

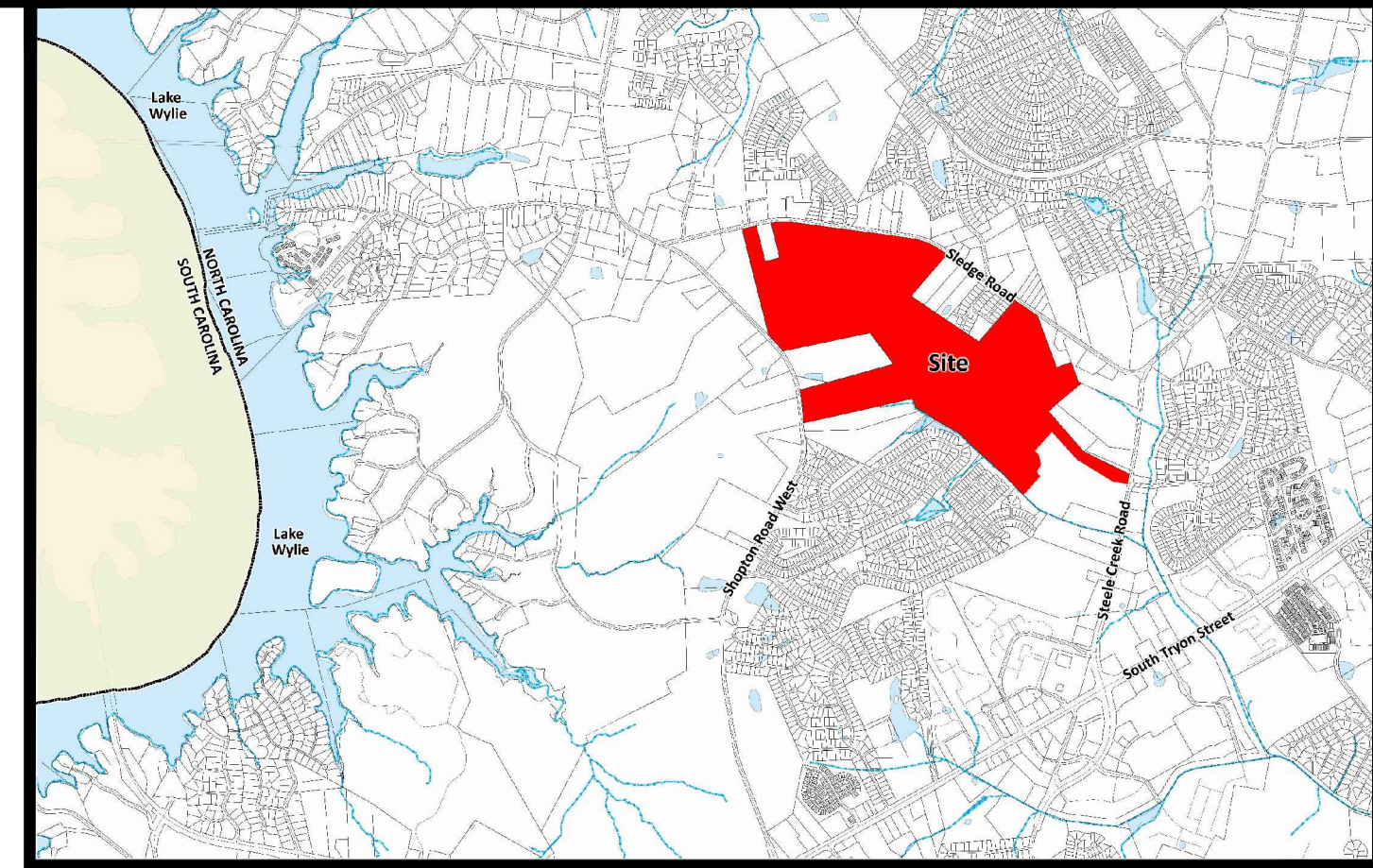
# Gambrell Site

## Conditional District Rezoning - Petition # 2019-128

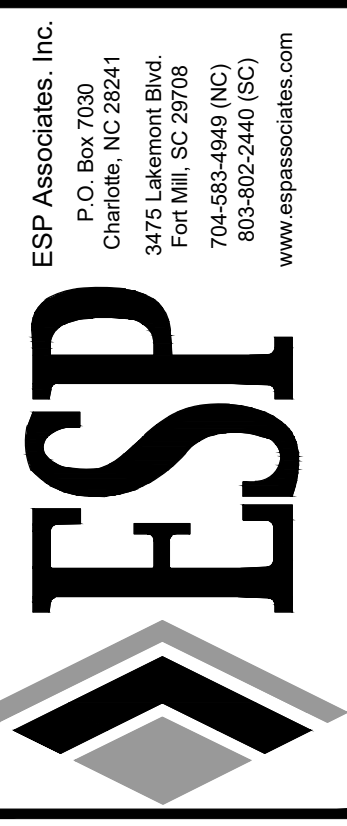
Located In:  
Mecklenburg County, North Carolina & City of Charlotte, North Carolina

Property Owners		
ID#	Owner	Zoning
19907102	Partnership Steele Creek (1997) Limited	R-3
19907105		
19905101		
19907101		
Adjacent Property Owners		
ID#	Owner	Zoning
1	JOHN G JR & BLACKMON & RICHARD & WILLIAM & BASS	R-3
2	MECKLENBURG COUNTY	R-3
3	MARTIN FULLER ALPHIN & MICHELLE F SMITH	R-3
4	WILLIAM & RICHARD	R-3
5	JEANETTE S EVANS	R-3
6	CHARLES JR HUNTER & JENNIFER HUNTER	R-3
7	WARREN OTIS DRYE & BARBARA DRYE	R-3
8	MECKLENBURG COUNTY & REAL ESTATE /FINANCE DEPT	R-3
9	MICHAEL W CLIMPT	R-3
10	TRISTEY HILDA M THOMPSON LIVING & HILDA M THOMPSON	R-3
11	19905103	
12	19905499	
13	19905470	
14	19905471	
15	19905472	
16	19905181	
17	19905183	
18	19905185	
19	19951104	
20	19951105	
21	20121106	
22	20121105	
23	20121109	
24	20121104	
25	20121208	
26	20121201	
27	20143111	
28	19906118	
29	19906109	
30	19906110A & 19906110B	
31	19906112	
32	19913134	
33	19913133	

34	19913132	JOHN MORRISON & NANCY MORRISON	R-3
35	19913131	KENNETH ALLEN PARLATO & RENEE YVONNE PARLATO	R-3
36	19913130	SCTAVIA HUNTER	R-3
37	19913129	ALLEN PRESTON JR ORRISON & RACHEL SURFACE ORRISON	R-3
38	19913128	JOHN II PRESTON & LINDA P PRESTON	R-3
39	19906165	ASSOCIATION INC NELY GLEN HOMEOWNERS	R-3
40	19906128	DARIUS WYNBORN	R-3
41	19906129	ROBERT D KOLLER & COLLEEN A KOLLER	R-3
