

VICINITY MAP
NTS

SITE DEVELOPMENT DATA

ACREAGE: ± 265 ACRES

TAX PARCEL #S: #201-051-08; #201-051-06; #201-451-01 2

EXISTING ZONING: I-1(CD), O-1(CD); R-3

PROPOSED ZONING: MUDD-O, AND I-1(CD), AIRPORT NOISE OVERLAY

EXISTING USES: VACANT

PROPOSED USES: USES PERMITTED BY RIGHT AND UNDER PRESCRIBED CONDITIONS TOGETHER WITH ACCESSORY USES AS ALLOWED IN (I) THE MUDD-O ZONING DISTRICT FOR THE PORTION OF THE SITE SHOWN AS ZONED MUDD-O (AS GENERALLY DEPICTED ON THE REZONING PLAN), AND (II) THE I-1 ZONING DISTRICT FOR THE PORTION OF THE SITE SHOWN AS ZONED I-1(CD) (AS GENERALLY DEPICTED ON THE REZONING PLAN), EACH AS MORE SPECIFICALLY DESCRIBED BELOW IN SECTION 3 (WHICH SHALL CONTROL).

MAXIMUM GROSS SQUARE FEET OF DEVELOPMENT:

A. WITHIN THE MUDD-O ZONING DISTRICT, UP TO: (I) 73,000 SQUARE FEET OF GROSS FLOOR AREA OF OFFICE/MEDICAL/BANK, RETAIL, EATING DRINKING ENTERTAINMENT ESTABLISHMENTS (EDEE), BREWERIES, INDOOR RECREATION, CONVENIENCE/GASOLINE SALES, PERSONAL SERVICES AND OTHER COMMERCIAL USES (OF WHICH NO MORE THAN 43,000 S.F. OF GROSS FLOOR AREA MAY BE "NON-OFFICE COMMERCIAL USES" AS DESCRIBED BELOW, SUBJECT TO CONVERSIONS AND TRANSFER RIGHTS), (II) A HOTEL WITH UP TO 140 ROOMS, AND (III) UP TO 270 RESIDENTIAL DWELLING UNITS OF ALL TYPES; EACH AS MORE SPECIFICALLY DESCRIBED BELOW IN SECTION 3 (WHICH SHALL CONTROL); AND EACH SUBJECT TO THE TRANSFER AND CONVERSION RIGHTS DESCRIBED THEREIN;

B. WITHIN THE I-1(CD) ZONING DISTRICT ON A PHASED BASIS, UP TO 2 MILLION SQUARE FEET OF GROSS FLOOR AREA OF WAREHOUSE, DISTRIBUTION AND OTHER PERMITTED USES AS ALLOWED IN THE I-1 ZONING DISTRICT, AS MORE PARTICULARLY DESCRIBED BELOW IN SECTION 3 (WHICH SHALL CONTROL).

MAXIMUM BUILDING HEIGHT: IN THE AREA ZONED MUDD-O ALLOWED BUILDING HEIGHTS WILL BE LIMITED AS FOLLOWS: (I) WITHIN DEVELOPMENT AREAS A AND B THE MAXIMUM BUILDING HEIGHTS WILL BE UP TO 40 FEET, EXCEPT THAT THE BUILDING HEIGHT FOR THE HOTEL USE ALLOWED IN DEVELOPMENT AREA B MAY BE UP TO 85 FEET; AND (II) WITHIN DEVELOPMENT AREA C THE MAXIMUM BUILDING HEIGHTS MAY BE UP TO 55 FEET. IN THE AREA ZONED I-1(CD) BUILDING HEIGHTS SHALL BE AS SET FORTH IN THE ORDINANCE FOR THE I-1 ZONING DISTRICT. BUILDING HEIGHT WILL BE MEASURED AS DEFINED BY THE ORDINANCE.

PARKING: AS REQUIRED BY THE ORDINANCE.

NO.	DESCRIPTION	DATE
1	PER STAFF COMMENTS	11.12.18
2	PER STAFF COMMENTS	01.21.19

ARROWOOD

CHARLOTTE, NC

REZONING #2018-120

09.18.2018

1017316

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
1	PER STAFF COMMENTS	11.12.18
2	PER STAFF COMMENTS	01.21.19

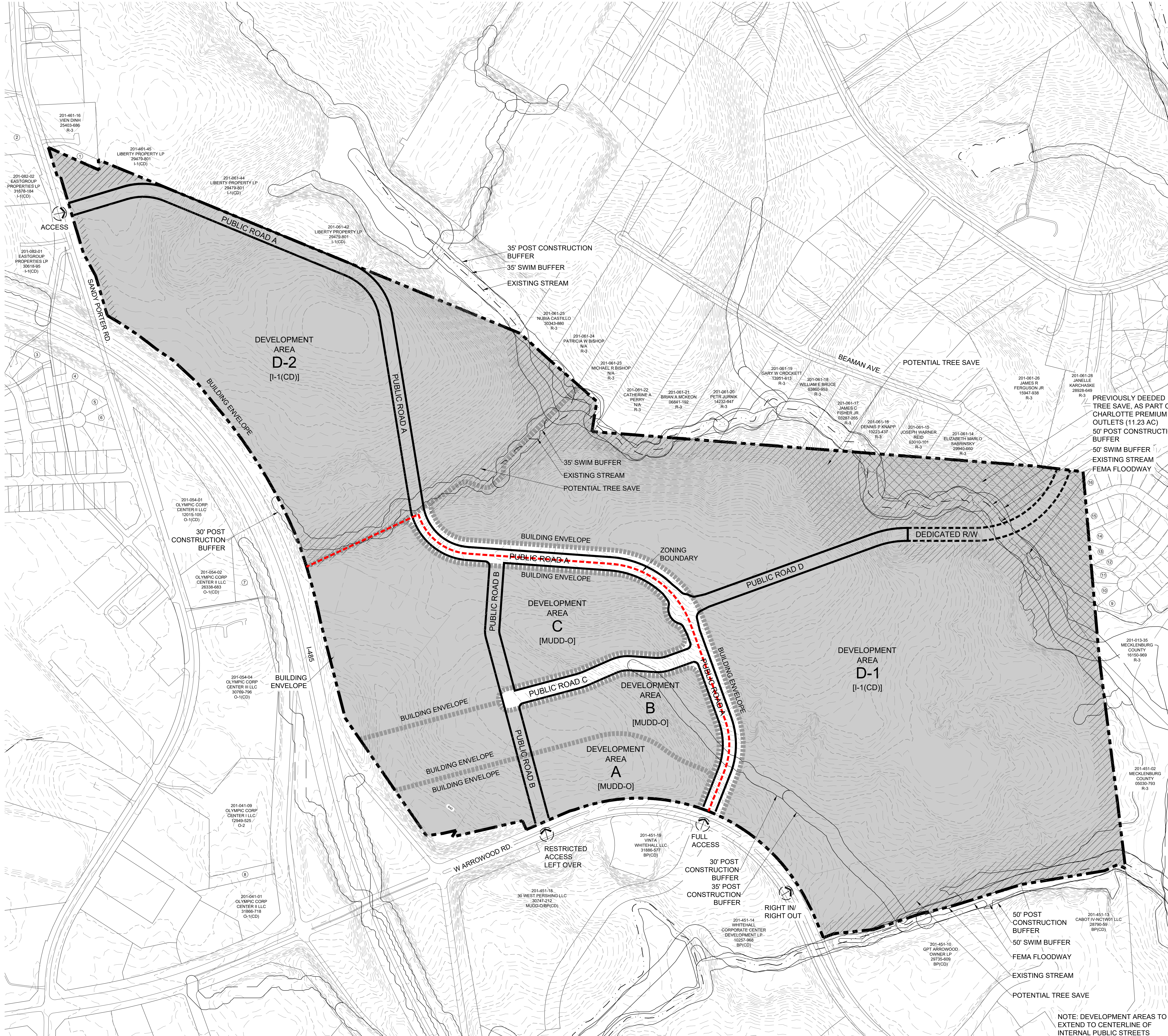
DESIGNED BY: KST
DRAWN BY: JRY
CHECKED BY: KST

