

UNIVERSITY CITY BOULEVARD DEVELOPMENT STANDARDS

GENERAL PROVISIONS:

- a. DEVELOPMENT OF THE SITE WILL BE CONTROLLED BY THE STANDARDS DEPICTED ON THIS TECHNICAL DATA SHEET (SITE PLAN) AND BY THE STANDARDS OF THE CHARLOTTE ZONING ORDINANCE. THE DEVELOPMENT DEPICTED ON THIS SITE PLAN IS INTENDED TO REFLECT THE ARRANGEMENT OF PROPOSED USES ON THE SITE, BUT THE EXACT CONFIGURATION, PLACEMENT, AND SIZE OF INDIVIDUAL SITE ELEMENTS MAY BE ALTERED OR MODIFIED WITHIN THE LIMITS PRESCRIBED BY THE ORDINANCE DURING THE DESIGN DEVELOPMENT AND CONSTRUCTION PHASES AS ALLOWED UNDER THE PROVISIONS OF SECTION 6.2 OF THE ZONING ORDINANCE.
- b. THE PETITIONER ACKNOWLEDGES THAT OTHER STANDARD DEVELOPMENT REQUIREMENTS IMPOSED BY OTHER CITY ORDINANCES, SUCH AS THOSE THAT REGULATE STREETS, SIDEWALKS, TREES, BICYCLE PARKING, AND SITE DEVELOPMENT, MAY APPLY TO THE DEVELOPMENT OF THIS SITE. UNLESS SPECIFICALLY NOTED IN THE CONDITIONS FOR THIS SITE PLAN, THESE OTHER STANDARD DEVELOPMENT REQUIREMENTS WILL BE APPLIED TO THE DEVELOPMENT OF THIS SITE AS DEFINED BY THOSE OTHER CITY ORDINANCES.
- c. THROUGHOUT THIS REZONING PETITION, THE TERMS "OWNER," "OWNERS," "PETITIONER" OR "PETITIONERS," SHALL, WITH RESPECT TO THE SITE, BE DEEMED TO INCLUDE THE HEIRS, DEVISEES, PERSONAL REPRESENTATIVES, SUCCESSORS IN INTEREST AND ASSIGNEES OF THE OWNER OR OWNERS OF THE SITE WHO MAY BE INVOLVED IN ITS DEVELOPMENT FROM TIME TO TIME.

PURPOSE:

THE PURPOSE OF THIS PETITION IS TO PROVIDE FOR THE DEVELOPMENT OF A MIXED RESIDENTIAL COMMUNITY TO ACHIEVE THIS PURPOSE, THE APPLICATION SEEKS TO REZONE THE SITE TO THE MX-1 CLASSIFICATION.

PERMITTED USES:

THE SITE MAY BE DEVOTED ONLY TO A RESIDENTIAL COMMUNITY CONTAINING A MAXIMUM OF 250 SINGLE FAMILY DETACHED DWELLING UNITS AND A MAXIMUM OF 288 MULTI-FAMILY DWELLING UNITS AND TO ANY INCIDENTAL AND ACCESSORY USES RELATING THERETO THAT ARE ALLOWED IN THE MX-1 ZONING DISTRICT.

TRANSPORTATION:

