

SITE DATA

TAX PARCEL #: 027-07-215 (Portion of, SPA to Parcel C of Rezoning #2005-001), 027-07-216, 027-07-217 (Portion of)

TOTAL SITE AREA: 2.77 ACRES
 1.95 AC of Tax Parcel #027-07-215 (Portion of, SPA to Parcel C of Rezoning #2005-001),
 .72 AC of Tax Parcel #027-07-216
 .10 AC of 027-07-217 (Portion of)
 2.77 ACRES

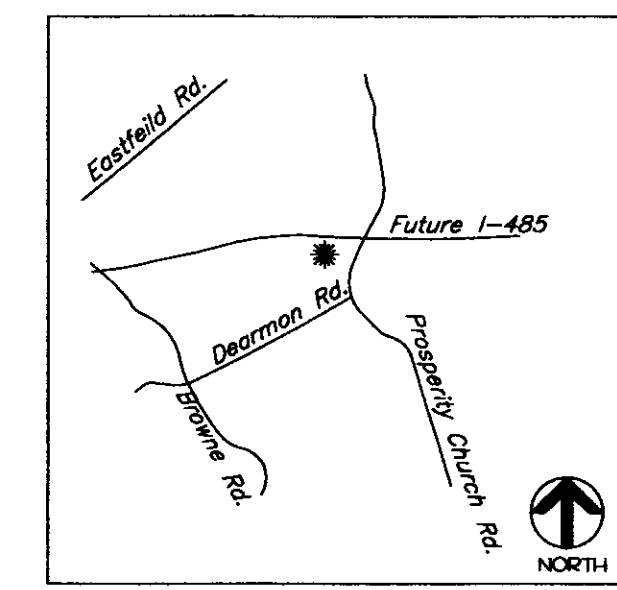
EXISTING ZONING: Tax Parcel ID # 027-07-215 (Portion of, SPA to Parcel C of Rezoning #2005-001) = CC
 Tax Parcel ID # 027-07-216 = R-3
 Tax Parcel ID #027-07-217 (Portion of) = R-3

PROPOSED ZONING: Tax Parcel ID # 027-07-215 (Portion of, SPA to Parcel C of Rezoning #2005-001) = CC SPA
 Tax Parcel ID # 027-07-216 = CC
 Tax Parcel ID #027-07-217 (Portion of) = CC

PROPOSED USE: OFFICE OR RETAIL (PARCEL C-2), AND CONVENIENCE STORE/GAS STATION WITH CARWASH (LIMITED TO 5,000 SF ON PARCEL C-1).

PROPOSED BUILDING AREA: 20,000 SQ. FT. TOTAL (5,000 SF CONVENIENCE STORE/GAS STATION WITH CARWASH AND 15,000 SF OFFICE OR RETAIL.)

MAX. BUILDING HEIGHT: 40' or 3 STORIES

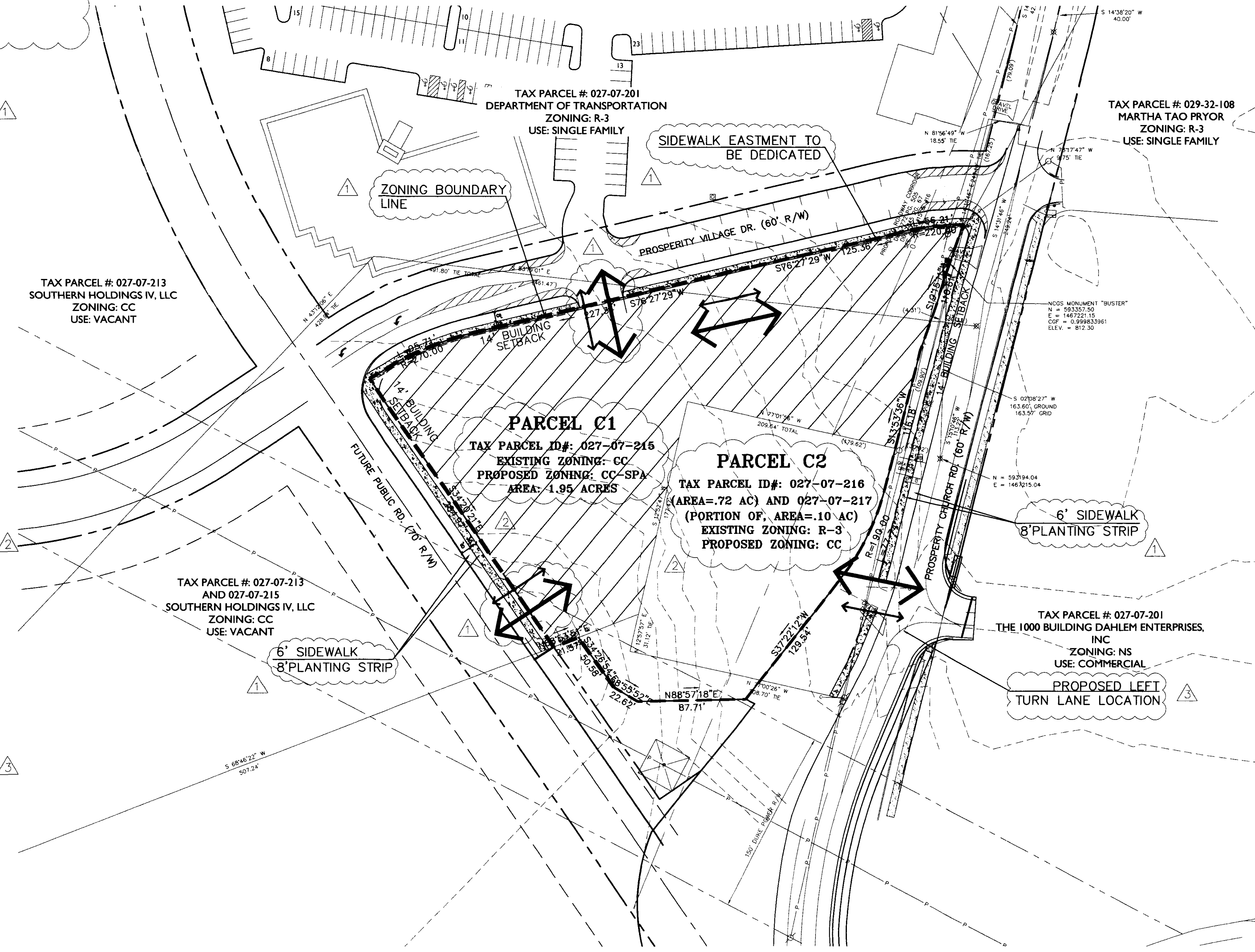


VICINITY MAP
NTS.

