




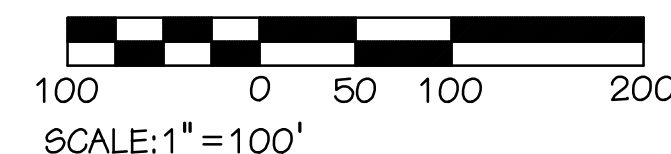


LOCAL OFFICE/COMMERCIAL NARROW STREET  
TYPICAL SECTION



### SITE DATA:

 Rezoning Petition:	2018-014
Parcel Numbers:	223-132-17 (PORTION OF)
Acreage:	+/- 18.95 AC
Jurisdiction:	CITY OF CHARLOTTE
Existing Zoning:	INST (CD) INST
 Proposed Zoning:	O-2 (CD)
Existing Uses:	RELIGIOUS INSTITUTION
 Proposed Uses:	Clinics and offices, medical, dental, and optical, and a health institution as permitted by right and under prescribed conditions together with accessory uses, including a helicopter landing pad, as allowed in the O-2 zoning district (as more specifically described and restricted below in Section 2).
Tree Save:	15% REQUIRED 15% PROVIDED



Seals:

Corp. NC license: F-1320

**Novant Health**  
**Ballantyne Medical**  
15825 Marvin Road  
Charlotte, North Carolina

Petition No : 2018-014

Project no:

Date:

Revisions:

2018-06-11 CITY COMMENT

Sheet Title

# REZONING SITE PLAN

Sheet No:

# RZ- I



Seals:

Corp. NC license: F-1320

Novant Health

Ballantyne Medical

15825 Marvin Road

Charlotte, North Carolina

Petition No : 2018-014

Project no:

Date:

Revisions:

- 2018-02-23

CITY COMMENTS
- 2018-06-11

CITY COMMENTS

Sheet Title:

REZONING  
NOTES

Sheet No:

RZ-2

- c.

**Marvin Road & Proposed Full Movement Access “B”**

- Construct an eastbound left turn lane on Marvin Road with 50 feet of storage and an appropriate bay taper
  - Construct Proposed Full Movement Access “B” with one ingress lane and two egress lanes (separate left (termination of the through lane) and right (100 feet of storage) turn lanes).

**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 3.1, above shall mean completion of the roadway improvements in accordance with the standards set forth in Section 3.1a above provided, however, in the event all roadway improvements 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 the Petitioner will work with City Staff to determine a process 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.

**b. Right-of-way Availability.** It is understood that some of the public roadway improvements 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 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 the Petitioner will work with City Staff to determine a process 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.

**d. 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 as applicable, provided, however, the proposed alternate transportation improvements provide (in the aggregate) comparable transportation network benefits to the improvements identified in this Petition.

**4. Access and Transportation:**

- a.

Access to the Site will be from Marvin Road, Hwy. 521, and the extension of Ballancroft Parkway in the manner generally depicted on the Rezoning Plan.
- b.

The Petitioner will construct the extension of Ballancroft Parkway through the Site as a new public street, and will also construct a new public street extending from Hwy. 521 to Ballancroft Parkway extension in the manner generally depicted on the Rezoning Plan. These two (2) public streets will be extended as local office commercial wide streets with 62 feet of right-of-way as indicated on the cross-section on the Rezoning Plan. Instances where the sidewalk falls outside of the proposed right-of-way a sidewalk and utility easement located two (2) feet behind the right-of-way will be provided.
- c.

The Petitioner will install a left-turn lane on Marvin Road to provide access into the Site.
- d.

The Petitioner will construct a private street within the Site connecting the two proposed interior public streets as generally depicted. This interior private street will have an office-commercial narrow street cross-section. A public access easement will be recorded over the private street. The adjoining property to the east will be allowed to access the private street in the future.
- e.

The placement and configuration of the vehicular access points are subject to any minor modifications required to accommodate final site development and construction plans and to any adjustments required for approval by CDOT and/or NCDOT in accordance with applicable published standards.
- f.

The Petitioner will dedicate and convey via a fee simple deed any additional right-of-way indicated on the proposed site plan prior to the issuance of the first certificate of occupancy. Right-of-way conveyance to be located two feet behind the sidewalk or a two (2) utility easement to be provided behind the sidewalk if two (2) feet right-of-way cannot be conveyed behind the sidewalk.
- g.

Any required roadway improvement will be approved and constructed prior to the issuance of the first certificate of occupancy subject to the petitioner ability to post a bond for any improvements not in place at the time of the issuance of the first certificate of occupancy.
- h.

