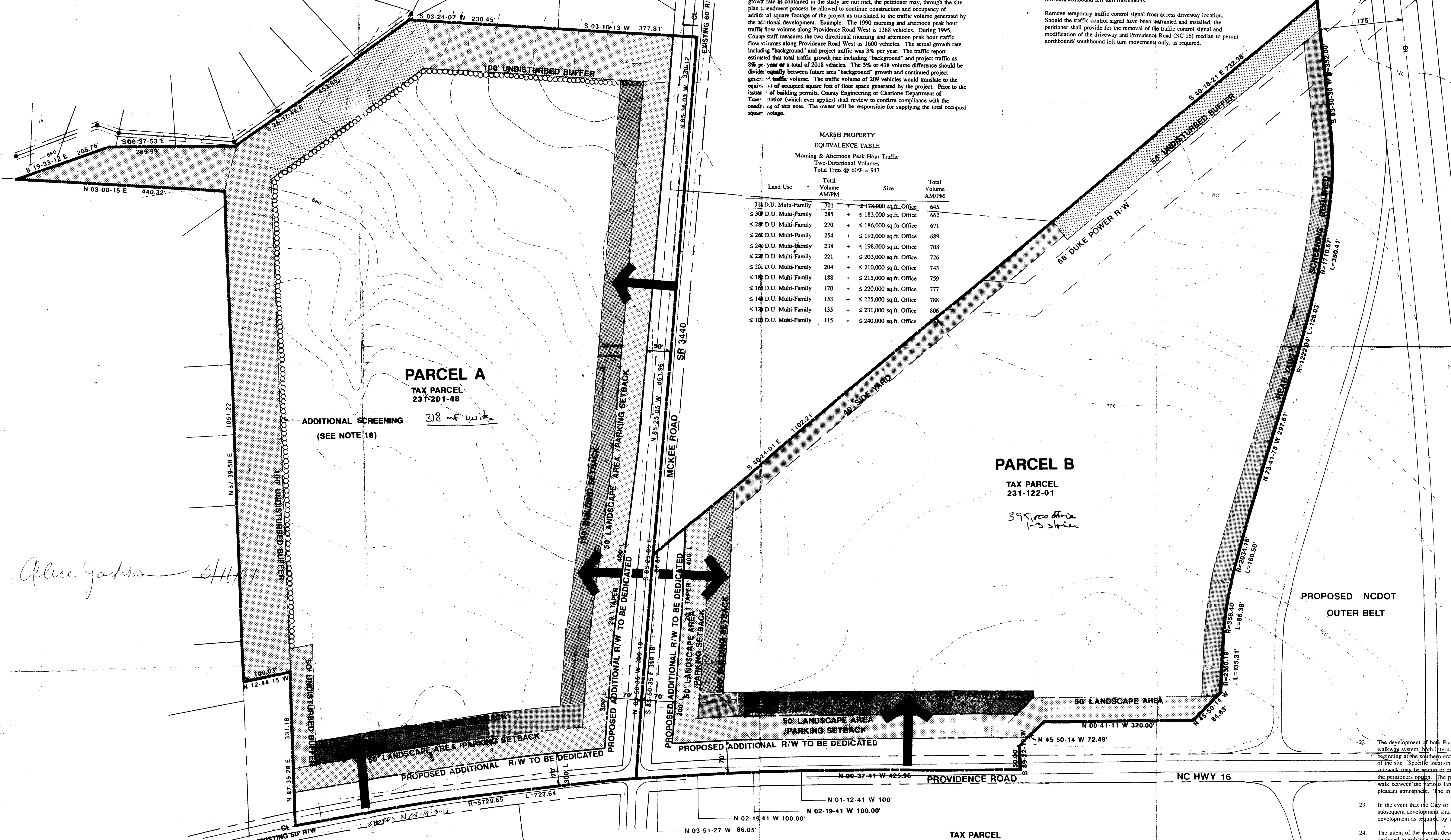
## SITE DATA

**PARCEL A: 31.89 AC**
**EXISTING ZONING: R-15**
**PROPOSED ZONING: R-15 MF CD**
**PROPOSED UNITS: 318 DU**
**PROPOSED DENSITY: 9.97 DUA**

**PARCEL B: 29.46 AC**
**EXISTING ZONING: R-15**
**PROPOSED ZONING: O-15 CD**
**PROPOSED SQUARE FOOTAGE: 395,000 SF**




14. 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 229-151-01 shall provide temporary traffic control signalization at the intersection of Providence Road (NC 16)/access driveways only if criteria as contained in the Manual on Uniform Traffic Control Devices is met. (Subject to review and approval by NCDOT.)

