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Charter Properties Inc

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Prosperity Village

For Public Hearing

Petition Number 07-112

CITY OF CHARLOTTE

Technical Data Sheet

PROJECT NUMBER: 07-022

DRAWN BY: SSS/JKG

DESIGNED BY: BCS

ISSUE DATE: 06/19/07

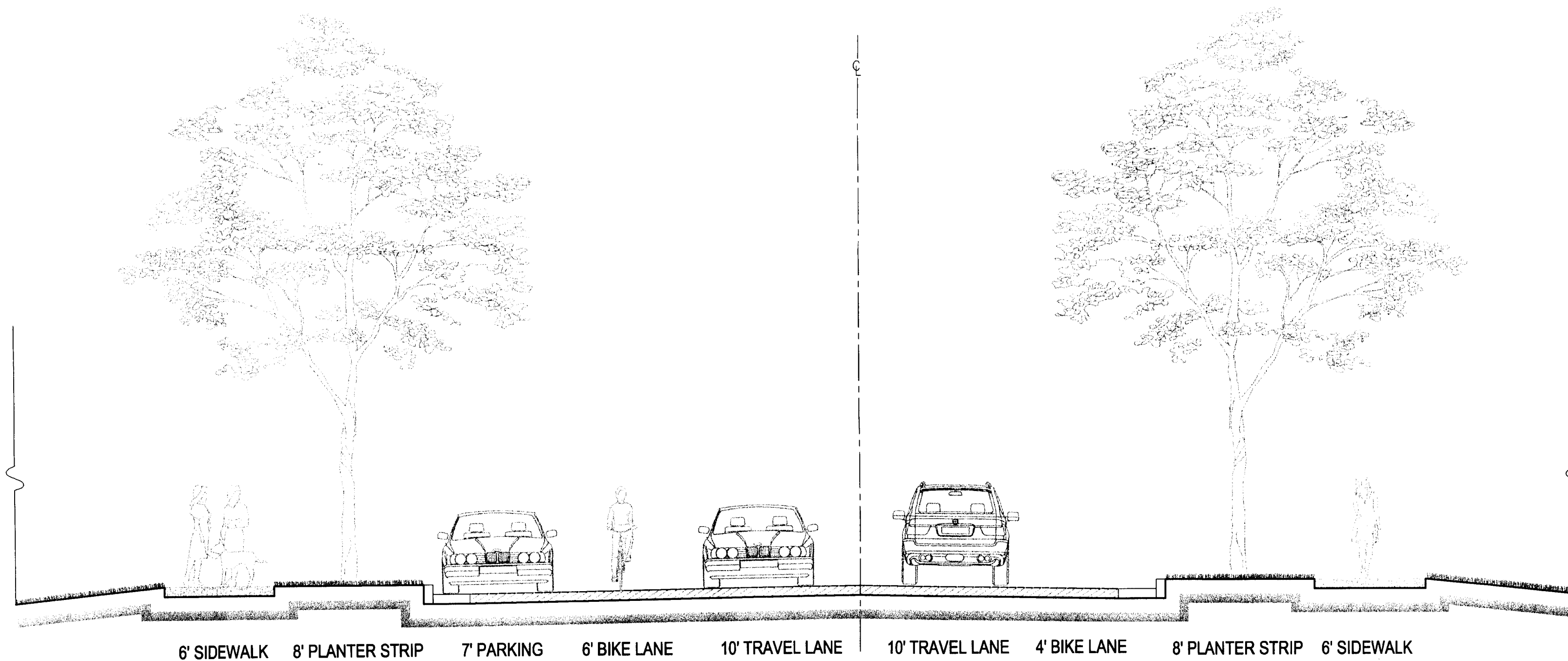
1	08-24-07	Per Comments
2	09-13-07	Per Comments
3	09-21-07	Per CDOT Comments
4	10-05-07	Per Planning Comments

NO. DATE: BY: REVISIONS:

Development Notes:

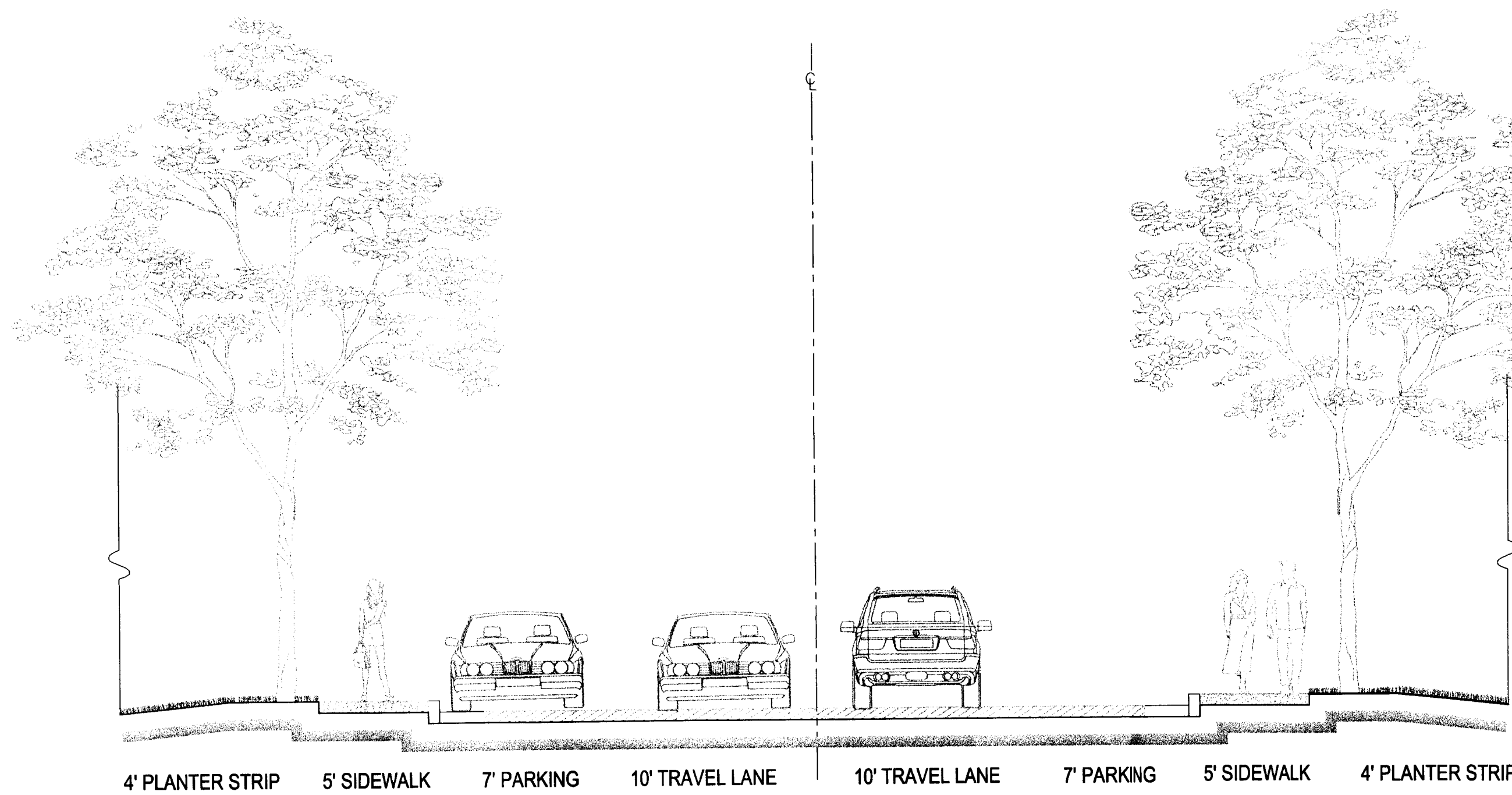
- Development of this property will be governed by the conditions shown on this Technical Data Plan as to buffers, setbacks, land configurations, and access points. The site is heavily impacted by the design and right-of-way requirements for the future I-485 and minor modifications that may be necessitated by that design may be accommodated as an administrative change to the plan without further action by the City Council.
- The attached Schematic Site Plan depicts a proposed form of development for the property. The final site plan shall be of a similar nature but may change with regard to building placement, parking and circulation details. The final site plan shall create a pedestrian friendly environment, a street network providing strong connectivity among uses, tree-lined streets, building frontage relating to the street, and other features designed to create a quality development project. Among the measures to be required to address development quality shall be the following.
  - On-street parking shall be provided (subject to design guidelines of Charlotte DOT and NCDOT)
  - A six-foot wide sidewalk shall be provided and located along Prosperity Village Rd. and the I-485 frontage road so as to provide for a minimum eight foot planting strip between the back of curb and sidewalk. This may be accomplished by placing the sidewalk in an easement outside the R/W if necessary. Construction of sidewalks to the future sidewalks along I-485 may be delayed until those sidewalks are constructed by NCDOT.
  - Streets shall be planted with large-maturing street trees (min. 2 1/4" cal. at planting) at an average spacing of 40' on center. Spacing may be adjusted to accommodate drives, utilities, etc.
  - Architectural compatibility of buildings shall be assured by quality design and execution. The portions of the building exteriors located below the roof line (excluding areas devoted to windows, doors, garage doors, architectural accents and signage) shall be composed of a combination of brick, stone or similar masonry products, and hardi-plank/fiber cement board. Notwithstanding the foregoing, vinyl and/or wood may be utilized on the soffits and trim areas of the buildings and on any railings. Except as provided above, vinyl shall not be a permitted exterior building material. Buildings may be constructed in 2, 3, or 4 story configurations or combinations thereof.
  - Sidewalks will be constructed to connect buildings to the streets as prescribed by ordinance.
- Building entrances shall be oriented toward the street and most of the parking shall be behind or beside the buildings.
- All signs shall be in compliance with the Zoning Ordinance.
- Parking will be provided that will meet or exceed ordinance requirements.
- All dumpsters, if located on this site, shall be screened and contained in enclosures with gates. Trash facilities for this site may also be provided elsewhere within the overall project including on land that is not within the boundaries of this rezoning Petition.
- Existing lake shall be preserved; however, it may be drained and reconfigured as necessary for development.
- The Petitioner acknowledges that other standard development requirements imposed by other city ordinances, such as those that regulate streets, sidewalks, trees, and site development, may apply to the development of this site. These are not zoning regulations, are not administered by the Zoning Administrator, and are not separate zoning conditions imposed by this site plan. Unless specifically noted in the conditions for this site plan, these other standard development requirements will be applied to the development of this site as defined by those other city ordinances.
- Throughout this Rezoning Petition, the terms "Owner", "Owners", "Petitioner" or "Petitioners" shall, with respect to the Site, be deemed to include the heirs, devisees, personal representatives, successors in interest and assignees of the owner or owners of the Site who may be involved in its development from time to time.
- Bicycle parking will be provided in accordance with Ordinance requirements and may be located within the buildings.
- It is the Petitioner's intent that the site included with this rezoning will be developed in conjunction with and as part of a master plan for the development of the property to the north of the site that is currently zoned R-22 MF(CD).
- Pedestrian scale lighting will be located within the site and may include building mounted fixtures as well as free standing fixtures.
- Tree save areas are generally depicted on the site plan. It is understood that I-485 ROW may be adjusted per the direction of NCDOT and that if such adjustment reduces Tree Save area Petitioner shall provide alternate Tree Save location(s) to achieve 10% minimum and that such new location(s) will be accommodated through an administrative change to the site plan. Further, if site constraints or accommodations to NCDOT to construct I-485 result in destruction of Tree Save, same shall be mitigated by Petitioner by replanting trees at a rate of 36 per acre to be a minimum of 35% native species with multiple species provided per the Tree Ordinance.
- The Petitioner may substitute a vehicular connection from the site to the property to the north of the site in place of the pedestrian connection shown on the site plan under the following conditions: (1) the development of such connection does not require the Petitioner to seek the approval of an Individual Permit regarding impacts to wetlands. (2) the connection can be developed to meet fire department and other standards while keeping the overall width to the absolute minimum possible, and (3) separate sidewalks and planting strips are not required along this connection in order to minimize the overall width of the connection.
 

