

SCALE = 1" = 2,000'

TABLE OF CONTENTS

RZ0-00 VISION STATEMENT

RZ1-00 MASTER EXISTING CONDITIONS PLAN

RZ1-10 EXISTING RIGHT-OF-WAY TREE PLAN

RZ2-00 TECHNICAL DATA SHEET

RZ2-01 TECHNICAL DATA SHEET

RZ2-10 SCHEMATIC SITE PLAN

RZ2-10A SCHEMATIC SITE PLAN:

PREFERRED OPTION

RZ2-10B SCHEMATIC SITE PLAN:

ALTERNATE OPTION

RZ3-00 DEVELOPMENT STANDARD NOTES

LEGEND

LEVINE PROPERTIES REZONING:

MIXED-USE RESIDENTIAL/RETAIL/

HORIZON PROPERTIES REZONING:

NORTHWOOD RAVIN REZONING:

1. THE REZONING PLAN IS ILLUSTRATIVE IN NATURE AND IS INTENDED TO DEPICT OVERALL CIRCULATION AND

2. FOR ADJACENT PARCEL INFO SEE TABLE ON SHEET RZ1-00

OFFICE/RECREATIONAL USE

RESIDENTIAL

RESIDENTIAL

DEVELOPMENT PATTERNS ONLY.

REZONING PETITION NO. RZP-2023-038

223 NORTH GRAHAM STREET CHARLOTTE, NC 28202 704.333.0325

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LEVINE PROPERTIES

NOT FOR CONSTRUCTION

LEVINE PROVIDENCE AND SARDIS LANE REZONING

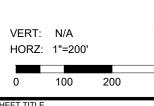
LEVINE PROPERTIES
5821 BRITTANY CT 11

CHARLOTTE NC 28270

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DESIGNED BY: LDI
DRAWN BY: LDI

DESIGNED BY: LDI
DRAWN BY: LDI
CHECKED BY: LDI
SCALE



VISION STATEMENT

RZ0-00

VISION FOR PROVIDENCE SQUARE REVITALIZATION/REDEVELOPMENT

- -THIS REZONING AND THE REZONINGS LISTED FOR OTHER PARCELS GENERALLY DEPICTED HEREIN PROVIDES AN EXCITING REVITALIZATION/REDEVELOPMENT OPPORTUNITY FOR PORTIONS AN EXISTING OVER 55-YEAROLD MULTI-FAMILY RESIDENTIAL AND COMMERCIAL NODE IN THE PROVIDENCE RD, SARDIS LANE AND OLD PROVIDENCE RD AREA.
- -THE THREE SEPARATE REZONING PETITIONS WILL COLLECTIVELY REVITALIZE AN AREA BY REPLACING AN OVER 55-YEAROLD OUT OF DATE OBSOLETE RESIDENTIAL UNITS WITH A VARIETY OF HOUSING TYPES AND A MIXED-USE NEIGHBORHOOD CENTER.
- -THIS REVITALIZATION WILL CREATE NEW WORKFORCE HOUSING UNITS AND UPGRADE/EXTEND THE USEFUL LIFE OF OTHERS.
- -IT WILL BRING SMALLER FORMAT RETAIL AND THE POSSIBILITY OF AN EXCITING NEW GROCERY STORE OPPORTUNITY AS WELL AS CREATE AN IMPROVED STREET NETWORK, PEDESTRIAN WALKABILITY AND GREENWAY CONNECTIVITY.
- THIS REZONING PETITION RELATES TO THE APPROXIMATELY 84.16 ACRES SHOWN AS DEVELOPMENT AREAS A, B, C, D, AND E ON THE ATTACHED REZONING SHEETS TO ALLOW FOR REDEVELOPMENT AS A MIXED-USE COMMUNITY OF RESIDENTIAL, RECREATIONAL AND COMMERCIAL USES IN A WELL-DESIGNED PEDESTRIAN FRIENDLY/WALKABLE MANNER.



LandDesign

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REZONING PETITION NO. RZP-2023-038

NOT FOR CONSTRUCTION

LEVINE PROVIDENCE AND SARDIS LANE REZONING

LEVINE PROPERTIES

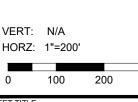
5821 BRITTANY CT 11

CHARLOTTE NC 28270

1022363				
REVISION / ISSUANCE				
NO.	DESCRIPTION	DATE		
1	REZONING SUBMITTAL	01.31.2023		
2	REZONING 2ND SUBMITTAL	11.14.2023		
3	REZONING 3RD SUBMITTAL	02.12.2024		
4	REZONING 4TH SUBMITTAL	03.11.2024		

