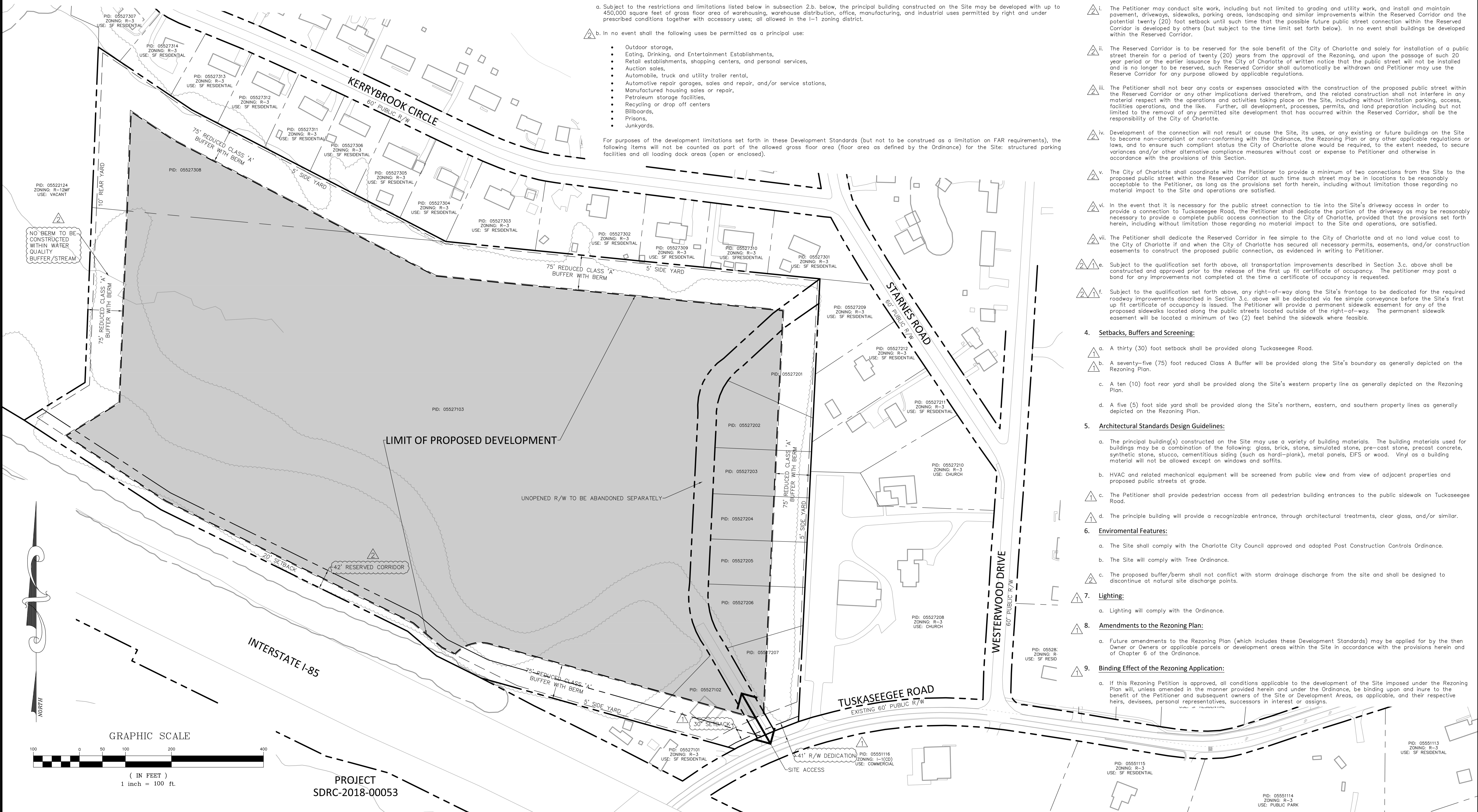


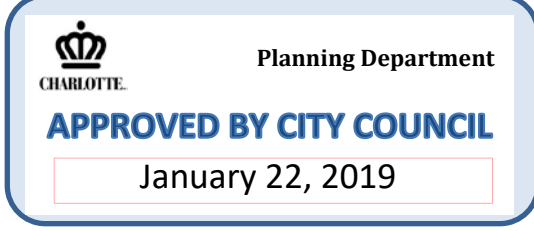
VICINITY MAP
NOT TO SCALE



Development Standards

1. Development Data Table

- Site Area: ±34.63 acres
- Tax Parcels: 055-272-01, 055-272-02, 055-272-03, 055-272-04, 055-272-05, 055-272-06, 055-272-07, 055-271-03, 055-271-02, 055-272-18
- Existing Zoning: R-3
- Proposed Zoning: I-1(CD), LLWPA, Airport Noise Overlay
- Existing Use: Vacant/Residential
- Proposed Use: Warehousing, warehouse distribution, manufacturing, office, and industrial uses, all 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

