

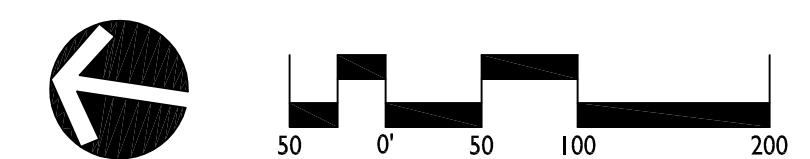
VICINITY MAP
NTS

SITE DEVELOPMENT DATA

Site Acreage: +/-8.3 AC.
Tax Parcels: 091-072-04 and 091-071-04
Proposed Zoning: TOD-M (O)
Existing Zoning: I-2
Existing Uses: Industrial
Proposed Uses: Uses permitted by right, under prescribed conditions and by the Optional provisions below together with accessory uses, as allowed in the TOD-M zoning district (as more specifically described and restricted below in Section 3).
Maximum Gross Square feet of Development: As allowed and required by the TOD-M zoning district.
Maximum Building Height: As allowed by the Ordinance and the Optional provisions below. Building height to be measured as required by the Ordinance.
Parking: Parking as required by the Ordinance and the Optional Provisions below.

SITE LEGEND

- SITE ACCESS
- GREENWAY ACCESS
- ZONING LINE
- STREET NETWORK
- PEDESTRIAN NETWORK
- DEVELOPMENT AREA



DEVELOPMENT STANDARDS

1. General Provisions:

a. **Site Location.** These Development Standards and the Technical Data Sheet form this rezoning plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by Flywheel Group ("Petitioner") to accommodate the development of transit supportive uses on an approximately 8.3 acre site located between Greensboro Street and the rail corridor west of East Sugar Creek Road (the "Site").

b. **Zoning Districts/Ordinance.** Development of the Site will be governed by the Rezoning Plan as well as the applicable provisions of the City of Charlotte Zoning Ordinance (the "Ordinance"). Unless the Rezoning Plan establishes more stringent standards, the regulations established under the Ordinance for the TOD-M (O) zoning classification shall govern all development taking place on the Site, subject to the Optional Provisions provided below.

c. **Graphics and Alterations.** The schematic depictions of the development areas, driveways, streets and other development matters and site elements (collectively the "Development/Site Elements") set forth on the Rezoning Plan should be reviewed in conjunction with the provisions of these Development Standards. The layout, locations, sizes and formulations of the Development/Site Elements depicted on the Rezoning Plan are graphic representations of the Development/Site elements proposed. Changes to the Rezoning Plan not anticipated by the Rezoning Plan will be reviewed and approved as allowed by Section 6.207 of the Ordinance. Since the project has not undergone the design development and construction phases, it is intended that this Rezoning Plan provide for flexibility in allowing some alterations or modifications from the graphic representations of the Development/Site Elements. Therefore, there may be instances where minor modifications will be allowed without requiring the Administrative Amendment Process per Section 6.207 of the Ordinance. These instances would include changes to graphics if they are:

i. minor and don't materially change the overall design intent depicted on the Rezoning Plan.

The Planning Director will determine if such minor modifications are allowed per this amended process, and if it is determined that the alteration does not meet the criteria described above, the Petitioner shall then follow the Administrative Amendment Process per Section 6.207 of the Ordinance; in each instance, however, subject to the Petitioner's appeal rights set forth in the Ordinance.

2. Optional Provisions.

a. To allow parking for EDEE at the rate of one space per 300 square feet. This optional provisions changes the required parking for EDEE from one space for 150 square feet to one space per 300 square feet.

b. To not require functional entrance to the future multi-use trail until the trail is constructed. Entrances will be added in the future when the multi-use trail is constructed.

3. Permitted Uses, Development Area Limitations:

a. The Site may be developed with residential and non-residential uses as permitted by right and under prescribed conditions in the TOD-M Zoning district together with accessory uses as allowed in the TOD-M zoning district.

