

VICINITY MAP  
NTS

SITE DEVELOPMENT DATA

Site Acreage: +/-19.0 AC.

Tax Parcels: 091-051-25, 091-051-12, 091-051-59 and 091-051-31

Proposed Zoning: TOD-M (O)

Existing Zoning: I-2

Existing Uses: Industrial

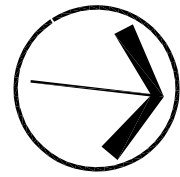
Proposed Uses:  
Uses permitted by right, under prescribed conditions and by the Optional provisions below together with accessory uses, as allowed in the TOD-M zoning district (as more specifically described and restricted below in Section 3).

Maximum Gross Square feet of Development:  
As allowed and required by the TOD-M zoning district.

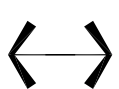
Maximum Building Height  
As allowed by the Ordinance and the Optional provisions below. Building height to be measured as required by the Ordinance.

Parking  
Parking as required by the Ordinance and the Optional Provisions below.

SITE LEGEND



SITE ACCESS



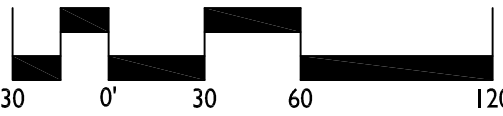
PEDESTRIAN ACCESS

--- ZONING LINE

--- STREET NETWORK

--- PEDESTRIAN NETWORK

--- DEVELOPMENT AREA



RALEIGH STREET COMMUNITY  
REZONING PETITION No. 2017-121  
FLYWHEEL GROUP  
TECHNICAL DATA SHEET

REVISIONS:  
1. STAFF COMMENTS  
2. STAFF COMMENTS  
3. STAFF COMMENTS

DATE: 11/22/17  
DESIGNED BY:  
DRAWN BY: MM  
CHECKED BY:  
SCALE: 1"=100'  
PROJECT #: 4095-001  
SHEET #:

RZ-1

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DEVELOPMENT STANDARDS

1. General Provisions:

a. **Site Location.** These Development Standards and the Technical Data Sheet form this rezoning plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by Flywheel Group ("Petitioner") to accommodate the development of transit supportive uses on an approximately 19 acre site located on Raleigh Street (the "Site").

b. **TOD-M(O) & Cross-Charlotte Trail.** The Rezoning Plan and Petition involved a conditional rezoning request for the primary purpose of documenting the Petitioner's commitment to make certain public infrastructure improvements, on a phased basis, including most notably allowances for and installation of portions of the City's Cross-Charlotte Trail (XCLT) as more particularly described herein.

c. **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 TOD-M (O) zoning classification shall govern all development taking place on the Site, subject to the Optional Provisions provided below.

d. **Graphics and Alterations.** The schematic depictions of the development areas, 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 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:

i. 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 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.

2. Optional Provisions.

a. To allow parking for EDEE at the rate of one space per 300 square feet. This optional provisions changes the required parking for EDEE from one space for 150 square feet to one space per 300 square feet.

b. To allow on-street parking within the eight foot (8') planting strip on the north side of Raleigh Street and on the west side of Public Street A as described in Section 5 below upon approval from the Planning Department, CDOT, and Engineering and Property Management in coordination with the design and development of the XCLT.

3. Permitted Uses, Development Area Limitations:

a. The Site may be developed with residential and non-residential uses as permitted by right and under prescribed conditions in the TOD-M Zoning district together with accessory uses as allowed in the TOD-M zoning district.

4. Transportation Improvements; Access and Right-of-Way Dedications:

I. General Transportation Aspects:

a. Vehicular access to the Site will be from Raleigh Street as generally depicted on the Technical Data Sheet.

b. The location of the access may be modified by the Petitioner to accommodate changes in traffic patterns, parking layouts and any adjustments required for approval by the Charlotte Department of Transportation (CDOT) in accordance with published standards so long as the street network set forth on the Rezoning Plan is not materially altered.

