

Site Development Data:

- Average: 2.90 acres
- Tax Parcel #: 149-206-24 thru 27 and 149-206-18
- Existing Zoning: UR-3(CD) and R-4
- Proposed Zoning: MUDD-O

-Existing Uses: Apartments and detached dwellings.

-Proposed Uses: Up to 263 multi-family residential dwelling units as permitted by right and by the Optional provisions below together with accessory uses, as allowed in the MUDD zoning district.

-Maximum Building Height: Building height will be limited to a maximum of three (3) stories and no to exceed 40 feet with Development Area A (Development Area A is located along Drexel Place). Building height for the building proposed within Development Area B will be limited to five (5) stories. Building height will be measured as defined by the Ordinance.

-Parking: A minimum of 1.0 parking space per dwelling unit will be provided.

I. General Provisions:

a. Site Location: These Development Standards, the Technical Data Sheet, Schematic Site Plan and other graphics set forth on attached Sheets RZ-1, RZ-2 and RZ-3 form this rezoning plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by 1351 Woodlawn (Melrose), LLC ("Petitioner") to accommodate the development of a high quality residential community on an approximately 2.90 acre site located on the north side of Woodlawn Road between Drexel Avenue and Halswood Drive (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 MUDD-O zoning classification shall govern all development taking place on the Site, subject to the Optional Provisions provided below.

c. Graphics and Alterations: The schematic depictions of the uses, parking areas, sidewalks, structures and buildings, building elevations, driveways, streets 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 form 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 and stay within the setbacks and yards 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.

d. Number of Buildings Principal and Accessory: The total number of principal buildings to be developed on the Site will be limited to one. Accessory buildings and structures located on the Site shall not be considered to have any limitation on the number of buildings on the Site. Accessory buildings and structures will be constructed utilizing similar building materials, colors, architectural elements and designs as the principal building(s) located within the same Development Area as the accessory structure/building.

2. Optional Provisions:

The following optional provisions shall apply to the Site:

a. To allow a detached sign along Woodlawn Road to have up to 30 square feet of sign area and to be five (5) feet high.

Note: The optional provision regarding signs is an addition/modification to the standards for signs in the MUDD district and is to be used with the remainder of MUDD standards for signs not modified by these optional provisions.

3. Permitted Uses, Development Area Limitations:

a. For ease of reference, the Rezoning Plan sets forth two (2) development areas as generally depicted on the Technical Data Sheet as Development Areas A and B (each a "Development Area" and collectively the "Development Areas").

b. The Site may be developed with up to 263 multi-family residential dwelling units as permitted by right and under prescribed conditions in the MUDD-O zoning district, together with accessory uses allowed in the MUDD-O zoning district.

c. The portion of the building located within Development Area A will be limited to no more than eight (8) town home style units as generally depicted on the Rezoning Plan. Each of these town home units will front on Drexel Place and will have doors oriented toward the street as illustrated on the attached building elevations.

4. Transportation Improvements and Access:

I. Proposed Improvement:

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

The following *Transportation Improvement* is illustrated on Sheet RZ-2 of the Rezoning Plan. The illustration on Sheet RZ-2 is to be used in conjunction with the following notes to determine the extent of the proposed improvement.

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

a. Extend the existing eastbound left turn lane storage on Woodlawn Road at Park Road from 135 feet to 640 feet, with a 75-foot bay taper. This left turn lane extension will provide the Melrose Place Site with 125 feet of eastbound left turn storage. This improvement will require widening on the north (Site) side of Woodlawn Road.

b. If permitted by NCDOT and CDOT the Petitioner will install a pedestrian refuge island with Woodlawn Road as part of the extension of the left turn lane. The exact location of the pedestrian refuge island will be coordinated with CDOT and NCDOT during the urban review process for the Site.