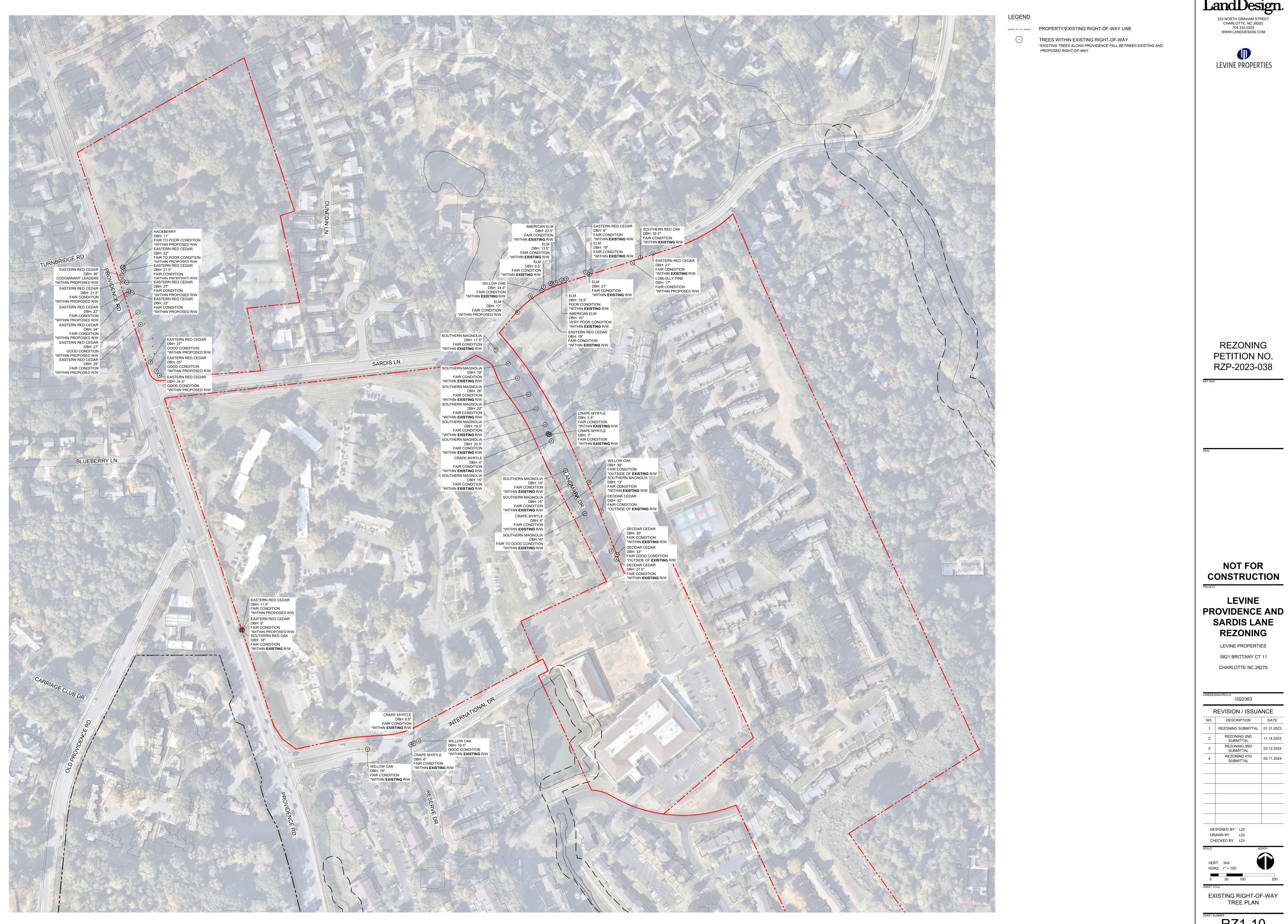


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CHECKED BY: LDI



MASTER EXISTING CONDITIONS PLAN

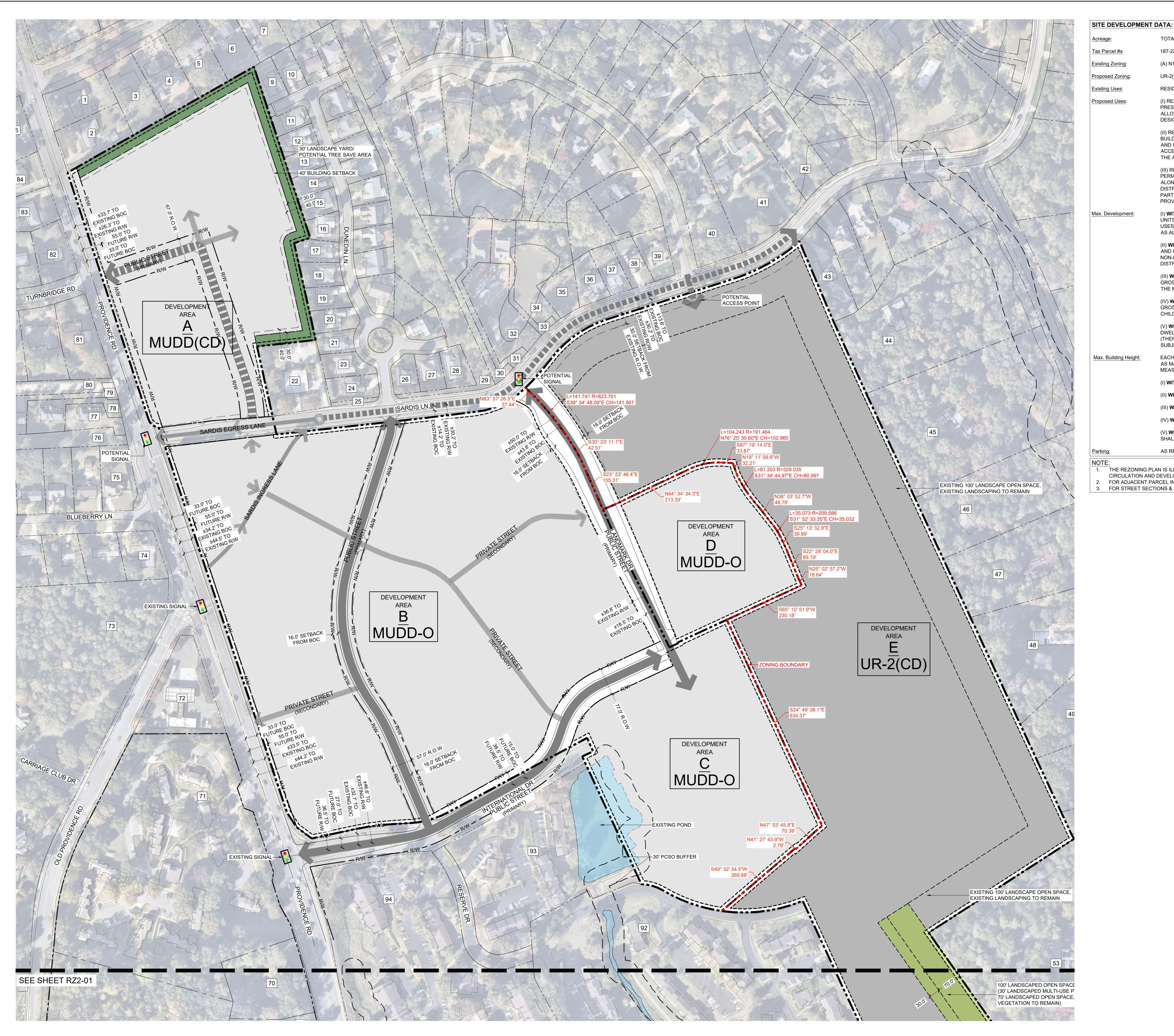
RZ1-00



SARDIS LANE

1022363					
F	REVISION / ISSUANCE				
NO.	DESCRIPTION	DATE			
1	REZONING SUBMITTAL	01.31.2023			
2	REZONING 2ND SUBMITTAL	11.14.2023			
3	REZONING 3RD SUBMITTAL	02.12.2024			
4	REZONING 4TH SUBMITTAL	03.11.2024			

ORIGINAL SHEET SIZE: 30" X 42"



TOTAL: ±84.16 ACRES

187-221-33, 34, & 18; 187-342-01; 187-351-06; 187-331-01

(A) N1-A/N2-B, (B) N2-B, (C) B-1SCD, (D) R-20MF/B-1CD, (E) R-20MF Existing Zoning:

UR-2(CD), MUDD (CD), AND MUDD-O Proposed Zoning:

RESIDENTIAL, COMMERCIAL, INSTITUTIONAL, AND RECREATIONAL Existing Uses: (I) RESIDENTIAL USES, AS PERMITTED BY RIGHT AND UNDER Proposed Uses:

PRESCRIBED CONDITIONS TOGETHER WITH ACCESSORY USES AS ALLOWED IN THE UR-2 ZONING DISTRICT FOR THE AREAS DESIGNATED AS UR-2(CD);

(II) RESIDENTIAL, RECREATIONAL, INSTITUTIONAL, GOVERNMENT BUILDING, AND NON-RESIDENTIAL USES AS PERMITTED BY RIGHT AND UNDER PRESCRIBED CONDITIONS TOGETHER WITH ACCESSORY USES AS ALLOWED IN THE MUDD ZONING DISTRICT FOR THE AREAS DESIGNATED AS MUDD-O; AND

(III) RESIDENTIAL USES AND OUTDOOR RECREATIONAL USES AS PERMITTED BY RIGHT AND UNDER PRESCRIBED CONDITIONS ALONG WITH ACCESSORY USES AS ALLOWED IN THE MUDD ZONING DISTRICT FOR THE AREA DESIGNATED MUDD(CD), AND ALL AS MORE PARTICULARLY DESCRIBED IN SECTION 3 AND IN THE OPTIONAL PROVISIONS (WHICH SHALL CONTROL).

Max. Development:

(I) WITHIN DEVELOPMENT AREA A UP TO 125 ATTACHED DWELLING UNITS OR DETACHED DWELLING UNITS, OUTDOOR RECREATIONAL USES ASSOCIATED WITH A SCHOOL, INSTITUTIONAL OR CIVIC USES AS ALLOWED IN THE MUDD ZONING DISTRICT;

(II) WITHIN DEVELOPMENT AREA B UP TO 725 RESIDENTIAL UNITS, AND UP TO 225,000 SQUARE FEET OF GROSS FLOOR AREA OF NON-RESIDENTIAL USES AS ALLOWED IN THE MUDD ZONING

(III) WITHIN DEVELOPMENT AREA C UP TO 92,740 SQUARE FEET OF GROSS FLOOR AREA OF NON-RESIDENTIAL USES AS ALLOWED IN THE MUDD ZONING DISTRICT;

(IV) WITHIN DEVELOPMENT AREA D UP TO 40,000 SQUARE FEET OF GROSS FLOOR AREA OF INDOOR RECREATION USES, A LARGER CHILDCARE CENTER, AS ALLOWED IN THE MUDD ZONING DISTRICT;

(V) **WITHIN DEVELOPMENT AREA E** UP TO 263 RESIDENTIAL DWELLING UNITS AS ALLOWED IN THE UR-2 ZONING DISTRICT (THERE CURRENTLY EXIST 263 UNITS IN DEVELOPMENT AREA E). SUBJECT TO THE TRANSFER PROVISIONS DESCRIBED IN SECTION 3

EACH DEVELOPMENT AREA WILL BE LIMITED AS FOLLOWS (EXCEPT AS MAY BE EXPRESSLY PROVIDED IN SECTION 2, HEIGHT SHALL BE

(I) **WITHIN DEVELOPMENT AREA A** A MAXIMUM HEIGHT OF 48 FEET;

MEASURED/CALCULATED AS DEFINED BY THE ORDINANCE):

(II) WITHIN DEVELOPMENT AREA B A MAXIMUM HEIGHT OF 80 FEET; (III) WITHIN DEVELOPMENT AREA C A MAXIMUM HEIGHT OF 65 FEET;

(IV) **WITHIN DEVELOPMENT AREA D** A MAXIMUM HEIGHT OF 60 FEET; (V) WITHIN DEVELOPMENT AREA E THE MAXIMUM BUILDING HEIGHT SHALL BE 65 FEET.

AS REQUIRED BY THE ORDINANCE.

THE REZONING PLAN IS ILLUSTRATIVE IN NATURE AND IS INTENDED TO DEPICT OVERALL CIRCULATION AND DEVELOPMENT PATTERNS ONLY. FOR ADJACENT PARCEL INFO SEE TABLE ON SHEET RZ1-00

3. FOR STREET SECTIONS & SETBACKS SEE SHEET RZ2-10

223 NORTH GRAHAM STREET

CHARLOTTE, NC 28202 704.333.0325 WWW.LANDDESIGN.COM



NOT FOR CONSTRUCTION

REZONING

PETITION NO.

RZP-2023-038

LEVINE PROVIDENCE AND SARDIS LANE **REZONING**

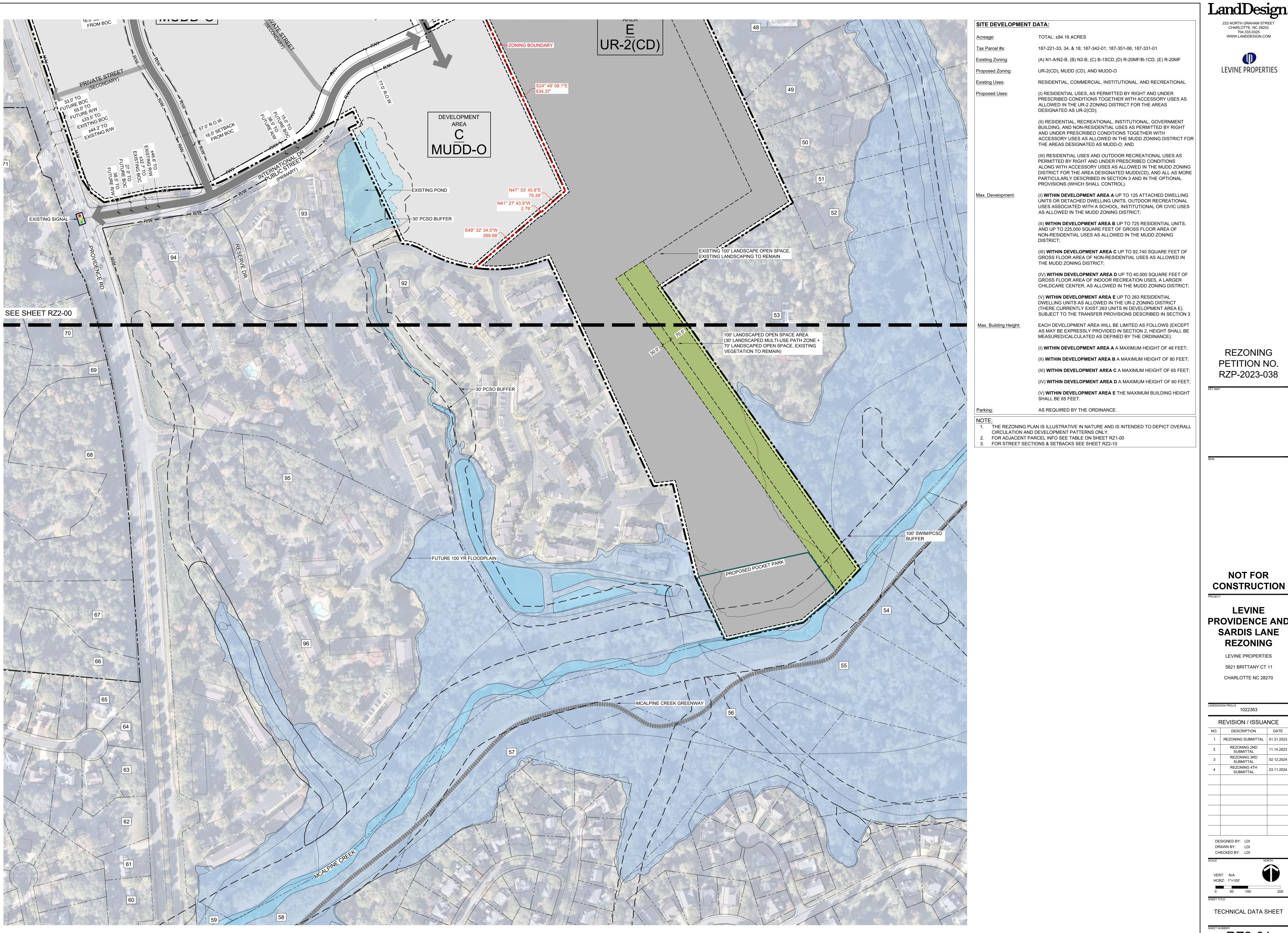
LEVINE PROPERTIES 5821 BRITTANY CT 11 CHARLOTTE NC 28270

