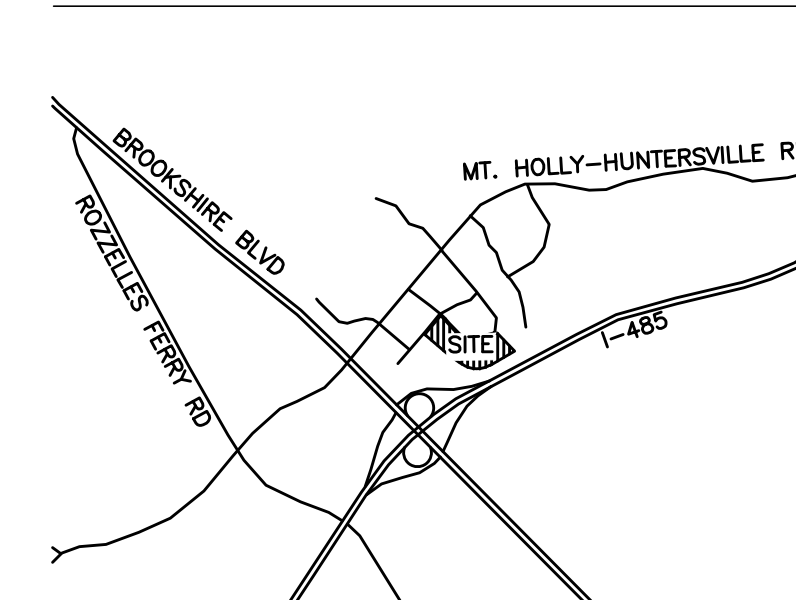

**Planning Department**  
**APPROVED BY CITY COUNCIL**  
 September 16, 2019

VICINITY MAP



SITE DATA

**Owner:** Novant Health Inc  
 1900 Randolph Road, Ste 500  
 Charlotte, NC 28207  
 3304618  
**Parcel Numbers:** 3304618  
**Address:** Smith Farm Road  
 Charlotte, NC 20147  
  
**Total Acreage:** 33.16 Acres +/-  
**Site Acreage:** 33.16 Acres +/-  
  
**Existing Zoning:** NS  
**Proposed Zoning:** O-1(CD)

NOTES

Boundary Information from...  
 Previous submittal plans by Design Resource Group in Charlotte, NC and survey of tax parcels 03304615, 03304616, 03304617, and 03304618 by Sgroi Land Surveying, PLLC dated March 8, 2019.

  
**stimmel**  
 LANDSCAPE ARCHITECTURE  
 CIVIL ENGINEERING  
 LAND PLANNING  
 619 S. CEDAR STREET, SUITE L  
 CHARLOTTE, NC 28202  
 P: 336.723.1067 F: 336.723.1069  
 www.stimmelpa.com

SEALS:  
  
 PROJECT:

**RIVERBEND VILLAGE  
 AREA E REZONING**  
 SMITH FARM ROAD  
 CHARLOTTE, NC  
 PETITION #: 2019-064

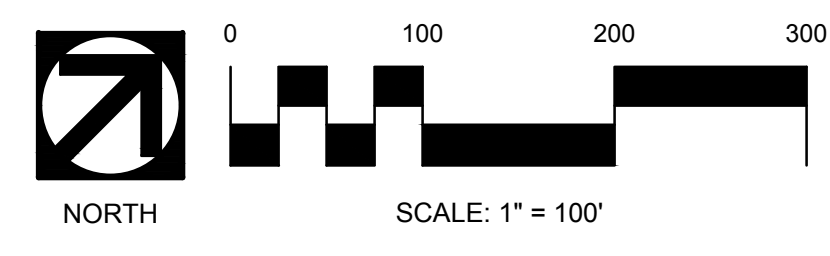
CLIENT:  
 NOVANT HEALTH  
 1900 RANDOLPH ROAD  
 SUITE 500  
 CHARLOTTE, NC 28207  
 (704) 316-4351

DRAWN: ESB  
 DATE: 04/05/19  
 REVISIONS:  
 06.10.19 STAFF COMMENTS  
  
 JOB. NO.: 19-033  
 SHEET TITLE:

**SCHEMATIC  
 SITE PLAN**

SCALE: 1"=100'  
 SHEET NO.:

**G-801**  
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\\stimmelpa\projects\19-033\Drawings\Rezoning\19-033 - Rezoning Plan Sheets.dwg, C-801, 07/22/19, 3:00pm



SEALS:

PROJECT:

**RIVERBEND VILLAGE  
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 SMITH FARM ROAD  
 CHARLOTTE, NC  
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CLIENT:

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DRAWN: **ESB**  
 DATE: **04/05/19**

REVISIONS:  
 06.10.19 STAFF COMMENTS  
 07.22.19 STAFF COMMENTS

JOB. NO: **19-033**  
 SHEET TITLE:

**DEVELOPMENT  
 STANDARDS**

SCALE: **NTS**  
 SHEET NO.:

**G-802**

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**Novant Health  
 Development Standards  
 07/22/19  
 Rezoning Petition No. 2019-064**

**Site Development Data:**

- Acreage: ± 33.163 acres
- Tax Parcel #: 033-046-18
- Existing Zoning: NS
- Proposed Zoning: O-1(CD)
- Existing Uses: vacant
- Proposed Uses: A hospital, medical office uses and clinics as permitted by right and under prescribed conditions together with accessory uses, including a helicopter landing pad, a parking structure as allowed in the O-1 zoning district (as more specifically described and restricted below in Section 2).
- Maximum Gross Square feet of Development: Up to 210,000 square feet of gross floor area for a hospital, medical office uses, including medical, dental, and optical clinics, as more specifically described below in Section 2.
- Maximum Building Height: As allowed by the Ordinance, but not to exceed 65 feet.
- Parking: Parking will be provided as required by the Ordinance.

**1. General Provisions:**

- a. **Site Location.** These Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by Novant Health ("Petitioner") to accommodate the development of a hospital with a variety of medical offices and clinic uses as allowed in the O-1 zoning district on approximately 33.163 acre site located at 4756 Smith Farm Road (the "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 O-1 zoning classification shall govern.
- c. **Graphics and Alterations.** The schematic depictions of the uses, parking areas, sidewalks, structures and buildings, driveways, 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. **Number of Buildings Principal and Accessory.** The total number of principal buildings to be developed on the Site shall not exceed two (2). 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, architectural elements and designs as the principal buildings located on the Site.

**2. Permitted Uses & Development Area Limitation:**

- a. The Site may only be developed with up to 210,000 square feet of gross floor area for a hospital, medical offices uses, and medical, dental, and optical clinics, together with accessory uses, including a helicopter landing pad, a parking structure as allowed in the O-1 zoning district.
- b. Of the allowed 210,000 square feet of gross floor area up to 160,000 square feet of gross floor area will be allowed to be used for a hospital, the remaining 50,000 square feet of gross floor area may be used for other uses allowed on the Site. The Petitioner may transfer up to 10,000 square feet between the hospital use and the other allowed uses and visa versa (i.e. hospital square footage increased to 170,000 and medical office and clinic uses reduced to 40,000), as long as the total square footage does not increase beyond 210,000 square feet of gross floor area.

*For purposes of the development limitations set forth in these Development Standards for this Petition (but not to be construed as a limitation on FAR requirements or definition set by the Ordinance), the following items will not be counted as part of the allowed gross floor area (floor area as defined by the Ordinance) for the Site: surface or structured parking facilities, and all loading dock areas (open or enclosed).*

**3. Access and Transportation:**

- a. Access to the Site will be from Smith Farm Road, and Sugar Magnolia Drive in the manner generally depicted on the Rezoning Plan. Additional or fewer driveways to the abutting streets will be allowed.
- b. The Petitioner will provide to CDOT as part of the land development approval process for the Site the following information: a detailed Existing and Proposed Development Land-use/Trip Generation Table for the permitted development (previously permitted, being requested, and remaining entitled development) allowed by Rezoning Petition No. 2016-128 and by this Petition ("the Riverbend Development"). The purpose of this table is to provide City project reviewers an on-going account of the Riverbend Development so that the overall building square footage and maximum number of vehicle trips by development phase can be reviewed and compared to the table below.
  - i. The Petitioner will provide the following information for existing and proposed development:
    - a. Name/type of development project, parcel and/or development area, land-use, and density (i.e. square footage, room count, seats, etc.).
    - b. Trip Generation of each development project.
    - c. Any remaining square footage for the Riverbend Development.
    - d. Indicate which of the Phase 1 and 2 Transportation Improvements the Riverbend Development have been substantially completed.

- ii. If the detailed Existing and Proposed Development Land-use/Trip Generation Table for the proposed and permitted development described above, indicates that any of the trip thresholds generated will exceed the trip generation numbers in the table below then the Petitioner shall work with

CDOT to determine if a supplemental traffic impact analysis for the proposed development will be needed to be submitted to determine if any additional roadway improvements, beyond what was committed to by Rezoning Petition No. 2016-128 are necessary.

