





Land Planning  
+

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**1420 Spring Hill Road, Suite 200  
McLean, Virginia 22102**

4100 Providence Road  
Charlotte, NC 28204

**Project No.**  
**4161**

Issued

11/26/12

Revised

01/18/13

02/22/13

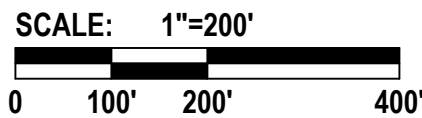
**SCALE: 1"=200'**

0 100' 200' 400'


## RZ1.1

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SCALE: 1"=200'



A horizontal scale bar with alternating black and white segments. It is marked with '0', '100'', '200'', and '400'' at regular intervals.

**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.

The schematic depiction 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  $\pm 2$  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

(viii) 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. 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.

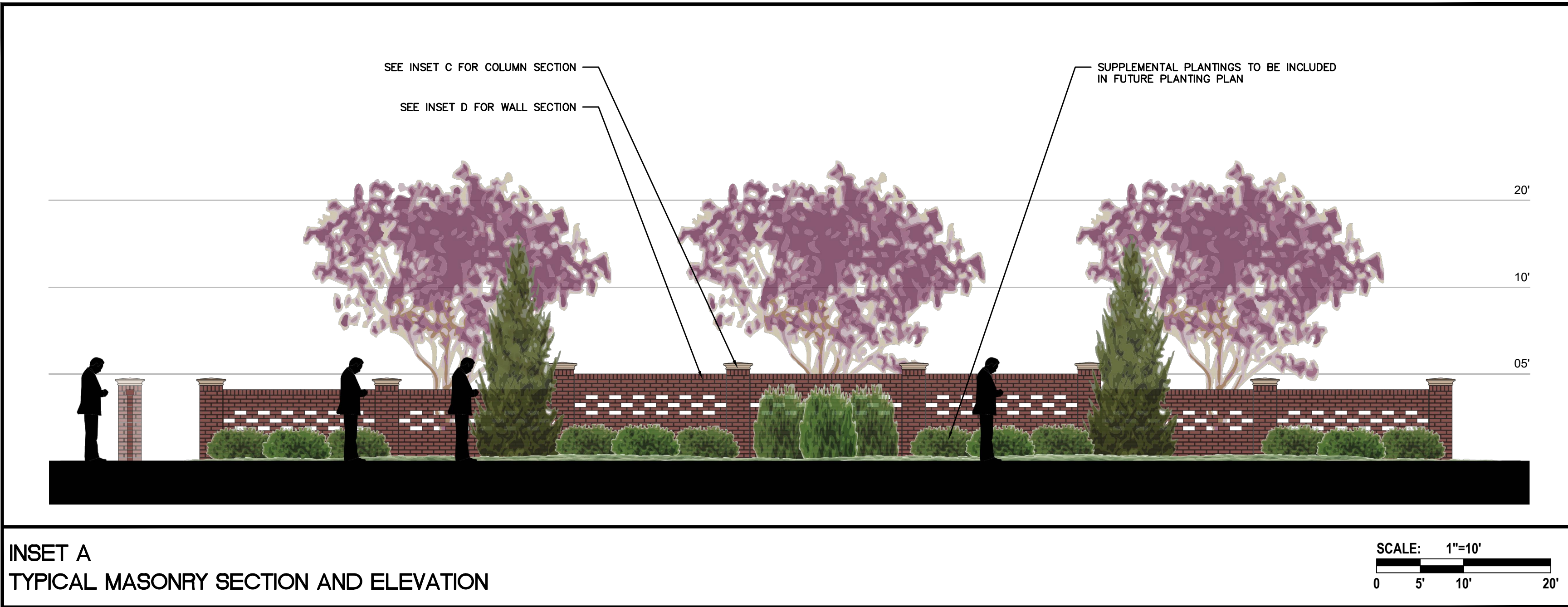
The Petitioner will detain the northern driveway on Providence Road as a full movement signalized driveway as generally depicted on the Rezonning Plan. If a traffic signal is approved at this location by NCDOT and CDOT within one (1) year of the approval of this Petition, the Petitioner will provide funds to the City of Raleigh for the installation of the traffic signal. The City of Raleigh has approved the installation of the \$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 and 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 NCDOT to install the traffic signal. The design described above is prior to the issuance of the traffic signal. If the funding permit, as approved by the City of Raleigh, is not approved, the proposed development, 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.

