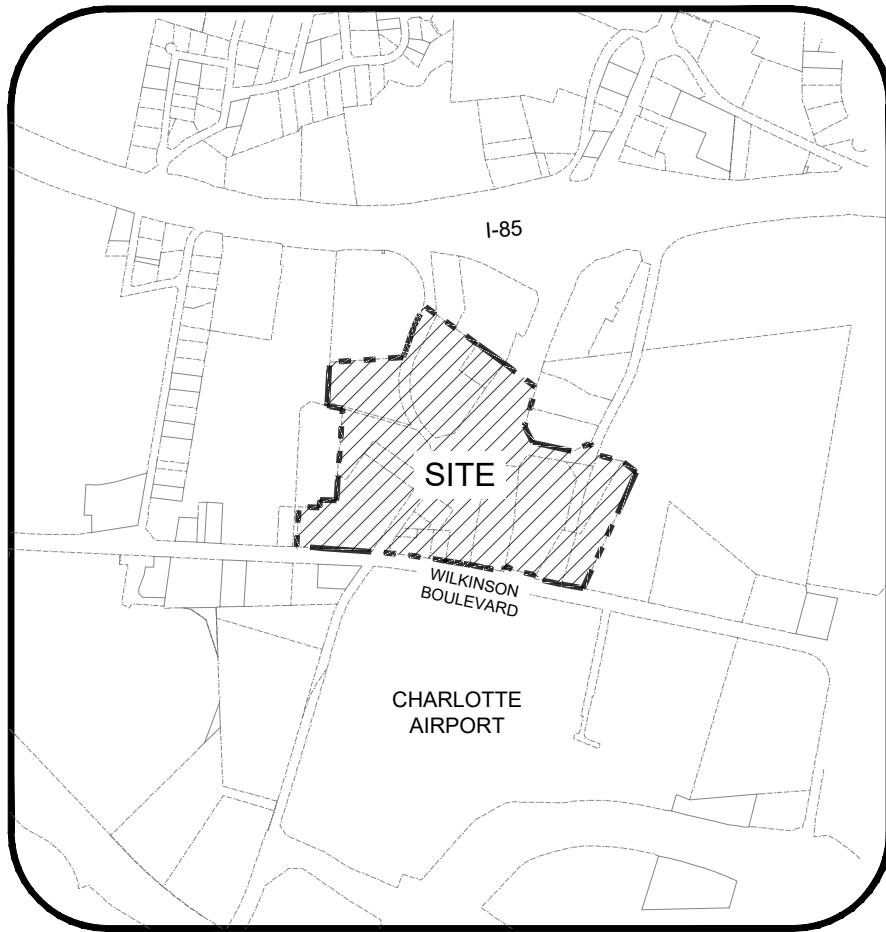




VICINITY MAP
NTS

SITE DEVELOPMENT DATA

ACREAGE: ± 39.41 ACRES

TAX PARCELS #: 061-282-01, 061-282-04, 061-282-08, 061-282-07, 061-282-06, 061-281-11, 061-281-08, 061-281-01, 061-281-06, 061-281-03, 061-281-10, 061-281-05, 055-369-50, 055-369-41, 055-369-43, 055-369-39, 055-369-38, AND 055-369-37

EXISTING ZONING: RAC

PROPOSED ZONING: CAC-1(CD) AND CG(CD)

EXISTING USES: VACANT

PROPOSED USES: PRINCIPAL AND ACCESSORY USES AS ALLOWED BY RIGHT AND UNDER PRESCRIBED CONDITIONS IN THE CAC-1 AND CG ZONING DISTRICTS AND AS FURTHER RESTRICTED BELOW.

MAXIMUM BUILDING HEIGHT: AS ALLOWED BY THE ORDINANCE.

PARKING: AS REQUIRED BY THE ORDINANCE.

