

Site Development Data:

--Acreage: ± 1.22 acres
--Tax Parcel: 089-251-97
--Existing Zoning: TOD-TR
--Proposed Zoning: CG(CD)
--Existing Uses: Surface Parking, Vacant
--Proposed Uses: Uses permitted by right and under prescribed conditions together with accessory uses, as allowed in the CG zoning district, not otherwise limited herein
--Maximum Development: 1,000 square feet of commercial/retail uses
--Maximum Building Height: Fifty (50) Feet
--Parking: per the UDO

I. General Provisions:

- a.

Site Description. 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 JBJH Investments, LLC (the “Petitioner”) to accommodate a commercial development on an approximately 1.22-acre site located at 6797 North Tryon Street, more particularly described as Mecklenburg County Tax Parcel Number 089-251-97 (the “Site”).
- b.

Intent. This Rezoning is intended to accommodate development on the Site of a commercial building with accessory drive-through use while maintaining a pedestrian experience compatible with the surrounding transit-oriented development.
- 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 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.

II. Permitted Uses and Maximum Development

The Site may be developed with up to 1,000 square feet of gross floor area of non-residential uses, including 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 below.

- In no event shall the following uses be permitted:
- Adult Electronic Gaming Establishment
 - Adult Use
 - Amusement Facility
 - Animal Care Facility
 - Animal Shelter
 - Car Wash
 - Hotel/Motel
 - Nightclub
 - Vehicle Dealership (enclosed or outdoor)
 - Vehicle Feuling Facility
 - Vehicle Rental (enclosed or outdoor)
 - Vehicle Repair Facility
 - Drug Treatment Clinic
 - Accessory Outdoor Storage

III. Architecture and Design

- a.

Building shall be located so as to create pedestrian interaction from North Tryon Street with outdoor seating located near the sidewalk and easily accessible from the North Tryon streetscape. Parking and accessory drive through uses and orientation shall occur at the rear of the Site.
- b.

Building design shall meet the standards of the Neighborhood Center (NC) zoning district Section 10.3 of the UDO and on-site pedestrian connectivity requirements of Section 16.6B of the UDO.
- c.

Accessory Drive Through, if provided, shall meet the following standards in addition to the prescribed conditions under the UDO:

i.

Drive-through lanes and circulation may not be placed between the street and the front façade of the building; and

ii.

A minimum of twenty four (24) seats, indoor or outdoor, shall be provided for a restaurant/bar principal use with accessory drive-through.

iii.

A minimum of six (6) stacking spaces shall be provided per lane or bay (including the space at the service window). A stacking space shall be a minimum of nine (9) feet in width and eighteen (18) feet in length.

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.

Drive-through lanes and drive aisles located between the street and the façade of the building shall require parking lot screening per Section 20.5.

vi.

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.
- IV. Transportation
- a.

Vehicular access will be as generally depicted on the Rezoning Plan. The placements and configurations of the vehicular access point(s) shown on the Rezoning Plan are subject to any minor modifications required to accommodate final site and construction plans and designs and to any adjustments required by CDOT/NCDOT for approval.

i.

Petitioner anticipates cross-access through the driveway of the adjacent parcel and no additional access needed from North Tryon Street.

b.

Petitioner shall construct a minimum eight (8) foot wide sidewalk and eight (8) foot wide planting strip from the existing back of curb along the Site’s frontage of North Tryon Street, per the Charlotte Streets Map, to be coordinated with CDOT/NCDOT as required.

c.

Petitioner shall dedicate right-of-way located 18-feet behind the existing curbline (or provide a 2-foot sidewalk utility easement for the last two feet of right-of-way behind the sidewalk).

d.

Petitioner shall provide cross access, located a minimum 75 feet from the intersection of the existing driveway with North Tryon Street, as generally depicted on the Rezoning Plan.
- V. Environmental
- e.

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.

f.

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 north eastern Mecklenburg area, by way of a private/public partnership effort or other public sector project support.

g.

Where necessary, the Petitioner shall dedicate and convey in fee simple all rights-of-way to the City of Charlotte before the development area’s first building certificate of occupancy is issued. CDOT requests right-of-way set at two (2) feet from the back of sidewalk where feasible.

h.

All transportation improvements shall be approved and constructed before the Site’s first building certificate of occupancy is issued.

