REQUEST

Current Zoning:   RE-1 (research), RE-3(CD) (research, conditional), and R-3 (single family residential)

Proposed Zoning: MUDD-O (mixed use development, optional) and R-12MF(CD) (multi-family residential, conditional), with five-year vested rights

LOCATION

Approximately 65.7 acres located on the northwest corner at the intersection of West Mallard Creek Church Road and Interstate 85. (Council District 4 - Phipps)

SUMMARY OF PETITION

The petition proposes to allow up to 395 multi-family residential units, up to 45,000 square feet of uses as allowed in MUDD, and an eating/drinking/entertainment (Type 1 and/or Type 2) with golf-related outdoor entertainment uses. The site is generally surrounded by a mix of single family residential neighborhoods, institutional, and retail uses and vacant land.

PROPERTY OWNER

Jill H. Garrison, et al

PETITIONER

Charter Properties, Inc.
Browder Group Real Estate, LLC

AGENT/REPRESENTATIVE

John Carmichael, Robinson Bradshaw & Hinson, P.A.

COMMUNITY MEETING

Meeting is required and has been held. Report available online.
Number of people attending the Community Meeting:  20

STAFF RECOMMENDATION

Staff recommends approval of this petition upon resolution of outstanding issues related to design, environment, transportation, and technical items.

Plan Consistency

The portion of the site proposed for a mix of commercial uses is consistent with the Northeast Area Plan recommendation for office/research/retail uses. However, the portion of the site proposed for multi-family use is inconsistent with the Northeast Area Plan recommendation for office/research/retail uses and residential use up to four dwelling units per acre.

Rationale for Recommendation

- The subject property is located in an I-85 interchange area which was identified in the Northeast District Plan (which preceded the Northeast Area Plan) for an expansion of research uses outside of the University Research Park.
- The Northeast Area Plan updated that land use recommendation to include a range of commercial uses (office/research/ retail), along with a recommendation for improved connectivity in the area and an integrated site plan.
- The proposed development has been designed to provide the integrated and interconnected development recommended by the plan. Commercial development, consistent with the plan, is proposed for the part of the site closest to West Mallard Creek Church Road.
- Multi-family development is requested for the remainder of the site, instead of the non-residential uses identified by the plan. The addition of multi-family results in a mix of uses, instead of more isolated commercial development.
- The requested development has been designed to respond to the transportation context by placing the most auto-oriented uses which will require high levels of vehicular access, specifically the outparcels and large EDEE, closest to the interstate interchange.
- The site plan provides a transition from the auto-oriented area to a walkable commercial street which will connect to the multi-family development in the northern portion of the site.
• The area that the plan recommends for single family development is proposed to be used for a 75-foot buffer area abutting existing single family homes, and a segment of the public street which will connect Mallard Creek Church Road and Galloway Road.
• In addition to the new street connecting to Galloway Road, the proposed development will provide a number of transportation improvements. These include reservation of right-of-way for a future east-west crossing of I-85 at Galloway Road, and a new signalized intersection to create site access and set up for a potential new connection in the adjacent University Research Park.

PLANNING STAFF REVIEW

Proposed Request Details
The site plan accompanying this petition contains the following provisions:
• Allow a mix of uses in four development areas (Areas A, B, C, and D).
• Area A consists of 33.35 acres located at the northern part of the site, and is proposed to be rezoned to R-12MF(CD) (multi-family residential, conditional).
• Areas B, C and D contain approximately 32.35 acres located in the southern portion of the site and are proposed to be rezoned to MUDD-O (mixed use development, optional).

Area A
• Up to 395 multi-family residential dwelling units along with accessory uses that may include a leasing and management office and amenities such as a fitness center, clubhouse, swimming pool, dog park, playground, pocket park and outdoor grilling and gathering areas.
• Establishes a minimum setback of 30 feet from future right-of-way line along Galloway Road.
• Establishes a “no build line” at the northeast corner of Development A to accommodate the extension of Galloway Road via a future bridge across Interstate 85.
• Commits to the following architectural standards:
  • Maximum building height of 48 feet or three stories.
  • Minimum 20% brick, natural stone (or synthetic equivalent), stucco or other material for any principal and accessory building abutting a network required public or private street.
  • Prohibits use of vinyl siding (except vinyl hand rails, windows, soffits, doors or door trim) and concrete masonry units not architecturally finished.
  • Places buildings to present a front or side façade to all network required streets.
  • Requires buildings to front a minimum of 50% of the total required street frontage.
  • Prohibits placement of parking lots between streets and buildings.
  • Requires buildings exceeding 120 feet in length to include modulations of the building massing/façade plane (such as recesses, projections, and architectural details).

