

SITE DATA:

Rezoning Petition: 2019-035
 Parcel Numbers: 223-141-52, 223-141-53, 223-141-54, 223-141-55, 223-141-56, 223-141-57 & 223-141-58
 Acreage: 40.425 Acres
 Jurisdiction: CITY OF CHARLOTTE
 Existing Zoning: R3
 Proposed Zoning: INST (CD)
 Tree Save: Required: 15% of 40.425 AC = 6.0375 AC. Provided: 6.04 AC. Generally where depicted on plan but may vary.

LEGEND

- PROPERTY LINE
- PARKING ENVELOPE AREA
- TREE SAVE AREA
- BUILDING & PARKING AREA
- PRIVATE STREET
- PUBLIC USE WALK
- ZONING BUFFER AREA

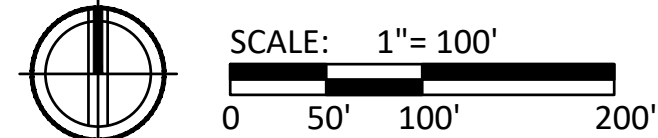
12' Multi-use Pathway Across Frontage
 Final location to be determined with final site engineering. Location might need to meander in and out of the setback based on environmental and physical constraints. If environmental permitting is required to construct the pathway and the permitting authority will not grant the impact, then the petitioner shall provide connectivity between Johnston Road and Providence Road West through internal sidewalks. Pathway along frontage not subject to PCO Stormwater requirements.

Final Design of Leftover to be Determined in Construction Drawing Phase

Proposed Driveway Break in Controlled Access with Leftover

Existing pond to be reduced in area or drained and reverted back to channel feature. All work to be permitted in accordance with NCDEQ & USACOE requirements

Planning Department
APPROVED BY CITY COUNCIL
 January 21, 2020



Seals:

Corp. NC license: F-1320

Novant Health South Campus Medical Center
 Providence Rd. West
 Charlotte, North Carolina

Petition No.: 2019-035
 Project no: 17000124.07
 Date: 02.22.19
 Revisions:
 2019-05-13 STAFF COMMENTS
 2019-10-04 STAFF COMMENTS
 2019-11-05 STAFF COMMENTS
 2019-12-19

Sheet Title:
Rezoning Site Plan

Sheet No:
RZ-1

Novant Health, Inc.
Rezoning Petition #2019-035

Development Standards

Site Development Data:

--Acreage: ± 40.425 acres

--Tax Parcel #: 223-141-52, 223-141-53, 223-141-54, 223-141-55, 223-141-56,
223-141-57 & 223-141-58

--Existing Zoning: R-3

--Proposed Zoning: INST(CD)

--Existing Uses: Agriculture/ Residential/Vacant

--Proposed Uses: Clinics and offices, medical, dental, and optical, and a health institution as permitted by right and under prescribed conditions together with accessory uses, including a helicopter landing pad as allowed in the INST zoning district (as more specifically described and restricted below in Section 2).

--Maximum Gross Square feet of Development: Up to 223,000 square feet of gross floor area for clinics and offices, medical, dental, and optical, and a health institution with up to 48 licensed patient bedrooms

--Maximum Building Height: Up to five (5) stories and not to exceed 75 feet. Height to be measured as required by the Ordinance.

--Parking: Parking will be provided as required by the Ordinance.

1. General Provisions:

a. Site Location. These Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by Novant Health, Inc. ("Petitioner") to accommodate the development of a medical office and health institution building with a variety of medical uses as allowed in the INST zoning district on approximately 40.425 acre site located at the southeast intersection of Providence Road West and Johnston Road (HWY 521) (the "Site").

b. Zoning Districts/Ordinance. Development of the Site will be governed by the Rezoning Plan as well as the applicable provisions of the City of Charlotte Zoning Ordinance (the "Ordinance"). Unless the Rezoning Plan establishes more stringent standards, the regulations established under the Ordinance for the INST zoning classification shall govern.

c. Graphics and Alterations. The schematic depictions of the uses, parking areas, sidewalks, structures and buildings, driveways, and other development matters and site elements (collectively the "Development/Site Elements") set forth on the Rezoning Plan should be reviewed in conjunction with the provisions of these Development Standards. The layout, locations, sizes and formulations of the Development/Site Elements depicted on the Rezoning Plan are graphic representations of the Development/Site elements proposed. Changes to the Rezoning Plan not anticipated by the Rezoning Plan will be reviewed and approved as allowed by Section 6.207 of the Ordinance.

