

**Site Development Data:**

- Acreage: ± 3.2 acres
- Tax Parcel #: 177-021-76
- Existing Zoning: O-2(CD) by Rezoning Petition No. 1994-02
- Proposed Zoning: MUDD-(O)
- Existing Uses: Vacant
- Proposed Uses: Up to 280 multi-family dwelling units together with accessory uses, as allowed in the MUDD zoning district.
- Maximum Building Height: Not to exceed 120 feet as calculated by the Ordinance with no more than eight (8) residential stories (parking deck levels will not be counted when calculating the maximum number of residential stories). The building height along the northern property boundary (adjacent to the Barclay Downs Swim Club) will not exceed the building heights indicated on the Cross-Sections illustrated on Sheet RZ-2 of the Rezoning Plan.
- Parking: 1.4 spaces per unit minimum.
- Open Space: A minimum of 15% of the Site will be established as tree save/open space areas as defined by the Ordinance.
- Urban Open Space: Will be provided as required by the Ordinance.

**1. General Provisions:**

- a. These Development Standards form a part of the Technical Data Sheet associated with the Rezoning Petition filed by Woodfield Acquisitions, LLC to accommodate development of multi-family dwellings on an approximately 3.2 acre site located at the intersection of Barclays Downs Drive and Morrison Blvd. (the "Site").
- b. Development of the Site will be governed by the attached Technical Data Sheet, and Schematic Site Plan, related graphics including herewith, and these Development Standards (collectively referred to as 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 Mixed Use Development District (MUDD) zoning classification, subject to the Optional Provisions provided below, shall govern development taking place on the Site.
- c. The development depicted on the Rezoning Plan is schematic in nature, and except as otherwise specified in these Development Standards, is intended to describe the possible arrangements of uses and site elements. The schematic depictions of the uses, parking areas, structures and buildings, and other site elements set forth on the Rezoning Plan should be reviewed in conjunction with the provisions of these Development Standards. Consequently, except as otherwise expressly specified on the Technical Data Sheet and in these Development Standards, the ultimate layout of the development proposed; the exact alignments of streets and points of access; the numbers, the size, configuration and placements of buildings and parking areas; and the depictions other site elements on the Rezoning Plan as well as any schematic building elevations are preliminary graphic representations of the types and quality of development proposed. They may, therefore, be altered or modified during design development and construction document phases within the maximum building/parking envelope generally depicted on the Rezoning Plan, as long as the changes maintain the general building and parking orientation and character of the development generally depicted on the Schematic Site Plan. Changes to the Rezoning Plan will be reviewed and approved as allowed by Section 6.207.(2) of the Ordinance.
- d. Parking layouts for surface and structured parking may be modified to accommodate final building locations and parking spaces may be located within the maximum building/parking envelope to the extent permitted by the Ordinance. Sidewalks generally depicted on the Rezoning Plan are intended to reflect the general pedestrian circulation for development on the Site but the specific locations of such sidewalks may be subject to variations that do not materially change the design intent generally depicted on the Rezoning Plan.
- e. Notwithstanding the number of buildings shown on the Rezoning Plan, the total number of principal buildings to be developed on the Site shall not exceed two (2). Accessory buildings and structures located on the Site shall not be considered in any limitation on the number of buildings on the Site.

**2. Optional Provisions:**

- a. The Petitioner seeks the optional provision to allow parking and maneuvering for parking between the proposed building and Morrison Blvd. as generally depicted on the Rezoning Plan. The area along Morrison Blvd. that will be used for parking will also be used as a drop-off area. This proposed parking area will maintain a 30 foot setback as measured from the back of the existing curb along Morrison Boulevard.

**3. Permitted Uses & Development Area Limitation:**

- a. The Site may be developed with up to 280 multi-family dwelling units together with accessory uses allowed in the MUDD zoning district.