- 1. VEHICULAR ACCESS TO THE SITE SHALL BE AS GENERALLY DEPICTED ON THE REZONING PLAN. THE PLACEMENT AND CONFIGURATION OF THE VEHICULAR ACCESS POINTS ARE SUBJECT TO ANY MINOR MODIFICATIONS REQUIRED TO ACCOMMODATE FINAL SITE AND CONSTRUCTION PLANS AND DESIGNS AND TO ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY THE CHARLOTTE DEPARTMENT OF TRANSPORTATION AND/OR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION.
- 2. THE ACTUAL LOCATION OF THE VEHICULAR ACCESS POINT ON UNIVERSITY CITY BOULEVARD SHALL BE DETERMINED DURING THE PERMITTING PROCESS.
- 3. THE SITE WILL BE SERVED BY INTERNAL PUBLIC STREETS AND INTERNAL PRIVATE DRIVES AND MINOR ADJUSTMENTS TO THE LOCATIONS OF THE INTERNAL PUBLIC STREETS AND THE INTERNAL PRIVATE DRIVES SHALL BE ALLOWED DURING THE CONSTRUCTION PERMITTING PROCESS.
- 4. PETITIONER HAS FILED WITH THE PLANNING DEPARTMENT AN APPLICATION FOR AN EXCEPTION OR WAIVER TO ELIMINATE TWO STREET CONNECTIONS TO THE PARCELS OF LAND LOCATED TO THE WEST OF THE SITE. THESE TWO STREET CONNECTIONS ARE DESIGNATED ON THE SITE PLAN. IF THE EXCEPTION OR WAIVER IS GRANTED, PETITIONER SHALL NOT BE REQUIRED TO CONSTRUCT THESE TWO VEHICULAR CONNECTIONS.
- 5. PETITIONER SHALL INSTALL AN 8 FOOT WIDE PLANTING STRIP AND A 12 FOOT WIDE MULTI-USE PATH ALONG THE SITE'S FRONTAGE ON UNIVERSITY CITY BOULEVARD.
- 6. PETITIONER SHALL INSTALL 25 MILE PER HOUR SPEED LIMIT SIGNS ON THE PUBLIC STREETS LOCATED WITHIN THE SITE.
- 7. PETITIONER SHALL DEDICATE AND CONVEY ALL RELEVANT RIGHT OF WAY TO THE CITY OF CHARLOTTE OR TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION AS APPLICABLE PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON THE SITE. THE RIGHT OF WAY SHALL BE SETBACK 2 FEET BEHIND THE BACK OF SIDEWALK WHERE FEASIBLE. IF IT IS NOT FEASIBLE, THE SIDEWALKS, OR PORTIONS THEREOF, MAY BE LOCATED IN A SIDEWALK UTILITY EASEMENT.
- 8. ANY REFERENCE TO THE TERM "SUBSTANTIALLY COMPLETE" IN THIS SECTION OF THE DEVELOPMENT STANDARDS SHALL MEAN A DETERMINATION BY CDOT AND/OR NCDOT THAT THE APPLICABLE ROADWAY IMPROVEMENTS ARE DEEMED "SUBSTANTIALLY COMPLETE" FOR THE PURPOSE OF THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR BUILDING(S) ON THE SITE. HOWEVER, IN THE EVENT THAT CERTAIN NON-ESSENTIAL ROADWAY IMPROVEMENTS (AS REASONABLY DETERMINED BY CDOT) ARE NOT COMPLETED AT THE TIME THAT PETITIONER SEEKS TO OBTAIN A CERTIFICATE OF OCCUPANCY FOR BUILDING(S) ON THE SITE, THEN CDOT WILL INSTRUCT APPLICABLE AUTHORITIES TO ALLOW THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR THE APPLICABLE BUILDINGS, AND IN SUCH EVENT PETITIONER MAY BE REQUIRED TO POST A LETTER OF CREDIT OR A BOND FOR ANY IMPROVEMENTS NOT IN PLACE AT THE TIME SUCH CERTIFICATES OF OCCUPANCY ARE ISSUED TO SECURE THE COMPLETION OF THE RELEVANT IMPROVEMENTS.
- 9. PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON THE SITE, PETITIONER SHALL SUBSTANTIALLY COMPLETE THE TRANSPORTATION IMPROVEMENTS AND ITEMS SET OUT BELOW.

(A) NC 49 (UNIVERSITY CITY BOULEVARD) AND HARRIS HOUSTON ROAD/OAK LEIGH DRIVE

- 1. CONVERT INTERSECTION TO A SIGNALIZED LEFT-OVER.
- 2. CONTRIBUTE PROPORTIONATE SHARE OF THE COST OF A TRAFFIC SIGNAL TO BE INSTALLED BY OTHERS AT THIS INTERSECTION.
- 3. STRIPE SOUTHBOUND HARRIS HOUSTON ROAD WITH A TWO-LANE CROSS-SECTION (ONE INGRESS AND ONE EGRESS). THE EGRESS WILL BE A RIGHT TURN.
- 4. MODIFY THE INTERSECTION OF NC 49 (UNIVERSITY CITY BOULEVARD) AND OAK LEIGH DRIVE TO ACCOMMODATE THE U-TURN OF TRUCKS.

(A) NC 49 (UNIVERSITY CITY BOULEVARD) AND CABARRUS FARM ROAD

- (1) CONVERT THE INTERSECTION TO A LEFT-OVER.
- (2) STRIPE SOUTHBOUND CABARRUS FARM ROAD WITH A TWO-LANE CROSS-SECTION (ONE INGRESS AND ONE EGRESS). THE EGRESS WILL BE A RIGHT TURN.

(B) NC 49 (UNIVERSITY CITY BOULEVARD) AND ACCESS A/EXTRA SPACE STORAGE DRIVEWAY

- (1) CONVERT INTERSECTION TO A DOUBLE LEFT-OVER.
- (2) STRIPE SOUTHBOUND ACCESS A WITH A TWO-LANE CROSS-SECTION (ONE INGRESS AND ONE EGRESS). THE EGRESS WILL BE A RIGHT TURN.

