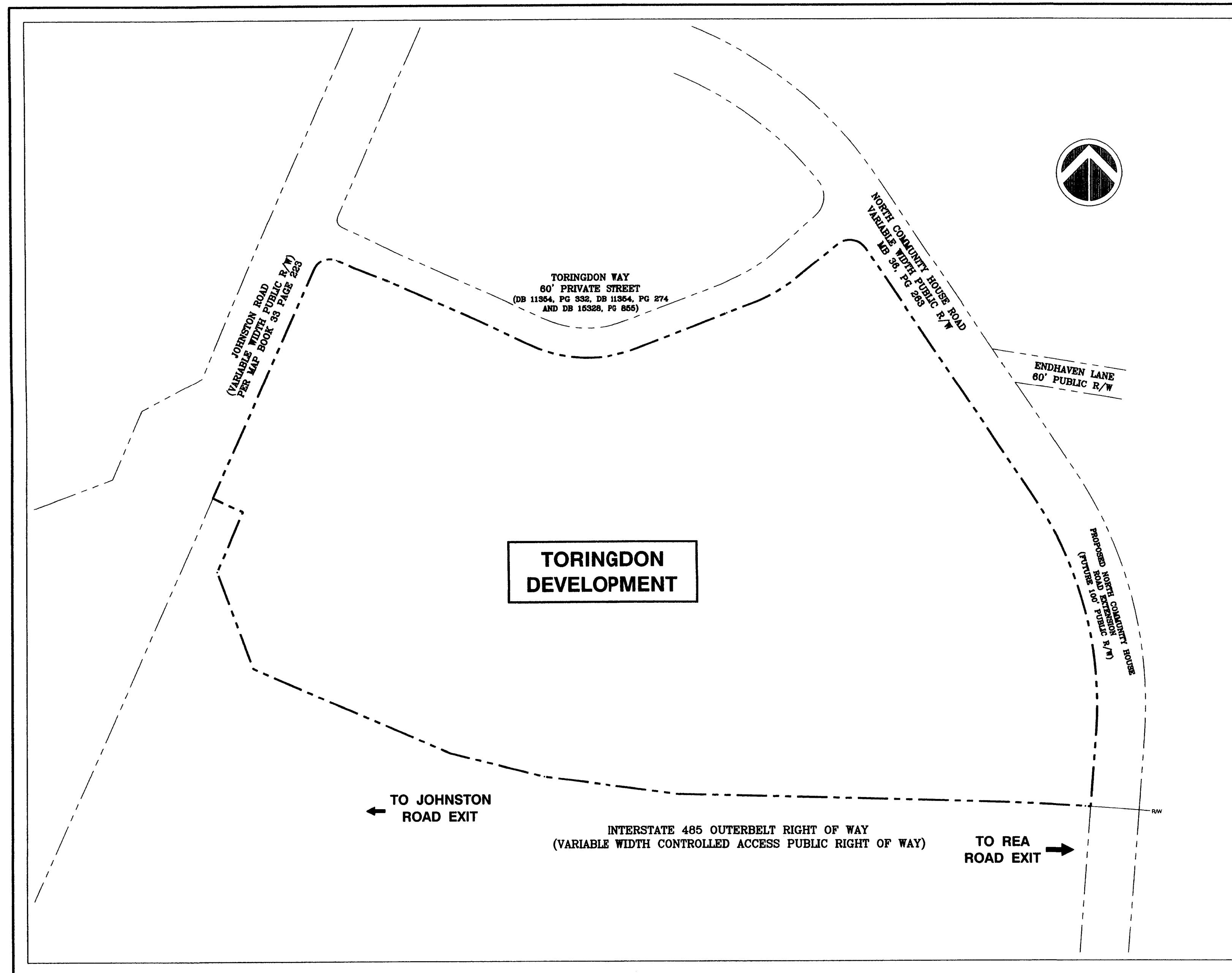
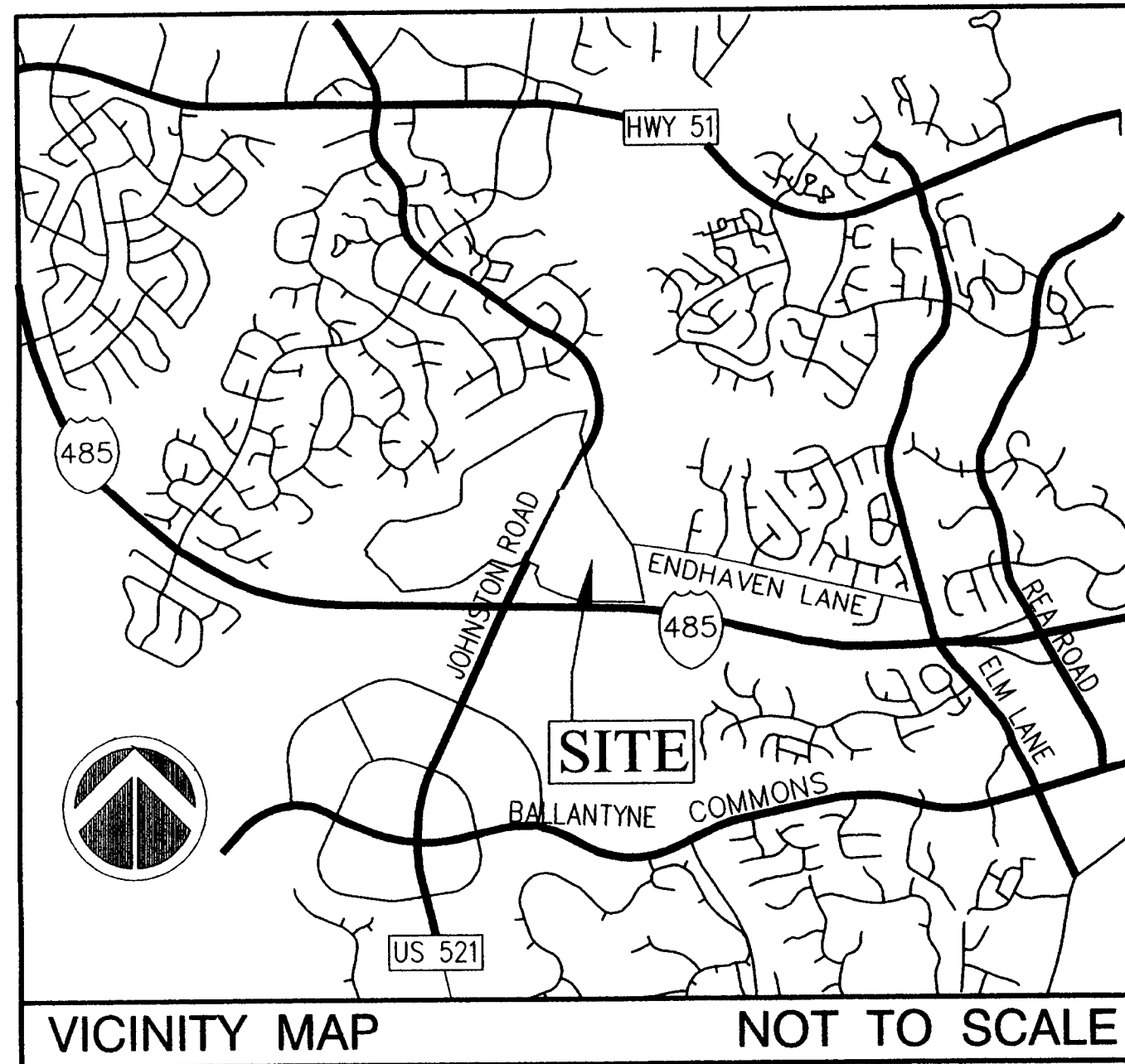