**3. Access and Traffic/Pedestrian Safety Improvements along Barclay Downs Drive:**

- a. Vehicular and pedestrian access to the Site and to the parking facilities associated with the building will be from Morrison Blvd. and Barclay Downs Drive as generally depicted on the Rezoning Plan.
- b. Except as may otherwise be required by CDOT, a dedicated left turn lane from Barclay Downs Drive into the Site's driveway on Barclay Downs Drive will not be provided as part of the initial development of the Site. However, a dedicated left-turn lane may be installed in the future by CDOT, or by the Petitioner if requested to do so by CDOT. The proposed curb line along the Site's frontage on Barclay Downs Drive will be located/placed so as to allow the installation of a left-turn lane from Barclay Downs into the Site's driveway on Barclay Downs Drive. The existing curb line will be relocated only if there is not enough room to install the future left turn lane.
- c. The Petitioner has agreed to provide certain off-site traffic/pedestrian safety improvements along Barclay Downs Drive as further described below (the "Improvements"). The Petitioner's cost to implement the Improvements will be capped at \$120,000 (the "Improvements Cost"). The Improvements are describe as follows:
  - (i). Construct curb extensions on the southern portion of the intersection of Barclay Downs Drive and Sayre/Scofield Road;
  - (ii). Install standard painted cross-walks on the southern and western legs of the intersection of Barclay Downs Drive and Sayre/Scofield Road;
  - (iii). Reconstruct the four existing speed humps along Barclay Downs Drive to City Standards;
  - (iv). Construct a sidewalk and planting strip with street trees (if the width of the planting strip will accommodate street trees) along the eastern edge of Barclay Downs Drive from the Site to the intersection of Barclay Downs Drive and Sayre/Scofield Road. The location and width of the sidewalk to be determined by the City based on available right-of-way, the location of existing trees and topography constraints (the property owner located on the southeast quadrant of the intersection of Barclay Downs Drive and Sayre/Scofield Road will be consulted, prior to the submittal of the proposed improvement plans to the City) to ensure a cost effective and suitable solution to the installation of these improvements in light of challenges with the topography along portions of the edge and a desire to accommodate the input of corner property owner.

The Improvements Cost assumes that the Improvements can be accommodated within the existing right-of-way of Barclay Downs Drive, and adjustments in the scope of the Improvements shall be made if this is not the case. As part of "Urban Review" for the Site by the City, the Petitioner will submit to CDOT plans and cost estimates for the Improvements. If the actual cost of the proposed Improvements exceed the Improvements Cost, CDOT will determine which of the proposed Improvements must be eliminated or modified to bring the cost of the Improvements within the Improvements Cost (CDOT as part of its due-diligence to determine how to modify the proposed improvements will consult with the Barclay Downs Home Owners Association President).

CDOT will review and comment on the Improvements in a timely manner. Once the final scope of the Improvements are determined by CDOT, the Petitioner shall have 12 months to complete the installation of the Improvements (subject to force majeure).

d. A portion of the parking area located along Morrison Blvd. will be constructed using decorative pavement materials such as concrete pavers or stamped and colored asphalt as generally depicted on the Rezoning Plan.

e. Access to the Site by vehicles servicing the Site's compactor/dumpsters and recycling containers will be restricted to Morrison Boulevard.

f. The placements and configurations of vehicular access points are subject to any minor modifications required to accommodate final site and construction plans and designs and to any adjustments required for approval by CDOT in accordance with published standards.

g. 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 in accordance with published standards.

**4. Architectural Standards:**

a. The building materials used on the principle building(s) constructed on Site will be a combination of the following: glass, brick, stone, precast concrete, precast concrete, synthetic stone, cementitious siding (such as hardi-plank) or stucco. At least 30% of the exterior of each building, exclusive of windows, doors and roofs, will be constructed of brick, stone, synthetic stone, precast stone or precast concrete. Vinyl as a building material may only be used on windows.

b. The attached illustrative building elevations are included to reflect an architectural style and a quality of the building that may be constructed on the Site (the actual building constructed on the Site may vary from these illustrations provided that the design intent is preserved).

c. Parking located within the parking deck will be screened from adjoining properties with decorative louvers. The screening used along the rear of the parking garage (abutting the Barclay Downs Swim and Racquet Club) will be designed so as to allow only minimal light to emit from such facility.

d. Ventilation for the parking deck will not be located along the northern building elevation directly facing the Barclay Downs Swim Club.

e. Meter banks will be internal to the building.

f. Roof top HVAC and related mechanical equipment will be screened from public view at grade.

g. Compactor/dumpster areas and recycling areas will be located within the building. Vehicular access to the compactor/dumpster and recycling areas will be limited to Morrison Boulevard.

