



11/12/2024 2:18 PM DENNIS WALLS P:\CLT\\_2022\1022322\CAD\DOCUMENTATION\ENTITLEMENTS\1022322\_RZN\_TDS.DWG

# CONSTRUCTION

03 REZONING RESUBMITTAL 07/15/2024 04 REZONING RESUBMITTAL 08/22/2024 05 REZONING RESUBMITTAL 09/12/2024

06 REZONING RESUBMITTAL 11/12/2024

ORIGINAL SHEET SIZE: 24" X 36"



### **Site Development Data:**

-- **Acreage:** ± 2.839 acres -- Tax Parcel #: 080-156-03,04,05,06,07,08, and 09

-- Proposed Zoning: CAC-1(EX)

--Existing Zoning: NC, O-6(CD), & N1-D

--Existing Uses: Office, Parking, Residential and Vacant.

--Proposed Uses: Residential and non-residential uses as permitted by right and under prescribed conditions together with accessory uses, as allowed in the CAC-1 5. Streetscape, Setbacks and Open Space. zoning district (as more specifically described and restricted below in Section 3). --Maximum Development Levels: Up to 295 residential dwelling units and up to 5,000 square feet of gross floor area non-residential uses as described in Section 3

and as allowed by the CAC-1 zoning district, and by the Exception Provisions described below.

--Maximum Building Height: A maximum building height of 85-feet as allowed by the UDO and as allowed by the Exceptions Provisions below. Height to be measured as defined by the UDO. Building height above 80-feet shall utilize the Development Bonus provision of Article 16.3 of the UDO. --Parking: As required by the UDO. The number of parking spaces provided will exceed the UDO parking minimum by 20%.

### 1. General Provisions:

a. Site Location. These Development Standards, and the Technical Data Sheet set forth on attached RZ Sheets form this rezoning plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by Central Ave. Multi-Family LLC ("Petitioner") to accommodate the development of residential community with accessory ground floor non-residential uses as allowed in the CAC-1 zoning district on an approximately 2.839-acre site located at 718 Central Ave. (the "Site").

Zoning Districts/UDO. Development of the Site will be governed by the Rezoning Plan as well as the applicable provisions of the Unified Development Ordinance for the City of Charlotte (the "UDO"). Unless the Rezoning Plan establishes more stringent standards or exceptions, the regulations established under the UDO for the CAC-1 zoning district and the other applicable provisions of the UDO shall govern all development taking place on the Site, subject to the Exception Provisions (EX) provided below.

c. Graphics and Alterations/Modifications. The schematic depictions of sidewalks, 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 Article 37.3 of the UDO. 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 Minor Amendment Process per Article 37.3 of the UDO. 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, such as minor modifications to the configurations of the street dimensions and the alike

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 Minor Amendment Process per Article 37.3 of the UDO; in each instance, however, subject to the Petitioner's appeal rights set forth in the UDO.

2. Exception (EX) Provisions. Public benefits shall include one or more actions from at least two of the following categories: 1) sustainability; 2) public amenity; and 3) city improvement.

## a. Below are the public benefits provided by the proposed CAC-1(EX) for the Site.

• City Improvement: (i) construction of a publicly accessible 16-foot shared-use path (SUP), the SUP will be improved to include a fitness loop and associated equipment, along the western property line as generally depicted on the Rezoning Plan; (ii) the relocation of the existing sewer line along the western property line between Central Ave. and Sunnyside Ave. (the Relocated Sewer Line); and (iii) the reservation of right-of-way and associated temporary construction easement (TCE) for future acquisition by CATS for the construction of the Silver line as generally depicted on the Rezoning Plan.

(10) feet of any permanent structure and will be encased per CLT Water guidelines. Design work for the relocated sewer line will be coordinated and reviewed standards of the UDO are to be used to determine the final design of the proposed building façade along portions of Sunnyside and Piedmont St.

Alternative Benefits: The Petitioner reserves the right to work with CATS during the Land Development Approval process for the Site to substitute for the Public Benefits regarding the Relocated Sewer Line and the reservation of right-of-way and TCE for the Silver Line with the following: (i) the reservation of right-of-way and associated temporary construction easement (TCE) for future acquisition by CATS for \$1, for the construction of the Silver line as generally depicted on the Rezoning Plan; and (ii) add the following Sustainability Benefit: the building constructed on the Site will be designed and constructed to meet an established sustainable standard such as National Green Building Standard (NGBS) Bronze or equivalent.