SITE DATA

TOTAL SITE AREA

+/- 1.22 AC

ZONING DATA

REZONING CG(CD)

FRONT YARD SETBACK: 20'-0"

SITE YARD SETBACK: 10'-0"

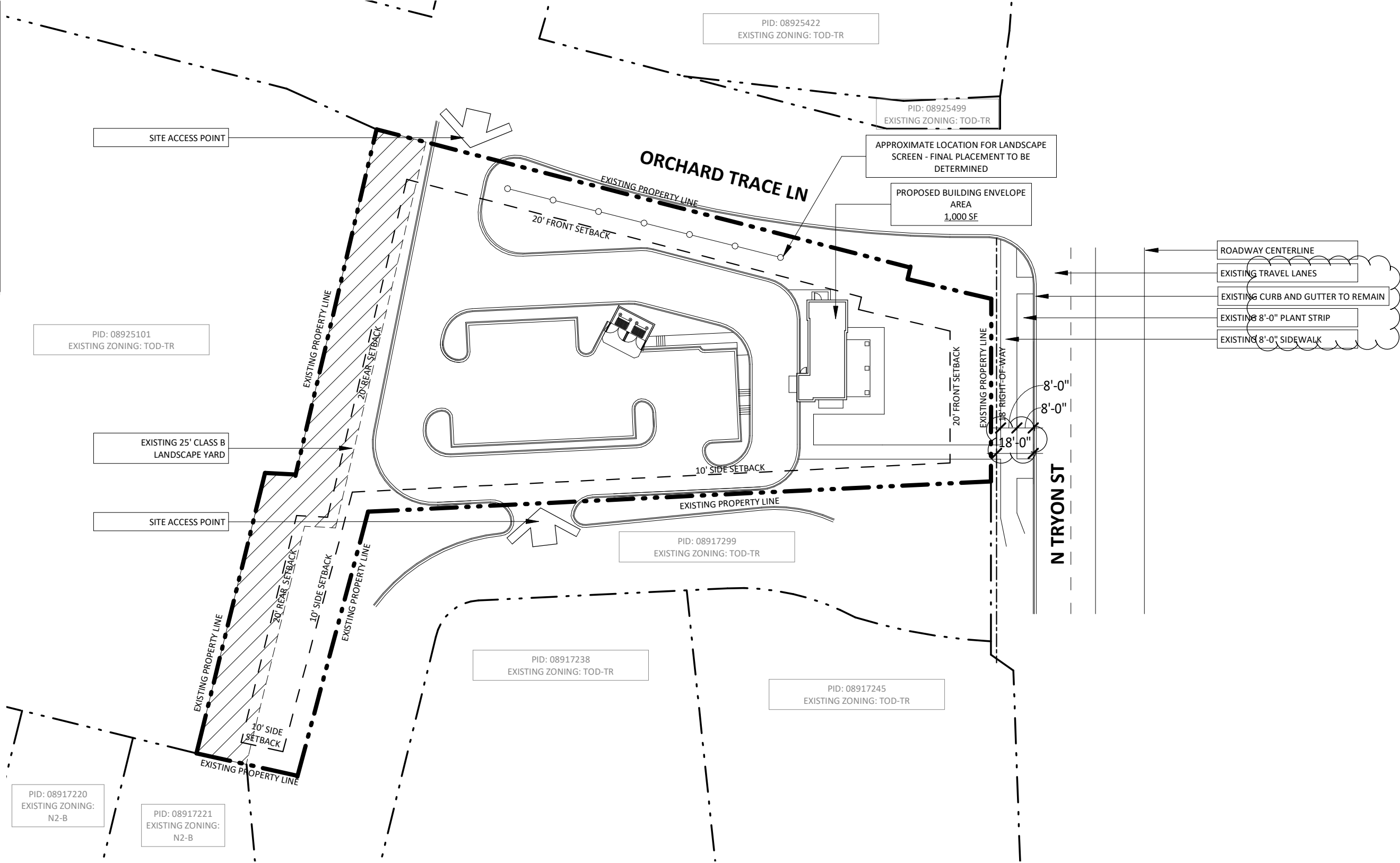
REAR YARD SETBACK: 20'-0"

MINIMUM LOT WIDTH: 50'-0'

MAXIMUM BUILDING HEIGHT: 50'-0"

MAXIMUM BUILDING LENGTH: 500'-0"

*** SUBJECT TO CHANGE



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NOTE
ALL INFORMATION AND DETAILS LISTED WITHIN THIS PRELIMINARY PLAN ARE TO BE VERIFIED AND CONFIRMED BY THE OWNERS CIVIL ENGINEER.

DUTCH BROS NORTH TRYON - TECHNICAL DATA SHEET

CHARLOTTE, NC - 11.20.2025 - RJA PROJECT SP #1283 - SCALE 1" = 50'



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