	1022363				
F	REVISION / ISSUANCE				
NO.	DESCRIPTION	DATE			
1	REZONING SUBMITTAL	01.31.2023			
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3	REZONING 3RD SUBMITTAL	02.12.2024			
4	REZONING 4TH SUBMITTAL	03.11.2024			

DESIGNED BY: LDI DRAWN BY: LDI CHECKED BY: LDI

TECHNICAL DATA SHEET

ORIGINAL SHEET SIZE: 30" X 42"



223 NORTH GRAHAM STREET CHARLOTTE, NC 28202

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LEVINE PROPERTIES

NOT FOR

LEVINE PROVIDENCE AND SARDIS LANE **REZONING**

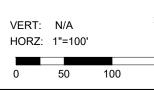
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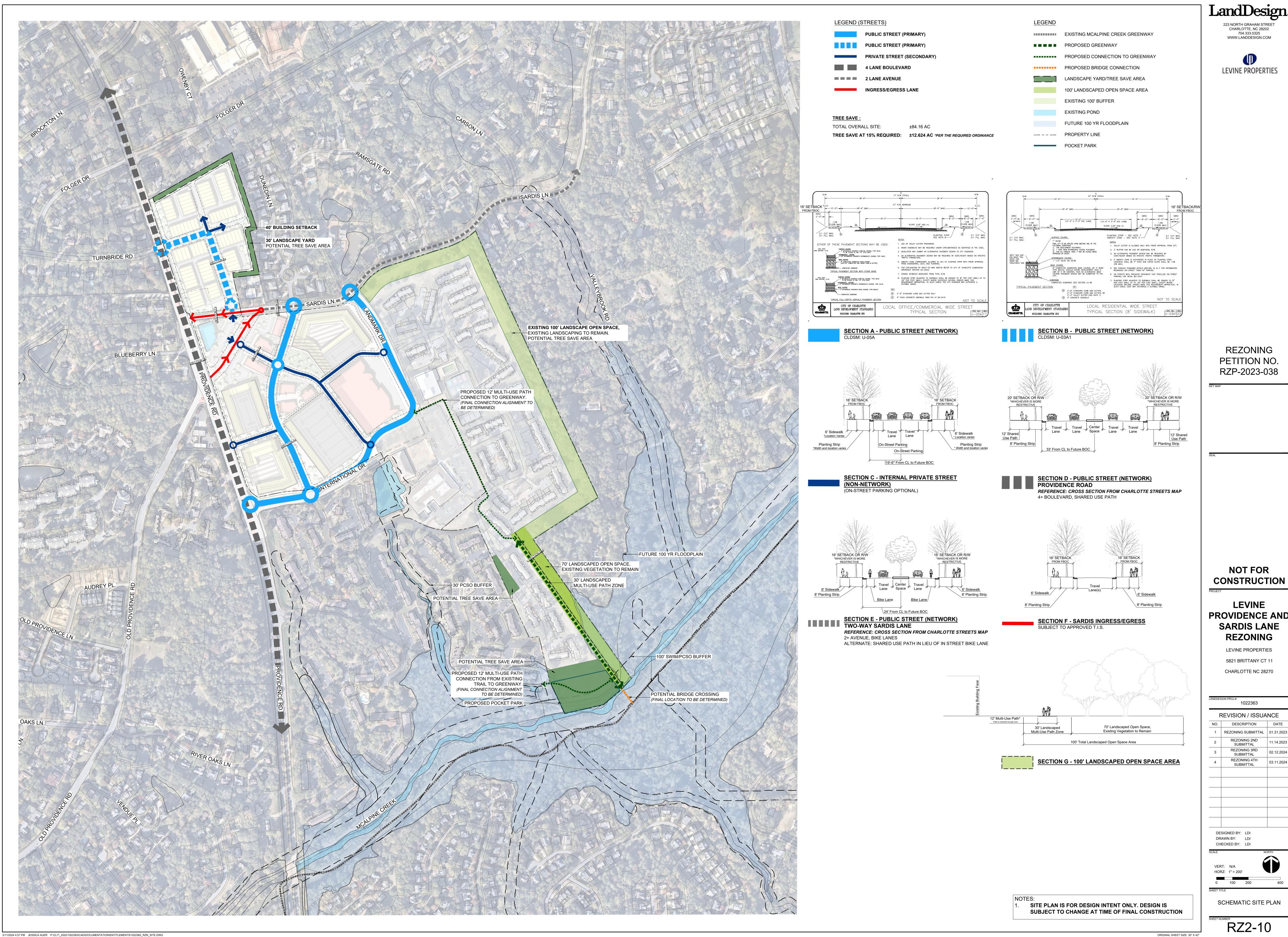
REVISION / ISSUANCE NO. DESCRIPTION REZONING SUBMITTAL 01.31.2023 **REZONING 3RD** SUBMITTAL **REZONING 4TH** SUBMITTAL

> DESIGNED BY: LDI DRAWN BY: LDI

CHECKED BY: LDI

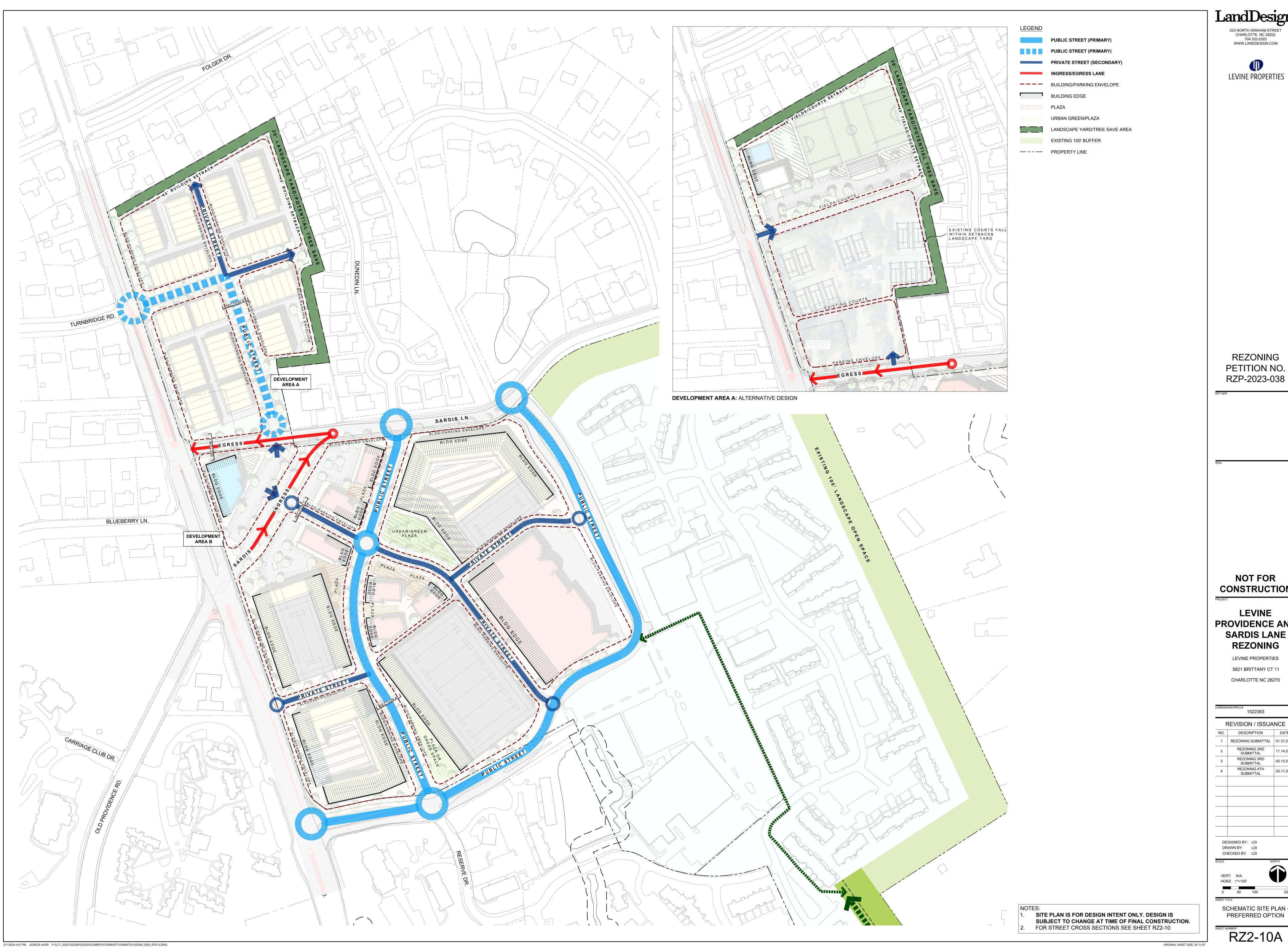
ORIGINAL SHEET SIZE: 30" X 42"