Since the project has not undergone the design development and construction phases, it is intended that this Rezoning Plan provide for flexibility in allowing some alterations or modifications from the graphic representations of the Development/Site Elements. Therefore, there may be instances where minor modifications will be allowed without requiring the Administrative Amendment Process per Section 6.207 of the Ordinance. These instances would include changes to graphics if they are:

i. minor and don't materially change the overall design intent depicted on the Rezoning Plan.

The Planning Director will determine if such minor modifications are allowed per this amended process, and if it is determined that the alteration does not meet the criteria described above, the Petitioner shall then follow the Administrative Amendment Process per Section 6.207 of the Ordinance; in each instance, however, subject to the Petitioner's appeal rights set forth in the Ordinance.

2. Permitted Uses & Development Area Limitation:

a. The Site may be developed as a single, multi-story medical office and health institution building to include up to 60,000 square feet of gross floor area of clinics and offices, medical, dental and optical, and up to 163,000 square feet of health institution with up to 48 licensed patient bedrooms, together with accessory uses, including a helicopter landing pad, as allowed in the INST zoning district.

For purposes of the development limitations set forth in these Development Standards for this Petition (but not to be construed as a limitation on FAR requirements or definition set by the Ordinance), the following items will not be counted as part of the allowed gross floor area (floor area as defined by the Ordinance) for the Site: surface or structured parking facilities, helicopter landing pad, and all loading dock areas (open or enclosed).

b. The setbacks along the frontages of Johnston Road and Providence Road West will be 40 feet as measured from the existing right-of-way lines or proposed right of way, whichever is greater. The side yard(s) and rear yard shall be twenty (20) feet as measured from the property line.

c. The helipad shall be set back a minimum of 75 feet from adjacent single family residential property lines, and a minimum of 80 feet from adjacent proposed or existing right of way line, whichever is greater.

3. Transportation Improvements:

A. Proposed Improvements:

The Petitioner plans to provide, or will cause to be provided, on its own, or in cooperation with other parties who may implement portions of the improvements, the improvements set forth to benefit overall traffic patterns throughout the area in accordance with the following implementation provisions.

The following Transportation Improvements are also illustrated on Figure 9 of the Rezoning Plan, said illustrations to be used in conjunction with the following notes to establish the extent of the proposed improvements (reference to a number or letter when describing an improvement corresponds with the number or letter found on Figure 9 for the proposed improvement.)

The following roadway improvements will be made by the Petitioner as part of the development of the Site as proposed by the Rezoning Plan:

1. Johnston Road (US 521) & Ballantyne Crossing Avenue

• No suggested improvements.

2. Johnston Road (US 521) & Providence Road West

Under Scenario 1 Conditions:

- Construct dual westbound left turn lanes with 350 feet of storage each on Providence Road West
- Extend the westbound right turn lane from 250 feet to 400 feet storage on Providence Road West
- Optimize existing signal splits and offsets to allow for movements with heavier volume to run more efficiently

Under Scenario 2 Conditions:

- Construct dual westbound left turn lanes with 350 feet of storage each on Providence Road West
- Extend the westbound right turn lane from 250 feet to 400 feet storage on Providence Road West
- Optimize existing signal splits and offsets to allow for movements with heavier volume to run more efficiently

3. Johnston Road (US 521) & Marvin Road

- Extend the southbound left turn lane from 400 feet to 700 feet on US 521
- Potential pedestrian improvements including ADA push buttons, ramp upgrades etc. to existing crossings

4. Providence Road West & Old Ardrey Kell Road

- Install a traffic signal
- Extend westbound left turn lane from 150 feet to 225 feet on Providence Rd W
- Extend northbound left turn lane from 150 feet to 250 feet on Old Ardrey Kell Rd

5. Providence Road West & Community House Road

- Potential pedestrian improvements including ADA push buttons, ramp upgrades etc.