SCALE
VERT: N/A
HORZ: 1"=200'
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TECHNICAL DATA

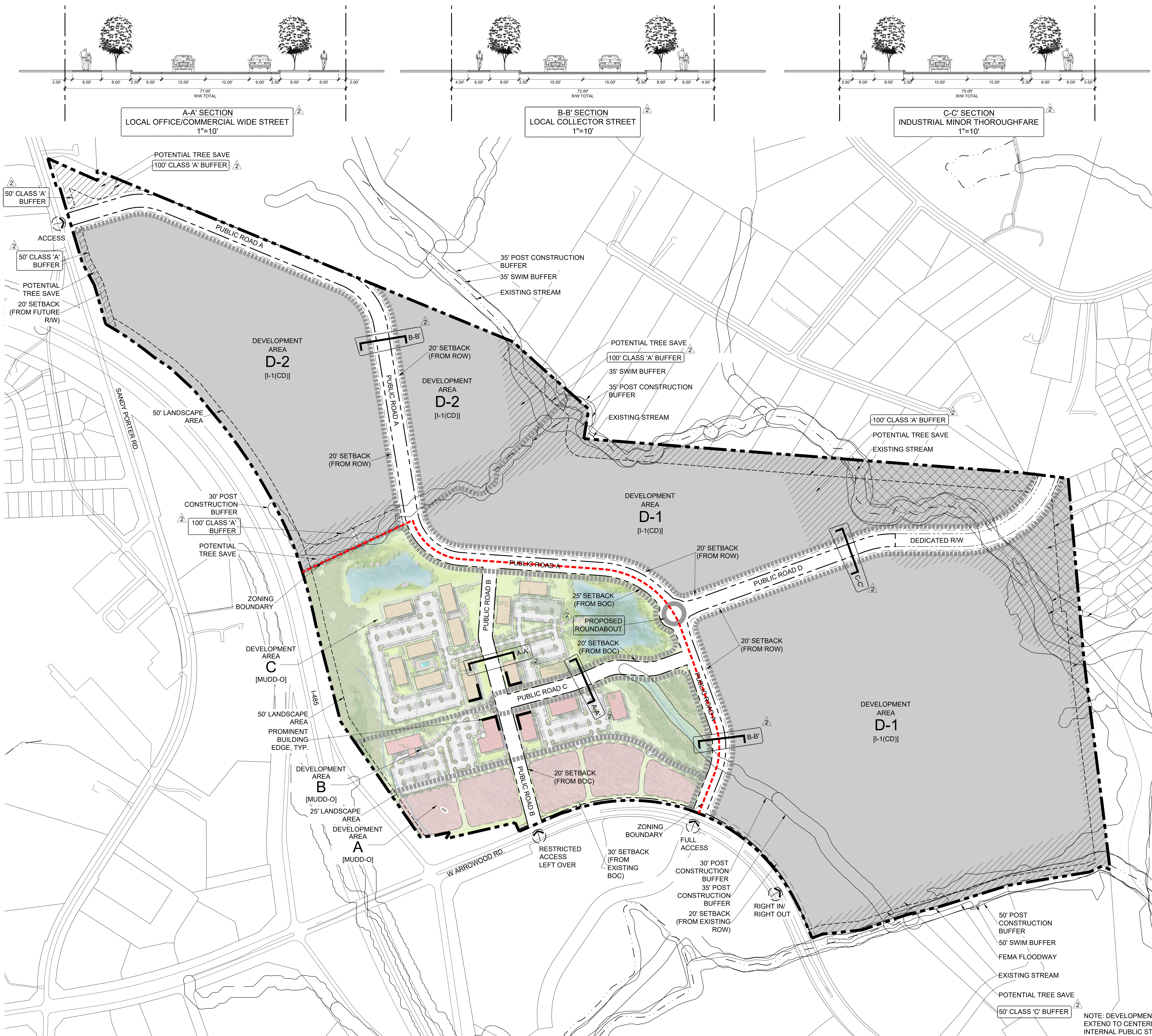
SHEET NUMBER

RZ-1



LEGEND

- PROPERTY LINE
BUILDING ENVELOPE
ZONING BOUNDARY
PROMINENT BUILDING EDGE
POTENTIAL TREE SAVE
PREVIOUSLY DEEDED TREE SAVE
POTENTIAL ACCESS