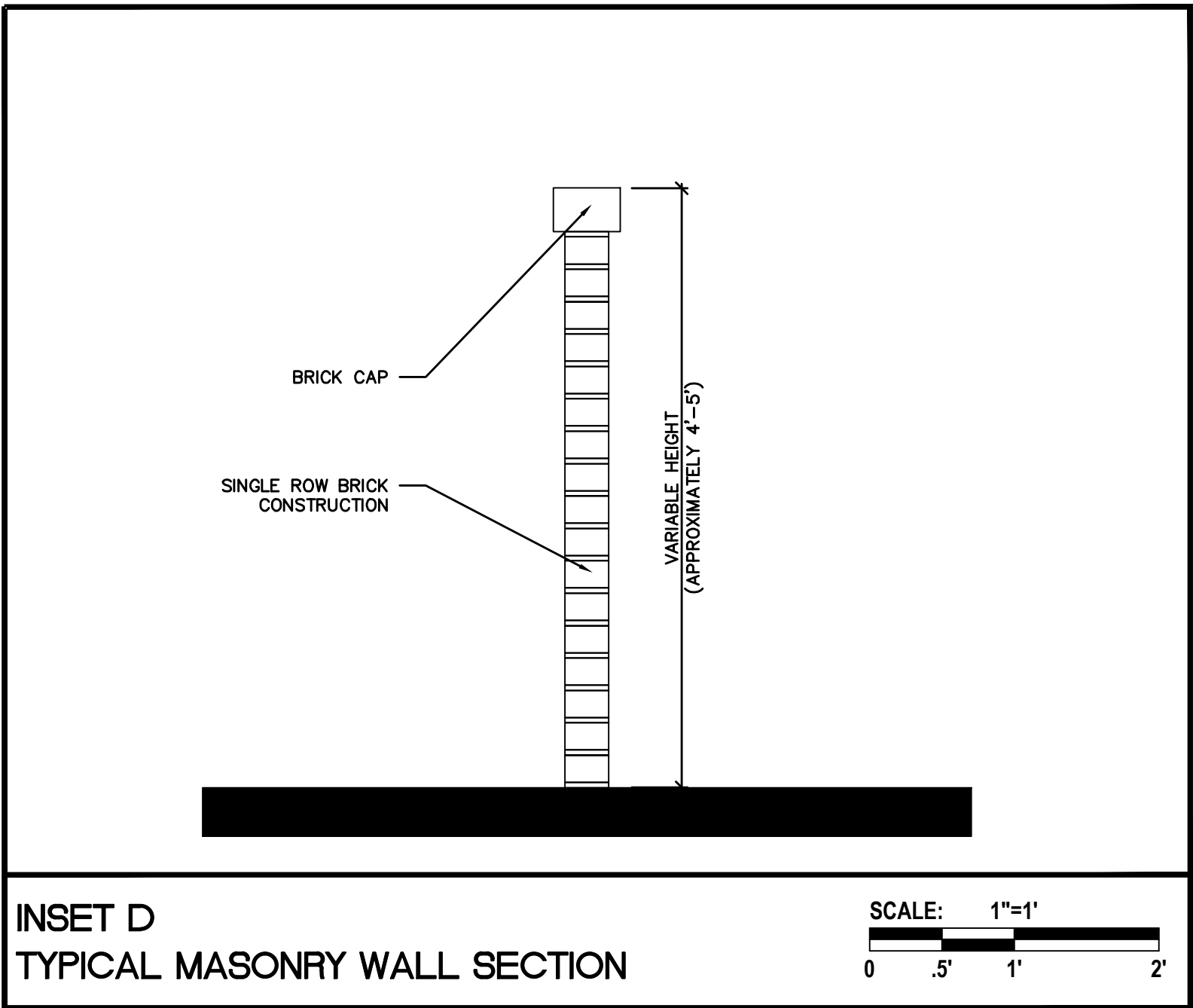
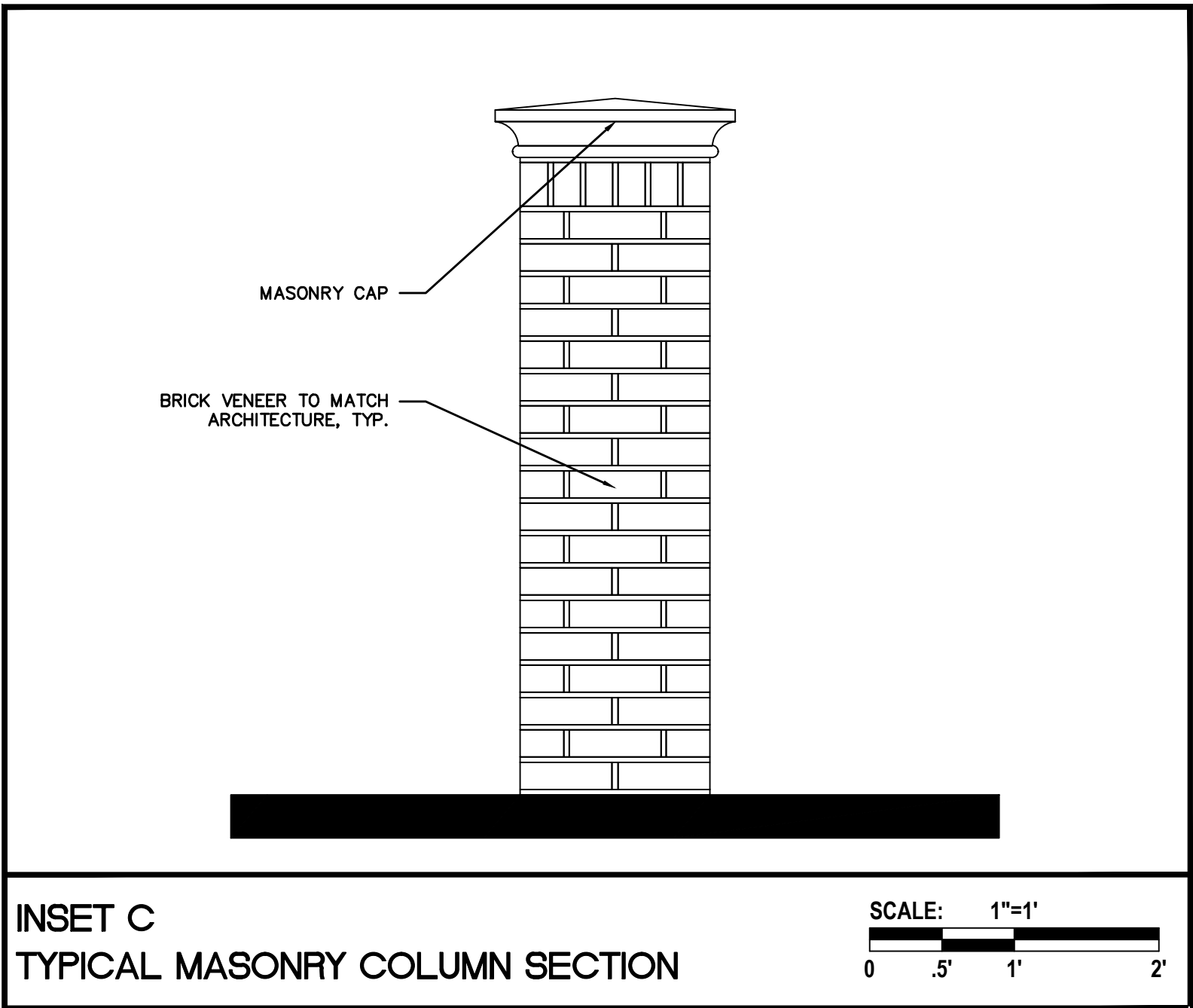
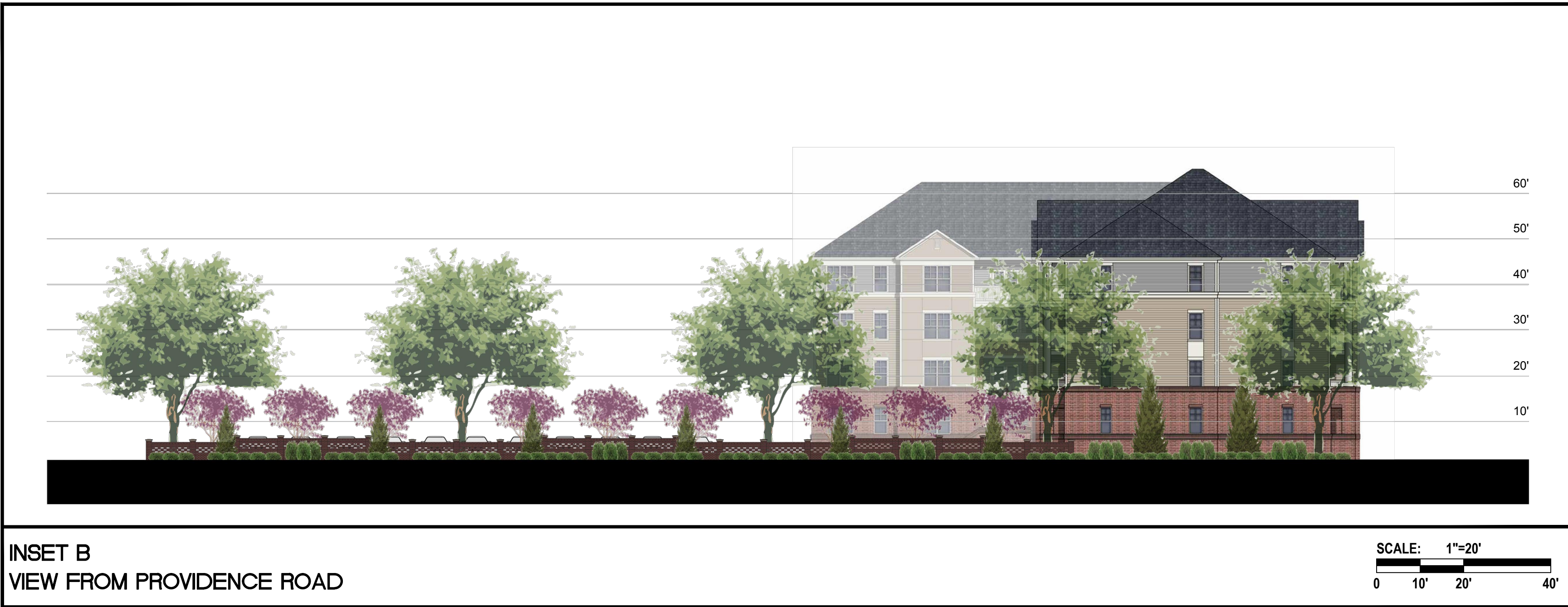
g. The alignment of the internal vehicular circulation and driveways may be modified by the Petitioner to accommodate changes in traffic patterns, parking layouts and any adjustments required for approval by CDOT in accordance with published standards.