SOLID WASTE:

- a. ALL SOLID WASTE AND RECYCLING SERVICES WILL BE PROVIDED IN ACCORDANCE WITH SECTION 12.403 OF THE ORDINANCE.

MULTI-FAMILY BUILDINGS

ARCHITECTURAL AND SITE DESIGN STANDARDS

- 1. PREFERRED EXTERIOR BUILDING MATERIALS: ALL PRINCIPAL AND ACCESSORY BUILDINGS ABUTTING A NETWORK REQUIRED PUBLIC OR PRIVATE STREET SHALL COMPRISE A MINIMUM OF 30% OF THAT BUILDING'S ENTIRE FAÇADE FACING SUCH NETWORK STREET USING BRICK, NATURAL STONE (OR ITS SYNTHETIC EQUIVALENT), STUCCO OR OTHER MATERIAL APPROVED BY THE PLANNING DIRECTOR.
- 2. PROHIBITED EXTERIOR BUILDING MATERIALS:
 - a. VINYL SIDING (BUT NOT VINYL HAND RAILS, WINDOWS OR DOOR TRIM)
 - b. CONCRETE MASONRY UNITS NOT ARCHITECTURALLY FINISHED
- 3. BUILDING PLACEMENT AND SITE DESIGN SHALL FOCUS ON AND ENHANCE THE PEDESTRIAN ENVIRONMENT THROUGH THE FOLLOWING:
 - a. BUILDINGS SHALL BE PLACED SO AS TO PRESENT A FRONT OR SIDE FAÇADE TO ALL NETWORK REQUIRED STREETS (PUBLIC OR PRIVATE)
 - b. BUILDINGS SHALL FRONT A MINIMUM OF 50% OF THE TOTAL NETWORK REQUIRED STREET FRONTAGE ON THE SITE (EXCLUSIVE OF DRIVEWAYS, PEDESTRIAN ACCESS, POINTS, ACCESSIBLE OPEN SPACE, TREE SAVE OR NATURAL AREAS, TREE REPLANTING AREAS AND STORM WATER FACILITIES)
 - c. PARKING LOTS SHALL NOT BE LOCATED BETWEEN ANY BUILDING AND ANY NETWORK REQUIRED PUBLIC OR PRIVATE STREET
 - d. DRIVEWAYS INTENDED TO SERVE SINGLE UNITS SHALL BE PROHIBITED ON ALL NETWORK REQUIRED STREETS
 - 4. BUILDING MASSING AND HEIGHT SHALL BE DESIGNED TO BREAK UP LONG MONOLITHIC BUILDING FORMS AS FOLLOWS:
 - a. BUILDINGS EXCEEDING 120 FEET IN LENGTH SHALL INCLUDE MODULATIONS OF THE BUILDING MASSING/FAÇADE PLANE (SUCH AS RECESSES, PROJECTIONS, AND ARCHITECTURAL DETAILS). MODULATIONS SHALL BE A MINIMUM OF 10 FEET WIDE AND SHALL PROJECT OR RECESS A MINIMUM OF 6 FEET EXTENDING THROUGH THE BUILDING.
 - 5. ARCHITECTURAL ELEVATION DESIGN - ELEVATIONS SHALL BE DESIGNED TO CREATE VISUAL INTEREST AS FOLLOWS:
 - a. BUILDING ELEVATIONS SHALL BE DESIGNED WITH VERTICAL BAYS OR ARTICULATED ARCHITECTURAL FAÇADE FEATURES WHICH MAY INCLUDE BUT NOT BE LIMITED TO A COMBINATION OF EXTERIOR WALL OFFSETS, PROJECTIONS, RECESSES, PILASTERS, BANDING AND CHANGE IN MATERIALS OR COLORS
 - b. BUILDINGS SHALL BE DESIGNED WITH A RECOGNIZABLE ARCHITECTURAL BASE ON ALL FAÇADES FACING NETWORK REQUIRED PUBLIC OR PRIVATE STREETS. SUCH BASE MAY BE EXECUTED THROUGH USE OF