NOT FOR
CONSTRUCTION

ARROWOOD

CHARLOTTE, NC
REZONING #2018-120
09.18.2018

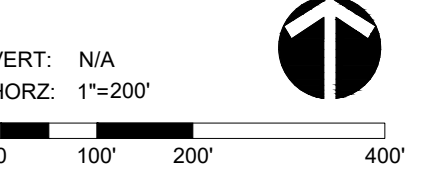
LANDDESIGN PROJ# 1017316

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
1	PER STAFF COMMENTS	11.12.18
2	PER STAFF COMMENTS	01.21.19

DESIGNED BY: KST
DRAWN BY: JRY
CHECKED BY: KST

SCALE
VERT: N/A
HORZ: 1"=200'



SHEET TITLE

SCHEMATIC SITE PLAN

SHEET NUMBER

RZ-2



REAL

**NOT FOR
CONSTRUCTION**

ARROWOOD


CHARLOTTE, NC
REZONING #2018-120
09.18.2018

ANODESIGN PROJ.A

REVISION / ISSUANCE		
NO.	DESCRIPTION	DATE
1	PER STAFF COMMENTS	11.12.18
2	PER STAFF COMMENTS	01.21.19

DESIGNED BY: KST
DRAWN BY: JRY
CHECKED BY: KST

VERT: N/A
HORIZ: 1"=200'



0 100' 200' 400'

PROPOSED BUFFERS & LANDSCAPE AREAS

MEET NUMBER

KEY MAP

SEAL

NOT FOR
CONSTRUCTION

PROJECT

ARROWOOD

CHARLOTTE, NC
REZONING #2018-120
09.18.2018

LANDDESIGN PROJ.# 1017316

REVISION / ISSUANCE		
NO.	DESCRIPTION	DATE
1	PER STAFF COMMENTS	11.12.18
2	PER STAFF COMMENTS	01.21.19

DESIGNED BY: KST
DRAWN BY: JRY
CHECKED BY: KST

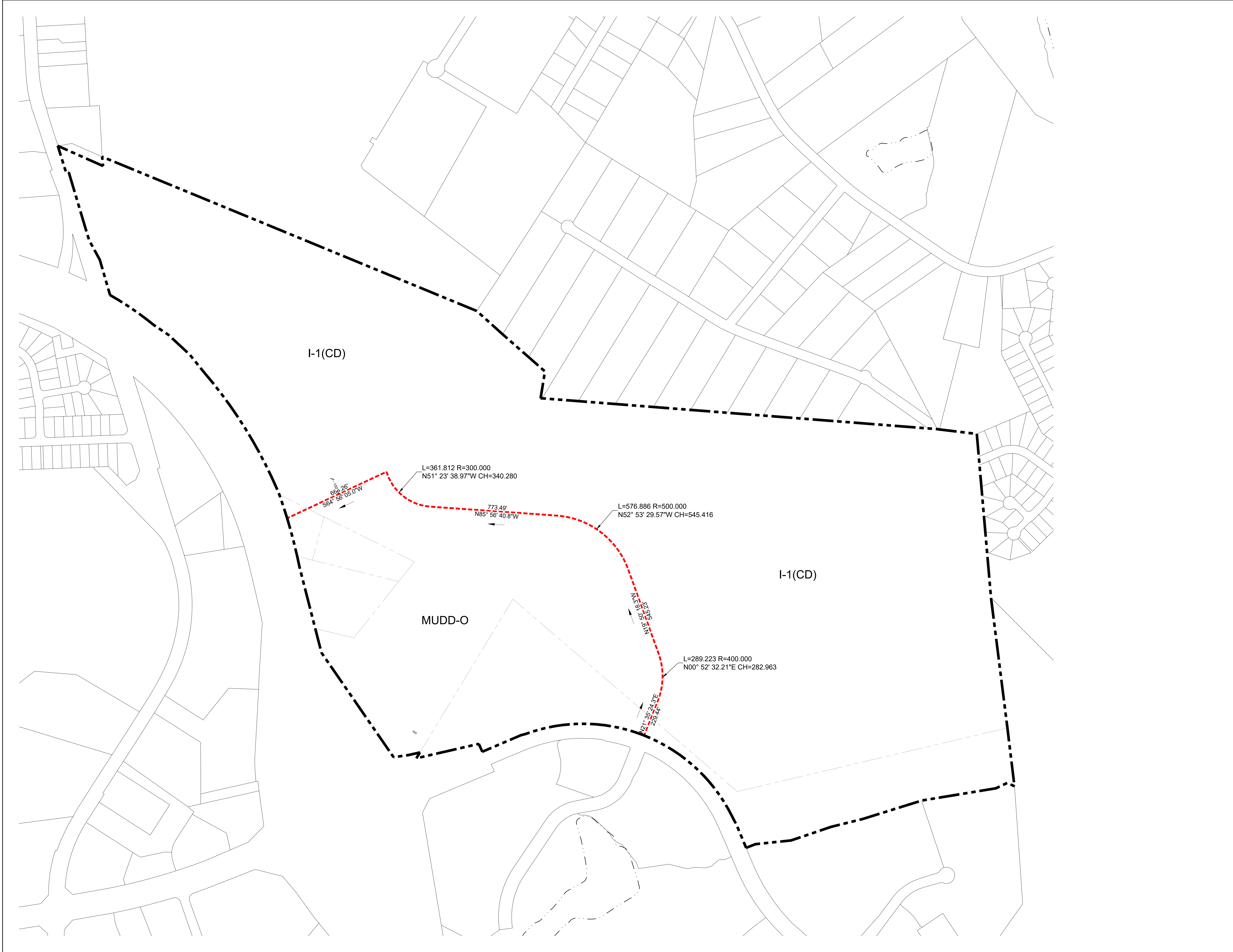
SCALE

VERT: N/A
HORZ: N/A

SHEET TITLE
ZONING BOUNDARY

SHEET NUMBER

RZ-4



**Steele Creek (1997), LLC
Development Standards
(1/21/2019)**
Rezoning Petition No. 2018-120 (Arrowood Road & I-485)

Site Development Data:

--**Acreage:** ± 265 acres
--**Tax Parcel #s:** #201-051-08; #201-051-06; and #201-451-01
--**Existing Zoning:** I-1(CD); O-1(CD); R-3
--**Proposed Zoning:** MUDD-O, and I-1(CD), Airport Noise Overlay
--**Existing Uses:** Vacant

--**Proposed Uses:** Uses permitted by right and under prescribed conditions together with accessory uses as allowed in (i) the MUDD-O zoning district for the portion of the Site shown as zoned MUDD-O (as generally depicted on the Rezoning Plan), and (ii) the I-1 zoning district for the portion of the Site shown as zoned I-1(CD) (as generally depicted on the Rezoning Plan), each as more specifically described below in Section 3 (which shall control).