II. Standards, Phasing and Other Provisions:

a. CDOT/CDOT Standards: All of the foregoing public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT as applicable. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the area, by way of a public-private partnership effort or other public sector project support. The Petitioner will be allowed to obtain a certificate of occupancy for the proposed multi-family building located with Development Area B upon the substantial completion of the improvements listed above. The four (4) single-family homes located in Development Area A may be constructed and occupied without the construction of the improvements listed above.

b. Substantial Completion: Reference to "substantial completion" for certain improvements as set forth in the provisions of Section 4.1.a. above shall mean completion of the roadway improvement in accordance with the standards set forth in Section 4.1.a. above provided, however, in the event the roadway improvement is not completed at the time that the Petitioner seeks to obtain a certificate of occupancy for the proposed building within Development Area B in connection with related development described above, then the Petitioner will work with City Staff to determine a process to allow the issuance of certificates of occupancy for the applicable building; provided, however, Petitioner continues to exercise good faith efforts to complete the applicable road-way improvement; in such event the Petitioner may be asked to post a letter of credit or a bond for any improvement not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvement.

c. Right-of-Way Availability: It is understood that some of the public roadway improvement referenced in subsection a. above may not be possible without the acquisition of additional right of way. If after the exercise of diligent good faith efforts over a minimum of a 60 day period, the Petitioner is unable to acquire any land necessary to provide for any such additional right of way upon commercially reasonable terms and at market prices, then CDOT, the City of Charlotte Engineering Division or other applicable agency, department or governmental body agree to proceed with acquisition of any such land. In such event, the Petitioner shall reimburse the applicable agency, department or governmental body for the cost of any such acquisition proceedings including compensation paid by the applicable agency, department or governmental body for such land and the expenses of such proceedings. Furthermore, in the event public roadway improvement referenced in subsection a. above is delayed because of delays in the acquisition of additional right-of-way as contemplated herein and such delay extends beyond the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in connection with related development described above, then the Petitioner will work with City Staff to determine a process to allow the issuance of certificates of occupancy for the applicable building; provided, however, Petitioner continues to exercise good faith efforts to complete the applicable road-way improvement; in such event the Petitioner may be asked to post a letter of credit or a bond for any improvement not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvement.

III. Access:

a. Access to the Site will be from Woodlawn Road and Drexel Place as generally depicted on the Rezoning Plan, subject to adjustments as set forth below.

b. The alignment of the 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 the Charlotte Department of Transportation (CDOT) in accordance with published standards so long as the street network set forth on the Rezoning Plan is not materially altered and shall comply with Section 6 of the Zoning Ordinance.

5. Streetscape, Landscaping, Open Space and Screening:

a. A 24 foot setback as measured from the future back of curb along Woodlawn Road will be provided as generally depicted on the Rezoning Plan.

b. A 46 foot setback as measured from the proposed back of curb along Drexel Place will be provided as generally depicted on the Rezoning Plan.

c. An eight (8) foot planning strip and an eight (8) foot sidewalk will be provided along Woodlawn Road and along Drexel Place within the required setbacks as generally depicted on the Rezoning Plan.

e. A 20 foot landscape area and drainage easement will be provided along the Site's western property line adjacent to the existing single-family home fronting on Drexel Place.

f. The Petitioner will construct a solid wooden fence along the rear property line to tax parcel # 149-206-28 (Ms. Jean Williams property). Along the Site's common side property line with tax parcel # 149-206-28 the Petitioner will plant a row of large maturing evergreen trees, but outside of the proposed 20 foot storm drainage easement.

g. Urban Open Space will be provided on the Site as required by the Ordinance.

h. Meter banks will be screened where visible from public view at grade level.

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

6. General Design Guidelines:

a. The building materials used on the principal building constructed on Site will be a combination of portions of the following: brick, stone, precast stone, precast concrete, synthetic stone (not allowed on the building elevation facing Drexel Place), cementitious fiber board, stucco, EIFS (not allowed on the building elevation facing Drexel Place), decorative block and/or wood. Vinyl or aluminum as a building material may only be used on windows, soffits and on handrails/railings.

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).