The Alternative Benefits may be utilized by the Petitioner if one of the following conditions are met prior to the approval of Land Development Plans for the Site: (i) MTC (Metropolitan Transit Commission) approves an updated System Plan that changes the plans for the Silver Line and CATS determines that relocation of 8. the sewer line is no longer required to implement the updated System Plan; or (ii) the Petitioner provides to CATS building foundations plans and/or other engineering documentation as requested by CATS that demonstrates and assures CATS, prior to the approval of Land Development Plans for the Site, which shall a. include written approval from CATS, that the future transit infrastructure will be able to be constructed without compromising the structural integrity of the proposed building.

Public Amenity: (i) the creation of publicly accessible improved plaza along Central Ave. at the future Silver Line station; and (ii) the creation of a public

a. The Site will comply with Article 20 Landscape, Screening & Tree Preservation of the UDO. accessible open space area along the western property boundary and adjacent the future Silver Line station as generally depicted on the Rezoning Plan. The Petitioner will provide a public accessible plaza and public accessible open space area with approximately 9,000 square feet as generally depicted on the Rezoning Plan. The publicly accessible plaza will be improved with hardscape areas, seating areas, landscaping, and lighting, the public accessible open space will be improved with landscaping and a 16-foot SUP.

b. Below are the requested modifications of the exception (EX) district request to accommodate the construction of the proposed mixed-use residential community

• Article 11.3.B. (Table 11-2 Footnote #3) CAC Zoning Districts Building Height Standards) to modify the allowed maximum building height within 100-feet and

11. Plaza Midwood Merchants Association Membership: Piedmont St. and Central Ave. (Height Exception #1). To allow a maximum building height of 70 feet instead 65 feet for the portion of building along of the Plaza Midwood Merchants Association. Independence Blvd. (Height Exception #2) all as generally depicted on Rezoning Plan. Height Exception #2 is based on the portion of the building within 200 feet of the city owned parcel at the end of Sunnyside Ave. tax parcel #080-218-01.

The following Exception requests regarding the Design Standards of the CAC-1 zoning district are being requested because the design standards for a mixed-use building are not appropriate along the Site's frontages which are not conducive for non-residential uses. The mixed-use design standards are also being triggered by the request that the proposed development contain a mix of uses rather just residential uses. The proposed building will meet the design standards for a

• Article 11.3.C Building Articulation (Table 11-3 F Minimum Ground Floor Height Mixed Use). To allow a minimum of a 10-foot floor to floor ground floor height instead of 14-feet along all Frontages except for areas developed with convertible non-residential space.

• Article 11.3.D Transparency (Table 11-4 B Ground Floor Transparency Mixed-Use). To allow a minimum ground floor transparency of 25% instead of 50% along the Piedmont, Sunnyside and Central Ave. Frontages except for areas developed with commercial/retail space or convertible non-residential space, and along the future Silver Line Frontage to allow the 25% transparency to be measured from 3' and 10' from the Finished Floor Elevation (FFE) instead of from 3' to 10'

• Article 18.3.C.9.c Architectural Feature Additional Regulations, Steps and Stoops. To allow steps to be within 2-feet instead of 6-feet of the proposed 16-foot SUP to be constructed along the western property boundary.

Residential uses and non-residential use as permitted by right and under prescribed conditions together with accessory uses, as allowed in the CAC-1(EX) zoning district (as more specifically described and restricted below).

a. Up to 295 residential dwelling units and up to 5,000 square feet of gross floor area of non-residential uses as permitted by right and under prescribed conditions together with accessory uses, as allowed in the CAC-1 zoning district.

b. A minimum of 2,500 square feet of gross floor area of non-residential uses must be constructed onsite and devoted to commercial/retail uses unrelated to the multi-family development.

c. The following uses will not be allowed; Alternative Correction Facility, Drug Treatment Clinic, and Single-Room Occupancy (SRO).