- Site Location.** These Development Standards, Schematic Site Plan and other graphics set forth on Sheet RZ-1 form this rezoning plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by Clarius Partners, LLC ("Petitioner") to accommodate the development of Industrial uses on an approximately 34.63 acre site located along Tuckaseegee Road (the "Site").
- 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") in existence as of the date of the approval of this Rezoning. 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.
- Graphics and Alterations.** Any schematic depictions of the building envelopes, parking areas, sidewalks, driveways, streets, and other development matters and site elements (collectively the "Development/Site Elements") set forth on the Rezoning Plan shall be reviewed in conjunction with the provisions of these Development Standards. Any layouts, 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:

- minor and don't materially change the overall design intent depicted on the Rezoning Plan; such as minor modifications to the configurations of any building envelope, driveways and parking area 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.

- 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 one (1). Accessory buildings and structures located on the Site shall not be considered in any limitation on the number of buildings on the Site.

2. Permitted Uses, Development Area Limitations:

- 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 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-1 zoning district.

- In no event shall the following uses be permitted as a principal use:

- Outdoor storage,
- Eating, Drinking, and Entertainment Establishments,
- Retail establishments, shopping centers, and personal services,
- Auction sales,
- Automobile, truck and utility trailer rental,
- Automotive repair garages, sales and repair, and/or service stations,
- Manufactured housing sales or repair,
- Petroleum storage facilities,
- Recycling or drop off centers
- Billboards,
- Prisons,
- Junkyards.

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. Access and Transportation:

- Access to the Site will be from Tuckaseegee Road as generally depicted on the Rezoning Plan, subject to improvements 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.
- The Petitioner shall provide forty-one (41) feet of public right-of-way in fee simple along the Site's Tuckaseegee Road frontage as measured from its existing centerline.
- The Petitioner shall provide the following improvements to Tuckaseegee Road, all within the existing right of way:
 - A six (6) foot sidewalk and eight (8) foot planting strip along the north side of Tuckaseegee Road between I-85 and Westerwood Drive. The planting strip may reduced to meander around existing utilities and/or exiting trees in the right of way.
 - A one hundred fifty (150) foot eastbound left turn storage lane along Tuckaseegee Road to the Site's access. The left turn lane shall be designed and implemented as a continuous two-way left turn lane along the Site's Tuckaseegee Road frontage. The Petitioner shall tie into the planned Tuckaseegee Road widening project at station no. 228+50 and extend the typical street cross section which may include an eight (8) foot buffered bike lane. The cross section will taper to meet existing conditions prior to the intersection of Tuckaseegee Road and Westerwood Drive.
 - Sidewalk shall only be provided on the southern side of Tuckaseegee Road under the I-85 overpass.

The provisions within this subsection 3.c. are contingent upon approval from NCDOT and CDOT. An alternate cross section may be provided upon approval by NCDOT and CDOT and/or in the event that the improvements cannot be implemented within the existing right of way, without structural modifications to the overpass and/or without relocation of public utilities.

- The Petitioner shall reserve, for the sole benefit of the City of Charlotte and solely for the purpose of the installation of a public street therein, a forty-two (42) foot wide corridor (the "Reserved Corridor") along the southern property boundary adjacent to I-85 and Tax Parcel #055-271-01 as generally depicted on the Rezoning Plan to provide a possible future public street connection, to be constructed by and the cost of others, to Tax Parcel #055-221-24, subject to the provisions set forth below:

- The Petitioner may conduct site work, including but not limited to grading and utility work, and install and maintain pavement, driveways, sidewalks, parking areas, landscaping and similar improvements within the Reserved Corridor and the potential twenty (20) foot setback until such time that the possible future public street connection within the Reserved Corridor is developed by others (but subject to the time limit set forth below). In no event shall buildings be developed within the Reserved Corridor.

- The Reserved Corridor is to be reserved for the sole benefit of the City of Charlotte and solely for installation of a public street therein for a period of twenty (20) years from the approval of the Rezoning, and upon the passage of such 20 year period or the earlier issuance by the City of Charlotte of written notice that the public street will not be installed and is no longer to be reserved, such Reserved Corridor shall automatically be withdrawn and Petitioner may use the Reserve Corridor for any purpose allowed by applicable regulations.

- The Petitioner shall not bear any costs or expenses associated with the construction of the proposed public street within the Reserved Corridor or any other implications derived therefrom, and the related construction shall not interfere in any material respect with the operations and activities taking place on the Site, including without limitation parking, access, facilities operations, and the like. Further, all development, processes, permits, and land preparation including but not limited to the removal of any permitted site development that has occurred within the Reserved Corridor, shall be the responsibility of the City of Charlotte.

