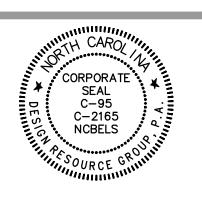




LANDSCAPE ARCHITECTURE CIVIL ENGINEERING TRANSPORTATION PLANNING

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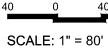
REZONING PETITION

2019 - 028

REZONING DOCUMENT

SCHEMATIC

SITE PLAN



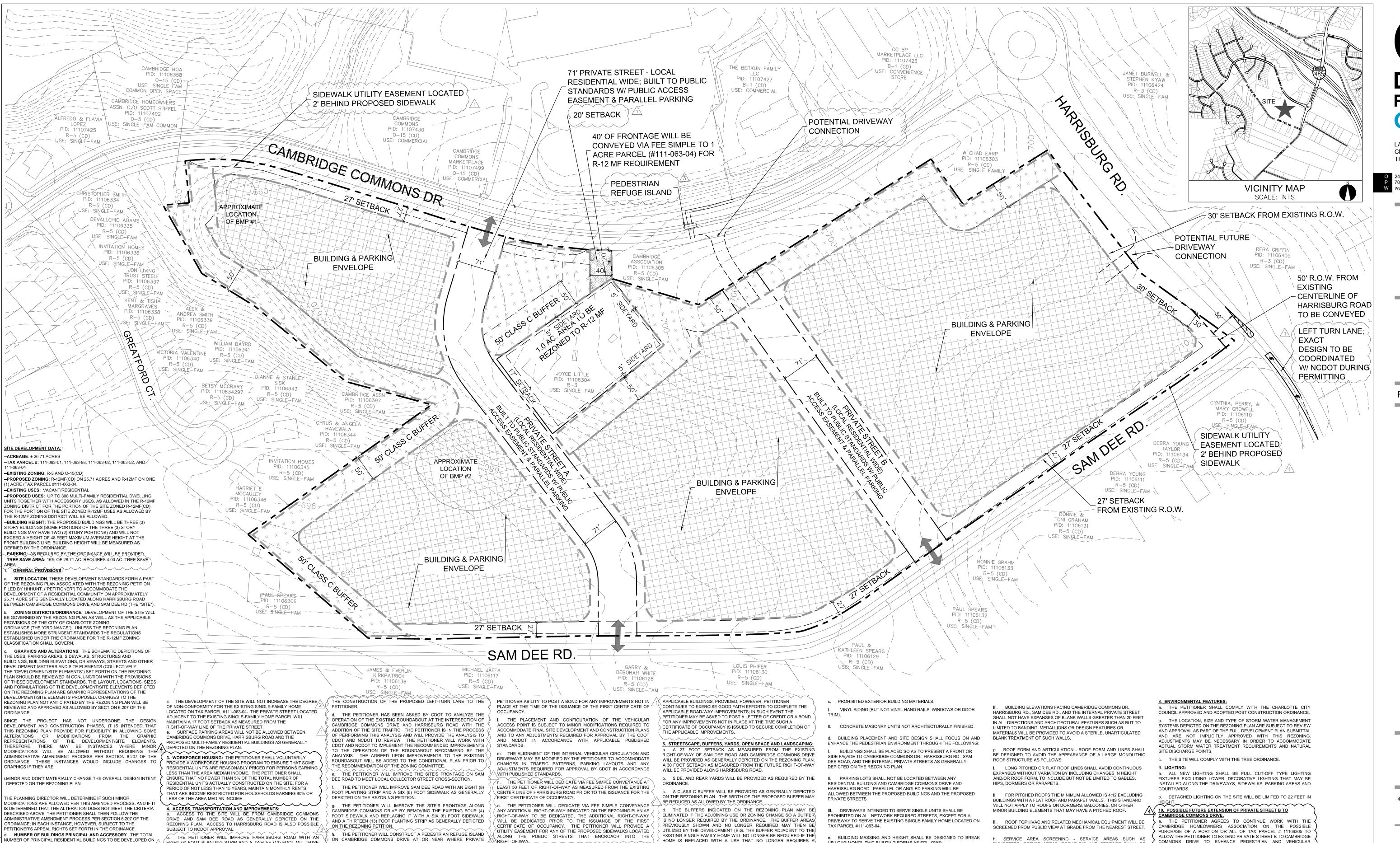
PROJECT #: DRAWN BY: CHECKED BY:

FEBRUARY 14, 2019

REVISIONS:

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1. APRIL 15, 2019 - PER STAFF COMMENTS 2. MAY 13, 2019 - NOTES UPDATE 3. JUNE 6, 2019 - PER STAFF COMMENTS 4. JULY 22, 2019 - PER 07.15.19 PUBLIC HEARING



BUFFER OR THE HOME IS REMOVED FROM THE LOT).

