

VICINITY MAP
NOT TO SCALE

General Provisions

The development and use of the site labeled "PROPERTY TO BE REZONED" will be governed by the plan ("Rezoning Plan") on which these Rezoning Notes appear, by the development standards set forth in these Rezoning Notes, and by the applicable provisions of the City of Charlotte Zoning Ordinance for the TOD-M district. Future amendments to the Rezoning Plan and/or these Rezoning Notes may be applied for by the then owner or owners of the Site in accordance with the provisions of Chapter 6 of the Ordinance. Alterations to the Rezoning Plan are subject to Section 6.207 of the Ordinance.

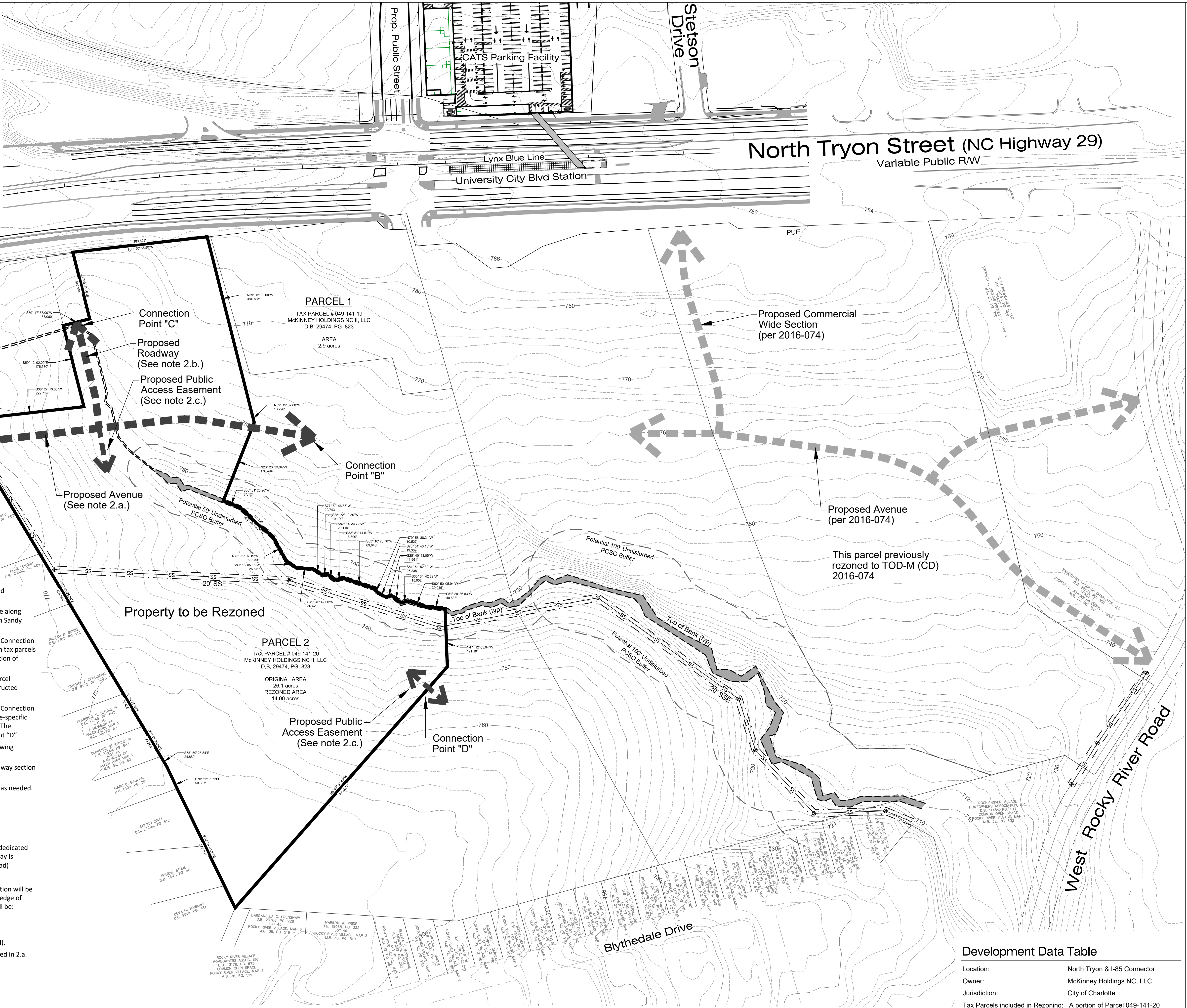
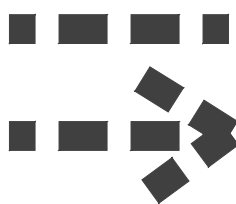
Development Notes

