

Development Conditions:

- 1. The Site Plan is conceptual in nature and is intended to depict a neo-traditional concept arrangement with respect to the overall buildings, parking, and street network layout. Alterations are permitted as a matter of right so long as the overall neo-traditional concept is maintained as illustrated on the schematic plan sheet. All principal buildings must be oriented to and have their main entrances from a street or plaza/open space. Secondary entries shall be allowed from interior blocks or parking lots. Elevations facing the street shall be varied and articulated with a combination of street level windows, arcades, bays, multiple entrances, balconies, etc., the intent being to ensure that no building elevation fronting a street consists of a blank unarticulated wall. The first floor of all buildings designed and / or used for retail or office uses fronting directly on a street must include transparent windows and doors arranged so that the uses are visible from and / or accessible to the street on at least 50% of the length of the first floor building elevation along the first floor frontage. Expanses of blank walls may not exceed 20' in length. No off street parking will be permitted between the building and the street as depicted on the plan.
- 2. The retail area buildings may contain a second story at the discretion of the developer at the time such buildings are constructed. The second story shall be limited to residential units only.
- 3. The proposed development shall comply with all Mecklenburg County regulatory standards and requirements pertaining to off-street parking, signage, buffers, landscaping, screening, etc.
- 4. Vehicular access to the site shall be provided as shown along the I - 485 Service Road, the proposed Lower Mecklenburg Circumferential Minor Thoroughfare and the street system as shown. The precise alignment of proposed roads and ingress/egress points may vary from that depicted depending upon final design and engineering drawings.
- 5. A 50' Class C buffer shall be established as required where the proposed multifamily development adjoins single family zoning. This buffer shall be 70' where the proposed development adjoins lots in the Chestnut Hills subdivision. The buffer shall not be reduced in width nor shall any storm water management system(s) be located within a buffer area except as necessary to cross it.
- 6. There shall be no vehicular connection from the site to Sugar Plum Lane, but a pedestrian connection shall be permitted.
- 7. The petitioner or assigns shall dedicate the right of way for the Lower Mecklenburg Circumferential Road. This right of way shall be dedicated prior to the issuance of any building permit associated with the proposed development.
- 8. If required by subdivision regulations, curb, gutter and sidewalk improvements shall be installed along the I-485 Service Road. The sidewalk shall be separated from the back of the curb by an eight foot planting strip.
- 9. The petitioner or assigns shall construct the portion of the Lower Mecklenburg Circumferential Road associated with the proposed development as required by Subdivision Ordinance requirements.
- 10. The petitioner hereby agrees to a development phasing restriction which will only permit a maximum of 500 multi-family units to be developed within 5 years of the date of the previous rezoning approval, which was 7/15/97. The balance of the multi-family permitted by the previous rezoning may be fully developed no earlier than 10 years from the date of rezoning approval. Furthermore, the balance of the Multi-Family dwelling units shall not be constructed until that portion of the Lower Mecklenburg Circumferential thoroughfare associated with the site is constructed to intersect with Tilley Morris Road. The retail area shall not be constructed until the Lower Mecklenburg Circumferential thoroughfare is connected from the site to Providence Road.
- 11. No storm water detention systems shall be allowed within any required buffer or setback.
- 12. Signage associated with the retail area shall conform to the following standards: Maximum height shall be six feet for detached and ground mounted signs. Maximum size for detached signs shall be 60 square feet. Wall mounted signs shall be a maximum of 100 square feet/wall.
- 13. Detached lights shall be limited to a maximum height of 25 feet.
- 14. The retail area shall be permitted to have all allowed uses except that automotive service stations including minor adjustments, repair, lubrication, and gasoline sales shall not be permitted.
- 15. The 50 ft buffer along the service road shall preserve all trees 8 inches in caliper or greater in size. Smaller caliper trees and other understory growth (weeds, vines etc.) may be removed from the buffer area. (Note: this condition does not apply with respect to the location of vehicular connections and signage along the road)
- 16. The two proposed public squares as shown are an integral part of the overall site design and are hereby committed as open space areas. These two areas may vary slightly in size and location depending upon final designs, so long as such alterations are minor and incidental and do not change the basic design concept.