# 4. Access & Streets.

a. Vehicular access to the Site will be from Piedmont St. as generally depicted on the Rezoning Plan and subject to adjustments as set forth below.

the Petitioner will fund the installation of a traffic signal at the intersection of Central Ave. and Piedmont Street subject to approval by CDOT and if the funding of the proposed signal does not include the construction of left turn lanes from Central Ave. to Piedmont St. The Petitioner will have a traffic signal warrant analysis completed prior to or as part of the land development approval process for the Site. The Petitioner will work with CDOT during the land development approval process to determine if the traffic signal can be installed as part of the development of the property. If CDOT does not approve the signalization of the intersection during the land development approval process for the Site, the Petitioner commits to re-examining the need for a signal two-years after the final certificate of occupancy has been issued for the residential units, by commissioning a new traffic signal warrant analysis to be completed for the signalization of the intersection of Central Ave. and Piedmont St., for review by CDOT, and if CDOT after the review of the new traffic signal analysis agrees that a traffic signal is warranted the Petitioner will fund the installation of the signal at Piedmont St. and Central Ave. as described above.

c. The Petitioner will fund up to three speed humps or equivalent traffic calming measures along Piedmont St., or Sunnyside Ave. The funding of the proposed traffic calming measures is based on the residents of the Sunnyside neighborhood securing approval from the City to install traffic calming measures as required by adopted City Policies and Procedures for the installation of traffic calming measures on existing public streets, such compliance to be achieved within one-year of the Site receiving a final certificate of occupancy.

d. The existing curb location will be maintained along Sunnyside Ave. and Piedmont St. The Petitioner will provide normal curb height and storm drainage as necessary (be determined during the Land Development review process) along Piedmont St. and Sunnyside Avenue. The setback required by UDO will be measured from the future back of curb.

e. The Site will implement the CTR mitigation recommendations of the CTR as outlined on table #1 on sheet RZ3-00.

Right-of-way Conveyance. The Petitioner shall dedicate and convey via fee simple conveyance the additional right-of-way indicated below and depicted on the Rezoning Plan; the additional right-of-way will be dedicated prior to the issuance of the first certificate of occupancy. Along Central Ave. 50.5-feet from the existing center line will be dedicated; along Piedmont St. 33.3-feet from the existing center line will be dedicated; and along Sunnyside Ave. 18-feet from the existing center will be dedicated. 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 where ROW dedication is not provided. The permanent sidewalk easement will be located a minimum of two (2) feet behind the sidewalk where feasible.

g. The existing curb line along Central Ave. willmay be relocated to be 32.5 from the existing center line to allow the construction of a buffered bike lane along Central Ave. A buffered bike lane is not required, and the relocation of the curb to accommodate the bike lane is not required, if a left-turn lane is constructed on Central Ave. as part of the installation of a traffic signal at the intersection of Piedmont St. and Central Ave. (left-turn lane to have 100-feet of storage). The Petitioner reserves the right to implement a 12-foot SUP instead in lieu of a buffered bike lane if the Streets Map is amened to implement this streetscape change. If SUP is constructed in lieu of a buffered bike lane the curb line along Central Ave. does not need to be relocated to construct a buffered bike lane (it would still be relocated for the construction of a left-turn lane).

The exact alignment, dimensions, and locations of the access points to the Site and the driveways on the Site may be modified from the elements shown on the Rezoning Plan provided that the overall design intent is not materially altered, and requirements described in this Section are met.

All transportation improvements will be approved and constructed prior to the issuance of the certificate of occupancy for the first building on the Site subject to the Petitioner ability request that CDOT allow a bond to be posted for any improvements not in place at the time of the issuance of the first certificate of occupancy.

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.

k. The petitioner needs to complete and submit the Right of way Abandonment Petition form to CDOT for review. The Right of Way Abandonment process is controlled by North Carolina General Statutes and is independent of this rezoning process.

Setbacks as required by the UDO and as outlined below will be provided.

(i) Along Central Ave. a 20-foot setback as measured from the future back of curb will be provided as generally depicted on the Rezoning Plan.

(ii) Along Sunnyside Ave. a primary building setback of 28 feet as measured from the existing back of curb will be provided. Covered porches, balconies, or stoops may encroach into the primary building setback but must adhere to the 16-foot setback as required by the UDO as measured from the future back of curb.

(iii) Along Piedmont Ave. a primary building setback of 28 feet as measured from the existing back of curb will be provided for the portion of the building south of the proposed driveway. Covered porches, balconies, or stoops may encroach into the primary building setback and will adhere to the 16-foot setback as required by the UDO as measured from the future back of curb. The portion of the building north of the driveway will adhere to the setback as required by the UDO as measured from the future back of curb. Extension into the required frontage setback as allowed by Article 18.3 of UDO are permitted.