PROVIDENCE AND SARDIS LANE

REZONING SUBMITTAL 01.31.2023 03.11.2024



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LEVINE PROPERTIES

NOT FOR CONSTRUCTION **LEVINE**

PROVIDENCE AND SARDIS LANE **REZONING**

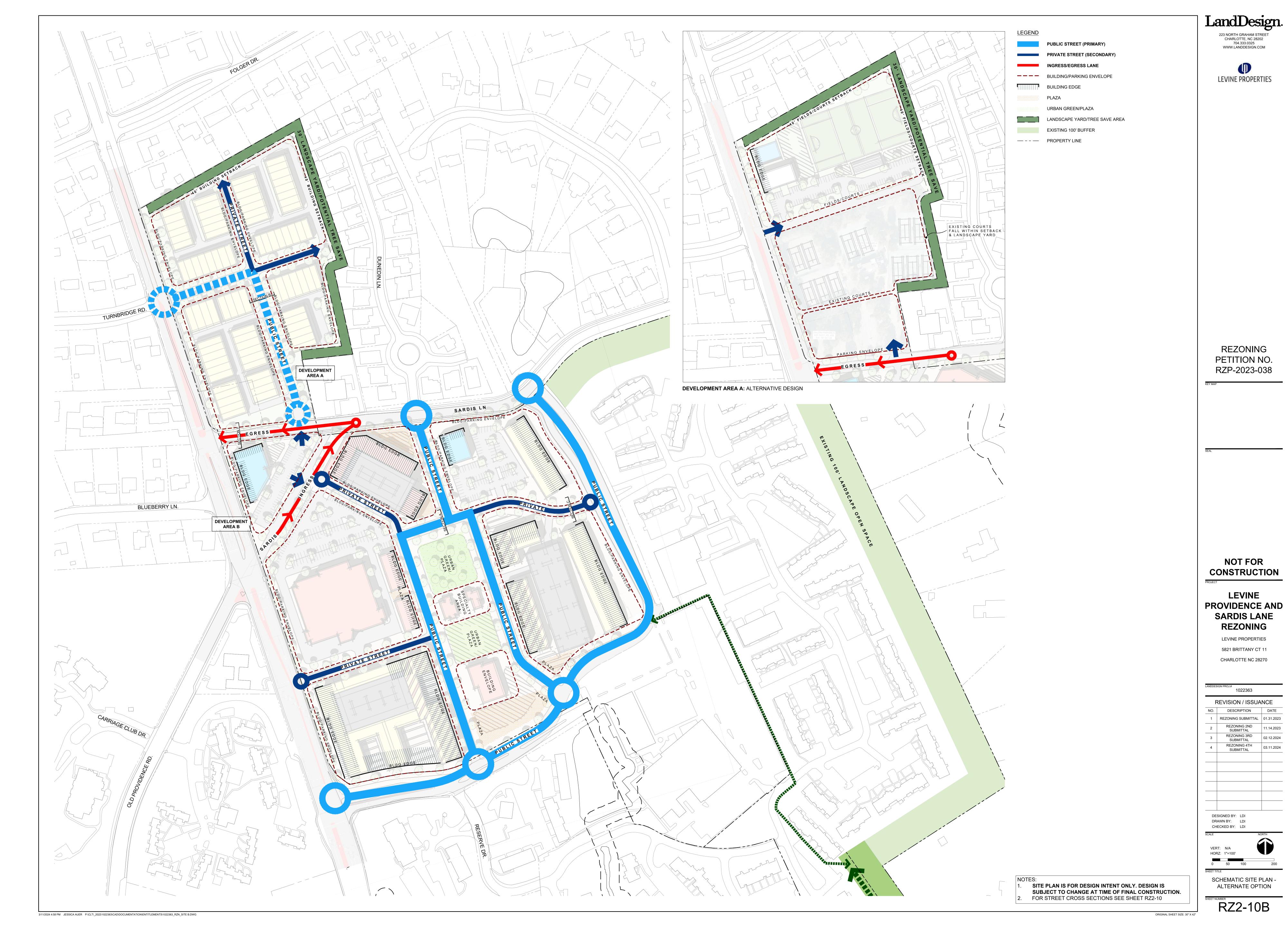
> 5821 BRITTANY CT 11 CHARLOTTE NC 28270

REVISION / ISSUANCE

DESIGNED BY: LDI DRAWN BY: LDI CHECKED BY: LDI

SCHEMATIC SITE PLAN -PREFERRED OPTION

RZ2-10A





Site Development Data:

--Acreage: ± 84.16 acres

--Tax Parcel #s: 187-221-33 34, & 18; 187-342-01; 187-351-06; 187-331-01
--Existing Zoning N1-A & N-2-B B-1SCD; B-1(CD) and R-20MF
--Proposed Zoning: UR-2(CD), MUDD(CD) and MUDD-O

-- Existing Uses: Residential, Commercial, Institutional, and Recreational.

provisions described in Section 3 below.

-Proposed Uses: (i) Residential uses, as permitted by right and under prescribed conditions together with accessory uses as allowed in the UR-2 zoning district for the areas designated as UR-2(CD); (ii) residential, recreational, institutional, and non-residential uses as permitted by right and under prescribed conditions together with accessory uses as allowed in the MUDD zoning district for the areas designated as MUDD-O; and (iii) residential uses and outdoor recreational uses as permitted by right and under prescribed conditions along with accessory uses as allowed in the MUDD zoning district for the area designated MUDD(CD), and all as more particularly described in Section 3 and in the Optional Provisions below (which shall control).

--Maximum Gross Square Feet/Units of Development: (i) Within Development Area A up to 125 attached dwelling units or detached dwelling units, outdoor recreational uses associated with a school, institutional or civic uses as allowed in the MUDD zoning district; (ii) within Development Area B up to 725 residential units, and up to 225,000 square feet of gross floor area of non-residential uses as allowed in the MUDD zoning district; (iii) within Development Area C up 92,740 square feet of gross floor area of non-residential uses as allowed in the MUDD zoning district; (iv) within Development Area D up to 40,000 square feet of gross floor area of indoor recreation uses a larger childcare center, allowed in the MUDD zoning district; and (v) within Development Area E up to 263 residential dwelling units as allowed in the UR-2 zoning district (there currently exist 263 units in Development Area E). Subject to the transfer in the Optional Provisions below (which shall control).

--Maximum Building Height: Building height for development taking place within each Development Area will be limited as follows (except as may be expressly provided in Section 2 below, height shall be measured/calculated as defined by the Ordinance): (i) within Development Area A a maximum height of 48 feet; (ii) within Development Area B a maximum height of 60 feet; and (vi) within Development Area C a maximum height of 60 feet; and (vi) within Development Area C the naximum building height shall be 65 feet. Height to be measured as defined by the Ordinance. -- Parking: As required by the Ordinance.

--Electrical Vehicle (EV) Charging Stations: The Petitioner will provide EV-Capable Spaces and EVSE-Installed Spaces for the residential units developed within Development Area B at the following rate: 5% of the required parking spaces for the residential units will be EV-Capable spaces, and a minimum 1% of the required parking spaces for the residential units will be EVSE-Installed Spaces.

-Capable space is defined as: Reservation of space in the electrical room for a panel to serve the future EV charges and continuous raceway from the reserved panel space to the future parking space. EVSE-Installed space is defined as: EV charging stations capable of providing a minimum of 32amp 7.2 kW.

a. Site Location. These Development Standards, the Technical Data Sheet, Schematic Site Plan, and related graphics form the Rezoning Plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition (the "Rezoning") filed by Levine Properties (the "Petitioner") to accommodate development of a mixed-use residential based community on an approximately 84.16-acre site generally located on the east side of Providence Rd., south of Folger Dr. and north of International Dr. (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 Zoning Ordinance in effect as of the date of filing of the application for the Rezoning on or prior to January 31, 2023 (the "Ordinance"). Unless the Rezoning Plan modifies the standards under the Optional provisions or more stringent standards as part of the conditional site plan, the regulations established under the Ordinance for the UR-2 zoning classification shall govern all development taking place on the portion of Site designated UR-2, and the regulations established under the Ordinance for the MUDD zoning classification shall govern all development taking place on the portion of the Site designated at MUDD, subject to the provisions provided below including without limitation the Optional provisions of Section 2.

c. **Development Areas.** For ease of reference and as an organizing principal associated with the master planned unified development, the Rezoning Plan sets forth (five (5) development areas (and as applicable other sub-areas within the Development Areas) as generally depicted on the Technical Data Sheet as Development Areas (A, B, C, D, and E) each a "<u>Development Areas</u>" and collectively the "<u>Development Areas</u>"). The exact boundaries of the Development Areas may be subject to modifications to account for Development/Site Elements (as defined below) and other modifications needed to fulfill the design and development intent of the Rezoning Plan.

d. Graphics and Alterations. The schematic depictions of the uses, parking areas, sidewalks, structures and buildings, building elevations, driveways, streets, Development Areas (as defined below), open space areas and other development matters and all other 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 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 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. Planned/Unified Development. The Site shall be viewed as a planned/unified development plan as to the Development/Site Elements. Development Areas and portions of the Site generally depicted on the Rezoning Plan. As such, side and rear yards, buffers, building height separation standards, public/private street frontage requirements, and other similar zoning/subdivision standards will not be required internally between improvements, Development Areas and other Development/Site Elements located on the Site. Furthermore, the Petitioner and/or owners of the applicable portion of the Site under development reserve the right to subdivide the portions or all of the Site, including without limitation the Development Areas, and create lots within the interior of the Site without regard to any such internal separation standards, and public/private street frontage requirements, provided, however, all such separation standards along the exterior boundary of the Site shall be adhered to and all density/unit number requirements/limits will be regulated by any development limitations set forth in Section 2 below as to the Site as a whole and not individual portions, Development Areas or lots located

f. Seven Year Vested Rights. Pursuant to the provisions of Section 1.110 of the Ordinance and N.C.G.S. Section 160A-385.1, due to the multi-phase development and master planned large scale nature of the development and/or redevelopment, the level of investment, the timing of development and/or redevelopment and certain infrastructure improvements, economic cycles and market conditions, this Petition includes vesting of the approved Rezoning Plan and conditional zoning districts associated with the Petition for a seven (7) year period, but such provisions shall not be deemed a limitation on any other vested rights whether at common law or otherwise. Number of Buildings Principal and Accessory. Notwithstanding the number of buildings or lots shown on the Rezoning Plan, the number of buildings constructed on the Site is not limited by this graphic illustration of buildings indicated on the Rezoning Plan. h. Gross Floor Area Clarification. 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), areas used for building and equipment access (such as stairs, elevator shafts and maintenance crawl space), service areas, rooftop equipment rooms, loading dock/service areas (indoor or outdoor), trash/recycling storage areas, mechanical and electrical rooms, and outdoor dining, courtyards and gathering areas whether on the roof of the building or at street level. i. 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 merchandise, 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, Spas', Yoga and exercise studios, fitness and wellness facilities, nail salons, martial art training studios, laundries and dry cleaning establishments, dental offices, locksmiths, funeral homes and the like.