WILL BE FIVE (5) FEET

ON HANDRAILS/RAILINGS

e. ALONG THE SITE'S INTERNAL PARKING AREAS THE PETITIONER

WILL PROVIDE A SIDEWALK AND CROSS-WALK NETWORK THAT LINKS

ABUTTING PUBLIC STREETS IN THE MANNER DEPICTED ON THE

REZONING PLAN. THE MINIMUM WIDTH FOR THIS INTERNAL SIDEWALK

a THE BUILDING MATERIALS USED ON THE PRINCIPAL BUILDINGS

SOME OF THE FOLLOWING: BRICK, STONE, PRECAST STONE, PRECAST

CONCRETE, SYNTHETIC STONE, CEMENTITIOUS FIBER BOARD, STUCCO,

EIFS, DECORATIVE BLOCK AND/OR WOOD. VINYL OR ALUMINUM AS A

BUILDING MATERIAL MAY ONLY BE USED ON WINDOWS, SOFFITS AND

ACCESSORY BUILDINGS ABUTTING THE EXISTING PUBLIC STREETS AND

OF THAT BUILDING'S ENTIRE FACADE FACING SUCH NETWORK STREET

USING BRICK, NATURAL STONE (OR ITS SYNTHETIC EQUIVALENT),

STUCCO OR OTHER MATERIAL APPROVED BY THE PLANNING DIRECTOR.

THE INTERNAL PRIVATE STREETS SHALL COMPRISE A MINIMUM OF 20%

PREFERRED EXTERIOR BUILDING MATERIALS: ALL PRINCIPAL AND

CONSTRUCTED ON SITE WILL BE A COMBINATION OF PORTIONS OF

6. ARCHITECTURAL STANDARDS, GENERAL DESIGN GUIDELINES:

TO THE BUILDING ON THE SITE AND TO THE SIDEWALKS ALONG THE

UP LONG MONOLITHIC BUILDING FORMS AS FOLLOWS:

DESIGNED TO CREATE VISUAL INTEREST AS FOLLOWS:

HANGE IN MATERIALS OR COLORS.

RECESSES, PROJECTIONS, AND ARCHITECTURAL DETAILS).

BUILDINGS EXCEEDING 135 FEET IN LENGTH SHALL INCLUDE

PROJECT OR RECESS A MINIMUM OF 4 FEET EXTENDING THROUGH THE

. ARCHITECTURAL ELEVATION DESIGN - ELEVATIONS SHALL BE

OR ARTICULATED ARCHITECTURAL FACADE FEATURES WHICH MAY

OFFSETS, PROJECTIONS, RECESSES, PILASTERS, BANDING AND

BUILDINGS SHALL BE DESIGNED WITH A RECOGNIZABLE

COMMONS DR., HARRISBURG RD., SAM DEE RD., AND THE INTERNA

PREFERRED EXTERIOR BUILDING MATERIALS OR ARTICULATED

ARCHITECTURAL FAÇADE FEATURES AND COLOR CHANGES.

PRIVATE STREETS. SUCH BASE MAY BE EXECUTED THROUGH USE OF

ARCHITECTURAL BASE ON ALL FACADES FACING CAMBRIDGE

INCLUDE BUT NOT BE LIMITED TO A COMBINATION OF EXTERIOR WALL

BUILDING ELEVATIONS SHALL BE DESIGNED WITH VERTICAL BAYS

MODULATIONS OF THE BUILDING MASSING/FACADE PLANE (SUCH AS

MODULATIONS SHALL BE A MINIMUM OF 10 FEET WIDE AND SHALL

RIGHT-OF-WAY.