The alignment of the internal 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 CDOT and/or NCDOT in accordance with published standards.

- a.

Along the Site's frontage on Marvin Road the Petitioner will provide an eight (8) foot planting strip and a six (6) foot sidewalk as generally depicted on the Rezoning Plan. The sidewalk along Marvin Road will be located a minimum of 44 feet from the existing center line of Marvin Road. Along the Site's frontage on Hwy. 521 the Petitioner will install a 12 foot multi-use path outside of the right-of-way and within the 20 foot setback, the multi-use path will be located a minimum of 66 feet from the center line existing Johnston Road. The Petitioner will connect this proposed multi-use path to the sidewalk on the adjoining development to the north if possible.
- b.

Along the new internal public streets, and private street an eight (8) foot planting strip and a six (6) foot sidewalks will be provided.
- c.

The Petitioner will provide a sidewalk network that links each building entrance on the Site to the sidewalks along Marvin Road, Hwy. 521, and the internal public and private streets. The minimum width for this internal sidewalk will be five (5) feet.
- d.

Above-ground backflow preventers will be screened from public view and will be located outside of the required setbacks.
- e.

Dumpster areas and recycling areas will be enclosed by a solid wall with one side being a decorative gate. The wall used to enclose the dumpster will be architecturally compatible with the building materials and colors used on the principal building.

**5. Streetscape, Buffers, Yards and Landscaping:**

- a.

Along the Site's frontage on Marvin Road the Petitioner will provide an eight (8) foot planting strip and a six (6) foot sidewalk as generally depicted on the Rezoning Plan. The sidewalk along Marvin Road will be located a minimum of 44 feet from the existing center line of Marvin Road. Along the Site's frontage on Hwy. 521 the Petitioner will install a 12 foot multi-use path outside of the right-of-way and within the 20 foot setback, the multi-use path will be located a minimum of 66 feet from the center line existing Johnston Road. The Petitioner will connect this proposed multi-use path to the sidewalk on the adjoining development to the north if possible.
- b.

Along the new internal public streets, and private street an eight (8) foot planting strip and a six (6) foot sidewalks will be provided.
- c.

The Petitioner will provide a sidewalk network that links each building entrance on the Site to the sidewalks along Marvin Road, Hwy. 521, and the internal public and private streets. The minimum width for this internal sidewalk will be five (5) feet.
- d.

Above-ground backflow preventers will be screened from public view and will be located outside of the required setbacks.
- e.

Dumpster areas and recycling areas will be enclosed by a solid wall with one side being a decorative gate. The wall used to enclose the dumpster will be architecturally compatible with the building materials and colors used on the principal building.

**6. Architectural Standards:**

1.

Building Placement and Site Design shall focus on and enhance the Pedestrian environment on Public or Private network required streets, through the following:

- a.

Buildings shall be placed so as to present a front or side façade to all streets.
- b.

Facades fronting streets shall include a combination of windows and operable doors for a minimum of 60% of each frontage elevation transparent glass between 2' feet and 10' feet on the first floor. Up to 30% of this requirements may be comprised of display windows. These display windows must maintain a minimum of 3'-0" foot clear depth between window and rear wall. Windows within this zone shall not be screened with film, decals, and other opaque material, glazing finishes or window treatments. The maximum sill height for required transparency shall not exceed 4'-0" feet above adjacent street sidewalk.
- c.

The facades of first/ground floor of the buildings along streets shall incorporate a minimum of 30% masonry material such as brick or stone.
- d.

Direct pedestrian connection should be provided between street facing doors, corner entrances features to sidewalks on adjacent streets.

- e.

Building elevations shall not have expanses of blank walls greater than 20 feet in all directions and architectural features such as but not limited to banding, medallions, or design features or materials will be provided to avoid a sterile, unarticulated blank treatment of such walls.
- f.

Building elevations shall be designed with vertical bays or articulated architectural features which shall include a combination of at least three of the following: a combination of exterior wall off-sets (projections and recesses), columns, pilasters, change in materials or colors, awnings, arcades, or other architectural elements.
- g.

Buildings should be a minimum height of 22 feet.
- h.

Multi-story buildings should have a minimum of 20% transparency on upper stories.

**7. Environmental Features:**

- a.

The Petitioner shall comply with the Charlotte City Council approved and adopted Post Construction Ordinance.
- b.

The location, size, and type of storm water management systems depicted on the Rezoning Plan are subject to review and approval as part of the full development plan submittal and are not implicitly approved with this rezoning. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and natural site discharge points.
- c.

The Site will comply with the Tree Ordinance.