- iii. The supplemental traffic study, if required, will be submitted for review and approval prior to the issuance of a building permit for the additional development, and any recommended and agreed upon mitigation will be constructed prior to the issuance of the first certificate of occupancy for the proposed development. The Petitioner may work with CDOT to bond any improvements not substantially completed at the time of the issuance of the first certificate of occupancy.

Daily	AM Peak Entering	AP Peak Exiting	PM Peak Entering	PM Peak Exiting
37,218	1,116	444	804	1,208

*(Trip generation for the uses to be determined based on Institute of Transportation Engineers (ITE) 9th Edition Trip Generation Manual)*

- c. The Phase 1 Transportation Improvements (listed below) identified for the Riverbend Development as part of Rezoning Petition No. 2016-128 have been substantially completed.
  - Intersection of Mt. Holly-Huntersville Road & Callabridge Court/Development Access "A": (Completed)**
    - Construct an eastbound right-turn lane from Mt. Holly-Huntersville Road into Development Access A with 200 feet of storage.
    - Construct dual left turn lanes on the westbound approach of Mt. Holly-Huntersville Road. Provide a minimum of 200 feet of full storage and appropriate taper lengths per lane.
    - Restripe the existing westbound right turn lane to provide a shared through-right turn lane.
    - Construct a six-lane cross-section for the development access with two ingress (2) and four (4) egress lanes. Provide dual left turn lanes, a through lane, and a right turn lane for vehicles exiting the site. Provide a minimum of 250 feet of full storage and appropriate taper lengths for the dual left turn lanes, and a minimum of 125 feet of full storage and appropriate taper lengths for the exclusive right turn lane.
    - Restripe the southbound approach of Callabridge Court to provide dual left turns, a through lane, and an exclusive right turn lane.

**Intersection of Mt. Holly-Huntersville Road & Callabridge Court/Development Access "A": (Completed)**

- Construct an eastbound right-turn lane from Mt. Holly-Huntersville Road into Development Access A with 200 feet of storage.
- Construct dual left turn lanes on the westbound approach of Mt. Holly-Huntersville Road. Provide a minimum of 200 feet of full storage and appropriate taper lengths per lane.
- Restripe the existing westbound right turn lane to provide a shared through-right turn lane.
- Construct a six-lane cross-section for the development access with two ingress (2) and four (4) egress lanes. Provide dual left turn lanes, a through lane, and a right turn lane for vehicles exiting the site. Provide a minimum of 250 feet of full storage and appropriate taper lengths for the dual left turn lanes, and a minimum of 125 feet of full storage and appropriate taper lengths for the exclusive right turn lane.
- Restripe the southbound approach of Callabridge Court to provide dual left turns, a through lane, and an exclusive right turn lane.

**Mt. Holly-Huntersville Road between Brookshire Freeway and Development Access "A": (Completed)**

- Reduce the proposed lane widths on Mt. Holly-Huntersville Road to 11 feet.
- Reduce the proposed eight (8) foot planting strip on the development side of Mt. Holly-Huntersville Road to six (6) feet, and the Multi-use Path to 10 feet.
- Extend the westbound dual left turn storage to provide approximately 940 feet of combined storage.
- Provide approximately 460 feet of combined eastbound left turn storage from Mt. Holly-Huntersville Road to Callabridge Court (no median will be provided between the opposing left turn lanes for approximately 380 feet).
- Provide a pedestrian refuge island on Mt. Holly-Huntersville Road at Callabridge Court (the pedestrian refuge island will be constructed at the end of the eastbound left turn storage (shadow out area) not next to the left turn lane).

**Intersection of Mt. Holly-Huntersville Road & Development Access "B": (Completed)**

- Construct a directional left-turn median on Mt. Holly-Huntersville Road from Callabridge Court through Access B to allow westbound left turn ingress movements while prohibiting northbound left turn egress movements. Provide a minimum of 200 feet of full storage and appropriate taper lengths (portions of this median with sufficient width will be landscaped if allowed by NCDOT).
- Construct an exclusive eastbound right turn lane on Mt. Holly-Huntersville Road. Provide a minimum of 100 feet of full width storage and appropriate bay taper length.
- Access B will be designed to have a minimum of 150 feet internal protected stem.
- Construct an additional westbound through lane.