# TORINGDON REZONING PLAN

## TORINGDON DEVELOPMENT

2008 REZONING PETITION # 2008 - 040



**SITE DATA TABLE:**

- P.I.D.'s : 22323108, 22323109, 22323111, 22323136, 22323137, 22323138, 22323139, 22323142, 22323143, 22323153, 22323154
- OVERALL DEVELOPMENT AREA : 52.84± ACRES
- EXISTING ZONING : CC
- PROPOSED ZONING : CC - SPA
- USE(S) : OFFICE / RETAIL / MULTI - FAMILY RESIDENTIAL (SEE DEVELOPMENT STANDARDS)
- MAXIMUM ALLOWED SQUARE FOOTAGES (SEE DEVELOPMENT STANDARDS):
  - TOTAL OFFICE SPACE : 685,000 SQ. FT.
  - TOTAL RETAIL SPACE : 64,000 SQ. FT.
  - TOTAL RESIDENTIAL UNITS : 260 D.U.
- TOTAL PARKING IN DECKS : 1,622 SPACES
- TOTAL SURFACE PARKING : 1,416 SPACES

LOCATION MAP  
SCALE : 1" = 150'

**INDEX OF SHEETS**

DESCRIPTION	SHEET NO.
COVER SHEET	1 of 5
REZONING SITE LAYOUT	2 of 5
REZONING STREETScape PLAN	3 of 5
REZONING CROSS - SECTIONS	4 of 5
REZONING DEVELOPMENT STANDARDS & NOTES	5 of 5

OWNER : LICHTIN CORPORATION  
3110 EDWARDS MILL ROAD  
SUITE 200  
RALEIGH, NC 27612  
[ TELE ] 919.783.6000  
[ FAX ] 919.783.7220

