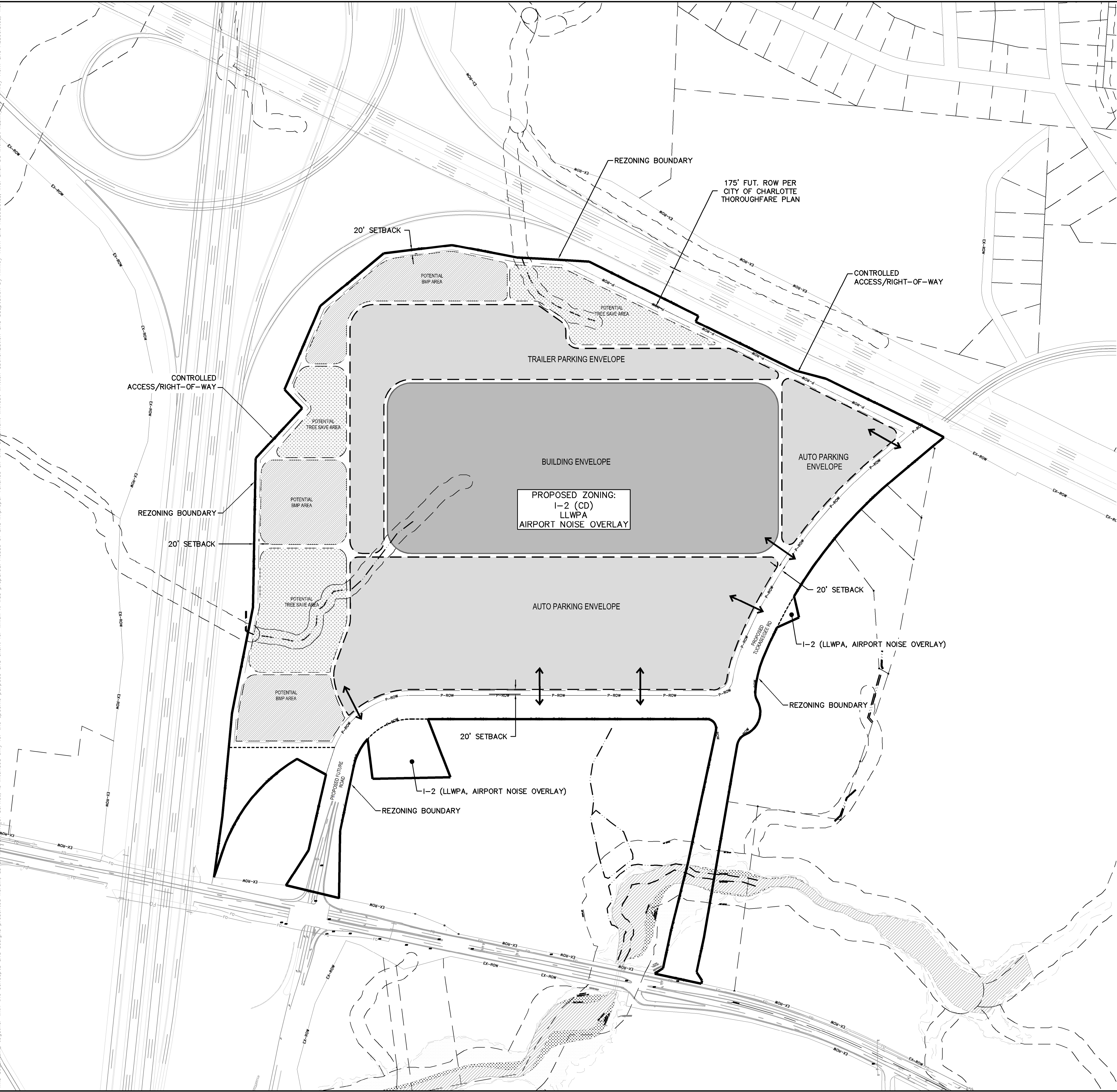


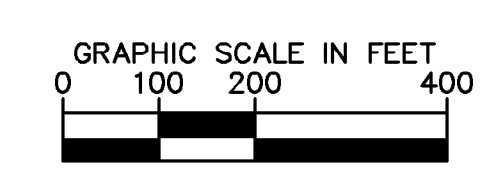
Plotted By: Edwards, Matt. Sheet: SSK-110. Layout: Layout1. Date: 01/05/2018. I:\GCH\PROJECTS\19554_Sparkies\001_Quattro\02 - DWG\000_REZONING\021 - TECHNICAL DATA SHEET.dwg
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LEGEND	
	REZONING BOUNDARY
	EXISTING PARCELS
	SETBACK
	POTENTIAL JURISDICTIONAL STREAM
	EXISTING POST CONSTRUCTION BUFFER
	EXISTING RIGHT-OF-WAY
	PROPOSED RIGHT-OF-WAY
	POTENTIAL PARKING ENVELOPE
	POTENTIAL BUILDING ENVELOPE
	POTENTIAL TREE SAVE AREA
	POTENTIAL BMP AREA
	POTENTIAL FULL MOVEMENT ACCESS POINTS

