

**VICINITY MAP** N.T.B.

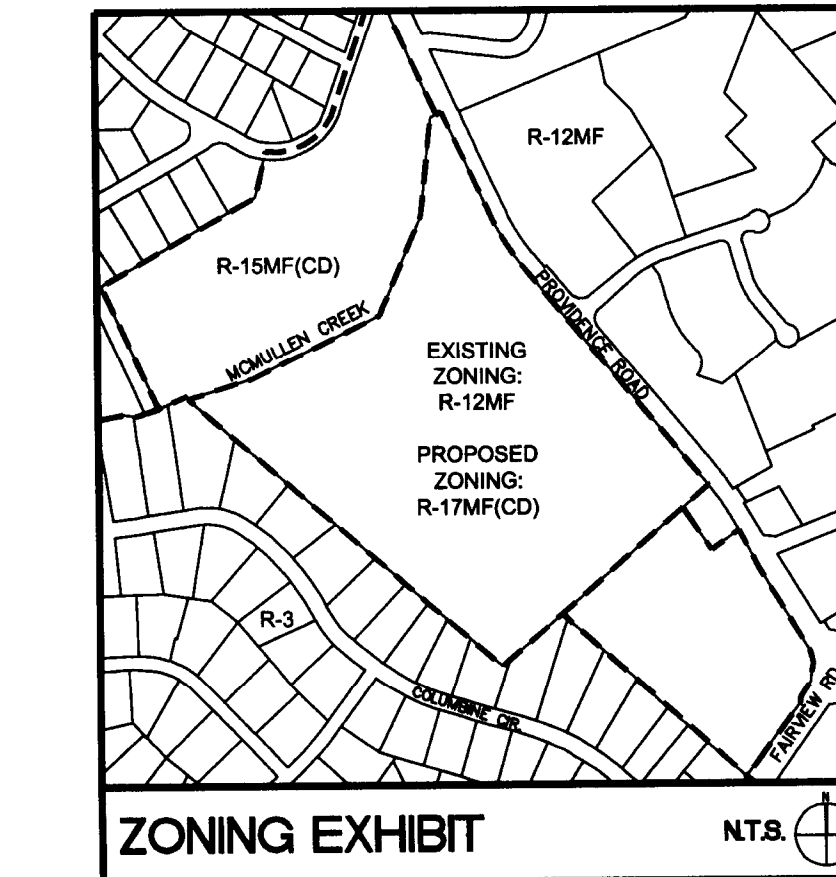
**SURVEY DISCLAIMER**  
 TOPOGRAPHIC OR "ALTA/ASCM LAND TITLE SURVEY" SURVEY  
 JUNE 13, 2012. PROVIDED BY A.G. ZOUTEWELLE, 1418 EAST  
 FIFTH STREET, CHARLOTTE, NC 28204, (704) 372-9444.

**REZONING SUMMARY**

<b>PETITIONER &amp; OWNER:</b>	CAMDEN DEVELOPMENT, INC. 1420 SPRING HILL RD SUITE 200 MCLEAN, VA 22102
<b>REZONING SITE AREA (GROSS):</b>	±36.10 ACRES
<b>AREA TO BE DEDICATED (PROVIDENCE ROAD):</b>	±1.89 ACRES
<b>REZONING SITE AREA (NET):</b>	±34.21 ACRES
<b>TAX PARCEL #:</b>	183-121-11
<b>EXISTING ZONING:</b>	R-12MF
<b>PROPOSED ZONING:</b>	R-17MF (CD)
<b>EXISTING USES:</b>	407 MULTI-FAMILY RESIDENTIAL UNITS.
<b>PROPOSED USES:</b>	UP TO 580 MULTI-FAMILY DWELLING UNITS TOGETHER WITH ACCESSORY USES, AS ALLOWED IN THE R-17MF ZONING DISTRICT.
<b>MAX. BUILDING HEIGHT:</b>	AS ALLOWED BY THE ORDINANCE, BUT NOT TO EXCEED FOUR STORIES.
<b>PARKING:</b>	REQUIRED: 1.50/UNIT MIN.
<b>OPEN SPACE:</b>	A MINIMUM OF 15% OF THE SITE WILL BE ESTABLISHED AS TREE SAVE/OPEN SPACE AREAS AS DEFINED BY THE TREE ORDINANCE.

**LEGEND**

	GREENWAY DEDICATION AREA
	CREEK EASEMENT
	DUKE RIGHT-OF-WAY



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 MAR 18 2013

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**CAMDEN DEVELOPMENT, INC.**  
 1420 Spring Hill Road, Suite 200  
 McLean, Virginia 22102