15. 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 was 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 418 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.

MARSH PROPERTY
EQUIVALENCE TABLE
Morning & Afternoon Peak Hour Traffic
Two-Directional Volumes
Total Trips @ 60% = 947

| Land Use | Total Volume AM/PM | | Size | Total Volume AM/PM |
|---|---|---|---|---|
| 318 D.U. Multi-Family | 301 | + | ≤ 178,000 sq.ft. Office | 645 |
| ≤ 300 D.U. Multi-Family | 285 | + | ≤ 183,000 sq.ft. Office | 662 |
| ≤ 280 D.U. Multi-Family | 270 | + | ≤ 186,000 sq.ft. Office | 671 |
| ≤ 260 D.U. Multi-Family | 254 | + | ≤ 192,000 sq.ft. Office | 689 |
| ≤ 240 D.U. Multi-Family | 238 | + | ≤ 198,000 sq.ft. Office | 708 |
| ≤ 220 D.U. Multi-Family | 221 | + | ≤ 203,000 sq.ft. Office | 726 |
| ≤ 200 D.U. Multi-Family | 204 | + | ≤ 210,000 sq.ft. Office | 743 |
| ≤ 180 D.U. Multi-Family | 188 | + | ≤ 215,000 sq.ft. Office | 759 |
| ≤ 160 D.U. Multi-Family | 170 | + | ≤ 220,000 sq.ft. Office | 777 |
| ≤ 140 D.U. Multi-Family | 153 | + | ≤ 225,000 sq.ft. Office | 788 |
| ≤ 120 D.U. Multi-Family | 135 | + | ≤ 231,000 sq.ft. Office | 806 |
| ≤ 100 D.U. Multi-Family | 115 | + | ≤ 240,000 sq.ft. Office | [illegible] |

16. 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 Old 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 229-151-01 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)

17. Development of property after construction of the Charlotte Outer Loop Interchange with Providence Road (NC 16) shall be as follows:
- Modify 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.

18. In order to provide for additional screening between the development and adjoining single family residences, a natural large maturing planting material (i.e. Leyland Cypress) shall be planted at the inside edge of the 100' buffer (see plan) on Parcel A. The plantings shall be planted at 8' on center and a minimum height of 36" at planting. This additional planting shall be required at the time development of site commences and must be installed prior to the issuance of certification of occupancy. In the event that Parcel A is developed in phases, then the screening shall also be installed in phases as development occurs adjacent to the buffer.

19. Signage for both Parcel A and Parcel B 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'. All signs shall be fixed and shall not flash or rotate. In no event shall the signage violate the standards of the sign ordinance.

20. It shall be the development intent of both Parcels to save as many significant trees as possible throughout the area permitted for building, parking and circulation areas.

21. All buildings designed for both Parcels shall employ a traditional architectural design (ie: such things as pitched roof, gables, columns, eaves/awnings, etc.). All building veneers shall be predominately brick (if not entirely brick), but some architectural details such as fireplaces, bay windows, columns, etc. may be treated with other construction materials.

## DEVELOPMENT CONDITIONS

1. The Conditional Site Plan shall consist of the Technical Data Sheet and the Illustrative Plan. The Technical Data Sheet shall contain development notes [illegible] number of residential dwelling units, the total amount of non-residential building square footage, points of access, proposed buffer areas and buffer treatment, setbacks and yards, screening, signage, etc. The Illustrative Plan is a part of the overall Conditional Site Plan and depicts a general development scenario intended to illustrate general relationships, design themes, development conditions, etc. It depicts a possible development plan, but alterations and variations are permitted based upon final design and construction drawings; except however that no increase in the amount of residential units or maximum non-residential building square footage shall be allowed nor any decrease in the proposed buffers or setback/yards as stipulated by the Technical Data Sheet.

2. The proposed development shall consist of an area of Multi-Family residential units (Parcel A) not to exceed 330 units and an Office Park development (Parcel B) not to exceed 395,000 square feet of total building area.

3. The overall development shall comply with all Mecklenburg County regulatory ordinances and requirements dealing with off-street parking, screening, signage and soil erosion.

4. The total number of ingress/egress points to Providence Road and McKee Road 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 construction drawings and locational requirements as regulated by Mecklenburg County and/or N.C.D.O.T.

