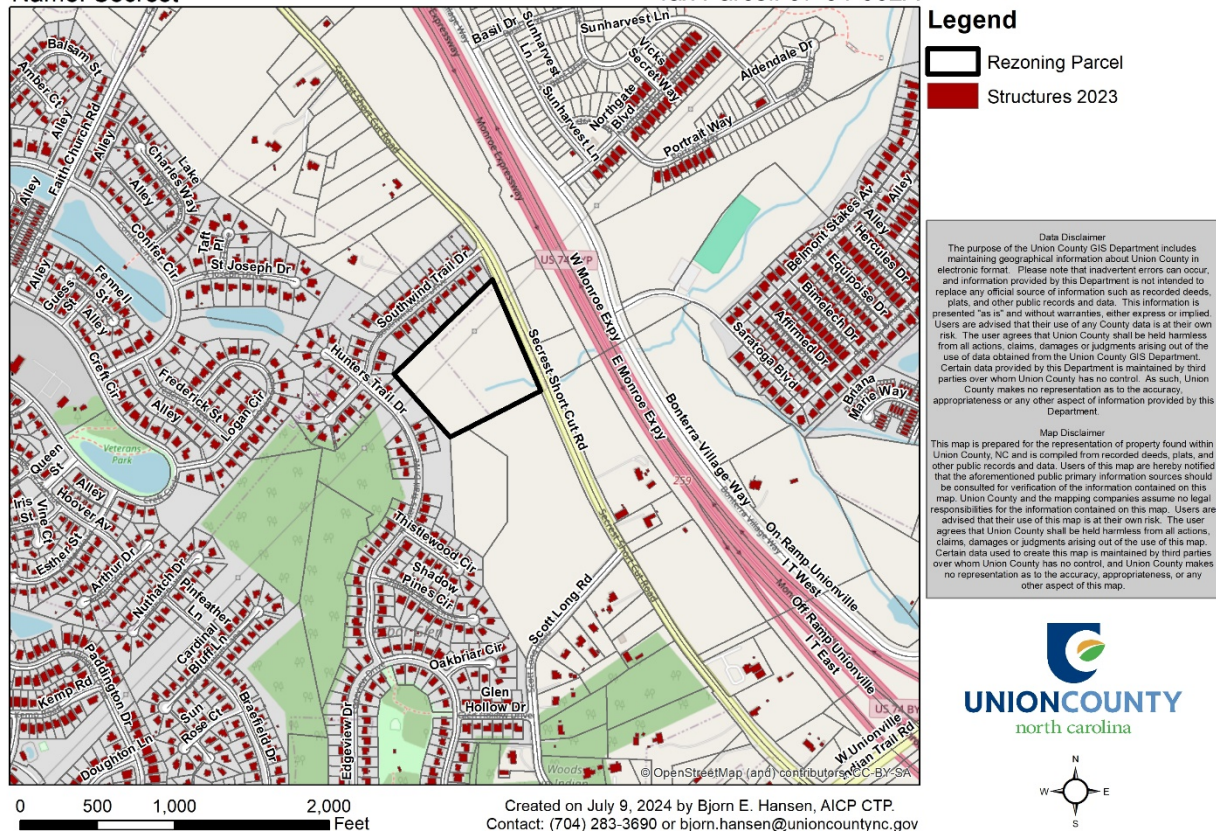
Development Status

Petition: 2024-CZ-005

Name: Secrest

Size: 12.398 acres

Tax Parcel: 07-04-002A



Environmental Features: There is a stream and significant amount of floodplain on the site. The current flood plain is shown on the following map, but the proposed updated floodplain will slightly expand the impacted area on the site. The proposed layout accommodates the new floodplain. Secrest Shortcut Road has been closed for flooding four times since 2018.