**CAMDEN PINEHURST**  
 4100 Providence Road  
 Charlotte, NC 28204

**REZONING PLAN**

**Project No. 4161**  
 Issued 11/26/12  
 Revised 01/18/13 FEB 22 2013  
 02/22/13

2013-023



**SCALE: 1"=80'**  
 0 40' 80' 160'

**RZ1.0**

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PINEHURST**

4100 Providence Road  
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**REZONING  
PLAN**

**Project No.  
4161**

**Issued**

11/26/12

**Revised**

01/18/13  
02/22/13



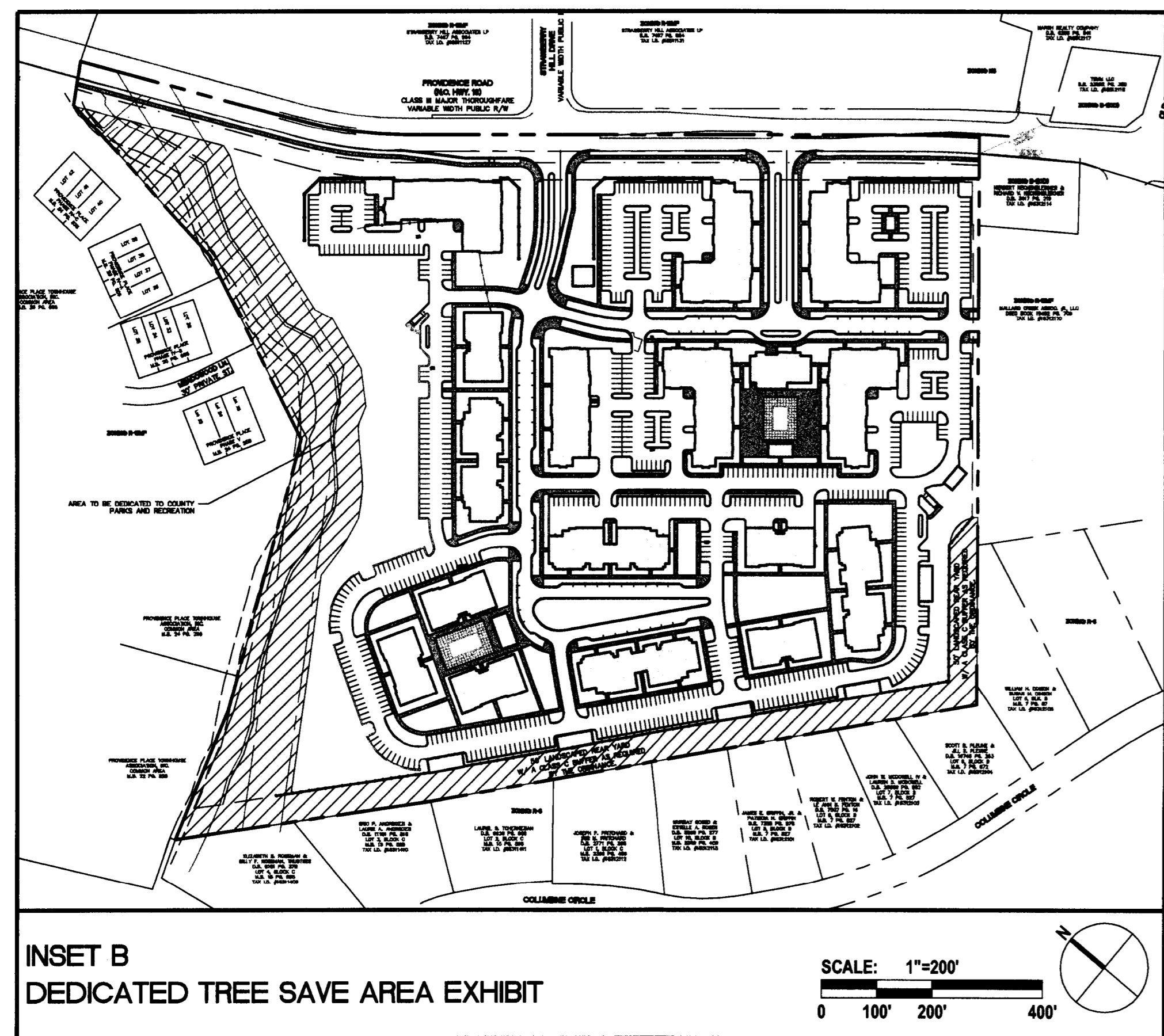
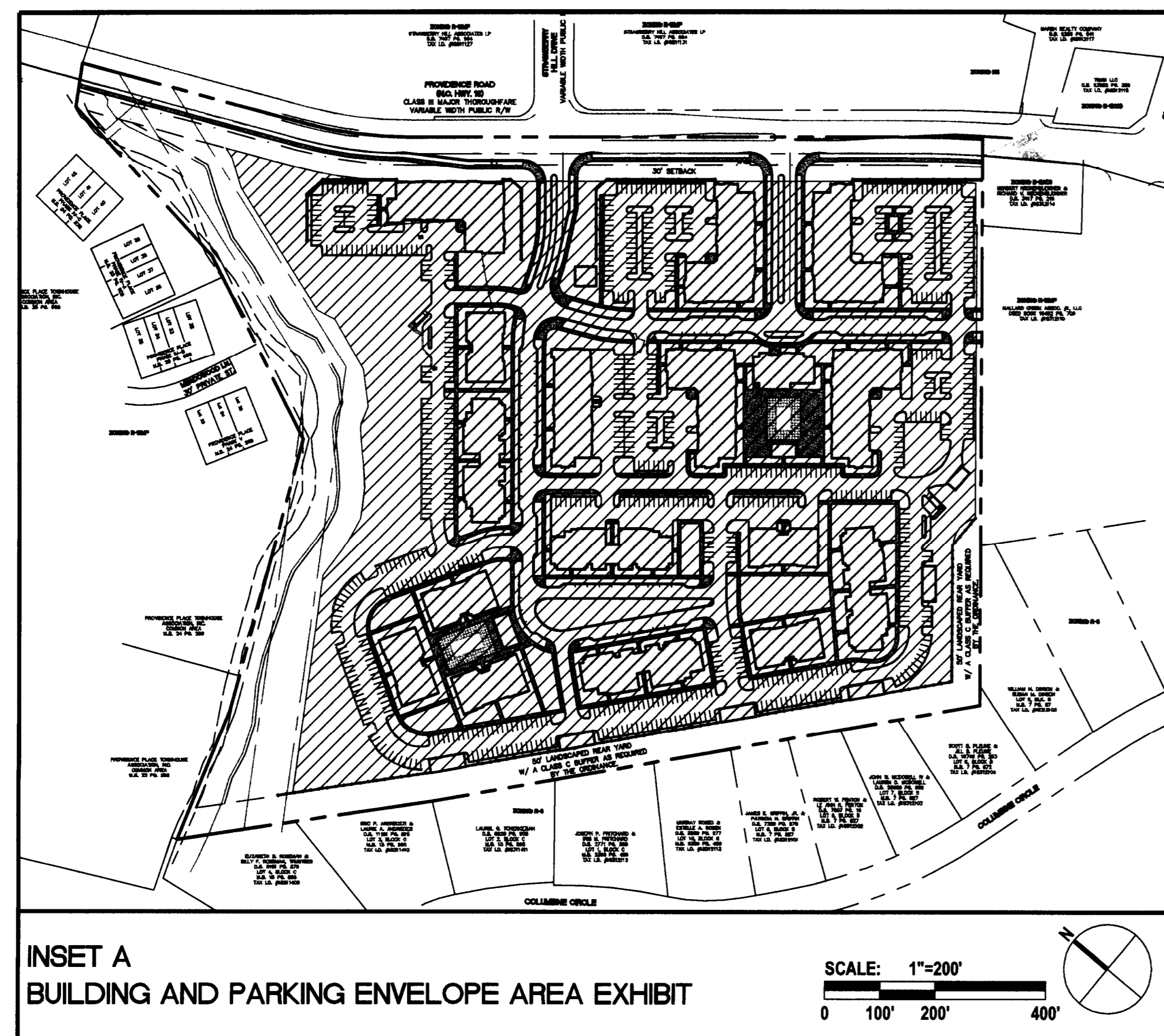
SCALE: 1"=200'

0 100' 200' 400'

**RZ1.1**

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**Site Development Data:**

- Acreage: ± 36.10 acres
- Tax Parcel #: 183-121-11
- Existing Zoning: R-12MF
- Proposed Zoning: R-17MF(CD)
- Existing Uses: 407 multi-family residential units and accessory uses.
- Proposed Uses: Up to 580 multi-family dwelling units together with accessory uses, as allowed in the R-17MF zoning district.
- Maximum Building Height: As allowed by the Ordinance
- Parking: 1.5 spaces per unit minimum
- Open Space: A minimum of 15% of the Site will be established as tree save/open space areas as defined by the Ordinance

**1. General Provisions:**

- a. These Development Standards form a part of the Rezoning Site Plan associated with the Rezoning Petition filed by Camden to accommodate development of multi-family dwellings on an approximately 36.10 acre site located at 4100 Providence Road (the "Site").
- b. Development of the Site will be governed by the attached Rezoning Site Plan and these Development Standards (collectively referred to as 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 R-17MF zoning district classification shall govern development taking place on the Site.
- c. The schematic depictions of the uses, parking areas, sidewalks, structures and buildings, and other site elements set forth on the Rezoning Plan should be reviewed in conjunction with the provisions of these Development Standards. The ultimate layout, locations and sizes of the development and site elements depicted on the Rezoning Plan are graphic representations of the development and site elements proposed, and they may be altered or modified in accordance with the setback, yard and buffer requirements set forth on this Rezoning Plan and the Development Standards, provided, however, any such alterations and modifications shall not materially change the overall design intent depicted on the Rezoning Plan. Changes to the Rezoning Plan not permitted by the Rezoning Plan will be reviewed and approved as allowed by Section 6.207 of the Ordinance.
- d. Parking layouts and driveways for surface and structured parking may be modified to accommodate final building locations, and parking spaces may be located within the maximum building/parking envelopes and development area boundaries to the extent permitted by the Ordinance. Sidewalks generally depicted on the Rezoning Plan are intended to reflect the general pedestrian circulation for development on the Site but the specific locations of such sidewalks may be subject to variations that do not materially change the design intent generally depicted on the Rezoning Plan.
- e. Notwithstanding the number of buildings shown on the Rezoning Plan, the total number of principal buildings to be developed on the Site shall not exceed 22. Accessory buildings and structures located on the Site shall not be considered in any limitation on the number of buildings on the Site.