PREFERRED EXTERIOR BUILDING MATERIALS OR ARTICULATED ARCHITECTURAL FAÇADE FEATURES AND COLOR CHANGES

- c. BUILDING ELEVATIONS FACING NETWORK REQUIRED PUBLIC OR PRIVATE STREETS SHALL NOT HAVE EXPANSES OF BLANK WALLS GREATER THAN 20 FEET IN ALL DIRECTIONS AND ARCHITECTURAL FEATURES SUCH AS BUT TO LIMITED TO BANDING, MEDALLIONS OR DESIGN FEATURES OR MATERIALS WILL BE PROVIDED TO AVOID A STERILE, UNARTICULATED BLANK TREATMENT OF SUCH WALLS
- 6. ROOF FORM AND ARTICULATION - ROOF FORM AND LINES SHALL BE DESIGNED TO AVOID THE APPEARANCE OF A LARGE MONOLITHIC ROOF STRUCTURE AS FOLLOWS:
 - a. LONG PITCHED OR FLAT ROOF LINES SHALL AVOID CONTINUOUS EXPANSES WITHOUT VARIATION BY INCLUDING CHANGES IN HEIGHT AND/OR ROOF FORM, TO INCLUDE BUT NOT BE LIMITED TO GABLES, HIPs, DORMERS OR PARAPETS
 - b. FOR PITCHED ROOFS THE MINIMUM ALLOWED IS 4:12 EXCLUDING BUILDINGS WITH A FLAT ROOF AND PARAPET WALLS
- c. ROOF TOP HVAC AND RELATED MECHANICAL EQUIPMENT WILL BE SCREENED FROM PUBLIC VIEW AT GRADE FROM THE NEAREST STREET
- 7. SERVICE AREA SCREENING - SERVICE AREAS SUCH AS DUMPSTERS, REFUSE AREAS, RECYCLING AND STORAGE SHALL BE SCREENED FROM VIEW WITH MATERIALS AND DESIGN TO BE COMPATIBLE WITH PRINCIPAL STRUCTURES. SUCH DESIGN SHALL INCLUDE A MINIMUM 20 PERCENT PREFERRED EXTERIOR BUILDING MATERIALS OR A CLASS B BUFFER NOT LESS THAN 10' IN DEPTH AT ALL ABOVE GRADE PERIMETER NOT PAVED FOR ACCESS.

- 8. EXPOSED MULTI-LEVEL PARKING DECKS SHALL PROVIDE SCREENING SO THAT INTERIOR LIGHTING AND CARS ARE NOT VISIBLE FROM PUBLIC STREETS. THIS IS PRIMARILY ACCOMPLISHED BY THE USE OF ARCHITECTURAL LOUVERS OR DECORATIVE SCREENS ON ALL LEVELS.
- 9. ALL RESIDENTIAL GROUND FLOOR UNITS WILL HAVE ENTRANCES FACING THE STREET, AND WHEN WITHIN 15FT OF A STREET SHALL BE RAISED A MINIMUM OF 12-24". STOOPS SHOULD BE PROVIDED ON ALL PUBLIC AND PRIVATE STREETS.
- 10. SIDEWALK EXTENSIONS SHOULD BE PROVIDED BETWEEN ALL STREET TREES ON ALL PUBLIC AND PRIVATE NETWORK REQUIRED STREETS WHEN PARKING IS ADJACENT.

OPTIONAL:

- 8. EXPOSED MULTI-LEVEL PARKING DECKS SHALL PROVIDE SCREENING SO THAT INTERIOR LIGHTING AND CARS ARE NOT VISIBLE FROM PUBLIC STREETS. THIS IS PRIMARILY ACCOMPLISHED BY THE USE OF ARCHITECTURAL LOUVERS OR DECORATIVE SCREENS ON ALL LEVELS.
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STREETSCAPE AND LANDSCAPING:

RESERVED

ENVIRONMENTAL FEATURES:

- a. THE LOCATION, SIZE, AND TYPE OF STORMWATER 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.
- b. THE PETITIONER SHALL COMPLY WITH CHARLOTTE CITY COUNCIL APPROVED AND ADOPTED POST CONSTRUCTION STORMWATER ORDINANCE.
- c. DEVELOPMENT WITHIN THE PCSO BUFFER SHALL BE COORDINATED WITH AND SUBJECT TO APPROVAL BY CHARLOTTE-MECKLENBURG STORM WATER SERVICES AND MITIGATED IF REQUIRED BY CITY ORDINANCE.
- d. THE PETITIONER SHALL COMPLY WITH THE CHARLOTTE CITY COUNCIL APPROVED AND ADOPTED POST CONSTRUCTION STORMWATER ORDINANCE

CHARLOTTE AREA TRANSIT SYSTEM

RESERVED

PARKS, GREENWAYS, AND OPEN SPACE:

RESERVED

FIRE PROTECTION:

RESERVED

SIGNAGE:

RESERVED

LIGHTING:

FREESTANDING LIGHTING ON THE SITE WILL UTILIZE FULL CUT-OFF LUMINARIES.

