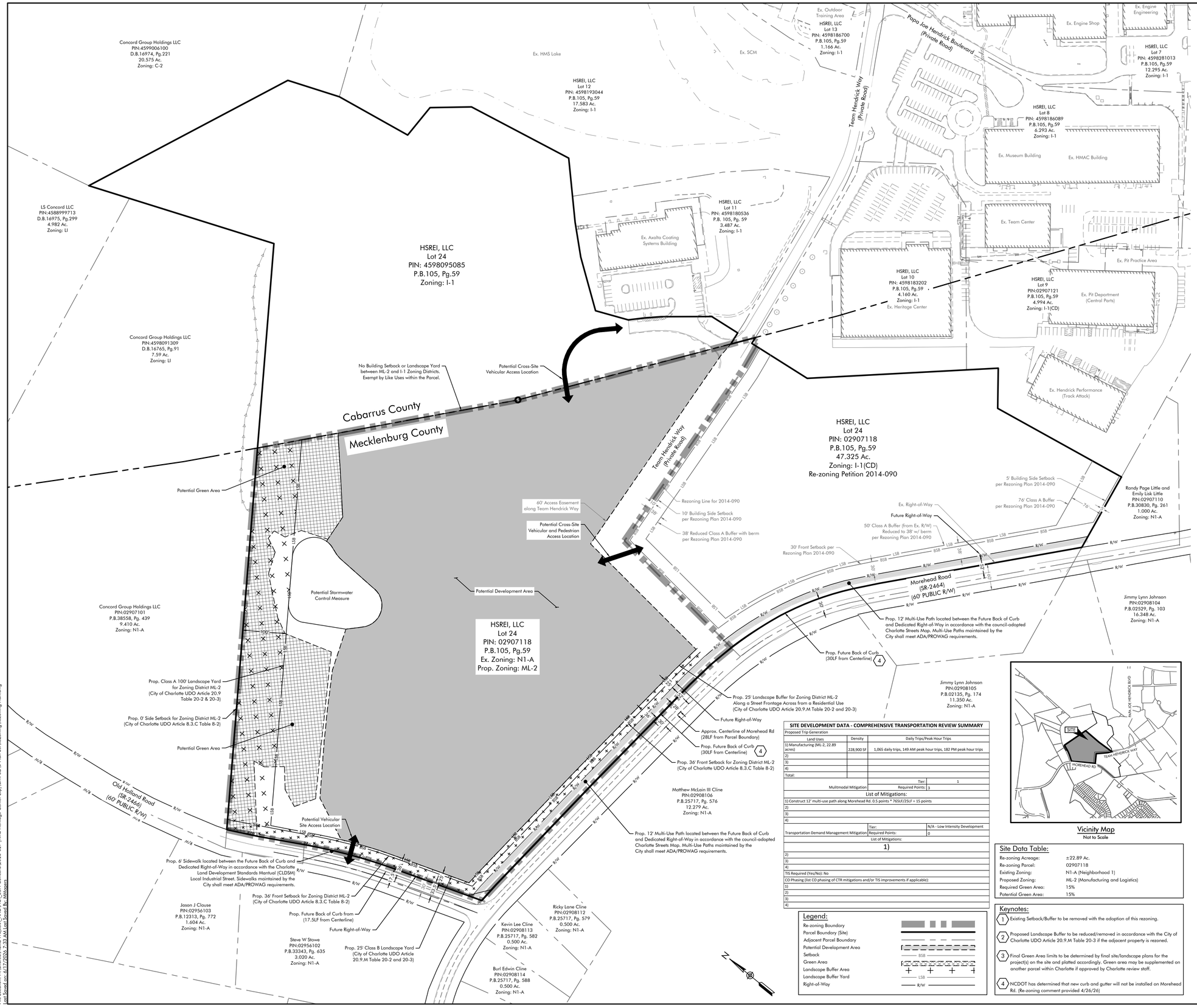

Site Development Data:

-Acreage: ± 22.89 ac

-Tax Parcel Number: Portion of 02907118

-Existing Zoning: N1-A

-Proposed Zoning: ML-2(CD)

-Existing Uses: Single family residential and vacant

-Proposed Uses: Industrial and Research & Development type uses to expand and complement the existing Hendrick Motorsport Campus. Uses will include those allowed by right and under prescribed conditions in the ML-2 zoning district together with accessory uses as more specifically restricted below in Section 2.