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

- a. The Site may be developed with up to 580 multi-family dwelling units together with accessory uses allowed in the R-17MF zoning district.
- b. Surface parking areas will not be allowed between Providence Road and the buildings that abut Providence Road, provided, however, surface parking areas may be located to the side of the buildings abutting Providence Road as generally depicted on the Rezoning Plan. The Petitioner will provide along Providence Road a low decorative brick wall that will be used to screen parking areas located along Providence Road as generally depicted on the Rezoning Plan.

**3. Transportation/Access Notes:**

- a. Except as described below in this subsection access to the Site will be from Providence Road as generally depicted on the Rezoning Plan. The Rezoning Plan, however, references a possible vehicular/pedestrian connection from the Site to that certain parcel located adjacent and to the south of the Site and known as Tax Parcel # 183-121-10 (the "Southern Adjacent Parcel"). In order to promote such a possible future vehicular/pedestrian connection between the Site and the Southern Adjacent Parcel, Petitioner agrees to the following provisions:
  - (i) the Petitioner shall design the Site in such a manner to allow for one vehicular and pedestrian connection by way of a private driveway or private street to permit pedestrians and automobiles between the Site and the Southern Adjacent Parcel (but not commercial truck traffic);
  - (ii) as part of the development contemplated by this Rezoning Plan, such connection will be installed by Petitioner to the common property line in substantially the location and containing substantially the same design as depicted on Sheet RZ-1.4 of the Rezoning Plan, including sidewalk improvements consisting of a 6 foot wide sidewalk and 8 foot wide planting strip on both sides of such private street. Such street shall be constructed to a residential wide cross-section;
  - (iii) minor adjustments in the location of the possible connection can be made in consultation with Planning Department during the Planned Multi-family review and approval process;
  - (iv) to the extent that development of the portion of the Site over which the possible connection is to be made occurs prior to redevelopment of the Southern Adjacent Parcel, the portion of the connection on the Site will be designed and constructed at the property line within ±2 feet above or below the existing grade of the Southern Adjacent Parcel to facilitate the connection;
  - (v) the connection shall be opened only upon the redevelopment of the Southern Adjacent Parcel in such a manner as to require, either by conditional rezoning conditions, subdivision requirements or other regulatory requirements, a vehicular and pedestrian connection from the Southern Adjacent Parcel to the Site;
  - (vi) once such connection is made it shall remain open to the public for pedestrians and automobiles (but not commercial truck traffic) by way of a private driveway/street connection; and
  - (vii) it is understood that no financial payment shall be due to either the Petitioner nor the owner of the Southern Adjacent Parcel for the connection except that such parties shall agree to bear the cost of the maintenance and repair of their respective portions of the connection pursuant to a reciprocal cross-easement agreement to be recorded in Mecklenburg County Public Registry prior to issuance of a building permit for the first building to be constructed on the Site as part of the Redevelopment.

- b. The Petitioner will dedicate in fee-simple to the City of Charlotte up to 50 feet of right-of-way from the center line of Providence Road. This right-of-way dedication will occur prior to the issuance of the first certificate of occupancy for the first building completed on the Site.
- c. The Petitioner will construct the southern driveway on Providence Road so that it is restricted to right-in/right-out and left in movements only as generally depicted on the Rezoning Plan. The final design of the proposed southernmost driveway will be subject to the reasonable review/approval of CDOT and NCDOT during the permitting process, to ensure installation substantially in accordance with the Rezoning Plan.
- d. The Petitioner will design the northern driveway on Providence Road as a full movement signalized driveway as generally depicted on the Rezoning Plan. If a traffic signal is approved at this location by NCDOT and CDOT within 3 years of the approval of this Petition and prior to the Petitioner submitting preliminary site plans for Subdivision approval for the Site, the Petitioner will provide funds to the City of Charlotte to signalize the intersection. It is estimated that the cost for the installation of traffic signal will be \$80,000; the Petitioner's contribution toward the installation of the traffic signal will not exceed \$90,000. The signal installation design will consist of wooden poles with associated pedestrian signals. If NCDOT/CDOT approves the installation of the signal within the time frame described above, the Petitioner will enter into an agreement with the CDOT to install the traffic signal with the funds described above prior to the issuance of the first building permit. If the traffic signal is not installed by NCDOT/CDOT prior to the first certificate of occupancy, the project development may proceed ahead as proposed, including the proposed driveway designs.
- e. The Petitioner will extend, from 65 feet to 150 feet, the northbound left turn lane from Providence Road to the Site's new northern driveway.
- f. Subject to the provisions and design described in Section 3.d. above the placements and configurations of vehicular access points are subject to any minor modifications, as approved by CDOT/NCDOT, required to accommodate final site development and construction plans and to any adjustments required for approval by the CDOT/NCDOT in accordance with applicable published standards.
- g. 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 in accordance with published standards.

**4. Architectural Standards:**

- a. The building materials used on the principle buildings constructed on Site will be a combination of portions of the following: brick, stone, precast stone, precast concrete, synthetic stone, cementitious siding (such as hardi-plank), stucco, and/or wood. At least 35% of the exterior of each building, exclusive of windows, doors and roofs, will be constructed of brick, stone, synthetic stone, precast stone or precast concrete. Vinyl as a building material may only be used on windows and soffits.
- b. The apartment buildings adjacent to the homes on Columbine Circle (Bldg.'s 11, 13, 14, 15 and 16) will be designed so that the portion of the building facing the properties on Columbine Circle do not exceed a height of three (3) stories.
- c. The Rezoning Plan illustrates a number of accessory structures (garages) along the western property boundary. The number of these accessory structures (garages) that may be constructed along this western property boundary may vary from what is depicted.
- d. Meter banks will be screened.
- e. HVAC and related mechanical equipment will be screened from public view at grade.
- f. 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 buildings. If one or more sides of a dumpster area adjoin a side or rear wall of a building, then the side or rear wall may be substituted for a side.