Streetscape improvements as required by the UDO will be provided along Central Ave., unless modified by CDOT to allow the construction of a left-turn lane or Central Ave. to Piedmont St. The Petitioner reserves the right to modify the streetscape improvements along Central Ave. to implement a 12-foot SUP instead of a buffered bike lane if the Streets Map is amened to implement this streetscape change. Along Piedmont Street and Sunnyside Ave., the following streetscape improvements will be provided; an eight (8) foot planting strip and an eight (8) foot sidewalk as measured from the existing back of curb will be provided, the emaining area between the back of sidewalk and the required 16-foot setback (approximately 5.20 feet) may be used as landscape area.

The Petitioner will construct a 16-foot publicly accessible share-use path (SUP) along the western property boundary as generally depicted on the Rezoning Plan. The SUP will be improved to include a fitness loop and associated equipment.

d. The Petitioner will provide a publicly accessible Plaza and Open Space area along Central Ave. the future Lynx Silver Line. The publicly accessible plaza will be improved with hardscape areas, seating areas, landscaping, and lighting, the publicly accessible open space will be improved with a SUP and landscaping.

The Petitioner will provide a minimum of 1,500 square feet of improved public open space at the corner of Piedmont St. and Sunnyside Ave. as generally depicted on the Rezoning Plan. This open space area will be improved with hardscape areas, seating areas, landscaping, and lighting.

### Architectural Standards.

As required by the UDO and as indicated below.

The building façade facing Piedmont St., between the proposed Site access and Sunnyside Ave., will be designed to include units with individual usable porches/balconies with a minimum depth of 6-feet. Porches will be provided on a minimum of three floors. Where the Site's finished floor elevation allows the units at the ground level along Piedmont St. may also have stoops that provide the units direct access to Piedmont St.

c. The portion of the building façade facing Sunnyside Ave., between Piedmont St. and the eastern edge of the Rose Garden Terrace right-of-way, will be designed to include units with individual usable porches/balconies with a minimum depth of 6-feet. Porches/balconies will be provided on a minimum of three floors. The units along the ground floor will also be designed to include shared or individual stoops that will provide the units direct access to Sunnyside Ave.

d. The building facades facing Piedmont St. and Sunnyside Ave. will be constructed to contain no less than 30% masonry building materials on the exterior building façades exclusive of windows and doors.

A building perspective illustrating the design concept and associated elements that will be implemented along portions of Sunnyside Ave. and Piedmont St. has been The relocated sanitary sewer shall not be placed within ten (10) feet of the edge of the CATS Silver Line infrastructure (as shown on rezoning plan), or within ten included with the Rezoning Petition. The building perspective and the architectural standards listed above, as well as the design guidelines and architectural

> Any portion of the proposed parking structure that is visible above the proposed residential portions of the building when viewed from Sunnyside Ave. or Piedmont St. that are adjacent to the Site will be architecturally treated and any parking spaces that may be visible will be screened.

As required by the UDO.

As required by the UDO.

9. Environmental Features.

The Site will comply with Article 24 Drainage and Article 25 Post-Construction Stormwater Regulations of the UDO.

# 10. CATS Right-of-Way Reservation for the Future Lynx Silver Line.

The Petitioner will reserve for future acquisition by CATS the portion of the property indicated along the western property line (Reserved Future CATS R/W and Temporary Construction Easement) as generally depicted on the Rezoning Plan.

200 feet of the N1 Place Type as described below. To allow a maximum building height of 70 feet instead of 65 feet for the portion of the building at the corner of a. Within one (1) year of issuance of the final certificate of occupancy, the multi-family apartment community and commercial/retail users will become members

# 12. 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 of the applicable Development Area or portion of the Site affected by such amendment in accordance with the provisions herein and of Article 37 of the UDO.