-Maximum Building Height: Not to exceed maximum permitted by Ordinance.

1. General Provisions:

a.Site Location. These Development Standards and the Site Plan and other graphics set forth on attached Sheets form this rezoning plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by Hendrick Motorsports to accommodate the expansion of the Hendrick Motorsports Campus on an approximately 22.89-acre site located on the northeast corner of Morehead Road and Old Holland Road in northeast Mecklenburg County at the Cabarrus County line (the "Site"). The existing Hendrick Motorsports Campus is located on the abutting properties northeast and southeast of the property.

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 Unified Development Ordinance (the "Ordinance"). Unless the Rezoning Plan establishes more stringent standards, the regulations established under the Ordinance for the ML-2 zoning classification for the Site so designated on the Rezoning Plan shall govern all development taking place on the Site.

c.Graphics and Alterations. The schematic depictions of the uses, green areas, stormwater facilities, development areas, sidewalks, 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 Article 37 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 Minor Amendment Process per Article 37.3 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.

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 Minor Amendment Process per Article 37.3 of the Ordinance; in each instance, however, subject to the Petitioner's appeal rights set forth in the Ordinance.

2. Permitted Uses & Development Area Limitation:

a.The Site may be developed with industrial uses which include but are not limited to manufacturing, fabrication, and processing of any article, substance, or commodity. Other uses may include a race shop (i.e., an automotive facility that provides services, parts, and support for vehicles used in motorsports or high-performance driving), warehousing, research & development, light assembly, office and other uses as allowed by right and under prescribed conditions in the ML-2 zoning district together with accessory uses.

b.All principal uses on the Site shall be within a fully enclosed building. No manufacturing, fabrication, processing, and assembly of items may occur outside the fully enclosed building. Accessory outdoor storage to support the principal use on the Site is allowed per the applicable prescribed conditions of the Ordinance.

c.While the Site is currently outside the City limits of Charlotte, the petitioner agrees to limit any noise occurring activities to conform to the City's Noise Ordinance found in Chapter 15, Article III of the City Code to minimize any potential impacts.

d.The Site shall not be developed with the following ML-2 uses: Adult Electronic Gaming Establishment, Adult Use, Contractors Office with Outdoor Storage, Drive Through Establishment, Funeral Home, Greenhouse/Nursery - Wholesale, Heavy Rental and Service Establishment, Heavy Retail Establishment, Vehicle Fueling Facility, Vehicle Rental - Outdoor, Place of Worship, Homeless Shelter, Agriculture - Industrial Processes, Crematorium, Rail Freight Terminal, Rail Yard, Salvage and/or Junk Yard, Truck Terminal, Wholesale Goods Establishment, Telecommunications and Data Storage Facility, and Vehicle Dealership.

3. Access, and Transportation Improvements:

a.Access to the Site will be from Old Holland Road and Team Hendrick Way as generally depicted on the Rezoning Plan. Old Holland Road is maintained by NCDOT and Team Hendrick Way is a private internal drive to the existing Hendrick Motorsports Campus.

b.Morehead Road is designated a 4+ Avenue with a shared use path on the adopted Charlotte Streets Map. The required distance from the centerline to the future back of curb is a minimum of thirty (30) feet for this street designation. The curb and gutter shall be constructed in it's future location unless otherwise informed and documented by NCDOT indicating they will not allow curb and gutter at the future location.