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

- a. Setbacks and yards as required by the Ordinance will be provided.
- b. The Petitioner will provide eight (8) foot planting strips and six (6) foot sidewalks along the Site's frontage on Providence Road as generally depicted on
- c. The Petitioner will provide along Providence Road a low decorative brick wall that will be used to screen parking areas located along Providence Road as generally depicted on Sheet RZ-1.2 of the Rezoning Plan.
- d. Along the Site's internal parking areas, the Petitioner will provide a sidewalk and cross-walk network that links the buildings on the Site with one another and links the buildings to the sidewalks along the abutting public streets. The minimum width for this internal sidewalk will be five (5) feet.
- e. Along the southeastern property boundary, abutting the existing single-family homes on Columbine Circle, the Petitioner will provide a 50 foot rear yard which will also include a class C buffer as required by the Ordinance. Due to the presence of a power line within the rear yard a six (6) foot board on board fence will be installed as part of the required buffer. The proposed fence will be installed at the inner edge of the 50 foot rear yard and will be connected to the garages as generally depicted on the Rezoning Plan. This rear yard will be landscaped with a combination of trees and shrubs that will exceed the buffer requirements of the Ordinance as generally depicted on Sheet RZ-1.3 of the Rezoning Plan. Accessory structures will not be allowed in the 50 foot rear yard.
- f. Screening requirements of the Ordinance will be met.
- g. Above ground backflow preventers will be screened from public view and will be located outside of the required setbacks.

**6. Environmental Features:**

- a. The Petitioner shall comply with the Charlotte City Council approved and adopted Post Construction Controls 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. Tree save areas are generally depicted on the Rezoning Plan but may be relocated to other portions of the Site during the design development and construction phases.

**7. Open Space/Tree Save Areas/Greenway Conveyance:**

- a. Open space/tree save areas equalling 15% of the Site area will be provided. The open space/tree save areas depicted on the Rezoning Plan may be relocated to other locations on the Site. The area of the Site dedicated to County Parks and Recreation for a greenway may be used to meet this requirement.
- b. The Petitioner will initiate the procedure to convey to County Parks and Recreation the area and access easement as generally depicted on the Rezoning Site Plan along McMullen Creek, and subject to delays beyond the reasonable control of the Petitioner this area will be conveyed to County Parks and Recreation prior to the issuance of a certificate of occupancy for the last building completed adjacent to McMullen Creek.

**8. Signage:**

- a. Signage as allowed by the Ordinance will be provided.

**9. Lighting:**

- a. All new 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 20 feet in height.

**10. CATS Passenger Waiting Pad:**

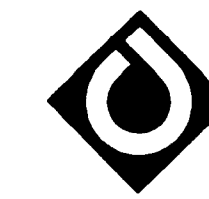
- a. The Petitioner will provide a CATS passenger waiting pad (CMLD Std. 60.01A) along Providence Road. The final location of the waiting pad to be coordinated with CATS during the Planned Multi-family review process.

**11. 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 applicable Development Area portion of the Site affected by such amendment in accordance with the provisions of Chapter 6 of the Ordinance.

**12. 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.



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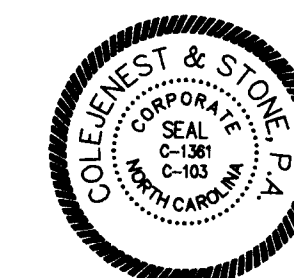
4100 Providence Road  
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**REZONING PLAN**

