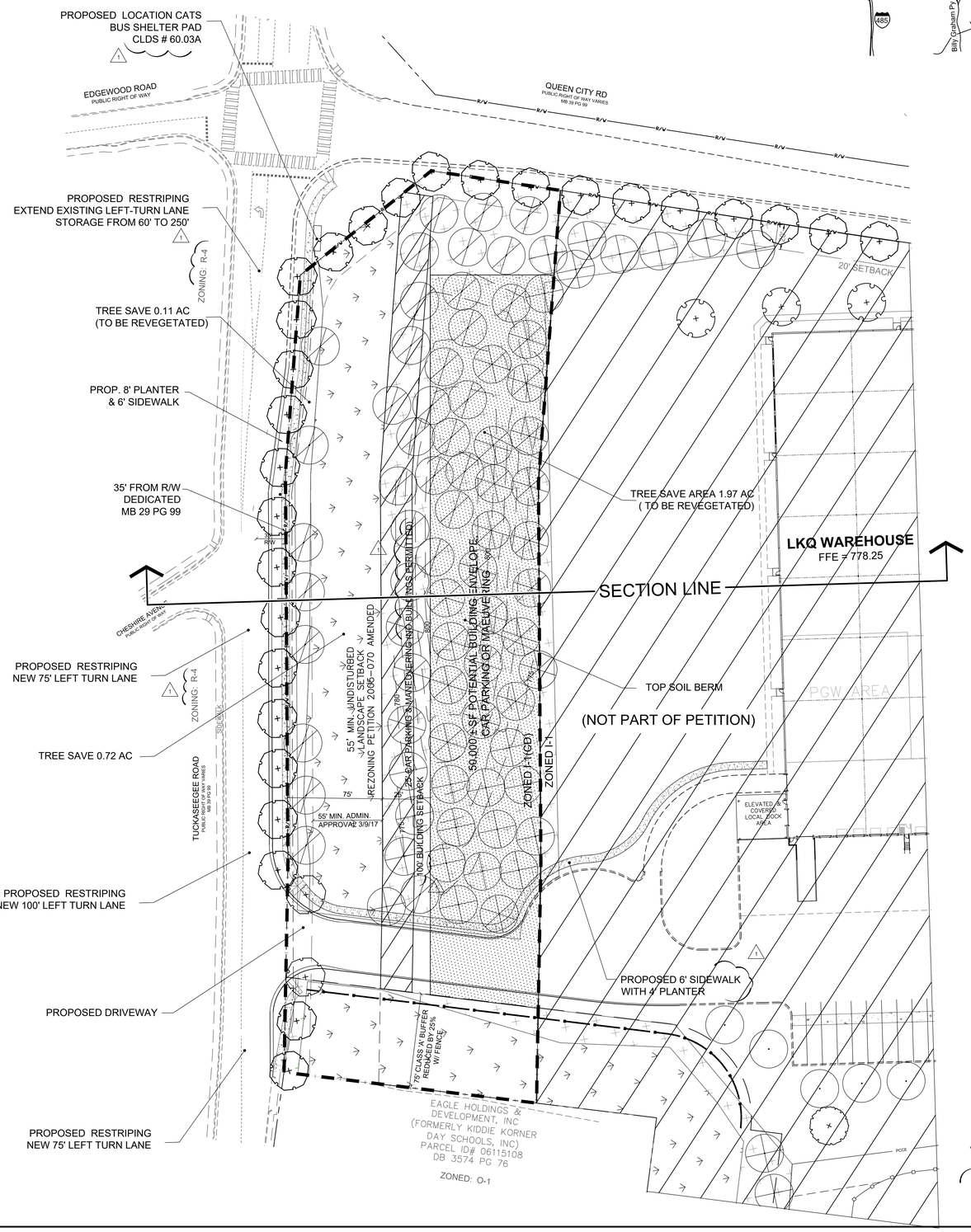
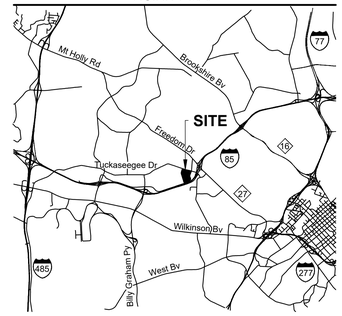