Revised per staff comments 8/23/07  
Revised per staff analysis 9/21/07
- No storm water detention will be placed in any setbacks or buffers, unless the topography of the site and the design of the facilities limits the location to the setback or buffer and then only if such facility is designed and maintained as part of the landscaping of the site. The Petitioner will tie-in to the existing storm water system(s) if any exist in the area. The Petitioner will have the receiving drainage system(s) analyzed at the point that the Petitioner's site discharges into that system to ensure that it will not be taken out of standard due to the development. If it is found that development will cause the storm drainage system(s) to be taken out of standard, the Petitioner will provide alternate methods to prevent this from occurring. If the system is already out of standard, then the Petitioner's development will be designed so as to not place the downstream system further out of standard.
- The Petitioner will control and treat the difference in storm water runoff volume leaving the project site between the pre and post development runoff conditions for the 1-year 24-hour storm. Runoff draw down time will be a minimum of 24 hours, but not more than 120 hours. Peak storm water release rates should match pre-development rates for the 2-year and 10-year 6-hour storm events.
- With regard to water quality, the Petitioner will construct water quality best management practices (BMPs) for the entire post-development runoff volume for the runoff generated from the first 1-inch of rainfall due to new development on the site. BMPs must be designed and constructed in accordance with the N.C. Department of Environment and Natural Resources (NCDENR) Best Management Practices Manual, April 1999, that have been designed to achieve 85% Total Suspended Solid (TSS) removal. Use of Low Impact Development (LID) techniques is optional. The Petitioner will contact the appropriate State and federal agencies regarding any required water quality or wetlands permits.



Section A: Prosperity Village Road

Scale 1"=5'



Section B: Private Street

Scale 1"=5'

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