**Project No.**  
4161

**Issued**  
11/26/12

**Revised**  
01/18/13  
02/22/13

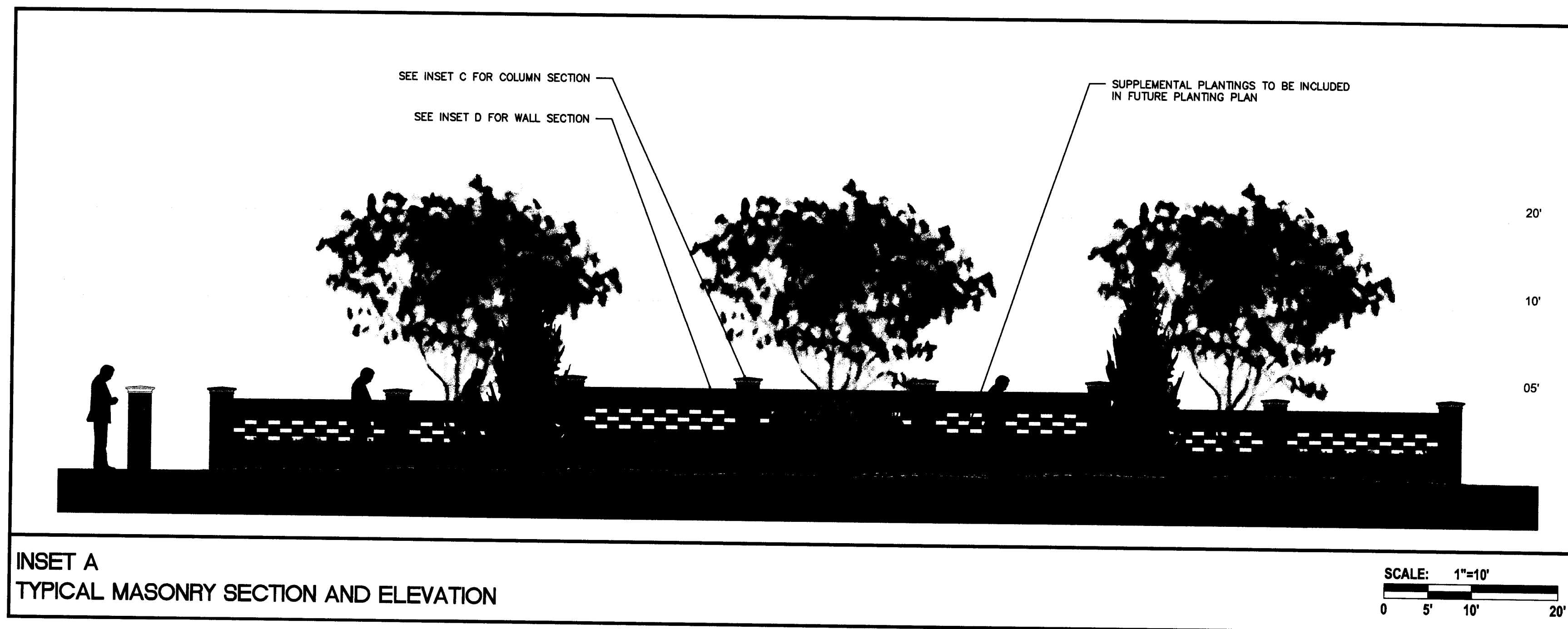


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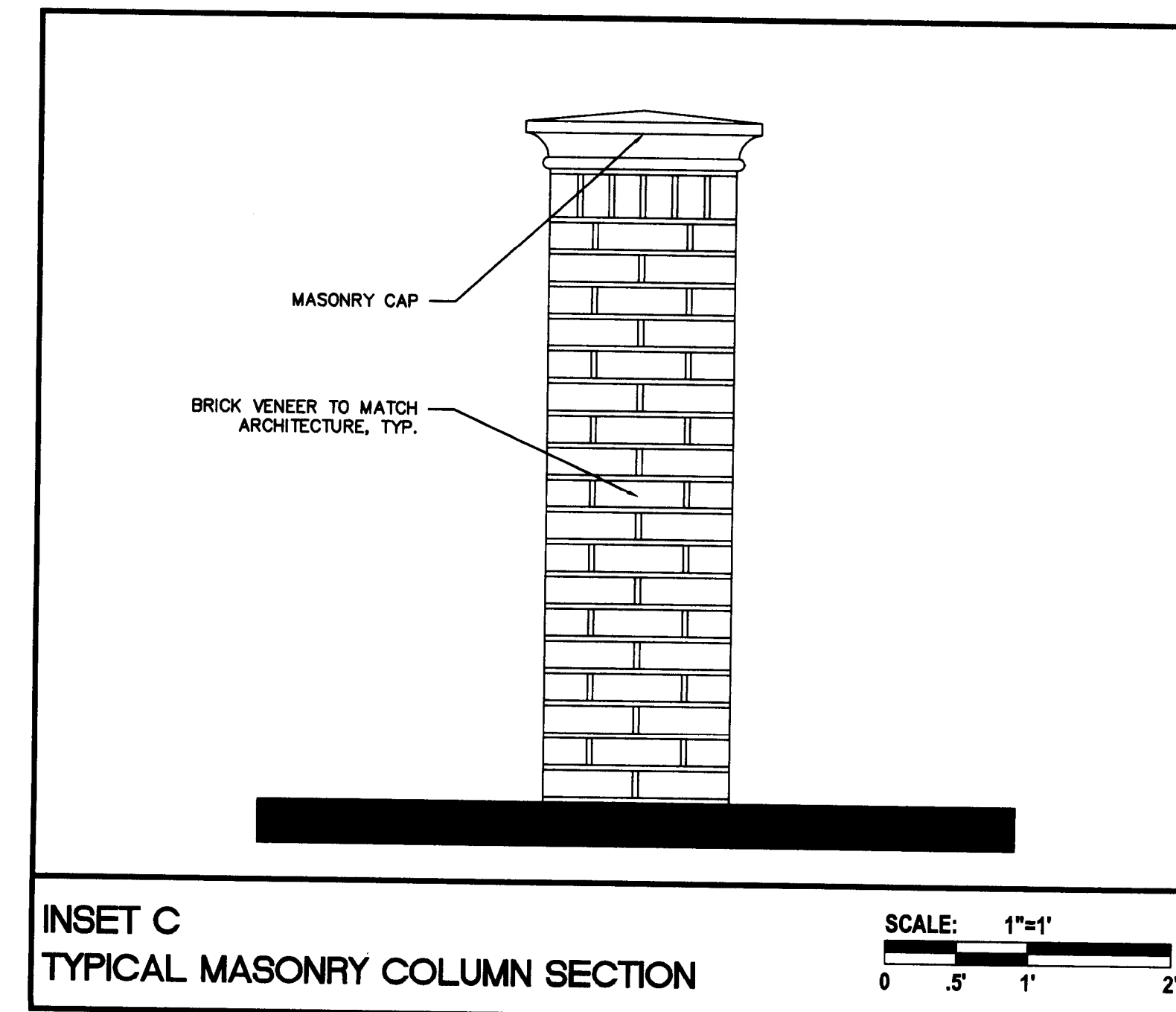
**RZ1.2**

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**INSET A**  
TYPICAL MASONRY SECTION AND ELEVATION



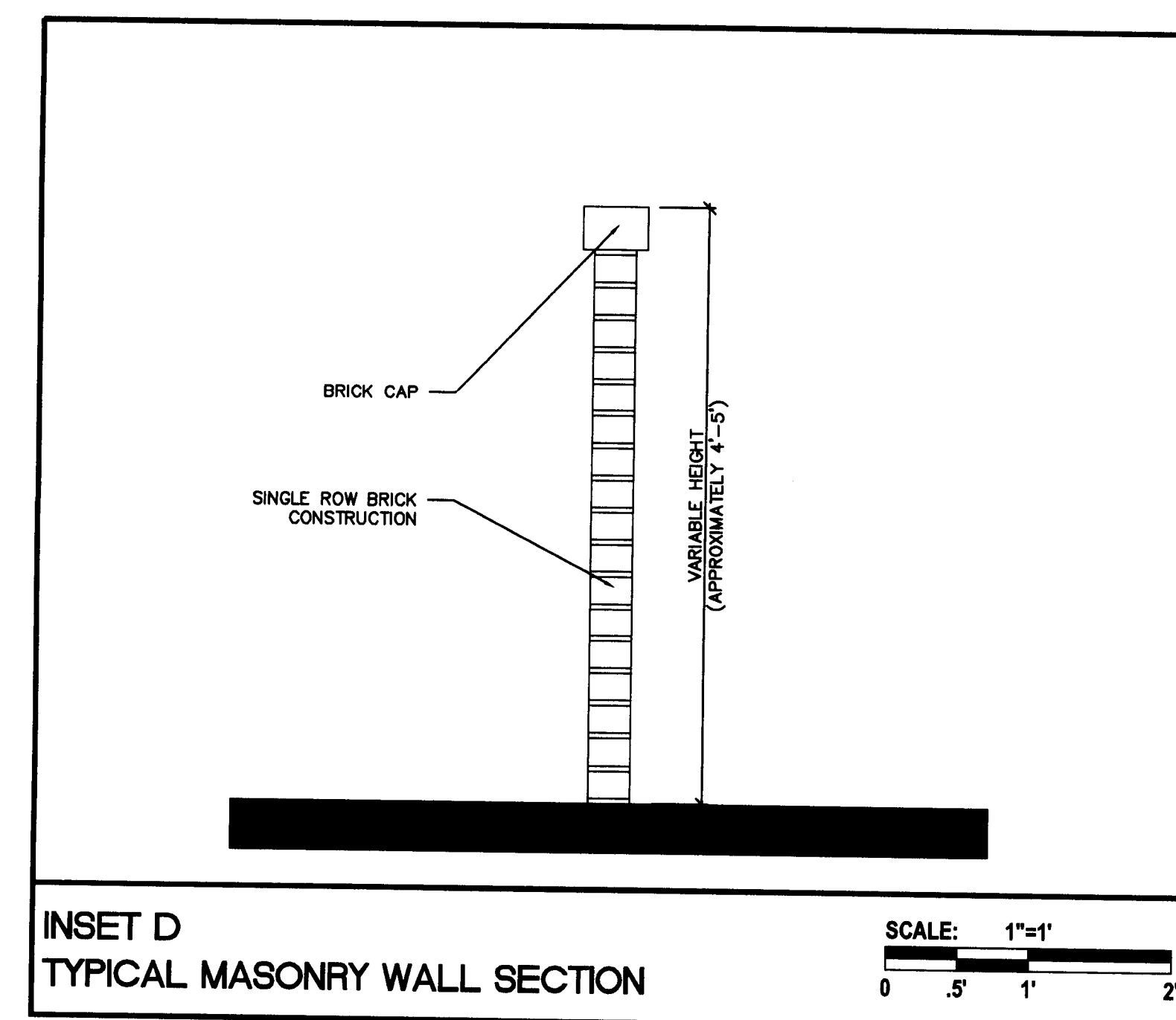
**INSET C**  
TYPICAL MASONRY COLUMN SECTION

**NOTES**

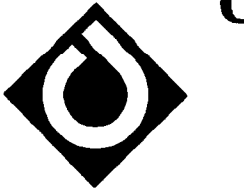
1. THE BUILDING ELEVATIONS DEPICTED REFLECT A GENERAL ARCHITECTURAL STYLE FOR THE BUILDINGS THAT MAY BE CONSTRUCTED ON THE SITE (THE ACTUAL BUILDINGS CONSTRUCTED ON THE SITE MAY VARY FROM THESE ILLUSTRATIONS).
2. NO MORE THAN 25 PERCENT OF THE WALL SURFACE SHALL BE LEFT OPEN.
3. THE WALL SHALL BE CONSTRUCTED IN A DURABLE FASHION OF BRICK.