c. **Dedication of Right of Way.** The Petitioner shall dedicated and convey to the City the portions of the required the rights-of-way expressly described below as development occurs within each respective Development Area prior to the issuance of the first certificate of occupancy for the first new building constructed in the respective Development Area:

i. **Raleigh Street.** The Petitioner shall reserve for dedication right-of-way for enhancements to the north side of Raleigh Street to provide 46.5' of right-of-way width extending to the west of Public Street A to the westerly boundary of the Site, and to provide 35.5' of right-of-way width to the east of Public Street A to its terminus as generally depicted on Sheet RZ-01; each such extension to be measured from the existing centerline and as generally depicted on Sheet RZ-01. Such dedication shall allow for the improvements currently contemplated as described in Section 5 below and as generally depicted on Sheet RZ-2. Where practicable, such dedication shall be set at two feet (2') behind the back of sidewalk.

ii. **Public Street A.** The Petitioner shall reserve for dedication right-of-way for Public Street A to provide a total right-of-way width of up to seventy-eight feet (78') as generally depicted on Sheet RZ-01 and to allow for the improvements currently contemplated as described in Section 5 below (including XCLT) and as generally depicted on Sheet RZ-2. Where practicable, such dedication shall be set at two feet (2') behind the back of sidewalk.

iii. **Public Street B and C.** The Petitioner shall reserve for dedication right-of-way for Public Street B and Public Street C per the Subdivision Ordinance and as generally depicted on Sheet RZ-01 to allow the improvements described in Section 5 below. Where practicable, such dedication shall be set at two feet (2') behind the back of sidewalk.

iv. **XCLT from Terminus of Public Street A (within the property line in Development Area 1 and Development Area 2).** The Petitioner shall reserve for dedication right-of-way for the continuation of the XCLT to provide thirty-four feet (34') of right-of-way width from the terminus of Public Street A along the property line in Development Area 1 and Development Area 2 as generally depicted on Sheet RZ-01 and as described in Section 5 below.

*In as much as the XCLT is in the design stage, it is acknowledged that the right of way width for Raleigh Street and Public Street A and the accompanying improvements may be modified to result in a reduced right of way width. The enhanced right of way for Raleigh Street and Public Street A and any adjustments to its width shall be determined in coordination with the Planning Department, CDOT, and Engineering and Property Management in connection with the final design/alignment of the XCLT. Any reduction in the right of way width may occur either before or after completion of the buildings contemplated by the development. Petitioner shall provide for dedication of the enhanced Raleigh Street and Public Street A within a reasonable period of time after receipt of written notice of the final design/alignment of the XCLT and the resulting right of way of Raleigh Street.*

d. **Improvements and Phasing.** 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 substantial completion of the improvements set forth below and further described in Section 5 to benefit overall traffic patterns throughout the area, each as generally depicted on the Rezoning Plan:

i. Public Street A and the Cross Charlotte Trail (XCLT)

ii. Public Street B (north/south street between Development Areas 2 and 3);

iii. Public Street C;

iv. 12' multi-use trail (connection between Private Street B to the eastern property line);

v. Cross Charlotte Trail (XCLT) and streetscape improvements described in Section 5 below including the extension beyond the terminus of Public Street A; and

vi. Raleigh Street enhancements.

The above-referenced improvements shall be substantially completed prior to the issuance of the first certificate of occupancy for the first new building constructed within the respective Development Area and the applicable portions of the redevelopment of portions of the adjacent property to the west and as described in 5 below. It is noted that the portion of the XCLT in Development Area 2 shall be completed in coordination with improvements in Development Area 1 and Public Street A as described in 5 below. The Petitioner reserves the right to post a bond or letter of credit for any improvements not completed at the time of the issuance of the applicable first certificate of occupancy for new building(s) and as further described in 4.II.b below.