--**Maximum Gross Square feet of Development:**

- A. Within the MUDD-O zoning district, up to: (i) 73,000 square feet of gross floor area of office/medical/bank, retail, Eating Drinking Entertainment Establishments (EDEE), breweries, indoor recreation, convenience/gasoline sales(up to one such use), Personal Services and other commercial uses (of which no more than 43,000 s.f. of gross floor area may be "non-office commercial uses" as described below, subject to conversions and transfer rights), (ii) a hotel with up to 140 rooms, and (iii) up to 270 residential dwelling units of all types; each as more specifically described below in Section 3 (which shall control); and each subject to the transfer and conversion rights described therein;
- B. Within the I-1(CD) zoning district on a phased basis, up to 2 Million square feet of gross floor area of warehouse, distribution and other permitted uses as allowed in the I-1 zoning district, as more particularly described below in Section 3 (which shall control).

--**Maximum Building Height:** In the area zoned MUDD-O allowed building heights will be limited as follows: (i) within Development Areas A and B the maximum building heights will be up to 40 feet, except that the building height for the hotel use allowed in Development Area B may be up to 85 feet; and (ii) within Development Area C the maximum building heights may be up to 55 feet. In the area zoned I-1(CD) building heights shall be as set forth in the Ordinance for the I-1 zoning district. Building height will be measured as defined by the Ordinance.

--**Parking:** As required by the Ordinance.

I. General Provisions:

a. Site Location. These Development Standards, the Technical Data Sheet and Schematic Site Plan, and related graphics form the Rezoning Plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by Steele Creek (1997), LLC ("Petitioner") to accommodate development on the approximately 265 acre site located off of Arrowood Road near I-485 (the "Site") of: (i) a mixed/multi-use commercial and residential community on the portion of the Site zoned MUDD-O (as generally depicted on the Rezoning Plan), and (ii) office/distribution/other uses on the portion of the Site zoned I-1(CD) (as generally depicted on the Rezoning Plan).

b. Development Areas. For ease of reference, the Rezoning Plan sets forth various development areas as generally depicted on Sheet RZ-1 as Development Area A, Development Area B, Development Area C, and Development Area D (each a "Development Area" and collectively the "Development Areas").

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, (i) the regulations established under the Ordinance for the MUDD-O zoning classification for the portion of the Site so designated on the Rezoning Plan (i.e. consisting of Development Areas A, B, and C) shall govern all development taking place on such portion of the Site, subject to the Optional Provisions provided below, and (ii) the regulations established under the Ordinance for the I-1(CD) zoning classification for the portion of the Site so designated on the Rezoning Plan (i.e. consisting of Development Area D) shall govern all development taking place on such portion of the Site.

d. Graphics and Alterations. The schematic depictions of the uses, parking areas, sidewalks, structures and buildings, building elevations, driveways, streets, Development Areas 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) expressly permitted by the Rezoning Plan (it is understood that if a modification is expressly permitted by the Rezoning Plan it is deemed a minor modification for the purposes of these Development Standards); or
- (ii) minor and don't materially change the overall design intent generally 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.

e. Number of Buildings Principal and Accessory; Accessory Building Design. Notwithstanding the number of buildings shown on the Rezoning Plan, the total number of principal buildings to be developed: (i) in the MUDD-O zoned portion of the Site shall not exceed twenty-five (25) of which no more than six (6) principal buildings may be located within Development Area A along Arrowood Road; and (ii) on the portion of the Site zoned I-1(CD) shall not exceed ten (10); provided, further, the maximum number of principal buildings may be reduced. 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) located within the same Development Area as the accessory structure/building. Other than parking structures, the size of accessory structures/buildings located within the portion of the Site zoned MUDD-O will be limited to 20% of the building area of the principal buildings constructed within such Development Areas to which the accessory structure/building (other than parking structures) relate.

f. Planned/Unified Development. The Site (including the various Development Areas) shall be viewed as a planned/unified development plan as to the elements and portions of the Site generally depicted on the Rezoning Plan. As such, side and rear yards, buffers, building height separation standards, FAR requirements, and other similar zoning standards will not be required internally between improvements and other site elements located on the Site. Furthermore, the Petitioner and/or owners of the Site reserve the right to subdivide the portions or all of the Site and create lots within the interior of the Site without regard to any such internal separation standards, public/private street frontage requirements and FAR requirements, provided, however, all such separation standards along the exterior boundary of the Site shall be adhered to and all FAR requirements will be regulated by any development limitations set forth in Section 3 below as to the Site as a whole and not individual portions or lots located therein.

g. Personal Services. Personal Service uses will be defined as uses that primarily provide or sell a service to customers versus the selling of goods. A personal service use may also sell products or merchandised but the sale of products and merchandise is typically ancillary. Examples of Personal Service uses include but are not limited to: beauty salons and barber shops, Spa's, Yoga and exercise studios, fitness and wellness facilities, nail salons, martial art training studios, laundries and dry cleaning establishments, locksmiths, limited scale medical services such as optometrists, dental services, and the like.

h. Gross Floor Area. When determining the maximum development levels set forth in this Rezoning Plan, gross floor area as defined in the Ordinance shall exclude any surface or structured parking facilities (including, without limitation, corridors and elevators within such facilities), enclosed loading dock/service areas, balconies, outdoor dining areas and all gathering areas whether on the roof of a building or at street level.

i. Project Phasing. Development taking place on the Site may occur in phases and in such event, except as expressly required in this Rezoning Plan or by the Ordinance, certain streetscape improvements, roadway improvements and the like may take place in connection with the phase of development to which such improvements relate as described herein.

