

DEVELOPMENT STANDARDS

GENERAL PROVISIONS

The development depicted on the Technical Data Sheet is intended to reflect the arrangement of proposed uses on the Site, but the final configuration, placement and size of the individual site elements may be altered or modified within the limits prescribed by the City of Charlotte Zoning Ordinance (the "Ordinance") and the standards established by the Technical Data Sheet and these Development Standards during design development and construction phases. Parking layouts may be modified to accommodate the final building locations. One or more buildings may be located within Parcel A and one or more buildings may be located within Parcel B.

PERMITTED USES

- Parcel A
- Parcel A may be devoted to uses as permitted in the I-1 zoning classification along with any accessory uses that are clearly incidental and related thereto with the exception of the following allowed uses:
 - motels and hotels,
 - fast food restaurants with drive through facilities,
 - convenience stores with gasoline sales,
 - car washes as a principal use,
 - automotive service stations,
 - adult establishments, and
 - nightclubs.
 - In the event Parcel A is redeveloped or the existing building located on Parcel A is expanded, new development shall comply with all applicable regulations under the I-1 zoning classification in effect at the time of such redevelopment.

Parcel B

- Parcel B may be devoted to:
- sales of truck chassis and parts,
 - truck repair and servicing, and
 - uses as permitted in the O-1 zoning classification and any accessory uses that are clearly incidental and related thereto.

Notwithstanding anything contained herein to the contrary, the following uses shall not be permitted on Parcel B:

- motels and hotels,
- fast food restaurants with drive through facilities,
- convenience stores with gasoline sales,
- car washes as a principal use,
- automotive service stations,
- adult establishments,
- nightclubs,
- dwellings, detached, duplex, triplex and quadplex,
- dwellings, attached and multi-family up to 12 units in a building,
- dwellings, mixed use, and
- planned multi-family and attached developments.

DEVELOPMENT CONDITIONS

- A 100 foot Class B buffer shall be established along the northern boundary line of Parcel A as more particularly depicted on the Technical Data Sheet, which buffer shall conform to the standards of Section 12.302 of the Ordinance. This 100 foot Class B buffer shall be undisturbed, provided, however, that in the event that the existing vegetation does not meet the tree and shrub requirements of a Class B buffer, supplemental plantings may be installed to bring this Class B buffer into compliance with these requirements. Notwithstanding anything contained herein to the contrary, the width of this 100 foot Class B buffer may not be reduced.
- In the event that Parcel A is redeveloped or in the event that additional buildings are constructed on Parcel A, both of which are permitted hereunder, Parcel A shall be brought into compliance with the Post Construction Controls Ordinance.
- Any development on Parcel B shall conform with all applicable regulations under the B-2 zoning district plus the following additional standards and provisions:
 - Parcel B of the Site may be developed with up to 110,000 square feet of gross floor area.
 - A minimum of 15 percent of Parcel B of the Site shall be devoted to tree save areas.
 - No wall pack style light fixtures will be permitted on those portions of the buildings oriented directly to the I-85 Service Road (Equipment Drive). Any wall mounted light fixtures and any other types of exterior light fixtures (including pole lights) installed on Parcel B shall be copped and fully cut off and the illumination downwardly directed so that direct illumination does not extend past any property line of the Site.
 - All signs placed on Parcel B of the Site will be erected in accordance with Chapter 13 of the Ordinance. A Freeway or Expressway Sign may be installed on Parcel B, and any detached sign shall not exceed 35 feet in height and shall have a maximum sign face area per side of 100 square feet. The developer of Parcel B shall install directional signs on the Parcel B driveways on the I-85 Service Road (Equipment Drive) directing traffic towards Sugar Creek Road.
 - A 75 foot Class B buffer shall be established along that portion of Parcel B's northern boundary line that is more particularly depicted on the Technical Data Sheet, which buffer shall conform to the standards of Section 12.302 of the Ordinance. The exterior 50 feet of this 75 foot Class B buffer shall be undisturbed, provided, however, that in the event that the existing vegetation does not meet the tree and shrub requirements of a Class B buffer, supplemental plantings may be installed to bring this Class B buffer into compliance with these requirements. Additionally, in the event that a wall, fence or berm is installed within this 75 foot Class B buffer, it must be installed within the interior 25 feet of this 75 foot Class B buffer. The developer of Parcel B reserves the right to grade and to install a wall, fence, berm, pedestrian sidewalks and utility lines and facilities within the interior 25 feet of this 75 foot Class B buffer, provided, however, that utility lines and facilities may only cross this buffer area at interior angles measured at the property line which are not less than 75 degrees.