**INSET B**  
VIEW FROM PROVIDENCE ROAD



**INSET D**  
TYPICAL MASONRY WALL SECTION



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SCALE: VARIES(X)



**RZ1.3**

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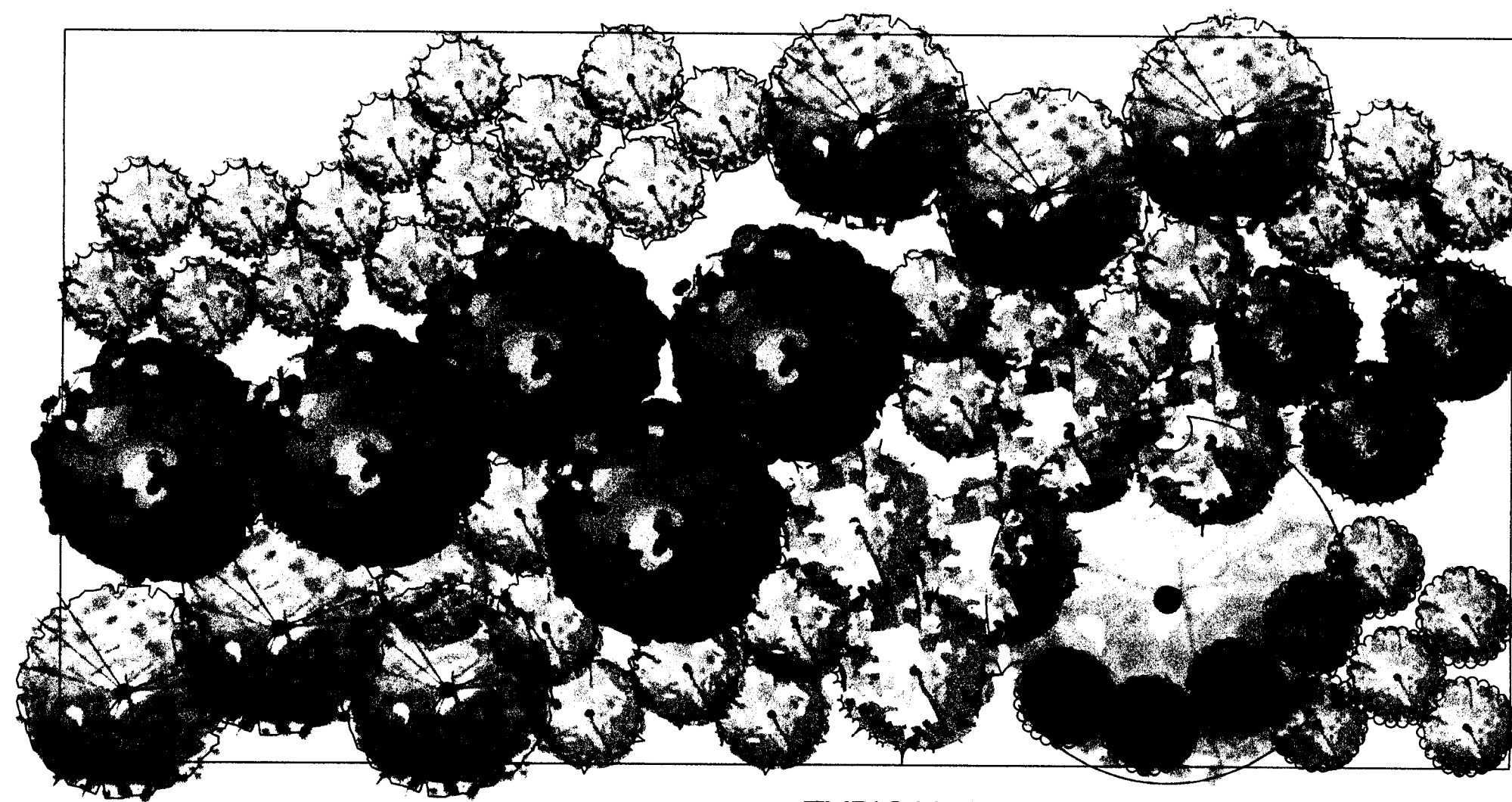
100'

50'

EVERGREEN SHRUB  
EVERGREEN SHRUB  
EVERGREEN LARGE  
MATURING TREE  
DECIDUOUS SHRUB  
SMALL MATURING  
DECIDUOUS TREE

SMALL MATURING  
DECIDUOUS TREE  
EVERGREEN SHRUB  
EVERGREEN SHRUB  
EVERGREEN LARGE  
MATURING TREE  
EVERGREEN SMALL  
MATURING TREE  
LARGE MATURING  
DECIDUOUS TREE  
EVERGREEN SHRUB