**Intersection of Mt. Holly-Huntersville Road & Development Access "C": Overlook Mountain Drive. (Completed)**

- Install a traffic signal.
- Construct an exclusive left turn lane on the westbound approach of Mt. Holly-Huntersville Road. Provide a minimum of 100 feet of full width storage and an appropriate bay taper length.
- Construct a three-lane approach on the development access consisting of an exclusive left turn lane, a pocket through lane with 50 feet of storage and an exclusive right turn lane with a minimum of 150 feet of full width storage and an appropriate taper length.
- Construct Access C with an internal protected stem that will restrict access from Development Area C for the first 400 feet, but will allow one access point to the adjoining church (Holly Hunter Baptist Church) approximately 240 feet for the intersection of Mt. Holly-Huntersville Road.
- Stripe the southbound approach of Overlook Mountain Drive to provide an exclusive left turn lane and a shared through-right lane.
- Construct an additional westbound through lane.

**Intersection of Mt. Holly-Huntersville Road & Chastain Parc Drive/Pump Station Road. (Completed)**

- Construct an additional westbound travel lane on Mt. Holly-Huntersville Road to be striped as a shared through-right turn lane and extend to tie into the shared through-right turn lane at the Callabridge Court intersection. The lane should begin a minimum of 200 feet in advance of this intersection with an appropriate bay taper length.
- Restripe the eastbound approach of Mt. Holly-Huntersville Road to provide an exclusive left turn lane and a shared through-right lane.
- Construct an exclusive left turn lane on the westbound approach of Mt. Holly-Huntersville Road. Provide a minimum of 100 feet of full width storage and appropriate bay taper length.

- d. The required transportation improvements 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.

- 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 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.

- g. The Petitioner will dedicate via fee simple conveyance any additional right-of-way indicated on the Rezoning Plan as right-of-way to be dedicated, the additional right-of-way will be dedicated prior to the issuance of the first certificate of occupancy. The Petitioner will provide a permanent sidewalk easement for any of the proposed sidewalks located along the public streets located outside of the right-of-way. The permanent sidewalk easement will be located a minimum of two (2) feet behind the sidewalk where feasible.

**4. Streetscape, Buffers, Yards, Open Space and Landscaping:**

- a. The setback along Smith Farm Road will be 18 feet as measured from the existing back of curb. The setback along Sugar Magnolia Drive will be 16 feet as measured the existing back of curb. A 50 foot undisturbed buffer will be provided along I-485.

- b. Along the Site's frontage on Smith Farm Road the Petitioner will provide an eight (8) foot planting strip and a 10 foot multi-use path (MUP) as generally depicted on the Rezoning Plan. Along Sugar Magnolia Drive a eight (8) foot planting strip and an eight (8) foot sidewalk will provided as generally depicted on the Rezoning Plan. A sidewalk easement will provided if the proposed sidewalk or MUP is located outside of the right-of-way.

- c. The Petitioner will provide a sidewalk network that links the proposed building entrances to the sidewalk along Sugar Magnolia Drive, and to the Smith Farm Road MUP. The minimum width for this internal sidewalk will be six (6) feet.

- d. Parking located along Sugar Magnolia Drive will be screened with a low masonry wall (3.0 feet minimum). The proposed wall will be located behind the sidewalk. Decorative low landscaping may be located between the proposed low wall and sidewalk.

- e. An improved urban open space area will be provided along Smith Farm Road as generally depicted on the Rezoning Plan. The urban open space area will contain approximately .25 of an acre and will be improved with; walkways, landscaping, hardscape areas, seating areas, and lighting.

- f. Above-ground backflow preventers will be screened from public view and will be located behind the required setbacks.

- g. 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. Architectural Standards:**

1. Building Placement and Site Design shall focus on and enhance the Pedestrian environment on Public network required streets, through the following:
  - a. The proposed buildings shall be placed so as to present an interesting and well-articulated facade to Sugar Magnolia Drive as described below.
  - b. The Facade fronting on Sugar Magnolia Drive shall include windows for a minimum of 60% of the Sugar Magnolia Drive elevation, transparent glass between 2' feet and 10' feet on the first floor. Up to 20% 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, or glazing finishes. The maximum sill height for required transparency shall not exceed 4'-0" feet above adjacent street sidewalk.
  - c. The facade of first/ground floor of the building along Sugar Magnolia Drive and Smith Farm Road shall incorporate a minimum of 30% masonry material such as brick or stone.
  - d. Direct pedestrian connection shall be provided between the building and Sugar Magnolia Drive and Smith Farm Road, to the sidewalk and MUP along each street.
  - e. The building design will include a door facing/oriented toward Sugar Magnolia Drive and Smith Farm Road.
  - f. 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.