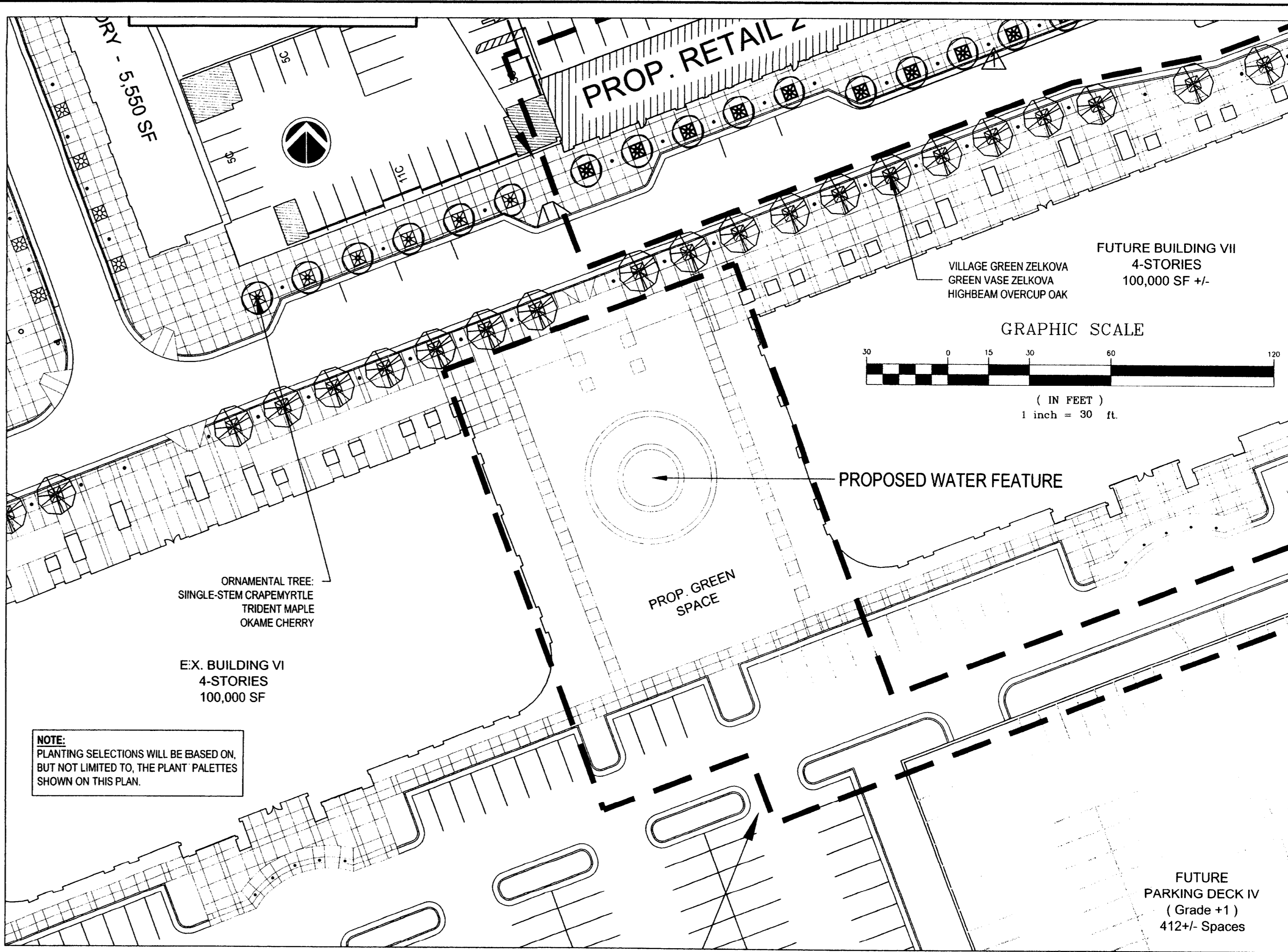
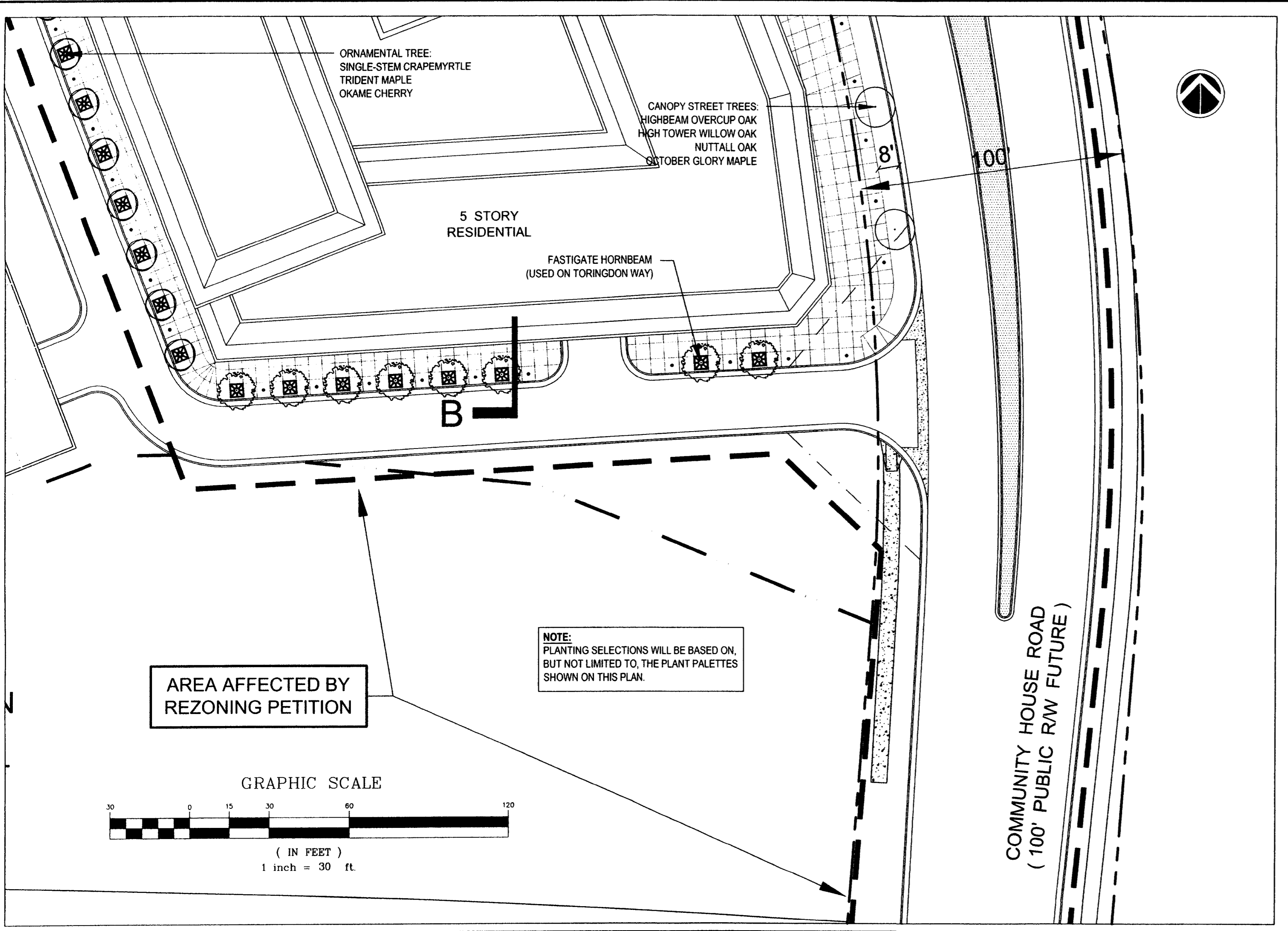
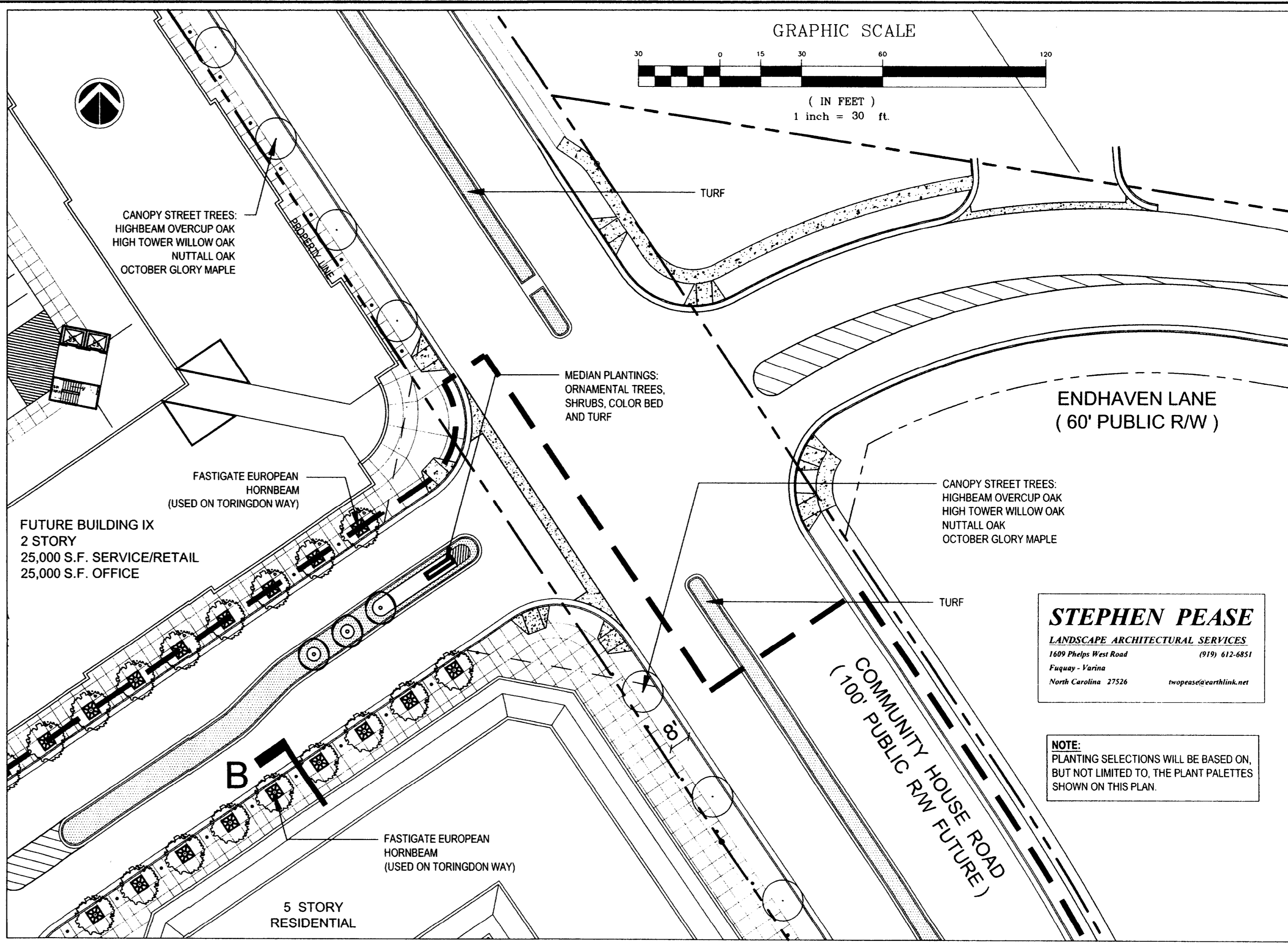
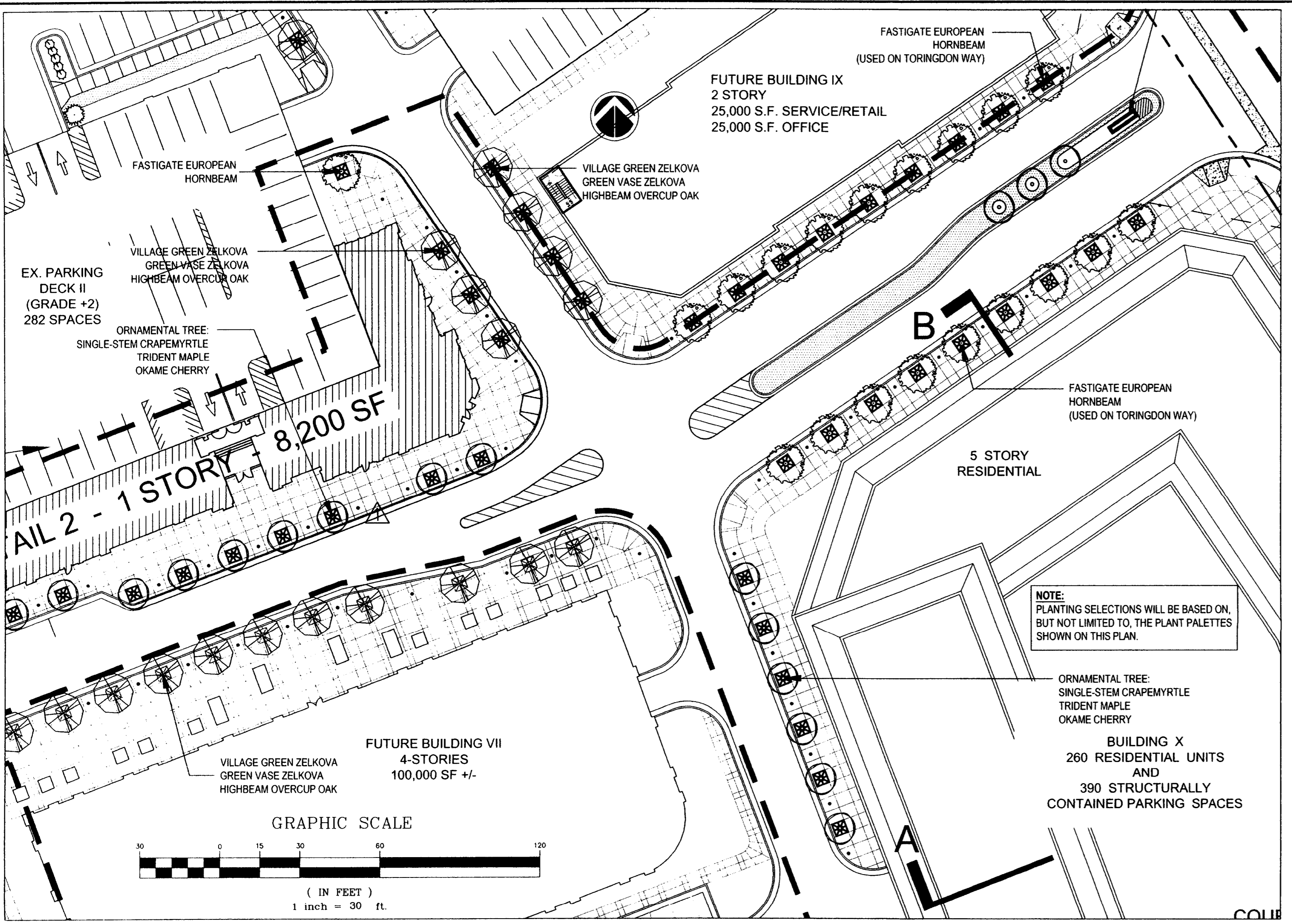
APPROVED BY  
CITY COUNCIL  
MAY 19 2008