SITE DEVELOPMENT DATA:

ACREAGE: ± 108.0 ACRES
TAX PARCEL #S: 055-381-04, 055-381-05, 055-381-09, 055-381-10, 055-381-13, 055-381-15, 055-381-16, 055-381-30, 055-381-32, 055-381-33, 055-381-34, 055-381-46, 055-382-02, 055-382-03, 055-382-05, 055-382-06, 055-382-07, 055-382-08, 055-382-09, 055-382-10, 055-531-01, 055-381-08, 055-381-11, 055-381-14, 055-381-18, 055-381-24, 055-381-25, 055-381-29, 055-381-35, 055-381-44, 055-381-47, 055-381-53, 055-382-01, 055-382-04, 055-382-11, 055-382-13, 055-382-14, 055-381-01, 055-381-03, 055-381-26, 055-371-12, 055-371-05, AND A PORTION OF PARCELS 055-371-11, 055-371-10, 055-371-09, 055-371-07, 055-371-04, 055-371-18, 055-371-17, 055-317-03, 055-371-02, AND 055-371-01
EXISTING ZONING: B-2, I-2, R-3, AND R-MH LLWPA & AIRPORT NOISE OVERLAY
PROPOSED ZONING: I-2(CD) LLWPA AIRPORT NOISE OVERLAY AND I-2 LLWPA AND AIRPORT NOISE OVERLAY FOR A PORTION OF 055-371-12 AND A PORTION OF 055-371-05
EXISTING USES: VACANT AND RESIDENTIAL
PROPOSED USES: WAREHOUSING, WAREHOUSE/DISTRIBUTION, MANUFACTURING, OFFICE AND OTHER INDUSTRIAL USES ALLOWED BY RIGHT AND UNDER PRESCRIBED CONDITIONS IN THE I-2 ZONING DISTRICT TOGETHER WITH ACCESSORY USES PERMITTED IN I-2 DISTRICT (AS MORE SPECIFICALLY DESCRIBED IN THE DEVELOPMENT STANDARDS BELOW).
MAXIMUM GROSS SQUARE FEET OF DEVELOPMENT: UP TO 2.4 MILLION SQUARE FEET OF GROSS FLOOR AREA OF USES ALLOWED BY RIGHT AND UNDER PRESCRIBED CONDITIONS IN THE I-2 ZONING DISTRICT TOGETHER WITH ACCESSORY USES PERMITTED IN I-2 DISTRICT (AS MORE SPECIFICALLY DESCRIBED IN THE DEVELOPMENT STANDARDS BELOW).
MAXIMUM BUILDING HEIGHT: AS ALLOWED AND REQUIRED BY THE ORDINANCE.
PARKING: AS REQUIRED BY THE ORDINANCE FOR THE PROPOSED USES.



PROJECT QUATTRO
PREPARED FOR
CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT
CITY OF CHARLOTTE

TECHNICAL DATA SHEET

REZONING PETITION NO. 2018-025
NORTH CAROLINA

KHA PROJECT
019654001

DATE
02/22/2018

SCALE AS SHOWN
DESIGNED BY MHP
DRAWN BY MHP
CHECKED BY MAE

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NC LICENSE #P-0102

Kimley-Horn

NO.	REVISIONS	PER STAFF COMMENTS	DATE
4	REVISIONS PER STAFF COMMENTS	06/15/18 MAE	
3	REVISIONS PER STAFF COMMENTS	06/07/18 MHP	
2	REVISIONS PER STAFF COMMENTS	05/31/18 MHP	
1	REVISIONS PER STAFF COMMENTS	04/16/18 MHP	

CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT
DEVELOPMENT STANDARDS
JUNE 15, 2018
REZONING PETITION NO. 2018-025

SITE DEVELOPMENT DATA:

--ACREAGE: ± 108.0 ACRES

--TAX PARCEL #S: 055-381-04, 055-381-05, 055-381-09, 055-381-10, 055-381-13, 055-381-15, 055-381-16, 055-381-30, 055-381-32, 055-381-33, 055-381-34, 055-381-46, 055-382-02, 055-382-03, 055-382-05, 055-382-06, 055-382-07, 055-382-08, 055-382-09, 055-382-10, 055-531-01, 055-381-08, 055-381-11, 055-381-14, 055-381-18, 055-381-24, 055-381-25, 055-381-29, 055-381-35, 055-381-44, 055-381-47, 055-381-53, 055-382-01, 055-382-04, 055-382-11, 055-382-13, 055-382-14, 055-381-01, 055-381-03, 055-381-26, 055-371-12, 055-371-05, AND A PORTION OF PARCELS 055-371-11, 055-371-10, 055-371-09, 055-371-07, 055-371-04, , 055-371-18, 055-371-17, 055-317-03, 055-371-02, AND 055-371-01

--EXISTING ZONING: B-2, I-2, R-3, AND R-MH LLWPA & AIRPORT NOISE OVERLAY

--PROPOSED ZONING: I-2(CD) LLWPA AIRPORT NOISE OVERLAY AND I-2 LLWPA AND AIRPORT NOISE OVERLAY FOR A PORTION OF 055-371-12 AND A PORTION OF 055-371-05

--EXISTING USES: VACANT AND RESIDENTIAL

--PROPOSED USES: WAREHOUSING, WAREHOUSE/DISTRIBUTION, MANUFACTURING, OFFICE AND OTHER INDUSTRIAL USES ALLOWED BY RIGHT AND UNDER PRESCRIBED CONDITIONS IN THE I-2 ZONING DISTRICT TOGETHER WITH ACCESSORY USES PERMITTED IN I-2 DISTRICT (AS MORE SPECIFICALLY DESCRIBED IN THE DEVELOPMENT STANDARDS BELOW).

--MAXIMUM GROSS SQUARE FEET OF DEVELOPMENT: UP TO 2.4 MILLION SQUARE FEET OF GROSS FLOOR AREA OF USES ALLOWED BY RIGHT AND UNDER PRESCRIBED CONDITIONS IN THE I-2 ZONING DISTRICT TOGETHER WITH ACCESSORY USES PERMITTED IN I-2 DISTRICT (AS MORE SPECIFICALLY DESCRIBED IN THE DEVELOPMENT STANDARDS BELOW).

--MAXIMUM BUILDING HEIGHT: AS ALLOWED AND REQUIRED BY THE ORDINANCE.

--PARKING: AS REQUIRED BY THE ORDINANCE FOR THE PROPOSED USES.

1. GENERAL PROVISIONS:

a. **SITE LOCATION.** THESE DEVELOPMENT STANDARDS, THE TECHNICAL DATA SHEET, REZONING BOUNDARY AND OTHER GRAPHICS SET FORTH ON ATTACHED SHEETS RZ-1, RZ-2 AND RZ-3 FORM THIS REZONING PLAN (COLLECTIVELY REFERRED TO AS THE "REZONING PLAN") ASSOCIATED WITH THE REZONING PETITION FILED BY CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT ("PETITIONER") TO ACCOMMODATE THE DEVELOPMENT OF INDUSTRIAL USES ON AN APPROXIMATELY 108.0 ACRE SITE LOCATED ALONG TUCKASEEGEE ROAD SOUTH OF THE I-85/I-485 INTERSECTION (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-2 ZONING CLASSIFICATION SHALL GOVERN ALL DEVELOPMENT TAKING PLACE ON THE SITE.

c. **GRAPHICS AND ALTERATIONS.** THE SCHEMATIC DEPICTIONS OF THE USES, PARKING AREAS, BUILDING ENVELOPES, 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.

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 2.4 MILLION SQUARE FEET OF 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-2 ZONING DISTRICT.

b. IT IS ACKNOWLEDGED THAT PERMITTED ACCESSORY USES MAY INCLUDE, WITHOUT LIMITATION, USES SUCH AS REFUELING, MAINTENANCE AND WASHING OF VEHICLES INDOOR AND OUTDOOR, OUTDOOR AND INDOOR LOADING AND UNLOADING, OUTDOOR AND INDOOR STORAGE, PRINTING, OPERATING EQUIPMENT (INCLUDING MODULAR EQUIPMENT) INDOOR OR OUTDOOR, PARKING AND VEHICULAR MANEUVERING INDOOR AND OUTDOOR, DELIVERIES BY VEHICLE AND AERIAL/DRONE (IN COMPLIANCE WITH ANY APPLICABLE REGULATIONS), SALES OF PRODUCTS SUCH AS FOOD ITEMS ON-SITE TO TENANT'S EMPLOYEES, OR TO VISITORS/CUSTOMERS PARTICIPATING IN FACILITY TOURS AND FOR LIMITED CUSTOMER PICK-UP FROM SELF-SERVICE KIOSKS AND THE LIKE.