KEY MAP

SEAL

PRELIMINARY -FOR REVIEW ONLY-

THESE DOCUMENTS ARE FOR DESIGN REVIEW ONLY AND NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSE. THEY ARE PREPARED BY, OR UNDER THE SUPERVISION OF:

XXXXX XXXXXXXX ##### 7/9/26
ENGINEER REG. # DATE

NOT FOR CONSTRUCTION

PROJECT

CLT AIRPORT DESTINATION DISTRICT

CROSLAND SOUTHEAST

LANDDESIGN PROJ.# 1024205

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
01	INITIAL ZONING SUBMITTAL	07.13.2026

SCALE

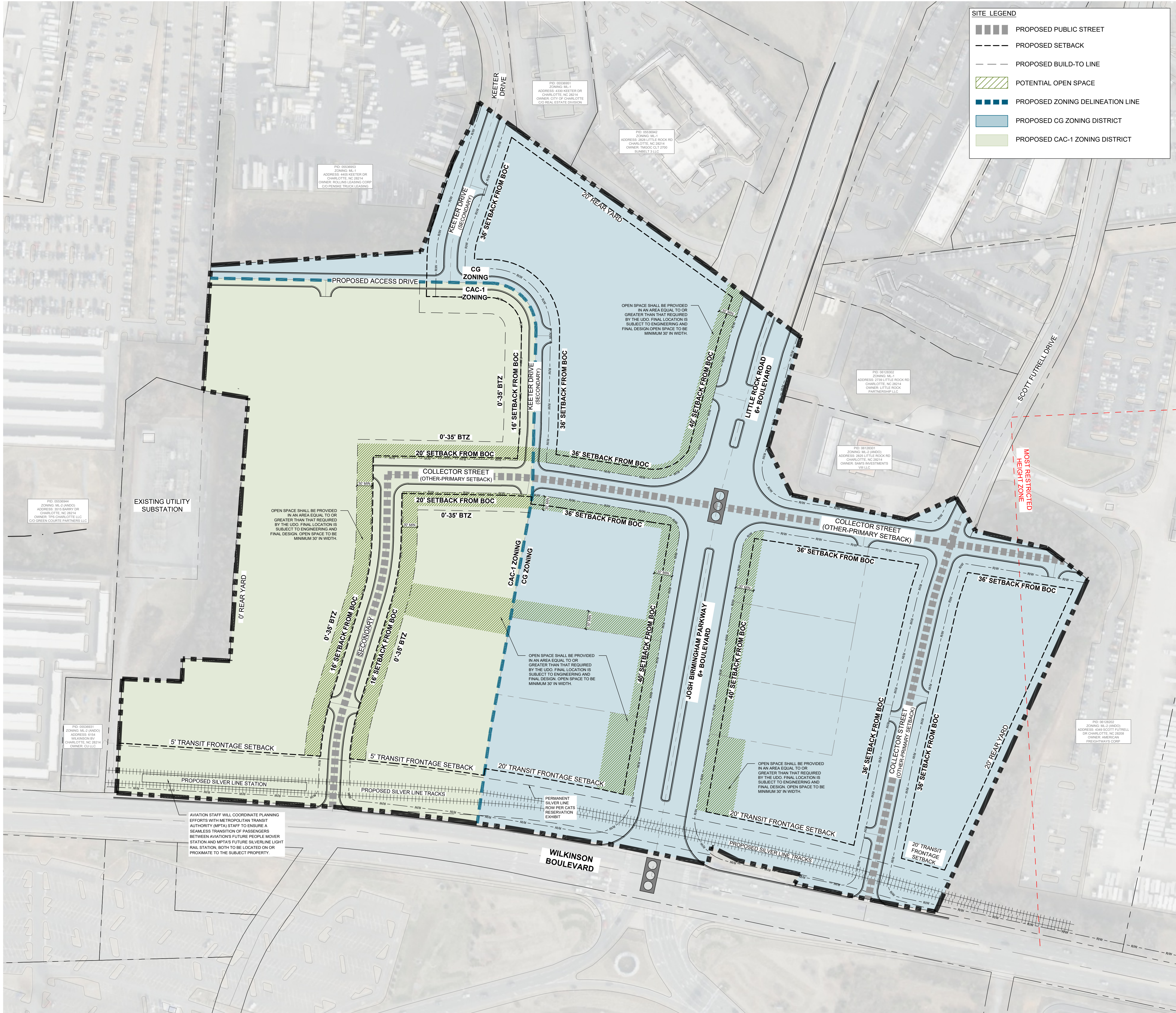
VERT: 1" = 100'
HORZ: 1" = 100'