PHASING:

RESERVED

BUFFERS:

RESERVED

SITE DEVELOPMENT SHALL COMPLY WITH THE TREE ORDINANCE, INCLUDING PROVIDING 10% TREE SAVE AREA BASED ON GROSS ACREAGE. REFER TO PLAN FOR APPROXIMATE LOCATIONS OF TREE SAVE AREAS.

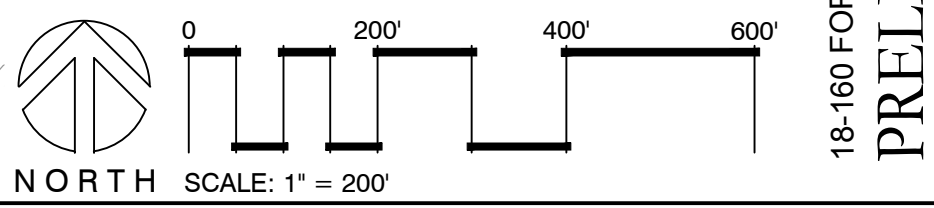
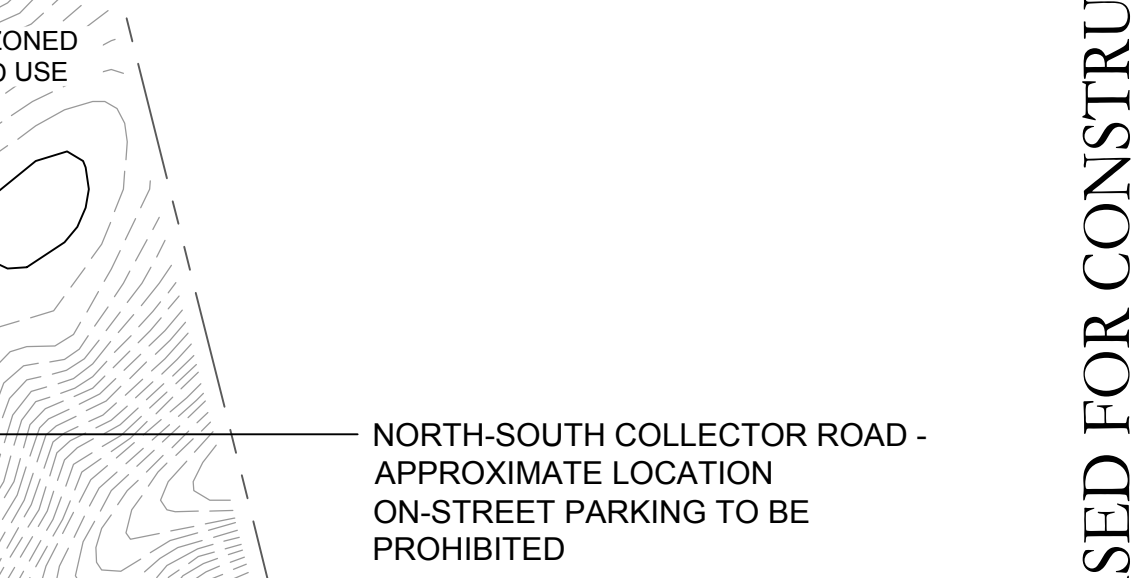
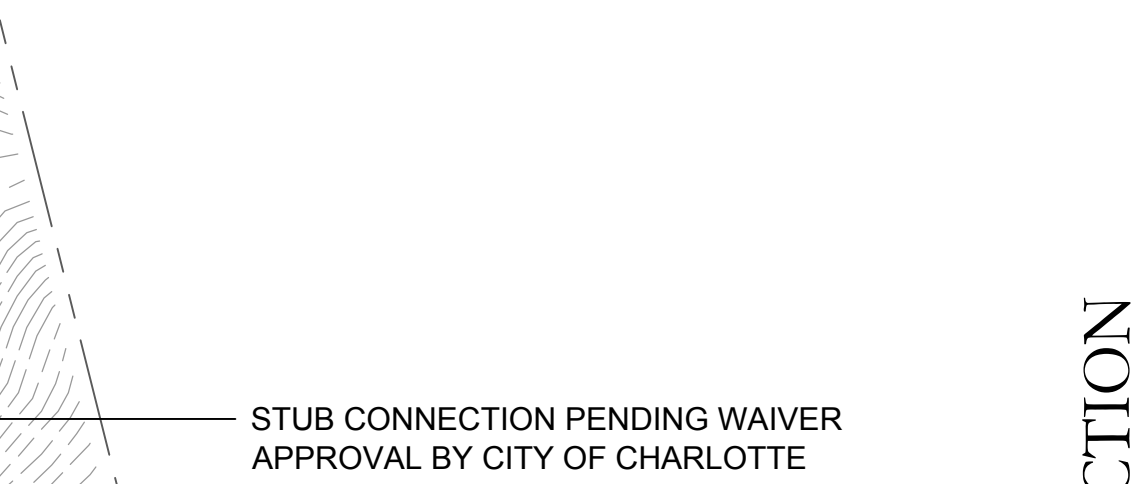
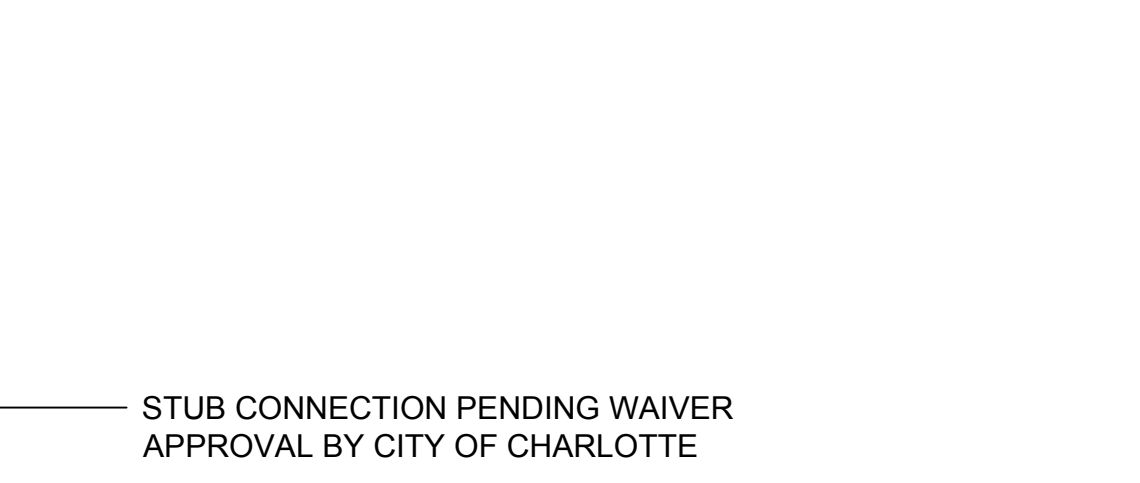