**5. Streetscape, Buffers, Landscaping and Utility Structure Setbacks:**

a. A building setback of varying width, transitioning from 65 feet at the northern portion of the building to 30 feet as the building approaches the intersection of Barclay Downs Drive and Morrison Boulevard, will be provided as generally depicted on Sheet RZ-2 of the Rezoning Plan. This varying setback will be measured from the back of the existing curb along Barclay Downs Drive. The Petitioner will utilize good faith diligent efforts to save existing trees within this setback. In the portions of the setback area where the existing trees cannot be saved the Petitioner will replant the setback area with new landscaping materials to create an attractive landscape treatment.

b. A 30 foot setback will be established along Morrison Blvd.. This setback will be measured from the back of curb along of Morrison Blvd. as generally depicted on the Rezoning Plan.

c. The 30 foot setback established along Morrison Boulevard by the Petitioner for parking and maneuvering areas will not apply to utility structures such as back flow preventers, double check valves, telephone and cable boxes, transformers and alike. These utility structures may be located within the 30 foot setback but must be located behind the proposed sidewalk.

d. The building(s) proposed for the Site will adhere to the rear yard dimensions indicated on the Cross-Sections illustrated on Sheet RZ-2 of the Rezoning Plan.

e. A 36 foot wide tree save area will be established along northern property line as generally depicted on the Rezoning Plan. The Petitioner will provided supplemental planting in this tree save area so that the combination of existing plant material and new plant material meets the requirements of a Class A buffer (a minimum of (10) trees and 60 shrubs per 100 linear feet). The Petitioner will be able to remove from this 36 foot tree save area dead and dying trees as well as invasive vines and ground cover so as to improve the appearance of the tree save area and comply with Tree Ordinance tree save standards. A portion of this tree save area was previously cleared; this previously cleared area the Petitioner will supplement the existing trees with 12 additional evergreen trees and eight (8) large maturing trees as generally depicted on Sheet RZ-2 of the Rezoning Plan.

f. The Petitioner will install a five (5) foot black vinyl chain link fence within the 36 foot tree save area located along the northern property boundary. This fence will be located behind the evergreen shrubs and evergreen trees proposed to be planted on the outside edge of the tree save area but no closer than five (5) feet from the property line as generally depicted on Sheet RZ-2 to of the Rezoning Plan.

g. The Petitioner will provide eight (8) foot planting strips and six (6) foot sidewalks along the Site's frontage on Barclay Downs Drive and Morrison Boulevard as generally depicted on the Rezoning Plan. In order to establish this proposed streetscape improvements along Barclay Downs Drive some of the existing trees within the right-of-way of Barclay Downs Drive may have to be removed. The Petitioner will preserve the existing feature at the corner of Barclay Downs Drive and Morrison Boulevard

h. Screening requirements of the Ordinance will be met.

i. Above ground backflow preventers will be screened from public view and will be located behind the proposed sidewalk or the required MUDD setback which ever is greater.

**6. Environmental Features:**

a. The Petitioner shall comply with the Charlotte City Council approved and adopted Post Construction Controls Ordinance.

b. The location, size and type of storm water management systems depicted on the Rezoning Plan are subject to review and approval as part of the full development plan submittal and are not implicitly approved with this rezoning. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and natural site discharge points.

c. The Site will comply with the Tree Ordinance. Tree save areas are generally depicted on the Rezoning Plan, portions of these areas but may be relocated to other portions of the Site during the design development and construction phases.

**7. Open Space/Tree Save Areas:**

a. Open space/tree save areas equaling 15% of the Site area will be provided. The open space/tree save areas depicted on the Rezoning Plan may be relocated to other locations on the Site during the design development and construction phases.

b. As generally depicted on Rezoning Plan a courtyard will be provided and improved with seating areas and landscaping. Other open space areas will either be left as natural areas with existing trees or if cleared will be landscaped with a variety of landscape materials.

**8. Signage:**

f. Signage as allowed by the Ordinance will be provided.

**9. Lighting:**

a. All new lighting shall be full cut-off type lighting fixtures excluding lower, decorative lighting that may be installed along the driveways, sidewalks, and parking areas.

b. Detached lighting on the Site will be limited to 20 feet in height.

c. Lighting at grade along the common boundary with the Barclay Downs Swim and Racquet Club will be limited to patio lights and any necessary lighting as required by code.

d. No "wall pak" lighting will be allowed, however architectural lighting on building facades, such as sconces, will be permitted.