SHEET TITLE

TECHNICAL DATA SHEET

SHEET NUMBER

RZ-1



Rezoning Petition No. 2026-027

1. General Provisions:

- a. **Site Location.** These Development Standards and the Technical Data Sheet form the rezoning plan (hereafter collectively referred to as the “Rezoning Plan”) associated with the Rezoning Petition filed by Crosland Southeast (the “Petitioner”) to accommodate a commercial development on an approximately 39.41-acre site located along Wilkinson Blvd. and Little Rock Road, north and west of Charlotte-Douglas International Airport, more particularly described as Mecklenburg County Tax Parcel Numbers listed above (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 Unified Development Ordinance (the “UDO”). Unless the Rezoning Plan establishes more stringent standards, the regulations established under the UDO for the CAC-1 and CG zoning districts shall govern development taking place on the designated portions of the Site.
- c. **Graphics and Alterations.** The schematic depictions of the open space 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.

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 and Prohibited Uses:

- a. The Site may be developed with non-residential uses, including but not limited to retail, restaurant, and personal service uses as permitted by right and under prescribed conditions together with accessory uses, as allowed in the CAC-1 and CG zoning districts not otherwise explicitly excluded in d. below.
- b. Drive-through establishments as a principal use and uses with an accessory drive-through shall only be located along N Josh Birmingham Parkway.
- c. One vehicle fueling facility is allowed on the Site. The facility shall be within the CG(CD) portion of the Site and be located west of N Josh Birmingham Parkway and north of the east-west collector street.
- d. In no event shall the following uses be permitted:
- Adult Electronic Gaming Establishment
 - Adult Use
 - Amusement Facility (Outdoor)
 - Beneficial Fill Site
 - Industrial, Craft
 - Nightclub
 - Self-Storage Facility, Climate-Controlled
 - Telecommunications and Data Storage Facility
 - Solar Farm
 - Vehicle Dealership (enclosed or outdoor)
 - Vehicle Rental (enclosed or outdoor)
 - Vehicle Repair Facility; Minor
 - Accessory Outdoor Storage

3. Transportation & Transit:

- a. The Petitioner shall construct all transportation improvements along the Site's frontages as required in compliance with the Subdivision, Streets, and Other Infrastructure Articles (Part X) of the UDO.
- b. The Petitioner will dedicate and convey, in fee simple, all rights-of-way to a public entity, 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 at a minimum of two (2) feet behind the sidewalk where feasible.
- c. 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 northwestern Mecklenburg area, by way of a private/public partnership effort or other public sector project support.
- d. 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 maintained street right-of-way by a private individual, group, business, or homeowner's business association. An encroachment agreement must be approved by CDOT prior to construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
- e. The Petitioner shall reserve additional right-of-way for the future Silver Line rapid transit corridor within the Site per the Locally Preferred Alignment (LPA) as approved by the Metropolitan Public Transportation Authority (MPTA). The Petitioner agrees to continue to coordinate with CATS staff and other city staff during the land development review and approval process regarding the transit corridor alignment and required street network.