42	19906130	JAMES COLEMAN	R-3
43	19906131	WILLIAM FORD & VIRGINIA E FORD	R-3
44	19906132	JORGE ALAMILLO & MARIA MARTHA ALAMILLO	R-3
45	19906133	JEFFREY CUNNINGHAM & MARILYN CUNNINGHAM	R-3
46	19906122	JAMES K NEELY & BARBARA W NEELY	R-3
47	19906166	ASSOCIATION INC NELY GLEN HOMEOWNERS	R-3
48	19906167	ASSOCIATION INC NELY GLEN HOMEOWNERS	R-3
49	19906117	JAMES K NEELY & BARBARA W NEELY	R-3
50	19906116	JOSE ORTEZ	R-3
51	19906114	FIRST CAROLINA SOUTH LLC	R-3
52	19912315	KONSTANTIN NANCY	R-3
53	19912122	MARK P JAMES & DEBORAH JAMES	R-3
54	19912191	AMH NC DEVELOPMENT LP	R-3
55	19912103	SAMUEL RICHARD JR STEWART & HAZEL ELIZABETH THOMPSON STEWART	R-3
56	19912117	SAMUEL RICHARD JR STEWART & HAZEL ELIZABETH THOMPSON STEWART	R-3
57	19912114	SAMUEL RICHARD JR STEWART & HAZEL ELIZABETH THOMPSON STEWART	R-3
58	19912110	DAVID L SURFACE & DEBRA ANN SURFACE	R-3
59	19912108	THOMAS H TAYLOR & BESSIE H TAYLOR	R-3
60	19912316	HARTWELL HDA INC	R-3
61	19912317	HARTWELL HDA INC	R-3
62	19912315	HARTWELL HDA INC	R-3
63	19912318	HARTWELL HDA INC	R-3
64	19912120	VICTORIA C PEREZ & GUADALUPE PEREZ	R-3
65	19912190	CHARLES A BEATTY & ANGELA R BEATTY	R-3
66	19912123	CHARLES A BEATTY & ANGELA R BEATTY	R-3
67	19907107	J G BLACKMON LLC	R-3
68	19912116	C J PHILLIPS & MARY W PHILLIPS	R-3
69	19912199	REAL ESTATE PROPERTIES HOLDING LLC	R-3
70	19912101	BRIAN KLINGER, JILL KLINGER & LIVING TRUST KLINGER FAMILY REVOCABLE	R-3
71	19951106	PARTNERSHIP STEELE CREEK (1997) LIMITED	R-3
72	19906107	PARTNERSHIP STEELE CREEK (1997) LIMITED	R-3