2. Optional Provisions for MUDD-O Areas

The following optional provisions shall apply to the portions of the Site designated MUDD-O on the Rezoning Plan:

a. Development Area A Circulation. To allow maneuvering and circulation for accessory drive-through windows and for parking and/or valet to occur between buildings within Development Area A and: (i) Arrowood Road and Public Road B; and (iii) the internal private drives generally depicted within Development Area A; but on-street parking may be allowed along Public Road B (in all instances maneuvering and circulation may be located to the side and/or rear of buildings and parking may be located along Public Road B); provided, however, the above referenced maneuvering and circulation located on the two (2) parcels within Development Area A along Public Road B shall be limited to two (2) drive lanes between the buildings thereon and Public Street B.

b. Development Area B Circulation. To allow maneuvering and circulation for parking and/or valet to occur between the buildings within Development Area B and: (i) Public Road A, (ii) Public Road C, and (iii) the internal private drives generally depicted within Development Area B; it being understood that such maneuvering and circulation shall not be allowed between the buildings located within Development Area B at the intersection of Public Road B and Public Road C, but on-street parking may be allowed along such Public Roads; (in all instances maneuvering and circulation may be located to the side and/or rear of all buildings).

c. Development Area C Circulation. To allow maneuvering and circulation for parking to occur between buildings within Development Area C and: (i) Public Road A; (ii) the portion of Public Road B that does not intersect with Public Road C; and (iii) the internal private drives generally depicted within Development Area C; it being understood that such maneuvering and circulation shall not be allowed between the building(s) located within Development Area C that are located at the intersection of Public Road B and Public Road C but on-street parking may be allowed along such Public Roads (in all instances maneuvering and circulation may be allowed along such Public Roads).

d. Drive-Through Facilities. To allow up to three (3) uses with accessory drive-through windows to be constructed within Development Area A as part of the development contemplated by the Rezoning Plan subject to the provisions set forth in Section 3 below regarding an additional limited service use drive-through window also allowed as an Optional provision.

e. Development Area A Signage. To allow one (1) detached ground mounted sign identifying the uses/tenants located within the MUDD-O zoned area per public road front, such signs being within Development Area A with a maximum height of 20 feet and containing up to 150 square feet of sign area.

f. Development Areas B & C Signage. To allow (i) one ground mounted detached sign along one of Public Roads A, B or C within Development Area B with a maximum height of eight (8) feet and containing up to 80 square feet of sign area, and (ii) allow one ground mounted detached sign to be located along one of Public Roads A, B or C within Development Area C with a maximum height of five (5) feet and containing up to 36 square feet of sign area.

g. Arrowood Signage. To allow each free standing building along Arrowood Road within Development Area A to have one sign up to five feet (5') high with up to 36 square feet of sign area.

h. Wall Signs. To allow wall signs to have up to 200 square feet of sign surface area per wall or 10% of the wall area to which they are attached,

whichever is less, within Development Areas A and B. The sign area of the wall signs may be increased by 10% if individual letters are used.

i. Master Signage/Sign Flex Option/Existing Outdoor Advertising Sign. To allow a master signage plan for the Site consistent with the above signage provisions and/or "planned development flexibility option" of Chapter 13 of the Ordinance. In addition, to allow the existing previously approved outdoor advertising sign to remain.

Note: The optional provisions regarding signs are cumulative in nature and are additions/modifications to the standards for signs in the MUDD district and are to be used with the remainder of MUDD standards for signs not modified by these optional provisions.

(Note: the signage provisions, including optional provisions, do not apply to or limit signage rights and requirements for the I-1(CD) portion of the Site.)

j. Doorways. To not require doorways to be recessed into the face of the building(s) when the abutting sidewalk width is greater than 12 feet and to not require doorways to be recessed when the door way is not oriented to a public road (e.g. interior parking areas).

k. Retaining Walls in MUDD-O. To allow retaining walls with a maximum height of 6' along Public Roads. If due to the proposed grades retaining walls over six (6) feet are required along a Public Road the retaining walls will be tiered so no single wall will exceed a height of six (6) feet.

3. Permitted Uses, Development Area Limitations, and Transfer & Conversion Rights:

I. Uses within MUDD-O Areas. The following provisions of Section 3.I. shall apply to the MUDD-O areas only.

a. Development Areas A and B. Subject to the restrictions, limitations, and transfer/conversion rights listed below, the principal buildings constructed within Development Area A and Development Area B on the Site may be developed: (i) with up to 73,000 square feet of gross floor area of general and medical office uses, banks/financial institutions, retail, Eating Drinking Entertainment Establishment (EDEE), breweries, indoor recreation, convenience/gasoline sales uses, Personal Services and other commercial uses (all such uses excluding general and medical office uses and banks/financial institutions uses, being referred to as "non-office commercial uses"); and (ii) a hotel with up to 140 rooms; together with accessory uses as permitted in the MUDD-O zoning district; provided however no more than 43,000 square feet of gross floor area of the uses set out in item (i) above shall be non-office commercial uses (subject to increases pursuant to the transfer and conversion rights described below).

b. Development Area C. Subject to the restrictions, limitations, and transfer/conversion rights listed below, the principal buildings constructed within Development Area C may be developed with up to 270 residential dwelling units of all types, together with accessory uses as permitted in the MUDD-O zoning district.

c. Conversion of Office/Medical Office to Non-office Commercial Uses & Vice-Versa. In addition to other conversion rights described herein, the limitation on the amount of non-office commercial uses (as defined above) may be increased above the limitation set forth in subsection a. above by up to an additional 15,000 square feet of gross floor area by reducing the amount of office uses by 1 square foot for every 1 square foot of such non-office commercial uses, and the amount of general/medical office uses may be increased by up to an additional 15,000 square feet of gross floor area by reducing the maximum amount of such non-office commercial uses by 1 square foot for every 1 square foot of office uses so increased.

d. Conversion of Hotel Rooms into Residential Dwelling Units & Vice Versa. In addition to the other conversion rights described herein, Petitioner reserves the right to convert a portion of the residential dwelling units described above into hotel rooms up to a maximum of [30] hotel rooms so created at the ratio of 1 hotel room for 1 residential dwelling unit, and similarly Petitioner reserves the right to convert hotel rooms into residential dwelling units up to a maximum of [30] residential dwelling units so created at the same ratio described above. The hotel rooms so created may be located within either or both of Development Areas A and B, and the residential dwelling units so created may be located within Development Area C.

e. Drive Through Window Uses and Retail Conversion. Up to three (3) uses with an accessory drive-through window may be constructed within Development Area A as allowed by the Optional Provisions above, but notwithstanding other provisions to the contrary, a fourth drive-through use may also be permitted as an accessory to a limited service restaurant by reducing the amount of retail uses by two (2) square feet for every one (1) square foot of such limited service restaurant use.

f. Parking Prohibited as a Principal Use. Parking will not be allowed within the MUDD-O zoned area as a principle use. Parking areas constructed within each Development Area will be constructed as part of an allowed non-residential or residential use and shall be allowed on an interim basis as construction takes place.