FOR PUBLIC HEARING  
PETITION # 2008 - 040



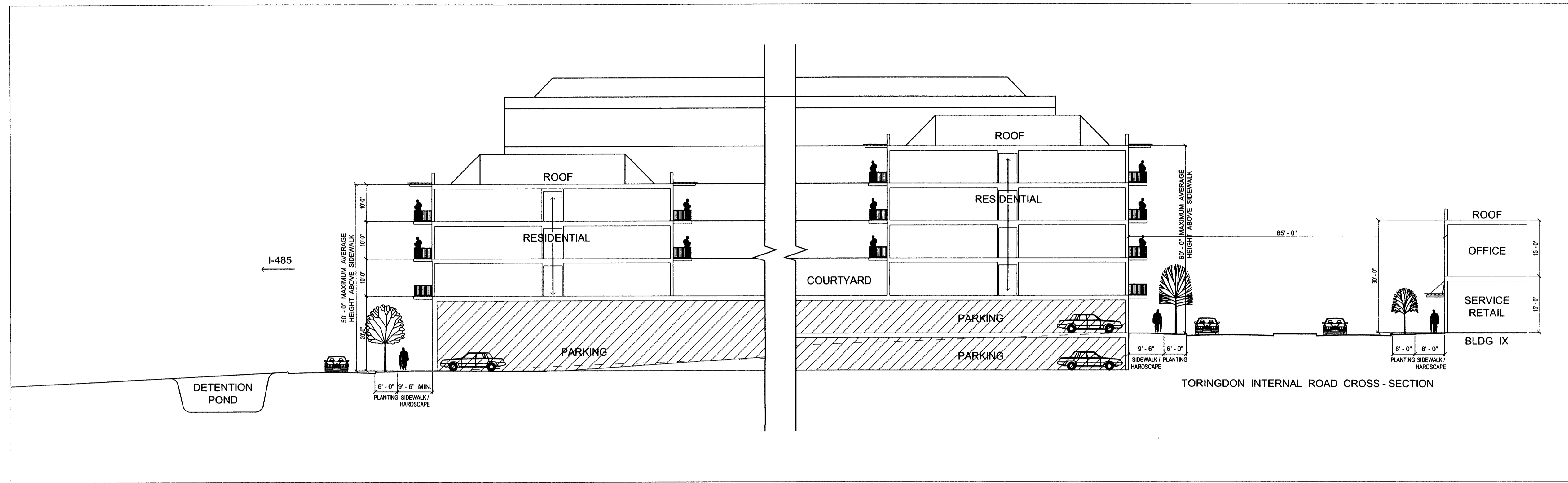






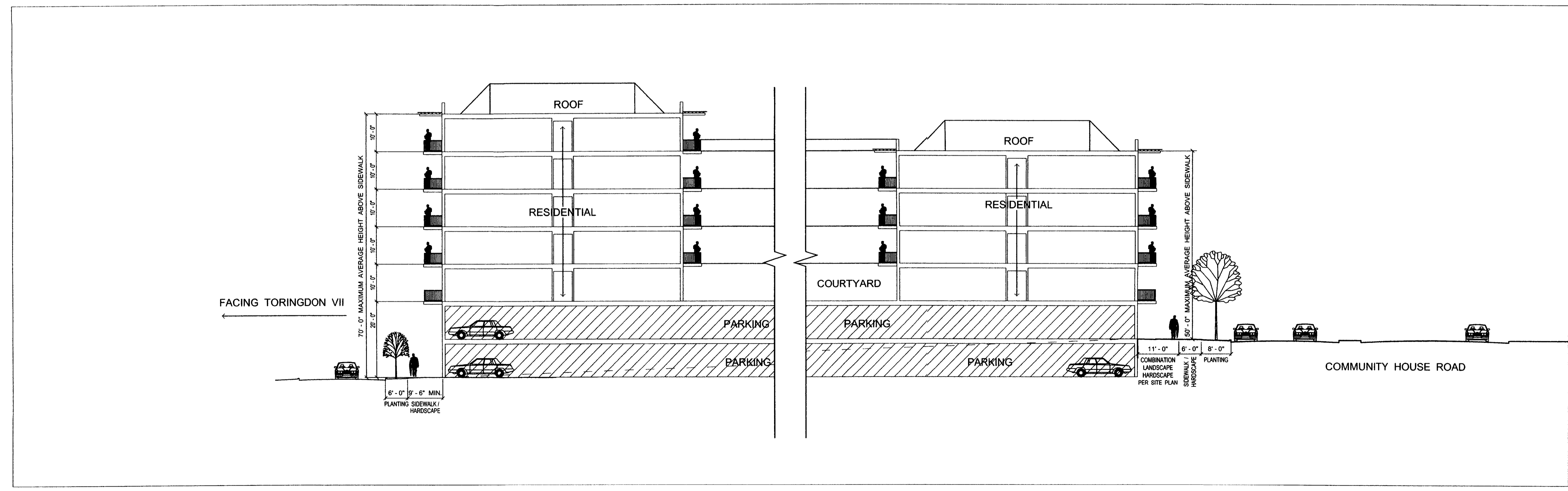


Pierce Goodwin Alexander & Linnell  
 Alexandria | Atlanta | Boca Raton | Dallas | Fort Lauderdale | Houston | Los Angeles | Los Vegas | Phoenix