c. IN NO EVENT SHALL THE FOLLOWING USES BE PERMITTED AS PRINCIPAL USES BUT AS NOTED, USES MAY BE PERMITTED AS ACCESSORY USES AS DESCRIBED ABOVE:

- OUTDOOR STORAGE (ALLOWED AS ACCESSORY USES),
- EATING, DRINKING, AND ENTERTAINMENT ESTABLISHMENTS (ALLOWED AS ACCESSORY USES AS DESCRIBED ABOVE),
- RETAIL ESTABLISHMENTS, SHOPPING CENTERS AND BUSINESS, PERSONAL AND RECREATION SERVICES (CERTAIN LIMITED RETAIL USES AS ACCESSORY USES AS DESCRIBED ABOVE),
- AUCTION SALES,
- AUTOMOBILES, TRUCK AND UTILITY TRAILER RENTAL,
- AUTOMOTIVE REPAIR GARAGES (ALLOWED AS ACCESSORY USES),
- AUTOMOTIVE SALES AND REPAIR (ALLOWED AS ACCESSORY USES AS TO REPAIR ACTIVITIES),
- AUTOMOTIVE SERVICE STATIONS (ALLOWED AS ACCESSORY USES AS TO REFUELING, MAINTENANCE AND REPAIRS),
- MANUFACTURED HOUSING SALES OR REPAIR,
- RECYCLING OR DROP OFF CENTERS (ALLOWED AS ACCESSORY USES),
- BILLBOARDS,
- JUNKYARDS, AND
- PRISONS

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. **PROPOSED IMPROVEMENTS.** THE PETITIONER PLANS TO PROVIDE OR CAUSE TO BE PROVIDED ON ITS OWN OR IN COOPERATION WITH OTHER PARTIES WHO MAY IMPLEMENT PORTIONS OF THE IMPROVEMENTS SET FORTH BELOW TO BENEFIT OVERALL TRAFFIC PATTERNS THROUGHOUT THE AREA IN ACCORDANCE WITH THE FOLLOWING IMPLEMENTATION PROVISIONS AND AS GENERALLY DEPICTED ON REZONING PLAN:

- 1-485 OUTER LOOP RAMP AT US 74
 - CONSTRUCTION OF A CHANNELIZED EASTBOUND RIGHT-TURN LANE WITH 280 FEET OF STORAGE.
 - EXTENSION OF THE WESTBOUND LEFT-TURN LANE TO THE ADJACENT SIGNAL TO CREATE A DROP LANE.
 - INSTALLATION OF LEFT-TURN FLASHING YELLOW ARROW SIGNALS (FYAS) FOR BOTH US 74 APPROACHES.
- 1-485 INNER LOOP RAMP AT US 74
 - CONSTRUCTION OF AN ADDITIONAL NORTHBOUND RIGHT-TURN LANE TO CREATE DUAL NORTHBOUND RIGHT-TURN LANES WITH A MINIMUM OF 425 FEET OF STORAGE EACH.
 - THESE TURN LANES SHOULD BE CHANNELIZED WITH A FLARED CHANNELIZATION ISLAND THAT IS LARGE ENOUGH TO SERVE AS A PEDESTRIAN REFUGE AND TO HAVE PEDESTRIAN SIGNALS AND PUSHBUTTONS WITHIN IT
 - CONSTRUCTION OF A SOUTHBOUND RIGHT-TURN LANE WITH A MINIMUM OF 150 FEET OF STORAGE.
 - RESTRIPING THE SOUTHBOUND LEFT-TURN LANE TO PROVIDE A MINIMUM OF 150 FEET OF STORAGE.
 - RESTRIPING THE EASTBOUND RIGHT-TURN LANE TO A SHARED THROUGH-RIGHT LANE.
 - THE ADDITIONAL RECEIVING LANE WILL EXTEND TO THE INTERSECTION OF US 74 AT SEARS ROAD

- RESTRIPING THE WESTBOUND RIGHT-TURN LANE TO A SHARED THROUGH-RIGHT LANE.
 - THIS IMPROVEMENT WILL REQUIRE THE CONSTRUCTION OF AN ADDITIONAL RECEIVING LANE.
 - THE TWO EXISTING WESTBOUND THROUGH LANES WILL BE TRANSITIONED EAST ALONG US 74 TO TIE TO THE EXISTING ON THE WEST SIDE OF THE TICER BRANCH CULVERT WITH APPROPRIATE LANE TRANSITION AND TAPER.
- EXTENSION OF THE MEDIAN TOWARDS THE INTERSECTION ON THE NORTHBOUND APPROACH, ASSUMING VERIFICATION OF ADEQUATE TRUCK TURN RADIUS.