5. Certain areas within Parcels A and B, due to their relationship to adjoining residential areas, shall be designated as undisturbed buffers. As such no building or parking areas nor any grading or construction activity shall be allowed except necessary clearing, if any, to install utilities required to service the proposed development. To ensure the integrity of these buffer areas they shall be clearly marked or barricaded prior to the issuance of grading permits and shall be so identified on documents submitted for grading plan review and approval.

6. The area adjacent to the 100' undisturbed buffer in Parcel A shall have a building height restriction of two stories for buildings 45° or less to the buffer line. Buildings over 150' from the property line may be a maximum of 3 stories (see diagram). No 3 story element will be closer than 110' to the property line.

7. The petitioner agrees to dedicate additional road right-of-way along Providence Road and McKee Road 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 229-151-01 (Cato Property) agrees to install the intersection improvements as follows: a Providence Road West eastbound right turn land, a McKee Road westbound right turn lane, and a McKee Road westbound left turn lane (unless provided by NC 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 Cato property.

8. Building Setbacks from Providence Road and McKee Road 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 the road 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.

9. Parcel B lies adjacent to an area of 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.

10. Parcel A shall be limited to Multi-Family residential development and shall contain a recreational amenity area which may include such things as: clubhouse/cabana, swimming pools, tennis courts, etc.

* 11. Parcel B shall be limited to Office Park development and may also have as part of the park a day care center and branch banks and financial institutions. Buildings in the park shall be designed in height from 1-3 stories.

12. All lighting within the proposed development will be designed so as to minimize glare towards adjoining residential properties.

13. Entry drives into the Office Park shall be designed to incorporate intermittent medians which will be landscaped to create a parkway/boulevard atmosphere. All parking lots in both residential and non-residential areas will have landscaping and planter areas designed so as to prevent the massing 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.

22. The development of both Parcels shall include the construction of a pedestrian walkway system, both internal and along McKee Road 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 cross the 50' landscape area or the public right-of-way at the petitioners 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.

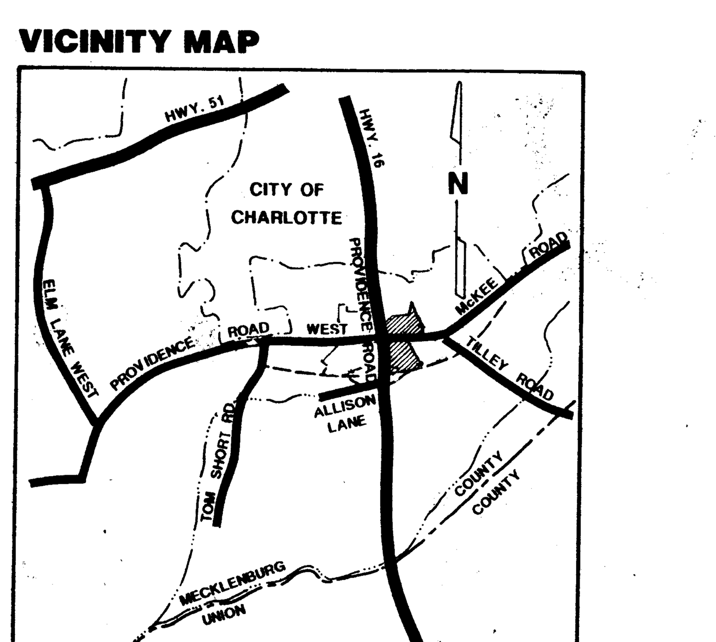
23. In the event that the City of Charlotte annexes the site prior to development, the subsequent development shall employ the various standards and requirements for land development as required by the City of Charlotte.