APPROVED BY CITY COUNCIL
DATE 9/19/05

DEVELOPMENT GUIDELINES

- The Development Guidelines from Rezoning Petition 2005-001 shall apply to the proposed parcel to be rezoned. Rezoning Petition 2005-001 is a site plan amendment to petition number 98-27c. The development guidelines from rezoning petition 2005-001 are on sheet 2 of 3 of this petition.
- Signage shall be ground mounted and a maximum of 5 feet in height with a maximum of 32 square feet area sign. One sign per public street shall be permitted.
- Storm water detention has been accommodated in the prosperity crossing overall development, as such; no storm water structures are anticipated on this site. If storm water detention structures are provided on site, they shall not be located in the setbacks.
- Wall pack lighting is not permitted.
- All street side lighting will be in accordance with the village concept plan. Any variation to that must be approved in writing by the Charlotte-Mecklenburg Planning Commission Staff.
- Pedestrian scale lighting will be provided where appropriate. (ie. Along sidewalks)
- Where area lighting for parking lots is mounted on poles, poles can not exceed 16 feet in height with illumination limited to 400 watts per light. A maximum of four light heads can be mounted on one pole. All illumination will be white in color; yellow or other tones will not be allowed. Dispersion of area lighting can not carry over to adjoining properties, unless the lighting is for a parking lot that serves all properties within a designated parcel.
- Aesthetic illumination of exterior wall faces will not be allowed, except at entrances and canopies or drive-thru. Security illumination less than 3 feet above ground will be allowed throughout all parking lots or adjacent to buildings as long as the light is not directed upwards thus illuminating the building. Wall-pak lighting is not permitted. Lighting levels under the gas station canopy are limited to 24 footcandles.
- The buildings shall orient toward the external streets. The main building entrances shall be dominant and clearly recognizable and accessible from the street. Principal entrances shall not orient toward interior blocks or parking lots.
- The walls of commercial buildings facing the streets shall be varied and transparent with a frequency of doors and windows to encourage pedestrian interaction. Long expanses of blank walls with no openings or changes in material are discouraged.
- Awnings, changes in building materials, creative signage, and window displays are encourage to enliven the street. At least 50% of the facade should be treated in this manner.
- Bicycle racks shall be provided at the office and commercial facilities per Section 12.201 of the zoning ordinance.
- Building elevations shall be provided and reviewed by the Charlotte-Mecklenburg Planning Commission prior to issuance of a building permit.
- Construction of the proposed collector road in phases. The minor thoroughfare shall occur in conjunction with the development of Parcels A and C.
- Building height on Parcel C shall not exceed 40' or three stories.
- Parallel parking adjacent to the curb shall be permitted on Prosperity Village Drive.
- A 6-foot sidewalk and 8-foot planting strip shall be provided along all public street frontages.
- A commitment by the petitioner to construct a left-turn lane from existing Prosperity Church Road into this site is a condition of the driveway permit approval.
- The development of the entire site shall be phased such that certificates of occupancy for all three buildings on this site cannot be issued until both of the following conditions are met:
 - There is internal vehicular and pedestrian connectivity within the site, and
 - The east-west collector street on the north side of the site is constructed, connected to existing Prosperity Church Road, and a driveway is built to it.
- There shall be internal pedestrian connection between the office/retail buildings and the proposed gas station.
- Screening and landscaping shall be provided at the corner under the Duke Power Right-of-Way.



PROSPERITY CROSSING
CHARLOTTE, NC

PROSPERITY CHURCH, INC.
9823 WHITE CASCADE DRIVE
CHARLOTTE, NC 28269

Design Resource Group

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- Landscape Architecture
- Urban Design
- Civil Engineering
- Land Planning

DRG

TECHNICAL SITE PLAN

FOR PUBLIC HEARING
REZONING PETITION #2005-59

Scale:	1" = 40'
Date:	24 JAN 2005
Project No.:	195-002
Revisions:	
1	3/18/05 PER CMPC REVIEW
2	6/27/05 PER CMPC REVIEW
3	7/20/05 PER CMPC REVIEW
Sheet	1 Of 3

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DEVELOPMENT GUIDELINES

REZONING PETITION # 2005-01

GENERAL

THE PURPOSE OF THESE DEVELOPMENT GUIDELINES IS TO ESTABLISH THE OVERALL CHARACTER OF THE PROPERTY INCLUDED IN THE REZONING APPLICATION AND TO INSURE ITS COMPATIBILITY WITH THE VILLAGE CONCEPT PLAN INSTITUTED BY THE CHARLOTTE-MECKLENBURG COUNTY PLANNING COMMISSION. ALL CONSTRUCTION WITHIN THE "DEVELOPMENT" MUST MEET THE CRITERIA SET FORTH IN THESE GUIDELINES, AND THOSE ADOPTED BY THE CHARLOTTE-MECKLENBURG PLANNING COMMISSION. EACH BUILDING PERMIT APPLICATION MUST BE APPROVED BY PLANNING COMMISSION STAFF. THESE DEVELOPMENT GUIDELINES AND THE DESIGN GUIDELINES OF THE "PROSPERITY CHURCH ROAD VILLAGES" WILL BE USED BY THE STAFF WHEN EVALUATING THE BUILDING DESIGN FOR COMPLIANCE.

THE GUIDELINES ESTABLISH PARAMETERS FOR DEVELOPMENT OF PROPERTY BUT, AT THE SAME TIME, ALLOW FLEXIBILITY IN THE ACTUAL SITE DESIGN, SO AS TO BETTER MEET THE NEEDS OF THE BUILDING DEVELOPER. SQUARE FOOTAGE ALLOWANCES CAN NOT BE EXCEEDED, NOR CAN THE MINIMUM SITE REQUIREMENTS ESTABLISHED WITHIN THE C-C ZONING CLASSIFICATION BE LESSENED.