II. Uses within the I-1(CD) Areas. The provisions of Section 3.II below shall apply only to the I-1(CD) zoned areas.

a. Development Area D. Subject to the restrictions and limitations listed below in subsection 3.II.b below, the principal buildings constructed on I-1(CD) portion of the Site may be developed with up to 2,000,000 square feet gross floor area of warehousing, warehouse distribution, office, manufacturing, and industrial uses permitted by right and under prescribed conditions together with accessory uses, all as allowed in the I-1 zoning district.

b. Prohibited Uses. In no event shall the following uses be permitted in the I-1(CD) portion of the Site as a principle use:

- Outdoor storage,
- Eating, Drinking, and Entertainment establishments,
- Retail establishments, shopping centers and business, personal and recreation services,
- auction sales,
- automobiles, truck and utility trailer rental,
- automotive repair garages,
- automotive sales and repair,
- automotive service stations,
- manufactured housing sales or repair,
- petroleum storage facilities,
- recycling or drop off centers

4. Transportation Improvements and Access/Pedestrian Circulation:

I. Proposed Improvements:

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, the improvements set forth below to benefit overall traffic patterns throughout the area in accordance with the following implementation provisions:

The following Transportation Improvements are also illustrated on Sheet RZ-7 of the Rezoning Plan. The figure on Sheet RZ-7 is to be used in conjunction with the following notes to determine the extent of the proposed improvements (any references to a number or letter when describing an improvement corresponds to the number or letter found on the figure for the proposed improvement shown on Sheet RZ-7).

The following roadway improvements will be made by the Petitioner as part of the redevelopment of the Site as proposed by the Rezoning Plan in accordance with the phasing described below:

a. Phase 1: 2023 Build Suggested Recommendations (NCDOT/CDOT):

i. Arrowood Road/Brown Grier Road & Sandy Porter Road (signalized)

- Convert the southbound thru lane on Sandy Porter Road to a 2nd terminating left turn lane with
- Convert the southbound right turn lane to a combined thru-right lane
- Optimize the signal timing

ii. Arrowood Road & I-485 Outer Ramps (signalized)

- Construct a new southbound left turn with 350 feet of storage on the I-485 Outer Exit-Ramp
- Construct a 2nd southbound right turn with 500 feet of storage on the I-485 Outer Exit-Ramp
- Extend the existing right turn lane storage from 350 feet to 500 feet of storage
- Optimize the signal timing

iii. Arrowood Road & I-485 Inner Ramps (signalized)

- Construct a new northbound left turn with 250 feet of storage on the I-485 Inner Exit-Ramp
- Extend the northbound right turn lane from 250 feet of storage to 400 feet of storage
- Channelize the existing westbound right turn lane on Arrowood Road to become a free-flow right turn lane with a dedicated receiving lane (not under signal control)
- Construct a 2nd receiving lane on the I-485 Inner On-Ramp with 550 feet of full lane width and a 300 foot taper
- Optimize the signal timing

iv. Arrowood Road & Savoy Corporate Drive/Access A (potential signal)

- Signalize the intersection
- Construct an eastbound left turn lane with 300 feet of storage on Arrowood Road
- Construct a westbound right turn lane with 100 feet of storage on Arrowood Road
- Provide a southbound left turn lane with 175 feet of storage and combined thru-right on Proposed Access A.

v. Arrowood Road & South Tryon Street (signalized)

- Maximizing the westbound left turn lanes' storage from 200 & 300 feet to 325 & 475 feet
- Pedestrian improvements, such as remarking the worn hi-visibility crosswalks

vi. Arrowood Road & Proposed X-Over Access B (unsignalized)

- Construct an eastbound left turn lane with 225 feet of storage
- Construct a westbound right turn lane with 175' storage on Arrowood Road
- One ingress lane and one egress lane (a southbound terminating right turn lane on Proposed Access B)

vii. Arrowood Road & Proposed RU/RO Access C (unsignalized)

- One ingress lane and one egress lane (a southbound terminating right turn lane on Proposed Access C)
- Construct a westbound right turn lane with 100' storage on Arrowood Road

b. Phase 2: 2028 Build Suggested Recommendations (NCDOT/CDOT):

i. Steele Creek Road & Shopton Road (signalized)

- Remark the existing roadway to construct a 2nd eastbound left turn lane with 150 feet of storage within the median on Shopton Road (10-foot turn lanes and 11-foot thru lanes)
- Optimize the signal timing

ii. Shopton Road & Sandy Porter Road (future signal)

- Extend the eastbound right turn lane from 250 feet of storage to 275 feet of storage
- Extend the westbound left turn lane from 625 feet of storage (per approved offsite TIA) to 725 feet of storage

iii. Arrowood Road & Proposed X-Over Access B (unsignalized)

- Maximize the eastbound left turn lane storage (approximately 600' from 225') on Arrowood Road

iv. Sandy Porter Road & Proposed Full Movement Access D (unsignalized)

- One ingress lane and two egress lane (separate 100 foot left turn lane and terminating right turn lane on Proposed Access C)
- Construct a northbound right turn lane with 100 feet of storage on Sandy Porter Road
- Construct a southbound left turn lane with 100 feet of storage on Sandy Porter Road

II. Standards, Phasing and Other Provisions.

a. CDOT Standards. All of the foregoing public roadway improvements will be subject to the standards and criteria of CDOT (as it relates to the roadway improvements within its 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 Steele Creek, by way of any applicable private/public partnership effort or other public sector project support.

b. Phasing.