- Proposed roadway and public access easement connection points will be required and provided to existing road rights-of-way and adjacent parcels as follows:
 - One connection to Sandy Avenue (Connection Point "A") within the approximate 117' of property frontage along Sandy Avenue. This connection will be made directly opposite of the intersection of Glenbrown Road with Sandy Avenue.
 - One connection to the portion of tax parcel 049-141-20 which itself is not a part of this rezoning petition (Connection Point "B"). The alignment of this stub would be configured such as to provide future continuation through tax parcels 049-141-20 and 049-181-04, and to allow for the completion of the Avenue that was approved as a condition of Rezoning Petition 2016-074.
 - One connection to the public road that was created with the approved land development plans for tax parcel 049-141-70 (Connection Point "C"). This will create a continuation of that previously approved and constructed roadway.
 - One connection to the portion of tax parcel 049-141-20 which itself is not a part of this rezoning petition (Connection Point "D"). The location of this connection will be determined through the subdivision process when a site-specific development plan is created, but will be located southeast of the creek which runs through the property. The owner/developer of the parcel will have all reasonable discretion to select the location of Connection Point "D".
 - The proposed roadway layout within the "PROPERTY TO BE REZONED" will be configured based upon the following criteria:
 - A continuous roadway will be created between Connection Point "A" and Connection Point "B". The roadway section for this roadway will be an Avenue with the following section:
 - Two 11' travel lanes, one in each direction, and a 10' center vegetated median, with breaks for turn lanes as needed.
 - Two 5' bicycle lanes, one in each direction.
 - 2'6" curb and gutter on each side of the street.
 - 8' planting strips, and 8' sidewalks on both sides of the street.
 - Total right-of-way of 80' (full distance from Connection Point "A" to Connection Point "B")
 - Additional right-of-way (shown as hatched area and labeled "Proposed Right-of Way Dedication") will be dedicated with the site-specific development plan, and at the time of subdivision platting. This additional right-of-way is intended to be used at the time of future intersection improvements at Sandy Avenue and Glenbrown Road)
 - No on-street parking will be required along this roadway.
 - As the roadway section as described above approaches the intersection with Glenbrown Road, the section will be tapered to match the section of existing Glenbrown Road at the intersection. The taper will be along the edge of pavement at a rate of 20:1. The road section at the intersection of Glenbrown Road and Sandy Avenue will be:
 - Two 11' travel lanes, one in each direction.
 - 2'6" curb and gutter on each side of the street.
 - 5' sidewalk and 5' planting strip on one side of the street (west side to match Glenbrown Road).
 - From Connection Point "C", a roadway will be constructed to intersect with the Avenue section as described in 2.a. This roadway will be constructed to match the existing road section as follows:
 - 57' right-of-way
 - 5' sidewalk & utility easement adjacent to both sides of the right-of-way
 - Two 15' travel lanes
 - 2'-6" curb and gutter on both sides of the street
 - 8' planting strips on both sides of the street
 - 8' sidewalks on both sides of the street.
 - From the intersection of the proposed Avenue (see 2.a.) and the proposed roadway (see 2.b.), a public access easement will be created through the property to connect the intersection with Connection Point "D". The alignment, dimensions, and specifications of the public access easement, and the improvements contained within, will be determined through the site-specific development plan process, but will allow for continuous access through the property.
- All new roadways proposed here will be dedicated as public roads (2.a. and 2.b.).

Legend

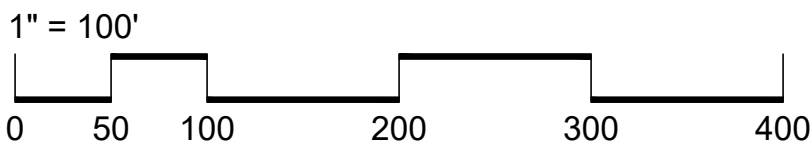
Proposed Roadway

Proposed Connection Point



Development Data Table

| | |
|-----------------------------------|--------------------------------|
| Location: | North Tryon & I-85 Connector |
| Owner: | McKinney Holdings NC, LLC |
| Jurisdiction: | City of Charlotte |
| Tax Parcels included in Rezoning: | A portion of Parcel 049-141-20 |
| Site Acreage: | 14.00 acres |
| Existing Zoning : | B-2(CD) |
| Proposed Zoning: | TOD-M(CD) |