ALL REQUESTED DEVELOPMENT MAY BE CONSTRUCTED AT ANY TIME FOLLOWING ZONING APPROVAL WITH ACCESS FROM EXISTING AND NEWLY CONSTRUCTED ROADWAYS. CONSTRUCTION OF THE PROPOSED COLLECTOR ROAD AND THE MINOR THOROUGHFARE SHALL OCCUR IN CONJUNCTION WITH THE DEVELOPMENT OF PARCELS "B", "C" AND "A". 50,000 SQUARE FEET OF OFFICE SPACE MAY BE DEVELOPED IN PARCEL "B". IN PARCEL "C", A 5,000 SQUARE FOOT CONVENIENCE STORE WITH A CAR WASH AND 10 ISLAND FUELING CANOPY MAY BE DEVELOPED PRIOR TO CONSTRUCTION OF THE NEW ROADWAYS. UP TO 81 MULTI-FAMILY UNITS IN PARCEL "E" AND UP TO 150 MULTI-FAMILY UNITS IN PARCEL "F" CAN BE DEVELOPED PRIOR TO THE COLLECTOR ROAD CONSTRUCTION, ONLY IF THE PARCELS ARE ACCESSED FROM DEARMON ROAD.

THE 150 ROOM HOTEL DEVELOPMENT AUTHORIZED FOR PARCEL "A" MAY NOT TAKE PLACE ON THE SITE UNTIL THE INITIAL GRADING FOR I-485 BEGINS FOR THE BRIDGE ROAD MINOR THOROUGHFARE AND THE PROPOSED BRIDGE OVERPASS AND ACCOMPANYING EXIT FROM I-485.

THE DEVELOPMENT TIMING OF THE OFFICE COMPONENT OF PARCEL "A" WILL BE MARKET DRIVEN AND DEVELOPED AS THE NEED ARISES FOR THIS AREA. IT IS NOT ANTICIPATED THAT THIS WILL BE DEVELOPED PRIOR TO PARCELS "B" OR "C".

DEDICATION OF ROAD RIGHT-OF-WAY

THE MAIN ROADS, INDICATED ON THE DEVELOPMENT PLAN WILL BE DEDICATED AND CONVEYED TO THE CITY OF CHARLOTTE, MECKLENBURG COUNTY OR NCDOT UPON CONSTRUCTION OF THE ROADWAYS. THE PETITIONER AGREES TO DEDICATE THE RIGHTS-OF-WAY SHOWN ON THE PROPERTY DEVELOPMENT PLAN AS FOLLOWS:

- THE "BRIDGE ROAD" MINOR THOROUGHFARE BETWEEN I-485 AND PROSPERITY CHURCH ROAD
- THE EXISTING PROSPERITY CHURCH ROAD
- THE PROPOSED PUBLIC COLLECTOR ROADS

THE FUTURE 60' RIGHT-OF-WAY COLLECTOR STREET SHALL BE CONSTRUCTED IN CONJUNCTION WITH PARCELS B AND C. THE FUTURE 70' RIGHT-OF-WAY PUBLIC ROAD SHALL BE CONSTRUCTED IN CONJUNCTION WITH PARCELS A, E AND F.

ALL INTERIOR THROUGH ROADWAYS SHALL BE CONSTRUCTED BY THE DEVELOPER IN CONJUNCTION WITH DEVELOPMENT OF THE PARCELS AND MUST BE DEDICATED TO NCDOT OR THE CHARLOTTE DEPARTMENT OF TRANSPORTATION (CDOT).

THE NUMBER AND APPROXIMATE LOCATION OF THE PARCEL ACCESS POINTS ARE INDICATED ON THE SITE DEVELOPMENT PLAN. HOWEVER, INDIVIDUAL ACCESS MUST BE PERMITTED THROUGH THE MECKLENBURG COUNTY ENGINEERING OFFICE, CDOT OR NCDOT.

PARCEL "G" WILL BE DEDICATED AND CONVEYED TO MECKLENBURG COUNTY UPON COMPLETION OF THE ROAD NETWORK IN PARCELS "E" AND "F" OR UPON REQUEST OF THE COUNTY TO THE PETITIONER. SAID DEDICATION MUST BE COMPLETED PRIOR TO ISSUANCE OF BUILDING PERMITS IN PARCELS "A", "E", OR "F". THE DEDICATION WILL BE SUBJECT TO ANY EXISTING EASEMENTS OF RECORD AND THE RIGHT OF THE PETITIONER TO RESERVE ADDITIONAL EASEMENTS THAT MAY BE REASONABLY REQUIRED FOR DEVELOPMENT OF THIS SITE.

ALLOWABLE USES

ONLY THOSE USES SPECIFICALLY NOTED IN THE INDIVIDUAL PARCEL GUIDELINES FOR EACH PARCEL WILL BE PERMITTED WITHIN THE RESPECTIVE PARCELS.

BUILDING HEIGHTS

BUILDING HEIGHT WITHIN THIS DEVELOPMENT WILL BE LIMITED TO 60 FEET, EXCEPT FOR PARCEL E, WHICH WILL BE LIMITED TO 48'. DECORATIVE PARAPETS, FOR THE PURPOSE OF CONCEALING ROOF TOP EQUIPMENT ARE ALLOWED ABOVE THE HEIGHT LIMITATION BUT MAY NOT EXCEED THE LIMIT BY MORE THAN 5 FEET FOR ANY BUILDING. GUIDELINES FOR INDIVIDUAL PARCELS SHALL DETERMINE MAXIMUM NUMBER OF STORIES FOR STRUCTURES WITHIN THOSE PARCELS.

STREET WALLS

THE FIRST FLOOR OF ALL BUILDINGS, INCLUDING STRUCTURED PARKING MUST BE DESIGNED TO ENCOURAGE AND COMPLEMENT PEDESTRIAN SCALE INTEREST AND ACTIVITY. WHERE EXPANSION OF BLANK WALL ARE NECESSARY, THEY MAY NOT EXCEED TWENTY FEET IN LENGTH.

A BLANK WALL IS A FAÇADE WHICH DOES NOT ADD TO THE CHARACTER OF THE STREETScape AND DOES NOT CONTAIN TRANSPARENT WINDOWS OR DOORS SUFFICIENT ORNAMENTATION, DECORATION OR ARTICULATION.

SEE "BUILDING DESIGN" REQUIREMENTS FOR OTHER ELEMENTS PERTAINING TO THE STREET WALLS AND BUILDING DESIGN.

SETBACKS

STATED SETBACKS ARE FROM THE BACK OF CURB OF THE PROPOSED ROADWAYS. AS INDICATED ON THE SITE DEVELOPMENT PLAN, SETBACKS/BUILD-TO LINES ARE 14 FEET FROM BACK OF CURB, OR AT THE PROPERTY LINE, WHICHEVER IS GREATER. DOORS MAY NOT SWING INTO THE MINIMUM 14 FOOT SETBACK AREA. THE 35' PARKING SETBACK IS MEASURED FROM THE ROW LINE.