3. US 74 AT BARRY DRIVE
 - ADD PEDESTRIAN SIGNALS FOR CROSSING THE SOUTH LEG OF BARRY DRIVE.
 - MODIFY THE EXISTING CHANNELIZATION ISLAND FOR THE NORTHBOUND APPROACH TO ACCOMMODATE PEDESTRIANS AS WELL AS PEDESTRIAN SIGNALS AND PUSHBUTTONS.

4. US 74 AT REALIGNED TUCKASEEGEE ROAD
 - INSTALLATION OF A TRAFFIC SIGNAL.
 - CDOT SIGNALS SECTION WILL REVIEW THE FULL SIGNAL WARRANTS ANALYSIS ONCE IT IS RECEIVED BEFORE APPROVING SIGNALIZATION.
 - NCDOT HAS APPROVED THE TRAFFIC SIGNAL WARRANTS.
 - CONSTRUCTION OF DUAL SOUTHBOUND LEFT-TURN LANES WITH A MINIMUM OF 150 FEET OF STORAGE.
 - CONSTRUCTION OF DUAL SOUTHBOUND RIGHT-TURN LANES WITH A MINIMUM OF 175 FEET OF STORAGE.
 - THESE TURN LANES SHOULD BE CHANNELIZED WITH A FLARED CHANNELIZATION ISLAND THAT IS LARGE ENOUGH TO SERVE AS A PEDESTRIAN REFUGE AND TO HAVE PEDESTRIAN SIGNALS AND PUSHBUTTONS WITHIN IT.
 - CONSTRUCTION OF AN EASTBOUND LEFT-TURN LANE WITH 275 FEET OF STORAGE
 - CONSTRUCTION OF A WESTBOUND RIGHT-TURN LANE WITH A MINIMUM OF 150 FEET OF STORAGE.

5. REALIGNED TUCKASEEGEE ROAD/TODD ROAD
 - CONSTRUCTION OF A NEW ALIGNMENT OF TUCKASEEGEE ROAD AND TODD ROAD MEETING THE FOLLOWING DESIGN STANDARDS:
 - 11 FOOT LANES
 - THREE LANE SECTION
 - 6 FOOT SIDEWALK
 - 8 FOOT PLANTING STRIP
 - CURB & GUTTER
 - BUFFERED BIKE LANES (3 FOOT BUFFER AND 5 FOOT BIKE LANE)
 - DUAL ROUNDABOUT

6. TUCKASEEGEE ROAD FROM PROPOSED ROUNDABOUT TO WILKINSON BLVD
 - CONSTRUCTION OF A NEW ALIGNMENT OF TUCKASEEGEE ROAD MEETING THE FOLLOWING DESIGN STANDARDS:
 - 11 FOOT LANES
 - FOUR LANE SECTION
 - 6 FOOT SIDEWALK
 - 8 FOOT PLANTING STRIP
 - CURB & GUTTER
 - BUFFERED BIKE LANES (3 FOOT BUFFER AND 5 FOOT BIKE LANE)
 - FOUR LANE BRIDGE OVER TICER BRANCH (WITH 8 FOOT SIDEWALK)

7. ADDITIONAL GENERAL REQUIREMENTS TO BE INCORPORATED AS APPLICABLE
 - INSTALLATION OF AN 8 FOOT SHOULDER (4 FOOT PAVED & 4 FOOT GRASS) ON WILKINSON BOULEVARD (EXCEPT AT THE TICER BRANCH CULVERT).
 - IMPLEMENTATION OF A 1 FOOT OFFSET FROM THE MEDIAN TO THE PAINT STRIP IN ALL LOCATIONS WITH A CONCRETE MEDIAN (EXCEPT AT THE TICER BRANCH CULVERT).
 - USE OF SOIL STABILIZATION AT THE EXISTING CULVERT.
 - DESIGN OF INTERSECTIONS ALONG US 74 TO ACCOMMODATE FUTURE SIDEWALK AND CROSSWALK CONNECTIONS, VIA ACCESSIBLE RAMPS AND STOP BAR PLACEMENT.

