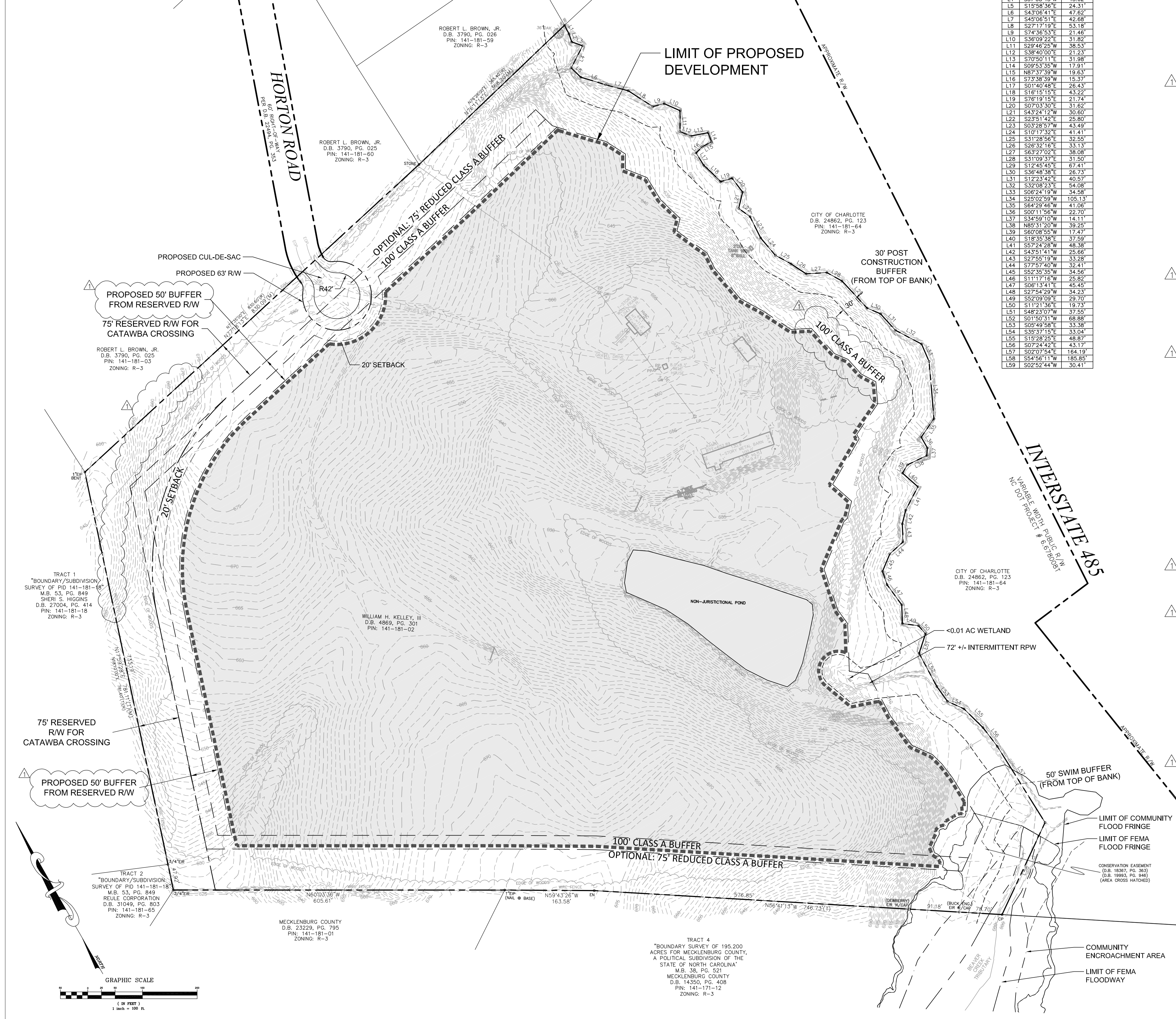


VICINITY MAP
NOT TO SCALE



LINE	BEARING	DISTANCE
11	S 302° 41' 21" E	1.798
12	S 302° 41' 21" E	1.798
13	S 349° 40' 21" E	21.31
14	S 349° 40' 21" E	21.31
15	S 55° 58' 30" E	24.68
16	S 43° 06' 41" E	47.62
17	S 27° 17' 19" E	53.68
18	S 74° 36' 53" E	21.74
19	S 74° 36' 53" E	21.74
20	N 11° 52' 46" E	38.53
21	N 11° 52' 46" E	38.53
22	N 103° 40' 40" E	21.21
23	N 103° 40' 40" E	21.21
24	N 103° 40' 40" E	21.21
25	N 103° 40' 40" E	21.21
26	N 103° 40' 40" E	21.21
27	N 103° 40' 40" E	21.21
28	N 103° 40' 40" E	21.21
29	N 103° 40' 40" E	21.21
30	N 103° 40' 40" E	21.21
31	N 103° 40' 40" E	21.21
32	N 23° 51' 42" E	25.80
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97	N 23° 51' 42" E	25.80
98	N 23° 51' 42" E	25.80
99	N 23° 51' 42" E	25.80
100	N 23° 51' 42" E	25.80

Site Development Data:

- **Acres:** = 42.6 acres
- **Tax Parcel #s:** 141-181-02
- **Existing Zoning:** R-3
- **Proposed Zoning:** I-1(CD)
- **Existing Uses:** Vacant
- **Proposed Uses:** Warehousing, warehouse distribution, manufacturing, office, and industrial uses as permitted by right and under prescribed conditions together with accessory uses, all as allowed in the I-1 zoning district (as more specifically described and restricted in the Development Standards below).
- **Maximum Gross Square Feet of Development:** Up to 450,000 square feet of gross floor area
- **Maximum Building Height:** Height as permitted by Ordinance and will be measured as defined by the Ordinance.
- **Parking:** As required by the Ordinance for the proposed uses.

1. General Provisions

- a. **Site Location.** These Development Standards, Schematic Site Plan and other graphics set forth on Sheet RZ-1 from this rezoning plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by ST Horton Road, LLC ("Petitioner") to accommodate the development of industrial uses on an approximately 42-acre site located at 10137 Horton 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 I-1 zoning classification shall govern all development taking place on the Site.
- c. **Graphics and Alterations.** Any schematic depictions of the uses, parking areas, sidewalks, structures and buildings, building elevations, 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. Any layouts, locations, sizes and formalizations 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 undertaken the design development and construction 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 that are instances if they are:
- i. minor and don't materially change the overall design intent depicted on the Rezoning Plan; such as minor minor modifications to the configurations of any building location, driveways and parking areas and dimensions and the like as long as the modifications maintain the general building/parking orientation and character of the development generally 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.

- d. **Number of Buildings Principal and Accessory.** Notwithstanding the number of building(s) shown on the Rezoning Plan, the total number of principal buildings to be developed on the Site will be limited to three (3). Accessory buildings and structures located on the Site shall not be considered in any limitation on the number of buildings on the Site. Accessory buildings and structures will be constructed utilizing similar building materials, colors, architectural elements and designs as the principal building(s). In the event more than one principal building is developed on the Site, the Site shall adhere to the Subdivision Ordinance.

2. Permitted Uses, Development Area Limitations:

- a. Subject to the restrictions and limitations listed below in subsection 2.b. below, the principal building constructed on the Site may be developed with up to 450,000 square feet gross floor area of warehousing, warehouse distribution, office, manufacturing, and industrial uses permitted by right and under prescribed conditions together with accessory uses; all allowed in the I-1 zoning district.
- b. In no event shall the following uses be permitted:
- Outdoor storage,
 - Eating, Drinking, and Entertainment establishments,
 - Retail establishments, shopping centers and business, personal and recreation services,
 - auction sales,
 - automobiles, truck and utility trailer rental,
 - automotive repair garages,
 - automotive sales and repair,
 - automotive service stations,
 - manufactured housing sales or repair,
 - petroleum storage facilities,
 - recycling or drop off centers

For purposes of the development limitations set forth in these Development Standards (but not to be construed as a limitation on FAR requirements), the following items will not be counted as part of the allowed gross floor area (floor area as defined by the Ordinance) for the Site: structured parking facilities and all loading dock areas (open or enclosed).