II. Standards, Substantial Compliance, and Alternative Improvements:

a. **CDOT/NCDOT Standards.** All of the foregoing public roadway improvements will be subject to the standards and criteria of CDOT as applicable. 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.

b. **Substantial Completion.** Reference to "substantial completion" or "substantially completed" are for certain improvements, and/or right-of-way dedications, as set forth in the provisions of Section 4.I above and shall mean substantial completion of the roadway improvements in accordance with the standards set forth in Section 4.II.a above provided, however, in the event all roadway improvements 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 the Petitioner will work with City Staff to determine a process to allow the issuance of certificates of occupancy for the applicable buildings, 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.

c. **Alternative Improvements.** Changes to the improvements and/or streetscape improvements in 4.I. above or in Section 5 below can be approved through the Administrative Amendment process upon the determination and mutual agreement of Petitioner, CDOT, and the Planning Director as applicable, provided, however, the proposed alternate transportation and/or streetscape improvements provide (in the aggregate) comparable transportation network benefits to the improvements identified in this Petition.

5. XCLT, Streetscape, Landscaping, Open Space and Screening:

a. **North Side of Raleigh Street (to the West of Public Street A) and East Side of Public Street A Setback.** A thirty-four foot (34') setback as measured from the future back of curb of the enhanced Raleigh Street will be provided on the north side of Raleigh Street extending to the west from Public Street A and on the east side of Public Street A; provided, however, in as much as the XCLT is in the design stage, it is acknowledged that the setback width for the north side of Raleigh Street to the west of Public Street A and the east side of Public Street A and the accompanying improvements may be modified to result in a reduced setback width. Any adjustments to such setback width shall be determined in coordination with the Planning Department, CDOT, and Engineering and Property Management in connection with the final design/alignment of the XCLT. Any reduction in the setback width may occur either before or after completion of the buildings contemplated by the development.

b. **North Side Raleigh Street (to the West of Public Street A) and East Side of Public Street A Streetscape Improvements.** As part of the current design for the XCLT, it is contemplated that an eight foot (8') planting strip, a twelve foot (12') two-way cycle track, a five foot (5') bike buffer, and an eight foot (8') sidewalk will be installed on the north side of Raleigh Street to the west of Public Street A and on the east side of Public Street A; these improvements along with the enhanced crossing at the intersection of Raleigh Street and Public Street A shall be installed prior to the first certificate of occupancy for the first new building constructed in Development Area 1. Subject to the right-of-way limits below, all intersection and driveway crossings will be appropriately designed to mitigate the increased risk of a two-way cycle track on a two-way street. As indicated, modifications to the enhanced Raleigh Street and Public Street A improvements may be made in coordination with the Planning Department, CDOT, and Engineering and Property Management in connection with the final design/alignment of the XCLT provided that such modifications shall not result in an increased right of way width of Raleigh Street beyond 46.5' from the existing centerline or Public Street A beyond seventy-eight feet (78').

c. **North Side Raleigh Street (to the East of Public Street A) and West Side of Public Street A Setback.** An eighteen (18') foot setback as measured from the future back of curb of Raleigh Street will be provided along the north side of Raleigh Street to the east of Public Street A and along the west side of Public Street A.

d. **North Side Raleigh Street (to the East of Public Street A) West Side of Public Street A Streetscape Improvements.** An eight (8') foot planting strip and an eight (8') foot sidewalk will be substantially completed on the north side of Raleigh Street to the east of Public Street A prior to the first certificate of occupancy for the first new building constructed in Development Area 1, Development Area 2, or Development Area 3, for such applicable portion of improvements. An eight (8') foot planting strip and an eight (8') foot sidewalk will be substantially completed on the west side of Public Street A prior to the first certificate of occupancy for the first new building constructed in Development Area 1. Per the Optional Provision above, on-street parking may be permitted within the eight foot (8') planting strip.

e. **Public Street B and C Setback and Streetscape Improvements.** An eighteen (18') foot setback as measured from the future back of curb will be provided for Public Street B and Public Street C. An eight foot (8') planting strip and eight foot (8') sidewalk will be provided within the required setbacks. Installation of Public Street B and associated streetscape improvements will be substantially completed prior to the first certificate of occupancy for the first new building constructed in Development Area 3. Installation of Public Street C and associated streetscape improvements will be substantially completed within each respective Development Area prior to the first certificate of occupancy for the first new building constructed in the respective Development Area.