Vicinity Map  
Not to Scale



**Development Data:**

<b>Tax Parcels:</b>	19907102, 19907105, 19905101, 19907101, and a portion of 19906107
<b>Total Acreage:</b>	+/- 240.32 Acres (per Survey)
<b>Development Area A - Residential:</b>	+/- 229.43 Acres
<b>Development Area B - CCRC:</b>	+/- 10.89 Acres
<b>Existing Location:</b>	Mecklenburg County, North Carolina & City of Charlotte, North Carolina
<b>Proposed Location:</b>	City of Charlotte, North Carolina
<b>Existing Zoning:</b>	R-3 (Mecklenburg County)
<b>Proposed Zoning:</b>	MX-3 (Innovative) & UR-2 (CD)
<b>Existing Use:</b>	Vacant
<b>Permitted # of Units:</b>	Up to 550 Single-Family Lots Up to 150 CCRC Units
<b>Open Space:</b>	
<b>Per Ordinance:</b>	+/- 24.03 Acres (10%)
<b>Tree Save:</b>	
<b>Per Ordinance:</b>	+/- 36.05 Acres (15%)

**General Notes**

- Base information provided by Mecklenburg County GIS Data. \*ALTANS/PS Land Title Survey of: Steele Creek Limited Partnership & Steele Creek (1997), LLC, provided by ESP Associates, Inc., dated August 2019.
- "DM202000\_ALTA\_with\_Wetlands Prelim" provided by ESP Associates, Inc., dated 5/11/2020 and should be verified for accuracy.

**Stream/Wetland Information**

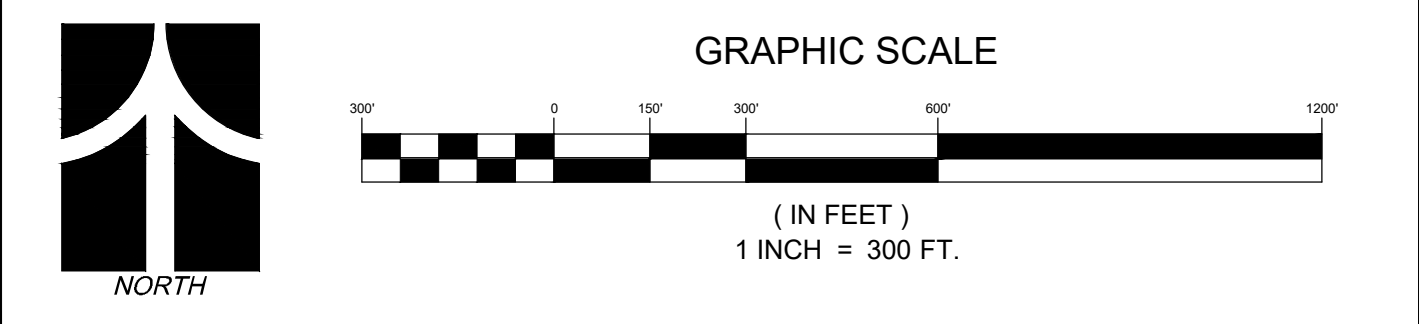
Stream/Wetland information is based on preliminary information provided to ESP by "Figure 2: Approximate Depiction of Aquatic Resources" provided by Wetlands and Waters, Inc. dated 07/23/19. "DM202000\_ALTA\_with\_Wetlands Prelim" provided by ESP Associates, Inc., dated 5/11/2020 and Mecklenburg County GIS data and should be verified for accuracy. For purposes of preparation of this Rezoning Plan, any potential wetland areas and stream features depicted on the plan are considered to be preliminary in nature and approximate in location.