Where existing trees and natural vegetation have been cleared within the interior 25 feet of this 75 foot Class B buffer to accommodate the installation of a wall, fence, berm, pedestrian sidewalks or utility lines and facilities, the cleared, unimproved areas will be landscaped with trees and shrubs in accordance with the requirements of the Ordinance.

Notwithstanding anything contained herein to the contrary, the width of this 75 foot Class B buffer may not be reduced.

- A 50 foot Class B buffer shall be established along those portions of Parcel B's northern and eastern boundary lines that are more particularly depicted on the Technical Data Sheet, which buffer shall conform to the standards of Section 12.302 of the Ordinance. This 50 foot Class B buffer shall be undisturbed, provided, however, that in the event that the existing vegetation does not meet the tree and shrub requirements of a Class B buffer, supplemental plantings may be installed to bring this Class B buffer into compliance with these requirements. Notwithstanding anything contained herein to the contrary, the width of this 50 foot Class B buffer may not be reduced.

- All screening and landscaping on Parcel B of the Site shall meet or exceed the standards of the Ordinance. All roof mounted mechanical equipment will be screened from view at grade from adjacent public rights of way and adjacent properties. Parking areas located on Parcel B will be screened from abutting property and from public view from a public street as required under Section 12.303 of the Ordinance. Notwithstanding the foregoing, in the event Parcel B of the Site develops as a truck sales/service center, the parking areas shall not be required to be screened as provided in Section 12.303(1)(a) of the Ordinance.

- Dumpster areas will be enclosed on all three sides by an opaque wall with the fourth side being a hinged opaque gate. If one or more sides of a dumpster area adjoin a side or rear wall of a building, then the side or rear wall may be substituted for a screen wall.

- In the event Parcel B of the Site develops as a truck sales/service center, the truck sales component of the use will not operate on Sundays.

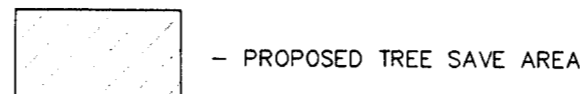
- Parking and loading on Parcel B of the Site shall conform to Chapter 12, Part 2 of the Ordinance. As depicted on the Technical Data Sheet, a maximum of two bays of vehicular parking shall be permitted directly in front of Building 1 on Parcel B. Notwithstanding the foregoing, in the event that Parcel B of the Site develops as a truck sales/service center, up to two trucks may be displayed on Parcel B directly in front of Building 1 within the transitional setback but outside of the required setback. Additionally, as depicted on the Technical Data Sheet, vehicles and trucks may be parked and displayed on Parcel B east of Building 1.

- Stormwater Volume Control - For commercial projects with defined watersheds greater than 24 % BUA, the developer of Parcel B shall provide stormwater measures to control the entire volume for the 1-year, 24 hour storm. Runoff volume drawdown time shall be a minimum of 24 hours but not more than 120 hours.

- Stormwater Peak Control - For commercial projects with greater than 24 % BUA, the developer of Parcel B shall provide stormwater measures to control the peak discharge to match the predevelopment runoff rates for the 10-year, 6-hour storm and perform a downstream analysis to determine whether additional peak control is needed and if so, for what level of storm frequency, or if a downstream analysis is not performed, control the peak for the 10-year and 25 year, 6-hour storms.

- For commercial projects with less than or equal to 24 % BUA but greater than one acre of disturbed area, the developer of Parcel B shall provide stormwater measures to control the peak discharge to match the predevelopment runoff rates for the 2 and 10 year, 6 hour storm.