- The following optional provisions shall apply to the portions of the Site zoned MUDD-O:

pading areas, and maneuvering for parking and loading areas to occur between the proposed buildings in Development Area (B, C) and Providence Rd., Landmark Dr., International Dr., existing and realigned Sardis Lr

. If parking and maneuvering areas for parking are located between the proposed buildings and the public streets identified above a nine (9) foot landscape strip will be provided between the back of sidewalk and the edge of the parking area. T nine (9) foot area will be landscaped with a variety of landscape materials. ii. If a loading dock/service area is located between a proposed building and the public streets identified above the loading dock/service area will be screened by an eight (8) foot decorative masonry screen wall.

b. To allow existing parking areas, new parking areas, and maneuvering for parking areas to be located between the existing buildings and the new and existing public streets within Development Area C and D. c. To allow the existing and new buildings within Development Area C and D to not meet the blank wall requirements of the Ordinance. The existing buildings do not need to comply with the blank wall requirements if the buildings are expanded or

d. To not require screening of existing parking areas within Development Area C and D when uses are changed or expanded.

e. To not require the removal of existing non-conforming parking located within Development Area C and D when an existing building undergoes a change of use, or a building is expanded.

f. These optional provisions to not exempt existing parking areas from compliance with the Tree Ordinar

3. Permitted Uses and Development Area Limitations:

a. Subject to the restrictions and limitations, transferrights, conversation rights, as well as the benefits of the Optional provisions set forth herein, the principal buildings constructed on the Site and located within the applicable Development Areas may be developed as follows:

(i) Development Area A may be developed with up to 125 attached or detached dwelling units, outdoor recreation uses associated with a school, institutional or civic use as allowed by-right and under prescribed conditions in the MUDD zoning district together with allowed accessory uses. Up to 125 dwellings units may be transferred to Development Area E;

(ii) Development Area B may be developed with up to 725 residential dwelling units, and up to 225,000 square feet of gross floor area of non-residential uses as allowed by-right and under prescribed conditions in the MUDD zoning district together with allowed accessory uses, and subject to the conversion rights listed below. Up to 150 of the allowed residential units for Development Area B may be transferred to Development Area E.

Development Area C may be developed with up to 92,740 square feet of gross floor area of non-residential uses as allowed by-right and under prescribed conditions in the MUDD zoning district together with allowed accessory uses (it is noted that Development Area C is currently entitled for up to 92,740 square feet of gross floor area). Up to 15,000 square feet of gross floor area allowed in Development Area C may be transferred to Development Area D;

(iv) Development Area D may be developed with up to 40,000 square feet of gross floor area of indoor recreational uses a large childcare center and institutional uses as allowed by-right and under prescribed conditions in the MUDD zoning district together with allowed accessory uses. The amount of allowed square footage may be increased by the transference of 15,000 square feet of gross floor area from Development Area (for up to a total maximum within Development Area).

Development Area E may be developed with up to 263 residential dwelling units as allowed by-right and under prescribed conditions in the UR-2 zoning district together with allowed accessory uses: it is noted that 263 units currently exist in Development Area E (units may or may not be salvaged). The existing units may be renovated, remained, re

Adjustments to Maximum Development Levels for Uses/Conversions. Additional residential dwelling units may be developed by converting non-residential uses into residential dwelling units at the rate of 500 square feet of gross floor are of such non-residential uses so converted for one (1) residential dwelling unit added, and vice-versa for creation of additional commercial uses upon conversion of residential units. Up to a maximum of 50 residential dwelling units may be creat from the conversion of non-residential uses and up to a maximum of 25,000 square feet of non-residential uses may be created upon conversion of residential units, except that except that increases in such limits may also be allowed upon the conversion of residential uses. approval of CDOT and if applicable NCDOT. The additional residential dwelling units may be added to any of the Development Areas where residential units are allowed, the additional non-residential uses may be added to Development Area

Workforce Housing Preservation within Development Area E. The Petitioner shall voluntarily provide a workforce housing program to ensure that some residential units are reasonably priced for persons earning less than area median income as follows: the Petitioner shall ensure that no fewer than 108 dwelling units within Development Areas E on the Site shall maintain, for a period of not less than 15 years, monthly rents that are income restricted for households earning 80% or less of the area median income as published annually by the Department of Housing & Urban Development for Mecklenburg County (AMI). The 15-year period will begin once the final certificate of occupancy is issued for the proposed work force

Prohibited Uses. The following uses are not allowed on the Site: gasoline service stations, convenience stores with gasoline sales, automobile repair garages and EDEE with accessory drive-through window service (for clarity it is understood all other EDEE uses are permitted

plans to provide or cause to be provided, on its own or in cooperation with other parties (e.g., other developments occurring in the area (including those associated with Rezoning Petition #2023-039 and Rezoning Petition #2023-023 are "Other Petitions"), as well as any public/private partnership investments/projects, etc.) certain transportation/pedestrian improvements set forther in Part A. of Attachment A to these Development Standards (the "Possible TIS") to benefit overall traffic patterns throughout the area, in accordance with the following implementation provisions (This Section 4 and Possible TIS Improvements may be amended to align with the final approved Transportation associated with this Rezoning and the Other Petitions, and any amendments, modifications and/or supplements to the same (the "TIS"). Reference is made to certain additional transportation improvements set for In Part B of achment A to these Development Standards that have been identified in connection with certain Providence Road corridor access management diligence/determinations (the "Providence Access Management Improvements") undertaken and going by the Petitioner and the Petitioners of Rezoning Petition #2023-039 and Rezoning Petition #2023-023 (collectively the "Petitioners") in coordination with CDOT and NCDOT. It is understood that the Possible TIS Improvements and the Providence Access Management Improvements are subject to further review and consideration by CDOT and NCDOT, as applicable, in connection with feasibility concerns, cost considerations, and assessment of overall benefit to the applicable ransportation network, and accordingly are subject to adjustment and/or elimination with the approval of CDOT and NCDOT, as applicable, and any such adjustments and/or eliminations may be implemented administratively. The resulting list transportation/pedestrian improvements designated from the Possible TIS Improvements and the Providence Access Management Improvements is referred to herein as the "<u>Transportation Improvements</u>".

Phase 1, 2 or 3 Development as described below and corresponding to the Transportation Improvements for Phase 1, 2 or 3 conditions set forth in subsection 4.II. below (subject to adjustments as may be allowed by CDOT and, if applicable NCDOT). It is understood that the Phasing and associated Development Levels are derived from the TIS which includes the combined traffic assessment for development associated with this Rezoning and the Other Petitions, and such Phasin and associated Development Levels may be adjusted, which shall automatically result in adjustments to the provisions set forth below

[NOTE: PHASING ASPECTS ARE UNDER FURTHER REVIEW AND DETERMINATION AS PART OF THE TIS PROCESS - TO BE FORTHCOMING]

Proposed Improvements.

The Possible TIS Improvements and the Providence Access Management Improvements that upon further review and consideration by and amongst the Petitioners, CDOT and NCDOT, as applicable, will result in the designated Transport III. Standards, Phasing and Other Provisions.

a. CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such Transportation Improvements within their respective road system authority. It is understood that such Transportation Improvements within their respective road system authority. It is understood that such Transportation Improvements within their respective road system authority. It is understood that such Transportation Improvements within their respective road system authority. It is understood that such Transportation Improvements within their respective road system authority. It is understood that such Transportation Improvements within their respective road system authority. It is understood that such Transportation Improvements within their respective road system authority. It is understood that such Transportation Improvements within their respective road system authority. It is understood that such Transportation Improvements within their respective road system authority. It is understood that such Transportation Improvements within their respective road system authority. It is understood that such Transportation Improvements within their respective road system authority. It is understood that such Transportation Improvements within their respective road system authority.

b. <u>Substantial Completion</u>. Reference to "substantial completion" for certain improvements as set forth in the provisions of this Section 4 shall mean completion of the Transportation Improvements in accordance with the standards set forth in this Section 4, provided, however, in the event certain non-essential roadway improvements (as reasonably determined by the CDOT and/or NCDOT) are not completed at the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site, then CDOT or NCDOT may 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. In the event that portions of the project are phased, the Petitioner shall only be required to complete as a condition of the first certificate of occupancy for a specified building associated with the applicable phase, the roadway, pedestrian and multi-modal improvements necessary as part of the applicable phase, as set forth in this Rezoning or as otherwise allowed by CDOT, each without the need for a rezoning nor site plan amendment to the Rezoning Plan.

c. Right-of-way Availability. IF APPLICABLE BUT ONLY TO THE EXTENT APPLICABLE, it is understood that some of the Transportation Improvements 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 the City of Charlotte, 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 even any of the Transportation Improvements 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 then the CDOT or NCDOT may 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 Transportation Improvement(s) 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 improvement. the applicable improver

In addition to the foregoing, in the event the right of way is not available for any reason after the good faith efforts of the Petitioner will work with the CDOT or NCDOT as applicable to either (i) identify alternative improvements to implement traffic mitigation in lieu of the Transportation Improvements impacted by the lack of right of way as described in subsection e. below; or (ii) contribute to CDOT or NCDOT as applicable, an amount equal to the estimated cost of the applicable Transportation Improvements in the general area of the Site in a manner reasonable agreeable to the Petitioner, the CDOT or NCDOT as applicable.

10. Signage:

11. Signage:

12. Signage:

13. Signage as allowed by the Ordinance; consequently, uses located on the interior of the Site may be identified on the allowed signs for the Petitioner, the CDOT or NCDOT as applicable.

d. Right-of-way Conveyance. IF APPLICABLE BUT ONLY TO THE EXTENT APPLICABLE, the Petitioner will dedicate via fee simple conveyance any additional right-of-way indicated on the Rezoning Plan as right-of-way to be dedicated, the additional right-of-way will be dedicated prior to the issuance of the first certificate of occupancy for a particular phase as described. Petitioner will provide a permanent sidewalk utility easement for any of the proposed sidewalks/multi-use

path located along the public streets located outside of the right-of-way where ROW dedication is not provided as development takes place on a phased basis. The permanent sidewalk utility easement will be located a minimum of two (2) feet behind the sidewalk where feasible.

Alternative Improvements. IF APPLICABLE BUT ONLY TO THE EXTENT APPLICABLE, changes to the above referenced Transportation Improvements can be approved through the Administrative Amendment process upon the

determination and mutual agreement of Petitioner, the CDOT, NCDOT 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 in the overall area of the Rezoning, nsportation Improvements may be substituted and/or payment in lieu for other improvements in the overall area of the rezoning may be implemented as described in this Section

5. Access, and Pedestrian Circulation

Access to the Site will be from Providence Road, Sardis Lane, International Drive, and from Landmark Drive. as generally depicted on the Rezoning Plan.