b. **NCDOT/CDOT STANDARDS.** ALL OF THE FOREGOING PUBLIC ROADWAY IMPROVEMENTS WILL BE SUBJECT TO THE STANDARDS AND CRITERIA OF NCDOT AND/OR CDOT. IT IS UNDERSTOOD THAT SUCH IMPROVEMENTS MAY BE UNDERTAKEN BY THE PETITIONER ON ITS OWN OR IN CONJUNCTION WITH OTHER DEVELOPMENT OR ROADWAY PROJECTS TAKING PLACE WITHIN THE AREA, BY WAY OF A PRIVATE/PUBLIC PARTNERSHIP EFFORT OR OTHER PUBLIC SECTOR PROJECT SUPPORT.

- c. **INTENTIONALLY DELETED**
- d. **SUBSTANTIAL COMPLETION.** REFERENCE TO "SUBSTANTIAL COMPLETION" OR "SUBSTANTIALLY COMPLETED" FOR CERTAIN IMPROVEMENTS AS SET FORTH IN THE PROVISIONS OF SECTION 3.A. ABOVE SHALL MEAN COMPLETION OF THE ROADWAY IMPROVEMENTS IN ACCORDANCE WITH THE STANDARDS SET FORTH IN SECTION 3.B. ABOVE PROVIDED, HOWEVER, IN THE EVENT CERTAIN NON-ESSENTIAL ROADWAY IMPROVEMENTS SUCH AS LIMITED PAVING, LANDSCAPING, FIXTURES AND EQUIPMENT AND THE LIKE (AS REASONABLY DETERMINED BY CDOT) 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 CDOT WILL INSTRUCT APPLICABLE AUTHORITIES TO ALLOW THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR THE APPLICABLE BUILDING(S), 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. INSTALLATION OF TEMPORARY TRAFFIC SIGNALS WILL CONSTITUTE SUBSTANTIAL COMPLETION PROVIDED THAT PERMANENT TRAFFIC SIGNALS ARE INSTALLED AS SOON AS PRACTICAL.

c. **RIGHT-OF-WAY AVAILABILITY.** IT IS UNDERSTOOD THAT SOME OF THE PUBLIC IMPROVEMENTS REFERENCED IN SUBSECTION A. ABOVE MAY NOT BE POSSIBLE WITHOUT THE ACQUISITION OF ADDITIONAL RIGHT OF WAY. IF AFTER THE EXERCISE OF DILIGENT GOOD FAITH EFFORTS, AS SPECIFIED BY THE CITY OF CHARLOTTE RIGHT-OF-WAY ACQUISITION PROCESS AS ADMINISTERED BY THE CITY OF CHARLOTTE'S ENGINEERING & PROPERTY MANAGEMENT DEPARTMENT, THE PETITIONER IS UNABLE TO ACQUIRE ANY LAND NECESSARY TO PROVIDE FOR ANY SUCH ADDITIONAL RIGHT OF WAY UPON COMMERCIALY REASONABLE TERMS AND AT MARKET PRICES, THEN CDOT, THE CITY OF CHARLOTTE ENGINEERING DIVISION OR OTHER APPLICABLE AGENCY, DEPARTMENT OR GOVERNMENTAL BODY MAY ELECT TO PROCEED WITH ACQUISITION OF ANY SUCH LAND. IN SUCH EVENT, THE PETITIONER SHALL REIMBURSE THE APPLICABLE AGENCY, DEPARTMENT OR GOVERNMENTAL BODY FOR THE COST OF ANY SUCH ACQUISITION PROCEEDINGS INCLUDING COMPENSATION PAID BY THE APPLICABLE AGENCY, DEPARTMENT OR GOVERNMENTAL BODY FOR ANY SUCH LAND AND THE EXPENSES OF SUCH PROCEEDINGS. FURTHERMORE, IN THE EVENT PUBLIC ROADWAY IMPROVEMENTS REFERENCED IN SUBSECTION A. ABOVE ARE DELAYED BECAUSE OF DELAYS IN THE ACQUISITION OF ADDITIONAL RIGHT-OF-WAY AS CONTEMPLATED HEREIN ABOVE, THEN THE PETITIONER WILL CONTACT THE PLANNING DEPARTMENT AND CDOT REGARDING AN APPROPRIATE INFRASTRUCTURE PHASING PLAN THAT APPROPRIATELY MATCHES THE SCALE OF THE DEVELOPMENT PROPOSED TO THE PUBLIC INFRASTRUCTURE MITIGATIONS. IF AFTER CONTACTING THE PLANNING DEPARTMENT AND CDOT TO DETERMINE THE APPROPRIATE INFRASTRUCTURE PHASING PLAN, DELAYS IN THE ACQUISITION OF ADDITIONAL RIGHT-OF-WAY EXTENDS BEYOND 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 CDOT MAY INSTRUCT APPLICABLE AUTHORITIES TO ALLOW THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR THE APPLICABLE BUILDINGS; PROVIDED, HOWEVER, PETITIONER CONTINUES TO EXERCISE GOOD FAITH EFFORTS TO COMPLETE THE APPLICABLE ROAD-WAY IMPROVEMENTS; 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 CAN BE APPROVED THROUGH THE ADMINISTRATIVE AMENDMENT PROCESS UPON THE DETERMINATION AND MUTUAL AGREEMENT OF PETITIONER, CDOT, PLANNING DIRECTOR, PROVIDED, HOWEVER, THE PROPOSED ALTERNATE TRANSPORTATION IMPROVEMENTS PROVIDE (IN THE AGGREGATE) COMPARABLE TRANSPORTATION NETWORK BENEFITS TO THE IMPROVEMENTS IDENTIFIED IN THIS PETITION.