Area B
• Proposes the establishment of an eating/drinking/entertainment establishment (Type 1 and/or Type 2) and outdoor entertainment uses and any incidental or accessory uses as allowed. Outdoor entertainment component of this proposed use may include a golfing activity or golfing game of skill.
• The eating/drinking/entertainment establishment (Type 1 and/or Type 2) and outdoor entertainment uses will be limited to a complex comprised of a building that may contain, among other uses, eating/drinking/entertainment establishments (Type 1 and/or Type 2), recreational facilities, retail uses, lounges, meeting and banquet facilities, covered bays for tee boxes and an outdoor field utilized in connection with the golfing activity or golfing game of skill, other accessory and related uses and accessory parking.
• Maximum gross floor area of the proposed building will be 70,000 square feet. The area of the outdoor field will not be considered and counted towards the maximum 70,000 square feet of gross floor area.
• Proposes a maximum building height of 80 feet.
• Provides a 25-foot landscape screening area for Area B adjacent to Interstate 85 (five trees and 20 shrubs per 100 feet). Guywire for netting to be located within limits of 25-foot landscape screening area.
• Provides conceptual architectural renderings on the front, side and rear elevations of the building to be constructed on Development Area B.
• Proposes the following optional provisions for Area B:
  • Allow vehicular parking, circulation and maneuvering area to be located between buildings and public and private streets.
  • On the front elevation of the building, allow a sign on top of a canopy type structure located generally at the entrance into the building to have a maximum sign face area of 110 square
• Allow signs and/or logos that are designed and constructed so that they are integrated into the building architecture (e.g. recessed or built into the building walls - "integrated signs"). The total allowed maximum sign surface area of the integrated signs will be 1,270 square feet. The allowed sign surface area of the integrated signs may be allocated to one integrated sign or to more than one integrated sign, and the integrated signs may be located on one or more building elevations.

• To ensure that golf balls are not hit beyond the boundaries of the outdoor field utilized in connection with the golfing activity, netting and support poles shall be installed around the perimeter of the outdoor field. The maximum permitted height of the netting and support poles shall be 170 feet.

• To not require the proposed structure in Development Area B to comply with the applicable provisions of Sections 9.8506(2)(A) (street walls), 9.8506(2)(F) (reflective surfaces), and 9.8506(2)(H) (building entrances), so that it may be built as generally depicted on the conceptual architectural elevations attached to the rezoning plan.

Area C
• Proposes a total maximum of 45,000 square feet of gross floor area of uses as allowed in MUDD on Development Areas C and D.

• Allows following uses as permitted in MUDD (mixed use development district):
  • Eating/drinking/entertainment establishments (Types 1 and 2);
  • Breweries;
  • Professional business and general offices, such as banks, clinics, medical, dental and doctor's offices, veterinary clinics, government, post offices, optician's offices and similar uses;
  • Retail sales;
  • Services, including, without limitation, beauty shops and barbershops, spas and fitness centers; and
  • Studios for artists, designers, photographers, musicians, sculptors, gymnasts, potters, wood and leather craftsmen, glass blowers, weavers, silversmiths, and designers of ornamental and precious jewelry.

• Prohibits uses with drive-in and drive-through service lanes/windows as an accessory use;

• Prohibits a convenience store with or without gasoline sales.

• Proposes a maximum building height of 40 feet.

• Proposes a community green on Development Area C featuring landscaping and hardscaping. Additionally, seating, sculptures and/or water features may be installed in the community green.

• Commits to the following architectural standards:
  • Places a front or side façade to all streets.
  • Facades fronting streets shall include a combination of windows and operable doors for a minimum of 60% of each frontage elevation with transparent glass between two feet and ten feet on the first floor.
  • Incorporates a minimum of 30% masonry materials such as brick or stone on the facades of the first/ground floor of the buildings along streets.
  • Provides a direct pedestrian connection between street facing doors and corner entrance features to sidewalks on adjacent streets.
  • Prohibits expanses of blank walls greater than 20 feet in all by incorporating architectural features such as, but not limited to, banding, medallions or design features or materials.
  • Proposes building elevations be designed with vertical bays or articulated architectural features.
  • Prohibits surface parking and vehicular maneuvering and circulation areas from being located between buildings on Development Area C and the new internal public street.