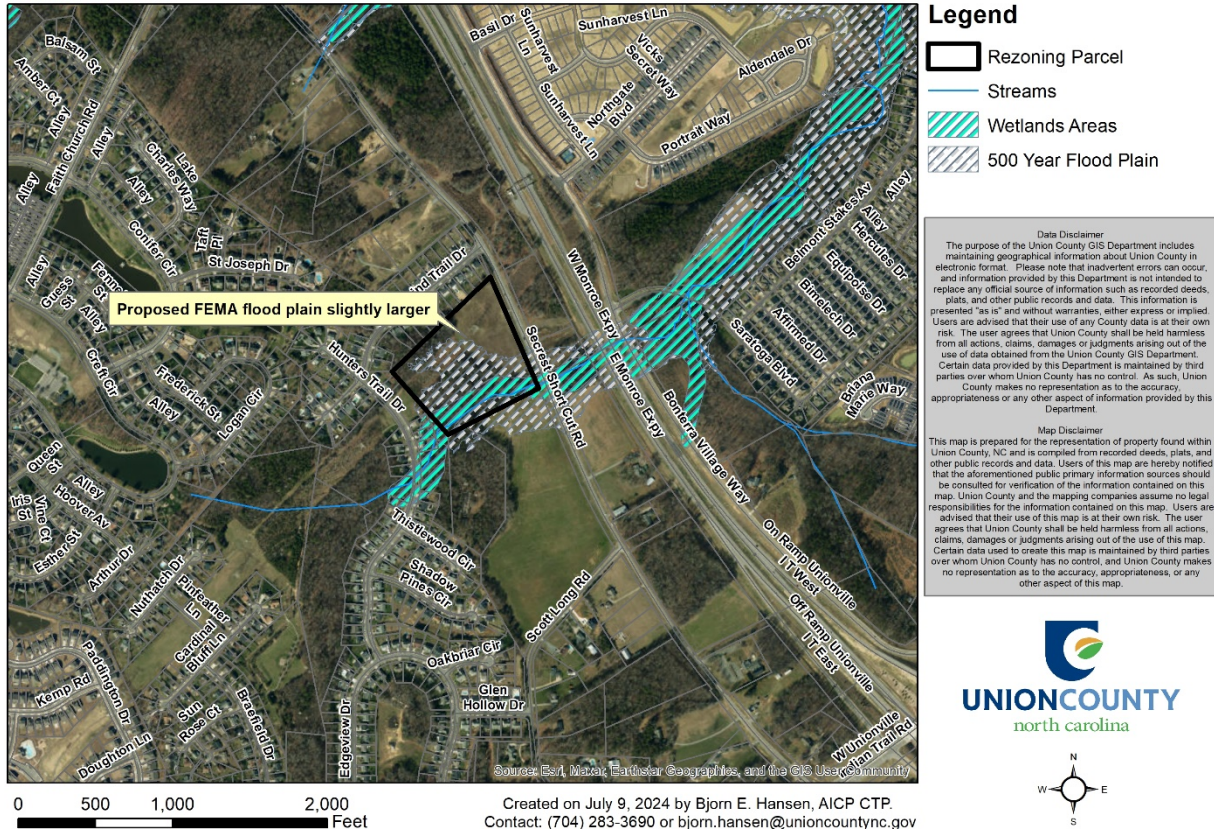
Environmental Features

Petition: 2024-CZ-005

Name: Secrest

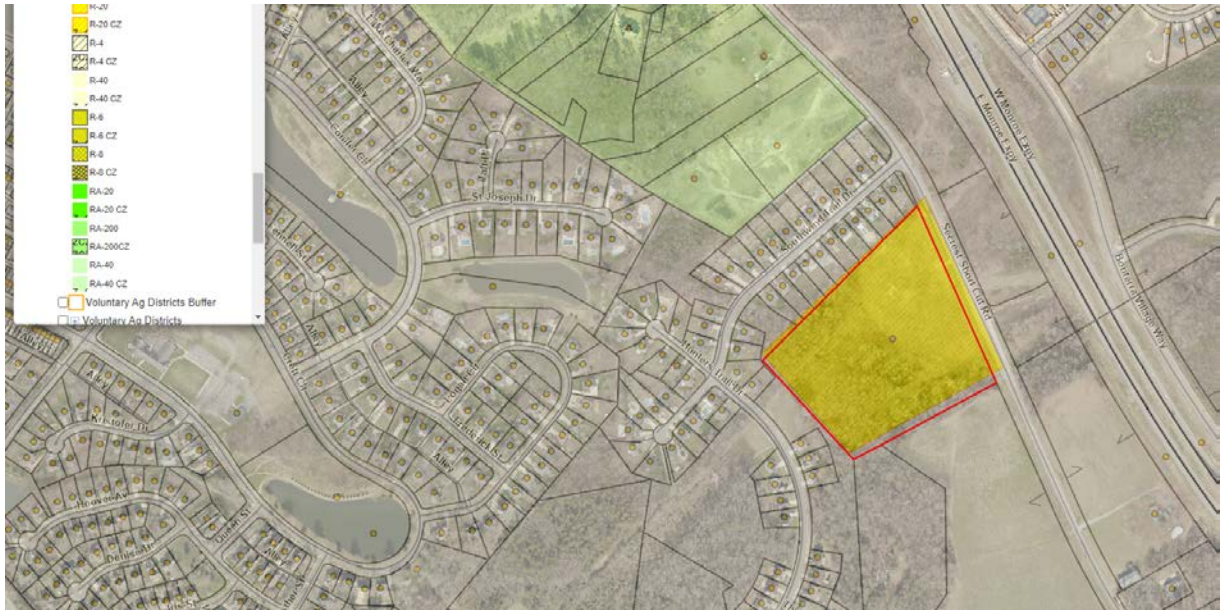
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Utilities: The development will utilize Union County water and sewer service.

Zoning and Land Use History: The parcel site has been zoned R-20 since zoning was initiated in Union County. Since most development in the area has occurred inside Indian Trail, there have been few actions by Union County. There currently is a proposed rezoning to Light Industrial approximately a half mile to the north at the corner of Faith Church and Secrest Short Cut. That proposed development is inside Hemby Bridge, meaning Union County is processing the rezoning.



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

Transportation: This site will have access from Secrest Short Cut Road. The road already includes a left turn lane, so no additional road improvements would be required as a result of this rezoning and development. Due to the variability of flea markets, it is difficult to predict traffic generation by this type of use. There is no established rate for this land use in the Institute of Transportation Engineers (ITE) trip generation manual. These types of uses have peak generation on weekends, meaning weekday impacts are minimal. The associated driver school would likewise have a small traffic impact.

Secrest Short Cut Road carries approximately 11,500 vehicles per day in 2023, up from a COVID era 9,100 vehicles per day shown in the following map. There are no funded road improvements in the vicinity of the proposed rezoning.