LEGEND

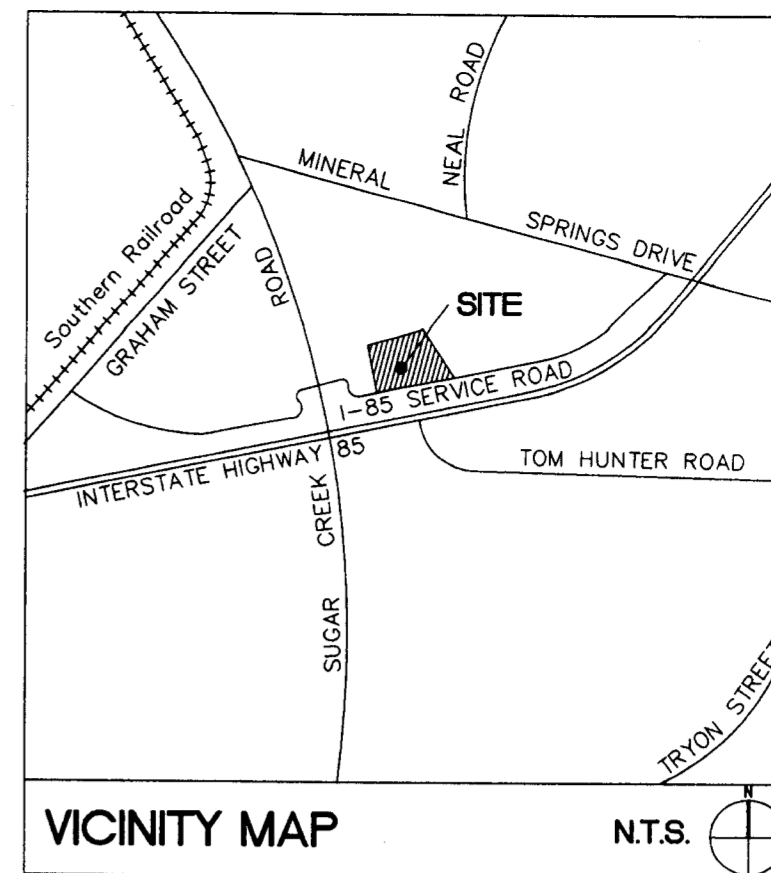


SITE DATA TABLE

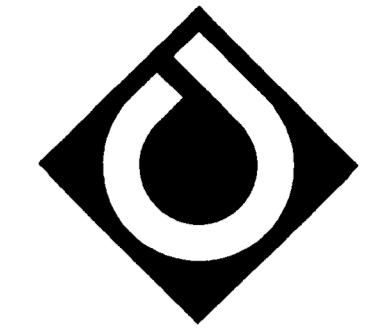
PARCEL A
 TAX PARCEL NO.: 04701132
 SITE AREA: 8.69 ACRES
 EXISTING ZONING: BP
 PROPOSED ZONING: I1 (CD)
 EXISTING USE: COMMERCIAL (OFFICE/WAREHOUSE)
 PROPOSED USE: SEE THE DEVELOPMENT STANDARDS
 SETBACKS:
 FRONT: 20'
 SIDE: NONE
 REAR: 10'
 MAXIMUM BUILDING HEIGHT: 40' *

PARCEL B
 TAX PARCEL NO.: 04701134 & 04701135
 SITE AREA: 20.0 ACRES
 EXISTING ZONING: BP
 PROPOSED ZONING: B2 (CD)
 EXISTING USE: VACANT
 PROPOSED USE: SEE THE DEVELOPMENT STANDARDS
 SETBACKS:
 FRONT: 20'
 SIDE: NONE
 REAR: 10'
 MAXIMUM BUILDING HEIGHT: 40' *
 PROPOSED TREE SAVE AREA: 3.0 Ac. = 15%

* A BUILDING MAY BE ERRECTED TO A HEIGHT IN EXCESS OF 40' PROVIDED THE MINIMUM SIDE YARD IS INCREASED 1' FOR EVERY 2' IN BUILDING HEIGHT IN EXCESS OF 40'.



BOUNDARY INFORMATION FOR PARCEL B OBTAINED FROM SURVEYS PREPARED BY R.B. PHARR & ASSOCIATES, P.A., DATED JUNE 2, 1994, AND DECEMBER 19, 1996.