Area D
• Proposes a total maximum of 45,000 square feet of gross floor area of uses as allowed in MUDD on Development Areas C and D.

• Consists of three outparcels with frontage along West Mallard Creek Church Road (Outparcels 1, 2, and 3). Outparcel 1 may be subdivided into two outparcels.

• Proposes the following uses as permitted in MUDD (mixed use development):
  • Eating/drinking/entertainment establishments (Types 1 and 2);
  • Breweries;
  • A convenience store with or without gasoline sales (maximum one);
  • An automotive service station (maximum one);
  • Professional business and general offices, such as banks, clinics, medical, dental and doctor's offices, veterinary clinics, government, post offices, optician's offices and similar uses;
  • Retail sales;
• Services, including, without limitation, beauty shops and barbershops, spas and fitness centers;
• Studios for artists, designers, photographers, musicians, sculptors, gymnasts, potters, wood and leather craftsmen, glass blowers, weavers, silversmiths, and designers of ornamental and precious jewelry;
• Drive-in and drive-through service lanes/windows as an accessory use.

• Proposes the following optional provisions for Development Area D:
  • Allow drive-in and drive-through service lanes/windows as an accessory use.
  • Allow vehicular parking, circulation and maneuvering area to be located between buildings and public and private streets.
  • Allow uses on Outparcel 1 to have a ground mounted monument sign with up to 60 square feet of sign area and up to six feet in height.
  • Allow uses on Outparcels 2 and 3 each to have a ground mounted monument sign with up to 36 square feet of sign area and up to five feet in height.
  • Allow wall signs on each building located on Development Area D to have up to 200 square feet of sign surface area per wall or 10% of the wall area to which they are attached, whichever is less.

• Commits to the following transportation improvements:
  • Dedication and conveyance of 40 feet of right-of-way from existing centerline of Galloway Road, transitioning from 40 feet to 36 feet from existing centerline of Galloway Road as depicting on the rezoning plan.
  • Provision of a new public street with on-street parking within the site providing vehicular connection from West Mallard Creek Road to Galloway Road.
  • Reserves future right-of-way for a potential new public street to be constructed by others that may ultimately connect to Creekmere Lane.
  • At the intersection of West Mallard Creek Church Road and the I-85 Southbound Ramps:
    • A minimum 550 foot right turn lane on the southbound Interstate 85 off-ramp.
    • A minimum 500 foot receiving lane on the southbound Interstate 85 on-ramp.
  • Intersection of West Mallard Creek Church Road and Site Access #2:
    • A westbound 300-foot channelized right turn lane on West Mallard Creek Church Road at its intersection with Site Access #2.
  • Intersection of West Mallard Creek Church Road and Site Access #1/Legranger Road:
    • An eastbound right turn lane on West Mallard Creek Church Road at its intersection with Legranger Road with 100 feet of storage.
    • Two eastbound left turn lanes on West Mallard Creek Church Road at its intersection with Site Access #1, each with 150 feet of storage. The southernmost turn lane is an existing lane and it shall be re-striped to provide the required storage.
    • A westbound right turn lane on West Mallard Creek Church Road at its intersection with Site Access #1 with 125 feet of storage.
    • Two westbound left turn lanes on West Mallard Creek Church Road at its intersection with Legranger Road. The southernmost left turn lane shall have a minimum of 200 feet of storage and the northernmost left turn lane shall have a minimum of 600 feet of storage. The northernmost left turn lane is an existing lane and this left turn lane shall be re-striped to provide the required 600 feet of storage.
    • Two channelized right turn lanes on northbound Legranger Road at its intersection with West Mallard Creek Church Road each with 525 feet of storage.
    • A left turn lane on northbound Legranger Road at its intersection with West Mallard Creek Church Road with 150 feet of storage.
    • A six lane cross section on the southbound connector road at its intersection with West Mallard Creek Church Road (at Site Access #1) as follows and as depicted on the Rezoning Plan:
      • Two ingress lanes;
      • A right turn lane with 350 feet of storage;
      • A single through lane; and
      • Dual left turn lanes, each with 625 feet of storage.
    • Construction of the realignment of Legranger Road at the intersection of Legranger Road and West Mallard Creek Church Road as generally depicted on the Rezoning Plan.
  • Intersection of Mallard Creek Road and Galloway Drive:
    • On northbound Mallard Creek Road at its intersection with Galloway Drive, re-stripe the existing right turn lane to a through–right turn lane.
    • Subject to the approval of NCDOT, CDOT, and any other governmental agencies and the availability of existing right of way to accommodate such improvement, construct a drop-right turn lane with a width of 10 feet on northbound Mallard Creek Road from the intersection of Mallard Creek Road and Galloway Road to the intersection of Mallard
Creek Road and Lexington Approach Drive.

- The traffic signal shall be modified to provide a left-turn arrow (i.e., flashing yellow) for the southbound approach on Mallard Creek Road.

- Intersection of Galloway Drive and Site Access #3:
  - A two lane cross section on the northbound connector road, with one ingress lane and one egress lane. The egress lane shall be a full movement lane.
  - A minimum 100-foot internal protected stem.
  - A westbound left turn lane on Galloway Road at its intersection with Site Access #3 with 150 feet of storage when requested by CDOT.

- Proposes a future vehicular connection to Mallard Creek Presbyterian Church parking lot.

- Subject to approval of NCDOT, CDOT, and any other governmental agencies and the availability of existing right-of-way to accommodate such improvement, commits to constructing a waiting pad for a new bus stop on West Mallard Creek Church Road.

- Installs a minimum eight-foot wide planting strip and a minimum six-foot wide sidewalk along the Site’s frontage on Galloway Road.

- Installs a six-foot sidewalk and eight-foot planting strip on the south side of Galloway Road to be extended to Garrison Road.

- Installs an eight-foot wide planting strip and a 12-foot wide multi-use path along the Site’s frontage on West Mallard Creek Church Road.

- Installs a 10-foot multi-use path adjacent to the new public street extending from Galloway Road to West Mallard Creek Church Road.

- Pedestrian connections between proposed residential development and non-residential uses.

- Proposes a 75-foot wide "Class B" buffer (reduced to 56.25 feet with wood fence) along portion of west property line abutting parcel developed with a religious institution.

- Proposes a 75-foot wide buffer along remaining portion of west property line abutting properties zoned R-3 (single family residential) and developed with single family homes.

- Provides 35-foot evergreen and deciduous tree screening between proposed retail and multi-family uses.

- Identifies 50-foot SWIM (Surface Water Improvement Management) buffer, and 50-foot and 100-foot undisturbed PCSO (Post Construction Stormwater Ordinance) buffers.

- Identifies jurisdictional wetlands on site.

- Proposes BMP areas and tree save areas.

### Existing Zoning and Land Use

- The site is predominantly undeveloped/vacant with a few residential homes along Galloway Road, bounded by Interstate 85 to the east, and surrounded by residential, institutional, retail, and vacant acreage.

- The acreage zoned RE-1 and RE-3(CD) were rezoned from R-3 (single family residential) to RE-1 (research) and RE-3 (research) via petition 1995-046(c) (County jurisdiction).

- The portion zoned RE-3(CD) (research, conditional) was rezoned via petition 2000-031, which established City of Charlotte zoning jurisdiction in the recently adopted City Extraterritorial Jurisdiction (ETJ) area utilizing the current RE-3 zoning classification under the County’s jurisdiction and converting it to the City’s RE-3 conditional district zoning classification.

- The remainder of the acreage is zoned R-3 (single family residential).

- North of the site are single family neighborhoods and vacant land zoned R-3 (single family residential).

- To the east, across Interstate 85, are single family attached and detached homes, multi-family residential units, and undeveloped and vacant acreage zoned R-3 (single family residential), R-8MF(CD) (multi-family residential, conditional), R-12MF(CD) (multi-family residential, conditional), RE-3 (research), RE-3(CD) (research, conditional), O-1(CD) (office, conditional), and B-1(CD) (neighborhood business, conditional).

- South are vacant land, a City of Charlotte water tower, a Duke substation, and apartments on properties zoned R-4 (single family residential), RE-3(O) (research, optional), and BD(CD) (distributive business, conditional).

- West are single family homes, a religious facility, vacant land and retail uses zoned R-3 (single family residential), MX-1(Innov) (mixed use district, innovative), R-12MF(CD) (multi-family residential, conditional), and MUDD-O (mixed use development, optional).

- See “Rezoning Map” for existing zoning in the area.

### Rezoning History in Area

- Approval of petition 2016-115 on a site consisting of 37.54 acres and located on the south side of West Mallard Creek Church Road between Senator Royall Drive and Claude Freeman Drive, modified the development standards for a portion of an approved project, to allow up to 300 multi-family dwelling units; 75,000 square feet of retail, motion picture theater, eating/drinking/entertainment establishments; and a 200-room hotel.
• Petition 2016-010 rezoned approximately 4.3 acres located on the southeast corner at the intersection of West Mallard Creek Church Road and Legranger Road from R-4 (single family residential) to BD(CD) (distributive business, conditional) to allow the development of a climate controlled self-storage facility and accessory management office.

• Public Plans and Policies
  • The adopted future land use for the majority of the site is research/office/retail as per the Northeast Area Plan (adopted 2000). The plan recommends a mixture of uses with retail not to exceed 100,000 square feet and an integrated site plan that addresses connectivity issues.
  • The long parcel to the west adjacent to single family homes south of Galloway Road is recommended for residential use up to four dwelling units per acre, per the Northeast Area Plan.

• TRANSPORTATION CONSIDERATIONS
  • This site is located in the northwest quadrant of an interchange for I-85 and a major thoroughfare. The current site plan commits to several transportation improvements to provide site access as well as enhance the existing and future transportation system including, constructing a new street through the site that creates a new connection between a thoroughfare and a collector; realigning, widening, and signalizing an existing intersection to create site access and set up for a potential new connection in the adjacent University Research Park; offsite widening at the I-85 southbound on- and off-ramps and the Mallard Creek and Galloway intersection; reservation for a future east-west street connection; construction of the Galloway extension; and site design to accommodate a future overcrossing of Galloway at I-85. CDOT’s outstanding request is to correct an existing offsite condition with the additional site traffic traveling westbound on Galloway may create a conflict point with vehicles travelling southbound at the skewed intersection.

• See Outstanding Issues, Notes 1 and 2.

• Vehicle Trip Generation:
  • Current Zoning:
    • Existing Use: 30 trips per day (based on 3 dwellings/vacant).
    • Entitlement: 7,170 trips per day (based on 107 single family dwellings, and 600,000 square feet office).
  • Proposed Zoning: 22,900 trips per day (based on 32,500 square feet retail, 6,500 square feet EDEE, 395 multi-family residential units, convenience store with 20 fuel pumps, and Top Golf).

DEPARTMENT COMMENTS (see full department reports online)

• Charlotte Area Transit System: No issues.

• Charlotte Department of Neighborhood & Business Services: No issues.

• Charlotte Fire Department: No issues.

• Charlotte-Mecklenburg Schools: The development allowed under the existing zoning would generate 53 student(s), while the development allowed under the proposed zoning will produce 53 student(s). Therefore, the net change in the number of students generated from existing zoning to proposed zoning is zero (0) student(s).
  • The proposed development is projected to impact the school utilization (without mobile classroom units) as follows:
    • Mallard Creek Elementary from 99% to 102%
    • Ridge Road Middle to remain at 110%
    • Mallard Creek High from 127% to 128%.

• Charlotte Water: In relation to the parcels under review, Charlotte Water has water system availability for the rezoning boundary via an existing six-inch water distribution main located along Galloway Drive.

Charlotte Water has sewer system availability for the rezoning boundary via an existing eight-inch gravity sewer main located on parcel 029-02-121 and an existing 12-inch gravity sewer main located on parcels 029-02-124 and 029-02-133.

After an analysis of the sanitary sewer associated with the proposed project through the Willingness to Service application process, it was determined that there was sufficient capacity to accommodate the proposed flow at the time of the application. Please note that the availability of flow is subject to change, and that the Willingness to Serve review was in no way guaranteeing capacity for this project. In order to ensure capacity, further review of this project is required through the Charlotte Water Capacity Assurance Program. Applications are required prior to acceptance of the proposed flows and connectivity to the sanitary sewer system. Please contact Charlotte Water New Services
Group for official submittal guidelines to the Capacity Assurance Program.

- **Engineering and Property Management:**
  - **Arborist:** No trees can be removed from or planted in the right-of-way on I-85, I-85 exit ramp, or West Mallard Creek Church Road without permission of NC Department of Transportation and the City Arborist’s office. Trees must be planted to meet NCDOT planting guidelines. Contact Lewis Hatfield (704-336-4265) at the City Arborist’s office for a tree planting permit before planting trees in the NCDOT right-of-way once plans have been approved by the City.
  - **Erosion Control:** No issues.
  - **Land Development:** See Outstanding Issues, Notes 3 and 4.
  - **Storm Water Services:** See Outstanding Issues, Note 3.
  - **Urban Forestry:** No issues.

- **Mecklenburg County Land Use and Environmental Services Agency:** No comments received.
- **Mecklenburg County Parks and Recreation Department:** No issues.

**OUTSTANDING ISSUES**

- **Transportation**
  1. CDOT requests that the petitioner consider minor modifications to the Garrison/Galloway intersection to obtain better compliance of stop control condition.
  2. The petitioner should revise transportation conditional notes as follows:
     a. Notes 4H, 4N, 4O, and 4R(4)(b) - remove "or if there is not existing right–of-way to accommodate these improvements, then the Petitioner shall have no obligation to install such improvements.” All transportation improvements included in the subject site plan are important and necessary to be implemented; therefore the Petitioner needs to be responsible to obtain all necessary right-of-way for transportation improvements. CDOT has existing policies that deal with the acquisition right-of-way which can be applied in the project’s permitting process.
     b. Note 4L – Clarify that this reserved area will not be included in tree save.
     c. Note 4R(1)(a) – Revise to clarify that the improvement is to construct a second right turn lane and include language to channelize these right turn lanes with a pedestrian island.
     d. Add “plus the appropriate taper length” to all notes with a specific turn lane storage length.
     e. Note 4R(3)
        i. Include a northbound through lane at access point #2 at Mallard Creek Church Road.
        ii. Add R(3)(i): The petitioner shall remove all existing pavement/drainage structures not needed and replace with top soil and necessary landscaping within the existing Legranger Road right-of-way between Mallard Creek Church Road and the proposed realigned Laganger Road.
     f. Note 4R(5)(a) - Provide a three lane cross section on the northbound connector Road at Galloway Road providing one ingress lane, one left turn lane, and one 100-foot right turn storage lane with an appropriate taper length.

- **Environment**
  3. In Area “A” on Sheet RZ 2.0 there is a 50-foot undisturbed PCSO (Post Construction Stormwater Ordinance) buffer not shown which goes through the BMP (Best Management Practice) Area south of the Stewart Creek tributary and beside I-85. Please show and label potential 50-foot Undisturbed PCSO buffer on the site plan and adjust construction limits to comply with buffer requirements or submit documentation as specified in the Post Construction Stormwater Ordinance confirming no perennial or intermittent streams exist in this area of the site.
  4. In Area “C”, the proposed screening fence should be stopped at the boundaries of the 50-foot Undisturbed PCSO buffer. (Note 6.E. under the “STREETSCAPE/LANDSCAPING/BUFFERS/OPEN SPACE” heading should be revised accordingly.)

- **Site and Building Design**
  5. Modify Outparcels 1 and 2 notes to reference “Building Edge”. Commit that this edge will have a building entrance and minimum 50% transparency or same as buildings in Area C.
  6. Add a note committing that 70% of the frontage along the new street will be made up of building facades or the community green.
  7. Provide an additional pedestrian connection within the proposed public street just north of the Community Green.
  8. Development note should be revised to commit to a minimum of two amenities in the community green.
  9. Provide a solid fence behind the community green to separate from parking.

**REQUESTED TECHNICAL REVISIONS**

10. Development Notes D(4) and (5) are in conflict with respect to the maximum number of uses with accessory drive-in and drive-through service lanes/windows allowed in the event that a
convenience store with or without gasoline sales is located on Development Area D.

11. The 30-foot setback along Interstate 85 should be screened with a variety of evergreen and deciduous shrubs.

12. Specify if the 75-foot buffer that is proposed along the western property line adjacent the single family residential parcels is a Class B or Class C. Also modify development notes to state that this buffer may not be reduced in width.

13. Access #1, #2, and #3 should be clearly labeled/identified on site plan. The development notes refer to these access points, but they are not noted on the site plan sheets.

14. Label “connector road” on the site plan.

15. Architectural Standards Development Note 5A(3)(c)(iv) states that driveways intended to serve single units shall be prohibited on all network required streets. Proposal calls for a multi-family residential community.

16. Clarify Development Note E(1) to note that a total maximum of 45,000 square feet of gross floor area may be developed on Development Area C and Development Area D combined.

Attachments Online at www.rezoning.org

- Application
- Site Plan
- Locator Map
- Community Meeting Report
- Department Comments
  - Charlotte Area Transit System Review
  - Charlotte Department of Neighborhood & Business Services Review
  - Charlotte Fire Department Review
  - Charlotte-Mecklenburg Schools Review
  - Charlotte Water Review
- Engineering and Property Management Review
  - City Arborist Review
  - Erosion Control
  - Land Development
  - Storm Water
  - Urban Forestry
- Mecklenburg County Parks and Recreation Review
- Transportation Review

Planner: Claire Lyte-Graham (704) 336-3782