SECTION BB

NOT TO SCALE



SECTION AA

NOT TO SCALE

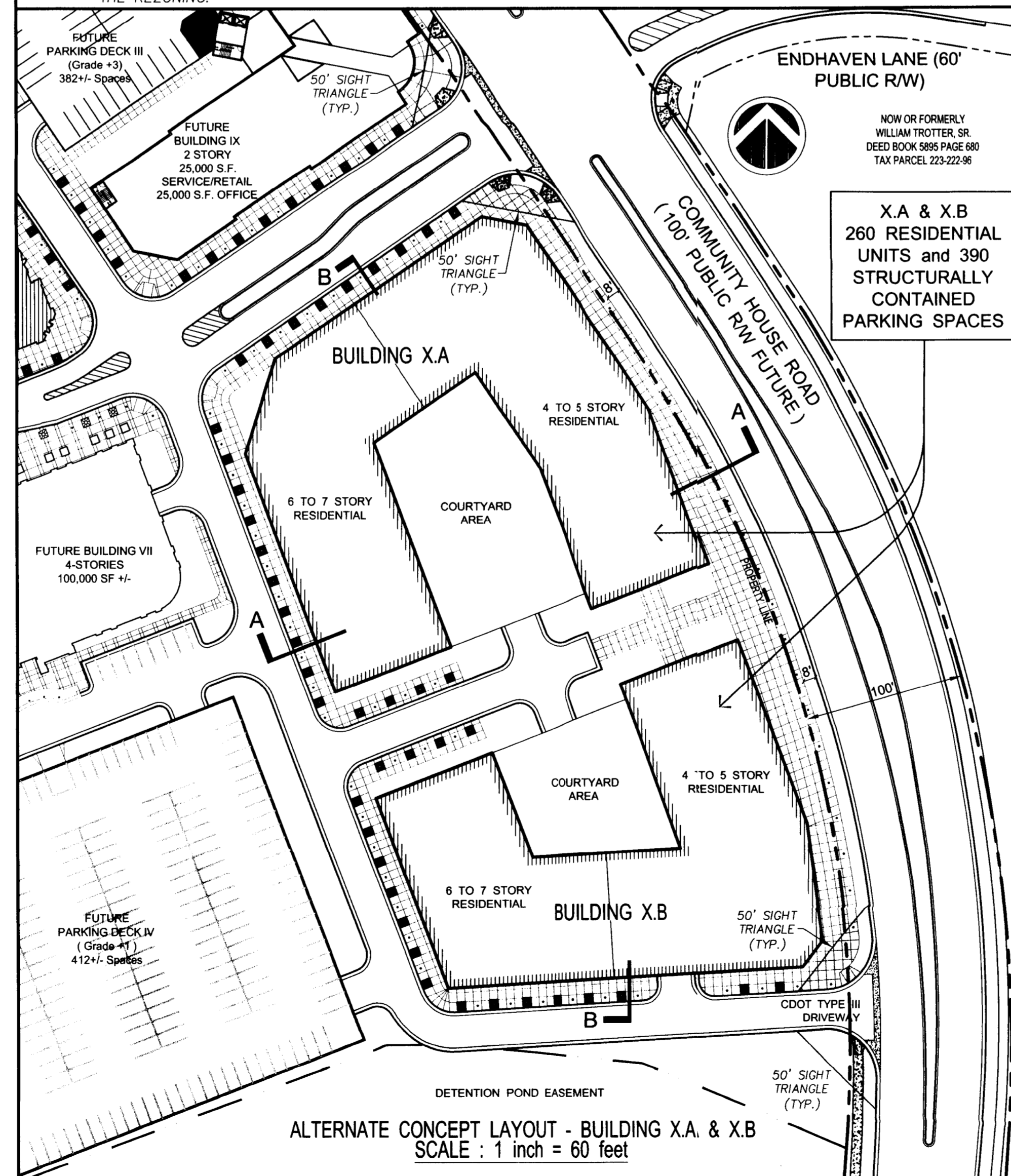


# DEVELOPMENT STANDARDS 2005 REZONING NOTES: (REVISED)

- DEVELOPMENT OF THE SITE WILL BE CONTROLLED BY THE STANDARDS DEPICTED ON THIS SITE PLAN AND BY THE STANDARDS OF THE CITY OF CHARLOTTE ZONING ORDINANCE. THE DEVELOPMENT DEPICTED ON THIS PLAN IS INTENDED TO REFLECT THE GENERAL ARRANGEMENT OF PROPOSED USES ON THE SITE, BUT THE EXACT DETAILS OF CONFIGURATION, PLACEMENT AND SIZE OF THE INDIVIDUAL SITE ELEMENTS MAY BE ALTERED OR MODIFIED WITHIN THE LIMITS PRESCRIBED BY THE ORDINANCE DURING THE DESIGN DEVELOPMENT AND CONSTRUCTION PHASES. THIS PROPOSAL IS INTENDED TO ENABLE THE DEVELOPMENT OF A MIXED-USE COMMUNITY COMPOSED OF OFFICE, MULTIFAMILY, AND NEIGHBORHOOD RETAIL AND SERVICE USES.
- THE PETITIONER WILL CONSTRUCT A MIXED USE DEVELOPMENT IN GENERAL CONFORMITY WITH THE SCHEMATIC PLAN WHICH WILL INCLUDE A WIDER THAN NORMAL THOROUGHFARE RIGHT-OF-WAY TO ACCOMMODATE ADDITIONAL LANDSCAPING AND PEDESTRIAN FEATURES. FURTHER, THE PETITIONER WILL PROVIDE PEDESTRIAN CONNECTIONS FROM WITHIN THE SITE TO OTHER SITE ELEMENTS AND USES AND TO ARRANGE USES TO FOCUS ON THE INTERSECTION AREA, BALANCING THE NEED FOR VEHICULAR AS WELL AS PEDESTRIAN ACCESS. FINALLY, THE PETITIONER'S SITE PLAN AND ARCHITECTURAL DESIGN WILL EMPHASIZE ARCHITECTURAL MASSING AS A "STREET WALL," ESPECIALLY ALONG PRINCIPAL STREETS WITHIN THE DEVELOPMENT. THE STREET WALL WILL PROVIDE FOR BUILDING ELEVATIONS TO BE THE DOMINANT COMPONENT OF THE STREET FRONTAGE AND WILL PROVIDE PEDESTRIAN-SCALE ELEMENTS AT THE GROUND FLOOR/STREET LEVEL SUCH AS WINDOWS, ARCADES, AWNINGS, ETC. THE PETITIONER MAY PLACE RETAIL USES WITHIN OFFICE BUILDINGS ON THE SITE, AS WELL AS WITHIN THE RETAIL CENTER IN ORDER TO FURTHER THE MIXED USE NATURE OF THE SITE.
- ACCESS TO THE SITE WILL BE PROVIDED BY CONNECTIONS TO THE NEW JOHNSTON ROAD, AND BY CONNECTIONS TO THE NEW COMMUNITY HOUSE ROAD AS SHOWN ON THE TECHNICAL DATA SHEET. ALL DRIVEWAY AND STREET CONNECTIONS ARE SUBJECT TO APPROVAL BY NCDOT AND BY THE CITY OF CHARLOTTE. THE EXACT ALIGNMENT FOR COMMUNITY HOUSE ROAD WILL BE DETERMINED IN CONJUNCTION WITH THE CITY OF CHARLOTTE AND WITH THE PROPERTY OWNERS EAST OF COMMUNITY HOUSE ROAD WHO MAY DESIRE ACCESS TO THE ROAD IN THE FUTURE.
- BUFFER AREAS ~~IF REQUIRED~~ WILL BE DEVELOPED IN ACCORDANCE WITH SECT. 12.302. REQUIRED BUFFERS ON THE SITE MAY BE ELIMINATED IF THE ADJOINING PARCELS ARE REZONED SUCH THAT BUFFERS ARE NO LONGER REQUIRED. **AS PER SECTION 11.405 (6) A BUFFER WILL NOT BE PROVIDED BETWEEN THE OFFICE DEVELOPMENT AND THE RESIDENTIAL DEVELOPMENT.**
- STORMWATER DETENTION FACILITIES ~~WILL BE~~ **HAVE BEEN** DESIGNED TO MEET THE APPLICABLE STANDARDS OF CHARLOTTE/MECKLENBURG STORMWATER SERVICES. NO STORMWATER DETENTION WILL OCCUR WITHIN ANY REQUIRED BUFFER AND SETBACK AREAS. ~~IT IS THE PETITIONER'S INTENT TO REPLACE THE EXISTING LAKE ALONG THE JOHNSTON ROAD PORTION OF THE SITE WITH A WATER QUALITY POND TO THE WEST OF JOHNSTON ROAD. THE PETITIONER HAS ALREADY OBTAINED APPROVAL FROM MECKLENBURG COUNTY OF WATER QUALITY FOR THIS POND DESIGN. THE PETITIONER WILL CONSTRUCT A LINEAR PARK ALONG JOHNSTON ROAD TO SCREEN PROPOSED PARKING AREAS.~~
- THE PETITIONER WILL DEDICATE A MINIMUM 100' OF RIGHT-OF-WAY FOR JOHNSTON ROAD AND FOR THE PORTION OF COMMUNITY HOUSE ROAD, WHICH FALLS ON THE SITE, PRIOR TO BUILDING 1 CERTIFICATE OF OCCUPANCY. IN ADDITION, THE PETITIONER WILL CONSTRUCT THE PORTION OF COMMUNITY HOUSE ROAD, WHICH FALLS ON THE SITE **(SEE 2008 NOTE # 8 )**, TO A CROSS SECTION DETERMINED JOINTLY BY THE PETITIONER AND CITY STAFF. IF NOT PART OF A FUNDED ROAD PROJECT, THE PETITIONER WILL CONSTRUCT A 5' 6" SIDEWALK WITH AN 8' PLANTING STRIP, WITH A SMALLER PLANTING STRIP ACCEPTABLE WHERE ADJOINING SITE CONDITIONS PROHIBIT, ALONG THE PUBLIC STREETS THAT PASS THROUGH THE SITE. WITHIN THE INTERIOR OF THE SITE ON PRIVATE STREETS, THE PETITIONER WILL CONSTRUCT A MORE URBAN CONFIGURATION CONSISTING OF A 6' SIDEWALK AND A 6' PLANTING STRIP.