The Petitioner will construct an eight-foot (8') planting strip and a 12-foot multi-use path along the Site's frontage on Providence Rd. as generally depicted on the Rezoning Plan. The construction of the streetscape improvements may be phased in coordination with the construction of the Development Areas.

c. The Petitioner will provide an eight-foot (8') planting strip and a six-foot (6') sidewalk along the Site's frontage on Sardis Lane and International Drive.

d. The Petitioner will construct a public/private street network as generally depicted on the Rezoning Plan. The proposed internal network streets will be constructed to meet USDG standards in place as of filing of the Rezoning. The USDG standard proposed for each such network street has been noted on the Rezoning Plan. The internal streets may either be public or private streets built to street standards with public access easements. The internal street network may be phased in coordination with the construction of the Development Areas. The location of the proposed network required street and private streets within Development Area B may shift from what is illustrated. e. Proposed Sidewalks may meander to protect existing trees located in right-of-way

(f.) The number and location of access points to the internal public/private street and drives will be determined during the building permit process and thereafter additional or fewer driveways and/or additional streets may be installed or removed with approval from appropriate governmental authorities subject to applicable statutes, ordinances, and regulations.

(g.) The alignment of the internal vehicular circulation and driveways may be modified by the Petitioner to accommodate changes in traffic patterns, parking layouts and any adjustments reasonably required for approval by CDOT in accordance

(h.) The Petitioner will dedicate and convey to CDOT 55-feet of right-of-way as measured from the existing center line of Providence Rd. as generally depicted on the Rezoning Plan.

i. The Petitioner will dedicate and convey to CDOT 40-feet of right-of-way as measured from the existing center line of Sardis Ln. as generally depicted on the Rezoning Plan.

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 ivate 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

(k. As a result of the proposed re-alignment of Sardis Ln. a portion of existing Sardis Ln. may need to be abandoned. The Petitioner acknowledges that in order to abandon a portion of Sardis Ln. the Petitioner will need to complete and submit a right

f 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. (1. 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 lertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad South Mecklenburg area, by way of a private/public partnership effort or other public sector project support.

Architectural and Site Standards and Parking Location Restrictions:

a. Building Materials for Development Areas A and B. The principal buildings constructed on Development Areas A, and B may use a variety of building materials. The building materials used for buildings in connection with new development taking place (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, metal, cementitious siding (such as hardie-plank), EIFS or wood. Aluminum as a building material may only be used on windows, soffits and on handrails/railings. The proposed roofing materials will be architectural asphalt shingles, metals type roofing materials may also be used. Vinyl as a primary building material will not be allowed except on windows, balcony railings, on trim elements, and soffits. It is expressly understood that buildings existing currently as of the rezoning filing shall be excluded from requirements of this subsection including in connection with refurbishment of existing buildings.

b. Non-residential and Mixed-Use Design Standards - Development Areas B:

Building Siting, Building Articulation, Transparency, and Building Design Standards, within Developmen Area B shall focus on and enhance the pedestrian environment through the following:

Building Siting, Building Articulation, Transparency, and Building Design Standards, within Developmen (Area B Shall focus on and enhance the pedestrian environment through the following:

(i) Build-To Zone (BTZ (along streets) (public or private) with identified building edge(s)): 0 to 20 feet.

(ii) Minimum BTZ Build-To Percentage for each Structure along streets (public or private) with identified building edge(s) (%): 60%

(iii) Minimum Building Length as a Percentage of Lot Width along streets (public or private) with identified building edge(s) (measured at street setback line) (%) (50%) If building has frontage on two streets, then 50% on one street and 30% on the second. If building has frontage on more than two streets, then minimum building length only applies to two streets.

(iv) Minimum Ground Floor Height along streets (public or private) with identified building edge(s): 14-feet (finished floor elevation). At least 70% of the total ground floor of the building measured as percentage of the interior space, shall meet the minimum ground neight requirement

(v) Maximum Prominent Building Entry Spacing along streets (public or private) with identified building edge(s): 250-feet.

(vi) Maximum Building Lengthalong streets (public or private) with identified building edge(s): 600-feet.

(vi) Ground Floor Transparency with streets (public or private) with identified building edge(s): 800-feet.

(vii) Ground Floor Transparency along streets (public or private) with identified building edge(s) (% of wall area between 3-feet to 10-feet from grade) (50%)

Upper Floor Transparency along streets (public or private) with identified building edge(s)) % of wall area per story (15%)

Each building shall have one ground floor entrance along streets (public or private) with identified building edge(s). In the case of a building located on a corner lot with two street frontages, one prominent entrance located on the corner may

atisfy this requirement for both frontages, subject to the following: - A prominent corner entry shall include design features that reinforce intersections key locations for pedestrian activity. Two of the following shall be included: A chamfered or rounded corner design.

. Awnings, canopies, or other covered entry features.

. Special paving, landscape, or lighting feature Unique architectural detailing that emphasizes the corner entry A minimum of one ground floor entrance along streets (public or private) with identified building edge(s) facing façade shall include a pedestrian connection between the doors and the adjacent pedestrian facilities, where such facilities are present or are required by the Ordinance. (xi) Where a building contains multiple tenant spaces on the ground floor along streets (public or private) with identified building edge(s), each tenant space shall have a prominent entrance including a pedestrian connection between doors and adjacent pedestrian facilities, where such facilities are present or are required by the Ordinance.

Pedestrian-oriented ground floor designs are encouraged, including arcades, galleries, colonnades, outdoor dining area, and outdoor plazas. When integrated into the overall building design, such features are considered to meet any requ Multi-family residential buildings within Development Area B (not attached units within Development Area A nor other Development Areas) shall adhere to the following standards:

Building Siting, Building Articulation, Transparency, and Building Design Standards, within Development Area B shall focus on and enhance the pedestrian environment through the following:

(i) Build-To Zone (BTZ) (along streets) (public or private) with identified building edge(s)): 0 to 20 feet.

(ii) Minimum BTZ Build-To Percentage for each Structure along streets) public or private) with identified building edge(s) (%): 60%

(iii) Minimum Building Length as a Percentage of Lot Width along streets) public or private) with identified building edge(s) (measured at street setback line) (%) (50%) If building has frontage on two streets, then (50%) on one street and (30%) on the second. If building has frontage on more than two streets, then minimum building length only applies to two streets. (iv) Minimum Ground Floor Height along streets (public or private) with identified building edge(s): 10-feet (finished floor elevation). At leas 30% of the total ground floor of the building measured as percentage of

the interior space, shall meet the minimum ground heigh (v) Maximum Prominent Building Entry Spacing along streets (public or private) with identified building edge(s): 250-feet. (vi) Maximum Building Length along streets (public or private) with identified building edge(s): 600-feet.

(vii) Ground Floor Transparency along streets (public or private) with identified building edge(s) 6% of wall area between 3-feet to 10-feet from grade). 25%

streets (public or private) with identified building edge(s). % of wall area per story): (15%) Each building shall have one ground floor entrance along streets (public or private) with identified building edge(s). In the case of a building located on a corner lot with two street frontages, one prominent entrance located on the corner may tisfy this requirement for both frontages, subject to the following: A prominent corner entry shall include design features that reinforce intersections key locations for pedestrian activity. Two of the following shall be included:

Awnings, canopies, or other covered entry features. . Special paving, landscape, or lighting features

A chamfered or rounded corner design.

Unique architectural detailing that emphasizes the corner entry

A minimum of one ground floor entrance along streets (public or private) with identified building edge(s) facing façade shall include a pedestrian connection between the doors and the adjacent pedestrian facilities, where such facilities are esent or are required by the Ordinance Where a building contains multiple tenant spaces on the ground floor along streets (public or private) with identified building edge(s), each tenant space shall have a prominent entrance including a pedestrian connection between doors and diacent pedestrian facilities, where such facilities are present or are required by the Ordinance i) Pedestrian-oriented ground floor designs are encouraged, including arcades, galleries, colonnades, outdoor dining area, and outdoor plazas. When integrated into the overall building design, such features are considered to meet any required

d. Attached residential units within Development Area A and if constructed within Development Area A shall adhere to the following standards:

To provide privacy, all residential entrances within 10 feet of the sidewalk must be raised from the average sidewalk grade a minimum of 24 inches. i) Pitched roofs, if provided, shall be symmetrically sloped no less than 5:12, except that roofs for porches and attached sheds may be no less than 2:12, unless a flat roof architectural style is employed.

(iii) Townhome units along a network required stree shall present a front elevation to the network required street. (iv) The front elevation of each dwelling unit shall have windows or other architectural details that limit the maximum blank wall expanse to 10 feet on each level of the dwelling unit.

All corner/end units that face a public or private network street shall have an architectural element that wraps a portion of the front and side of the unit or provide blank wall provisions that limit the maximum blank wall expanse to 20 feet on all building levels or supplemental landscaping to buffer the unit. (vi) Townhouse buildings fronting public or private network required streets shall be limited to six (6) individual units or fewer.

a. Along Site's frontage on Providence Road within Development Area A and Development Area B 22-foot setback as measured from the future back of curb will be provided as generally depicted on the Rezoning Plan, along the. This proposed setback will not apply to existing buildings and parking areas located within the Site that are not removed. hin Development Area A and B, the setback along the new portions Sardis Ln (ingress/egress) will be 16 feet as measured from the future back of curb as generally depicted on the Rezoning Plan The Setback along existing Sardis Ln. within elopment Area B will be 16.0 feet as measured from the ruture back of curb.

c. The setback along Sardis Ln. within Development Area E will be 100-feet as measured from the future right-of-way as generally depicted on the Rezoning Plan. d. The proposed setback along Landmark Dr. will be 16-feet as measured from the existing back of curb as generally depicted on the Rezoning Plan. This proposed setback will not apply to existing building and parking areas located within the Site.

e. The proposed setback along International Dr. will be 16-feet s measured from the back of curb as generally depicted on the Rezoning Plan. f. The proposed setback along the new network required streets will be 16-feet is measured from the back of curb as generally depicted on the Rezoning Plan.

g. The proposed setback along the new internal private streets will be 16-feet as measured from the back of curb as generally depicted on the Rezoning Plan. f parking and maneuvering areas for parking are located between the proposed buildings and a public or private street a nine (9) foot landscape strip will be provided between the back of sidewalk and the edge of the parking area. The nine (9) foot area will be landscaped with a variety of landscape materials.

If a loading dock/service area is located between a proposed building and a public or private street the loading dock/service area will be screened by an eight (8) foot decorative masonry screen wall. If Development Area A is developed with attached dwelling units a 40-foot side/rear yard will be provided along the eastern and northern property boundary of Development Area A. Within the 40-foot side/rear yard a 30-foot landscape open space area will be provided between the units in Development Area A and the existing adjacent single-family homes. This landscape open space area will be a minimum of 30 feet wide and will be planted to meet Class C Buffer standards as

(k.) If Development Area A is developed with outdoor recreational uses associated with a school, institutional or civic use, then a 40-foot wide side/rear yard will be provided along the eastern and northern property boundary. The active area of any new sports field/court will not be allowed within the 40-foot side/rear yard, within the 40-foot yard a 30-foot-wide landscape area planted to meet Class C Buffer standards will be provided. If the existing tennis courts are kept and utilized as part of the outdoor recreational use a buffer will not be required between the existing tennis courts and the adjoining residential uses.