3. Transportation Improvements and Access:

- a. Access to the Site will be from Horton Road as generally depicted on the Rezoning Plan, subject to adjustments as set forth below. The exact alignment, dimensions and location of the access point to the Site and the driveway on the Site may be modified from the elements shown on the Rezoning Plan provided that the overall design intent is not materially altered and requirements described in this Section 3 are met.

In as much as the Catawba Crossing is in the conceptual stage, it is acknowledged that the right of way width for the Catawba Crossing and the accompanying improvements may be modified to result a reduced or eliminated right of way width. The right of way for the Catawba Crossing and any adjustments to its width shall be determined in coordination with the Planning Department, CDOT, an Engineering and Property Management in connection with the final design/alignment of the Catawba Crossing. Any reduction or elimination in the right of way width may occur either before or after completion of the building(s) contemplated by the development. Petitioner shall provide for dedication of the Catawba Crossing within a reasonable period of time after receipt of written notice of final design/alignment of the Catawba Crossing and the resulting right of way.

- c. The Petitioner shall provide or cause to be provided on its own or in cooperation with other parties who may implement portions of the improvements, substantial completion of modifications to Horton Road from Garrison Road to the Site within the existing right-of-way to the standards of a local industrial street from face of curb to face of curb. Turn lanes, sidewalks, and planting strips shall be provided contingent upon right of way availability and determined during the Land Development permitting process.

The above-referenced improvements in this subsection 3.c. shall be substantially completed prior to the issuance of the first certificate of occupancy for the first upfit within a building shell on the Site

- c. Subject to the provisions of Section 3.e. below, Petitioner shall dedicate and convey to the City all rights-of-way required for the improvements referenced in subsection 3.e. prior to the issuance of the first certificate of occupancy for the first upfit within a building shell on the Site, and where practicable, such right-of-way shall be set at two (2) feet behind the back of sidewalk.
- d. The foregoing public roadway improvements described in subsection 3.e. shall be subject to the standards and criteria of CDOT as applicable. Reference to "substantial completion" or "substantially completed" for improvements as set forth in the provisions above shall mean completion of the roadway improvements in accordance with the above standards provided, however, in the event all such roadway improvements are not completed at the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in connection with related development phasing described above, then the Petitioner will work with City Staff to determine a process to allow the issuance of certificates of occupancy for the applicable buildings, and in such event the Petitioner may be asked to post a letter of credit or a bond for any improvements not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvements.

- f. **Alternative Improvements.** Changes to the above referenced roadway improvements in subsection 3.c. can be approved through the Administrative Amendment process upon the determination and mutual agreement of Petitioner, CDOT, and the Planning Director as applicable, provided, however, the proposed alternate transportation improvements provide (in the aggregate) comparable transportation network benefits to the improvements identified in this Petition.

4. Setbacks, Buffers and Screening

- A twenty foot (20') setback shall be provided as defined by Ordinance from public streets.
- A seventy-five foot (75') reduced Class A Buffer will be provided along the Site's eastern and southern property lines as generally depicted on the Rezoning Plan.
- A fifty foot (50') buffer shall be provided along the reserved "Catawba Crossing" alignment as generally depicted on the Rezoning Plan.

5. Architectural Standards Design Guidelines.

- a. The principal building(s) constructed on the Site may use a variety of building materials. The building materials used for buildings will be a combination of the following: glass, brick, stone, simulated stone, pre-cast stone, precast concrete, synthetic stone, stucco, cementitious siding (such as hardi-plank), metal panels (on north and west elevations only), EIFS or wood. Vinyl as a building material will not be allowed except on windows and soffits.
- b. HVAC and related mechanical equipment will be screened from public view and from view of adjacent properties and proposed public streets at grade.
- c. Dumpster areas and recycling areas will be enclosed by a solid wall or fence with one side being a decorative gate. The wall or fence used to enclose the dumpster will be architecturally compatible with the building materials and colors used on the principal building.

6. 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 Tree Ordinance.

7. Lighting:

- a. All new lighting shall be full cut-off type lighting fixtures excluding lower, decorative lighting that may be installed along the driveways, sidewalks, and parking areas.
- b.

8. 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 or applicable parcels within the Site in accordance with the provisions herein and of Chapter 6 of the Ordinance.

9. 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.