

Site Development Data:

Site Acreage:	17.31 Ac.
Tax Parcels Included in Rezoning:	025-06-111
Existing Zoning:	ML-1 (Case 2023-099)
Proposed Zoning:	ML-1 (CD)
Permitted Uses:	Industrial Vehicle Repair Facility: Major, Vehicle Repair Facility: Minor, Vehicle Dealership: Outdoor, Car Wash (not open to the public)/Warehouse and Distribution Center, Wholesale Goods Establishment Office, and all other commercial and industrial uses as permitted by right and under prescribed conditions together with temporary and accessory uses, as allowed in the ML-1 zoning district.
Max. Building Height:	Height as permitted by ordinance and will be measured as defined by the ordinance.
Parking:	As required by the ordinance for the permitted uses.

- 1. Permitted Uses, Development Area Limitations:**
- Site location - These development standards, schematic site plan and other graphics set forth on sheet RZ-1 and any other sheets form this Rezoning Plan (collectively referred to as the "Rezoning Plan") associated with the rezoning petition filed by Hendrick Automotive Group ("Petitioner") to accommodate the development of the requested permitted uses on the approximately 17-acre site located east of Twin Lakes Parkway between Sam Roper Drive and U.S. Interstate 485 (the "Site").
 - Development/Ordinance - Development of the Site will be governed by the Rezoning Plan as well as the applicable provisions of the City of Charlotte Unified Development Ordinance (the "Ordinance"). Unless the Rezoning Plan establishes more stringent standards, the regulations established under the Ordinance for the ML-1 zoning classification shall govern all development taking place on the Site.
 - Graphics and alterations - Any schematic depictions of the building envelopes, parking areas, sidewalks, driveways, streets, open space, buffers and other development standards and site elements (collectively the "Development/Site Elements") set forth on the Rezoning Plan shall be reviewed in conjunction with the provisions of these development standards. Any layouts, 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 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 the Ordinance. These instances would include changes to graphics if they are:
 - Minor and don't materially change the overall design intent depicted on the Rezoning Plan; such as minor modifications to the configurations of any building envelope, driveways and parking area dimensions and the like as long as the modifications maintain the general building/parking orientation and character of the development 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.
 - 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 not be limited. 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). In the event more than one principal building is developed on the Site, the Site shall adhere to the subdivision Ordinance.

- 2. Permitted Uses, Development Area Limitations:**
- The Site may be developed for Vehicle Repair Facility: Major, Vehicle Repair Facility: Minor, Vehicle Dealership: Outdoor, Car Wash (not open to the public)/Warehouse and Distribution Center, Wholesale Goods Establishment Office, and all other commercial and industrial uses as permitted by right and under prescribed conditions together with temporary and accessory uses, as allowed in the ML-1 zoning district subject to 2.b. below.
 - In no event shall the following uses be permitted as a principal use:
 - Adult Electronic Gaming Establishment
 - Adult Use
 - Amusement Facility (Outdoor)
 - Animal Shelter
 - Drive-through Establishment
 - Kennel
 - Restaurant/Bar
 - Stadium
 - Correctional Facility
 - Homeless Shelter
 - Beneficial Fill Site
 - Crematorium
 - Cemetery

- 3. Transportation Improvement and Access:**
- The Petitioner will provide access to the Site as generally depicted on the Rezoning Plan and subject to the provisions below and as approved by NCDOT and/or CDOT; provided that the exact alignment, dimensions and location of the access point to the Site and the driveway on the Site may be modified from the elements shown on the Rezoning Plan as long as the overall design intent is not materially altered and requirements described in this section 3 are met.
 - Transportation improvements, if required by the TIA or Charlotte UDO, shall be approved and constructed prior to the site's first building certificate of occupancy is issued. If completion of said improvements is not possible prior to occupancy, all required improvements will be required to be bonded prior to Certificate of Occupancy.
 - The Right-of-Way (ROW) along the project frontage shall be 31.5' as measured from the Twin Lakes Parkway Road centerline. Any existing ROW not meeting this minimum dimension shall be dedicated to the CDOT per the following note.
 - The Petitioner shall dedicate an convey in fee simple all right-of-way to the City before the site's first building certificate of occupancy is issued.
 - A Right-of-Way encroachment agreement is required for the installation of any non-standard items (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.
 - 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.
 - A 6' sidewalk and 8' minimum planting strip is required along the Twin Lakes Parkway roadway frontage. The width of the planting strip may vary to accommodate natural grade and vegetation. The walk shall be constructed prior to the site's first building certificate of occupancy is issued. See typical section, this sheet.
 - Petitioner is performing an overall Traffic Impact Study for this immediate area that encompasses existing conditions, proposed improvements, and future anticipated improvements on properties owned or operated by Petitioner.

