



LINE TABLE

LINE NO.	DESCRIPTION	DATE
1	PROPOSED TRACTOR-TRAILER PARKING	
2	100' CLASS 'A' BUFFER	
3	100' CLASS 'A' UNDISTURBED BUFFER	
4	REZONING SEPARATION LINE	
5	100' CLASS 'A' UNDISTURBED BUFFER	
6	100' CLASS 'A' UNDISTURBED BUFFER	
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50	100' CLASS 'A' UNDISTURBED BUFFER	



PROPOSED ZONING: I-1 (CD) (L/W-P/A)
 PROPOSED USE: WAREHOUSE DISTRIBUTION, WAREHOUSE AND LIGHT MANUFACTURING/BUSINESS PARK
 BUILDING SETBACKS: FRONT-20', SIDE-5' AND REAR-10'

DEVELOPMENT CONDITIONS

- The development of the site will be controlled by the standards depicted on the site plan and by the standards of the City of Charlotte Zoning Ordinance. The development depicted by this plan is intended to reflect the general arrangement of proposed uses on the site, but the exact details of the configurations, placement and size of the individual buildings and/or site elements may be altered or modified within the limits prescribed by the ordinance as specified in Section 8.200(2) during the design development and construction phases. The proposal is intended to enable the development of a light industrial/distribution and business park and related ancillary functions.
- All proposed development on the site shall comply with ordinance requirements regarding the number and arrangement of off-street parking spaces, signage, yard dimensions, buffers, screening, Charlotte Tree Ordinance, etc.
- All uses in the I-1 district are permitted, except hotels and motels and outdoor advertising signs (billboards). The maximum amount of building square footage shall be 1,157,000 square feet, including Building 4 (based on the plan, which is existing (previously under construction)).
- As shown on the site plan, required buffers shall be established. In this instance a 100 foot Class A undisturbed buffer shall be established. The buffer shall conform to all applicable provisions of the ordinance. Utility lines servicing the site may cross through any buffer in accordance with applicable standards of the ordinance. Furthermore, a 30-foot natural buffer shall be established generally along the area of the site (shown as hatched). This 30-foot buffer acts as a heavily wooded, dense buffer. Depending upon the design and functional orientation of the building(s) adjoining this buffer, the buffer shall be treated as follows:
 - If the portion of the building(s) directly adjoining the buffer is designed with loading docks and/or service areas, the buffer shall remain undisturbed (except for necessary utility lines) and landscaping, the petitioner/developer will install a row of evergreen trees at the edge of the curb next to the buffer when such curb is within 75 feet of the right-of-way of I-485 to augment the undisturbed buffer. Such evergreen trees shall be planted at 20 feet o/c and be a minimum of 8 feet tall at the time of planting.
 - If the portion of the building(s) directly adjoining the buffer is designed with office space, public/customer parking, employee parking, etc., the buffer shall be a "woodland buffer" (definition revised) subject to the following conditions and standards:
 - Hand pruning only. No heavy equipment or vehicles allowed on the buffer (i.e.: bulldozers)
 - Plant material, which may be removed, shall be flush with the ground.
 - Limb removal shall be limited to dead or diseased limbs or healthy limbs removed up to a maximum height of seven feet from the ground.
 - Wrecks and vines may be removed.
 - Trees that are 4 inches or greater in caliper shall remain.
 - Dead trees and material may be removed. Diseased trees may be removed at the discretion of an Urban Forester.
 - Mulch may be applied to the buffer and kept 2-3 feet away from the bark of trees.
- Within the woodland buffer area, a minimum of 10 trees per 100 linear foot will be required, 2" minimum caliper. Existing trees will be counted toward meeting this standard. Where existing trees do not meet this standard, additional trees will be planted as required to meet this standard. At least 75% of new planted trees will be large maturing, except where overhead utility lines are present, then small maturing trees will be planted.
- Storm water detention facilities shall not be located within the front setback or required buffer areas.
- The maximum height of any freestanding light fixture shall not exceed 35 feet, including its base. All such lighting will be capped or shielded such that direct illumination does not extend past any property line. Wall pack lighting shall only be allowed internally, in between buildings (for example-the loading dock areas) and shall not be permitted along the outside, perimeter areas of the buildings where such lighting could impact residential areas adjacent to the site.
- Vehicular access points shall be limited to those shown on the site plan. The exact location may vary somewhat from that depicted and shall comply with all applicable design requirements of the Charlotte Dept. of Transportation and/or the North Carolina Dept. of Transportation
- Maximum building heights shall be limited to three stories or 50 feet in height.
- The development of future buildings related 5, 6, 7 and 8 shall comply with all applicable Lower Lake Wylie watershed regulations. This site will use the "High Density Option" which permits a maximum impervious coverage area of 75%, in accordance with applicable standards of the ordinance.
- West Pointe Drive shall provide the vehicular access to the site as shown. Portions of the street shall be a public right-of-way and other portions shall be developed as a proposed private drive to provide a vehicular connection between the public right-of-way sections. (See site plan). The petitioner shall provide for public vehicular access throughout West Pointe Drive, including the private drive portion, by creating cross easements or other similar means. Such easements shall be publicly recorded and done so prior to the issuance of any building permit associated with the construction of the second building on the site.
- Throughout the rezoning petition/site plan, the term "petitioner" shall be deemed to include the successors in interest and assigns of the petitioner who may be involved in the development of the site from time to time.
- No vehicular connection shall be made to Kierman Drive, which runs into the site from the adjoining residential subdivision.
- Sidewalks shall be provided in accordance with all applicable requirements.
- The secondary ingress and egress point into the site shall be located at a proposed new entrance on Sam Wilson Road (currently under construction), as shown on Site Plan.
- All roadway improvements as listed herein shall be completed prior to the issuance of building permits for buildings 5, 6, 7 and 8, except as noted under Note 17 herein.
- The petitioner shall tie into the existing storm water system(s). The petitioner shall have the receiving drainage system(s) analyzed to ensure that it will not be taken out of standard due to the development. If it is found that development will cause the storm drainage system(s) to be taken out of standard, the petitioner shall provide alternate methods to prevent the from occurring. The petitioner shall detain the runoff volume from the first inch of rain. Runoff draw-down time shall be a minimum of 48 hours, but not more than 120 hours.
- The use of structural storm water treatment systems (wet ponds, extended detention wetlands, bio-retention, etc.) shall be incorporated into the site and designed to have an 85% average removal for the Total Suspended Solids generated from the development.
- A maintenance plan shall be developed to ensure adequate long-term operation of the structural storm water treatment systems.
- The petitioner shall abide by the SWM stream Buffer, where applicable.
- The petitioner shall construct a westbound left turn lane as noted on the site plan. The left turn lane shall be designed with a minimum 130 feet of storage, a 15:1 lay taper and 45:1 through lane taper. Such design has been design conceptual and approved by NCDOT and CDOT. Furthermore, the petitioner shall construct the westbound approach with one lane setting as a left turn lane and an exclusive right turn lane with 100 feet of storage and a 20:1 lay taper. In addition, at Sam Wilson Road and the I-485 westbound ramp, the petitioner shall construct a southbound right turn lane on Sam Wilson Road with 150 feet of storage and a 20:1 lay taper. However, this improvement shall not be required until 635,000 square feet of building space has been constructed on the site.
- The proposed development shall comply with any bicycle storage/parking ordinance in effect at the time of building permit request.

APPROVED BY CITY COUNCIL
 DATE: 1/14/2014

Scale: 1" = 40'

Sheet: 1 of 1

Project No. 17200487

Drawing No. C-2.1

Revision: 1

FOR PUBLIC HEARING