6. Johnston Road (US 521) & Proposed X-Over Access "A"

Under Scenario 1 Conditions the following intersection configuration is proposed:

- One ingress lane and one egress lane (a westbound right lane on Proposed Access "A")
- A southbound channelized left turn lane with 200' storage on US 521
- A northbound right turn lane with 100 feet of storage
- 200-foot minimum internal protected stem

7. Providence Road West & Proposed R/RO Access "B"

The following intersection configuration is proposed:

- One ingress lane and one egress lane (a northbound right lane on Proposed Access "B")

- 100-foot minimum internal protected stem
- Eastbound right turn lane with 100' storage on Providence Road West

8. Providence Road West & Proposed Full Movement Access "C"

The following intersection configuration is proposed:

- One ingress lane and two egress lane (a northbound left lane with 100 feet of storage and right lane on Proposed Access "C")
- Westbound left turn lane with 100' of storage on Providence Road West
- Internal protected stem of 125'

4. Access and Transportation:

- Access to the Site will be from Johnston Road and Providence Road West in the manner generally depicted on the Rezoning Plan.
- The placement and configuration of the vehicular access points are subject to any minor modifications required to accommodate final site development and construction plans and to any adjustments required for approval by CDOT and/or NCDOT in accordance with applicable published standards.
- The petitioner will construct a public/private street through its Site between Providence Road West and Johnston Road as generally depicted on the Rezoning Plan to satisfy connectivity requirements should future development on the Site trigger Subdivision Ordinance compliance.
- Along a portion of the Site's Providence Road West frontage, Petitioner will dedicate and convey in fee simple, fifty four (54) feet of right of way as graphically depicted on the Rezoning Plan. Along the remainder of the Site's Providence Road West frontage, Petitioner will dedicate and convey forty (40) feet of right of way, also as depicted on the Rezoning Plan. All right of way to be dedicated shall be measured from the existing centerline of Providence Road West.
- The Petitioner will dedicate and convey via a fee simple deed any additional right-of-way indicated on the proposed Rezoning Plan prior to the issuance of the first certificate of occupancy.
- Any required roadway improvement will be approved and constructed prior to the issuance of the first certificate of occupancy subject to the petitioner ability to post a bond for any improvements not in place at the time of the issuance of the first certificate of occupancy.
- The alignment of the internal vehicular circulation and driveways may be modified by the Petitioner to accommodate changes in traffic patterns, parking layouts and any adjustments required for approval by CDOT and/or NCDOT in accordance with published standards.
- The Petitioner will dedicate and convey an easement for the public use and maintenance of the twelve (12) foot multi-use path along the Site's frontage on Johnston Road prior to the issuance of the first certificate of occupancy. Post-construction of the multi-use path, Petitioner shall have no obligation to maintain, repair or replace said multi-use path.
- In connection with the construction of the traffic improvements described herein, subject to receiving all necessary approvals, and provided it is not required to secure any additional right of way or permanent easements, Petitioner will construct a left turn lane within the existing right of way of Providence Road West for ingress onto Wyndham Oaks Drive. These improvements shall not be required to be completed in order to receive a certificate of occupancy.