Notwithstanding the commitments of the Petitioner to provide for the roadway improvements described in Section 4.I above, the following provisions shall permit development to take place prior to completion of all of the above referenced improvements: **(PHASING TO BE FORTHCOMING)**

c. Right-of-Way Dedication. Subject to the qualifications set forth herein, right-of-way to be dedicated for the required roadway improvements described in above will be dedicated via fee simple conveyance before the certificate of occupancy is issued for the level of improvements required by the phasing tied to the identified roadway improvements as described above and on this Rezoning Plan. 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.

d. Substantial Completion. Reference to "substantial completion" or "substantially completed" for certain improvements as set forth in the provisions of Section 4.II above shall mean completion of the roadway improvements in accordance with the standards set forth in Section 4.II.a above provided, however, in the event certain non-essential roadway improvements (as reasonably determined by CDOT) 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 CDOT will instruct applicable authorities 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.

e. Right-of-way Availability. It is understood that some of the public roadway improvements referenced in subsection I. above may not be possible without the acquisition of additional right of way. If after the exercise of diligent good faith efforts over a minimum of a 60 day period, the Petitioner is unable to acquire any land necessary to provide for any such additional right of way upon commercially reasonable terms and at market prices, then CDOT, the City of Charlotte Engineering Division or other applicable agency, department or governmental body may agree to proceed with acquisition of any such land. In such event, the Petitioner shall reimburse the applicable agency, department or governmental body for the cost of any such acquisition including compensation paid by the applicable agency, department or governmental body for any such land and the expenses of such proceedings. Furthermore, in the event public roadway improvements referenced in subsection a. above are delayed because of delays in the acquisition of additional right-of-way as contemplated herein and such delay extends beyond 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 CDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings; provided, however, Petitioner continues to exercise good faith efforts to complete the applicable road-way improvements; 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.

f. Alternative Improvements. Changes to the above referenced roadway improvements can be approved through the Administrative Amendment process upon the determination and mutual agreement of Petitioner, CDOT and the Planning Director; provided, however, the proposed alternate transportation improvements provide (in the aggregate) comparable transportation network benefits to the improvements identified in this Petition.

III. Access, and Pedestrian Circulation.

a. External Access Points. Access to the Site will be from: (i) the intersection of Public Road A and Arrowood Road; (ii) a continuation of Public Road A through the Site to connect with Sandy Porter Road in the northeast corner of the Site; and (iii) the intersection of Public Road B and Arrowood Road extending to its terminus with Public Road A; (iv) a future connection to the terminus of the proposed Public Road D on the Site; all as generally depicted on the Rezoning Plan.

b. Internal Access Points. The number and location of access points internal to the Site to and from the Public Roads and internal driveways will be determined during the building permit process and thereafter additional or fewer driveways and/or additional roads may be installed or removed with approval from appropriate governmental authorities subject to applicable statutes, ordinances and regulations.

c. Cross-section for Designated Public Network Streets. The Public Roads as generally depicted on Sheet RZ-1 will be designed to meet an acceptable public street cross-section as defined in City of Charlotte Subdivision Ordinance. The determination of which street cross-section will be used for such Public Roads will be determined during the subdivision review process except as noted below.

d. Modifications. Minor modifications to the alignment of the internal vehicular circulation and driveways may be made by the Petitioner, with the approval of Planning and CDOT, to accommodate changes in traffic patterns, parking layouts and any adjustments required for approval in accordance with published standards.

e. Public Road Designations and Installations. Public Road A, Public Road B and Public Road C will be extended, constructed and dedicated as public roads in accordance with the phasing plan described above.

Public Road D will be constructed within Development Area D-1 in accordance with applicable industrial minor thoroughfare standards up to the terminus point generally depicted on the Rezoning Plan prior to issuance of the first certificate of occupancy for the first building developed within Development Area D-1, and Petitioner shall dedicate the remainder of the proposed right of way for Public Street D prior to such certificate of occupancy issuance. It is understood that Petitioner shall not be required to construct the rest of the improvements for Public Street D whether across Development Area D-1 or off-site, but Petitioner shall provide such temporary construction access easements or permanent slope easements as may be reasonably necessary to allow CDOT or others to provide for such construction. Furthermore, tree save areas designated for the portion of the Site over which Public Street D may cross, whether designated in connection with a prior rezoning effort or this rezoning, that may be eliminated shall not be required to be replaced on Site or in any other location. The location of the Public Street D and the right of way dedication portion thereof generally depicted on the Rezoning Plan may be subject to minor adjustments during the development process with the consent of CDOT. Similarly, it is noted that the roundabout designed intersection at Public Street D and Public Street A to support ultimate connectivity to Public Street D from the northeast may be subject to such minor adjustments.

5. Architectural Standards and Parking Location Restrictions:

I. MUDD-O Zoned Areas.

a. General Intent. It is intended that Rezoning Plan for the portion of the Site zoned MUDD-O provide a horizontal mix of uses that includes office, retail, Personal Services uses, residential uses and other permitted uses in a manner that creates a unified development pattern with generally coordinated streetscape elements, landscaping, open spaces and quality building materials. The Rezoning Plan for the portion of the Site zoned MUDD-O will seek to emphasize pedestrian connections between uses and create a link between the non-residential uses along Arrowood Road and Public Road B and the adjacent uses. Long expanses of blank walls in excess of 20 feet will be limited, and where they are necessary will be treated with a combination of architectural expressions such as changes in materials, fenestration, windows, building setback and landscaping, artwork, display cases or other similar items. The following additional provisions of this Section 5.I. shall apply to development within the MUDD-O zoned areas only.

b. Building Materials. The principal buildings constructed on the portion of the Site zoned MUDD-O may use a variety of building materials. The building materials used for such buildings (other than structured parking facilities, if any) will be a combination of the following: glass, brick, stone, simulated stone, pre-cast stone, precast concrete, synthetic stone, stucco, cementitious siding (such as hardy-plank), EIFS or wood. Vinyl as a building material will not be allowed except on windows and soffits.

c. Service Areas (Drive-Through Lanes & Mechanical Equipment). The service areas of the new buildings constructed within Development Area A will be screened from the adjoining Public Roads with walls designed to complement the building architecture of the adjacent building and/or landscaping. Architectural features such as, but not limited to, banding, medallions, changes in color or design features or materials will be provided to avoid a sterile, unarticulated blank treatment of such walls.

d. Screening of Structures. Meter banks, transformers and similar utility structures will be screened where visible from public view at grade level.

e. Backflow Preventers. Above ground back flow preventers and transformers will not be located within the Open Space Areas or within the required Urban Open Space unless they are required to serve the Open Space Areas in which they are located. Above ground back flow preventers and transformers that are located within the Open Space Areas as allowed by this Section will be screened.

f. Mechanical Equipment Screening. Roof top HVAC and related mechanical equipment will be screened from public view at grade level at the right-of-way location.

g. Dumpster Screening. Dumpster areas and recycling areas will be enclosed by a solid wall or fence with one side being a decorative gate. The wall or fence used to enclose the dumpster will be architecturally compatible with the building materials and colors used on the principal building.

h. Development Area A Aspects. The following provisions shall apply only to Development Area A:

i. Direct pedestrian connections shall be provided between street facing doors to sidewalks on adjacent public streets.

ii. Facades fronting streets shall include a combination of windows and operable doors for a minimum of 30% of each frontage elevation with transparent glass between 2' and 10'. Up to 75% of this requirement may be comprised of display windows, film, decals, and other opaque material, glazing finishes or window treatments.

