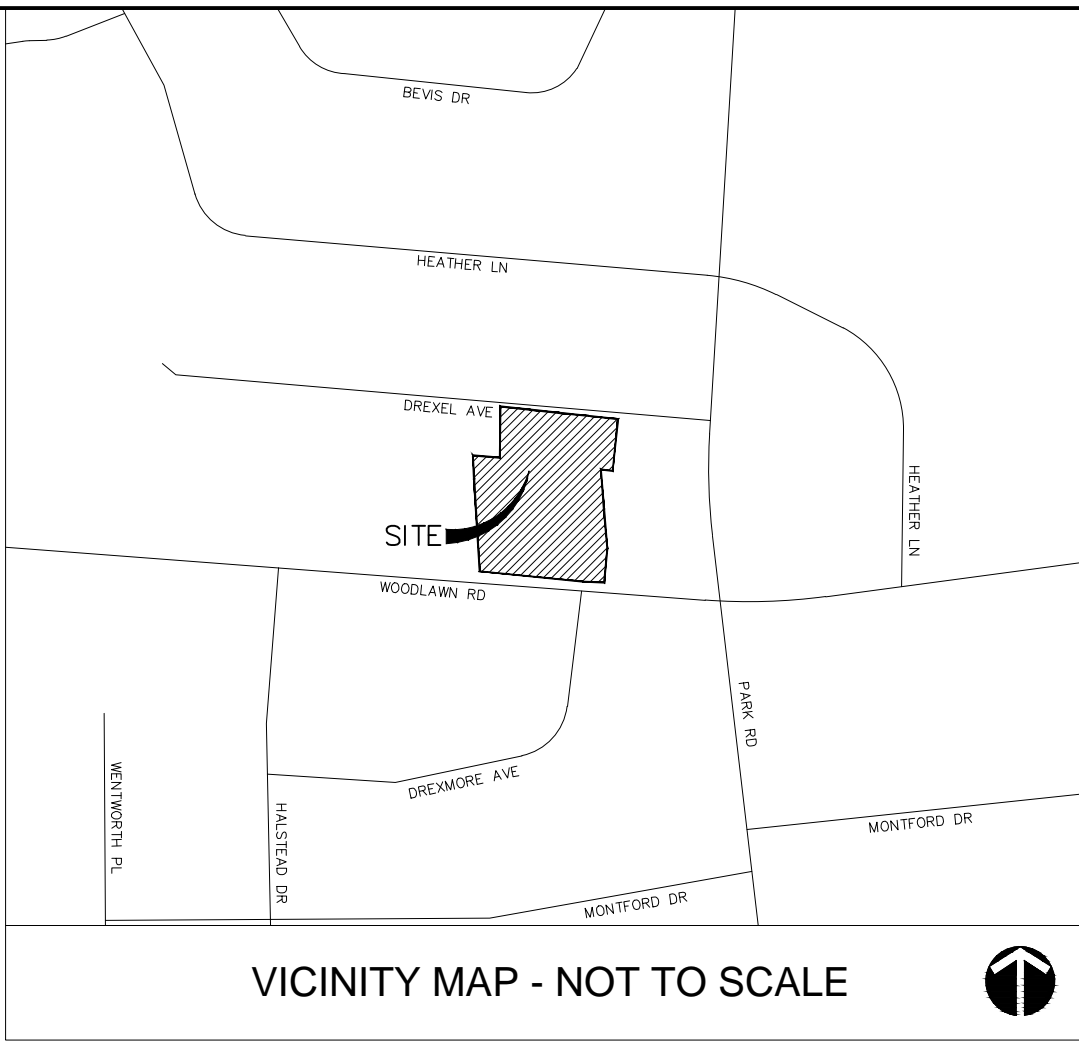


Site Development Data:

-Acreage:	± 2.90 acres
-Tax Parcel #s:	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 265 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 52 feet along Drexel Place and up to five (5) stories and 60 feet for the remainder Site. Building height will be measured as defined by the Ordinance.
-Parking:	A minimum of 1.0 parking space per dwelling unit will be provided.