**10. Other:**

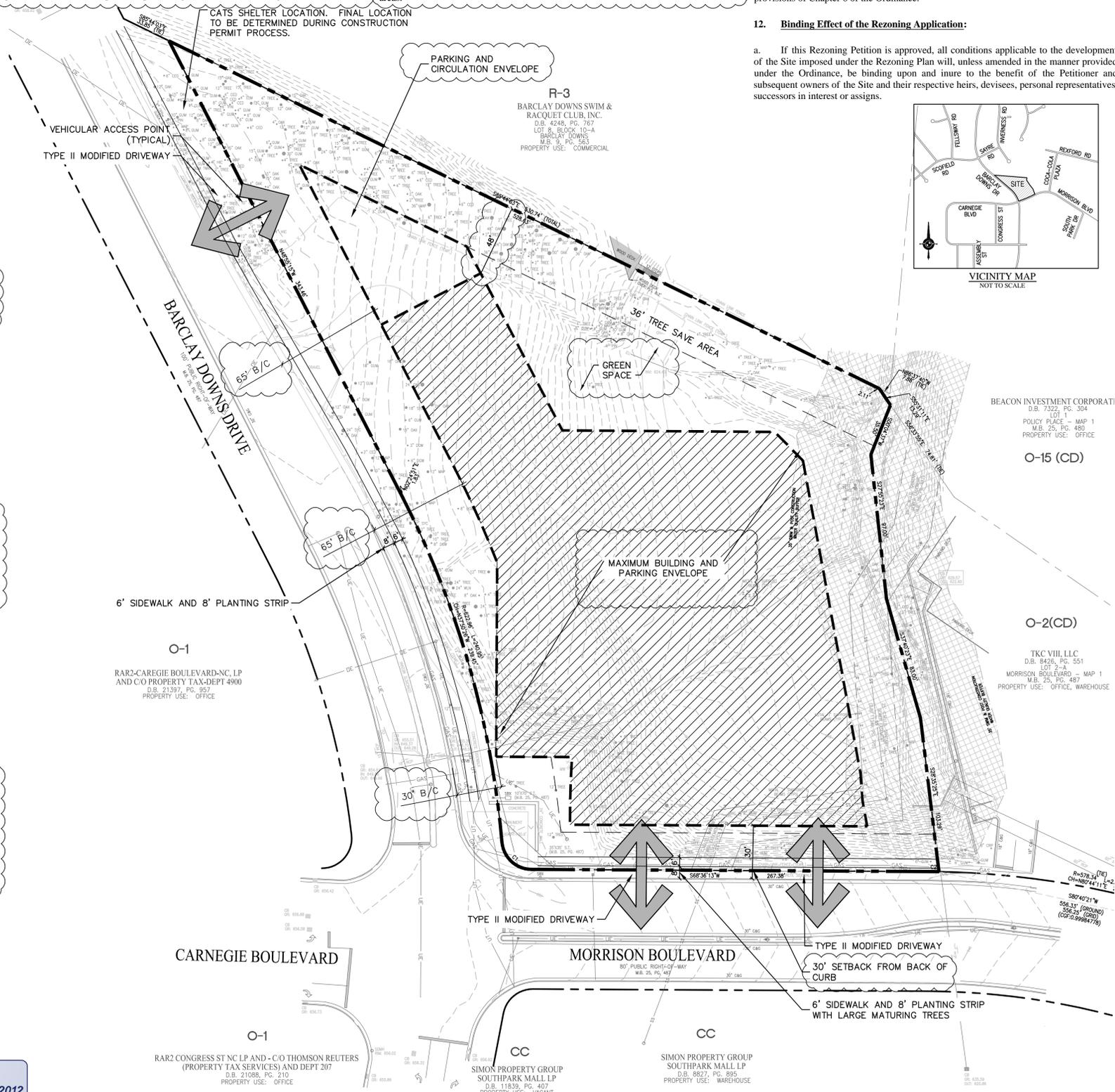
a. The Petitioner will provide a bus passenger waiting pad along Barclay Downs Drive for use by CATS. The exact location of the proposed passenger waiting pad to be determined during the Urban Review and approval process.