REVISION

SEAL

NOT FOR
CONSTRUCTION

PROJECT

ARROWOOD

CHARLOTTE, NC

REZONING #2018-120

09.18.2018

LANDDESIGN PROJ.#

1017316

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
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1	PER STAFF COMMENTS	11.12.18
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2	PER STAFF COMMENTS	01.21.19
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DESIGNED BY: KST
DRAWN BY: JRY
CHECKED BY: KST

SCALE

NORTH



SHEET TITLE

The following provisions shall only apply to Development Area C

(i) Buildings shall be placed so as to present a front or side façade to Public Road B and Public Road C.

- III. I-1(CD) Zoned Areas.** The following provisions of this Section 5.III. shall apply to development within the I-1(CD) zoned areas only.

building materials used for such buildings will be a combination of the following: glass, brick, stone, simulated stone, pre-cast stone, precast or site-cast concrete, synthetic stone, stucco, cementitious siding (such as hardi-plank), metal panels (on north and west elevations only), EIFS or wood. Vinyl as a building material will not be allowed except on windows and soffits.

- c. **Backflow Preventers.** Above ground back flow preventers and transformers will not be located within the Open Space Areas or within the required Urban Open Space unless they are required to serve the Open Space Areas in which they are located. Above ground back flow preventers and transformers that are located within the Open Space Areas as allowed by this Section will be screened.

- f. **Screening of Loading Areas.** In the event that loading areas are not placed to the rear of the building and away from public or private network required streets, a forty (40) foot landscape area shall be provided to screen the loading area.

a. **Arrowood Road.** A 30 foot setback as measured from the existing back of curb of Arrowood Road will be provided in Development Area A. A 20 foot setback as measured from the right of way of Arrowood Road will be provided in Development Area D-I. A six (6) foot sidewalk and a minimum of an eight (8) foot planting strip will be provided along Arrowood Road. This setback may be reduced to accommodate the widening of Arrowood Road.

- c. **Public Road A.** Along Site's frontage on Public Road A, a 25 foot setback as measured from the back of curb will be provided along the portion of the Site zoned MUDD-O. Along the Site's frontage on Public Road A, a 20 foot setback as measured from the right of way will be provided along the portion of the Site zoned I-1(CD). An eight (8) foot planting strip and an eight (8) foot sidewalk will be provided within this setback, the final six (6) feet will be used as a landscape area.

- e. **Retaining Walls in MUDD-O Area.** Retaining walls located in the MUDD-O portion of the Site along the Site's Public Roads will not exceed six (6) feet in height; if due to the proposed grades retaining walls over six (6) feet are required along a public road the retaining walls will be tiered so no single wall will exceed a height of six (6) feet. When the total wall height exceeds six (6) feet, articulation will be provided at twenty (20) foot intervals. Retaining walls should be offset a minimum of five (5) feet from the back of sidewalk.

- (i) A 50 foot wide landscape area shall be provided along western property line adjacent to I-485 in Development Areas C & D-2 as generally depicted on the Rezoning Plan. The landscape area shall include existing vegetation.
- (ii) A 50 foot wide landscape area planted to Class A buffer standards shall be provided in Development Area D-2 along the Site's Sandy Porter Road frontage as generally depicted on the Rezoning Plan and a 100 foot landscape area planted to Class A buffer standards shall be provided along the portion of the Sandy Porter frontage north of Public Road.
- (iii) A landscape area shall not be provided along the northern property line in Development Area D-2 as generally depicted on the Rezoning Plan.
- (iv) A 100 foot wide landscape area planted to Class A buffer standards shall be provided between Development Areas C & D-2 as generally depicted on the Rezoning Plan.
- (v) A 100 foot wide landscape area (inclusive of existing tree save area) planted to Class A buffer standards shall be provided along the northern property line and a portion of the eastern property line in Development Area D-1 as generally depicted on the Rezoning Plan.
- (vi) A 75 foot wide landscape area (inclusive of existing tree save) planted to Class B buffer standards shall be provided along the eastern property line of a portion of Development Area D-1 as generally depicted on the Rezoning Plan.
- (vii) A 25 foot wide landscape area shall be provided along the western property line adjacent to I-485 in Development Areas A & B along western property line as generally depicted on the Rezoning Plan. The landscape area shall include existing vegetation.

All buffers can be reduced per the provisions of the Ordinance.

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

- c. **Tree Ordinance.** The Site will comply with the Tree Ordinance. The tree save generally depicted is also inclusive of tree save requirements as set forth in Petition 2013-001.

a. Signage as allowed by the Ordinance and by the Optional Provisions listed above may be provided

- a. All new lighting within the MUDD-O portion of the Site shall be full cut-off type lighting fixtures excluding lower, decorative lighting that may be installed along the driveways, sidewalks, and parking areas in the MUDD-O portion of the Site.

- c. Lighting for the portion of the Site zoned I-1 (CD) shall comply with Ordinance standards

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.

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 and their respective heirs, devisees, personal representatives, successors in interest or assigns.

**NOT FOR
CONSTRUCTION**

ARROWOOD

CHARLOTTE, NC

REZONING #2018-120

09.18.2018

1017316

REVISION / ISSUANCE

[illegible]

DESIGNED BY: KST
DRAWN BY: JRY
CHECKED BY: KST

SCALE NORTH

VERT: N/A
HORZ: N/A

SHEET TITLE

DEVELOPMENT STANDARDS

SHEET NUMBER

RZ-6