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.



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PINEHURST**

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**REZONING  
PLAN**

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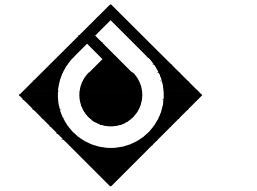
SCALE: VARIES(X)

0 .5X X 2X

**RZ1.2**

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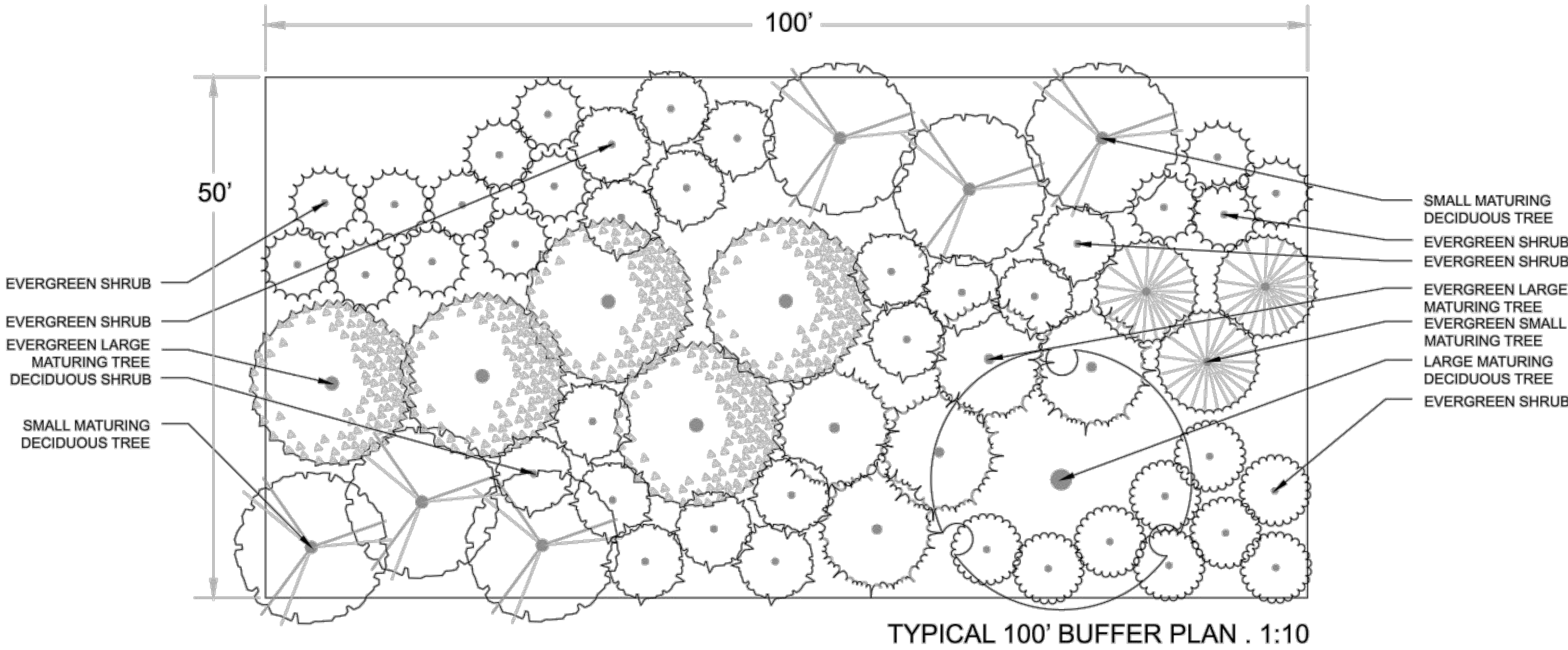
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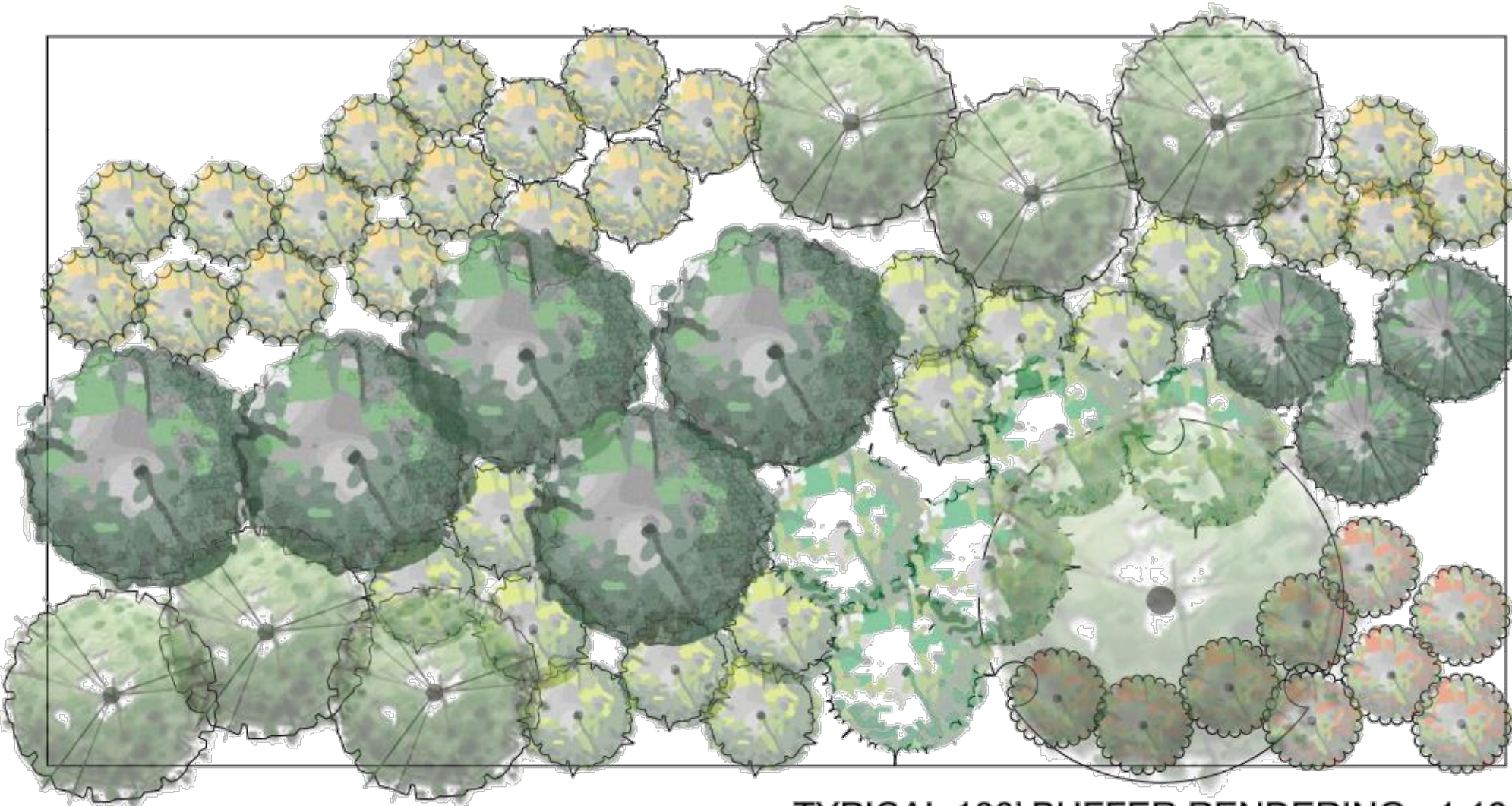
**RZ1.3**