- 4. Setbacks, Buffers and Screening:**
- Setbacks shall be provided per Ordinance requirements from public streets and along property lines.
 - Buffers shall be provided per Ordinance requirements along property lines.

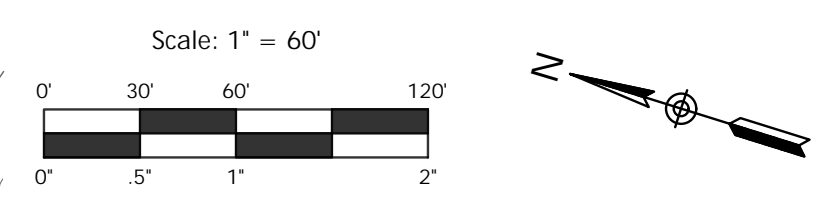
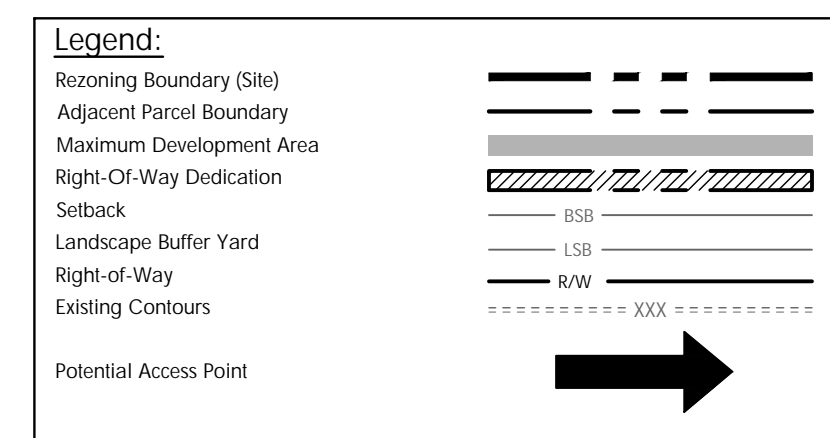
- 5. Architectural Standards and Site Design Guidelines:**
- Mechanical Equipment Screening - HVAC and related mechanical equipment will be screened from public view and from view of adjacent properties and public streets at grade.
 - Screening of Loading Areas - Loading areas may be located along any wall of the existing or proposed building(s). Loading areas will be screened per the Ordinance.

- 6. Environmental Features:**
- The Site shall comply with the Ordinance regarding Post Construction Controls, specifically the following:
 - Storm Water Quality Treatment - For defined watersheds greater than 24% built-upon area (BUA), construct water quality stormwater control measures (SCMs) designed for the runoff generated from the first 1-inch of rainfall for all new and redeveloped BUA associated with the project. SCMs must be designed and constructed in accordance with the Charlotte-Mecklenburg BMP Design Manual.
 - Volume and Peak Control - For defined watersheds greater than 24% built-upon area (BUA), control the entire volume for the 1-year, 24-hour storm for all new and redeveloped BUA associated with the project. Runoff volume drawdown time shall be in accordance with the Charlotte-Mecklenburg BMP Design Manual. Control the peak to not exceed the predevelopment runoff rates for the 10-year, 6-hour storm and perform a downstream flood analysis to determine whether additional peak control is needed and if so, for what level of storm frequency, or if a downstream analysis is not performed, control the peak for the 10-year and 25-year, 6-hour storms.
 - The Site shall comply with the Ordinance regarding Landscaping, Screening & Tree Protection.

- 7. Lighting:**
- All new lighting shall comply with the Ordinance.

- 8. Amendments to the Rezoning Plan:**
- Future amendments to the Rezoning Plan (which includes these development standards) may be applied for by the then Owner in accordance with the provisions of the Ordinance.

- 9. Binding Effect of the Rezoning Application:**
- 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.



Rezoning Plan
Charlotte NC 28212

Hendrick
AUTOMOTIVE GROUP

ACRO
DEVELOPMENT SERVICES
LAND SURVEYING-CIVIL ENGINEERING

Project Number: 2023-093 Date: 02/23/2024