- ANY DETACHED LIGHTING ON THE SITE WILL BE LIMITED TO 30 FEET IN HEIGHT. POLE MOUNTED LIGHTING ON THE TOP LEVEL OF DECKS SHALL BE CAPPED AND DIRECTED DOWNWARD.
- SIGNAGE WILL BE PERMITTED IN ACCORDANCE WITH APPLICABLE ZONING STANDARDS, AND DETACHED SIGNS WILL BE LIMITED TO GROUND MOUNTED SIGNS.
- PARKING WILL BE PROVIDED WHICH WILL MEET OR EXCEED THE STANDARDS OF THE ZONING ORDINANCE.
- SCREENING WILL CONFORM TO THE APPLICABLE STANDARDS OF SECT. 12.303 OF THE ZONING ORDINANCE.
- ALL DUMPSTERS ON THE SITE WILL BE SCREENED WITH A SOLID ENCLOSURE WITH GATES.
- NO RESTAURANTS WITH DRIVE THROUGH SERVICE OR GASOLINE/CONVENIENCE FACILITIES MAY BE LOCATED ON THE SITE.
- CONSTRUCTION TRAFFIC TO THE PETITIONER'S SITE WILL BE LIMITED TO ACCESS ONLY FROM I-485, JOHNSTON ROAD ~~AND/OR COMMUNITY HOUSE ROAD. ENDAVEN LANE MAY NOT BE USED FOR CONSTRUCTION TRAFFIC ACCESS.~~
- ~~SUBJECT TO THE PROVISIONS OF NOTE 17, THE PETITIONERS WILL CONNECT ENDAVEN LANE TO THE NEW SECTION OF COMMUNITY HOUSE ROAD IN ACCORDANCE WITH THE REQUIREMENTS OF THE SUBDIVISION ORDINANCE AND APPROPRIATE ENGINEERING AND CDOT STANDARDS.~~
- ~~THE PETITIONER, IF ALLOWED BY THE PLANNING STAFF, WILL CONSTRUCT THE PORTION OF COMMUNITY HOUSE ROAD ON THE SITE BUT WILL NOT COMPLETE THE FINAL CONNECTION OF ENDAVEN LANE TO COMMUNITY HOUSE ROAD UNTIL JOHNSTON ROAD IS OPEN TO NC81. FURTHER, IF THE CONNECTION HAS NOT BEEN COMPLETED BY THE TIME THAT CMS BEGINS CONSTRUCTION OF THE NEW SCHOOL ON ENDAVEN LANE, THE PETITIONERS WILL PROVIDE FOR SCHOOL CONSTRUCTION TRAFFIC TO CROSS THE PETITIONER'S SITE AS AN ALTERNATIVE TO THE USE OF ENDAVEN LANE.~~
- THE PETITIONERS WILL DEVELOP A MASTER PLAN FOR THE STREETScape WITHIN AND ALONG THE MARGINS OF THE SITE, WHICH WILL INCLUDE PEDESTRIAN SCALE LIGHTING, TREE PLANTING, LANDSCAPING, SIGNAGE, AND OTHER AMENITIES DESIGNED TO ENHANCE THE PEDESTRIAN ENVIRONMENT AND THE SITE WILL BE DEVELOPED IN ACCORDANCE WITH THAT MASTER PLAN ( SEE SHEET 3 ).
- THE PETITIONERS WILL DEVELOP A MASTER SIGNAGE PLAN FOR THE SITE TO COORDINATE IDENTIFICATION AND DIRECTIONAL INFORMATION FOR THE STRUCTURE, STREETS, AND PEDESTRIAN AREAS OF THE SITE.
- ~~WITH REGARD TO THE ACCESS DRIVE FOR THE RESIDENTIAL PORTION OF THE SITE THAT ORIENTS TO COMMUNITY HOUSE ROAD, THE PETITIONERS WILL CONSTRUCT THAT ENTRANCE SUCH THAT DESIGN AND SIGNAGE WILL CLEARLY INDICATE THAT IT IS A RESIDENTIAL ENTRANCE AND THAT ACCESS TO THE OFFICE PORTION OF THE SITE, SO AS TO DISCOURAGE "CUT THROUGH TRAFFIC" BETWEEN ENDAVEN LANE AND THE OFFICE PORTION OF THE SITE.~~
- THE PETITIONERS WILL INSTALL, AT THEIR COST, SIGNAGE, LANDSCAPING AND OTHER APPROPRIATE ENTRANCEWAY IMPROVEMENTS AT THE FUTURE CONNECTION OF ENDAVEN LANE AND COMMUNITY HOUSE ROAD. THESE ENTRANCEWAY IMPROVEMENTS WILL BE SUBSTANTIALLY SIMILAR TO THE ENTRANCEWAY FEATURES TO BE LOCATED ACROSS THE COMMUNITY HOUSE ROAD AT THE ENTRANCEWAY TO THE PROPOSED MULTIFAMILY COMMUNITY AND WILL BE INSTALLED AT THE SAME TIME.
- THE PETITIONERS WILL INSTALL CERTAIN TURNING LANE IMPROVEMENTS AT THE ENDAVEN LANE/ELM LANE WEST INTERSECTION. THE IMPROVEMENTS WILL RESULT IN THE CREATION OF TWO DISTINCT TURN LANES FOR TRAFFIC LEAVING ENDAVEN LANE AND BE BUILT IN ACCORDANCE WITH APPLICABLE CDOT DESIGN AND ENGINEERING STANDARDS SUBJECT TO THE AVAILABILITY OF REQUIRED RIGHT-OF-WAY.
- THE PETITIONERS WILL CONTRIBUTE 1/4 OF THE COST OF A TRAFFIC SIGNAL AT THE ENDAVEN LANE/ELM LANE INTERSECTION. THE CONTRIBUTION WILL BE MADE AT THE TIME THAT ENDAVEN LANE IS CONNECTED TO COMMUNITY HOUSE ROAD AND THE TIMING OF THE SIGNAL INSTALLATION AND ITS OPERATION WILL BE DETERMINED BY CDOT.
- THE PETITIONER RESERVES THE RIGHT TO REQUEST A VARIANCE FROM THE NORMAL BUFFER REQUIREMENTS FOR THE AREA ADJACENT TO A SMALL STRIP OF LAND BETWEEN THE PETITIONER'S SITE AND THE FUTURE COMMUNITY HOUSE ROAD RIGHT-OF-WAY.