STREETSCAPE REQUIREMENTS

STREET TREES ARE REQUIRED IN ACCORDANCE WITH AN APPROVED LANDSCAPE PLAN AND THE "STREETSCAPE PLAN" FOR THE VILLAGE. IF A "STREETSCAPE PLAN" DOES NOT EXIST, THE MINIMUM REQUIREMENTS ARE AS FOLLOWS:

- LARGE MATURING TREE - ONE TREE PER 35 LINEAR FEET. THE MINIMUM CALIPER SHALL BE 2" MEASURED 6" ABOVE GROUND AT TIME OF PLANTING.
- SMALL MATURING TREE - ONE TREE PER 24 LINEAR FEET. THE MINIMUM CALIPER SHALL BE 2" MEASURED 6" ABOVE GROUND AT TIME OF PLANTING.

ALL PLANTING SHALL BE INSTALLED IN ACCORDANCE WITH THE CHARLOTTE-MECKLENBURG LAND DEVELOPMENT STANDARDS MANUAL.

PARKING

ON STREET PARKING THE DESIGN OF THE VILLAGE CONCEPT PROMOTES ON STREET PARKING WHEREVER POSSIBLE. ALL PUBLIC ROADWAYS WILL HAVE PARALLEL PARKING ADJACENT TO THE CURBING.

OFF STREET PARKING

NO PARKING WILL BE ALLOWED WITHIN THE PRESCRIBED PARKING SETBACK AREA. REGARDLESS OF WHICH BUILDING SETBACK IS USED, ANY PARKING LOT MUST BE LOCATED A MINIMUM OF 35 FEET FROM THE STREET RIGHT-OF-WAY AS INDICATED ON THE DEVELOPMENT PLAN. THIS 35 FOOT AREA WILL BE USED FOR A PLANTED BUFFER/SCREEN. ALL PARKING LOTS WILL BE SCREENED IN ACCORDANCE OF THE CHARLOTTE-MECKLENBURG ZONING ORDINANCE.

STRUCTURED PARKING FACILITIES

STRUCTURED PARKING FACILITIES MUST BE SO DESIGNED SO THAT THE ONLY OPENINGS AT THE STREET LEVEL ARE THOSE TO ACCOMMODATE VEHICLE AND PEDESTRIAN ACCESS TO THE STRUCTURE.

IN THE EVENT THAT ANY OPENINGS FOR VENTILATION, SERVICE OR EMERGENCY ACCESS ARE LOCATED AT THE FIRST FLOOR LEVEL IN THE BUILDING FAÇADE, THEN THEY MUST BE DECORATIVE AND MUST BE AN INTEGRAL PART OF THE OVERALL BUILDING DESIGN. THESE OPENINGS MUST BE DESIGNED SO THAT CARS INSIDE ARE NOT VISIBLE FROM THE STREET. THE REMAINDER OF THE STREET LEVEL FRONTAGE MUST BE EITHER OCCUPIED RETAIL SPACE OR AN ARCHITECTURALLY ARTICULATED FAÇADE. CARS ON ALL LEVELS OF THE PARKING FACILITY MUST BE SCREENED FROM VIEW FROM THE STREET UTILIZING DECORATIVE ELEMENTS SUCH AS GRILL WORK OR LOUVERS. IN NO INSTANCE WILL CABLING ALONE BE SUFFICIENT TO MEET WITH SCREENING REQUIREMENTS.

NO SERVICE OR LOADING AREA MAY BE ORIENTED TOWARDS THE STREET FROM WHICH THE REDUCED SETBACK WILL OCCUR.

BIKE RACKS WILL BE PROVIDED AT THE FOLLOWING RATE: 1 BIKE SPACE PER 20 PARKING SPACES AT THE OFFICE AND COMMERCIAL FACILITIES.

PUBLIC TRANSPORTATION

THE PETITIONER AGREES TO WORK WITH THE CHARLOTTE AREA TRANSIT SYSTEM (CATS) IN PROVIDING A BUS SHELTER PAD, BUS PULL-OFF AREA AND PARKING SPACES AS IS REASONABLY ACHIEVABLE.

SIDEWALKS

ALL SIDEWALKS CONSTRUCTED ADJACENT TO THE STREETS WILL BE 6 FEET WIDE CONCRETE WITH TOOLED CONSTRUCTION JOINTS AT EVERY 8 FEET. AN 8 FOOT WIDE PLANTING STRIP WILL BE LEFT BETWEEN THE CURB AND THE SIDEWALK. SPECIAL TREATMENTS, I.E., EMBOSSED CONCRETE PATTERN, BRICK, ETC., WILL BE ALLOWED AT ROAD CROSSINGS BUT MUST BE APPROVED BY THE CHARLOTTE-MECKLENBURG PLANNING COMMISSION STAFF.

SIGNAGE

A MASTER SIGNAGE PROGRAM WILL BE DEVELOPED FOR THIS PROPERTY THAT WILL BE IN CONCERT WITH THAT DEVELOPED WITHIN THE VILLAGE CONCEPT. ALL SIGNS MUST COMPLY WITH THE CHARLOTTE-MECKLENBURG SIGN ORDINANCE AND MUST BE PERMITTED ACCORDINGLY. POLE MOUNTED SIGNS WILL NOT BE ALLOWED, NOR WILL FLASHING SIGNS OF ANY NATURE. THE MAXIMUM HEIGHT OF GROUND MOUNTED/MONUMENT SIGNS WILL BE 5 FEET ABOVE THE AVERAGE GRADE AT EDGE OF RIGHT-OF-WAY. MAXIMUM SIZE OF SIGNAGE WILL BE 50 SQUARE FEET, EACH FACE. NO PERMANENT BUSINESS IDENTIFICATION SIGNS OR ADVERTISEMENTS WILL BE ALLOWED WITHIN THE 14 FOOT BUILDING SETBACK, EXCEPT AT DRIVEWAY ENTRANCES WHICH BISECT THE LANDSCAPE SETBACK AREA. ANY SAID SIGNS MUST BE WITHIN 6 FEET OF THE DRIVEWAY CURBING. TEMPORARY PROJECT IDENTIFICATION SIGNS MUST BE LOCATED OUTSIDE OF THE REQUIRED SETBACK STATED ABOVE.