- 17. It is anticipated that streets within the development will be private. Setbacks shall be a minimum of 15 feet. In the event that this standard becomes a public street standard, then the developer/petitioner may elect to convert the streets to public streets.
- 18. It is anticipated that wall pak type lighting will not be utilized in conjunction with the retail area. In the event such lighting is used, the lighting will be shielded so as to prevent light from spilling onto adjacent properties.
- 19. The petitioner or assigns commits to the following future transportation improvements:
 - Phase 1 (improvements needed by 2002)**
 1. The installation of a traffic signal at the intersection of Providence Road/Allison Woods Drive/I-485 Service Road.
 2. A southbound left turn lane on Providence Road at the above mentioned intersection with a minimum of 160 feet of storage.
 3. A northbound left turn lane on Providence Road at the above mentioned intersection with a minimum of 150 feet of storage.
 4. The I-485 Service Road shall be constructed as a standard three lane cross-section.
 - Phase 2 (improvements needed by 2007)**
 1. The addition of a second northbound lane on Providence Road south of the intersection with Allison Woods Drive and the I-485 Service Road. (Note: this improvement shall be constructed by NCDOT as it is included in the Providence Road widening project in 2003.)
 2. Increase the southbound left turn lane on Providence Road at I-485 Service Road to 260 feet. This improvement could be done at the discretion of the petitioner when the left turn lane is initially built.
 3. A northbound left turn lane with 150 feet of storage on the Lower Mecklenburg Circumferential when the Tilley Morris Road connection is constructed.