4. Supplemental Design Standards:

- a. Within the CG(CD) zoned portion of the Site, drive-through establishments as a principal use and uses with an accessory drive-through, if provided, shall meet the following design and location standards in addition to the prescribed conditions as required by Article 15.4 and Article 15.6 of the UDO:
- i. Drive-through establishments as a principal use and uses with an accessory drive-through shall only be located along N Josh Birmingham Parkway.
 - ii. The minimum number of stacking spaces per lane or bay inclusive of the space at the service window, shall be provided as follows:
 - 1. Six (6) spaces for restaurants with an accessory drive-through. A restaurant with an accessory drive-through shall have a minimum of twenty-four (24) seats, indoor or outdoor.
 - 2. Eight (8) spaces for principal drive-through restaurant establishment.
 - 3. Four (4) spaces for all other drive-through establishments or uses with an accessory drive-through.
 - iii. A stacking space shall be a minimum of nine (9) feet in width and eighteen (18) feet in length.
 - iv. Drive-through lanes and drive aisles located between the public street and the façade of the building shall require parking lot screening per Article 20.5 of the UDO and as further required in note 4.b below. Such screening shall include either a low pedestrian wall a minimum height of three feet, screening shrubs, or a combination of both.
 - v. The drive-through lane shall have bail out capability for vehicles that enter the drive-through lane. When an establishment has more than one drive-through lane, bail out capability shall only be required for one drive-through lane. The bail out lane shall be a minimum width of ten (10) feet and run parallel to the drive-through lane. If a bail out lane is also an interior access drive providing access to parking spaces, the bail out lane is limited to a one-way traffic pattern following the direction of the drive-through lane.
 - vi. All components of a drive-through including, but not limited to, signs, stacking lanes, trash receptacles, ordering box, and drive up windows, shall be located to the rear or side of the building, and shall not be located in the required front or side setback.
- b. Along frontages where surface parking, drive-through lanes, and/or drive aisles are within an established setback, they shall be screened with enhanced landscaping. Such enhanced landscaping shall include a minimum twenty (20) foot wide planting strip with a minimum of one shrub for every five (5) linear feet and one large or medium maturing tree per every 50 linear feet. Such trees are in addition to the perimeter planting requirements. As an alternative to shrubs, a low wall with a minimum of three feet and a maximum of four feet in height constructed of masonry, concrete, or similar permanent material may be installed.
- c. Within the CG(CD) zoned portion of the Site, the minimum ground floor height for nonresidential uses is twelve (12) feet. This minimum ground floor height dimension is reduced to ten (10) feet for hotels, restaurants, and drive-through establishments.
- d. An enhanced open space area with a minimum size of 3,000 square feet will be provided on each side of Josh Birmingham Parkway at the intersection with Wilkinson Boulevard as a gateway feature. The potential open space indicated on the Rezoning Plan is to show the potential locations, but the final locations are subject to change based on final engineering and design. The open space areas provided shall be equal to or greater than the Ordinance requirements and as noted in this conditional provision.

- i. Building Placement and Site Design shall focus on and enhance the pedestrian environment on public or private network required streets, through the following:
 - i. Buildings shall be placed to present a front or side façade to all streets except for N. Josh Birmingham Pkwy.
 - ii. Pedestrian connection should be provided between street facing doors, corner entrance features to sidewalks on adjacent streets.
 - iii. The public and/or private network required street facing façades of all buildings within the rezoning boundary shall commit to a unified and cohesive design language throughout the site using quality building materials and design further described below:
 1. The street facing façades of first/ground floor of the buildings along streets shall incorporate a minimum of 25% masonry materials such as brick or stone but not concrete masonry units not architecturally treated.
 2. Building elevations along frontages shall not have expanses of blank walls greater than 20 feet in all directions.
 3. Building elevations shall be designed with vertical bays or articulated architectural features which shall include a combination of at least two of the following: a combination of exterior wall offsets (projections and recesses), columns, pilasters, change in materials or colors, awnings, arcades, or other architectural elements.

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 the Ordinance. Stream delineation reports are subject to review and approval by Charlotte Storm Water Services.

6. Amendments to the Rezoning Plan:

- a. Future changes to the Rezoning Plan 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 UDO.

7. Binding Effect of the Rezoning Application:

- a. If this Rezoning Petition is approved, all conditions applicable to the development of the Site imposed under this Petition will, unless amended in the manner provided herein and under the UDO, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site, as applicable, and their respective heirs, devisees, personal representatives, successors in interest or assigns.