# 13. 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 UDO, 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.

|  |          |                                   | _  |              |                       |            | Vehicle Trips   |   |             |   |                              |
|--|----------|-----------------------------------|--|--------------|-----------------------|------------|---|---|-------------|---|------------------------------|
| Proposed   |          |                                   |  |              |                       |            | Existing  |   |             |   | Net Trips                    |
| Land Uses  |          |                                   |  | Density      | y Daily/Peak Hour Tri |            | Land Use  |   | Density     | Daily/Peak Hour Trips   | s                            |
| .) Multifamily Housing (Mid-Rise)                          |          |                                   |  | 315 D.U.     | 1,456                 |            | 1) Office (718 and 728 Central Ave)   |   | 25146 S.F.  | 349   | 1,107                        |
| ) Strip Retail Plaza (<40k SF)                             |          |                                   |  | 5,000 S.F.   | 441                   |            | 2) Single-Family Detached Housing (723 Sunnyside Ave) 1 D.U                   |   | 1 D.U.      | 15  | 426                          |
| 3)   |          |                                   |  |              |                       |            | 3)  |   |             |   |                              |
| Totals 1,897   |          |                                   |  |              |                       |            |   | 364   | 1,533       |   |                              |
|  |          |                                   |  |              |                       |            | D distinction of  |   |             |   |                              |
|  |          |                                   |  | _            |                       | _          | Mitigations   |   |             |   |                              |
| Assessments Tier Required Points Mitigation (Total Points) |          |                                   |  |              |                       |            |   |   |             |   |                              |
| MA   | 3        | 14                                | install  | APS pedestri | an signals with       | crosswalks | ng western frontage, and<br>s at Central Avenue and<br>stallation - 14 Points | }   |             | Total Multimoal Mitigation: 14<br>Points  |                              |
| TDM  | 3        | 6                                 | Coordinator -1 Point Constr<br>Assess<br>Point |              |                       |            | nodal Infrastructure -<br>t all Multimodal<br>ent Improvements - 1            | 3) Bicycle Facilities - Construct<br>wide off-street path along wester<br>line - 3 Points | n property  | 4) Secure Bicycle Parl<br>long-term bicycle park<br>a ratio of 1 space per 2<br>Point<br>Total TDM Mitigation | king on site at<br>20 DU - 1 |
|  | <u> </u> |                                   | aransp.  | oramon opiio | 10 0 1 0 11 10        | 1          |   |   |             |   |                              |
| IS Required? (Yes/N  | o)       | IJ                                | yes, a full C                                  | TR TIS Scope | and Report are        | required s | eparate from this table and   | d any TIS mitigations should be in  | cluded belo | w:  |                              |
|  | 1        | 1)                                |  |              |                       |            |   |   |             |   |                              |
|  |          | 2                                 | 2)   |              |                       |            |   |   |             |   |                              |
| No   |          |                                   | 3)   |              |                       |            |   |   |             |   |                              |
| 110  | <b>⊢</b> | 4)                                |  |              |                       |            |   |   |             |   |                              |
|  |          |                                   | Add additional lines, as needed                |              |                       |            |   |   |             |   |                              |
|  |          | Add additional filles, as ficeded |  |              |                       |            |   |   |             |   |                              |
|  |          |                                   |  |              |                       |            |   |   |             |   | QLOTTE                       |





PERSPECTIVE VIEW AT THE END OF SUNNYSIDE AVENUE LOOKING TOWARD PIEDMONT STREET (NOTE: RENDERING IS FOR DESIGN INTENT PURPOSES ONLY TO CONVEY FORM AND SCALE OF THE BUILDING ALONG THE STREETSCAPE. LANDSCAPE AND BUILDING MATERIALS (COLORS, PATTERNS, ETC.) ARE SUBJECT TO CHANGE AND WILL BE DEVELOPED DURING THE PERMITTING PROCESS.)

223 NORTH GRAHAM STREET CHARLOTTE, NC 28202 704.333.0325 WWW.LANDDESIGN.COM

**REZONING PETITION NUMBER** 2023-165

NOT FOR **CONSTRUCTION** 

718 CENTRAL AVE

CENTRAL AVENUE MULTIFAMILY

718 CENTRAL AVE CHARLOTTE, NC

1022322

REVISION / ISSUANCE DESCRIPTION 01 REZONING RESUBMITTAL 04/15/2024 02 REZONING RESUBMITTAL 05/13/2024 03 REZONING RESUBMITTAL 07/15/2024 04 REZONING RESUBMITTAL 08/22/2024 05 REZONING RESUBMITTAL 09/12/2024

06 REZONING RESUBMITTAL 11/12/2024

DESIGNED BY: DW DRAWN BY: NM

CHECKED BY: ST

HORZ: N/A

DEVELOPMENT STANDARDS