TEMPORARY CONSTRUCTIONS SIGNAGE CAN NOT BE LOCATED WITHIN THE REQUIRED SETBACK, AND MUST BE REMOVED NO LATER THAN 60 DAYS FOLLOWING THE RECEIPT OF THE CERTIFICATE OF OCCUPANCY FOR THE STRUCTURE ADDRESSED BY THE SIGNAGE.

BUILDING IDENTIFICATION SIGNS WITHIN INTERIOR PARKING LOTS WILL BE ALLOWED AT THE WALKWAY LEADING TO THE BUILDING AT THE POINT THE WALKWAY EXITS THE PARKING LOT. SUCH SIGNAGE IS LIMITED TO 6 SQUARE FEET, EACH FACE, AND MUST BE INTERNALLY ILLUMINATED.

SIGNAGE FOR PARCELS "E", AND "F" MEET REQUIREMENTS PER SECTION 13.109 (I)(C).

LIGHTING

ALL STREET SIDE LIGHTING WILL BE IN ACCORDANCE WITH THE VILLAGE CONCEPT PLAN. ANY VARIATION TO THAT MUST BE APPROVED IN WRITING BY THE CHARLOTTE-MECKLENBURG PLANNING COMMISSION STAFF.

PEDESTRIAN SCALE LIGHTING WILL BE PROVIDED WHERE APPROPRIATE. (IE. ALONG SIDEWALKS)

WHERE AREA LIGHTING FOR PARKING LOTS IS MOUNTED ON POLES, POLES CAN NOT EXCEED 16 FEET IN HEIGHT WITH ILLUMINATION LIMITED TO 400 WATTS PER LIGHT. A MAXIMUM OF FOUR LIGHT HEADS CAN BE MOUNTED ON ONE POLE. ALL ILLUMINATION WILL BE WHITE IN COLOR; YELLOW OR OTHER TONES WILL NOT BE ALLOWED. DISPERSION OF AREA LIGHTING CAN NOT CARRY OVER TO ADJOINING PROPERTIES, UNLESS THE LIGHTING IS FOR A PARKING LOT THAT SERVES ALL PROPERTIES WITHIN A DESIGNATED PARCEL.

AESTHETIC ILLUMINATION OF EXTERIOR WALL FACES WILL NOT BE ALLOWED, EXCEPT AT ENTRANCES AND CANOPIES OR DRIVE-THRU. SECURITY ILLUMINATION LESS THAN 3 FEET ABOVE GROUND WILL BE ALLOWED THROUGHOUT ALL PARKING LOTS OR ADJACENT TO BUILDINGS AS LONG AS THE LIGHT IS NOT DIRECTED UPWARDS THUS ILLUMINATING THE BUILDING. WALL-PAK LIGHTING IS NOT PERMITTED. LIGHTING LEVELS UNDER THE GAS STATION CANOPY ARE LIMITED TO 24 FOOTCANDLES.

BUILDING DESIGN

ALL BUILDINGS WITHIN THE DEVELOPMENT SHALL CONFORM TO THE STANDARDS ESTABLISHED BY THE VILLAGE CONCEPT PLAN, AS ADOPTED.

MATERIALS FOR THE BUILDINGS' WALLS WITHIN THIS "DEVELOPMENT" WILL BE LIMITED TO BRICK, PATTERNED CONCRETE OR LIMESTONE. WITH APPROVAL, STUCCO OR "SYNTHETIC STUCCO" MAY BE USED FOR THE WALL FRONTING THE STREET AS WELL AS ADJACENT SIDE WALLS. IN ADDITION, METAL FASCIA TRIM, NOT TO EXCEED 36" IN HEIGHT, WILL BE ALLOWED TO BE USED AS A HORIZONTAL FEATURE. THERE IS NO SPECIFIC STYLE REQUIRED BUT THE BUILDINGS MUST BE "TRADITIONAL" IN NATURE AND ALL DETAILING SHALL PROMOTE THIS STYLE. BUILDING PROPORTIONS MUST BE COMPLEMENTARY TO THE VILLAGE CONCEPT GUIDELINES AND ALL ADJACENT BUILDINGS. THE MAIN ENTRANCE FOR EACH BUILDING WILL BE ORIENTED TO THE STREET WITH ALL SIGNAGE, ETC. SUPPORTING THAT ENTRANCE.

BUILDING ELEVATIONS FOR THE TOWNHOMES/CONDOMINIUMS LOCATED ON PARCELS E & F AS WELL AS FOR THE OFFICES AND HOTEL BUILDING LOCATED ON PARCEL A SHALL BE SUBMITTED FOR REVIEW AND APPROVAL TO THE CHARLOTTE-MECKLENBURG PLANNING DEPARTMENT DURING THE SITE PLAN APPROVAL PHASE. THE SCALE AND ORIENTATION OF THE TOWNHOMES/CONDOMINIUMS SHOULD COMPLEMENT THE SCALE OF THE SURROUNDING RESIDENTIAL BUILDINGS. BUILDINGS WILL BE REQUIRED TO INCORPORATE BALCONIES, BAY WINDOWS, PORCHES AND OTHER ARCHITECTURAL ENHANCEMENTS AS A WAY OF ADDRESSING THE PEDESTRIAN NATURE OF THE VILLAGE. FRONT DOORS SHOULD ORIENT TOWARD THE STREET, FACADES SHOULD BE VARIED WITH FREQUENT BUILDING ENTRIES AND WINDOWS.

WINDOW OPENINGS MUST BE A MINIMUM OF 50% OF THE WALL SURFACE AT STREET LEVEL PER BUILDING SIDE. IF A BUILDING IS LOCATED AT AN INTERSECTION, THE 50% REQUIREMENT WILL BE FOR THE SUM OF THE TWO STREET FRONTAGE WALL SURFACES. FOR THE SECOND LEVEL AND ABOVE, WINDOW OPENINGS MUST EQUAL 40% OR GREATER OF AVAILABLE WALL SURFACE FOR EACH FLOOR. AVAILABLE WALL SURFACE INCLUDES ALL SIGNAGE AREA AS WELL AS ALL PARAPET SCREENING.

