

TAX PARCEL
231-201-48

SITE DATA

AREA: 56.29 AC
EXISTING ZONING: R-15
PROPOSED ZONING: B-1 SCD
PROPOSED RETAIL SQUARE FOOTAGE: 100,000 SF
PROPOSED OFFICE SQUARE FOOTAGE: 300,000 SF
PROPOSED 250 ROOM HOTEL

DEVELOPMENT CONDITIONS

- The Conditional Site Plan shall consist of the Technical Data Sheet and the Illustrative Plan. The Technical Data Sheet shall contain development notes and conditions governing the development rights of this proposed plan regarding such things as the total amount of building square footage, points of access, proposed buffer areas, the buffer treatment, setbacks and yards, screening, signage, etc. The Illustrative Plan is a part of the overall Conditional Site Plan and is schematic in nature. It depicts a general development scenario intended to illustrate general relationships, design themes, development conditions, etc. Alterations and variations are permitted based upon final design program, and site constraints; except however that no increase in the maximum building square footage shall be allowed nor any decrease in the proposed buffers or setbacks/yards as stipulated by the Technical Data Sheet.
- The proposed development shall consist of not more than 100,000 square feet of Retail, not more than 300,000 square feet of Office and a 250 room Hotel. All uses permitted in the B-1 SCD district shall be allowed, including service stations, fast food restaurants and gas stations.
- The overall development shall comply with all Mecklenburg County regulatory ordinances and requirements dealing with off-street parking, screening, signage and soil erosion.
- The total number of ingress/egress points to Providence Road and Providence Road West shall be limited to the number shown on the Technical Data Sheet. The exact locations may vary somewhat from that depicted based upon final design and locational requirements as regulated by Mecklenburg County and/or N.C.D.O.T.
- The petitioner agrees to dedicate additional road right-of-way along Providence Road and Providence Road West as shown on the Technical Data Sheet. The right-of-way shall be dedicated prior to the issuance of any building permit associated with the overall development. Further the petitioner, in cooperation with the property owner of Tax Parcel 231-201-48 and a portion of 231-122-01 (Marsh Property) agrees to install the intersection improvements as follows: a Providence Road West eastbound right turn lane, a McKee Road westbound right turn lane, and a McKee Road westbound left turn lane (unless provided by N.C.D.O.T.), see diagram. These improvements shall be undertaken when any development is proposed for the area included in this petition or within the aforementioned tax parcel. These improvements shall be completed prior to the issuance of any Certificate of Occupancy associated with either this property or the Marsh property.
- Existing Setbacks from Providence Road and Providence Road West shall be a minimum of 100 feet. The setbacks shall be measured from the new right-of-way as shown on the Technical Data Sheet. Within the 100' building setback the 50' closest to Providence Road and Providence Road West shall be a landscaped area which may be any combination of new or existing foliage designed to create a pleasant streetscape appearance. The next 50' may be utilized for parking and/or circulation patterns. To insure the intent of the landscaping, the development shall utilize as a minimum the requirements of the City of Charlotte Tree Ordinance.
- This site is adjacent to the proposed N.C.D.O.T. Outer Belt right-of-way. The plan recognizes this area and reserves it from any building or parking area.
- Office development shall consist of a mix of Corporate Office (3-6 stories) transitioning to smaller scale low rise office (1-3 stories) west towards the Jansenville AME Zion Church. 3 to 6 story office shall be allowed in an area with a depth of 600' adjacent to the outer belt. See plan.
- All parking lots will have landscaping and planter areas designed to prevent the missing of large paved surfaces. To insure the intent of the landscaping, the development shall utilize as a minimum the requirements of the City of Charlotte Tree Ordinance.