g. **ACCESS TO STREETS.** ACCESS TO THE SITE WILL BE FROM THE PROPOSED TUCKASEEGEE ROAD AND PROPOSED INDUSTRIAL DRIVE AS GENERALLY DEPICTED ON THE REZONING PLAN.

h. **ALIGNMENT/LOCATIONS OF DRIVEWAYS.** THE EXACT ALIGNMENT, DIMENSIONS AND LOCATIONS OF THE ACCESS POINTS TO THE SITE, THE DRIVEWAYS ON THE SITE AND STREETSCAPE CROSS-SECTIONS ON THE SITE MAY BE MODIFIED FROM THE ELEMENTS SHOWN ON THE REZONING PLAN PROVIDED THAT THE OVERALL DESIGN INTENT IS NOT MATERIALLY ALTERED.

4. PARKING AREAS, AND CIRCULATION DESIGN GUIDELINES.

a. THE LOADING AREAS AND ASSOCIATED TRUCK COURT AREAS MAY NOT BE LOCATED BETWEEN THE PROPOSED BUILDINGS AND TUCKASEEGEE ROAD. LOADING DOCKS AND THE ASSOCIATED TRUCK COURTS MAY BE LOCATED TO THE SIDES OF THE PROPOSED BUILDING(S) WITH FRONTAGE ON I-85 AND I-485.

5. SETBACKS, BUFFERS AND SCREENING.

a. A 20 FOOT BUILDING AND PARKING SETBACK WILL BE PROVIDED ALONG PROPOSED INDUSTRIAL DRIVE, TUCKASEEGEE DRIVE, I-85, AND I-485 AS GENERALLY DEPICTED ON THE REZONING PLAN.

b. EIGHT (8) FOOT PLANTING STRIPS AND SIX (6) FOOT SIDEWALKS WILL BE PROVIDED ON BOTH SIDES OF RE-ALIGNED TUCKASEEGEE ROAD AND PROPOSED INDUSTRIAL DRIVE. THE SIDEWALK ON TUCKASEEGEE ROAD WILL EXTEND UNDER I-85.

c. STREET TREES IF ALLOWED BY CDOT OR NCDOT AS APPLICABLE WILL BE PROVIDED IN THE PLANTING STRIPS ALONG RE-ALIGNED TUCKASEEGEE ROAD AND INDUSTRIAL DRIVE.

d. PARKING AREAS WILL BE SCREENED FROM ABUTTING PROPERTIES AND FROM PUBLIC VIEW FORM THE PUBLIC STREETS.

6. DESIGN GUIDELINES.

a. THE BUILDING(S) ON THE SITE WILL BE CONNECTED TO THE SIDEWALKS ALONG THE ABUTTING PUBLIC STREETS VIA A NETWORK OF INTERNAL SIDEWALKS AND CROSSWALKS. THE MINIMUM WIDTH OF THE INTERNAL SIDEWALKS WILL BE FIVE (5) FEET. THE BUILDING ON THE SITE WILL ALSO BE CONNECTED TO THE INTERNAL SIDEWALK SYSTEM VIA SIDEWALKS WITH A MINIMUM WIDTH OF FIVE (5) FEET.

b. HVAC AND RELATED MECHANICAL EQUIPMENT WILL BE SCREENED FROM PUBLIC VIEW AND FROM VIEW OF ADJACENT PROPERTIES 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.