f. **XCLT from Terminus of Public Street A (along property line in Development Area 1 and Development Area 2).** The Petitioner shall provide an eight foot (8') planting strip, a twelve foot (12') two-way cycle track, a five foot (5') bike buffer, an eight foot (8') sidewalk, and one foot (1') behind the sidewalk for the XCLT as generally depicted on Sheet RZ-01. These improvements shall be installed prior to the first certificate of occupancy for the first new building constructed in Development Area 1. As indicated, modifications to the XCLT improvements may be made in coordination with the Planning Department, CDOT, and Engineering and Property Management in connection with the final design/alignment of the XCLT provided that such modifications shall not result in an increased right of way width beyond thirty-four feet (34').

g. A twelve (12') foot multi-use path will be provided extending from Private Street B to the eastern property line as generally depicted on Sheet RZ-01. Installation of the 12' multi-use path will be substantially completed prior to the first certificate of occupancy for the first new building in Development Area 3.

h. The open space areas on the Site will be improved with landscaping, lighting, seating and hardscape elements. Per Ordinance, fifty (50) percent of the open space provided shall be centrally located in common areas.

i. Utilities, including transformers, mechanical and electrical equipment, utility meters, dumpsters and back flow preventers shall not be located on the XCLT. The Planning Director or designee may waive this requirement if existing conditions, site constraints, requirements of other agencies or service providers, or similar require flexibility in the location of such utilities.

j. Utilities, including transformers, mechanical and electrical equipment, utility meters, dumpsters and back flow preventers shall be screened from public view. Meter banks will be also screened where visible from public street view at grade level.

6. Architectural Standards.

a. The building materials used on the principal buildings constructed on Site will be a combination of some of the following: brick, stone, precast stone, precast concrete, synthetic stone, cementitious siding (such as hardi-plank), stucco, EIFS, decorative metal panels, decorative block and/or wood. Vinyl as a building material may only be used on windows, soffits, and on handrails/railings

b. The ground floor portion of any building facing the future Cross Charlotte Trail (XCLT) will be designed to orient to the Cross Charlotte Trail (XCLT). Entrances that face the Cross Charlotte Trail (XCLT) shall have direct access to the Cross Charlotte Trail (XCLT).

c. If individual uses and/or tenant entrances are not provided on Raleigh Street, primary building entrances shall be provided at a minimum of every 100'.

d. If individual residential unit entrances are not provided along Raleigh Street, a primary building entrance shall be provided at a minimum of every 100' on Raleigh Street.

e. All primary entrances shall include at least 3 of the following:

i. decorative pedestrian lighting

ii. architectural details carried to upper stories

iii. covered porches, canopies, awnings or sunshades

iv. archways

v. transom windows

vi. terraced or raised planters that can be utilized as seat walls

vii. common outdoor seating enhanced with specialty details, paving, landscaping or water features

viii. double doors

f. The ground floor shall be taller than and architecturally different than upper floors with more transparency than upper floors, this standard will only apply to building walls located along public streets.

g. In addition to the Blank Wall provisions of the TOD-M zoning district, Blank Walls shall be treated with both horizontal and vertical variations in wall planes.

h. The ground floor of new buildings shall have active uses on a minimum of 40 percent of the ground floor frontage on Raleigh Street. Structured parking shall not front public streets.

7. Environmental Features:

a. The Site shall comply with the Charlotte City Council approved and adopted Post Construction Controls Ordinance.

b. The Site will comply with the Tree Ordinance.

8. Lighting:

a. All new detached and attached lighting shall be full cut-off type lighting fixtures excluding: low landscape, decorative, specialty, and accent lighting that may be installed along the driveways, sidewalks, open space/amenity areas, and parking areas.