TECHNICAL DATA SHEET

**PETITION #91-29 (C)
REZONING PETITION
FOR PUBLIC HEARING
CATO PROPERTY
AT PROVIDENCE ROAD
MECKLENBURG COUNTY, NC**

Frank Rogers
DATE: MAY 1, 1991
PROJECT NO: 89197
REVISIONS: 6-12-91 REV. PER PLANNING
COMMISSION COMMENTS
7-9-91 NOTES SECTIONS
MODIFIED

Land Design
Landscape Architecture Land Planning
Urban Design Civil Engineering

91-029(C)
SHEET NO. 1
OF 2

- The Petitioner will have the right to construct development which generates up to 60% of the total traffic volumes as outlined in the Heinrich & Klein Associates, Inc. Traffic Impact Analysis of the Cato/Marsh Properties dated May 19, 1991. The 60% total traffic volume shall be interpreted to relate to the combination of any land use on site. The Petitioner in cooperation with property owner of Tax Parcel 231-201-48 and a portion of 231-122-01 shall provide temporary traffic control signalization at the intersection of Providence Road (NC 16)/Access Drives only if criteria as contained in the Manual on Uniform Traffic Control Devices is met. (Subject to review and approval by NCDOT.)
- After construction of the development which generates 60% of the total traffic volumes the petitioner and the County Engineering Department will agree to examine monitor data generated by the county for the morning and afternoon peak hour traffic flows along the adjacent roadway. Should the "background" traffic growth projected in the Heinrich & Klein Associates, Inc. Traffic Impact Analysis Report not meet the expectations of the study as defined by the morning and afternoon two-directional traffic flow occurring along Providence Road (NC 16) north and south of its intersection with Providence Road West/McKee Road and east and west of the intersection along Providence Road West and McKee Road, the petitioner may proceed with an administrative site plan amendment. The amendment would identify the two-directional traffic flow volume measured on the existing roadway during that year compared to the two-directional traffic volume flow as projected in the Heinrich & Klein Associates, Inc. Traffic Impact Analysis Report. If the "background" traffic growth rate as contained in the study are not met, the petitioner may, through the site plan amendment process, be allowed to continue construction and occupancy of additional square footage of the project as translated to the traffic volume generated by the additional development. Example: The 1990 morning and afternoon peak hour traffic flow volume along Providence Road West is 1368 vehicles. During 1995, County staff measures the two directional morning and afternoon peak hour traffic flow volumes along Providence Road West as 1600 vehicles. The actual growth rate including "background" and project traffic is 3% per year. The traffic report estimated that total traffic growth rate including "background" and project traffic as 8% per year or a total of 2018 vehicles. The 5% or 41% volume difference should be divided equally between future area "background" growth and continued project generated traffic volume. The traffic volume of 209 vehicles would translate to the equivalent of occupied square feet of floor space generated by the project. Prior to the issuance of building permits, County Engineering or Charlotte Department of Transportation (which ever applies) shall review to confirm compliance with the conditions of this note. The owner will be responsible for supplying the total occupied square footage.
- Development of property after construction of the Charlotte Outer Loop Interchange with Providence Road (NC 16) shall be as follows:
 - Modifies access driveway along Providence Road (NC 16) to prohibit eastbound left turn/westbound left turn movements.
 - Remove temporary traffic control signal from access driveway location. Should the traffic control signal have been warranted and installed, the petitioner shall provide for the removal of the traffic control signal and modification of the driveway and Providence Road (NC 16) median to permit northbound/southbound left turn movements only, as required.
- Signage shall be restricted to "monument" type signs (those which are designed to sit on a pedestal base). The height of the sign, including pedestal base, shall not exceed 6', except that project identification signage for the commercial component of this site shall not exceed 14' in height. All signs shall be fixed and shall not flash or rotate. In all events the signage shall comply with the standards of the sign ordinance.
- It shall be the development intent to save as many significant trees as possible throughout the area permitted for building, parking and circulation areas.
- All buildings designed shall employ a traditional architectural design (ie: such things as pitched roof, gables, columns, eave/dowings, etc.) a compatibility of visual aesthetics and architectural design shall be achieved through the use of one or a combination of color, material, texture, architectural details, roof lines, building mass, scale and similar criteria. The petitioner reserves the right to use variant color, material, texture, architectural details, roof lines, building mass and scale as long as compatibility in aesthetics and design is achieved.
- The development shall include the construction of a pedestrian walkway system, both internal and along Providence Road West and along Providence Road beginning at the southern entrance point and continuing north along the entire length of the site. Specific location of the sidewalk will be determined at final design. The sidewalk may be within or across the 50' landscape area or the public right-of-way at the petitioner's option. The purpose of this system shall be to permit pedestrians to walk between the various land uses here as well as adjoining properties in a safe and pleasant atmosphere. The intent of the system is illustrated on the Illustrative Plan.
- In the event that the City of Charlotte annexes the site prior to development, the subsequent development shall employ the various standards and requirements for land development as required by the City of Charlotte.