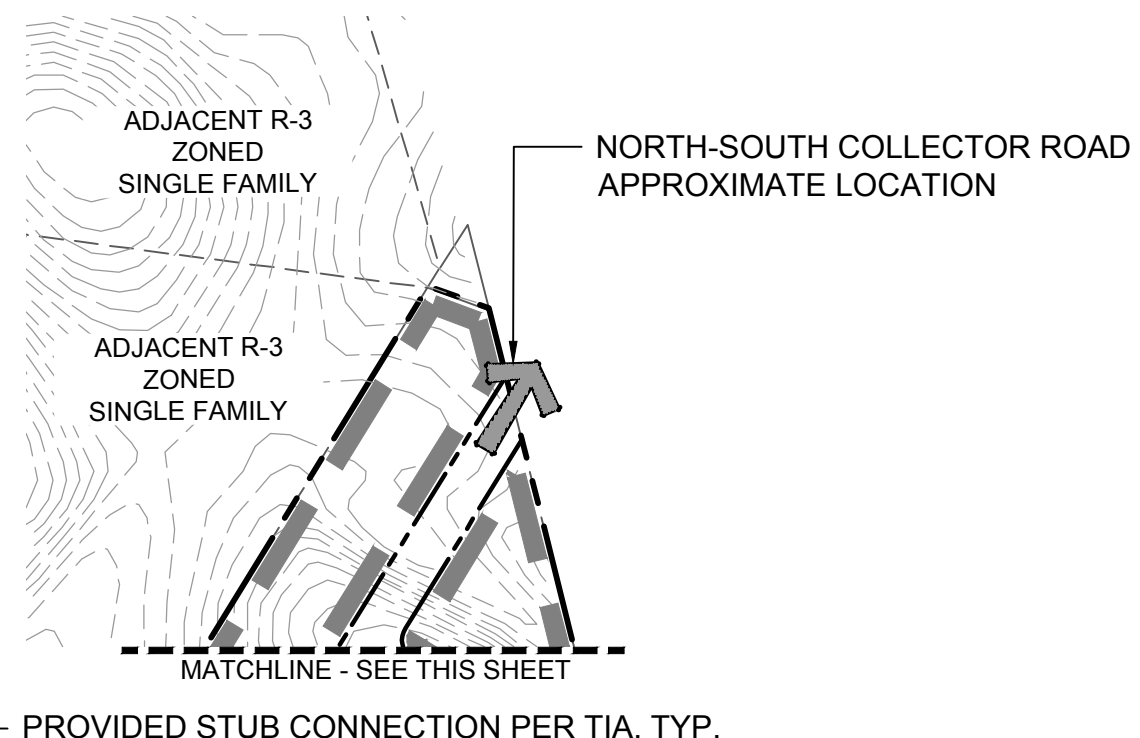
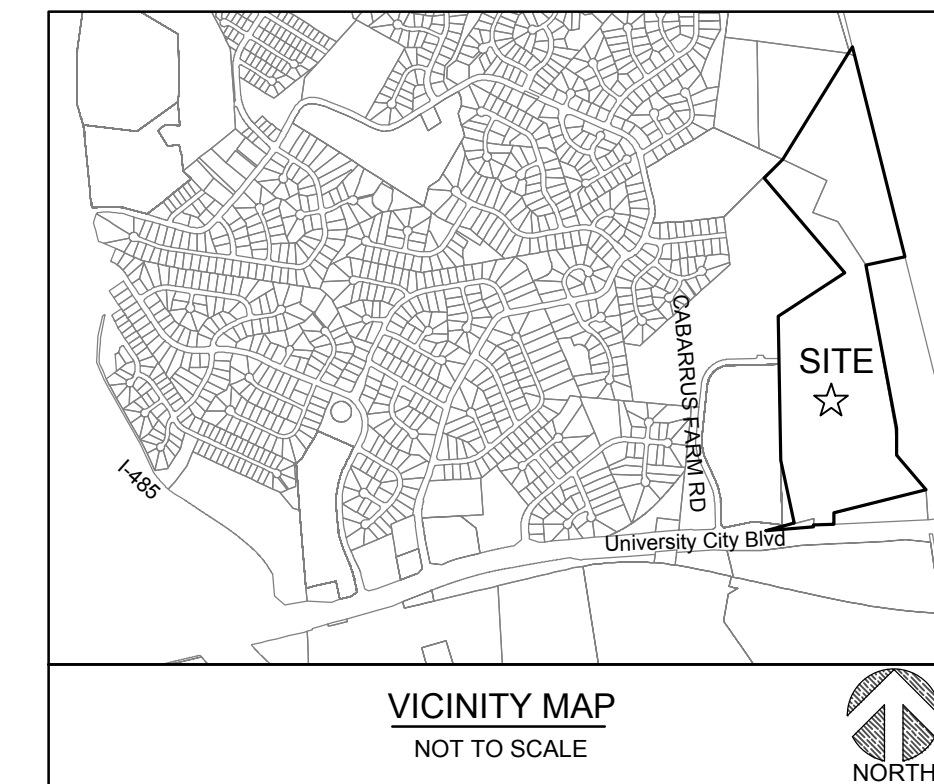
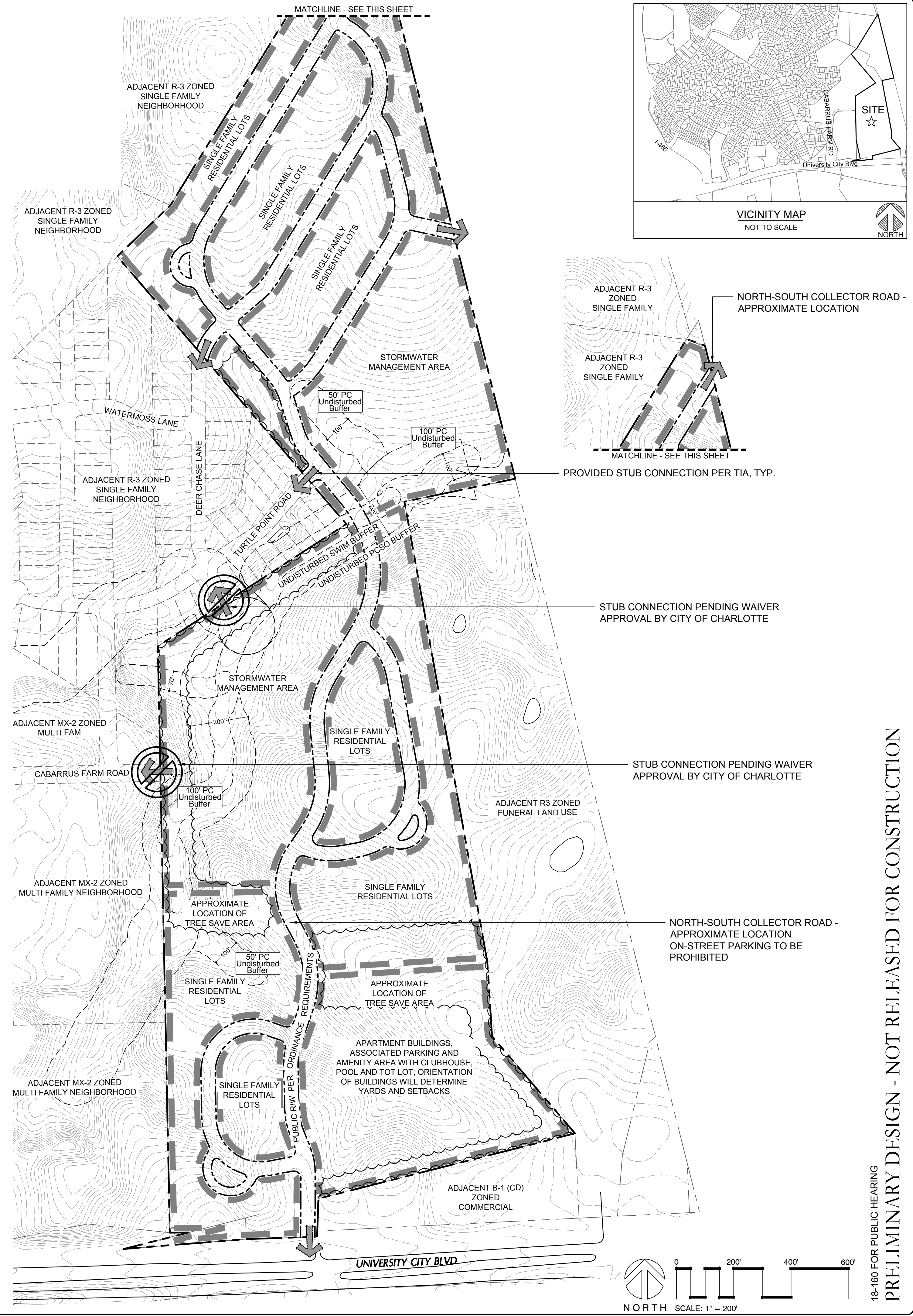
GROSS SITE AREA - ±93.86 AC
TREE SAVE AREA TO BE PROVIDED - ±9.38 AC