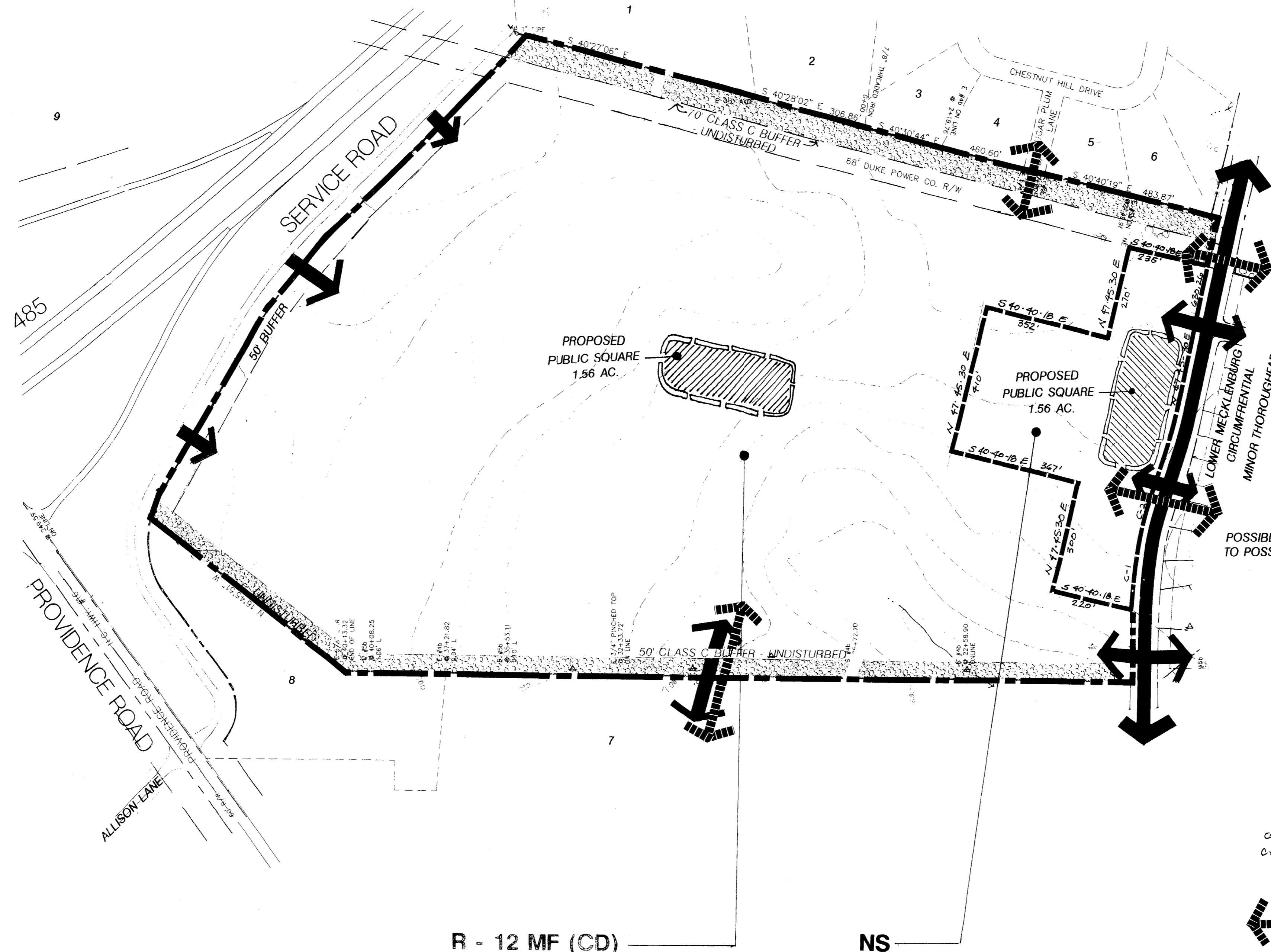
- 20. The petitioner will construct a network of interconnecting streets and blocks that facilitate a pedestrian and transit friendly environment, generally as depicted on the technical data sheet. The layout of the street network may be revised and adjusted as long as the basic layout principles remain the same and the revised layout functions as well. On street parking shall be allowed. The construction of interior streets will be in sequences keyed to the various phases of development taking place on the site.
- 21. In the event that the petitioner/developer acquires additional off-site property at Allison Lane/Service Road, the petitioner/developer shall be permitted to add an additional vehicular entrance into the site at that location.
- 22. The petitioner/developer hereby commits to constructing the Lower Mecklenburg Circumferential thoroughfare as a roadway into a divided median along the site's frontage from the retail area to Tilley Morris Road. (see cross-section)
- 23. Development of the site will comply with the City of Charlotte Tree Ordinance.
- 24. At least 25% of the existing landmark trees on the site shall be preserved. Landmark trees are defined as deciduous or evergreen trees greater than 24" in diameter. If it is not possible to preserve 25% of the existing landmark trees, a large maturing tree with a caliper of 3" to 3 1/2" shall be planted to replace each landmark tree that cannot be saved. Documentation of the landmark tree preservation shall be provided during the normal staff administrative review as part of the planned multi-family design / review process.
- 25. Sidewalks shall be provided along streets as shown on the street cross-sections labeled A, B and C on the Schematic Plan.
- 26. No slopes greater than 20% occur on the site.
- 27. The overall Site Plan shall have a minimum of 15% Open Space.

Site Data for Proposed Rezoning:

Site Area:	8.50 Ac.
Existing Zoning:	R-12 MF (CD)
Proposed Zoning:	NS
Proposed Square Footage:	60,000 S.F. Retail (1 st floor) plus up to 40 Residential Units (2 nd floor)
Proposed Use:	Neighborhood Retail Village

Site Data for Proposed Site Plan Amendment:

Site Area:	82.85 Ac.
Existing Zoning:	R - 12 MF (CD)
Proposed Zoning:	R - 12 MF (CD) - Site Plan Amendment
Proposed Dwelling Units:	994 Units