RIGHT-OF-WAY AVAILABILITY. IT IS UNDERSTOOD THAT SOME OF

E PUBLIC ROADWAY IMPROVEMENTS REFERENCED IN SUBSECTION

A. ABOVE MAY NOT BE POSSIBLE WITHOUT THE ACQUISITION OF

GOOD FAITH EFFORTS. THE PETITIONER IS UNABLE TO REACH A

SETTLEMENT WITH A PROPERTY OWNER TO ACQUIRE ANY LAND

ADDITIONAL RIGHT OF WAY. IF AFTER THE EXERCISE OF DILIGENT.

NECESSARY TO PROVIDE FOR ANY SUCH ADDITIONAL RIGHT-OF-WAY

DEPARTMENT OR GOVERNMENTAL BODY FOR THE COST OF ANY SUCH

> ACQUISITION PROCEEDINGS INCLUDING COMPENSATION PAID BY THE

APPLICABLE AGENCY, DEPARTMENT OR GOVERNMENTAL BODY FOR

ANY SUCH LAND AND THE EXPENSES OF SUCH PROCEEDINGS.

DELAYS IN THE ACQUISITION OF ADDITIONAL RIGHT-OF-WAY AS

HAT THE PETITIONER SEEKS TO OBTAIN A CERTIFICATE OF

> RELATED DEVELOPMENT PHASING DESCRIBED ABOVE. THEN THE

FURTHERMORE, IN THE EVENT PUBLIC ROADWAY IMPROVEMENTS

REFERENCED IN SUBSECTION A. ABOVE ARE DELAYED BECAUSE OF

OCCUPANCY FOR BUILDING(S) ON THE SITE IN CONNECTION WITH

PETITIONER WILL WORK WITH CITY STAFF TO DETERMINE A PROCESS.

TO ALLOW THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR THE

CÔNTÈMPLATÊD HERÊIN AND SUCH DELAY EXTENDS BÊYOND THE TIME

THEN THE CITY MAY PROVIDE ACQUISITION SERVICES RELATED TO

PUBLIC INFRASTRUCTURE IMPROVEMENTS. IN SUCH EVENT, THE

PETITIONER SHALL REIMBURSE THE APPLICABLE AGENCY.

STREET B WOULD BE EXTENDED TO CAMBRIDGE COMMONS DRIVE,

SUBJECT TO CDOT APPROVAL. IF CDOT DETERMINES THAT A

PEDESTRIAN REFUGE ISLAND, AT THIS PROPOSED LOCATION, IS NOT

SAFE OR APPROPRIATE THEN THE PETITIONER WILL NOT BE REQUIRED

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

THE PETITIONER WILL INSTALL A NEW ADA RAMP AT THE

THE PETITIONER WILL CONSTRUCT TWO PRIVATE STREETS BUILT

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

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

TO INSTALL THE PEDESTRIAN REFUGE ISLAND.

REZONING PETITION.

THROUGH THE SITE

EIGHT (8) FOOT PLANTING STRIP AND A TWELVE (12) FOOT MULTI-USE

 $^{
angle}$ LANE FROM HARRISBURG ROAD TO SAM DEE ROAD. THE NORTHBOUND $^{\circ}$

LEFT TURN LANE WILL CONTAIN 100 FEET OF STORAGE AND AN

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

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

RIGHT-OF-WAY AND FASEMENTS TO CONSTRUCT THIS IMPROVEMENT

THEN THE PETITIONER WILL NOT BE REQUIRED TO CONSTRUCT THE

IMPROVEMENT, BUT WILL INSTEAD CONTRIBUTE THE ESTIMATED COST

OF THE IMPROVEMENT TO THE CITY OF CHARLOTTE SO THAT THE CITY

MAY CONSTRUCT THE IMPROVEMENT AT A LATER DATE. IF AFTER FIVE

(5) YEARS, AFTER THE CONTRIBUTION OF THE FUNDS TO THE CITY, IF $^{\circ}$

THE CITY HAS NOT CONSTRUCTED THE PROPOSED LEFT-TURN LANE &

THE CITY WILL REIMBURSE THE FUNDS CONTRIBUTED TO THE CITY FOR

THE PETITIONER WILL CONSTRUCT A NORTHBOUND LEFT TURN

PATH AS GENERALLY DEPICTED ON THE REZONING PETITION.