**8. Lighting:**

- a.

All new detached and attached lighting shall be full cut-off type lighting fixtures excluding lower, decorative lighting that may be installed along the driveways, sidewalks, and parking areas.
- b.

Detached lighting on the Site will be limited to 31 feet in height.

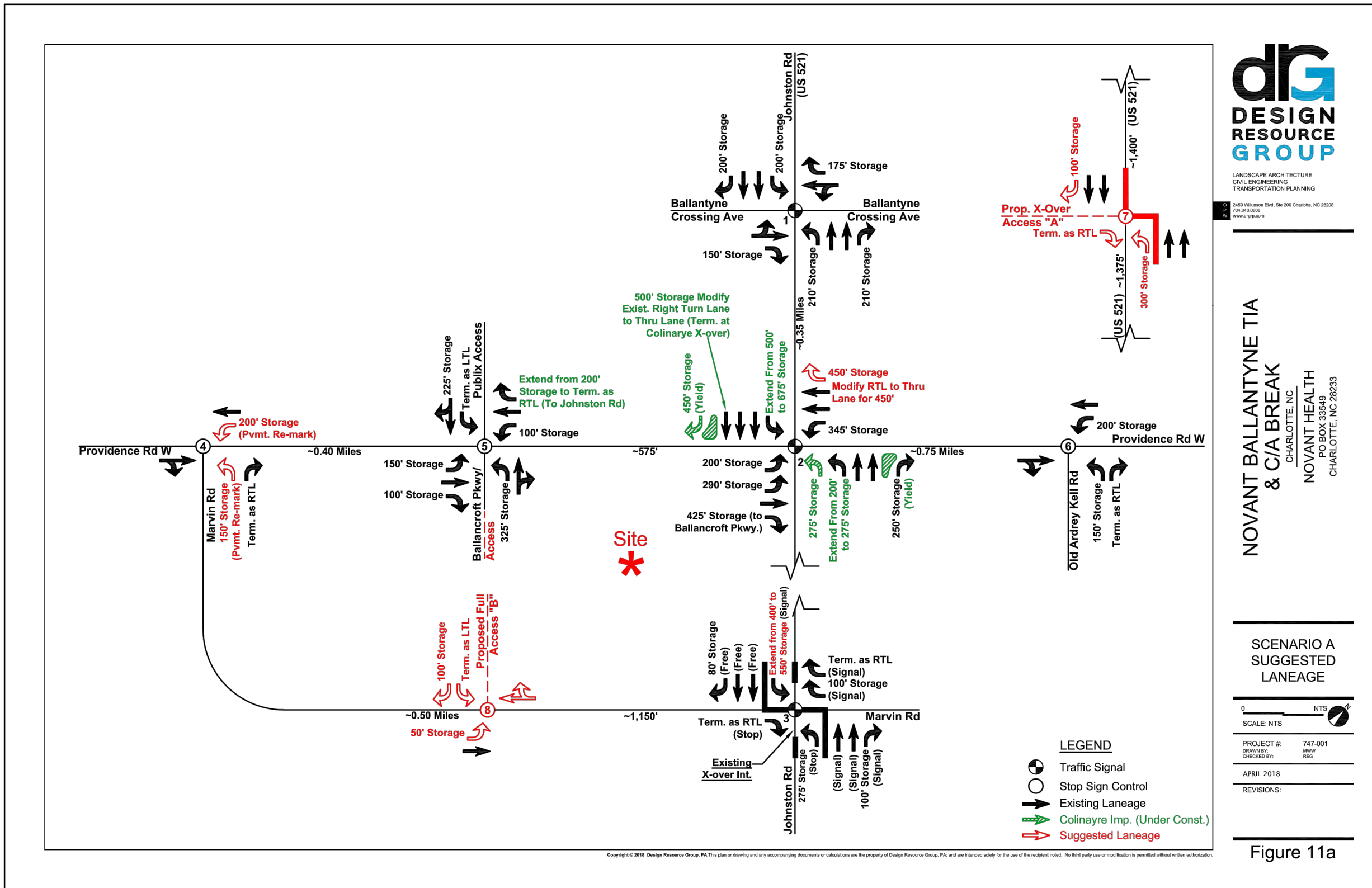
**9. Amendments to the Rezoning Plan:**

a. Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners of the portion of the Site affected by such amendment in accordance with the provisions of Chapter 6 of the Ordinance.

**10. 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 under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site and their respective heirs, devisees, personal representatives, successors in interest or assigns.



TRANSPORTATION IMPROVEMENTS - FIGURE 11a