TYPICAL 100' BUFFER PLAN . 1:10



TYPICAL 100' BUFFER RENDERING . 1:10

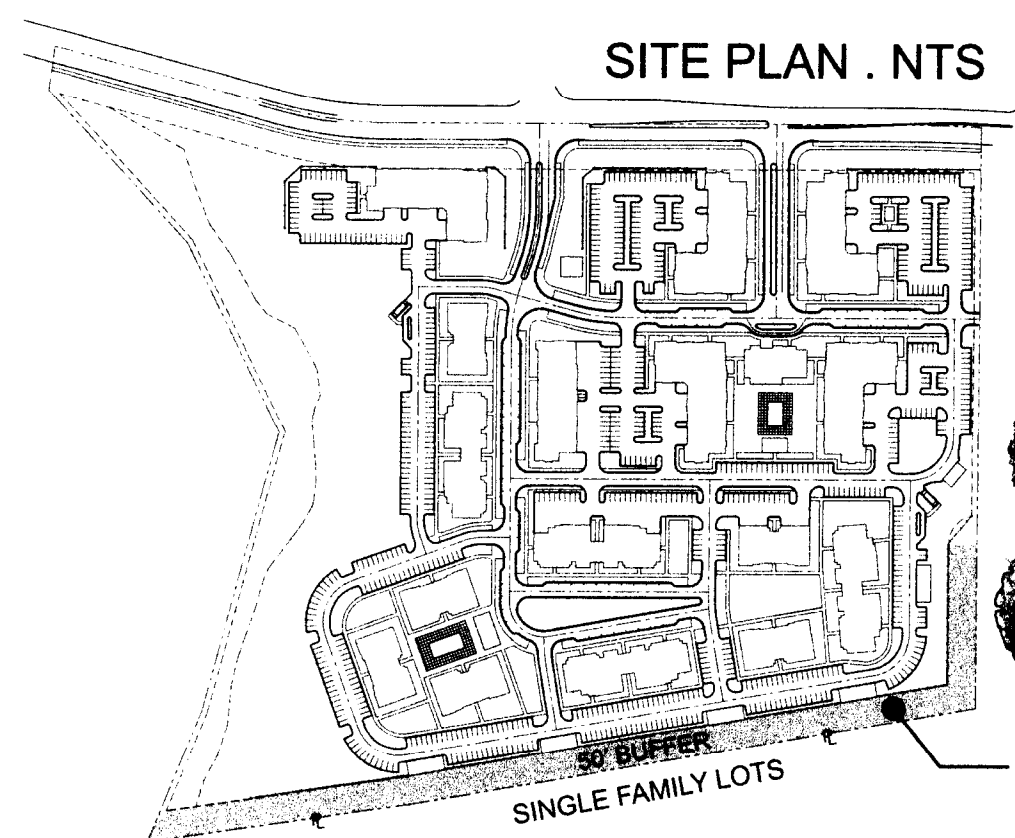
**NOTES**

CLASS C BUFFER

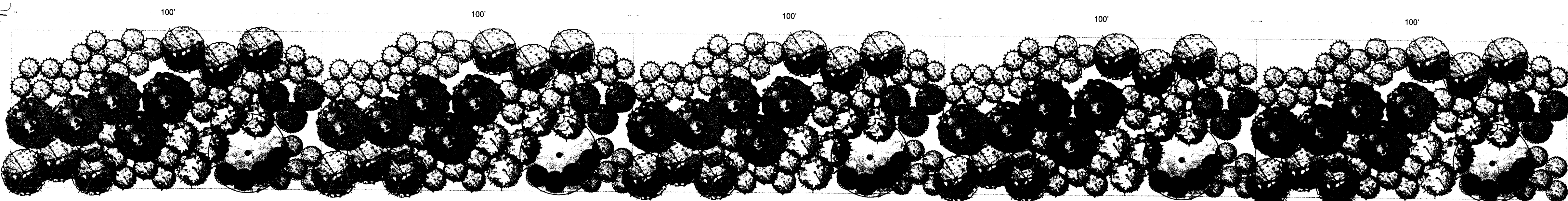
REQUIRED:  
9 TREES (4 MUST BE LARGE MATURING)  
20 SHRUBS (25% CAN BE DECIDUOUS).

PROVIDED:  
20 TREES (11 LARGE MATURING, 9 MEDIUM MATURING)  
40 SHRUBS (LESS THAN 25% DECIDUOUS)

**SITE PLAN . NTS**



50' BUFFER  
SINGLE FAMILY LOTS



\*APPROXIMATE TOTAL BUFFER LENGTH = 1700 LF

BUFFER RENDERING . 1:20



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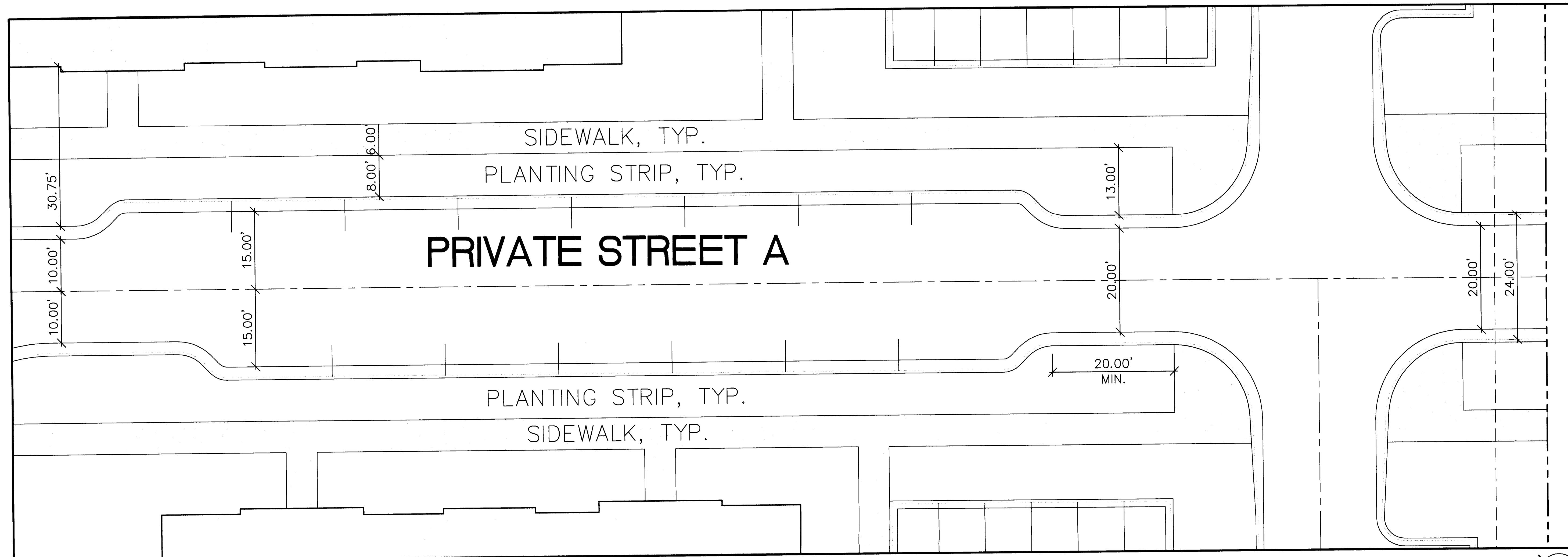
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**RZ1.4**