# DEVELOPMENT STANDARDS 2005 GENERAL NOTES: (REVISED)

- PARKING BETWEEN THE BUILDINGS AND COMMUNITY HOUSE ROAD WILL BE PROHIBITED.
- ~~UNTIL RIGHT OF WAY FOR COMMUNITY HOUSE ROAD IS DEDICATED, THE RESIDENTIAL UNITS ADJACENT TO THIS AREA MAY NOT BE BUILT. THIS IS DUE TO THE FACT THAT THE PROPERTY LINE (FUTURE RIGHT-OF-WAY) WOULD REQUIRE A REAR YARD OF 40 FEET AND WOULD ALSO REQUIRE A BUFFER.~~
- ADEQUATE SIGHT TRIANGLES WILL BE RESERVED AT THE EXISTING/PROPOSED DRIVEWAY ENTRANCES. TWO 50' x 50' SIGHT TRIANGLES ARE REQUIRED FOR THE ENTRANCE TO MEET SIGHT DISTANCE REQUIREMENTS. ALL PROPOSED TREES, BERMS, WALLS, FENCES, AND/OR IDENTIFICATION SIGN'S MUST NOT INTERFERE WITH SIGHT DISTANCE AT THE ENTRANCES.
- THE PROPOSED DRIVEWAY CONNECTION TO COMMUNITY HOUSE ROAD WILL REQUIRE A DRIVEWAY PERMIT APPROVED BY CDOT.
- ANY FENCE OR WALL CONSTRUCTED ALONG OR ADJACENT TO ANY SIDEWALK OR STREET RIGHT-OF-WAY REQUIRES A CERTIFICATE ISSUED BY CDOT.
- A RIGHT-OF-WAY ENCROACHMENT AGREEMENT IS REQUIRED FOR THE INSTALLATION OF ANY NON-STANDARD ITEM(S) (IRRIGATION SYSTEMS, DECORATIVE CONCRETE PAVERS, BRICK PAVERS, ETC.) WITH A PROPOSED/EXISTING CITY MAINTAINED STREET RIGHT-OF-WAY. AN ENCROACHMENT AGREEMENT MUST BE APPROVE BY CDOT PRIOR TO THE INSTALLATION OF NON-STANDARD ITEMS.
- MINIMUM WIDTH OF DRIVEWAYS SHALL BE AS FOLLOWS: 26' FOR TWO WAY TRAFFIC, 20' FOR ONE-WAY TRAFFIC.
- THE DRIVEWAY TO COMMUNITY HOUSE ROAD MUST BE A TYPE III DRIVEWAY.
- PARKING DIMENSIONS SHALL CONFORM TO CITY OF CHARLOTTE STANDARDS.
- DEVELOPMENT MUST CONFORM TO THE CHARLOTTE SUBDIVISION REGULATIONS, CHAPTER 20 OF THE CITY CODE.
- STORMWATER DETENTION FACILITIES SHALL BE IN ACCORDANCE WITH THE DRAINAGE DETENTION ORDINANCE, A PORTION OF APPENDIX A OF THE CITY CODE.
- GRADING PERMIT SHALL BE IN ACCORDANCE WITH CHAPTER 18 OF THE CITY CODE.
- SITE WILL COMPLY WITH CHAPTER 21, SECTION 45 OF THE CHARLOTTE CITY CODE.
- TREES 8" IN DIAMETER OR LARGER, BREAST HEIGHT, THAT ARE LOCATED IN THE SETBACK WILL BE SHOWN ON THE GRADING AND/OR SITE PLAN WITH TREE PROTECTION DETAILS AND NOTES. THESE TREES CANNOT BE REMOVED WITHOUT A PERMIT FROM THE URBAN FORESTRY STAFF.
- SITE WILL COMPLY WITH CHAPTER 21 OF THE CHARLOTTE CITY CODE.
- EXISTING TREES THAT ARE DAMAGED OR IMPACTED BY CONSTRUCTION MAY REQUIRE MITIGATION AND/OR MONETARY FINES.
- THE URBAN FORESTRY STAFF WILL DETERMINE THE NUMBER AND TYPE OF TREES REQUIRED FOR THIS SITE DURING LANDSCAPE PLAN REVIEW.
- PLANTED TREES IN THE RIGHT OF WAY THAT ARE 1" IN DIAMETER OR LARGER REQUIRE A PERMIT FROM THE CITY ARBORIST BEFORE REMOVAL. TREE SURVEY OF EXISTING 8" TREES IN SETBACK IS REQUIRED WITH THE REZONING.