AWNINGS ARE ENCOURAGED AT THE STREET LEVEL, ESPECIALLY WHERE POSSIBLE TO ENHANCE ENTRANCES. MATERIAL SHALL BE IN CONFORMANCE WITH THE OVERALL VILLAGE CONCEPT GUIDELINES. AWNINGS CAN NOT EXTEND MORE THAN ONE-HALF THE DISTANCE OF THE BUILD-TO LINE TO THE BACK OF CURB. WALL MOUNTED SIGNAGE, NOT EXCEEDING 3' IN THICKNESS IS ALLOWED AT STREET LEVEL. SQUARE FOOTAGE OF SUCH SIGNAGE IS CONTROLLED BY THE MECKLENBURG COUNTY SIGN ORDINANCE AND THE VILLAGE CONCEPT PLAN. HOWEVER, SIGNAGE, NOT EXCEEDING 3 SQUARE FEET PER FACE, IS PERMITTED TO BE SUSPENDED PERPENDICULAR TO THE BUILDING, UNDER A CANOPY. SUSPENDED SIGNAGE MUST BE A MINIMUM OF 8 FEET ABOVE THE SIDEWALK. SUSPENDED SIGNS MAY NOT BE ILLUMINATED.

TRASH AND/ OR DUMPSTER/COMPACTOR AND RECYCLING AREAS SHALL COMPLY WITH SECTION 12.403 OF THE CHARLOTTE-MECKLENBURG ZONING ORDINANCE. TRASH OR "DUMPSTER" PADS WILL BE SCREENED FROM VIEW USING MATERIALS SIMILAR TO THOSE USED ON THE RESPECTIVE BUILDING. WHERE JOINT COLLECTION POINTS ARE DEVELOPED, PADS SHALL BE SCREENED WITH BRICK ENCLOSURES. ALL ENCLOSURES WILL HAVE GATES THAT TOTALLY CONCEAL THE INTERIOR OF THE ENCLOSURE AND SHALL NOT BE LOCATED WITH 20-50 FEET OF THE SOUTHERN MOST PROPERTY LINE.

INNOVATIVE PROVISIONS FOR COMMERCIAL CENTER DISTRICT, AS DISCUSSED UNDER SECTION 11.405 (3) OF THE CHARLOTTE-MECKLENBURG ZONING ORDINANCE, ARE TO BE USED FOR CROSSWALKS AND STREET CROSS-SECTIONS.

FIRE PROTECTION

FIRE HYDRANTS WILL BE PROVIDED WITHIN THE LANDSCAPE SETBACK AREAS AS REQUIRED BY THE FIRE MARSHALL. FOR BUILDINGS ACCESSED THROUGH SCREENED PARKING LOTS, HYDRANTS MUST BE INSTALLED ADJACENT TO THE PARKING LOT AND EASILY ACCESSIBLE BY FIRE FIGHTING EQUIPMENT. HYDRANT LOCATIONS MUST BE APPROVED BY THE FIRE MARSHALL. AN ACCESS AGREEMENT SHALL BE ON FILE FOR ANY BUILDING SO PROTECTED.

ROAD IMPROVEMENTS

LEFT TURN LANES SHALL BE CONSTRUCTED ON DEARMON ROAD AT THE NORTH SOUTH COLLECTOR STREET AND EXISTING PROSPERITY CHURCH ROAD AT THE EAST WEST COLLECTOR STREET.

INDIVIDUAL PARCEL GUIDELINES

PARCEL A

PARCEL "A" CONSTRUCTION IS A MAXIMUM 150 ROOM HOTEL LOCATED ADJACENT TO THE I-485 ACCESS RAMP, AND THREE ADDITIONAL OFFICE / RETAIL USE BUILDINGS WITH A MAXIMUM OF 90,000 SQUARE FEET UP TO FOUR STORIES IN HEIGHT. UP TO 70,000 SF OF THIS MAY BE OFFICE USE. BUILDINGS WILL BE ORIENTED TO THE BRIDGE CONNECTOR ROAD, THE ACCESS RAMP AND/ OR COMMON OPEN SPACE AREAS ALL LINKED BY SIDEWALK CONNECTIONS THROUGH THE SITE AND TO THE ADJACENT GREENWAY. A CENTRALLY LOCATED PARKING LOT WILL BE REQUIRED TO PROVIDE THE REQUIRED NUMBER OF PARKING SPACES. PORTIONS OF THAT PARKING MAY HAVE TO BE MULTI-LEVEL, INCORPORATED INTO THE BUILDINGS. ACCESS TO THE PARCEL WILL BE ON TWO SIDES WITH ACCESS FROM THE BRIDGE ROAD BEING RIGHT IN ONLY. THE COLLECTOR ROAD ACCESS WILL ALLOW TURNING MOVEMENTS IN BOTH DIRECTIONS. ADDITIONALLY, A DRIVE THROUGH THE ADJACENT PARCEL F SHALL BE PROVIDED.

PARCEL B

PARCEL "B" IS LOCATED BETWEEN THE PROPOSED COLLECTOR ROAD AND THE ACCESS ROAD PARALLEL TO I-485. THIS PARCEL HAS ACCESS FROM THREE SIDES. ACCESS FROM THE PARALLEL ACCESS ROAD WILL BE RIGHT IN - RIGHT OUT ONLY. OTHER ENTRANCE/EXITS WILL ALLOW FOR ALL TURNING MOVEMENTS.

CONSTRUCTION WILL INCLUDE UP TO 4 OFFICE BUILDINGS WITH A MAXIMUM OF 50,000 SQUARE FEET TOTAL FOR THE PARCEL. BUILDINGS MUST BE TWO OR THREE STORIES IN HEIGHT. BUILDING DESIGN SHOULD EMPHASIZE THE PARK ATMOSPHERE OF THE SQUARE, AS WELL AS THE PEDESTRIAN CHARACTER OF THE STREET DEVELOPMENT. BUILDING ORIENTATION WILL BE TO THE STREET. SOME OF THE PARKING WILL BE PROVIDED BY ON-STREET SPACES BUT THE MAJORITY OF THE PARKING WILL BE ON AN INTERNAL SCREENED PARKING LOT. DEPENDING ON BUILDING DESIGN, A SURFACE LOT MAY BE ADEQUATE, BUT MULTI-LEVEL PARKING MAY BE REQUIRED.

PARCEL C

PARCEL "C" IS LOCATED BETWEEN THE 60' RIGHT-OF-WAY COLLECTOR ROAD AND THE DUKE POWER RIGHT-OF-WAY. IT IS BORDERED BY PROSPERITY CHURCH ROAD TO THE EAST AND THE PROPOSED BRIDGE ROAD TO THE WEST. THIS PARCEL SHALL BE CONSTRUCTED IN CONJUNCTION WITH THE FUTURE 60' RIGHT-OF-WAY COLLECTOR STREET.