5. Streetscape, Buffers, Yards and Landscaping:

- Along the Site's frontage on Johnston Road the Petitioner will construct a twelve (12) foot multi-use path as generally depicted on the Rezoning Plan. The multi-use path will be located outside of the right of way in an easement a minimum of sixty six (66) feet from the existing centerline of Johnston Road. Petitioner reserves the right to install the multi-use path within the 40 foot setback and in a manner designed to avoid physical and environmental constraints.
- Along the Site's frontage on Providence Road West, the Petitioner will construct a five (5) foot bike lane, an eight (8) foot planting strip, and a six (6) foot sidewalk as generally depicted on the Rezoning Plan. The sidewalk along Providence Road West will be located a minimum of thirty-two (32) feet from the existing centerline of Providence Road West.
- Petitioner will provide a 75 foot wide Class B Buffer against adjacent residential development as generally depicted on the Rezoning Plan. Petitioner reserves the right to use existing vegetation to meet the intent of the Ordinance buffer yard requirements.
- Petitioner shall have the option to reduce only the portion of the Buffer adjacent to 22314402 which may be reduced in width by 25% through the provision of a wall, fence or berm that meets Ordinance standards.
- Petitioner reserves the right to postpone installation of any streetscaping, sidewalks and lighting associated with the private street identified on the Rezoning Plan until such time as future development triggers the requirement to construct same.
- Above-ground backflow preventers will be screened from public view and will be located outside of the required setbacks.
- Dumpster areas and recycling areas will be enclosed by a solid wall with one side being a decorative gate. The wall used to enclose the dumpster will be architecturally compatible with the building materials and colors used on the principal building.
- Architectural Standards:**
 - Direct pedestrian connections shall be provided between street facing doors and corner entrance features to sidewalks on adjacent streets.
 - Facades fronting streets shall include a combination of windows and operable doors for a minimum of 60% of each frontage elevation transparent glass between 2' feet and 10' feet on the first floor. Up to 20% of this requirement may be comprised of display windows. These display windows must maintain a minimum of 3'-0" foot clear depth between window and rear wall. Windows within this zone shall not be screened with film, decals, and other opaque material, glazing finishes or window treatments. The maximum sill height for required transparency shall not exceed 4'-0" feet above adjacent street sidewalk.
 - The facades of first/ground floor of the buildings along streets shall incorporate a minimum of 30% masonry material such as brick or stone.
 - Building elevations shall not have expanses of blank walls greater than 20 feet in all directions and architectural features such as but not limited to banding, medallions, or design features or materials will be provided to avoid a sterile, unarticulated blank treatment of such walls.
 - Building elevations shall be designed with vertical bays or articulated architectural features which shall include a combination of at least three of the following: a combination of exterior wall off-sets (projections and recesses), columns, pilasters, change in materials or colors, awnings, arcades, or other architectural elements.
 - Building should be a minimum height of 22 feet.
 - Multi-story building should have a minimum of 20% transparency on upper stories.

7. Environmental Features:

- The petitioner shall comply with the Charlotte City Council approved and adopted Post Construction Stormwater Ordinance.
- The Site will comply with the Tree Ordinance.