The Petitioner shall provide a minimum eight (8) foot wide planting strip and twelve (12) foot wide shared use path along the Site's Morehead Road frontage. At a minimum, additional right-of-way will be dedicated so the dimension of the street cross section is within public right-of-way. If allowed by NCDOT, additional right-of-way along Morehead Road will be dedicated so the shared use path is within the right-of-way measuring a total of fifty-two (52) feet from the centerline. If the shared use path is not allowed within the State's right-of-way, it will be constructed outside the Morehead Road right-of-way within a public access easement and maintained by the petitioner. The right-of-way or a permanent sidewalk easement will be located a minimum of two (2) feet behind the shared use path where feasible. It is noted that Morehead Road is a NCDOT maintained road and the final design and requirements are subject to their review and approval.

c.Old Holland Road is a local street. When a local street is located within a Manufacturing and Logistics Place Type, it is to be designed and constructed as a local industrial street per CMLDSM U-06. The required distance from the centerline to the future back of curb is a minimum of seventeen and a half (17.5) feet for this street designation. The curb and gutter shall be constructed in it's future location unless otherwise informed and documented by NCDOT indicating they will not allow curb and gutter at the future location.

The Petitioner shall provide a minimum eight (8) foot wide planting strip and six (6) foot wide sidewalk along the Site's Old Holland Road frontage. A minimum right-of-way of twenty five and a half (25.5) feet from the centerline will be dedicated per CMLDSM U-06. If allowed by NCDOT, additional right-of-way along Old Holland Road will be dedicated so the sidewalk is within the right-of-way measuring a total of thirty-three and a half (33.5) feet from the centerline. If the sidewalk is not allowed within the State's right-of-way, it will be constructed outside the Old Holland Road right-of-way within a public access easement and maintained by the petitioner. The right-of-way or a permanent sidewalk easement will be located a minimum of two (2) feet behind the sidewalk where feasible. It is noted that Old Holland Road is a NCDOT maintained road and the final design and requirements are subject to their review and approval.

d.All transportation improvements, if any, shall be constructed and approved prior to the release of the first certificate of occupancy for the Site. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes or agreed to during the land development approval process for the Site. The petitioner may request that CDOT allow a bond to be posted for any improvements not completed at the time the first certificate of occupancy is requested and released.

e.The placement and configuration of the vehicular access point is subject to minor modifications required to accommodate final site development and construction plans and to any adjustments required for approval by the CDOT and NCDOT in accordance with applicable published standards.

f.The alignment of the internal vehicular circulation and driveways may be modified by the Petitioner to accommodate changes in traffic patterns, parking layouts, and any adjustments required for approval by CDOT in accordance with applicable published standards.

g.The Petitioner will dedicate and convey in fee simple all rights-of-way to the City or NCDOT prior to the issuance of the first certificate of occupancy. 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.

h.All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. 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 broad northeastern Mecklenburg area, by way of a private/public partnership effort or other public sector project support.

i. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City or State maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT or NCDOT prior to construction/installation. Contact CDOT or NCDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

4. Setbacks, Landscaping, and Building Design:

a.A thirty-six (36) foot frontage setback from the future back of curb will be provided along both Morehead Road and Old Holland Road.

b.Side and rear yards will be provided as required by Ordinance.

c. A minimum one hundred (100) foot wide Class A landscape yard shall be provided along the northwestern external property boundary abutting the existing Neighborhood 1 zoning district as generally depicted on the Rezoning Plan and as required by the Ordinance. The required landscape yard may be reduced or eliminated if conditions change on the abutting property and the Ordinance no longer requires or allows a reduced landscape yard.

d.A minimum twenty-five (25) foot wide Class B landscape yard shall be provided along both the Morehead Road and Old Holland Road frontages which are across from properties within the Neighborhood 1 Place Type. To better enhance the separation between these two land uses and to minimize any potential impacts, a minimum four (4) foot high berm will be provided within the landscape yard.

e. The buildings on the Site will comply with the applicable building design standards, and building material restrictions found in Article 8 of the Ordinance.

