

Crosland Southeast –Wilkinson Boulevard (Airport)
Development Standards
4/13/2026
Rezoning Petition No. 2026-xxx

Site Development Data:

--**Acreage:** ± 39.41 acres

--**Tax Parcel #s:** 061-282-01, 061-282-04, 061-282-08, 061-282-07, 061-282-06, 061-281-11, 061-281-08, 061-281-01, 061-281-06, 061-281-03, 061-281-10, 061-281-05, 055-369-50, 055-369-41, 055-369-43, 055-369-39, 055-369-38, and 055-369-37

--**Existing Zoning:** RAC

--**Proposed Zoning:** CG(CD) (Tier 1)

--**Existing Uses:** Vacant.

--**Proposed Uses:** Principal and accessory uses as allowed by right and under prescribed conditions in the CG zoning district and as further restricted below.

--**Maximum Building Height:** As allowed by the CG zoning district.

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

1. General Provisions:

a. Site Location. These Development Standards and the Technical Data Sheet form the rezoning plan (hereafter collectively referred to as the “Rezoning Plan”) associated with the Rezoning Petition filed by Crosland Southeast (the “Petitioner”) to accommodate a commercial development on an approximately 39.41-acre site located along Wilkinson Blvd. and Little Rock Road, north and west of Charlotte-Douglas International Airport, more particularly described as Mecklenburg County Tax Parcel Numbers listed above (the “Site”).

b. Zoning Districts/Ordinance. Development of the Site will be governed by the Rezoning Plan as well as the applicable provisions of the City of Charlotte Unified Development Ordinance (the “UDO”). Unless the Rezoning Plan establishes more stringent standards, the regulations established under the UDO for the CG zoning district shall govern development taking place on the designated portion of the Site.

2. Permitted and Prohibited Uses:

a. The Site may be developed with non-residential uses, including but not limited to retail, restaurant, and personal service uses as permitted by right and under prescribed conditions together with accessory uses, as allowed in the CG zoning district not otherwise explicitly excluded in b. below.

b. In no event shall the following uses be permitted:

- Adult Electronic Gaming Establishment
- Adult Use
- Amusement Facility (Outdoor)

- Nightclub
- Vehicle Dealership (enclosed or outdoor)
- Vehicle Rental (enclosed or outdoor)
- Vehicle Repair Facility: Minor
- Accessory Outdoor Storage

3. Transportation:

a. The Petitioner shall construct all transportation improvements along the Site's frontages as required in compliance with the Subdivision, Streets, and Other Infrastructure Articles (Part X) of the UDO.

b. The Petitioner will dedicate and convey, in fee simple, all rights-of-way to a public entity, prior to the issuance of the first certificate of occupancy. The Petitioner will provide a permanent sidewalk easement for any of the proposed sidewalks located along the public streets located outside of the right-of-way. The permanent sidewalk easement will be located at a minimum of two (2) feet behind the sidewalk where feasible.

c. All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad northwestern Mecklenburg area, by way of a private/public partnership effort or other public sector project support.

d. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

4. Supplemental Design Standards:

a. Drive-through establishments as a principal uses and uses with an accessory drive-through, if provided, shall meet the following design standards in addition to the prescribed conditions as required by Article 15.4 and Article 15.6 of the UDO:

- i. The minimum number of stacking spaces per lane or bay inclusive of the space at the service window, shall be provided as follows:
 1. Six (6) spaces for restaurants with an accessory drive-through.
 2. Eight (8) spaces for principal drive-through restaurant establishment.
 3. Four (4) spaces for all other drive-through establishments or uses with an accessory drive-through.
- ii. A stacking space shall be a minimum of nine (9) feet in width and eighteen (18) feet in length.

- iii. Drive-through lanes and drive aisles located between the public street and the façade of the building shall require parking lot screening per Article 20.5 of the UDO. Such screening shall include either a low pedestrian wall a minimum height of three feet, screening shrubs, or a combination of both.
- iv. The drive-through lane shall have bail out capability for vehicles that enter the drive-through lane. When an establishment has more than one drive-through lane, bail out capability shall only be required for one drive-through lane. The bail out lane shall be a minimum width of ten (10) feet and run parallel to the drive-through lane. If a bail out lane is also an interior access drive providing access to parking spaces, the bail out lane is limited to a one-way traffic pattern following the direction of the drive-through lane.
- v. All components of a drive-through including, but not limited to, signs, stacking lanes, trash receptacles, ordering box, and drive up windows, shall be located to the rear or side of the building, and shall not be located in the required front or side setback.

b. An enhanced amenity area with a minimum size of 300sf will be provided on each side of Josh Birmingham Parkway at the intersection with Wilkinson Boulevard as a gateway feature. This amenity area will complement the existing gateway feature across Wilkinson Boulevard at the entrance to the airport.

c. Any structured parking facility, if provided, shall comply with design standards found in Article 19.7 of the UDO. Parking structures shall be designed so that vehicles parked on all levels of the structure and associated lighting are screened by a wall or panel measuring a minimum of 42 inches in height, as measured from the finished surface of the parking level. Along a frontage, the decorative elements (i.e., grillwork, louvers, green walls, or a similar treatment) shall occupy a minimum of 25% of the area of the opening above the wall or panel.

5. Amendments to the Rezoning Plan:

a. Future changes to these Development Standards may be applied for by the then Owner or Owners of the applicable development area or portion of the Site affected by such amendment in accordance with the provisions herein and of Article 37.3 of the UDO.

6. Binding Effect of the Rezoning Application:

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