A GAS STATION FACILITY WILL BE LOCATED AT THIS INTERSECTION. IT INCLUDES A 5,000 SQUARE FOOT ± CONVENIENCE STORE BUILDING, A CAR WASH AND A 10 DISPENSER FUELING FACILITY AND ASSOCIATED CANOPY. ACCESS FROM THE BRIDGE ROAD WILL ALLOW ALL TURNING MOVEMENTS. OTHER ENTRANCE/EXITS ON TO THE COLLECTOR ROAD AND POSSIBLY A DRIVE THROUGH THE DUKE POWER RIGHT-OF-WAY, WILL ALSO ALLOW FOR ALL TURNING MOVEMENTS.

IN ADDITION, UP TO 15,000 SF OF OFFICE OR RETAIL USES WILL BE DEVELOPED ON PARCEL C. ⚠

AN OPERABLE DOOR WILL BE ORIENTED TOWARDS THE INTERSECTION OF THE 60' ROW COLLECTOR AND THE 70' ROW BRIDGE ROAD.

PEDESTRIAN ACCESS FROM THE STREET TO THE CONVENIENCE STORE IS REQUIRED.

PARCEL D

DUE TO REQUIRED REALIGNMENT OF INTERSTATE 485 AND THE 60' RIGHT-OF-WAY COLLECTOR ROAD, PARCEL "D" WAS INCORPORATED INTO PARCEL "E." SEE PARCEL "E" NOTES FOR DEVELOPMENT REQUIREMENTS.

PARCEL E

PARCEL "E" IS BORDERED BY THE PROPOSED COLLECTOR ROAD AND THE DUKE POWER RIGHT-OF-WAY WITH EXISTING MULTI-FAMILY DEVELOPMENT TO THE SOUTH. PLANNED CONSTRUCTION IS FOR TOWNHOMES OR CONDOMINIUMS, 16 UNITS PER ACRE. UNITS WILL MEET DEVELOPMENT GUIDELINES, WITH PARKING INTERNAL. FOR MORE INFORMATION ON THE GUIDELINES, SEE THE "PROSPERITY CHURCH ROAD VILLAGES" DOCUMENT FROM THE PLANNING COMMISSION. PARKING WILL INCLUDE PARALLEL STREET PARKING AND AN INTERNAL LOT ACCESSIBLE TO EACH BUILDING. LANDSCAPE REQUIREMENTS AS WELL AS WALKWAY REQUIREMENTS MUST BE ADHERED TO FOR THESE BUILDINGS. ADDITIONAL PARKING WILL BE LOCATED WITHIN THE DUKE POWER EASEMENT DRIVE LOOP. THE REMAINING AREA IN THE DUKE POWER RIGHT-OF-WAY WILL BE RESERVED FOR PUBLIC OPEN SPACE AND SMALL MATURING TREES WILL CREATE A "VILLAGE GREEN" AFFECT.

PARCEL F

PARCEL "F" IS SIMILAR TO PARCEL "E" IN THAT IT IS ACCESSED FROM THE PROPOSED COLLECTOR ROAD. IT IS ALSO PROJECTED AS TOWNHOMES OR CONDOMINIUMS WITH AN ALLOWABLE DENSITY OF 16 UNITS PER ACRE. UNITS MUST MEET DEVELOPMENT GUIDELINES AS IN PARCEL "E" ABOVE. A NUMBER OF THE UNITS WILL BE LOCATED ADJACENT TO THE PROPOSED COLLECTOR ROAD WITH THE BALANCE ACCESSED FROM AN INTERNAL ROAD NETWORK. A 30' NATURAL BUFFER WILL BE LOCATED BETWEEN THE DEVELOPMENT AND THE CREEK ON THE WEST SIDE OF THE PARCEL AND WILL BE PART OF PARCEL "G". ALL DEVELOPMENT WILL BE ABOVE THE FLOODPLAIN ELEVATION AND OUT OF THE FLOOD HAZARD AREA. ONE HALF ACRE SHOULD BE SET ASIDE FOR A PRIVATE RECREATIONAL AREA AT SOME LOCATION WITHIN THE PARCEL.

PARCEL G

PARCEL "G" WILL BE A PUBLIC RECREATIONAL AREA ALONG THE CREEKS BORDERING THE WESTERN BOUNDARY OF THE PROPERTY. IT WILL BE DEDICATED AND CONVEYED TO THE COUNTY AS A GREENWAY. IT WILL INCLUDE A 30' BUFFER BETWEEN PARCEL "F" AND THE EASTERLY MOST CREEK. A GREENWAY TRAIL SYSTEM WILL BE CONSTRUCTED AND CONNECTED TO THE DEVELOPMENT IN THE FORM OF 6' WIDE GRAVEL TRAILS THAT MEET THE MECKLENBURG COUNTY PARKS AND RECREATION DEPARTMENT STANDARDS.

STORM WATER MANAGEMENT

THE PETITIONER SHALL 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 SHALL BE A MINIMUM OF 24 HOURS, BUT NOT MORE THAN 120 HOURS.

THE USE OF STRUCTURAL STORM WATER TREATMENT SYSTEMS (WET PONDS, EXTENDED DETENTION WETLANDS, BIO-RETENTION, ETC) SHALL BE INCORPORATED INTO THE SITE AND DESIGNED TO HAVE AN 85% AVERAGE ANNUAL REMOVAL FOR TOTAL SUSPENDED SOLIDS GENERATED FROM THIS DEVELOPMENT.

A MAINTENANCE PLAN SHALL BE DEVELOPED TO ENSURE ADEQUATE LONG TERM OPERATION OF THE STRUCTURAL STORM WATER TREATMENT SYSTEMS.

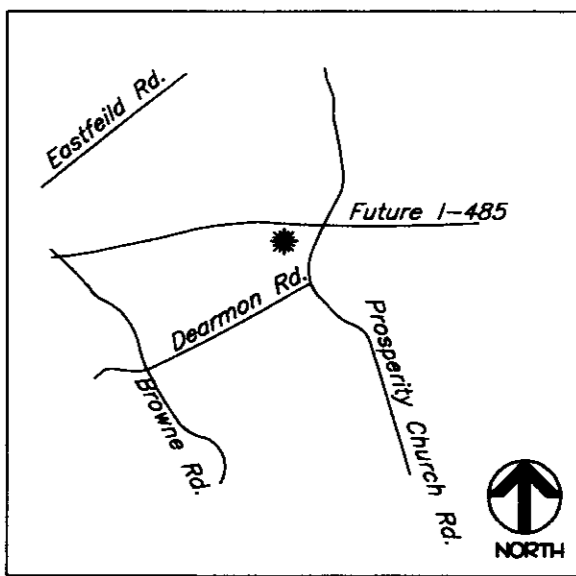
THE PETITIONER SHALL ABIDE BY THE S.W.I.M. STREAM BUFFER REGULATIONS WHERE APPLICABLE.