# DEVELOPMENT STANDARDS 2008 REZONING NOTES

## 2008 Site Plan Amendment:

- PROPOSED ZONING: CC SPA (COMMERCIAL CENTER SITE PLAN AMENDMENT).
- ALLOWED USES ARE: OFFICE (MEDICAL AND GENERAL), MULTI-FAMILY RESIDENTIAL, RETAIL (INCLUDING PERSONAL SERVICES AND RESTAURANTS), ALLOWED SQUARE FOOTAGES: UP TO 685,000 GROSS FLOOR AREA OF OFFICE USES, UP TO 64,000 GROSS FLOOR AREA OF RETAIL USES AND 260 MULTI-FAMILY RESIDENTIAL UNITS. NO RESTAURANTS WITH DRIVE THROUGH SERVICE OR GASOLINE/CONVENIENCE FACILITIES MAY BE LOCATED ON THE SITE. "FOR PURPOSES OF THE DEVELOPMENT LIMITATIONS SET FORTH IN THIS SECTION 2, THE TERM GROSS FLOOR AREA" OR "GFA" SHALL MEAN AND REFER TO THE SUM OF THE GROSS HORIZONTAL AREAS OF EACH FLOOR OF A PRINCIPAL BUILDING, AND ANY ACCESSORY BUILDINGS OR STRUCTURES ON THE SITE MEASURED FROM THE OUTSIDE OF THE EXTERIOR WALLS OR FROM THE CENTER LINE OF PARTY WALLS; PROVIDED, HOWEVER, SUCH TERM SHALL EXCLUDE ANY SURFACE OR STRUCTURED PARKING FACILITIES, OR RELATED ACCESS AREAS, AREAS USED FOR BUILDING AND EQUIPMENT ACCESS (SUCH AS STAIRS, ELEVATOR SHAFTS AND MAINTENANCE CRAWL SPACES), OR AREAS DEVOTED TO USES OR STRUCTURES ACCESSORY TO RESIDENTIAL USES ON THE SITE (LIMITATIONS ON THE SCOPE OF RESIDENTIAL USES BEING DETERMINED ON A PER UNIT, RATHER THAN FLOOR AREA BASIS); PROVIDED, FURTHER, AREAS DEVOTED TO OUTDOOR DINING ARE NOT INTENDED TO BE INCLUDED IN THE CALCULATION OF GROSS FLOOR AREA BUT ANY OFF STREET PARKING REQUIRED BY THE ORDINANCE FOR THE CC DISTRICT WILL BE PROVIDED FOR THESE OUTDOOR DINING AREAS.
- AS A SUMMARY TO THE CHANGES FROM THE SITE PLAN APPROVED IN PETITION NUMBER 2005-126, THE CHANGES REFLECTED IN THIS SITE PLAN AMENDMENT ARE GENERALLY SUMMARIZED AS FOLLOWS: (A) THE RESIDENTIAL UNITS HAVE BEEN INCREASED FROM A MAXIMUM OF 140 UNITS TO 260 UNITS (A TOTAL INCREASE OF 120); (B) RETAIL USES IN RETAIL 2 AS SHOWN ON THE REZONING PLAN HAVE BEEN INCREASED FROM 5,762 SF UP TO 8,200 SF. (A TOTAL INCREASE OF 2,438 SQ. FT.). THE RETAIL WILL WRAP AROUND CORNER OF DECK II; (C) STRUCTURED PARKING HAS BEEN ADDED TO ACCOMMODATE THE RESIDENTIAL UNITS IN BUILDING X; (D) THE SOUTHEAST ENTRY HAS BEEN RECONFIGURED; (E) THE GREENSPACE BETWEEN DECK IV AND OFFICE BUILDING VII HAS BEEN MOVED TO THE SPACE BETWEEN OFFICE BUILDINGS VI AND VII; (F) OFFICE AND RETAIL USES HAVE BEEN MODIFIED CONSISTENT WITH THESE NOTES AND THE SITE TABLE DATA; AND (G) PETITIONER RESERVES THE RIGHT TO COMBINE TORINGDON X AND XI AS SHOWN ON PRIOR PLANS INTO ONE BUILDING AS TORINGDON X OR TO HAVE TWO BUILDINGS AS TORINGDON X.A. AND TORINGDON X.B. AS SHOWN IN THE ALTERNATIVE ON THE REZONING PLAN EACH ALTERNATIVE SHALL ALLOW THE PROPOSED 260 RESIDENTIAL UNITS.
- THIS SITE PLAN AMENDMENT INCREASES THE MAXIMUM BUILDING HEIGHT FOR TORINGDON X OR IN THE ALTERNATIVE TORINGDON (X.A. AND X.B.) FACING COMMUNITY HOUSE ROAD FROM 45 FEET TO AN AVERAGE MAXIMUM HEIGHT OF 50 FEET ABOVE CURB ELEVATION FACING COMMUNITY HOUSE ROAD. THE MAXIMUM HEIGHT OF THE BUILDING(S) FACING THE INTERIOR OF THE SITE WILL BE 70' ABOVE CURB ELEVATION.
- STRUCTURED PARKING WILL BE INCORPORATED INTO TORINGDON X (TEN) TO ACCOMMODATE THE ADDITIONAL AREA IN THE BUILDING. THE EXPOSED STRUCTURED PARKING WILL BE FINISHED TO CONFORM ARCHITECTURALLY TO THE ADJOINING BUILDINGS TO CREATE A COHESIVE STREETScape.
- THIS SITE PLAN AMENDMENT DEPICTS A PROPOSED REVISED VEHICULAR ENTRY/EXIT TO THE SOUTH OF TORINGDON X (TEN) ONTO COMMUNITY HOUSE ROAD.
- THE LANDSCAPE AREA SHOWN ON THE 2005 REZONING PLAN TO THE NORTH OF PARKING DECK IV HAS BEEN RELOCATED AND RECONFIGURED BETWEEN BUILDINGS VI AND VII. THIS AREA SHALL BE PRESERVED AS A PUBLIC HARDScape / LANDSCAPED AREA.
- THE DEVELOPER OF BUILDING X (TEN) AGREES TO CONSTRUCT COMMUNITY HOUSE ROAD EXTENSION FROM ENDAVEN LANE UP TO THE PLANNED APPROACH FOR THE I-485 BRIDGE. PROPOSED EXTENSION OF COMMUNITY HOUSE ROAD TO BE COMPLETED PRIOR TO CERTIFICATE OF OCCUPANCY FOR BUILDING X (TEN). THE PETITIONER WILL CONSTRUCT THIS PORTION OF COMMUNITY HOUSE ROAD TO A CROSS SECTION THAT WILL INCLUDE A MEDIAN TWO THROUGH LANES IN EACH DIRECTION, TURN LANES WHERE REQUIRED, TWO FIVE FOOT BIKE LANES, AN EIGHT FOOT PLANTING STRIP AND SIX FOOT SIDEWALK ON THE DEVELOPMENT SIDE OF THE ROAD. IT IS ANTICIPATED THE PORTION OF THE SIDEWALK OPPOSITE THE SUBJECT PROPERTY WILL BE CONSTRUCTED IN CONJUNCTION WITH THE DEVELOPMENT OF THE ADJACENT PARCEL.
- THE PROPOSED ENTRANCE DRIVE LOCATED SOUTH OF BUILDING X (TEN) SHALL BE A CDOT TYPE III DRIVEWAY APPROACH. THIS ENTRANCE DRIVE WILL REQUIRE REVIEW AND APPROVAL BY CDOT AND A PERMIT FOR CONSTRUCTION.
- CDOT ENCROACHMENT AGREEMENTS SHALL BE REQUIRED FOR THE INSTALLATION OF ANY NON STANDARD ITEMS (IRRIGATION SYSTEMS, DECORATIVE CONCRETE PAVEMENT, BRICK PAVERS, AND TREE GRATES ETC) LOCATED IN THE PROPOSED/EXISTING COMMUNITY HOUSE ROAD RIGHT OF WAY. ENCROACHMENT AGREEMENTS SHALL BE APPROVED BY CDOT PRIOR TO CONSTRUCTION OF NON-STANDARD ITEMS.
- THE FOLLOWING ADDITIONAL NOTES SHALL RELATE TO STORMWATER ASPECTS OF THE DEVELOPMENT SHOWN HIGHLIGHTED ON THE REZONING PLAN:  
 THE PETITIONER SHALL PROVIDE NECESSARY ENGINEERING CALCULATIONS TO SHOW THAT THE MASTER PLAN STORM WATER RUN-OFF MANAGEMENT SYSTEM IS SIZED APPROPRIATELY TO HANDLE THE ADDITIONAL RUN-OFF FROM THE PROPOSED DEVELOPMENT OF THIS SPA. IF THE ENGINEERING CALCULATIONS INDICATED THAT THE MASTER PLAN STORM WATER RUN-OFF MANAGEMENT SYSTEM WAS NOT DESIGNED FOR THE PROPOSED DEVELOPMENT OF THIS SPA, THE PETITIONER SHALL COMPLY WITH THE CHARLOTTE CITY COUNCIL APPROVED AND ADOPTED POST CONSTRUCTION CONTROLS ORDINANCE AS TO THE PROPOSED DEVELOPMENT OF THIS SPA.  
 IF THE PETITIONER MUST COMPLY WITH THE POST CONSTRUCTION CONTROL ORDINANCE AS DESCRIBED ABOVE, THE PETITIONER MAY THROUGH AN AGREEMENT WITH THE NECESSARY OWNERS AND/OR AGENCIES AND ENTITIES UTILIZE AND IMPROVE THE EXISTING POND ON THE PROPOSED DEVELOPMENT SITE FOR DETENTION AND WATER QUALITY BENEFITS. IF THE EXISTING POND IS TO BE UTILIZED, THE PETITIONER MAY IMPROVE/ENHANCE THE POND TO MEET THE AFOREMENTIONED SPECIFICATIONS. IMPROVEMENTS AND ENHANCEMENTS MAY INCLUDE CONSTRUCTIONS OF A FOREBAY AT THE SITE'S STORM WATER DISCHARGE, CONSTRUCTION OF A LITORAL SHELF AROUND THE PERIMETER OF THE POND, AND CONSTRUCTION OF AN OUTLET CONTROL STRUCTURE TO MEET ALL DETENTION REQUIREMENTS AS WELL AS DRAWDOWN REQUIREMENTS.
- TREES AND TREE GRATES WITHIN THE DEVELOPMENT SHALL BE IRRIGATED.

	Building	Building Areas Sq. Ft.		Number of Units Residential	Total Square Footage	Zoning Required parking	Parking Provided in Decks	Surface Parking	Parking Provided Per Plan	Parking In Excess of Zoning Requirements
		Office	Svc/Retail							
COMPLETED	Building 1	93,750			93,750	310	0	333	333	23
	Building 2	74,039			74,039	245	0	250	250	5
	Building 3	84,000			84,000	278	259	28	287	9
	Building 5	75,000			75,000	249	236	13	249	0
	Building 6	100,000			100,000	331	0	356	356	25
	Building 8	108,000			108,000	357	0	376	376	19
	Retail 1		5,550		5,550	23	23	0	23	0
	Retail 2		8,200		8,200	33	20	21	41	8
PLANNED	Building 4	25,000	25,000		50,000	185	191	0	191	6
	Building 7	100,000			100,000	331	312	39	351	20
	Building 9	25,000	25,000		50,000	185	191	0	191	6
	Building 10			260	106,910	357	390	0	390	33
<b>Totals</b>	<b>684,789</b>	<b>63,750</b>		<b>855,449</b>	<b>2,884</b>	<b>1,622</b>	<b>1,416</b>	<b>3,038</b>	<b>154</b>	