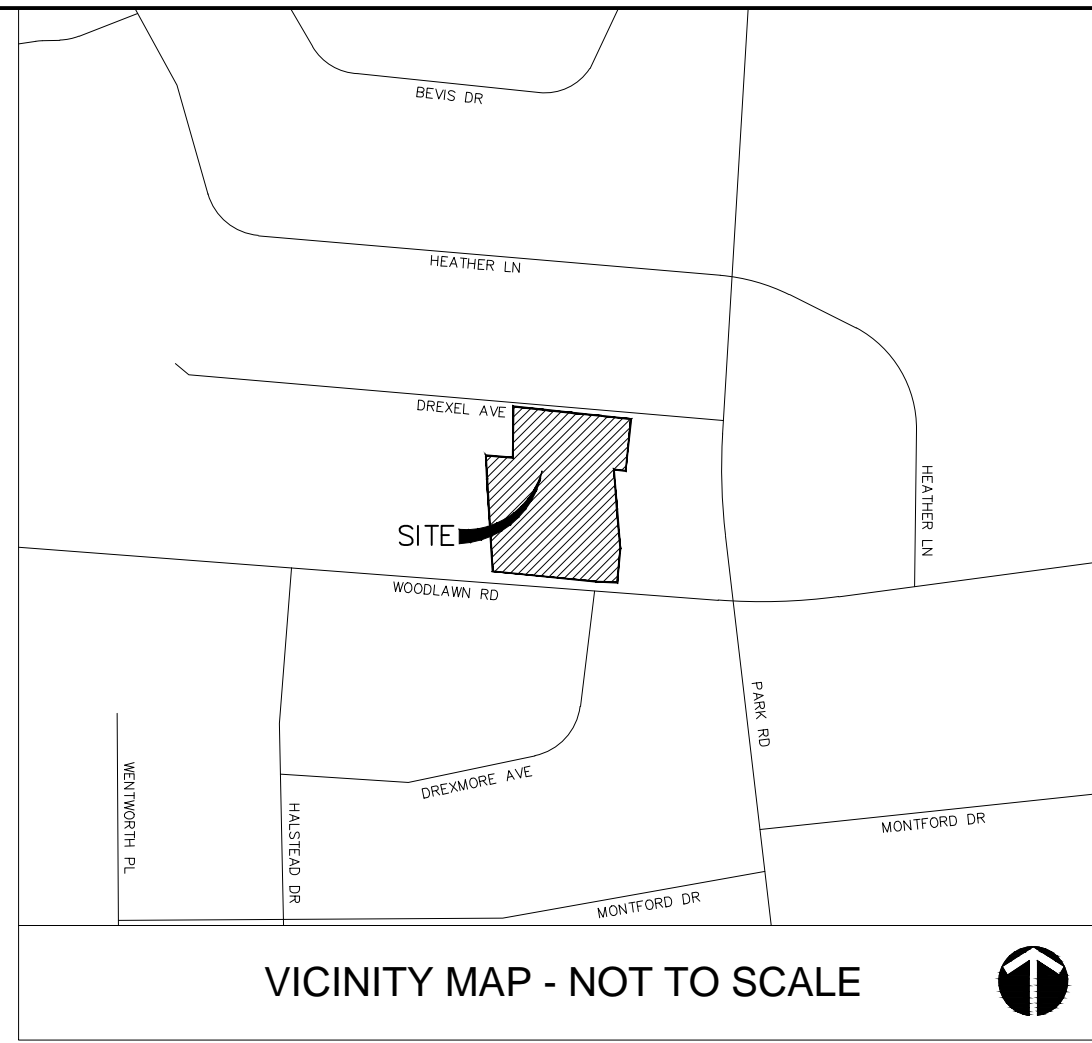
c. The proposed parking structure located within Development Area B will be designed so that the portion of the parking structure facing Drexel Place will be designed so that any openings in the parking structure (other than the vehicular access point) will contain decorative grills.

d. Facades shall provide visual divisions between the first and second stories through architectural means such as courses, awnings, or a change in primary facade materials or colors.