5. Environmental Features:

a.The Petitioner shall comply with the Charlotte City Council approved and adopted Unified Development Ordinance, Stormwater Articles 23 through 28. The location, size, and type of storm water management systems that may be 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.The Site will comply with the Tree provisions of the Ordinance found in Article 20. The final location of the required green areas/tree save areas 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 petition and are subject to change.

c.Development within any SWIM/PCSO Buffers shall be coordinated with and subject to approval by Charlotte-Mecklenburg Storm Water Services and mitigated if required by Ordinance. Stream delineation reports are subject to review and approval by Charlotte Storm Water Services.

6. Lighting:

a.All freestanding exterior lighting installed on the Site shall comply with Article 16.2 of the Ordinance.

7. 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 or portion of the Site affected by such amendment in accordance with the provisions herein and of Article 37.3 of the Ordinance.

8. 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 under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site and their respective heirs, devisees, personal representatives, successors in interest or assigns.

SITE DEVELOPMENT DATA - COMPREHENSIVE TRANSPORTATION REVIEW SUMMARY

Proposed Trip Generation			
Land Uses	Density	Daily Trips/Peak Hour Trips	
1) Manufacturing (ML-2, 22.89 acres)	228,900 SF	1,065 daily trips, 149 AM peak hour trips, 182 PM peak hour trips	
2)			
3)			
4)			
Total:			
		Tier:	1
Multimodal Mitigation		Required Points:	3
List of Mitigations:			
1) Construct 12' multi-use path along Morehead Rd. 0.5 points * 765LF/25LF = 15 points			
2)			
3)			
4)			
		Tier:	N/A - Low Intensity Development
Transportation Demand Management Mitigation		Required Points:	0
List of Mitigations:			
1)			
2)			
3)			
4)			
TIS Required (Yes/No): No			
CO Phasing (list CO phasing of CTR mitigations and/or TIS improvements if applicable):			
1)			
2)			
3)			
4)			

Legend:

- Re-zoning Boundary
- Parcel Boundary (Site)
- Adjacent Parcel Boundary
- Potential Development Area
- Setback — BSB
- Green Area
- Landscape Buffer Area
- Landscape Buffer Yard — LSB
- Right-of-Way — R/W

Vicinity Map
Not to Scale

Site Data Table:

Re-zoning Acreage:	±22.89 Ac.
Re-zoning Parcel:	02907118
Existing Zoning:	N1-A (Neighborhood 1)
Proposed Zoning:	ML-2 (Manufacturing and Logistics)
Required Green Area:	15%
Potential Green Area:	15%

Keynotes:

1. Existing Setback/Buffer to be removed with the adoption of this rezoning.
2. Proposed Landscape Buffer to be reduced/removed in accordance with the City of Charlotte UDO Article 20.9.M Table 20-3 if the adjacent property is rezoned.
3. Final Green Area limits to be determined by final site/landscape plans for the project(s) on the site and platted accordingly. Green area may be supplemented on another parcel within Charlotte if approved by Charlotte review staff.
4. NCDOT has determined that new curb and gutter will not be installed on Morehead Rd. (Re-zoning comment provided 4/26/26)

Prepared By:

ACRO DEVELOPMENT SERVICES
LAND SURVEYING • CIVIL ENGINEERING

acro@acro-ds.com

ACRO Project Number:
2025-027

Revisions:

No.	Date	Description

Project Location:
Morehead Road, Mecklenburg County, North Carolina

Project Name:
Hendrick Campus South Expansion

Date:
06/17/2026

Sheet Title:
Rezoning Plan

Sheet Number:
1 / 1

Scale: 1" = 100'

0' 50' 100' 200'
0" .5" 1" 2"

File Location: N:\Shared\ACRO Projects_HAGNAC_8284-Concord\2025-027 (HMS Heritage Center Exp)\Civil 3D\0-Plan Set\8a-Zoning\Rezoning Plan.dwg
Last Saved on: 6/17/2026 7:33 AM Last Saved By: Mdaggers