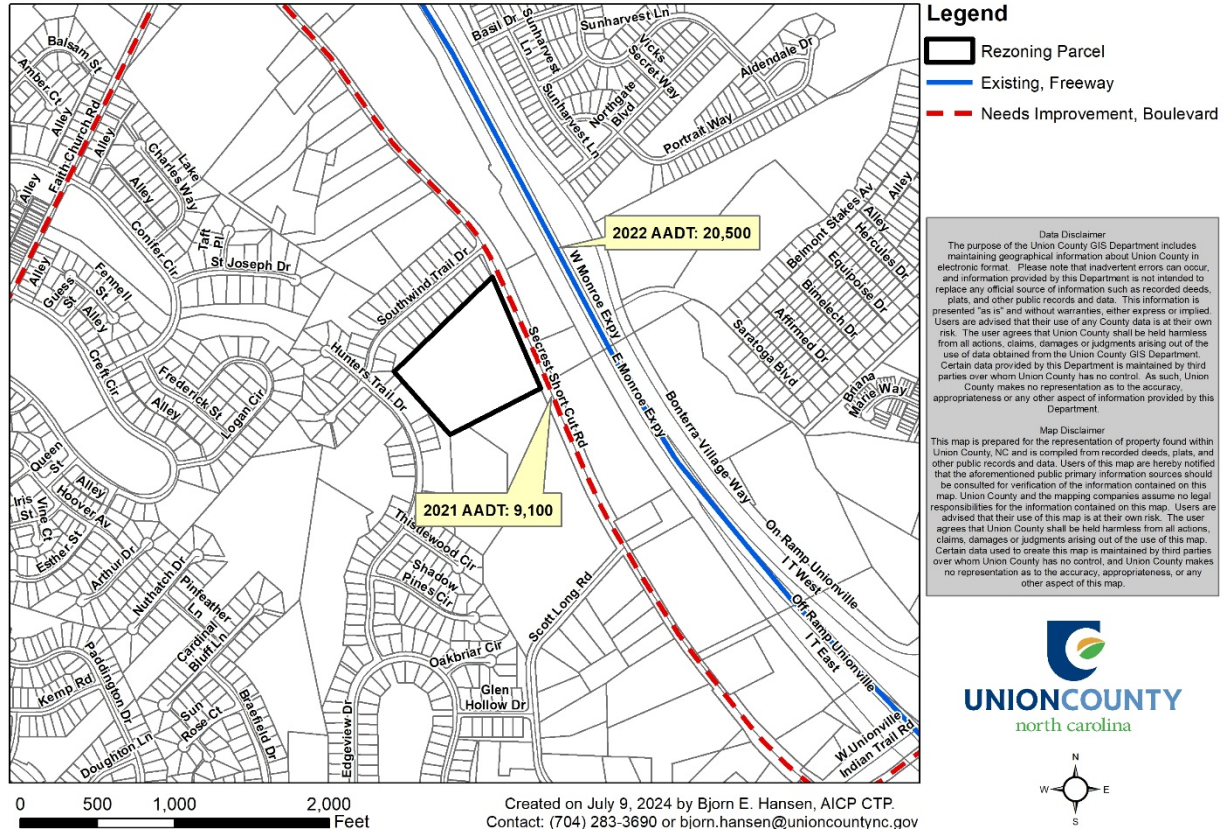
Transportation

Petition: 2024-CZ-005

Name: Secret

Size: 12.398 acres

Tax Parcel: 07-04-002A



Planning Documents

Union County Comprehensive Plan: The Union County 2050 comprehensive plan identifies this area as an Employment Corridor overlaid upon a Transition Zone. The proposed retail and service uses are therefore considered appropriate, although the amount of retail should be limited due to traffic impacts along the corridor. The flea market uses proposed under B-4 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.