Cole Jenest & Stone

Shaping the Environment
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Charlotte Truck Center

APPROVED BY
 CITY COUNCIL
 MAR 17 2008

Charlotte, North Carolina

TECHNICAL DATA SHEET
Petition #2008-023

Project No.

3766

Issued

10/12/07

Revised

01/17/08

02/25/08

03/06/08

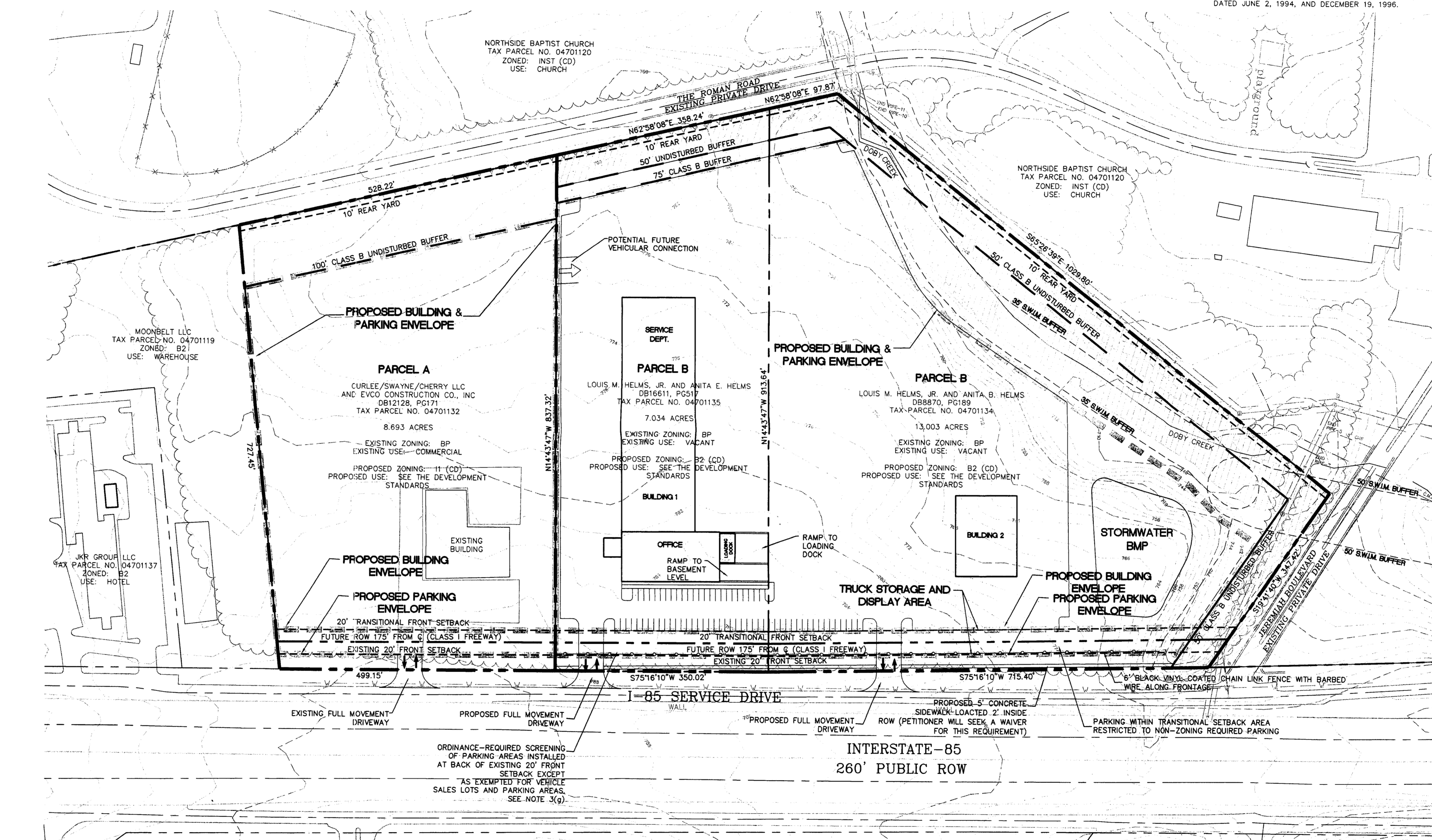
SCALE: 1"= 100'