1) Within Development Area Da 100-foot-wide landscaped open space area will be provided along the northern and along the eastern property boundary, except for the portion of eastern boundary which will be improved with a greenway access rail to provide a connection to McAlpine Greenway as generally depicted on the Rezoning Plan. In the area where the greenway access trail will be constructed a 70-foot landscape open space area will be provided along the eastern property line and a 30-foot landscape share-use path zone will be provided to connect McAlpine Creek Greenway into the Site as generally depicted on the Rezoning Plan.

generally depicted on the Rezoning Plan.

a. The location, size, and type of storm water management systems depicted on the Rezoning Plan are subject to review and approval as part of the full development plan submittal and are not implicitly approved from and engineering perspective with this rezoning. Adjustments may be necessary to accommodate actual storm water treatment requirements and natural site discharge points

b. Development within any SWIM/PCSO Buffer shall be coordinated with and subject to approval by Charlotte-Mecklenburg Storm Water Services and mitigated if required by City ordinance. Petitioner acknowledges intermittent/perennial stream delineation reports are subject to review and approval upon submission of development plans for permitting and are not approved with rezoning decisions.

parcel #'s 187-351-02 03 04 07 and 09 the "Adjoining Parcels") receiving storm water discharge, the Petitioner shall complete a downstream at ysis f the existing storm water conveyance the floodplain. If the existing storm water conveyance on the Adjoining Parcels & Tolmot to be out of standard, the Petitioner shall make a good faith storm with metadjoining property owner(s) to improve the storm water discharge onto the adjoining parcels (If the Petitioners good faith efforts with the adjoining property owner(s) fail the Petitioner may at its discretion choose to further mitigate the storm water discharge from the Site. d. The Site will comply with the requirements of the City of Charlotte Tree Ordinance and the City Post Construction Stormwater Ordinance.

Open Space: Open space areas shall be available on the Site with portions of such open space areas available for active uses as determined during the rezoning process.

a. Within Development Area B several amenitized open space areas will be provided. A minimum of 5,000 square feet of amenitized open space will be provided within Development Area B. b. Within Development Area C an amenitized open space area will be provided. A minimum of 2,500 square feet of amenitized open space will be provided. The amenitized open space area will be provided when a new building is constructed

within Development Area C . Within Development Area A, if developed with residential units, and Development Area E an amenity area(s) will be provided within each of these Development Areas. Within Development Area A minimum of 2,500 square feet of improved open space will be provided, and within Development Area E a minimum of 5,000 square feet of improvement open space will be provided. The improved open space areas will be located at a location that is convenient to the future residents of each Development Area. The proposed open space areas will be improved with at least three of the following elements: walking paths, landscaping, seating areas, and structures appropriate to the proposed open space area.

a. All new lighting shall be decorative, capped, or downwardly directed.

b. Detached lighting on the Site, except streetlights located along public streets, lighting for outdoor recreational uses, and existing lighting in Development Area C and D, will be limited to 25 feet in height

c. The following lighting standards will apply to lighting associated with new outdoor reactional uses located on Development Area A

i. All lighting shall be of full cut-off or semi cut-off lighting design.

ii. Outdoor recreational uses are permitted a total lighting height of 65 feet.

iii. All lighting shall be directed onto the uses. iv. The recreational use lighting shall be extinguished one hour following the end of a scheduled event or the close of the use to the public, whichever is applicable. v. Lighting outside the recreational use, such as for parking areas, shall be limited to a maximum height of 25 feet and is not limited to the timeframe limitation described above.

a. The Petitioner will provide a 30-foot landscaped shared-use path zone with an access easement to Mecklenburg County as part of the proposed 100-foot landscaped open space area located within the southeast corner of Development Area E as generally depicted on the Rezoning Plan. The 30-foot landscaped shared-use path zone will be improved with a 12-foot shared use path (the "SUP"), which SUP shall be built in accordance with Mecklenburg County design standards. The 12-foot SUP will be connected to the Site's internal sidewalk network, so that each Development Area will have access to the SUP which will also be connected to McAlpine Creek Greenway, and the Public Park (as defined in subsection b., below). The 12-foot SUP will be constructed prior to the issuance of a certificate of occupancy for any new development occurring within Development Area E. Upon completion of construction, the Petitioner will dedicate and convey to Macklenburg County (i) an easement over the 30 foot landscape SUP zone to allow public connectivity to the Public Park and McAlpine Creek Greenway, and (ii) a non-exclusive access easement from a public right of way, over and across denburg County (i) an easement over the 30-foot landscape SUP zone to allow public connectivity to the Public Park and McAlpine Creek Greenway, and (ii) a non-exclusive access easement from a public right-of-way, over and across adways located on the Site, to provide Mecklenburg County with vehicular access to the 30-foot landscape SUP zone for the purposes of maintenance and repair thereof.

Rezoning Plan (the "Public Park"), together with a non-exclusive access easement from a public right-of-way, over and across roadways located on the Site, to provide Mecklenburg County with vehicular access Public Park the purposes of the control of the County with vehicular access Public Park the purposes of the County with vehicular access Public Park the purposes of the County with vehicular access Public Park the purposes of the County with vehicular access Public Park the purposes of the County with vehicular access Public Park the purposes of the County with vehicular access Public Park the purposes of the County with vehicular access Public Park the purposes of the County with vehicular access Public Park the purposes of the County with vehicular access Public Park the purposes of the County with vehicular access Public Park the purposes of the County with vehicular access Public Park the purposes of the County with vehicular access Public Park the Publ construction, maintenance and repair thereof. The area for the Public Park and the accompanying vehicular access easements will be dedicated and conveyed to Mecklenburg County prior to the issuance of a certificate of occupancy for any never the construction, maintenance and repair thereof. development occurring within Development Area E. The Petitioner will provide connections from the Public Park to the proposed SUP, the existing pedestrian trail located on the adjoining Reserve apartments (tax parcel # 187-351-04), if permission to make this connection from the adjoining property owner is granted to the Petitioner, each as generally depicted on the Rezoning Plan.

The Petitioner will dedicate and convey to Mecklenburg County for the development by Mecklenburg County as a public park approximately [2.5] acres within Development Area E adjacent to McAlpine Creek as is generally depicted on the

The Petitioner will work with Mecklenburg County Park and Recreation (MCPR) to design and construct a bridge over McAlpine Creek that will connect the Site via the proposed SUP to the existing McAlpine Creek Greenway, which bridge shall be built in accordance with Mecklenburg County design standards. The design and funding of the bridge to be coordinated between the Petitioner, the petitioner for Rezoning Petition #2023-039, the petitioner for Rezoning Petition #2023-023 and MCPR, and the Petitioner agrees to materially contribute to the cost of such design and construction prior to the issuance of a certificate of occupancy for any new development within Development Area E. The location of the proposed bridge to the McAlpine Creek Greenway and the oversight process for construction thereof to be determined during the land development approval process for the Development Area E.

13. Charlotte Area Transit System:

a. The Petitioner will work with CATS to maintain the existing bus stops located along Providence Rd. If any of the existing bus stops conflict with the proposed development the Petitioner will coordinate new location with CATS during the Land Development plan review process.

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 Chapter 6 of the Ordinance

15. 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 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

> REZONING RZP-2023-038

223 NORTH GRAHAM STREE

704.333.0325

WWW.LANDDESIGN.COM

LEVINE PROPERTIES

LEVINE PROVIDENCE AND SARDIS LANE

REZONING

LEVINE PROPERTIES

NOT FOR

5821 BRITTANY CT 11 **CHARLOTTE NC 28270**

REVISION / ISSUANCE DESCRIPTION REZONING SUBMITTAL 01.31.2023 REZONING 3RD SUBMITTAL **REZONING 4TH** 03.11.2024 SUBMITTAL

> DESIGNED BY: LDI DRAWN BY: LDI CHECKED BY: LDI

VFRT: N/A HORZ: AS NOTED

DEVELOPMENT STANDARD

ORIGINAL SHEET SIZE: 30" X 42

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ATTACHMENT A
                                                                                                                                                        • One ingress lane and one egress lane (a combined westbound left-thru-right turn lane) on proposed Access "F".
                                                                                                                                                        • Construct a northbound left turn lane with 100 feet of storage.
  TO DEVELOPMENT STANDARDS FOR REZ. PET. #2023-038 - PRELIMNARY LIST OF POSSIBLE TIS IMPROVEMENTS AND

    Construct a southbound left turn lane with 100 feet of storage.

 PROVIDENCE ACCESS MANAGEMENT IMPROVEMENTS
                                                                                                                                                       21. Providence Road & Access "G" (Unsignalized)
 A.PART A: POSSIBLE TIS IMPROVEMENTS
                                                                                                                                                           Implement the following right-in/right-out access configuration:
 NOTE: THE FOLLOWING LIST OF POSSIBLE TIS IMPROVEMENTS IS UNDER FURTHER REVIEW AND CONSIDERATION BY
AND AMONGST THE PETITIONERS, CDOT, AND NCDOT
                                                                                                                                                         • One ingress lane and one egress lane (a terminating eastbound right turn lane) on proposed Access "G".
 NOTE: THE PHASING/TIMING FOR INSTALLATION IS UNDER FURTHER REVIEW AND CONSIDERATION BY AND
                                                                                                                                                       • Construct a southbound right turn lane with 100 feet of storage.
  AMONGST THE PETITIONERS, CDOT AND NCDOT.
       Providence Road & Sharon Lane/S Sharon Amity Road (Signalized) **
                                                                                                                                                       22. Providence Road & Access "H" (Unsignalized)
   • Construct a southbound right turn lane with 150 feet of storage.
                                                                                                                                                            Implement the following right-in/right-out access configuration:

    Implement southbound right turn overlap phasing.

    Install APS pushbuttons and upgrade any ramps that are out of PROWAG/ADA compliance.