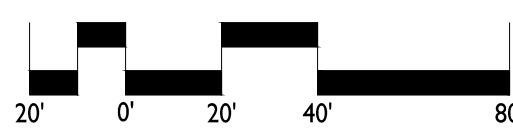
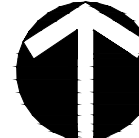
7. Parking and Maneuvering Restrictions:

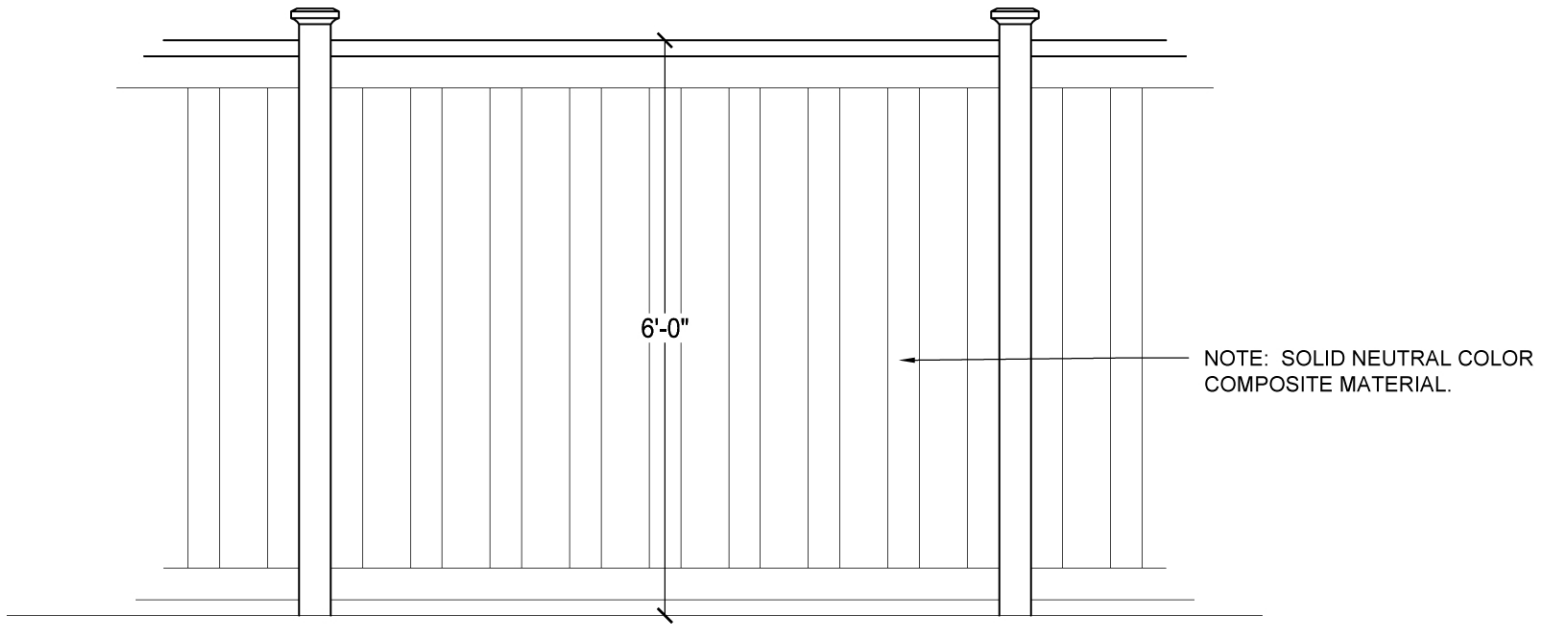
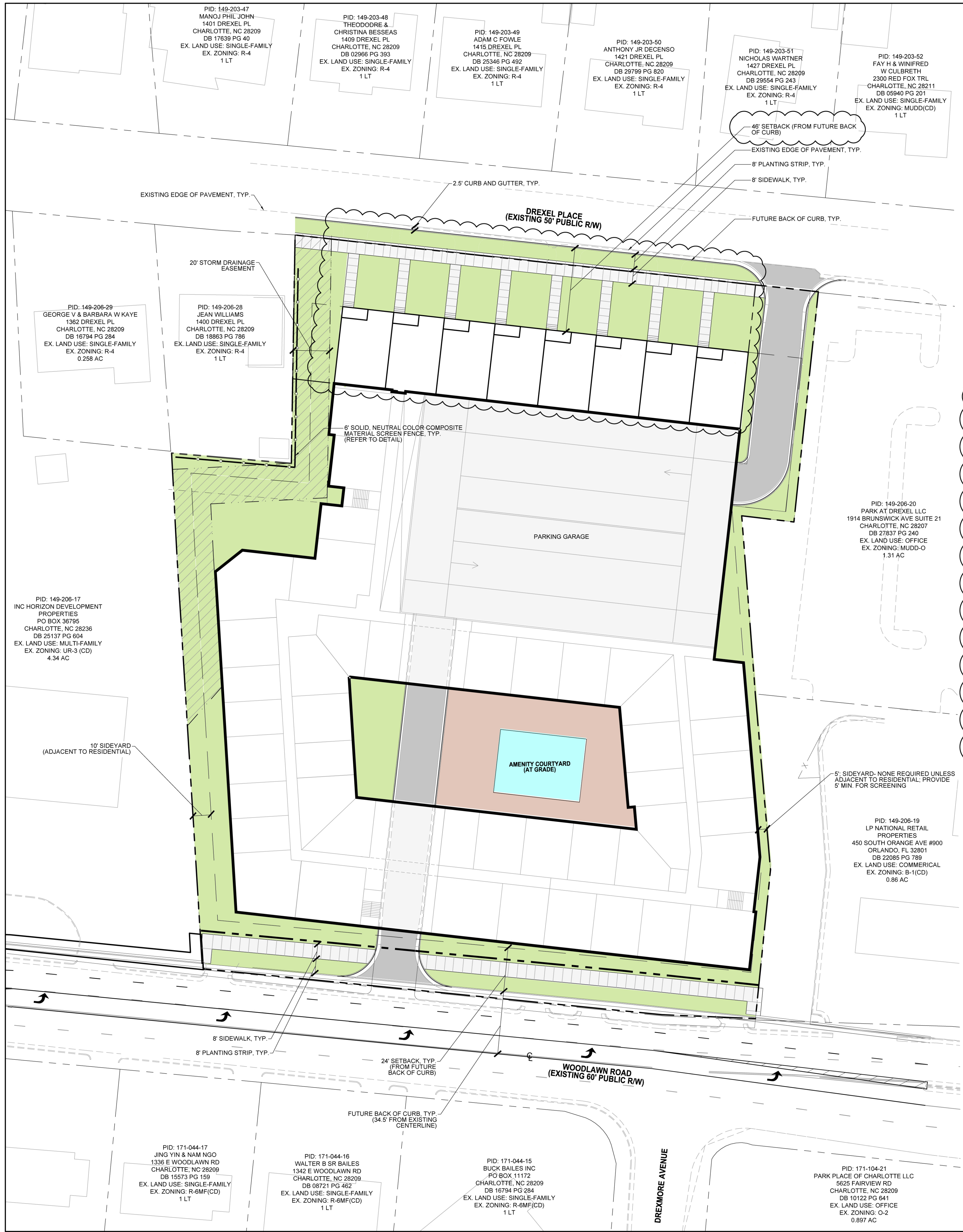
a. A minimum of 1.0 parking space per dwelling unit will be provided.

b. Each of the proposed access locations into the Site will be gated so that only residents of the community will have access to the proposed parking structure. The location of the access gates will be determined during the building permit process. The general public will not be able to use the Site's driveways to go from Woodlawn Road to Drexel Place and vice versa.