STORM WATER DETENTION FACILITIES ARE NOT ALLOWED IN REQUIRED SETBACKS AND BUFFERS.

THE PETITIONER SHALL 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 SHALL BE A MINIMUM OF 24 HOURS, BUT NO MORE THAN 120 HOURS.

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VICINITY MAP NTS.

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CHARLOTTE, NC

PROSPERITY CHURCH, INC.
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CHARLOTTE, NC 28269

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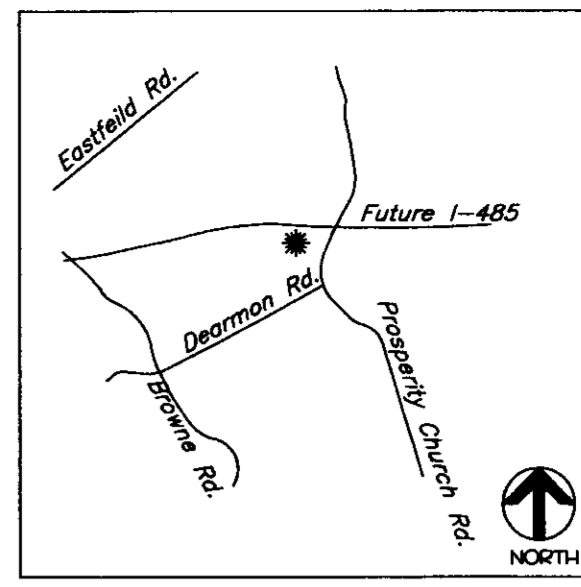
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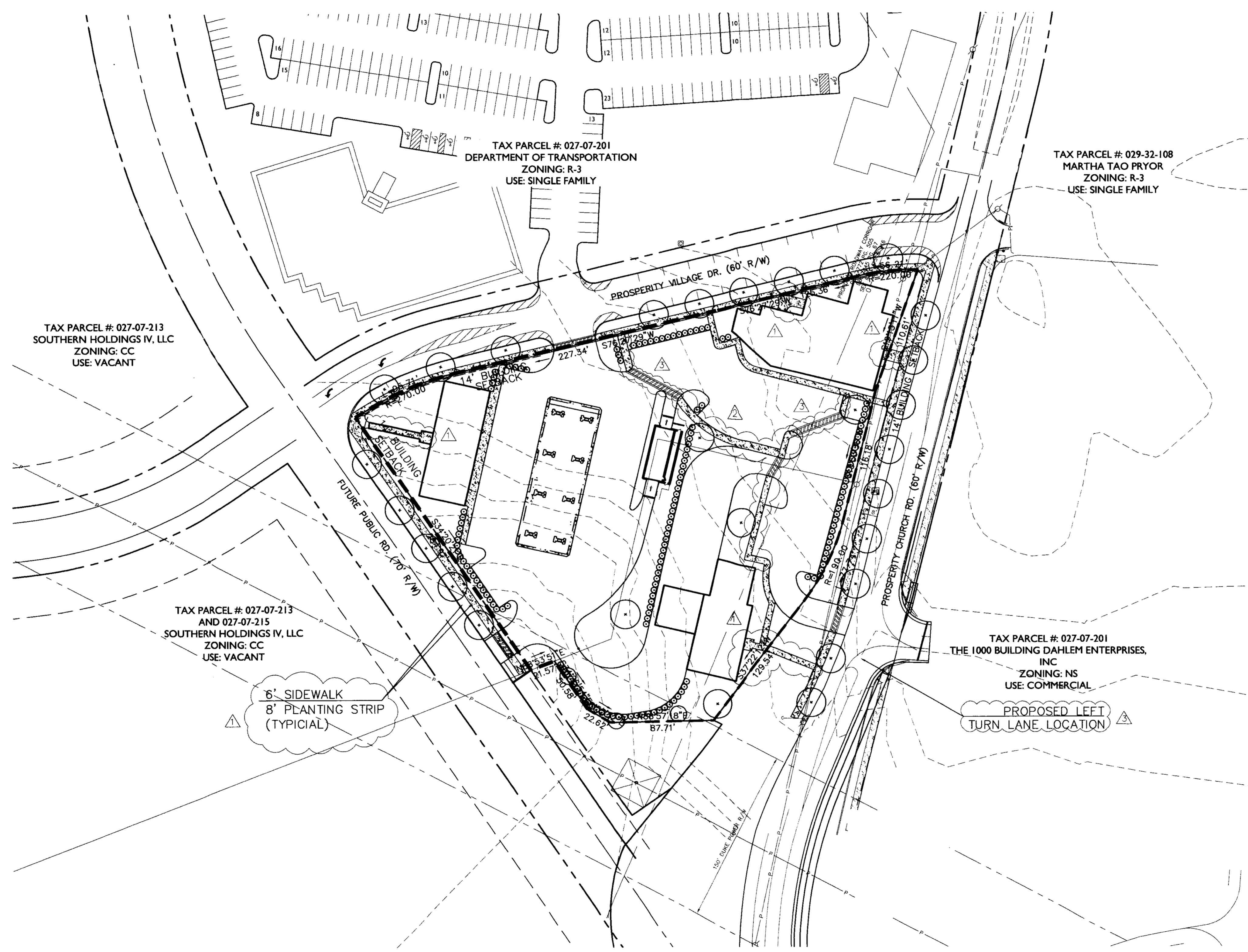
**TECHNICAL
SITE
PLAN**

FOR PUBLIC HEARING
REZONING PETITION #2005-059

Scale:	1" = 40'
Date:	24 JAN 2005
Project No.:	195-002
Revisions:	⚠ 6/27/05 PER CMPC REVIEW
Sheet	2 Of 3



VICINITY MAP
NTS.



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**SCHEMATIC
SITE
PLAN**

FOR PUBLIC HEARING
REZONING PETITION #2005-59



Scale:	1" = 50'
Date:	24 JAN 2005
Project No.:	195-002
Revisions:	
	3/14/05 PER CMPC REVIEW