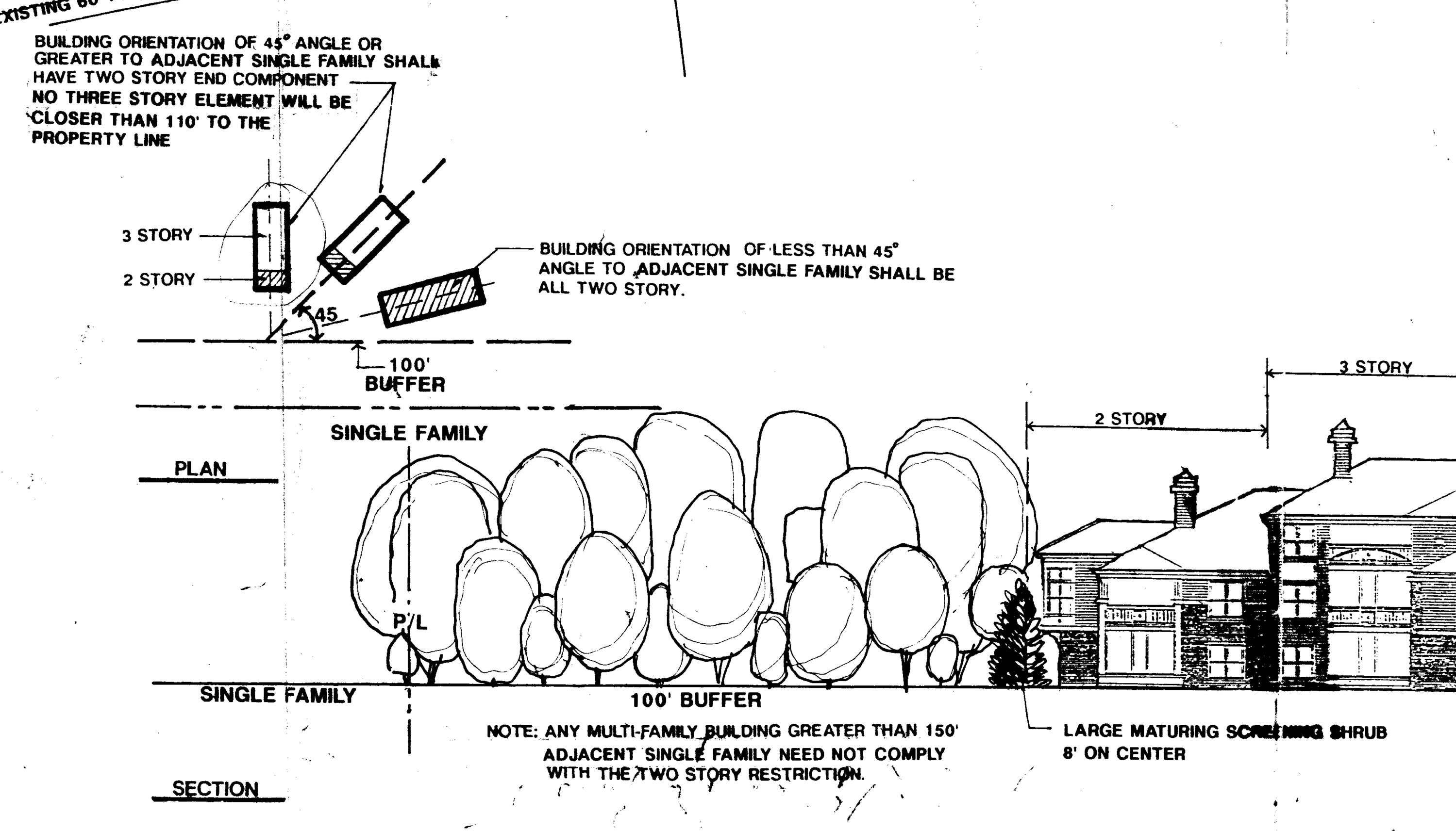
24. The intent of the overall development is to provide landscaping throughout the project designed to enhance the overall image, quality of life, etc. and help to enhance the overall buffer and open space provided for in the project. The petitioner will, as a minimum, employ the standards of the City of Charlotte Tree Ordinance and commit to the following:
- Around the perimeter of the site that abuts Providence Road and McKee Road, trees will be planted in the 50' landscape area within 8' back of the right-of-way. A combination of large maturing trees 40' on center and/or small maturing trees 30' on center shall be planted. (See section A-A' on sheet 2 of 2 of Illustrative Plan.)
- In developed areas, one tree/10,000 sq.ft. of impervious area will be planted; in addition, no parking space shall be further than 60' from a tree.
- 10% of paved areas will be landscaped with any combination of grass, shrubs and trees.
- The periphery of each parking lot adjacent to public right-of-way shall be planted with a combination of evergreen and deciduous shrubs and trees so as to form a continuous shrub bed.

25. An attempt will be made to protect and preserve all significant tree cover in the landscape areas to the extent possible based on other constraints such as grading, drainage, pedestrian pathways, utilities, lighting, signage and relative health of tree population, etc. In the 50' landscape area where significant existing vegetation has been cleared, the petitioner will re-landscape these areas with a combination of trees, shrubs and grass. Any parking lot abutting the 50' landscape area or required yards adjacent to public right-of-ways which do not have existing vegetation shall, in addition to shrub planting, also have a combination of large maturing trees 40' on center and/or small maturing trees 30' on center. (See section B-B' on sheet 2 of 2 of Illustrative Plan.)