4. Access:

a. Vehicular access to the Site will be from East Sugar Creek Road and Raleigh Street as generally depicted on the Technical Data Sheet.

b. The location of the access may be modified by the Petitioner to accommodate changes in traffic patterns, parking layouts and any adjustments required for approval by the Charlotte Department of Transportation (CDOT) in accordance with published standards so long as the street network set forth on the Rezoning Plan is not materially altered.

5. Streetscape, Landscaping, Open Space and Screening:

a. Along Raleigh Street a 16 foot setback as measured from the existing/future back of curb will be provided.

b. The Petitioner will improve the area between the proposed building and the rail corridor/station area as an amenitized open space. This area may be used to meet the public and private open space requirements of the Ordinance.

c. The open space areas on the Site will be improved with landscaping, lighting, seating and hardscape elements.

d. The Petitioner will coordinate with City staff and the Cross Charlotte Trail (XCLT) team during development and review of the site plan in an effort to provide access from the development.

e. The exact location of the XCLT has not been determined, however, the Petitioner shall dedicate a minimum 25 foot right-of-way during the permitting process to accommodate relevant portions of the XCLT as needed.

f. Utilities, including transformers, mechanical and electrical equipment, utility meters, dumpsters and back flow preventers shall be screened from the XCLT. Meter banks will be also screened where visible from public street view at grade level.

6. Architectural Standards.

a. The building materials used on the principal buildings constructed on Site will be a combination of some of the following: brick, stone, precast stone, precast concrete, synthetic stone, cementitious siding (such as hard-plank), stucco, EIFS, decorative metal panels, decorative block and/or wood. Vinyl as a building material may only be used on windows, soffits, and on handrails/railings

b. The ground floor portion of any building facing the future XCLT will be designed to orient to the XCLT. Entrances that face the XCLT shall have direct access to the XCLT.

c. Proposed non-residential uses located on ground floor of buildings fronting public streets will orient and provide a primary entrance that connects to the public sidewalk. The entrance to the sidewalk along the public streets will be open and operable during the business hours of the associated use. If individual uses and/or tenant entrances are not provided, primary building entrances shall be provided at a minimum of every 100'.

d. Entrances shall be provided for all residential units located on the ground floor fronting a public street. If individual unit entrances are not provided, a primary building entrance shall be provided at a minimum of every 100'.

e. All primary entrances shall include at least 3 of the following:

- i. decorative pedestrian lighting
- ii. architectural details carried to upper stories
- iii. covered porches, canopies, awnings or sunshades
- iv. archways
- v. transom windows
- vi. terraced or raised planters that can be utilized as seat walls
- vii. common outdoor seating enhanced with specialty details, paving, landscaping or water features
- viii. double doors

f. The ground floor shall be taller than and architecturally different than upper floors with more transparency than upper floors, this standard will only apply to building walls located along public streets.

m. In addition to the Blank Wall provisions of the TOD-M zoning district, Blank Walls shall be treated with both horizontal and vertical variations in wall planes.

7. Environmental Features:

a. The Site shall comply with the Charlotte City Council approved and adopted Post Construction Controls Ordinance.

b. The Site will comply with the Tree Ordinance.

8. Lighting:

a. All new detached and attached lighting shall be full cut-off type lighting fixtures excluding: low landscape, decorative, specialty, and accent lighting that may be installed along the driveways, sidewalks, open space/amenity areas, and parking areas.

9. Amendments to the Rezoning Plan:

a. Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners of the applicable Development Area portion of the Site affected by such amendment in accordance with the provisions herein and of Chapter 6 of the Ordinance.

10. Binding Effect of the Rezoning Application:

a. If this Rezoning Petition is approved, all conditions applicable to the development of the Site Imposed under the Rezoning Plan will, unless amended in the manner provided herein and under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site or Development Areas, as applicable, and their respective heirs, devisees, personal representatives, successors in interest or assigns.

REVISIONS:

1.

DATE: 07/14/17
DESIGNED BY:
DRAWN BY: mm
CHECKED BY:
SCALE:
PROJECT # 4095-001

SHEET #:

RZ-2

EAST SUGAR CREEK - NODA STATION
REZONING PETITION No. 2017-__

FLYWHEEL GROUP

DEVELOPMENT STANDARDS



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