MERRICK & COMPANY
1001 MOREHEAD SQUARE DRIVE, SUITE 1300
CHARLOTTE, NC 28203
PHONE: 704.520.6500
FAX: 704.520.6501
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McKINNEY HOLDINGS NC, LLC

5411 N Tryon Street
Charlotte, NC 28213

| REVISIONS: | DATE: | BY: | REVISION DESCRIPTION: |
|------------|-----------|-----|-----------------------------|
| 1 | 7/26/2017 | JLM | Revision per Staff Comments |
| 2 | 7/26/2017 | JLM | Revision per Staff Comments |

| DESIGN BY: | DATE: | BY: |
|--------------|-----------|-----|
| DESIGN BY: | 7/26/2017 | JLM |
| CHECKED BY: | DATE: | BY: |
| CHECKED BY: | 7/26/2017 | JLM |
| APPROVED BY: | DATE: | BY: |
| APPROVED BY: | 7/26/2017 | JLM |

UNIVERSITY CITY GATEWAY
City of Charlotte, North Carolina

Technical Data Sheet
2017-079

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|------------------|-----------------|---------|
| JOB NO: 65118785 | DATE: 3/24/2017 | SHEET 1 |
|------------------|-----------------|---------|

Conditional Rezoning Notes for Rezoning Petition 2017-079 (14.00 Acres)

General Provisions

The development and use of the site labeled “PROPERTY TO BE REZONED” will be governed by the plan (“Rezoning Plan”) on which these Rezoning Notes appear, by the development standards set forth in these Rezoning Notes, and by the applicable provisions of the City of Charlotte Zoning Ordinance for the TOD-M district. Future amendments to the Rezoning Plan and/or these Rezoning Notes may be applied for by the then owner or owners of the Site in accordance with the provisions of Chapter 6 of the Ordinance. Alterations to the Rezoning Plan are subject to Section 6.207 of the Ordinance.

1. Proposed roadway and public access easement connection points will be required and provided to existing road rights-of-way and adjacent parcels as follows:
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 - b. One connection to the portion of tax parcel 049-141-20 which itself is not a part of this rezoning petition (Connection Point “B”). The alignment of this stub would be configured such as to provide future continuation through tax parcels 049-141-20 and 049-181-04, and to allow for the completion of the Avenue that was approved as a condition of Rezoning Petition 2016-074.
 - c. One connection to the public road that was created with the approved land development plans for tax parcel 049-141-70 (Connection Point “C”). This will create a continuation of that previously approved and constructed roadway.
 - d. One connection to the portion of tax parcel 049-141-20 which itself is not a part of this rezoning petition (Connection Point “D”). The location of this connection will be determined through the subdivision process when a site-specific development plan is created, but will be located southeast of the creek which runs through the property. The owner/developer of the parcel will have all reasonable discretion to select the location of Connection Point “D”.
2. The proposed roadway layout within the “PROPERTY TO BE REZONED” will be configured based upon the following criteria:
 - a. A continuous roadway will be created between Connection Point “A” and Connection Point “B”. The roadway section for this roadway will be an Avenue with the following section:
 - i. Two 11' travel lanes, one in each direction, and a 10' center vegetated median, with breaks for turn lanes as needed.
 - ii. Two 5’ bicycle lanes, one in each direction.
 - iii. 2'6” curb and gutter on each side of the street.
 - iv. 8’ planting strips, and 8’ sidewalks on both sides of the street.
 - v. Total right-of-way of 80’ (full distance from Connection Point “A” to Connection Point “B”)
 - vi. Additional right-of way (shown as hatched area and labeled “Proposed Right-of Way Dedication”) will be dedicated with the site-specific development plan, and at the time of subdivision platting. This additional right-of-way is intended to be used at the time of future intersection improvements at Sandy Avenue and Glenbrown Road)
 - vii. No on-street parking will be required along this roadway.
 - viii. As the roadway section as described above approaches the intersection with Glenbrown Road, the section will be tapered to match the section of existing Glenbrown Road at the intersection. The taper will be along the edge of pavement at a rate of 20:1. The road section at the intersection of Glenbrown Road and Sandy Avenue will be:
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 - c. From the intersection of the proposed Avenue (see 2.a.) and the proposed roadway (see 2.b.), a public access easement will be created through the property to connect the intersection with Connection Point “D”. The alignment, dimensions, and specifications of the public access easement, and the improvements contained within, will be determined through the site-specific development plan process, but will allow for continuous access through the property.
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