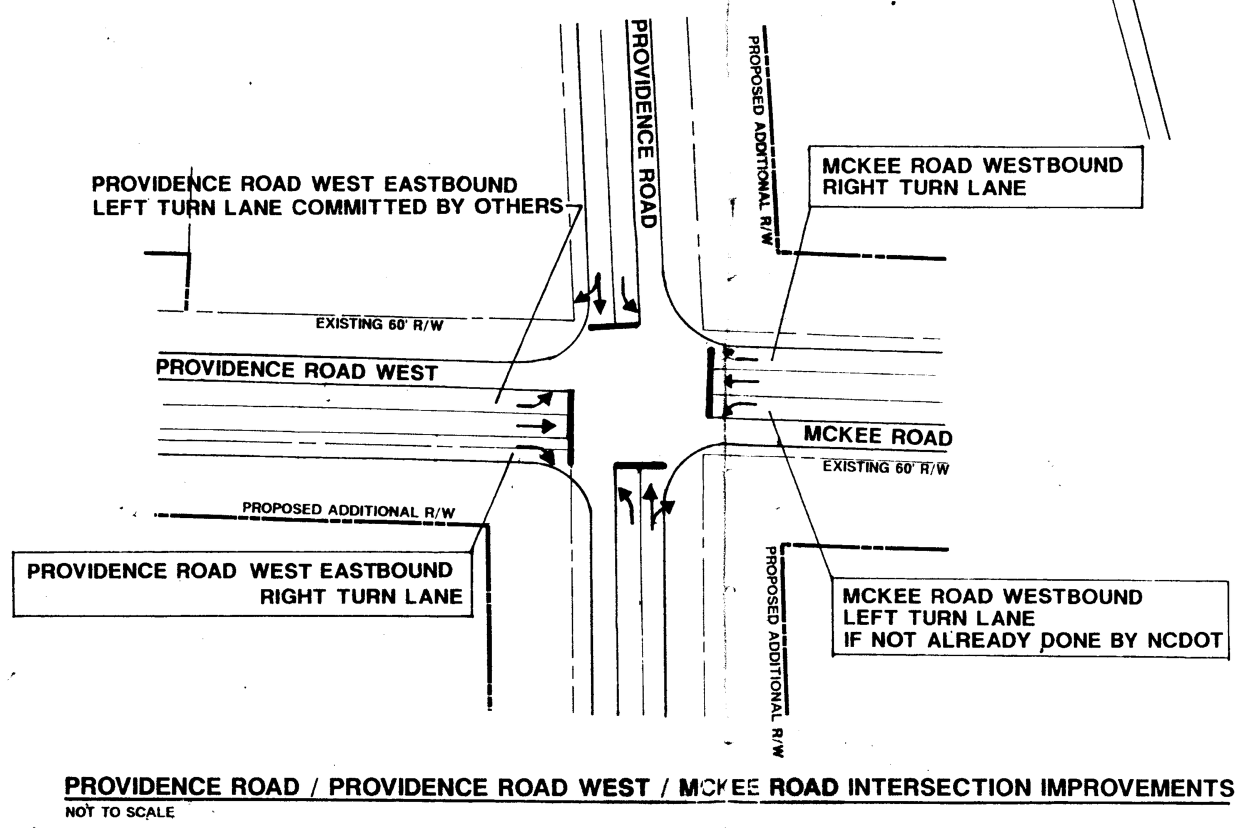
26. As a minimum, at least 40% of Parcel A will be devoted to open space exclusive of buildings and parking.

27. As a minimum, at least 30% of Parcel B will be devoted to open space exclusive of buildings and parking.




PARCEL A - RELATIONSHIP OF BUILDING ELEVATION TO ADJACENT SINGLE FAMILY




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

0 100 200 300
Scale 1" = 100'

# TECHNICAL DATA SHEET
## FOR PUBLIC HEARING
# REZONING PETITION
PETITION [redacted]
# [redacted]PROPERTY AT PROVIDENCE ROAD
## MECKLENBURG COUNTY, N.C.

Land Design

DATE MAY 1, 1991
PROJECT NO 91506
REVISIONS 6-12-91 REV. PER PLANNING COMMISSION COMMENTS
7-9-91 NOTES MODIFIED, SECTIONS ADDED, MF DUA CHANGE
7-19-91 - CORRECT #DU

231-201-48
231-122-01
APPROVED BY COUNTY COMMISSION
DATE September 3, 1991

RECEIVED JAN 17 1997

**Land Design**
Landscape Architecture · Land Planning · Urban Design · Civil Engineering

SHEET NO. 1 OF 2