RESIDENTIAL DWELLINGS UNITS TOGETHER WITH ACCESSORY USES NIGHT-OF-WAY OR THE NECESSARY EASEMENTS THEN THE

THE SITE SHALL NOT EXCEED 16. ACCESSORY BUILDINGS AND

ANY LIMITATION ON THE NUMBER OF BUILDINGS ON THE SITE.

2. PERMITTED USES & DEVELOPMENT AREA LIMITATION:

ON THE REZONING PLAN

NO MORE THAN 16

DEPICTED ON THE REZONING PLAN.

CONSTRUCTED ON THE SITE.

STRUCTURES LOCATED ON THE SITE SHALL NOT BE CONSIDERED IN

ACCESSORY BUILDINGS AND STRUCTURES WILL BE CONSTRUCTED

UTILIZING SIMILAR BUILDING MATERIALS, ARCHITECTURAL ELEMENTS

AND DESIGNS AS THE PRINCIPAL BUILDINGS LOCATED ON THE SITE.

THE SITE MAY BE DEVELOPED WITH UP TO 308 MULTI-FAMILY

ALLOWED IN THE R-12MF ZONING DISTRICT AS GENERALLY DEPICTED

THE PETITIONER WILL CONVEY VIA FEE SIMPLE CONVEYANCE A

40 FOOT STRIP OF LAND FROM CAMBRIDGE COMMONS DRIVE TO TAX

PARCEL #111-063-04 TO PROVIDE THE CURRENTLY LAND LOCKED

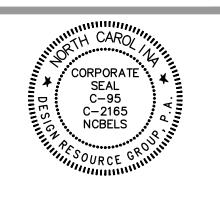
PARCEL WITH REQUIRED STREET FRONTAGE AS GENERALLY

THREE-BEDROOM UNITS MAY BE

DESIGN **RESOURCE** GROUP

> LANDSCAPE ARCHITECTURE CIVIL ENGINEERING TRANSPORTATION PLANNING

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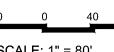


REZONING PETITION

2019 - 028

REZONING DOCUMENT

TECHNICAL



PROJECT #:

FEBRUARY 14, 2019

REVISIONS:

DRAWN BY

CHECKED BY:

COMMONS DRIVE TO ENHANCE PEDESTRIAN AND VEHICULAR

AMENDMENTS TO THE REZONING PLAN:

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

. 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

LINDER 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.

12. BINDING EFFECT OF THE REZONING APPLICATION:

CONNECTIVITY FOR THE SITE AND AREA.

SUCCESSORS IN INTEREST OR ASSIGNS.

ORDINANCE.

DUMPSTERS, REFUSE AREAS, RECYCLING AND STORAGE SHALL BE

SCREENED FROM VIEW WITH MATERIALS AND DESIGN TO BE

DEPICTED ON THE REZONING PLAN.

IS ADJACENT

AND FROM THE ABUTTING PUBLIC STREETS.

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

OF THE PROPOSED DUMPSTER AND RECYCLING AREAS IS GENERALLY

METER BANKS WILL BE SCREENED FROM ADJOINING PROPERTIES

SIDEWALK EXTENSIONS SHOULD BE PROVIDED BETWEEN ALI

IMPROVED OPEN SPACE AREAS WILL BE PROVIDED AS GENERALLY

DEPICTED ON THE REZONING PLAN. THE PROPOSED OPEN SPACE

AMENITY AREAS WILL BE IMPROVED WITH LANDSCAPING SEATING

AREAS. HARDSCAPE ELEMENTS AND SHADE STRUCTURES AS

APPLICABLE AND APPROPRIATE TO THE PROPOSED AMENITY AREA

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STREET TREES ON ALL PUBLIC AND PRIVATE STREETS WHEN PARKING

ABOVE GRADE PERIMETER NOT PAVED FOR ACCESS. THE LOCATION

APRIL 15, 2019 - PER STAFF COMMENTS MAY 13, 2019 - NOTES UPDATE JUNE 6, 2019 - PER STAFF COMMENTS 4 JULY 22, 2019 - PER 07.15.19 PUBLIC HEARING

143-041

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