**11. Amendments to the Rezoning Plan:**

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

**12. Binding Effect of the Rezoning Application:**

a. 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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By mcaldo at 9:39 am, Sep 17, 2012



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FOR PUBLIC HEARING

REZONING PETITION  
# 2012-045

SCALE: 1"=40'

PROJECT #: 217-016  
DRAWN BY: NB  
CHECKED BY: DM

**TECHNICAL DATA SHEET**

FEBRUARY 27, 2012

REVISIONS:  
5-18-12 - PER CMPC COMMENTS AND NEIGHBORHOOD INPUT  
7-20-12 - PER CMPC COMMENTS AND NEIGHBORHOOD INPUT  
8-14-12 - REVISED DEVELOPMENT DATA

RZ-1.0



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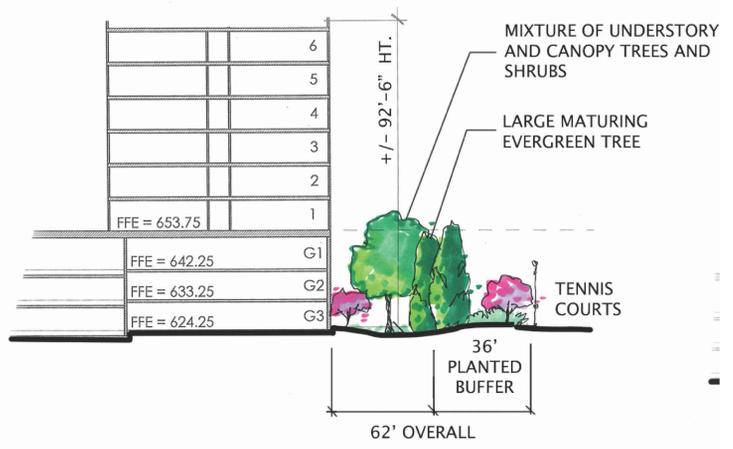
PROJECT #: 217-016  
 DRAWN BY: NB  
 CHECKED BY: DM

### SCHEMATIC SITE PLAN

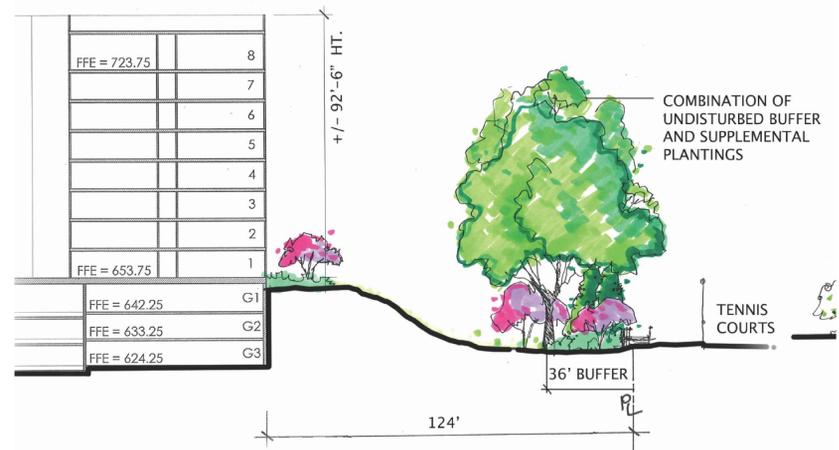
FEBRUARY 27, 2012

- REVISIONS:
- 5-18-12 - PER CMPC COMMENTS AND NEIGHBORHOOD INPUT
  - 7-20-12 - PER CMPC COMMENTS AND NEIGHBORHOOD INPUT
  - 8-14-12 - REVISED DEVELOPMENT DATA