VICINITY MAP

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**KP Development**
**Development Standards**
**12/11/17**
**Rezoning Petition No. 2017-166**

**Site Development Data:**

--**Acreage:** ± 3.22 acres
--**Tax Parcel #s:** portion of 061-151-09
--**Existing Zoning:** I-1(CD)
--**Proposed Zoning:** I-1(CD) SPA
--**Existing Uses:** Vacant
--**Proposed Uses:** Warehouse distribution uses and related office as well as passenger vehicle maneuvering and parking (tractor trailer parking, maneuvering and storage is not allowed on the Site), as permitted by right and under prescribed conditions together with accessory uses, as allowed in the I-1 zoning district (as more specifically described in the Development Standards below).
--**Maximum Gross Square feet of Development:** Up to 50,000 square feet of gross floor area of warehouse distribution uses and related office uses; all as allowed by right and under prescribed conditions in the I-1 zoning district (as more specifically described in the Development Standards below).
--**Maximum Building Height:** As allowed by the Ordinance.
--**Parking**: As required by the Ordinance for the proposed uses.

**1. General Provisions:**

**a. Site Location**. These Development Standards, the Technical Data Sheet, Schematic Site Plan and other graphics set forth on attached Sheets 1.0 form this rezoning plan ("Rezoning Plan") associated with the Rezoning Petition filed by KP Development ("Petitioner") to accommodate a landscape buffer setback and warehouse distribution and related office uses on an approximately 3.22 acre site located at 1706 Queen City Drive (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 Zoning Ordinance (the "Ordinance"). 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.

**c. Graphics and Alterations**. The schematic depictions of the uses, parking areas, sidewalks, structures and buildings, building elevations, 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 verify the amendment process 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.

**d. Number of Buildings Principal and Accessory**. Notwithstanding the number of buildings shown on the Rezoning Plan, the total number of principal buildings to be developed on the Site will be limited to two (2). Accessory buildings and structures located on the Site shall not be considered in any limitation on the number of buildings on the Site. Accessory buildings and structures will be constructed utilizing similar building materials, colors, architectural elements and designs as the principal building(s).

**2. Permitted Uses, Development Area Limitations:**

a. Up to 50,000 square feet of gross floor area of warehouse distribution and related office uses will be allowed on the Site together with accessory uses allowed in the I-1 zoning district. If the allowed building area is constructed in the area indicated on the Rezoning Plan the Petitioner will amend the proposed tree save area as required by the Tree Ordinance.

b. A 100 foot building setback will be established along Tuckaseegee Road as measured from the existing right-of-way line and as generally depicted on the rezoning plan.

c. A 75 foot parking and maneuvering setback, as measured from the existing right-of-way line of Tuckaseegee Road, for passenger vehicles will be provided. A minimum of 55 feet of the 75 foot parking and maneuvering setback will be an undisturbed landscape setback, subject to the installation of the proposed driveway. Any area cleared for the installation of the driveway will be re-landscaped with trees.

d. Outdoor storage, tractor trailer parking, docking and/or maneuvering will not be allowed on the Site.

*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: surface or structured parking facilities, and all loading dock areas (open or enclosed).*

**3. Access:**

a. Access to the Site will be from Tuckaseegee Road as generally depicted on the Rezoning Plan, subject to adjustments as set forth below.

b. The Petitioner will provide westbound left turn lane on Tuckaseegee Road with 100 feet of storage to the proposed driveway to the Site. This left-turn lane will be created by restriping the existing pavement on Tuckaseegee Road.

c. The proposed transportation improvements along Tuckaseegee Road shall be approved and constructed prior to the opening of the proposed driveway to Tuckaseegee Road. The petitioner may post a bond for any improvements not completed at the time the time the proposed driveway to Tuckaseegee Road is opened.

d. The exact alignment, dimensions and location of the access point to the Site, 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.