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TYPICAL 100' BUFFER PLAN . 1:10



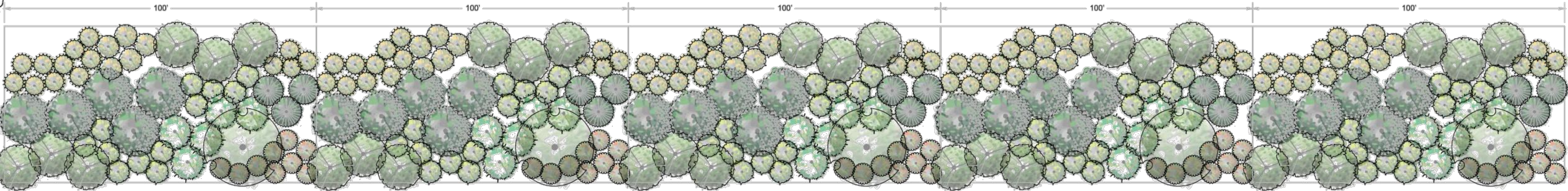
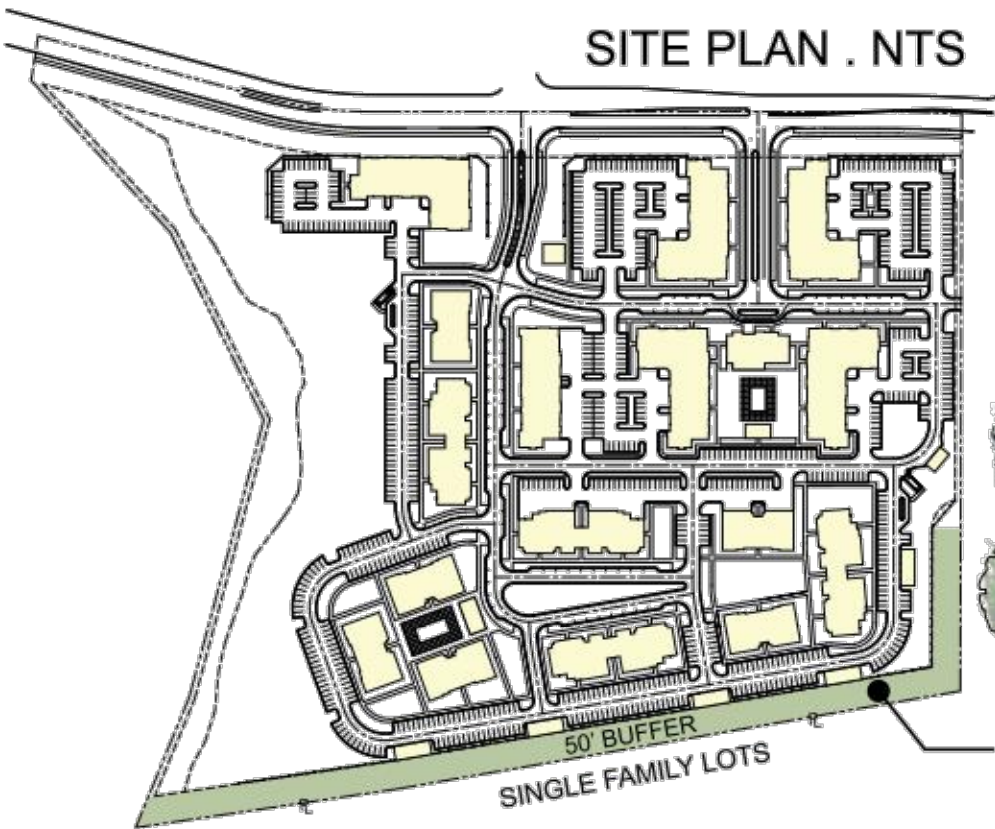
TYPICAL 100' BUFFER RENDERING . 1:10