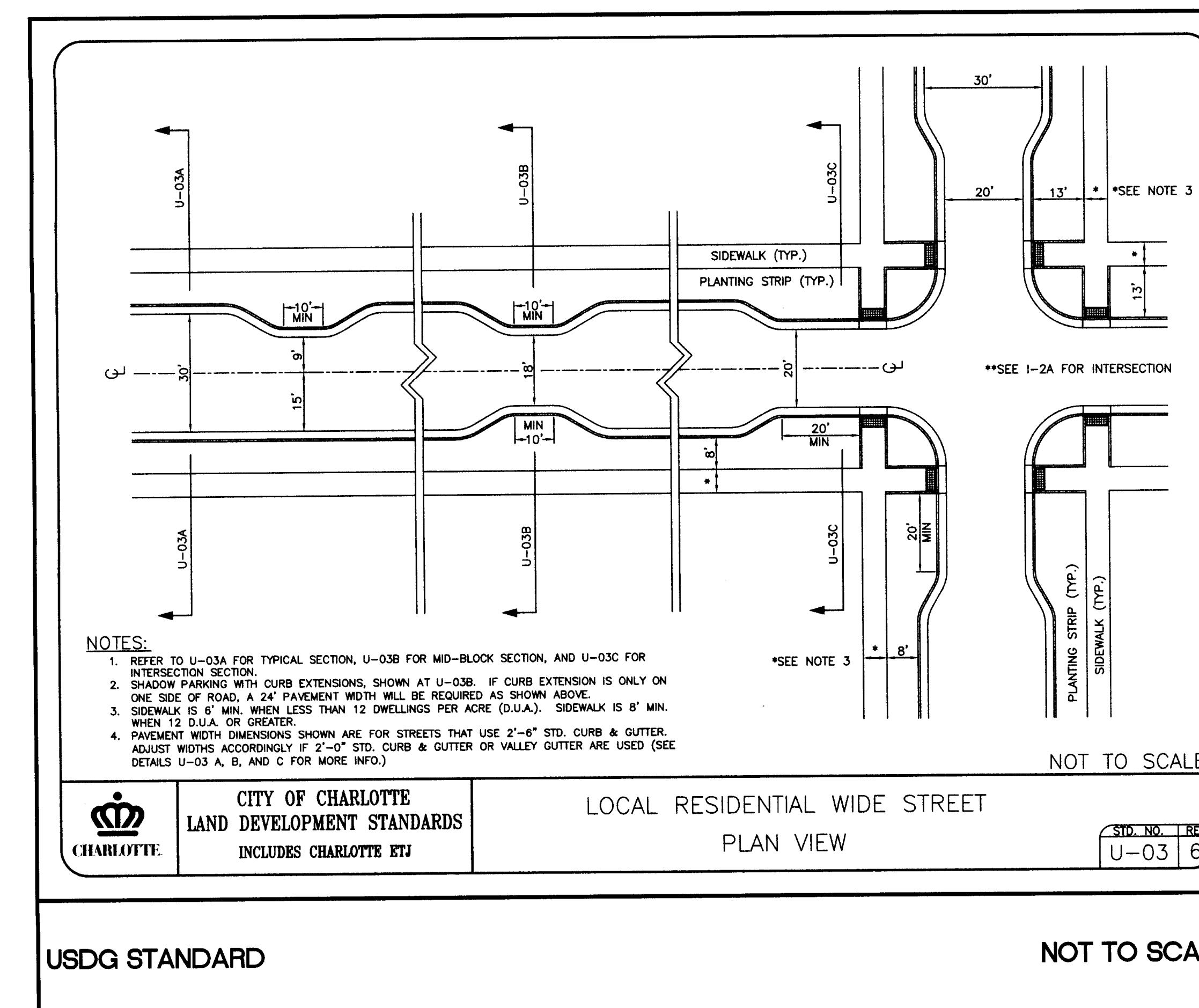
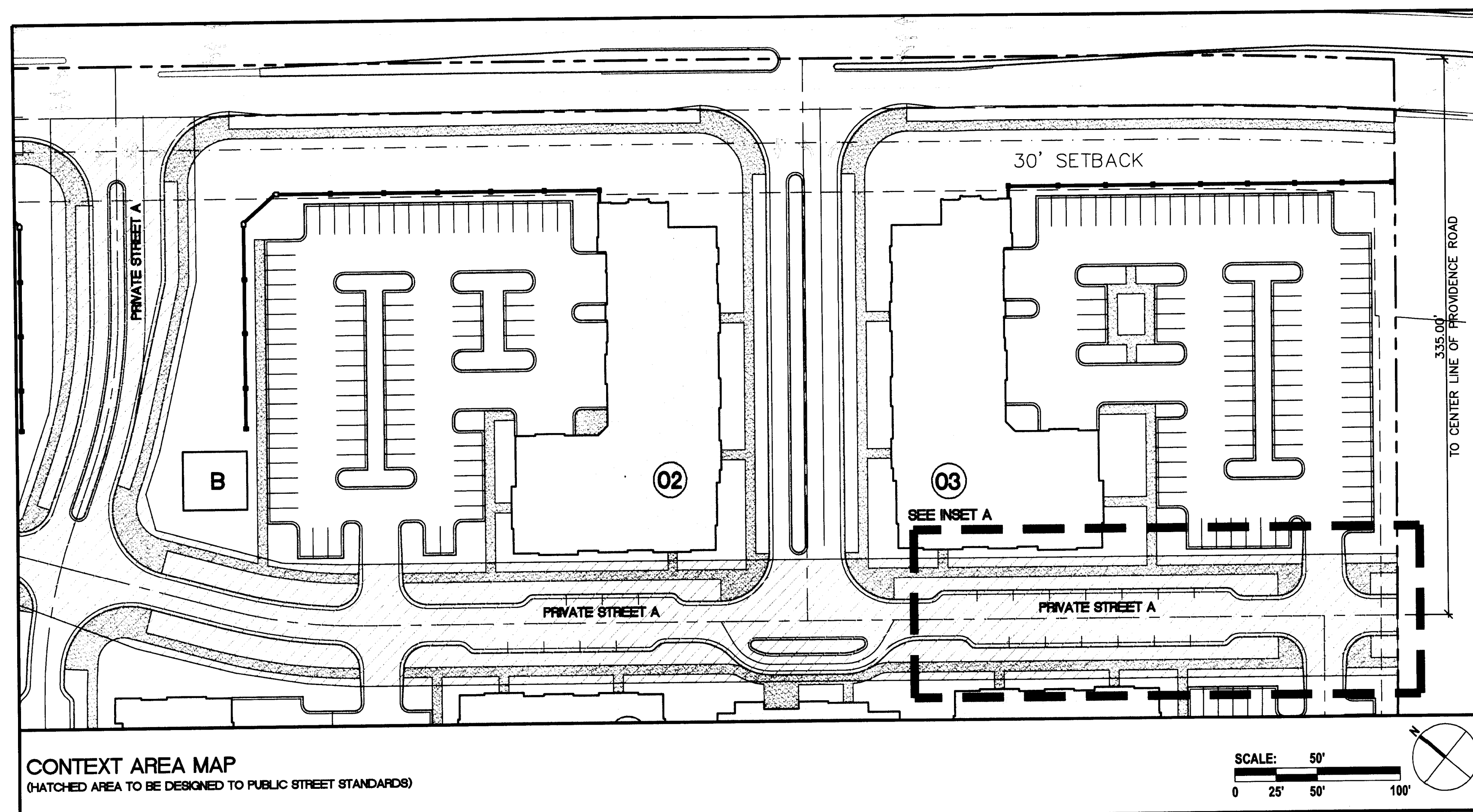
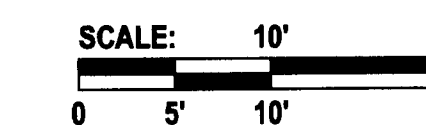
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**INSET A  
TYPICAL STREET 'A' DIMENSIONING**

NOTE: THE PETITIONER HAS MODIFIED THE PROPOSED CROSS-SECTION TO UTILIZE SIX(6) FOOT SIDEWALKS, IN LIEU OF EIGHT(8) FOOT SIDEWALKS, AS PART OF THE CONSTRUCTION OF THIS PRIVATE STREET.



USDG STANDARD

NOT TO SCALE



CITY OF CHARLOTTE  
LAND DEVELOPMENT STANDARDS  
INCLUDES CHARLOTTE ETJ

LOCAL RESIDENTIAL WIDE STREET  
PLAN VIEW

STD. NO. | REV.  
U-03 | 6