PROJECT

CLT AIRPORT DESTINATION DISTRICT

CROSLAND SOUTHEAST

[illegible]

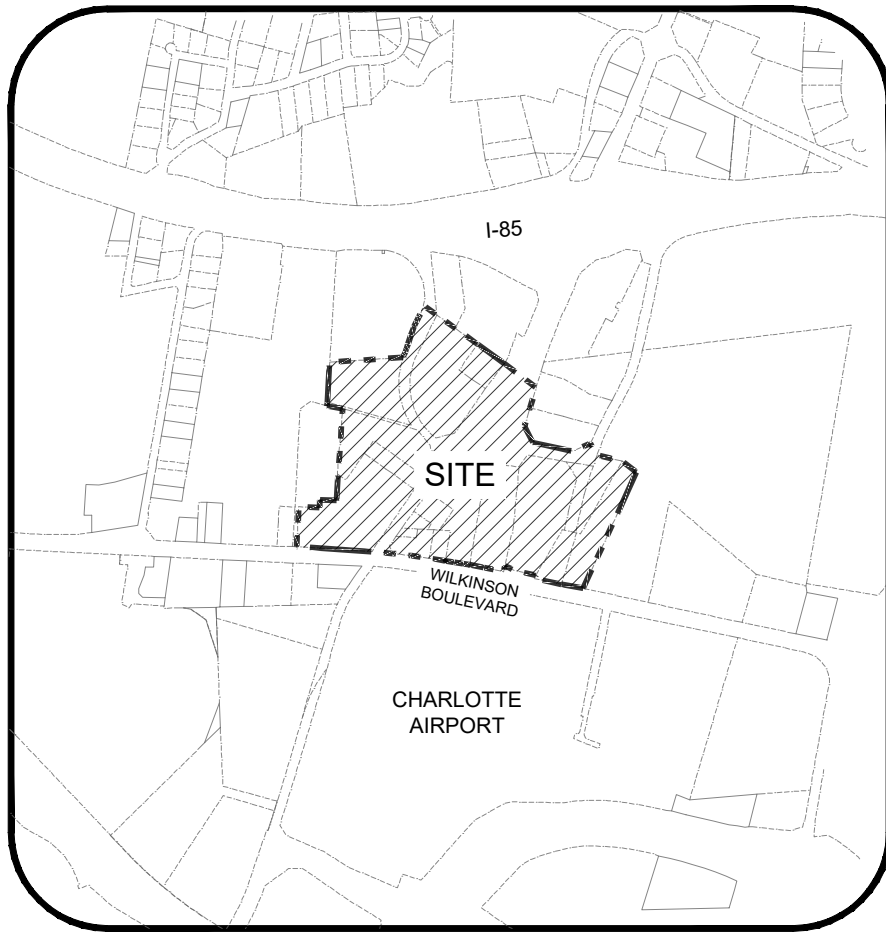
VERT:
HORZ:

SHEET TITLE

DEVELOPMENT STANDARDS

SHEET NUMBER

RZ-2



VICINITY MAP
NTS

KEY MAP

SEAL

**PRELIMINARY
-FOR REVIEW ONLY-**

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UNDER THE SUPERVISION OF:

XXXXX XXXXXXXX ##### 7/9/26
ENGINEER REG. # DATE

**NOT FOR
CONSTRUCTION**

PROJECT

**CLT AIRPORT
DESTINATION
DISTRICT**

CROSLAND SOUTHEAST

LANDDESIGN PROJ.# 1024205

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
01	INITIAL ZONING SUBMITTAL	07.13.2026

SCALE NORTH

VERT: 1" = 100'
HORIZ: 1" = 100'