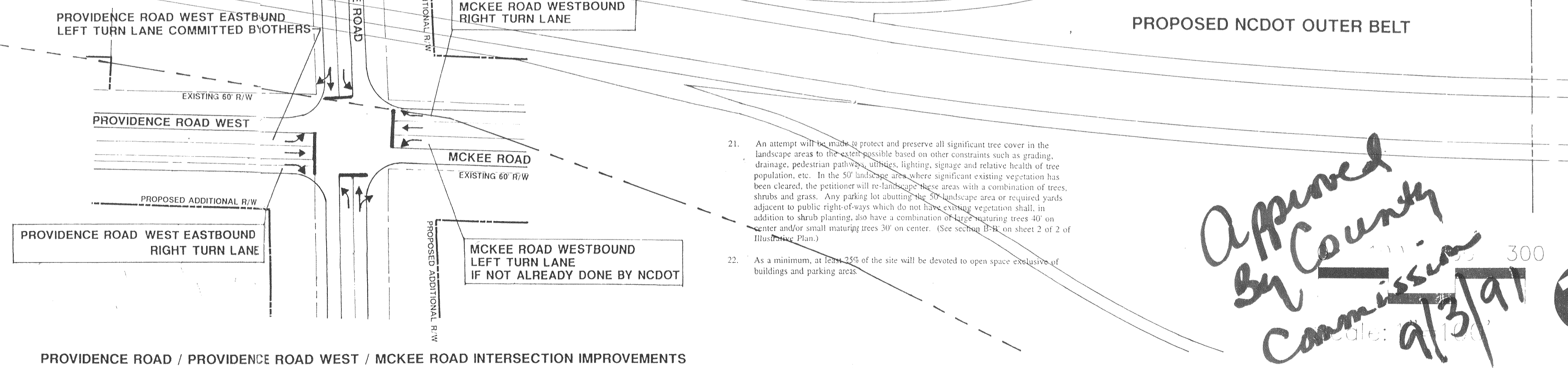
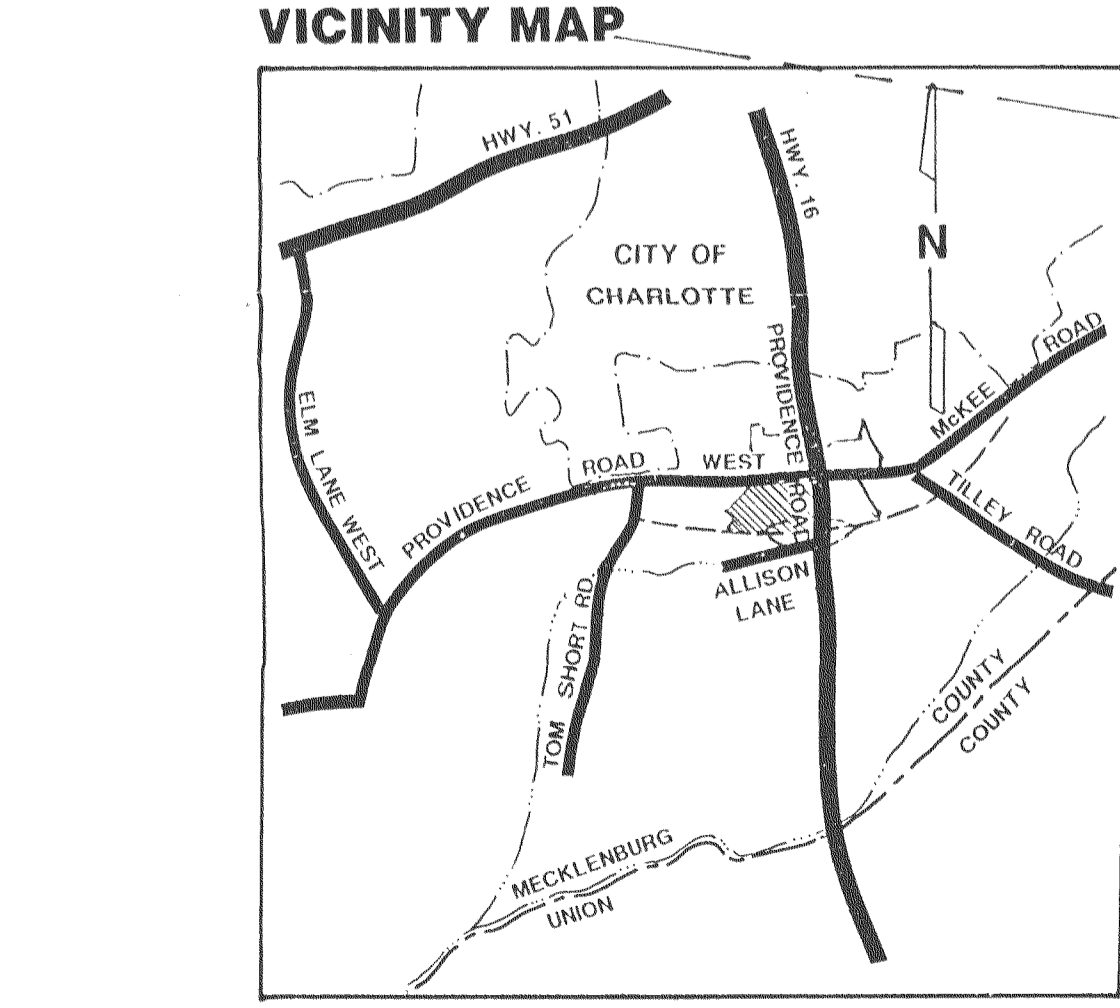
CATO PROPERTY EQUIVALENCE TABLE
Morning & Afternoon Peak Hour Traffic
Two-Directional Volumes
Total Trips @ 60% = 1271