### NOTES

CLASS C BUFFER

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

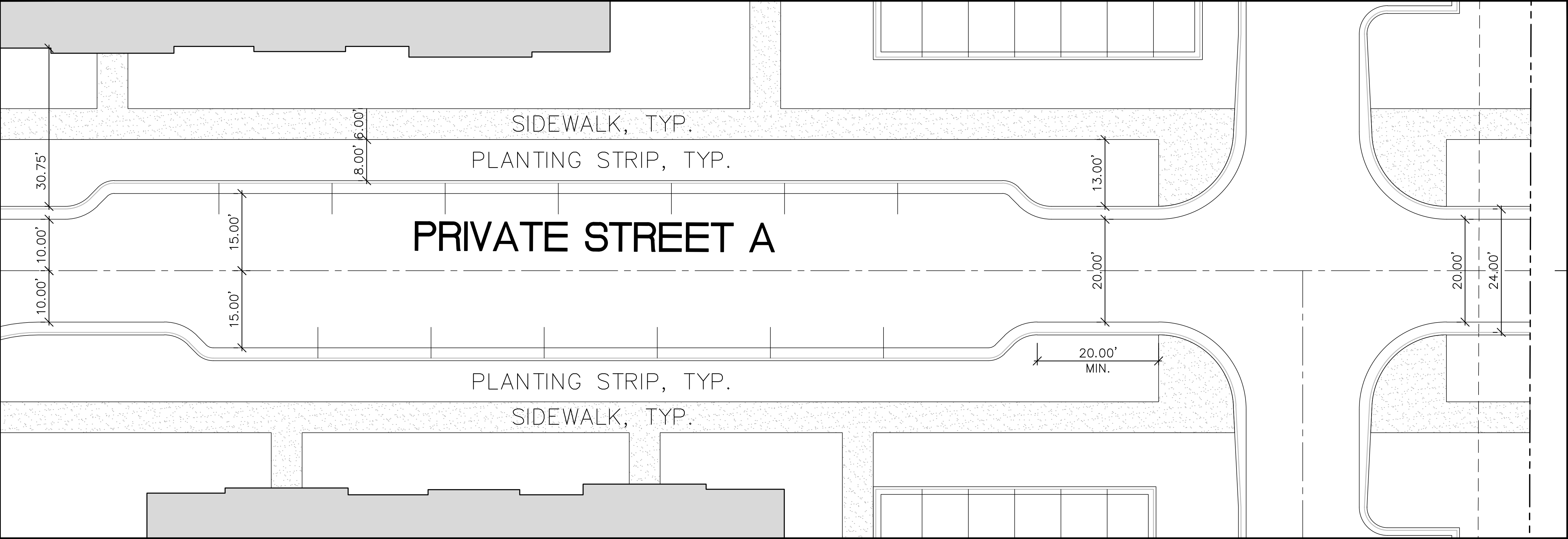
PROVIDED:  
20 TREES (11 LARGE MATURING, 9 MEDIUM MATURING)  
40 SHRUBS (LESS THAN 25% DECIDUOUS)



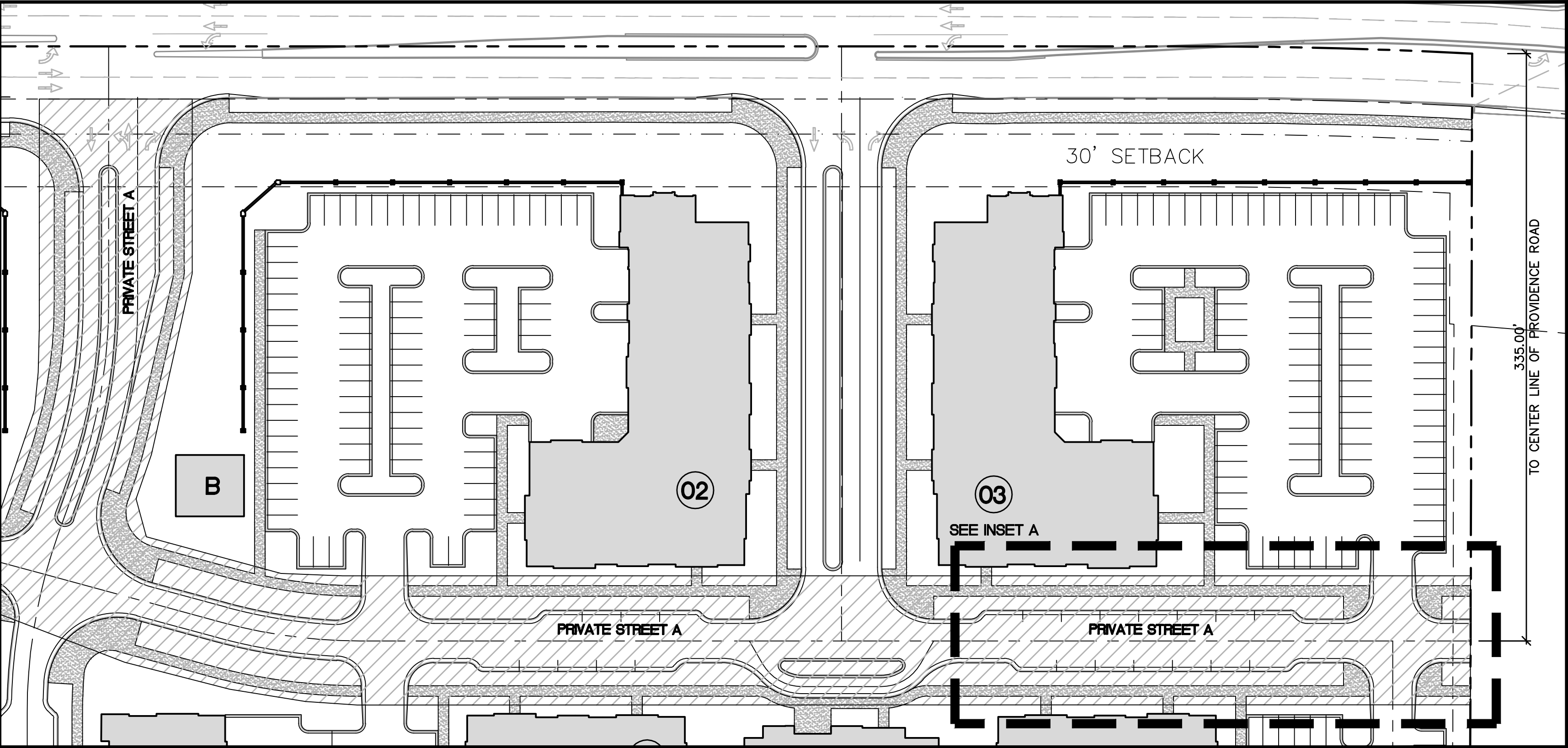
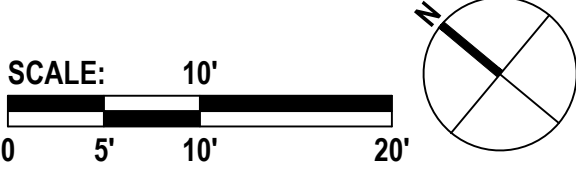
BUFFER RENDERING . 1:20

\*APPROXIMATE TOTAL BUFFER LENGTH = 1700 LF

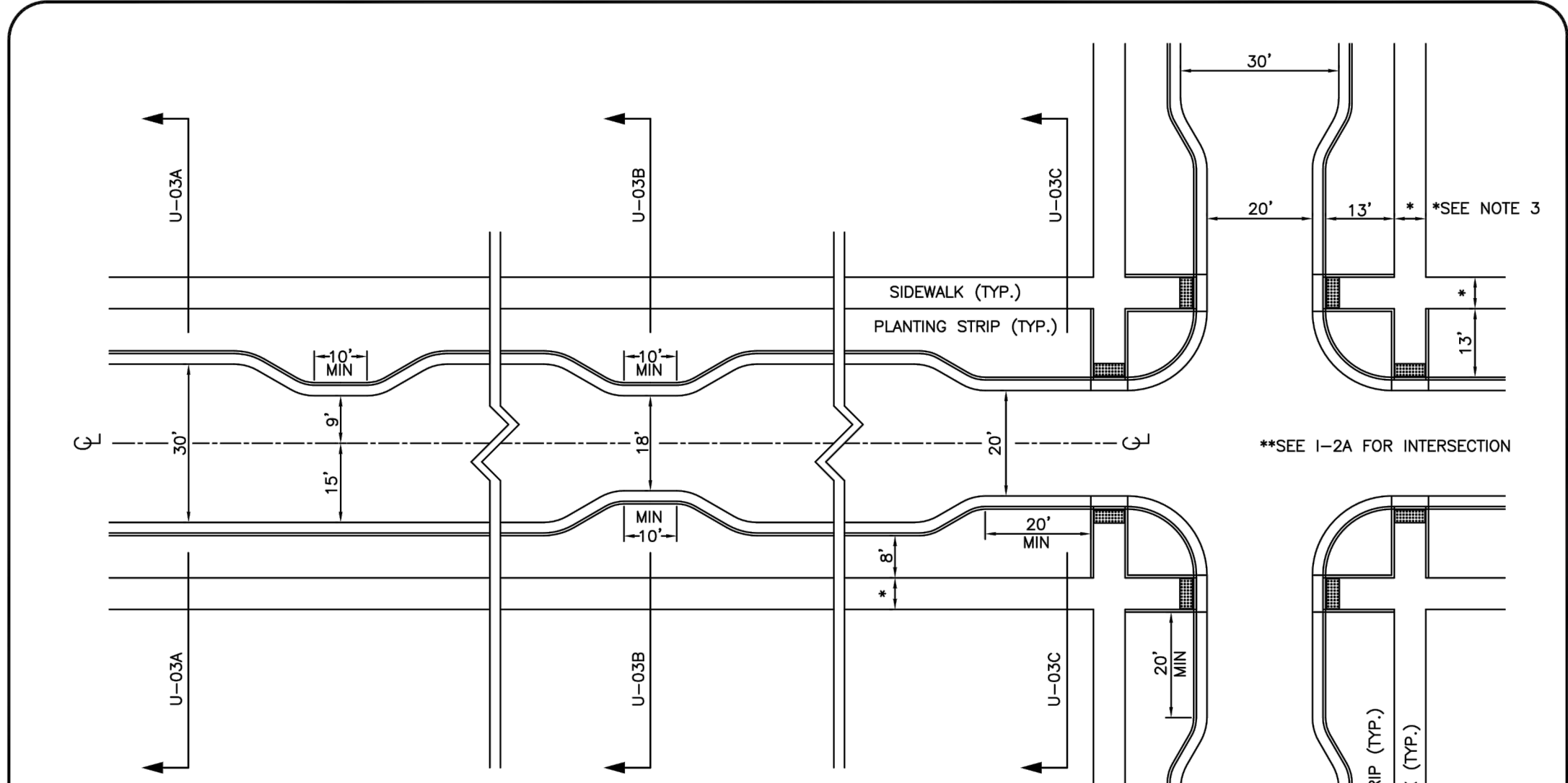
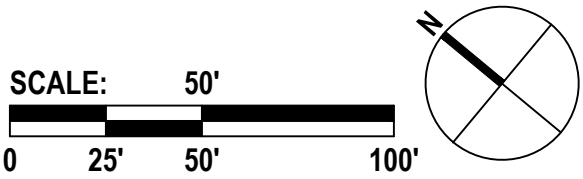




INSET A  
TYPICAL STREET 'A' DIMENSIONING  
NOTE: THE PETITIONER HAS MODIFIED THE PROPOSED CROSS-SECTION TO UTILIZE SIX(6) FOOT SIDEWALKS, IN LIEU OF EIGHT(8) FOOT SIDEWALKS, AS PART OF THE CONSTRUCTION OF THIS PRIVATE STREET.



CONTEXT AREA MAP  
(HATCHED AREA TO BE DESIGNED TO PUBLIC STREET STANDARDS)



- NOTES:
1. REFER TO U-03A FOR TYPICAL SECTION, U-03B FOR MID-BLOCK SECTION, AND U-03C FOR INTERSECTION SECTION.
  2. SHADOW PARKING WITH CURB EXTENSIONS, SHOWN AT U-03B. IF CURB EXTENSION IS ONLY ON ONE SIDE OF ROAD, A 24' PAVEMENT WIDTH WILL BE REQUIRED AS SHOWN ABOVE.
  3. SIDEWALK IS 6' MIN. WHEN LESS THAN 12 DWELLINGS PER ACRE (D.U.A.). SIDEWALK IS 8' MIN. WHEN 12 D.U.A. OR GREATER.
  4. PAVEMENT WIDTH DIMENSIONS SHOWN ARE FOR STREETS THAT USE 2'-6" STD. CURB & GUTTER. ADJUST WIDTHS ACCORDINGLY IF 2'-0" STD. CURB & GUTTER OR VALLEY GUTTER ARE USED (SEE DETAILS U-03 A, B, AND C FOR MORE INFO.)

\*SEE NOTE 3

NOT TO SCALE



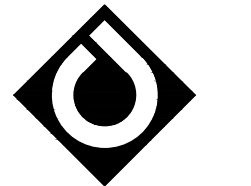
CITY OF CHARLOTTE  
LAND DEVELOPMENT STANDARDS  
INCLUDES CHARLOTTE ETJ

LOCAL RESIDENTIAL WIDE STREET  
PLAN VIEW

STD. NO. REV.  
U-03 6

USDG STANDARD

NOT TO SCALE



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RZ1.4

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