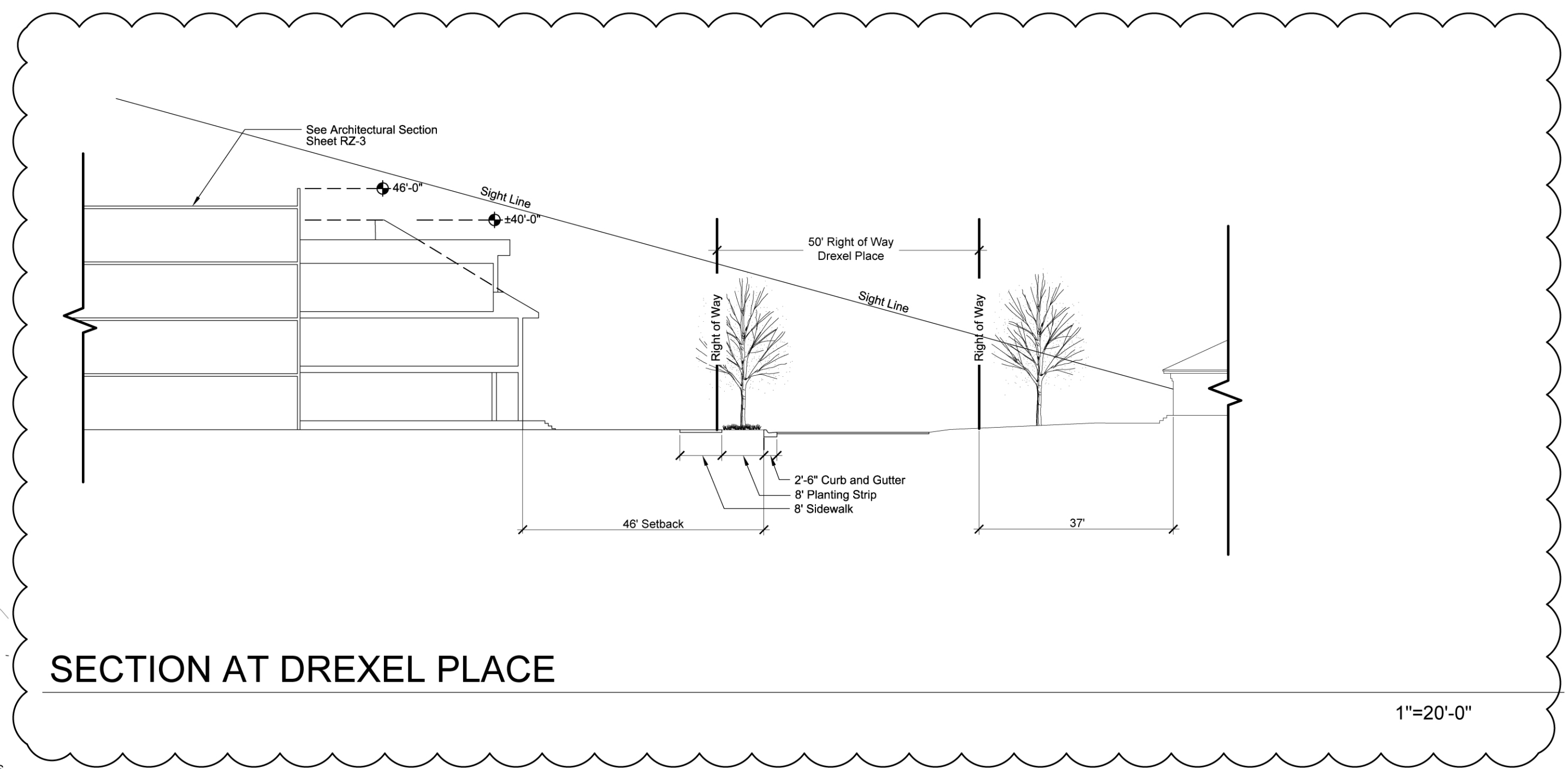
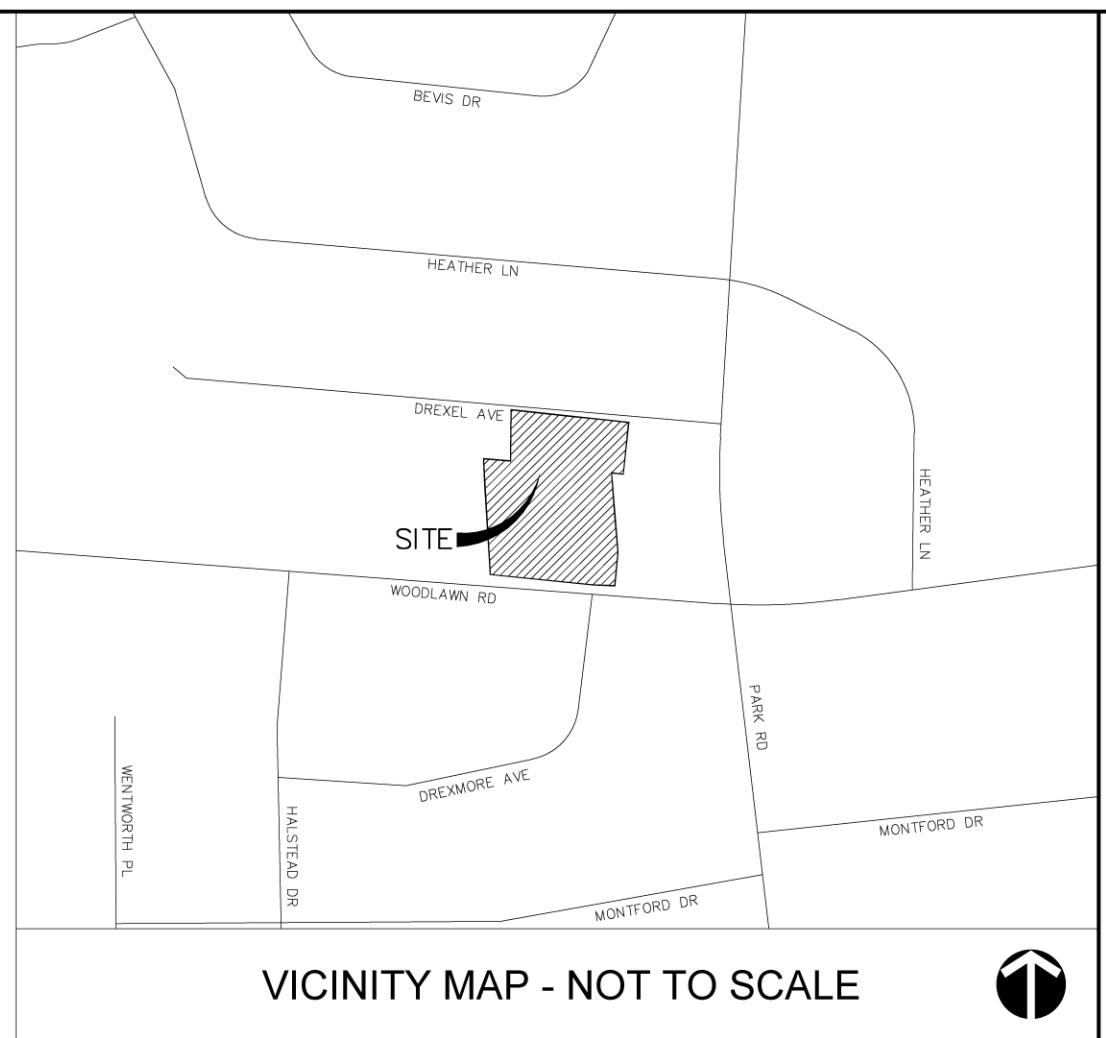


VICINITY MAP - NOT TO SCALE





SCREEN FENCE



SECTION AT DREXEL PLACE

PETITION NO. 2015-093