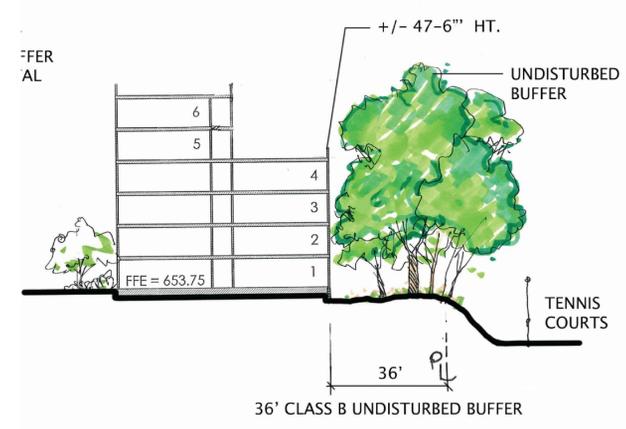
RZ-2.0



SECTION A-A'  
EASTERN EDGE OF LOWERR TENNIS COURT TO 6 STORY BUILDING CORNER

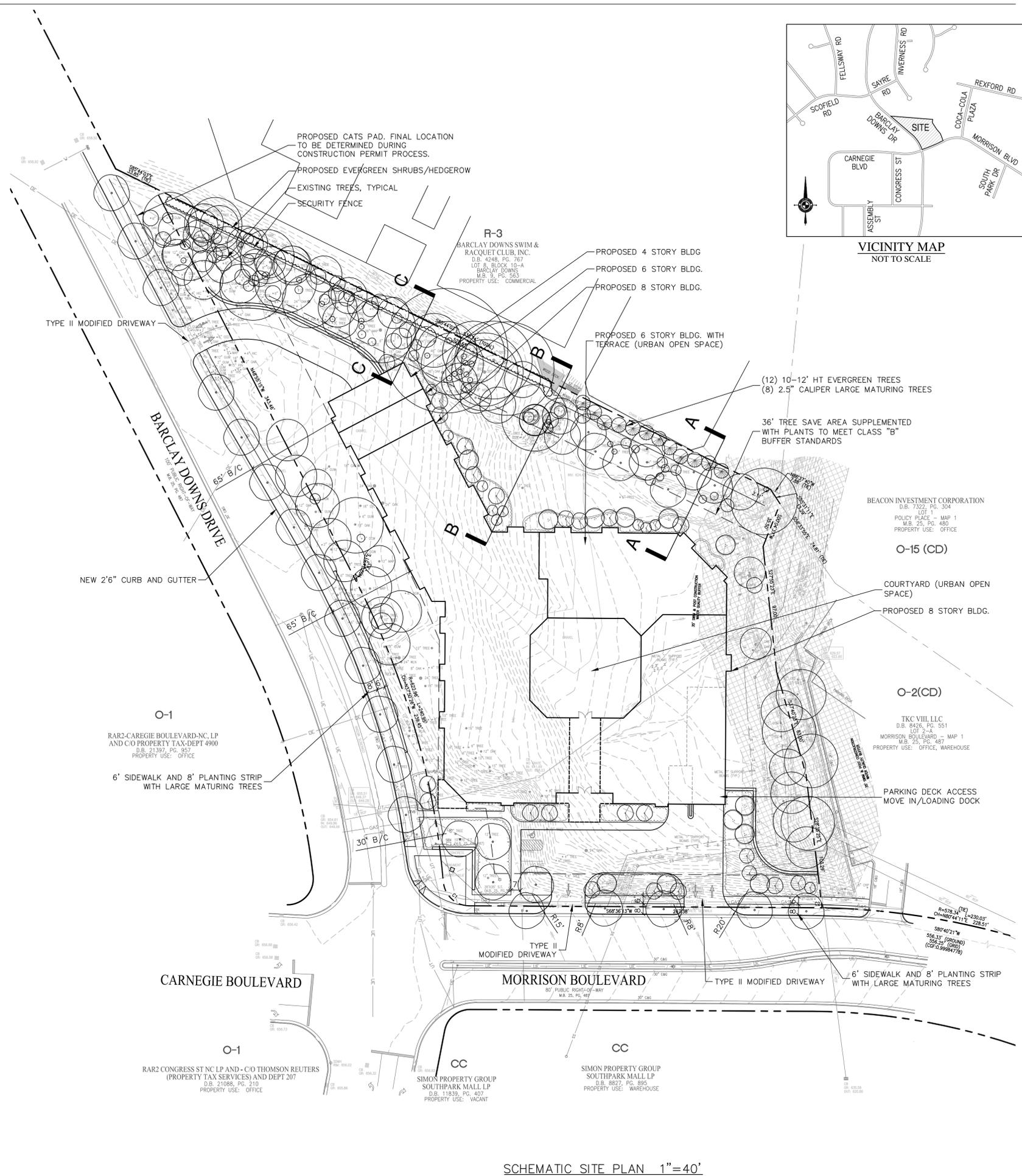


SECTION B-B'  
EASTERN EDGE OF UPPER TENNIS COURT TO 8 STORY BUILDING CORNER



SECTION C-C'  
WESTERN EDGE OF UPPER TENNIS COURT TO 4 STORY BUILDING CORNER

SECTION AT NORTHERN BOUNDARY



SCHEMATIC SITE PLAN 1"=40'