- 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 Drexmore Avenue and Halstead Drive (the "Site").

b. Zoning District/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 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.

d. 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. expressly permitted by the Rezoning Plan (it is understood that if a modification is expressly permitted by the Rezoning Plan it is deemed a minor modification for the purposes of these Development Standards); or,

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

iii. modifications to move structure graphically depicted on the Rezoning Plan closer to adjacent properties but no closer than the "external building line" (in this case the external setbacks, side or rear yards indicated on Sheet RZ-1); or

iv. modifications to allow minor increases or decreases in the mass of the buildings that do not materially change the design intent depicted on or described in the Rezoning Plan (the building mass illustrated along Drexel may not be increased).

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.

e. Number of Buildings Principal and Accessory. The total number of principal buildings to be developed on the Site will be limited to one (1). Accessory buildings and structures located on the Site shall not be considered in 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.
- 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.
- Permitted Uses, Development Area Limitations:**

a. The Site may be developed with up to 265 multi-family residential dwelling units as permitted by right, together with accessory uses allowed in the MUDD-O zoning district.
- 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.

II. Standards, Phasing and Other Provisions.

a. CDOT/NC DOT Standards. All of the foregoing public roadway improvements will be subject to the standards and criteria of CDOT 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 private/public partnership effort or other public sector project support.

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.b 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 building 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, and 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 improvements.

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 and 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 any 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, the 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 vehicular access to the Site from Drexel Place will be located along the eastern property boundary as generally depicted on the Rezoning Plan.

c. 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.
- 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 25 foot setback as measured from the proposed back of curb along Drexel Place will be provided as generally depicted on the Rezoning Plan.

c. Along Drexel Place stoops and stairs providing access to the ground floor units will be allowed to encroach up to four (4) feet into the 25 foot setback as generally depicted on the Rezoning Plan. Balconies on the second and third floors of the building will also be allowed to encroach up to two (2) feet into the setback along Drexel Place.

d. An eight (8) foot planting 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 buffer 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 wood 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.

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.
- General Design Guidelines:**

a. Ground floor units along Drexel Place will have individual entrances accessing Drexel Place.

b. 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, cementitious fiber board, stucco, EIFS, decorative block and/or wood. Vinyl or aluminum as a building material may only be used on windows, soffits and on handrails/railings.

c. 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).

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.

e. The portion of the building facing Drexel Place will be designed to have: (i) a two story townhome-style apartment unit on a third story garden unit with a loft along Drexel Place (a total of three stories); (ii) stoops from each townhome unit providing direct access to Drexel Place; (iii) a building facade with a series of recesses to create an articulated building facade; (iv) large window openings; (v) masonry building materials on the first two floors to create a building base; (vi) a pitched roof with at least one change to the roof line; and (vii) dormers.
- Parking and Maneuvering Restrictions.**

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

b. Each of the 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.
- Signage:**

a. Signage as allowed by the Ordinance and by the Optional Provisions listed above may be provided.
- Lighting:**

a. All new attached and detached lighting shall be fully shielded downwardly directed and full cut off fixture type lighting excluding lower, decorative lighting that may be installed along the driveways, sidewalks, and parking areas.

b. Detached lighting on the Site, except street lights located along public streets, will be limited to 15 feet in height.
- CATS Passenger Waiting Pad.**

a. The Petitioner will construct along the Site's frontage on Woodlawn Road a CATS passenger waiting pad per Charlotte Land Development Standard 60.09A. The location of the waiting pad will be determined in conjunction with CATS during the MUDD approval process. The Petitioner may elect to construct a bicycle rack as part of the construction of the waiting pad.
- 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 herein and of Chapter 6 of the Ordinance.
- 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 herein and under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site or Development Areas, as applicable, and their respective heirs, devisees, personal representatives, successors in interest or assigns.