RZ1.0

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- Stormwater Quality Control and Treatment -
 In the event that a storm water drainage system exists that serves Parcel B, the developer of Parcel B shall tie into the existing drainage system (s). The developer of Parcel B shall have the receiving drainage system(s) analyzed to ensure that it will not be taken out of standard due to the proposed development. If it is found that the proposed development will cause the storm drainage system(s) to be taken out of standard, the developer of Parcel B shall provide alternate methods to prevent this from occurring. If the receiving drainage system(s) is already out of standard, the developer of Parcel B's proposed development will be designed so as to not place the drainage system(s) further out of standard.
 For commercial projects with defined watersheds greater than 24% built-upon area, the developer of Parcel B will construct water quality best management practices (BMPs) that are designed to achieve 85% total suspended solids removal for the entire post-development runoff volume generated from the first 1-inch of rainfall. BMP's shall be designed and constructed in accordance with the Mecklenburg County BMP Design Manual, July 2007 or North Carolina Division of Water Quality Stormwater Best Management Practices Manual July 2007.
- Stream Buffers - All perennial and intermittent streams draining less than 50 acres shall have a minimum 30-foot vegetated buffer including a 10-foot zone adjacent to the bank. Disturbance of the buffer is allowed; however, any disturbed area must be revegetated and disturbance of the 10-foot zone adjacent to the bank shall require stream bank stabilization using bioengineering techniques as specified in the BMP Design Manual.
 All streams draining greater than or equal to 50 acres and less than 300 acres shall have a 35-foot buffer with two (2) zones, including stream side and upland. Streams draining greater than or equal to 300 acres and less than 640 acres shall have a 50-foot buffer with three (3) zones, including stream side, managed use, and upland.
- Any building elevation that directly faces or fronts the Equipment Drive right-of-way line shall be comprised of brick, precast or other masonry materials, stucco or a stucco type product or a combination of such materials. Split face block shall not be a permitted exterior building material on any building elevation that directly faces or fronts the Equipment Drive right-of-way line.
- A 5 foot sidewalk shall be installed along Parcel B's frontage on the I-85 Service Road (Equipment Drive). Notwithstanding the foregoing, the developer of Parcel B reserves the right to seek a waiver or of variance from this requirement.
- Any fence installed on Parcel B along its frontage on the I-85 Service Road (Equipment Drive) shall be a block, vinyl coated fence. Notwithstanding the foregoing, the developer of Parcel B reserves the right to install barbed wire at the top of such fence as needed for security purposes.
- A stub driveway connection will be provided to Parcel A for a potential future vehicular connection between Parcel A and Parcel B. The location of this stub driveway connection is subject to change based upon site conditions and the ultimate locations of the buildings to be constructed on Parcel B. This stub driveway connection shall be a part of Parcel B's private driveway system. The developer of Parcel B shall open this stub driveway connection to vehicular traffic from Parcel A provided the owner(s) of Parcel A consents thereto and an appropriate easement agreement can be negotiated with the owner(s) of Parcel A.
- Development of Parcel B shall comply with Section 12.529 of the Ordinance, provided, however, that the developer of Parcel B reserves the right to seek a variance from the requirements of Section 12.529 of the Ordinance in the event that the developer of Parcel B is not required to construct a sidewalk along Parcel B's frontage on the I-85 Service Road (Equipment Drive).

UNIFIED DEVELOPMENT

The Site may be considered a unified development plan and as such internal side and/or rear yards may be eliminated, subject to the normally required staff review and approval process.

AMENDMENTS TO REZONING PLAN

Future amendments to the Technical Data Sheet and these Development Standards may be applied for by the then Owner or Owners of the Site in accordance with the provisions of Chapter 6 of the Ordinance.

BINDING EFFECT OF THE REZONING APPLICATION

If this Rezoning Petition is approved, all conditions applicable to the development of the Site imposed under these Development Standards and the Technical Data Sheet will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the owners of the Site and subsequent owners of the Site and their respective heirs, devisees, personal representatives, successors in interest or assigns.