7. ENVIRONMENTAL FEATURES:

a. THE SITE SHALL COMPLY WITH THE CHARLOTTE CITY COUNCIL APPROVED AND ADOPTED POST CONSTRUCTION CONTROLS ORDINANCE. THE LOCATION, SIZE, AND TYPE OF STORM WATER MANAGEMENT SYSTEMS DEPICTED ON THE REZONING PLAN ARE SUBJECT TO REVIEW AND APPROVAL AS PART OF THE FULL DEVELOPMENT PLAN SUBMITTAL AND ARE NOT IMPLICITLY APPROVED WITH THIS REZONING. ADJUSTMENTS MAY BE NECESSARY IN ORDER TO ACCOMMODATE ACTUAL STORM WATER TREATMENT REQUIREMENTS AND NATURAL SITE DISCHARGE POINTS.

b. DEVELOPMENT OR DISTURBANCE WITHIN PCSO OR SWIM STREAM BUFFERS SHALL BE COORDINATED WITH AND SUBJECT TO APPROVAL BY CHARLOTTE-MECKLENBURG STORM WATER SERVICES AND MITIGATION IF REQUIRED BY CITY ORDINANCE.

c. SPECIFIC EROSION CONTROL MEASURES WILL BE EMPLOYED IN CONCERT WITH INCREASED BASIN CAPACITY AS DETERMINED WITH THE CITY WATER QUALITY ADMINISTRATOR OR DESIGNEE AS FOLLOWS:

i. PLAN SUBMITTALS WILL FOLLOW THE ENHANCED EROSION CONTROL REQUIREMENTS INCLUDING POLYACRYLAMIDE (PAM) PLANS. PAM SHALL BE SPECIFIED FOR USE WITH SEEDING MIXTURES AND TO TREAT SHEET FLOW RUNOFF TO BASINS INCLUDING TYPE, AMOUNT AND FREQUENCY OF APPLICATION.

ii. GOOD FAITH EFFORTS WILL BE MADE TO FOLLOW THE ADDITIONAL DESIGN AND SITE MANAGEMENT CONSIDERATIONS INCLUDED IN THE CRITICAL AND PROTECTED AREA ENHANCED EROSION CONTROL MEASURES CHECKLIST.

iii. THE PETITIONER WILL APPOINT/EMPLOY A QUALIFIED EC/WQ MANAGER DEDICATED TO THE PROTECTION OF SURFACE WATERS DURING SITE CONSTRUCTION.

d. THE SITE WILL COMPLY WITH TREE ORDINANCE.

8. SIGNAGE:

a. SIGNS AS ALLOWED BY THE ORDINANCE MAY BE PROVIDED.

9. 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. THE MAXIMUM HEIGHT OF THE DETACHED LIGHTS, OTHER THAN STREET LIGHTS, WILL BE LIMITED TO 50 FEET.

b. LIGHTING FIXTURES THAT ARE DECORATIVE, CAPPED AND DOWNWARDLY DIRECTED WILL BE ALLOWED ON THE PROPOSED BUILDING WALLS.

c. THE PETITIONER WILL INSTALL STREET LIGHTS ON BOTH SIDES OF RE-ALIGNED TUCKASEEGEE ROAD AND BOTH SIDES OF INDUSTRIAL DRIVE.

10. 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 IN ACCORDANCE WITH THE PROVISIONS HEREIN AND OF CHAPTER 6 OF THE ORDINANCE.

11. 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.

NO.	REVISIONS	DATE	BY
4	REVISIONS PER STAFF COMMENTS	06/15/18	MAE
3	REVISIONS PER STAFF COMMENTS	06/20/18	MHP
2	REVISIONS PER STAFF COMMENTS	05/31/18	MHP
1	REVISIONS PER STAFF COMMENTS	04/16/18	MHP

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KHA PROJECT	DATE	SCALE	DESIGNED BY	DRAWN BY	CHECKED BY
019854001	02/22/2018	AS SHOWN	MHP	MHP	MAE

DEVELOPMENT STANDARDS
REZONING PETITION NO. 2018-025

PROJECT QUATTRO
PREPARED FOR
CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT
CITY OF CHARLOTTE NORTH CAROLINA

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