

CAMBRIDGE HOA PID: 11106358 0-15 (CD) USE: SINGLE FAM COMMON OPEN SPACE SIDEWALK UTILITY EASEMENT LOCATED CAMBRIDGE HOMEOWNERS 2' BEHIND PROPOSED SIDEWALK ASSN. C/O SCOTT STIFFEL All it for the second PID: 11107492 ÁLFREDO & FLAVIA 0-5 (CD) CAMBRIDGE JSE: SINGLE-FAM COMMON COMMONS LOPF7 PID: 11107425 PID: 11107430 R-5 (CD) 0-15 (CD) CAMBRIDGE COMMONS DR. USE: COMMERCIAL USE: SINGLE-FAM CAMBRIDGE COMMONS MARKETPLACE PID: 11107499 0-15 (CD) USE: COMMERCIAL HRISTOPHER SMITH PID: 11106334 R-5 (CD) APPROXIMATI USE: SINGLE-FAM LOCATION DEVALLCHIO ADAMS OF BMP #1 PID: 11106335 R-5 (CD) USE: SINGLE-FAM INVITATION HOMES PID: 11106336 BUILDING & PARKING R-5 (CD) : SINGLE-FAM **ENVELOPE** JON LIVI TRUST STEEL PID: 1110633 R-5 (CD) SE: SINGLE-FAM KENT & TISHA MARGRAVES ALEX & PID: 11106338 ANDREA SMITH R-5 (CD) PID: 11106339 USĘ: ȘINGLE-FAM R-5 (CD) USE: SINGLE-FAM WILLIAM BAYRD PID: 11106341 FIL VICTORIA VALÊNTINE R-5 (CD) PID: 11106340 USE: SINGLE-FAM R-5 (CD) ORD JSE: SINGLE-FAM BETSY MCCRARY / PID: 11106343 PID: 1110634297 R-5 (CD) R-5 (CD) ∧ USE: SINGLE-FAM PID: 11106397 USE: SINGLE-FAM R-5 (CD) CYRUS & ANGELA HAVEWALA PID: 11106344 R-5 (CD) USE: SINGLE-FAN INVITATION HOMES APPROXIMATE PID: 11106345 LOCATION SITE DEVELOPMENT DAT R-5 (CD) USE: SINGLE-FAM OF BMP #2 -ACREAGE: ± 26.71 ACRES **-TAX PARCEL #**: 111-063-01, 111-063-98, 111-063-02, 111-063-52, ANI HARRIFT 111-063-04 MCCAULEY -EXISTING ZONING: R-3 AND O-15(CD) PID: 11106346 **\_PROPOSED ZONING:** R-12MF(CD) ON 25.71 ACRES AND R-12MF ON ONE R-5 (CD) (1) ACRE (TAX PARCEL #111-063-04. USE: SINGLE-FAM -EXISTING USES: VACANT/RESIDENTIAL -PROPOSED USES: UP TO 308 MULTI-FAMILY RESIDENTIAL DWELLING INITS TOGETHER WITH ACCESSORY USES, AS ALLOWED IN THE R-12MF ZONING DISTRICT FOR THE PORTION OF THE SITE ZONED R-12MF(CD). FOR THE PORTION OF THE SITE ZONED R-12MF USES AS ALLOWED BY THE R-12MF ZONING DISTRICT WILL BE ALLOWED. -MAXIMUM BUILDING HEIGHT: NOT TO EXCEED THREE (3) STORIES OR 48 FEET MAXIMUM AVERAGE HEIGHT AT THE FRONT BUILDING LINE: BUILDING HEIGHT WILL BE MEASURED AS DEFINED BY THE ORDINANCE **BUILDING & PARKING** -PARKING: AS REQUIRED BY THE ORDINANCE WILL BE PROVIDED. ENVELOPE GENERAL PROVISIONS: SITE LOCATION. THESE DEVELOPMENT STANDARDS FORM A PART OF THE REZONING PLAN ASSOCIATED WITH THE REZONING PETITION

FILED BY HHHUNT. ("PETITIONER") TO ACCOMMODATE THE DEVELOPMENT OF A RESIDENTIAL COMMUNITY ON APPROXIMATELY 25.71 ACRE SITE GENERALLY LOCATED ALONG HARRISBURG ROAD ETWEEN CAMBRIDGE COMMONS DRIVE AND SAM DEE RD (THE "SITE"). 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 R-12MF ZONING CLASSIFICATION SHALL GOVERN

THE USES, PARKING AREAS, SIDEWALKS, STRUCTURES AND BUILDINGS. BUILDING ELEVATIONS. DRIVEWAYS. STREETS 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.

GRAPHICS AND ALTERATIONS. THE SCHEMATIC DEPICTIONS OF

DEVELOPMENT AND CONSTRUCTION PHASES, IT IS INTENDED THAT HIS REZONING PLAN PROVIDE FOR FLEXIBILITY IN ALLOWING SOME ALTERATIONS OR MODIFICATIONS FROM THE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS. THEREFORE, THERE MAY BE INSTANCES WHERE MINOR MODIFICATIONS WILL BE ALLOWED WITHOUT REQUIRING THE ADMINISTRATIVE AMENDMENT PROCESS PER SECTION 6.207 OF THE DRDINANCE. THESE INSTANCES WOULD INCLUDE CHANGES TO GRAPHICS IF THEY ARE MINOR AND DON'T MATERIALLY CHANGE THE OVERALL DESIGN INTENT

SINCE THE PROJECT HAS NOT UNDERGONE THE DESIGN

THE PLANNING DIRECTOR WILL DETERMINE IF SUCH MINOR MODIFICATIONS ARE ALLOWED PER THIS AMENDED PROCESS, AND IF IT IS DETERMINED THAT THE ALTERATION DOES NOT MEET THE CRITERIA DESCRIBED ABOVE. THE PETITIONER SHALL THEN FOLLOW THE ADMINISTRATIVE AMENDMENT PROCESS PER SECTION 6.207 OF THE  $\angle \Delta$ 

ORDINANCE; IN EACH INSTANCE, HOWEVER, SUBJECT TO THE

DEPICTED ON THE REZONING PLAN.

DEPICTED ON THE REZONING PLAN.

PETITIONER'S APPEAL RIGHTS SET FORTH IN THE ORDINANCE. NUMBER OF BUILDINGS PRINCIPAL AND ACCESSORY. THE TOTAL NUMBER OF PRINCIPAL RESIDENTIAL BUILDINGS TO BE DEVELOPED ON THE SITE SHALL NOT EXCEED 16. 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. PERMITTED USES & DEVELOPMENT AREA LIMITATION:

THE SITE MAY BE DEVELOPED WITH UP TO 308 MULTI-FAMILY ALLOWED IN THE R-12MF ZONING DISTRICT AS GENERALLY DEPICTED ON THE REZONING PLAN. b. NO MORE THAN 16 THREE-BEDROOM UNITS MAY CONSTRUCTED ON THE SITE. 40 FOOT STRIP OF LAND FROM CAMBRIDGE COMMONS DRIVE TO TAX PARCEL #111-063-04 TO PROVIDE THE CURRENTLY LAND LOCKED PARCEL WITH REQUIRED STREET FRONTAGE AS GENERALLY

THE DEVELOPMENT OF THE SITE WILL NOT INCREASE THE DEGREE OF NON-CONFORMITY FOR THE EXISTING SINGLE-FAMILY HOME OCATED ON TAX PARCEL #111-063-04. THE PRIVATE STREET LOCATED ADJACENT TO THE EXISTING SINGLE-FAMILY HOME PARCEL WILL MAINTAIN A 17 FOOT SETBACK AS MEASURED FROM THE RIGHT-OF-WAY LINE OF THE PRIVATE STREET. d. SURFACE PARKING AREAS WILL NOT BE ALLOWED BETWEEN CAMBRIDGE COMMONS DRIVE, HARRISBURG ROAD AND THE PROPOSED MULTI-FAMILY RESIDENTIAL BUILDINGS AS GENERALLY DEPICTED ON THE REZONING PLAN.

PAUL SPEARS

PID: 11106306

USE: SINGLE-FAM - -

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R=5 (CD)

3. ACCESS, TRANSPORTATION AND IMPROVEMENTS: ACCESS TO THE SITE WILL BE FROM CAMBRIDGE COMMONS DRIVE, AND SAM DEE ROAD AS GENERALLY DEPICTED ON THE REZONING PLAN. ACCESS TO HARRISBURG ROAD IS ALSO POSSIBLE SUBJECT TO NCDOT APPRON

THE PETITIONER WILL IMPROVE HARRISBURG ROAD WITH AN EIGHT (8) FOOT PLANTING STRIP AND A TWELVE (12) FOOT MULTI-USE PATH AS GENERALLY DEPICTED ON THE REZONING PETITION. c. THE PETITIONER WILL CONSTRUCT A NORTHBOUND LEFT TURN LANE FROM HARRISBURG ROAD TO SAM DEE ROAD. THE NORTHBOUND LEFT TURN LANE WILL CONTAIN 100 FEET OF STORAGE AND AN  $^{\prime}$ APPROPRIATE TAPER. THE CONSTRUCTION OF THIS NORTHBOUND LEFT TURN LANE MAY REQUIRE THE ACQUISITION OF OFF-SITE RIGHT-OF-WAY, EASEMENTS, INCLUDING SIGHT DISTANCE EASEMENTS. IF THE PETITIONER IS NOT ABLE TO SECURE THIS ADDITIONAL RIGHT-OF-WAY OR THE NECESSARY EASEMENTS THEN THE PETITIONER MAY REQUEST THAT THE CITY OF CHARLOTTE ASSIST WITH THE SECURING OF THE NEEDED RIGHT-OF-WAY OR EASEMENTS. THE PETITIONER MAY POST A BOND FOR THIS REQUIRED IMPROVEMENT TO ALLOW THE RELEASE OF THE FIRST AND SUBSEQUENT CERTIFICATES OF OCCUPANCY. IF THE CITY AND THE PETITIONER ARE NOT ABLE TO SECURE THE NECESSARY GHT-OF-WAY AND EASEMENTS TO CONSTRUCT THIS IMPROVEMENT THEN THE PETITIONER WILL NOT BE REQUIRED TO CONSTRUCT THE IMPROVEMENT BUT WILL INSTEAD CONTRIBUTE THE ESTIMATED COST RESIDENTIAL DWELLINGS UNITS TOGETHER WITH ACCESSORY USES 🖇 OF THE IMPROVEMENT TO THE CITY OF CHARLOTTE SO THAT THE CITY MAY CONSTRUCT THE IMPROVEMENT AT A LATER DATE. IF AFTER FIVE ) YEARS, AFTER THE CONTRIBUTION OF THE FUNDS TO THE CITY, IF THE CITY HAS NOT CONSTRUCTED THE PROPOSED LEFT-TURN LANE THE CITY WILL REIMBURSE THE FUNDS CONTRIBUTED TO THE CITY FOR

> PETITIONER. THE PETITIONER HAS BEEN ASKED BY CDOT TO ANALYZE THE OPERATION OF THE EXISTING ROUNDABOUT AT THE INTERSECTION OF

THE CONSTRUCTION OF THE PROPOSED LEFT-TURN LANE TO THE

CAMBRIDGE COMMONS DRIVE AND HARRISBURG ROAD WITH THE ADDITION OF THE SITE TRAFFIC. THE PETITIONER IS IN THE PROCESS OF PERFORMING THIS ANALYSIS AND WILL PROVIDE THE ANALYSIS TO CDOT AND NCDOT TO REVIEW. THE PETITIONER WILL WORK WITH CDOT AND NCDOT TO IMPLEMENT THE RECOMMENDED IMPROVEMENTS TO THE OPERATION OF THE ROUNDABOUT RECOMMEND BY THE ANALYSIS. THE AGREED UPON IMPROVEMENTS TO THE EXISTING ROUNDABOUT WILL BE ADDED TO THE CONDITIONAL PLAN PRIOR TO HE RECOMMENDATION OF THE ZONING COMMITTEE

JAMES & EVERLIN

KIRKPATRICK

PID: 11106136

MICHAEL JAFFA

PID: 11106117

R-5 (CD)

USE: SINGLE-FAM

THE PETITIONER WILL IMPROVE THE SITE'S FRONTAGE ON SAM DEE ROAD TO MEET LOCAL COLLECTOR STREET CROSS-SECTION. THE PETITIONER WILL IMPROVE SAM DEE ROAD WITH AN EIGHT (8) FOOT PLANTING STRIP AND A SIX (6) FOOT SIDEWALK AS GENERALLY DEPICTED ON THE REZONING PETITION

THE PETITIONER WILL IMPROVE THE SITE'S FRONTAGE ALONG CAMBRIDGE COMMONS DRIVE BY REMOVING THE EXISTING FOUR (4)  $\checkmark$ FOOT SIDEWALK AND REPLACING IT WITH A SIX (6) FOOT SIDEWALK AND A THIRTEEN (13) FOOT PLANTING STRIP AS GENERALLY DEPICTED ON THE REZONING PETITION.

THE PETITIONER WILL CONSTRUCT A PEDESTRIAN REFUGE ON CAMBRIDGE COMMONS DRIVE AT THE EXTENSION OF PRIVATE STREET B TO CAMBRIDGE COMMONS DRIVE, IF THE PETITIONER IS ABLE TO EXTEND PRIVATE STREET B TO CAMBRIDGE COMMONS DRIVE

THE PETITIONER WILL INSTALL A NEW ADA RAMP AT THE SOUTHEAST CORNER OF THE INTERSECTION OF CAMBRIDGE COMMONS DRIVE AND THE NORTHERN MOST ENTRANCE TO THE EXISTING SHOPPING CENTER (THE CORNER OF THE DRIVEWAY WITHOUT A CURRENT ADA RAMP), AS GENERALLY DEPICTED ON THE REZONING PETITION

THE PETITIONER WILL CONSTRUCT TWO PRIVATE STREETS BUILT O PUBLIC STREET STANDARDS AS GENERALLY DEPICTED ON THE REZONING PLAN. THESE NEW PRIVATE STREETS WILL BE DESIGNED AS A LOCAL RESIDENTIAL WIDE STREET AS GENERALLY DEPICTED ON THE REZONING PLAN. THE PETITIONER WILL RECORD A PUBLIC ACCESS EASEMENT OVER THE PRIVATE STREETS AGREEING TO KEEP THE STREETS OPEN AND AVAILABLE TO THE GENERAL PUBLIC FOR ACCESS THROUGH THE SITE

k. ANY REQUIRED ROADWAY IMPROVEMENT WILL BE APPROVED AND CONSTRUCTED PRIOR TO THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY FOR THE FIRST BUILDING ON THE SITE 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