- Development of the connection will not result or cause the Site, its uses, or any existing or future buildings on the Site to become non-compliant or non-conforming with the Ordinance, the Rezoning Plan or any other applicable regulations or laws, and to ensure such compliant status the City of Charlotte alone would be required, to the extent needed, to secure variances and/or other alternative compliance measures without cost or expense to Petitioner and otherwise in accordance with the provisions of this Section.

- The City of Charlotte shall coordinate with the Petitioner to provide a minimum of two connections from the Site to the proposed public street within the Reserved Corridor at such time such street may be in locations to be reasonably acceptable to the Petitioner, as long as the provisions set forth herein, including without limitation those regarding no material impact to the Site and operations are satisfied.

- In the event that it is necessary for the public street connection to tie into the Site's driveway access in order to provide a connection to Tuckaseegee Road, the Petitioner shall dedicate the portion of the driveway as may be reasonably necessary to provide a complete public access connection to the City of Charlotte, provided that the provisions set forth herein, including without limitation those regarding no material impact to the Site and operations, are satisfied.

- The Petitioner shall dedicate the Reserved Corridor in fee simple to the City of Charlotte and at no land value cost to the City of Charlotte if and when the City of Charlotte has secured all necessary permits, easements, and/or construction easements to construct the proposed public connection, as evidenced in writing to Petitioner.

- Subject to the qualification set forth above, all transportation improvements described in Section 3.c. above shall be constructed and approved prior to the release of the first up fit certificate of occupancy. The petitioner may post a bond for any improvements not completed at the time a certificate of occupancy is requested.

- Subject to the qualification set forth above, any right-of-way along the Site's frontage to be dedicated for the required roadway improvements described in Section 3.c. above will be dedicated via fee simple conveyance before the Site's first up fit certificate of occupancy is issued. The Petitioner will provide a permanent sidewalk easement for any of the proposed sidewalks located along the public streets located outside of the right-of-way. The permanent sidewalk easement will be located a minimum of two (2) feet behind the sidewalk where feasible.

4. Setbacks, Buffers and Screening:

- A thirty (30) foot setback shall be provided along Tuckaseegee Road.
- A seventy-five (75) foot reduced Class A Buffer will be provided along the Site's boundary as generally depicted on the Rezoning Plan.
- A ten (10) foot rear yard shall be provided along the Site's western property line as generally depicted on the Rezoning Plan.
- A five (5) foot side yard shall be provided along the Site's northern, eastern, and southern property lines as generally depicted on the Rezoning Plan.

5. Architectural Standards Design Guidelines:

- The principal building(s) constructed on the Site may use a variety of building materials. The building materials used for buildings may be a combination of the following: brick, stone, pre-cast stone, pre-cast concrete, synthetic stone, stucco, cementitious siding (such as hard-plank), metal panels, EIFS or wood. Vinyl as a building material will not be allowed except on windows and soffits.
- HVAC and related mechanical equipment will be screened from public view and from view of adjacent properties and proposed public streets at grade.
- The Petitioner shall provide pedestrian access from all pedestrian building entrances to the public sidewalk on Tuckaseegee Road.
- The principle building will provide a recognizable entrance, through architectural treatments, clear glass, and/or similar.

6. Environmental Features:

- The Site shall comply with the Charlotte City Council approved and adopted Post Construction Controls Ordinance.
- The Site will comply with Tree Ordinance.
- The proposed buffer/berm shall not conflict with storm drainage discharge from the site and shall be designed to discontinue at natural site discharge points.

7. Lighting:

- Lighting will comply with the Ordinance.

8. Amendments to the Rezoning Plan:

- Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners or applicable parcels or development areas within the Site in accordance with the provisions herein and of Chapter 6 of the Ordinance.

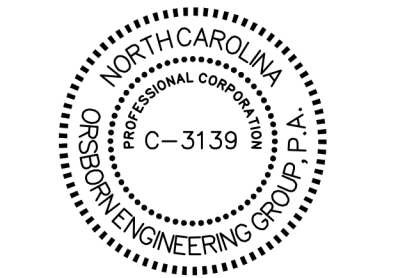
9. Binding Effect of the Rezoning Application:

- 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.



2018-120
SCHEMATIC SITE PLAN
FOR
7800 TUCKASEEGEE ROAD
CHARLOTTE, NORTH CAROLINA

CLARIUS PARTNERS
200 W. MADISON ST.,
SUITE 3410
CHICAGO, IL 60606



| NO. | DATE | REVISED PER COMMENTS | REVISIONS |
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