Land Use	Total Volume AM/PM	Size	Total Volume AM/PM
100,000sq.ft. Retail	814	+ ≤118,000sq.ft. Office	457
80,000sq.ft. Retail	708	+ ≤150,000sq.ft. Office	559
60,000sq.ft. Retail	607	+ ≤183,000sq.ft. Office	662
40,000sq.ft. Retail	488	+ ≤220,000sq.ft. Office	773
20,000sq.ft. Retail	337	+ ≤275,000sq.ft. Office	933

CATO PROPERTY EQUIVALENCE TABLE
Morning & Afternoon Peak Hour Traffic
Two-Directional Volumes
Total Trips @ 60% = 1271

Land Use	Total Volume AM/PM	Land Use	Total Volume AM/PM	Land Use	Total Volume AM/PM
250 RM Hotel	300	+ 100,000sq.ft. Retail	814	+ ≤30,000sq.ft. Office	157
250 RM Hotel	300	+ 80,000sq.ft. Retail	708	+ ≤60,000sq.ft. Office	258
250 RM Hotel	300	+ 60,000sq.ft. Retail	607	+ ≤90,000sq.ft. Office	363
250 RM Hotel	300	+ 40,000sq.ft. Retail	488	+ ≤125,000sq.ft. Office	480
250 RM Hotel	300	+ 20,000sq.ft. Retail	337	+ ≤174,000sq.ft. Office	634

- Development of the property before construction of the Charlotte Outer Loop Interchange with Providence Road (NC 16) and after completion of the four lane widening of Providence Road (NC 16) from Olde Providence Road south to the Mecklenburg County line shall be as follows:
 - Petitioner may construct and occupy remaining square footage of the project.
 - Petitioner shall retain full turning movement lanes along the Providence Road (NC 16) access driveway.
 - Petitioner shall retain temporary traffic control signal installation at the Providence Road (NC 16) access driveway (if originally warranted).
- In cooperation with the property owner of Tax Parcel 231-201-48 and a portion of 231-122-01 petitioner agrees to widen from two lanes to four lanes McKee Road from its intersection with Providence Road (NC 16) east to the first access driveway as defined on the Technical Data Sheet. (If not previously constructed by the petitioner).



PROVIDENCE ROAD / PROVIDENCE ROAD WEST / MCKEE ROAD INTERSECTION IMPROVEMENTS
NOT TO SCALE

CONFERENCE BLUEPRINT 3/1991