8. Lighting:

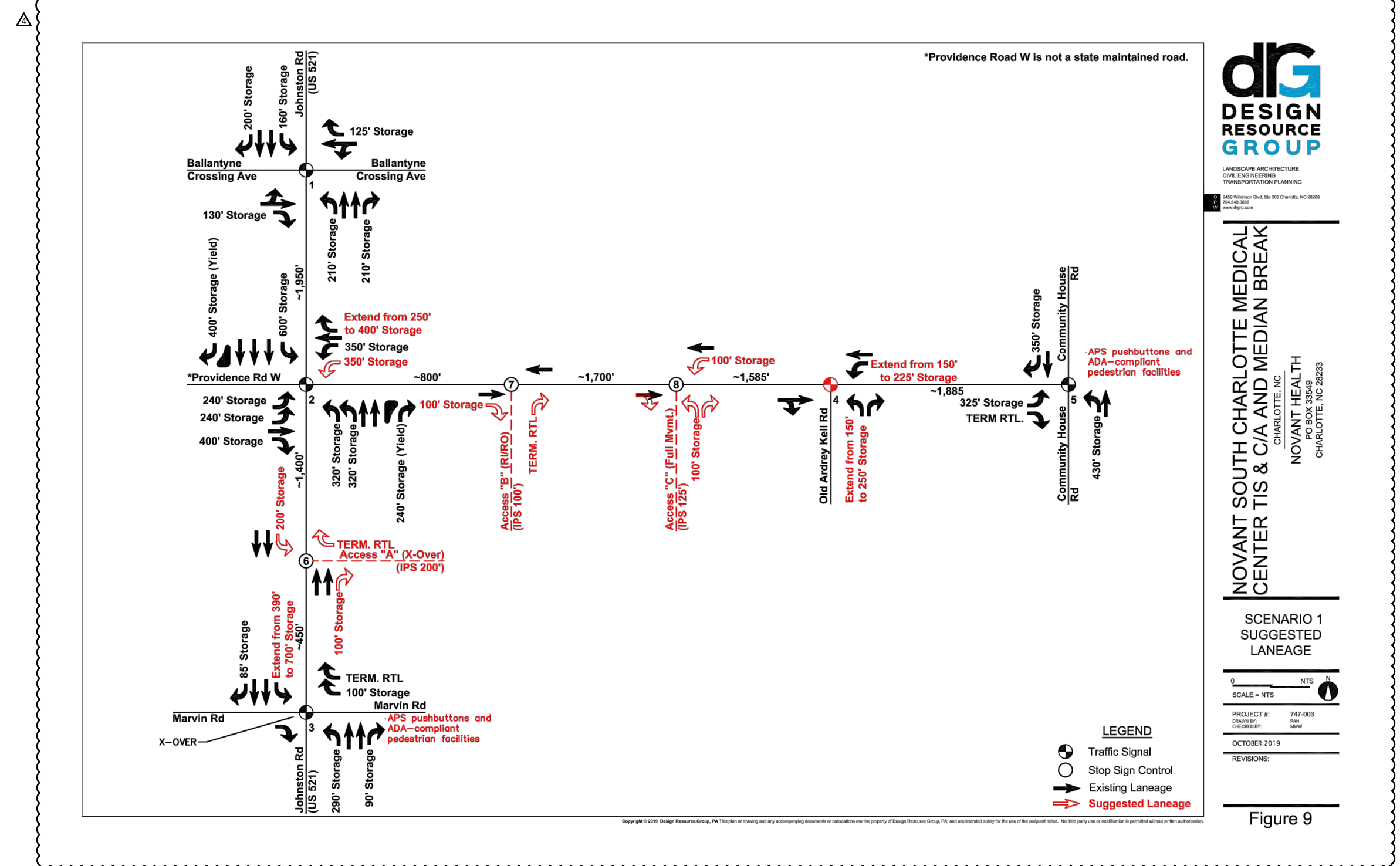
- All new detached and attached lighting shall be full cut-off type lighting fixtures excluding lower, decorative lighting that may be installed along the driveways, sidewalks, and parking areas.
- Detached lighting on the Site will be limited to 31 feet in height.

9. Amendments to the Rezoning Plan:

Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners of the portion of the Site affected by such amendment in accordance with the provisions of Chapter 6 of the Ordinance.

10. Binding Effect of the Rezoning Application:

If this Rezoning Petition is approved, all conditions applicable to the development of the Site imposed under the Rezoning Plan will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site and their respective heirs, devisees, personal representatives, successors in interest or assigns.



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Seals:

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Novant Health South Campus Medical Center

Providence Rd. West
Charlotte, North Carolina

Petition No: 2019-035

Project no: 17000124.07

Date: 02.22.19

Revisions:

- 2019-05-13 STAFF COMMENTS
- 2019-10-04 STAFF COMMENTS
- 2019-12-05 STAFF COMMENTS
- 2019-12-19

Sheet Title:

Rezoning Notes

Sheet No:

RZ-2

*Providence Road W is not a state maintained road.



LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
TRANSPORTATION PLANNING

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NOVANT SOUTH CHARLOTTE MEDICAL
CENTER TIS & C/A AND MEDIAN BREAK

CHARLOTTE, NC
NOVANT HEALTH
PO BOX 33549
CHARLOTTE, NC 28233

SCENARIO 1
SUGGESTED
LANEAGE



PROJECT #: 747-003
DRAWN BY: PAH
CHECKED BY: MWW

OCTOBER 2019

REVISIONS:

LEGEND

- Traffic Signal
- Stop Sign Control
- Existing Laneage
- Suggested Laneage

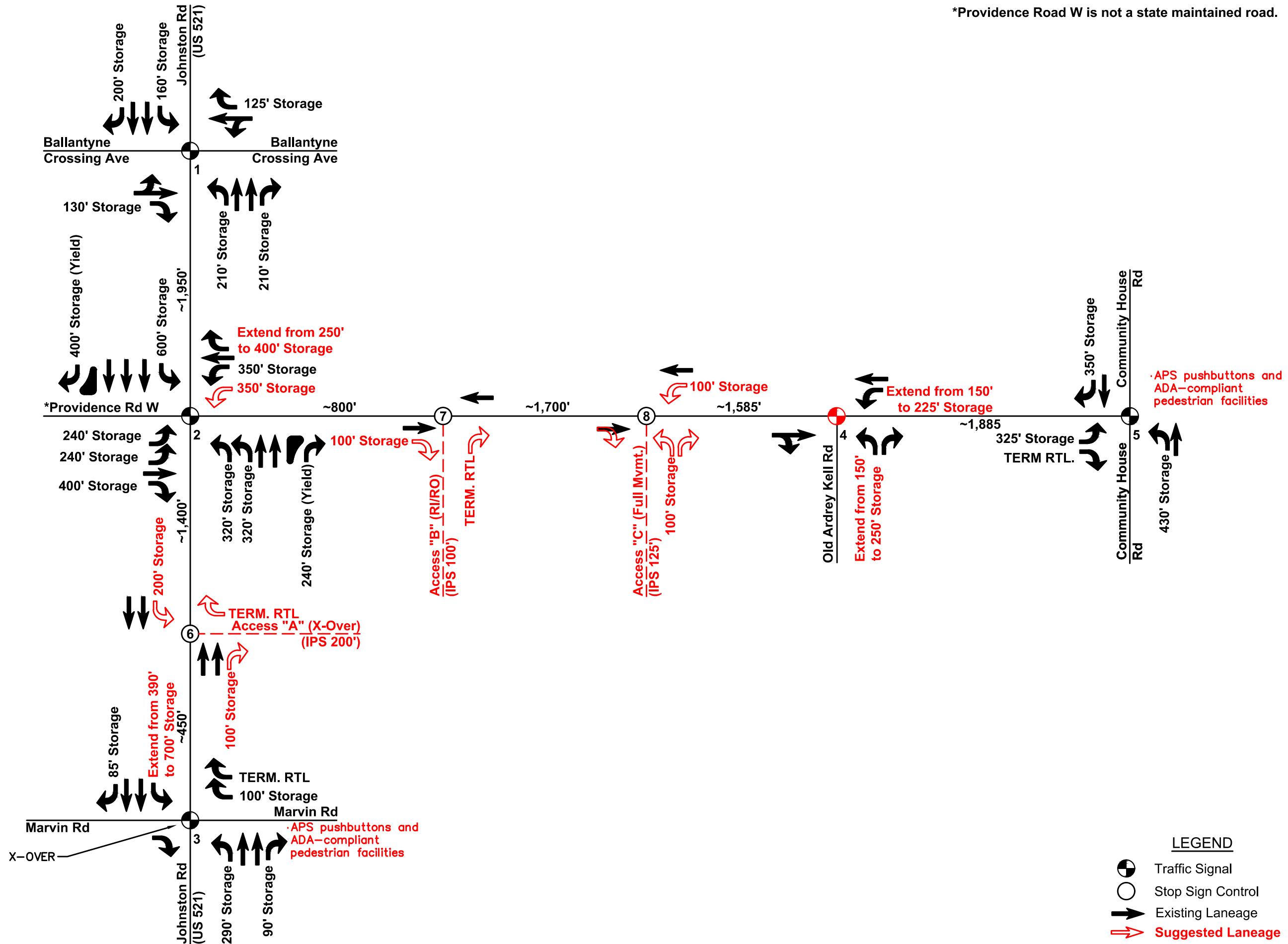


Figure 9