                                                                                                                                                        • One ingress lane and one egress lane (a terminating eastbound right turn lane) on proposed Access "H".
   • Construct a northbound right turn lane with 100 feet of storage.
                                                                                                                                                        • Construct a southbound right turn lane with 100 feet of storage.
       The improvements associated with this intersection are under further review and consideration by Petitioners, CDOT and NCDOT in connection
                                                                                                                                                             Sardis Lane Ingress & Access "I" (Unsignalized)
  with feasibility concerns and assessment of overall benefit to the applicable area transportation network.
                                                                                                                                                            Implement the following right-in only and left-in/left-out access configuration:
       Providence Road & Fairview Road/Sardis Road (Signalized) **
                                                                                                                                                         • Construct an eastbound thru-left turn lane, a thru-lane, and a right turn lane with 50 feet of storage on Sardis Lane Ingress
   • Install APS pushbuttons and upgrade any ramps that are out of PROWAG/ADA compliance.

    Construct a terminating southbound left turn lane on Access "I"

       The improvements associated with this intersection are under further review and consideration by Petitioners, CDOT and NCDOT in connection
                                                                                                                                                            Sardis Lane Ingress & Access "J" (Unsignalized)
 with feasibility concerns and assessment of overall benefit to the applicable area transportation network.
                                                                                                                                                            Implement the following right-in/right-out and left-in/left-out access configuration:
                                                                                                                                                        • Construct a westbound thru-left turn lane and a thru-right turn lane on Sardis Lane Egress
       Sardis Road & Rama Road (Signalized) **
                                                                                                                                                       • Construct a terminating southbound right-turn lane on Access "J"
                                                                                                                                                       • Construct a terminating northbound left-turn lane on Access "J"
    • Construct an additional westbound left turn lane on Rama Road with 200 feet of storage.
       The improvements associated with this intersection are under further review and consideration by Petitioners, and CDOT in connection with
  feasibility concerns and assessment of overall benefit to the applicable area transportation network.
                                                                                                                                                       25. Old Providence Road & Access "K" (Unsignalized)
       Sardis Road & Boyce Road (Signalized)
                                                                                                                                                            Implement the following full movement access configuration:
    • No suggested improvements are deemed necessary for any of the development phases.
                                                                                                                                                        • One ingress lane and one egress lane (a combined westbound left-right turn lane) on proposed Access "K".
                                                                                                                                                        • Construct a southbound left turn lane with 100 feet of storage.
       Sardis Road & Sardis Lane/Charlotte Christian School Driveway (Signalized) **
                                                                                                                                                       B. PART B: PROVIDENCE ACCESS MANAGEMENT IMPROVEMENTS
                                                                                                                                                       NOTE: THE FOLLOWING LIST OF PROVIDENCE ACCESS MANAGEMENT IMPROVEMENTS IS UNDER FURTHER REVIEW
                                                                                                                                                       AND CONSIDERATION BY THE PETITIONERS, CDOT, AND NCDOT
    • Construct a southbound right turn lane with 100 feet storage.
   • Install APS pushbuttons and upgrade any ramps that are out of PROWAG/ADA compliance.
                                                                                                                                                       The following intersections along with those identified by under the Possible TIS Transportation Improvements are considered Providence
                                                                                                                                                       Access Management Improvements.
      The improvements associated with this intersection are under further review and consideration by Petitioners, and CDOT in connection with
                                                                                                                                                       The Phasing Timing, feasibility concerns and assessment of overall roadway network benefits of such improvements is under review by the
  feasibility concerns and assessment of overall benefit to the applicable area transportation network.
                                                                                                                                                       Petitioners, CDOT, and NCDOT.
       Sardis Road & Sardis Road N (Signalized)
    • Install APS pushbuttons and upgrade any ramps that are out of PROWAG/ADA compliance.
                                                                                                                                                       26. Providence Road & Pine Tree Drive
       Providence Road & Rea Road/Alexander Road (Signalized) **
                                                                                                                                                           Construct a median to restrict Pine Tree Drive to right-in/right-out/left-in
        PHASING TIMING UNDER REVIEW]
                                                                                                                                                            Providence Road & Old Farm Road
                                                                                                                                                           Construct a median to restrict Old Farm Road to right-in/right-out
    • Construct an additional southbound right turn lane with 175 feet of storage and channelize both turn lanes.
                                                                                                                                                            Providence Road & Brockton Lane
    • Construct an additional westbound right turn lane with 300 feet of storage and channelize both turn lanes.
                                                                                                                                                           Construct a median to restrict Brockton Lane to right-in/right out
   • Install APS pushbuttons and upgrade any ramps that are out of PROWAG/ADA compliance.
                                                                                                                                                      4. Providence Road & Heatherwood Apartments
                                                                                                                                                            Construct a median to restrict Heatherwood Apartment to right-in/right-out/left-in
       The improvements associated with this intersection are under further review and consideration by Petitioners, CDOT and NCDOT in connection
                                                                                                                                                             Providence Road & Summertree Lane
  with feasibility concerns and assessment of overall benefit
                                                                                                                                                           Convert to directional cross-over
 to the applicable area transportation network
                                                                                                                                                       6. Providence Road & Outerbridge Lane
                                                                                                                                                           Construct a median to restrict Outerbridge Lane to right-in/right-out
      Old Providence Road & Rea Road (Signalized)
                                                                                                                                                      7. Providence Road & Lynbridge Drive
   • No suggested improvements are deemed necessary for any of the development phases.
                                                                                                                                                           Convert to directional cross-over
       Old Providence Road & Sharon View Road (Signalized) **
   • Install APS pushbuttons and upgrade any ramps that are out of PROWAG/ADA compliance.

    Implement southbound right turn overlap.

      The improvements associated with this intersection are under further review and consideration by Petitioners, CDOT and NCDOT in connection
  with feasibility concerns and assessment of overall benefit to the applicable area transportation network.
       Carmel Road & Sharon View Road (Signalized) **
   • Construct an eastbound right turn lane with 100 feet of storage.
   • Install APS pushbuttons and upgrade any ramps that are out of PROWAG/ADA compliance.
  • Construct a southbound right turn lane with 100 feet of storage.
      The improvements associated with this intersection are under further review and consideration by Petitioners, CDOT and NCDOT in connection
  with feasibility concerns and assessment of overall benefit to the applicable area transportation network.
       Providence Road & Shalom Park (Signalized) **
    • Install APS pushbuttons and upgrade any ramps that are out of PROWAG/ADA compliance.
  • Construct a northbound right turn lane with 100 feet of storage.
       The improvements associated with this intersection are under further review and consideration by Petitioners, CDOT and NCDOT in connection
  with feasibility concerns and assessment of overall benefit to the applicable area transportation network.
       Providence Road & Lansdowne Road (Unsignalized) ***

    Convert the intersection to an unsignalized crossover.

  *** The improvements associated with this intersection also support overall Providence Road Corridor Access Management.
      Providence Road & Folger Drive (Proposed Signal) ***
  • Construct a northbound left turn lane with 100 feet of storage within the existing median.
   *** The improvements associated with this intersection also support overall Providence Road Corridor Access Management.
       Providence Road & Turnbridge Road/Access "A" (Unsignalized) ***
     Implement the following right-in/right-out/left-in access configuration:
   • One ingress lane and one egress lane (a terminating westbound right turn lane) on proposed Access "A".

    Construct a southbound left turn lane with 100 feet of storage.

    Construct a terminating northbound right turn lane.

  *** The improvements associated with this intersection also support overall Providence Road Corridor Access Management.
      Providence Road & Sardis Lane (Unsignalized) ***
      Implement the following egress only roadway configuration:
    • Convert Sardis Lane from a two-way to a one-way (westbound) roadway from the fire station driveway to Providence Road with the following
      O Three egress lanes (a terminating westbound left turn lane, a terminating westbound right turn lane, and a separate westbound right turn lane
         with 150 feet of storage)
       Install a traffic signal
       Construct an additional northbound thru lane that terminates as a right turn lane at Turnbridge Road
  *** The improvements associated with this intersection also support overall Providence Road Corridor Access Management.
   6. <u>Providence Road & Old Providence Road/Sardis Lane Ingress (Signalized)</u> ***
       Implement the following ingress only roadway configuration:
    • Construct a new one-way (eastbound) roadway that connects/extends Old Providence Road to Sardis Lane with two lanes from Providence Road to
    • Construct dual southbound left turn lanes with 250 feet of storage.
   • Convert the existing eastbound left-right turn lane to a combined thru left turn lane
   • Construct an eastbound right turn lane with 100 feet of storage
   • Construct a northbound right turn lane with 100 feet of storage

    Construct an additional northbound thru lane

  • Coordination is necessary during permitting to determine if "Do Not Block Intersection" signage is needed for the intersection.
  *** The improvements associated with this intersection also support overall Providence Road Corridor Access Management.
      Providence Road & International Drive (Signalized) ***
   • Construct an additional northbound thru lane that terminates as a right turn lane at Turnbridge Road.
    Evaluate the existing northbound U-turn bulb to ensure it can accommodate an SU-30. Modifications may be necessary (to be coordinated during
  permitting).
  *** The improvements associated with this intersection also support overall Providence Road Corridor Access Management.
       Sardis Lane & Landmark Drive/Access "D" (Signalized)
     Implement the following full movement access configuration:
    • One ingress lane and two egress lanes (a terminating northbound left turn lane and a separate right turn lane with 100 feet of storage) on proposed
   • Construct a westbound left turn lane with 300 feet of storage.

    Install a traffic signal.

      Old Providence Road & Audrey Place/Access "E" (Unsignalized)
       Implement the following access configuration:
    • One ingress lane and one egress lane (a combined westbound left-thru-right turn lane) on proposed Access "E".
   • Construct a northbound left turn lane with 100 feet of storage.
    • Construct a southbound left turn lane with 100 feet of storage.
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PETITION NO RZP-2023-03

EAL

NOT FOR
ONSTRUCTION

LEVINE
PROVIDENCE AND
SARDIS LANE
REZONING

LEVINE PROPERTIES
5821 BRITTANY CT 11

CHARLOTTE NC 28270

NO. DESCRIPTION DATE

1 REZONING SUBMITTAL 01.31.2023

2 REZONING 2ND SUBMITTAL 11.14.2023

3 REZONING 3RD SUBMITTAL 02.12.2024

A REZONING 4TH SUBMITTAL 03.11.2024

DESIGNED BY: LDI
DRAWN BY: LDI
CHECKED BY: LDI

VERT: N/A

VERT: N/A HORZ: AS NOTED

ORIGINAL SHEET SIZE: 30" X 42"

DEVELOPMENT STANDARD NOTES

73-01

3/11/2024 4:58 PM JESSICA AUER P:\CLT_2022\1022363\CAD\DOCUMENTATION\ENTITLEMENTS\1022363_RZN_NOTE.DWG

Old Providence Road & Old Providence Lane/Access "F" (Unsignalized)

Implement the following access configuration: