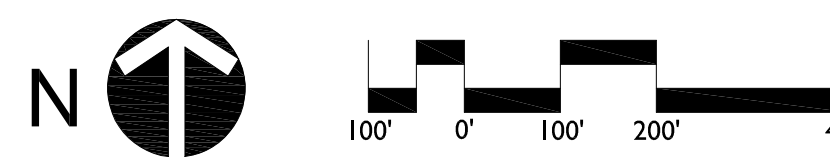
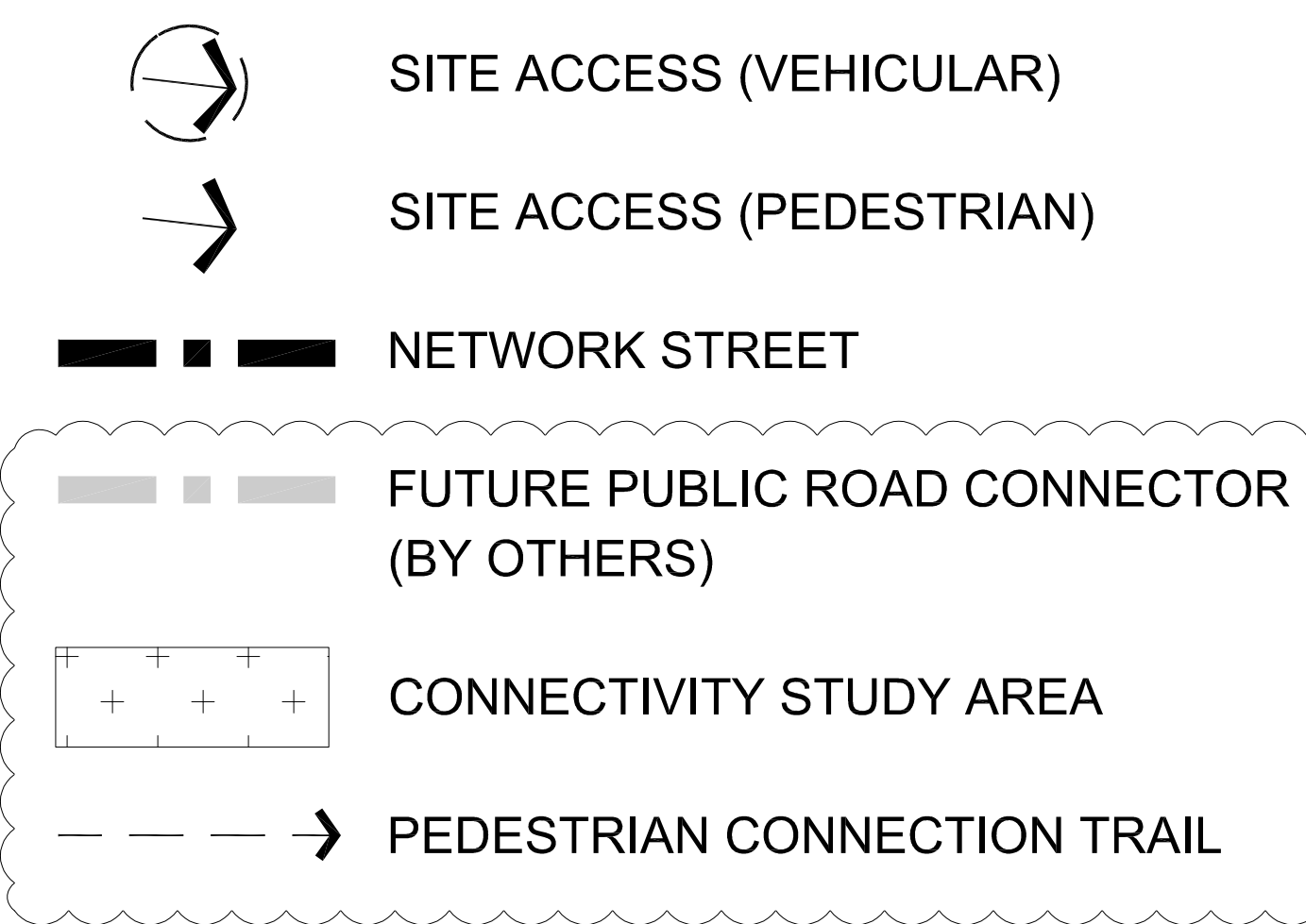


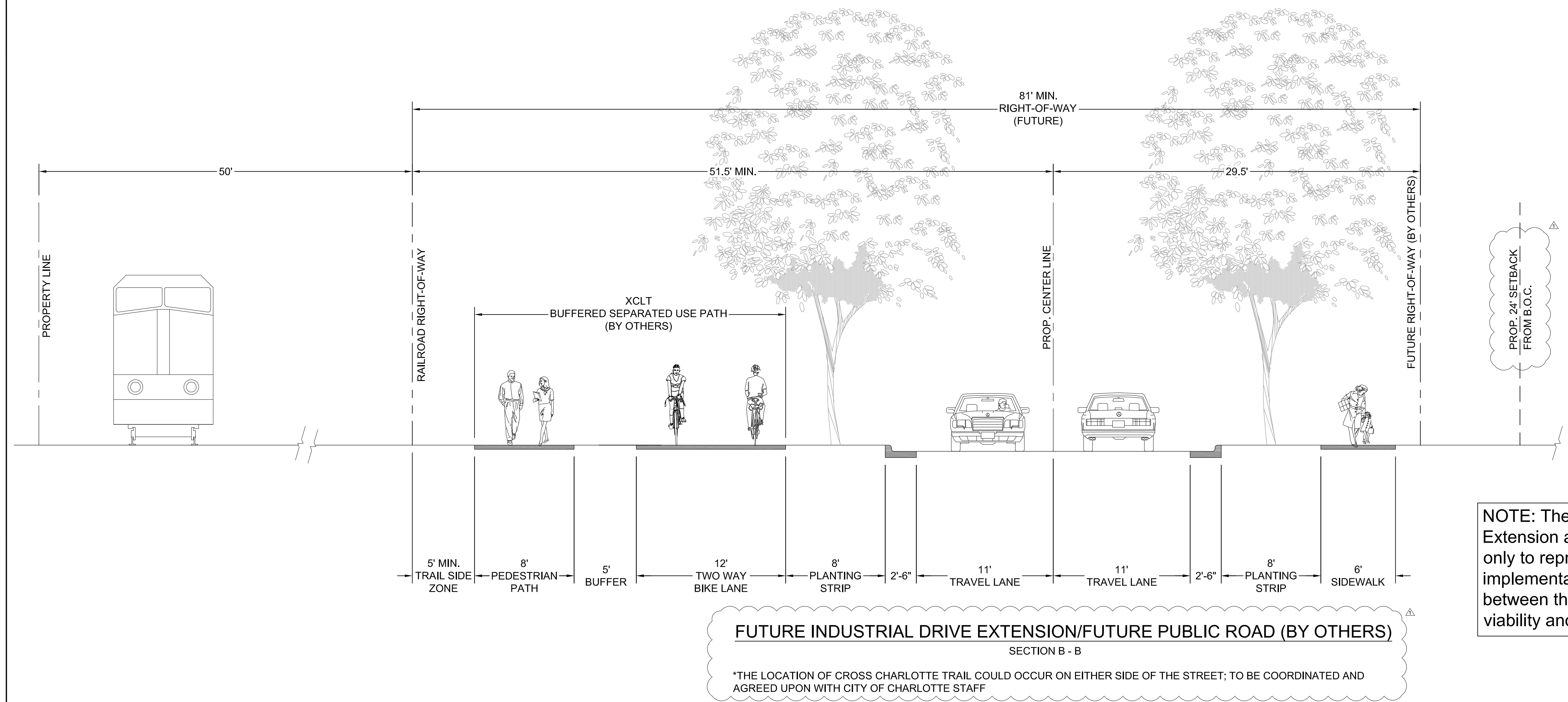
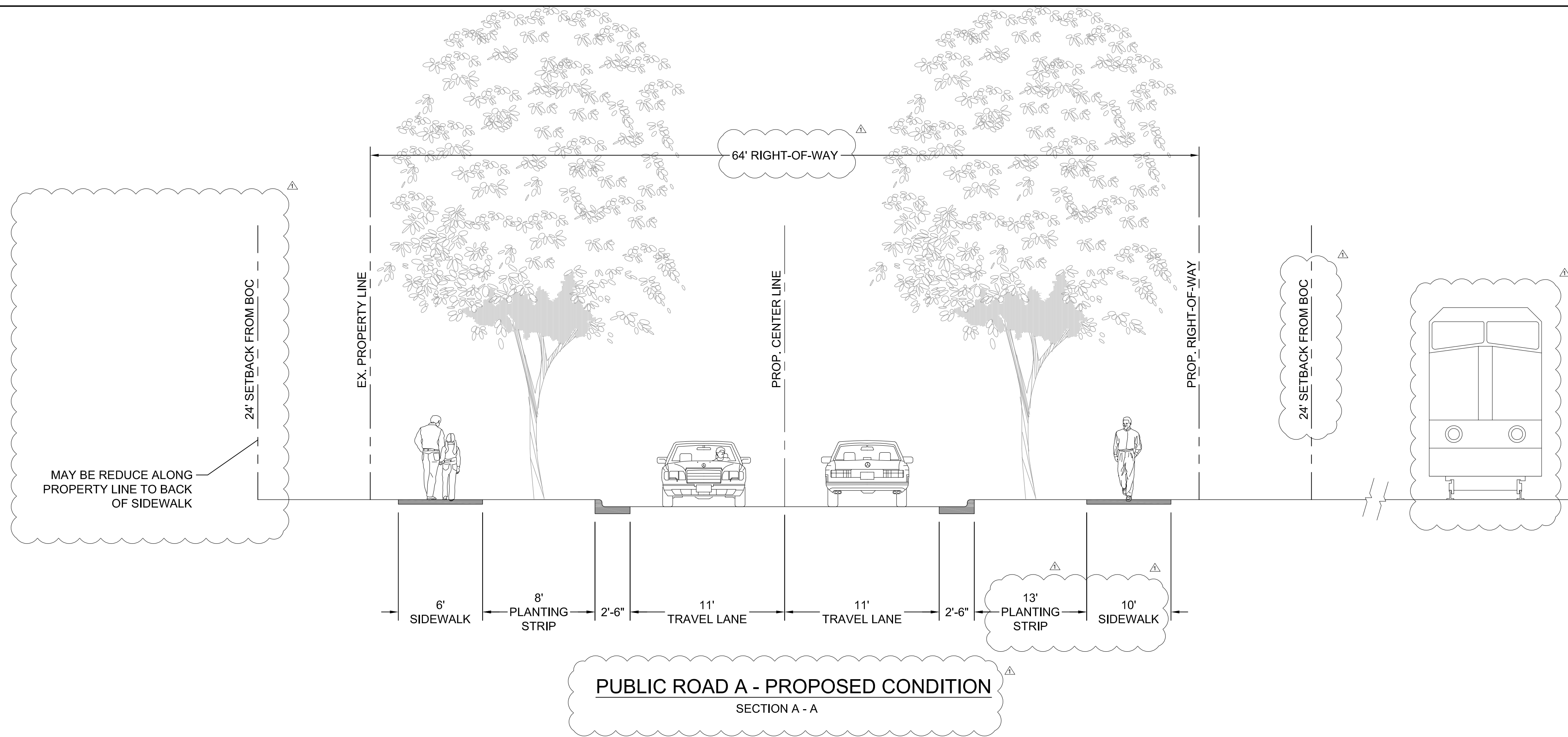
VICINITY MAP (N.T.S.)

SITE DEVELOPMENT DATA

Site Acreage:	+/- 90.45 Ac.
Tax Parcel #:	097-131-11 097-131-12
Existing Zoning:	B-1; R-17 MF; I-1
Proposed Zoning:	INST (CD)
Existing Uses:	Eastway Community Park (recreation fields and bathroom facility)
Proposed Uses:	Uses permitted by right and under prescribed conditions together with accessory uses, as allowed in the Institutional zoning district.
Maximum Gross Square feet of Development:	150,000 SF
Maximum Building Height:	Max building height for area zoned Institutional to be 40 feet. A building in a district may be erected to a height in excess of forty (40) feet, provided the minimum side yard is increased one foot for every two (2) feet in building height in excess of forty (40) feet. If a building abuts a residential use or residential zoning, it may not be constructed above the 40-foot limit unless the side and/or rear yard which abuts the residential use or zoning is increased one foot for each foot in building height in excess of forty (40) feet.
Parking:	1 space per 300 square feet of building gross square footage

SITE LEGEND





NOTE: The cross section depicted for the future Industrial Drive Extension and Cross Charlotte Trail is provided for reference only to represent that proposed development would not prohibit implementation of these facilities. A separate agreement between the city and Petitioner is required to determine the viability and approval of these facilities on the subject property.

Mecklenburg County Parks and Recreation
Development Standards
04/13/2017
Rezoning Petition No. 2017-086

1. Development Data

a. Site Acreage: ±90.45 acres

b. Tax Parcel #: 097-131-11, 097-131-12

c. Existing Zoning: B-1, R-17MF, I-1

d. Proposed Zoning: INST (CD)

e. Existing Uses: Eastway Community Park (recreation fields and bathroom facility)

f. Proposed Uses: Uses permitted by right and under prescribed conditions together with accessory uses, as allowed in the institutional zoning district.

g. Maximum Gross Square feet of Development: 150,000

h. Maximum Building Height: Maximum building height for area zoned Institutional to be 40 feet. A building in a district may be erected to a height in excess of forty (40) feet, provided the minimum side yard is increased one foot for every two (2) feet in building height in excess of forty (40) feet. If a building abuts a residential use or a residential zoning, it may not be constructed about the 40-foot limit unless the side and/or rear yard which abuts the residential use or zoning is increased one foot for each foot in building height in excess of forty (40) feet.

i. Parking: Parking shall be provided at a ratio of 1 space per 300 square feet of building gross square footage.

2. General Provisions

a. Site Location. These Development Standards, the Technical Data Sheet, and Typical Sections form the Rezoning Plan (collectively referred to as the “Rezoning Plan”) associated with the Rezoning Petition filed by Mecklenburg County Parks and Recreation (“Petitioner”) to accommodate development of a recreation center on an approximately 90.45 acre site located off Eastway Drive, between N Tryon St and The Plaza, and generally bounded by the Norfolk Southern Railway to the North (“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 Institutional zoning classification shall govern.

c. Graphics and Alterations. The schematic depictions of the Development Areas, streets, pedestrian access connections, and other development matters and site elements (collectively the “Development/Site Elements”) set forth in the Rezoning Plan should be reviewed in conjunction with the provisions of these Development Standards. The layout, location, sizes, and formulations of the Development/Site Elements depicted in 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.

3. Permitted Uses

Uses permitted by right and under prescribed conditions together with accessory uses, as allowed in the institutional zoning district, including but not limited to:

- a. Clinics and offices, medical, dental, and optical
- b. Civil, social service, and fraternal facilities
- c. Cultural facilities
- d. Government buildings and recreation centers
- e. Indoor recreation
- f. Parks, greenways, and arboretums
- g. Child care centers

h. Health institutions

i. Open space recreational uses

j. Outdoor recreation

k. Retail establishments, offices, and eating, drinking and entertainment establishments (Type 1)

4. Transportation

Vehicular access to the Site shall be provided from Eastway Drive and Americana Avenue as generally depicted on the Rezoning Plan.

a. Full movement access at Eastway Drive will include a southbound left turn lane into the project site with minimum of 100' of storage.

The placement and configuration of the access points are subject to any minor modifications required by the Charlotte Department of Transportation (“CDOT”) and/or the North Carolina Department of Transportation (“NCDOT”).

At least one pedestrian access shall be provided to adjacent residential neighborhood as generally depicted on the rezoning plan. Three (3) pedestrian connections with a minimum eight foot (8') width shall be made to the adjoining residential neighborhood as generally depicted on the Technical Data Sheet (Z-1.0). One (1) of the connections shall be hard surface (location determined with Planning Staff during the land development permitting process), the remaining two (2) shall be soft surface trails. Public Road A (name this way on rezoning plan) - As generally depicted on the Technical Data Sheet (Z-1.0), Public Road A shall extend from Eastway Drive to the main drop-off and entrance into the building. The petitioner shall coordinate potential bus access with CATS during the land development permitting process.

General Industrial Drive Extension / Future Bridge / XCLT - As generally depicted on the Technical Data Sheet (Z-1.0), the Petitioner agrees to coordinate the location of Future Reserved R/W for the extension of General Industrial Drive, potential pedestrian and/or vehicular bridge to Old Concord Station, and Cross Charlotte Trail (XCLT). Preliminary Studies to define the location of Future Reserved R/W shall be prepared by the City of Charlotte and reviewed by the Petitioner.

Future Roadway Connections - The petitioner shall provide Future Reserved R/W for connectivity through adjacent future redevelopment sites, as depicted on the Technical Data Sheet (Z-1.0).

CDOT Standards. All of the forgoing public roadway improvements will be subject to the standards and criteria of CDOT (as it related to the roadway improvements within its roadway system authority.) 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 broad south East Mecklenburg area, by way of a private/public partnership effort or other public sector project support.

Phasing. Notwithstanding the commitments of the Petitioner to provide for the roadway improvements described above, the following provisions shall permit development to take place prior to completion of all the above-referenced improvements.

Substantial Completion. Reference to “substantial completion” for certain improvements as set forth in the provisions above shall mean completion of the roadway improvements in accordance with the standards set forth above provided, however, in the event certain non-essential roadway improvements (as reasonably determined by CDOT) are not completed at the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in connection with related development phasing described above, then CDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings, and in such event the Petitioner may be asked to post a letter of credit or a bond for any improvements not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvements.

Right-of-way Availability. It is understood that some of the public roadway improvements referenced 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 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 improvements referenced in subsection a. above are 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 phasing described above, then CDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings; provided, however, Petitioner continues to exercise good faith efforts to complete the applicable road-way improvements; in such event the Petitioner may be asked to post a letter of credit or a bond for any improvements not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvements.

Alternative Improvements. Changes to the above referenced roadway improvements can be approved through the Administrative Amendment process upon the determination and mutual agreement of Petitioner, CDOT and the Planning Director; provided, however, the proposed alternate transportation improvements provide (in the aggregate) comparable transportation network benefits to the improvements identified in this Petition.

5. Streetscape and Landscaping

A 13' planting strip and 6' sidewalk shall be installed along the project frontage of Eastway Drive.

6. Environmental Features

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

The Site will comply with the City of Charlotte Tree Ordinance.

7. Parks, Greenways, and Open Space

The Cross Charlotte Trail (“XCLT”) to be constructed on Site in the future by others as generally depicted in Rezoning Plan.

Pedestrian Connector Trail - As generally depicted on the Technical Data Sheet (Z-1.0), the Petitioner shall construct a 10' wide paved trail to Mecklenburg County Parks and Recreation Greenway Standards from the end of Public Street A (building main entrance) to General Industrial Drive. If the Petitioner can obtain an easement or right-of-way from the adjoining parcel, the pedestrian trail connection shall be extended to Briarwood Park.