0 50 100 200

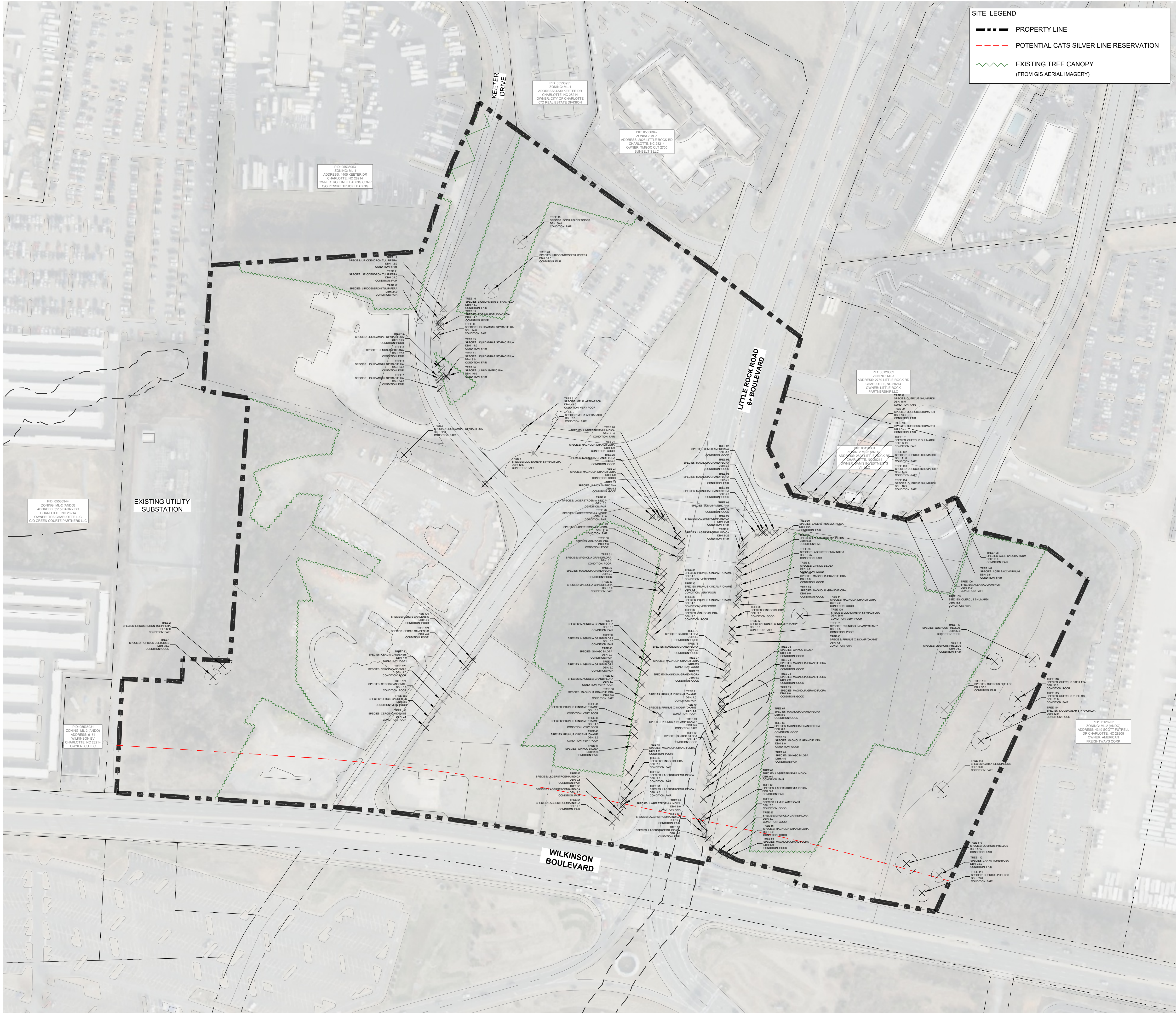
SHEET TITLE

TREE SURVEY

SHEET NUMBER

RZ-3

NOTE: THIS TREE SURVEY HAS BEEN PREPARED IN
ACCORDANCE WITH THE CHARLOTTE UDO REQUIREMENTS
FOR A CONDITIONAL ZONING MAP AMENDMENT AND
IDENTIFIES ALL CITY TREES EIGHT INCHES DBH OR GREATER,
ALL PLANTED CITY TREES, AND ALL EXISTING HERITAGE
TREES LOCATED ON THE SUBJECT PROPERTY.





KEY MAP

SEAL

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XXXXX XXXXXXXX	####	7/13/26
ENGINEER	REG. #	DATE

PROJECT

CROSLAND SOUTHEAST

LANDDESIGN PROJ.# 1024205

[illegible]

SCALE

NORTH

VERT: .

HORZ: 1" = 100'

0 50 100

METES AND BOUNDS

SHEET NUMBER

RZ-4