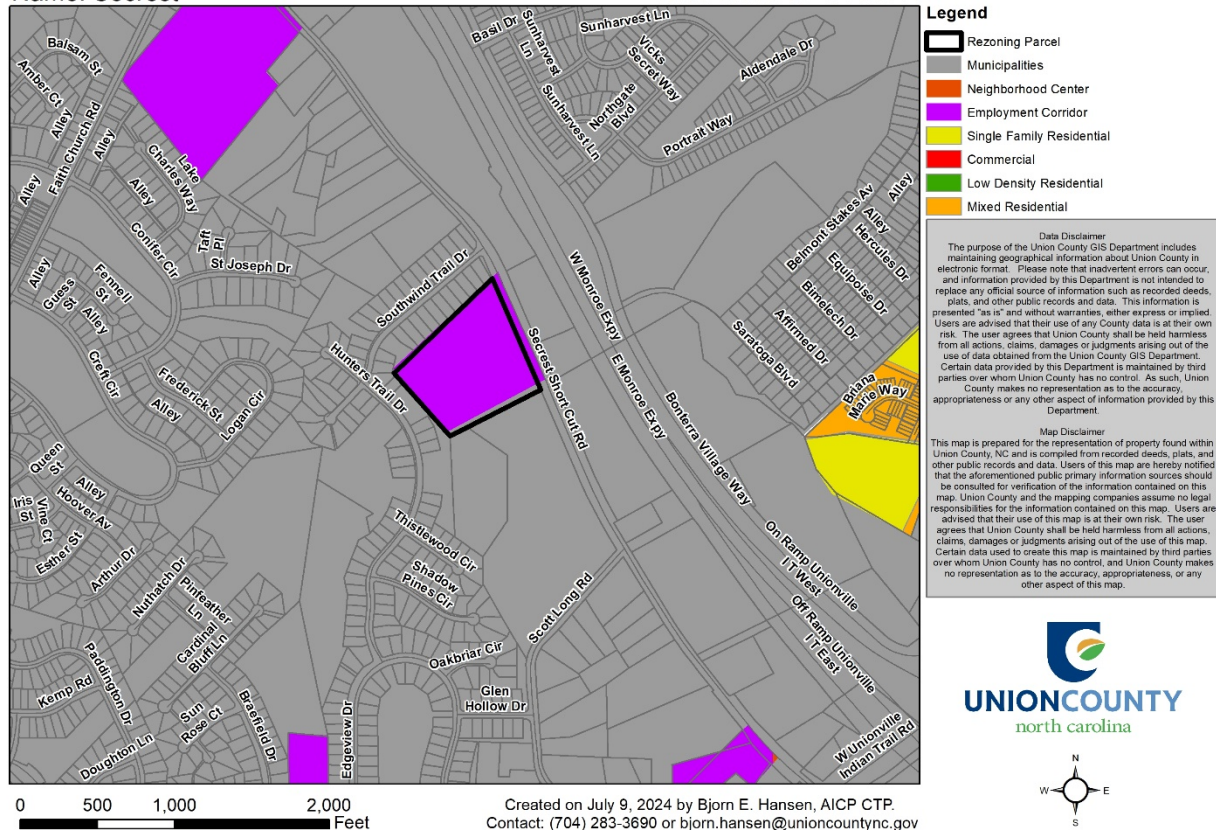
Land Use Map

Petition: 2024-CZ-005

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Public and Municipal Comments

Public Comments: A community meeting was held July 31, 2025. Eleven residents attended and had questions and concerns over buffering, business plan for flea market, proximity of driveway to nearby neighborhoods, and flooding on Secrest Short Cut Road.

Municipal Comments: Indian Trail, Hemby Bridge, and Lake Park were consulted and had the following comments:

Indian Trail: Indian Trail has had multiple conversations with the property owners and various potential buyers due to it being in a doughnut hole area. We provided several options for development of the property (several residential options & light industrial options). The floodplain and utility easements consume most of the lot and the options are limited by those factors regardless of the land use. The Secret Shortcut Small area plan that the Town and the County adopted calls for this parcel to be medium density residential and open space/environmentally sensitive. The Town of Indian Trail's Comprehensive plan calls for the same as well. The Town of Indian Trail strongly opposes this request and especially with the limited amount of information provided.

Hemby Bridge: We really appreciate your willingness to involve surrounding municipalities for input as it will definitely affect all of us. As far as Hemby Bridge, we have experienced numerous requests for commercial zoning in the past couple of years, which has forced the board to draw a hard line against rezoning, especially from residential to commercial located in residential areas. The town would request that the county to deny the rezoning.

Lake Park: The Village of Lake Park is not in favor of the rezoning due to traffic concerns.

Land Use Board Recommendation

The Land Use Board is scheduled to review this proposed rezoning at its October 21, 2025 meeting.

Staff Comments and Recommendation

This part of Union County is identified for employment uses as an Employment Corridor overlay over a transition zone. Because this is a non-residential request, the Employment Corridor recommendations apply. Employment Corridors have access to transportation infrastructure such as railways, airports and major roads, and have available land with close proximity to similar uses. Employment Corridors connect employment nodes and other large job centers throughout the County and neighboring counties. A variety of employment uses may be appropriate along these corridors. The proposed retail uses are appropriate in limited frequency, and the drivers school is appropriate within the overlay. The proposed site plan meets the requirements of the Unified Development Ordinance and the uses are consistent with the adopted plan. **Because of these aspects of the development, staff recommend approval of this rezoning application.**