INITIAL SUBMISSION 10-22-18
SECOND SUBMISSION 06-10-19
THIRD SUBMISSION 08-12-19
FOURTH SUBMISSION 09-23-19

DEVELOPMENT DATA TABLE

| | |
|----------------------------------|------------|
| Site Acreage | ± 93.86 AC |
| Tax Parcels included in Rezoning | 05111103 |
| | 05111104 |
| | 05122178 |
| | 05111109 |
| | 05111114 |
| | 05111199 |

- a. Existing Zoning: R-3
- b. Proposed Zoning: MX-1
- c. Number of Residential Units: 538
- d. Residential Density: 5.73 Units/Acre
- e. Maximum Building Height: 40', 3 stories max.
- f. Number and/or Ratio of Parking Spaces: To Meet Ordinance Requirements
- g. Amount of Open Space: To Meet Ordinance Requirements



REVISIONS:

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CLIENT INFORMATION:
KSAD VENTURES
200 PARK AT NORTH HILLS ST., SUITE 1400
RALEIGH, NC 27609

PARAMOUNT ENGINEERING
122 Cinema Drive
Wilmington, North Carolina 28403
(910) 791-6707 (O) (910) 791-6760 (F)
NC License #: C-2846

CONDITIONAL REZONING PLAN
CAMERON COMMONS
CHARLOTTE
NORTH CAROLINA

PROJECT STATUS:
CONCEPTUAL LAYOUT:
PRELIMINARY LAYOUT:
RELEASED FOR CONSTRUCTION:
DRAWING INFORMATION:
DATE: 10-23-19
SCALE: AS SHOWN
DESIGNED: JRC
CHECKED: TBC

SEAL
CRZ-1
PEI JOB#: 18389.PE

18-160 FOR PUBLIC HEARING
PRELIMINARY DESIGN - NOT RELEASED FOR CONSTRUCTION