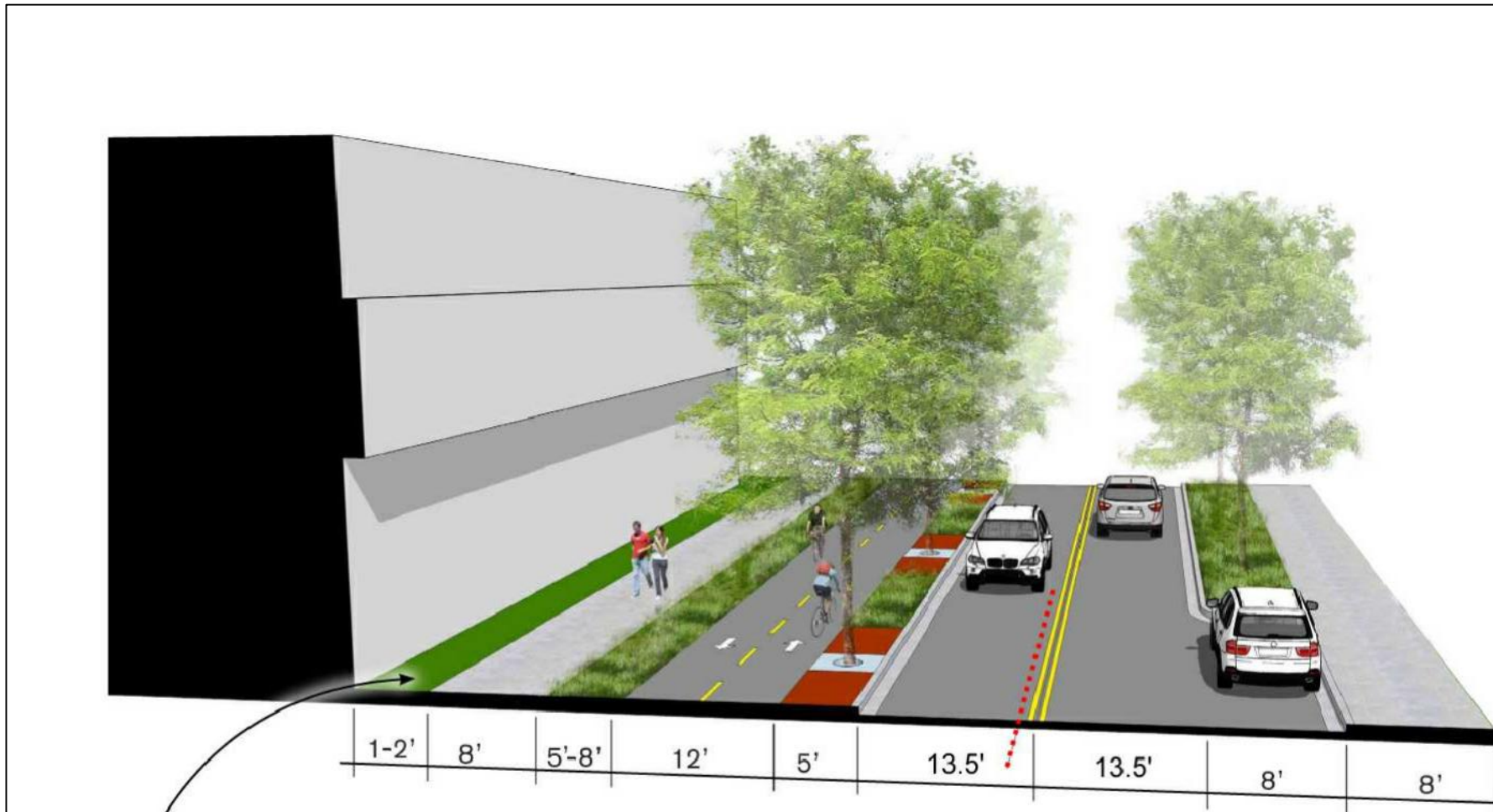
b. Pedestrian lighting shall be provided on public streets in coordination with CDOT.

9. 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 portion of the Site affected by such amendment in accordance with the provisions herein and of Chapter 6 of the Ordinance.

10. 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.



CONCEPTUAL CROSS SECTION  
RALEIGH STREET AND PUBLIC STREET A

RALEIGH STREET COMMUNITY  
REZONING PETITION No. 2017-121

FLYWHEEL GROUP

DEVELOPMENT STANDARDS

REVISIONS:  
1. STAFF COMMENTS  
2. STAFF COMMENTS  
3. STAFF COMMENTS

DATE: 11/22/17  
DESIGNED BY:  
DRAWN BY: mm  
CHECKED BY:  
SCALE:  
PROJECT #: 4095-001  
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RZ-2

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