**4. Buffers and Screening.**

a. A 55 foot undisturbed landscape setback will be established along Tuckaseegee Road as generally depicted on the Rezoning Plan.
b. A 75 foot Class A Buffer will be established along the western property boundary as generally depicted on the Rezoning Plan.
c. Until the area of the Site established as a future building expansion and passenger parking and maneuvering area is utilized, as allowed, it will be landscaped with a berm and trees as generally depicted on the Rezoning Plan.

**5. Environmental Features:**

a. The Site shall comply with the Charlotte City Council approved and adopted Post Construction Controls Ordinance. The location, size, and type of storm water management systems 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 Tree Ordinance.

**6. Signage:**

a. Signage along Tuckaseegee Road will be limited to ground mounted sign with a maximum height of four (4) feet and a maximum sign area of 20 square feet.

**7. Lighting:**

a. All new lighting shall be full cut-off type lighting fixtures excluding lower, decorative lighting that may be installed along the driveways, sidewalks, and parking areas.
b. Detached lighting on the Site, except street lights located along public streets, will be limited to 22 feet in height.

c. Lighting fixtures that are decorative, capped and downwardly directed will be allowed on the proposed building walls.

**8. CATS Shelter Pad:**

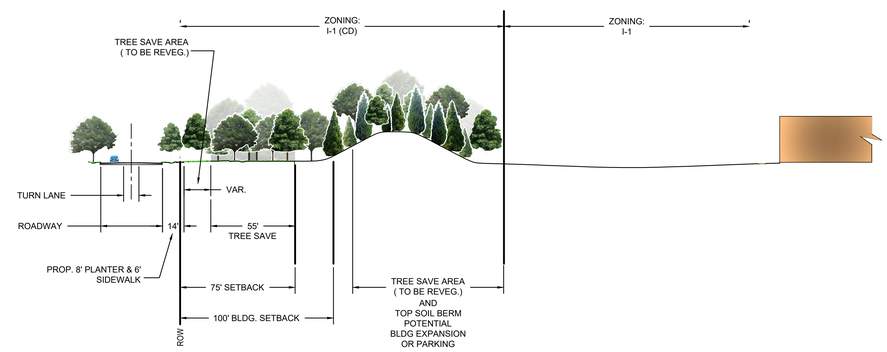
a. The Petitioner will provide a concrete pad for a bus shelter along Tuckaseegee Road in the location generally depicted on the Rezoning Plan. The bus shelter pad will be built per Charlotte Mecklenburg Land Development Standard 60.03A.

**9. Amendments to the Rezoning Plan:**

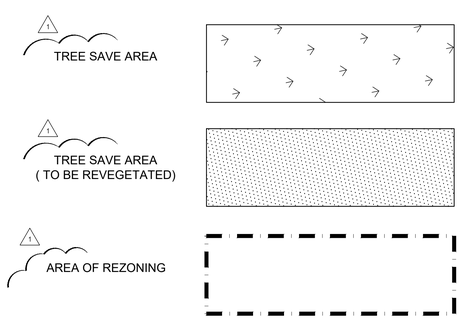
a. Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners in accordance with the provisions herein and of Chapter 6 of the Ordinance.

**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.




TYPICAL BERM / BUFFER LANDSCAPING




GRAPHIC SCALE
( IN FEET )
1 inch = 40 ft.

BURTON ENGINEERING
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FIRM #401

# LKQ QUEEN CITY DRIVE
1706 QUEEN CITY DRIVE, CHARLOTTE, NC

TECHNICAL DATA SHEET

| | |
|---|---|
| PM | GDM |
| ENG | CTB |
| DRAWN BY | GDM |
| DATE | 10/19/17 |

REVISIONS
1. 12-11-17 GDM CITY COMMENTS

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PROJECT NUMBER
016.660.001

**1.0**
Sheet 1 OF 1

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