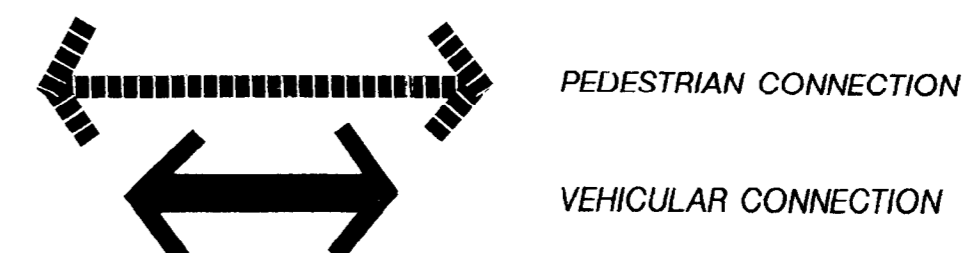


POSSIBLE PEDESTRIAN CONNECTION TO POSSIBLE FUTURE PARK AND GREENWAY

POSSIBLE PEDESTRIAN CONNECTION TO POSSIBLE FUTURE GREENWAY

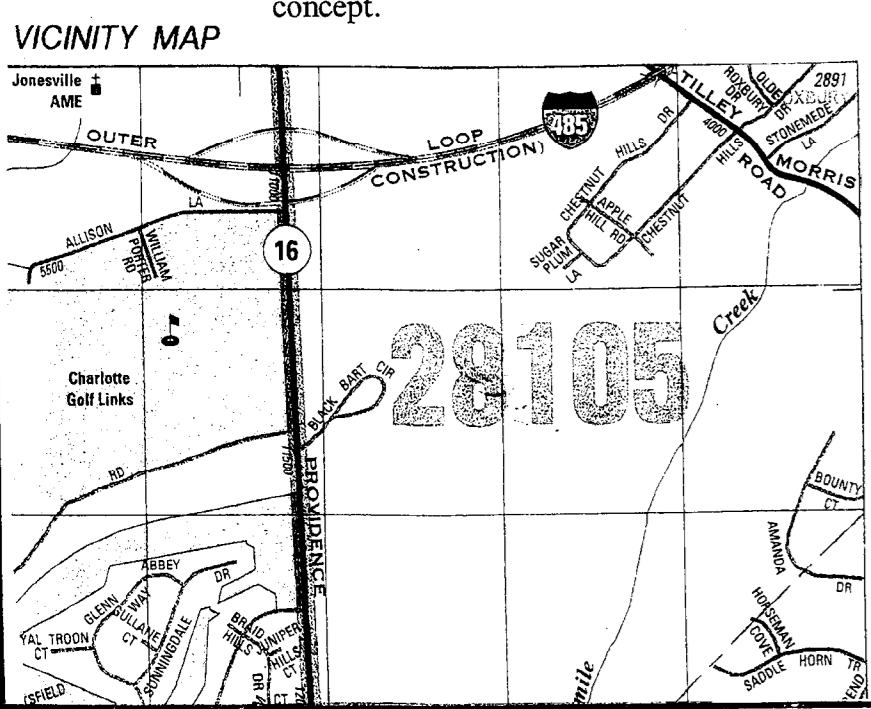
APPROVED BY COUNTY COMMISSION
 DATE 1-11-00
 23123101PU

C1 = R=1500.00 L=163.69
 C2 = R=2000.00 L=166.05



R - 12 MF (CD) NS

SITE PLAN AMENDMENT



PROPOSED REZONING
 FOR
MARSH MORTGAGE COMPANY
 P.O. BOX 3529
 CHARLOTTE, NORTH CAROLINA, 28235

DESIGN RESOURCE GROUP, PA
 Landscape Architecture • Civil Engineering
 Land Planning
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 Charlotte, NC 28203
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 Fax: (704) 358-3093

FOR PUBLIC HEARING
 PETITION #99-75(C)

TECHNICAL DATA SHEET

Scale: 1" = 200'
 Date: 27 SEPT. 1999
 Revisions: 26 OCT 1999
 01 DECEMBER 1999
 3 JANUARY 2000