**Legend**

- Development Area A - Single-Family Residential (MX-3)
- Development Area B - CCRC (UR-2)
- 72' Public ROW with 12' Multi-Use Path (One Side) - Public Street "A" (Local Collector)
- 56' Public ROW
- Proposed Access Location
- Proposed Buffer
- Proposed Stub Street

**INDEX OF SHEETS**

SHEET NO.	SHEET NAME	ORIGINAL DATE	REVISED DATE
1 of 4	CONCEPTUAL SITE PLAN	8/22/2019	11/20/2020
2 of 4	TECHNICAL DATA SHEET	8/22/2019	11/20/2020
3 of 4	TECHNICAL DATA SHEET - CONTINUED	8/22/2019	11/20/2020
4 of 4	MASTER PLAN	8/22/2019	11/20/2020



Planning Department  
**APPROVED BY CITY COUNCIL**  
December 21, 2020

NO.	DATE	REVISION	REVISION PER STAFF COMMENTS			
			ZW	AB	SW	SW
1	6/15/2020					
2	8/17/2020					
3	9/14/2020					
4	11/20/2020					

Conceptual Site Plan  
(Sheet 1 of 4)  
Petition # 2019-128

**GAMBRELL SITE**  
City of Charlotte, NC & Mecklenburg County, NC

Pulte Group

PROJECT INFORMATION  
PROJECT MANAGER: MM  
DESIGNED BY: AB  
DRAWN BY: SW  
PROJECT NUMBER: DM20.101  
ORIGINAL DATE: 08/22/2019  
SHEET: **RZ - 1**



Gambrell Site - Petition #2019-128  
Rezoning - Development Standards 10/23/2020

Site Development Data:

- Acreage: ± 240.32 acres
-Tax Parcel #: 199-07-102, 199-07-105, 199-05-101, 199-07-101, and a portion of 199-06-107
-Existing Zoning: R-3
-Proposed Zoning: MX-3 (Innovative) and UR-2 (CD)
-Existing Uses: vacant
-Proposed Uses: Uses permitted by right and under prescribed conditions together with accessory uses as allowed in the MX-3 (Innovative) zoning district...

1. General Provisions:

a. Site Location. These Development Standards, the Technical Data Sheet, Schematic Site Plan, and related graphics form the Rezoning Plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by Pulte Group ("Petitioner") to accommodate development of a residential community and an age restricted continuing care/retirement use on the approximately 240.32 acre site located off of Steele Creek Road/Highway 160 and Sledge Road (the "Site").

b. 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 MX-3 (Innovative) zoning classification shall govern all development taking place on the Site, subject to the Innovative Provisions provided below.

c. Development Areas. For ease of reference and as an organizing principal associated with the master planned community, the Rezoning Plan sets forth two (2) development areas (and other sub-areas within the Development Areas) as generally depicted on the Technical Data Sheet as Development Areas A and B, (each a "Development Area" and collectively the "Development Areas"). The exact boundaries of the Development Areas may be subject to modifications to account for Development/Site Elements (as defined below) and other modifications needed to fulfill the design and development intent of the Rezoning Plan.

d. Graphics and Alterations. The schematic depictions of the uses, parking areas, sidewalks, structures and buildings, building elevations, driveways, streets, Development Areas (as defined below), open space areas 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.

- i. expressly permitted by the Rezoning Plan (it is understood that if a modification is expressly permitted by the Rezoning Plan it is deemed a minor modification for the purposes of these Development Standards); or
ii. minor and not materially change the overall design intent depicted on the Rezoning Plan; or
iii. modifications to move structures graphically depicted on the Rezoning Plan closer to adjacent properties in a residential district or abutting residential use but no closer than the "external building line" (in this case the external setbacks, rear yards or buffer areas) indicated on Sheet RZ-2.

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 Ordinance; in each instance, however, subject to the Petitioner's appeal rights set forth in the Ordinance.

e. Number of Buildings Principal and Accessory; Accessory Building Design. Notwithstanding the number of buildings or lots shown on the Rezoning Plan, the total number of principal buildings to be developed, (i) on the portion of the Site designated as Development Area A on the Rezoning Plan and to be developed for detached and/or attached single family residential dwellings, shall not exceed 550 principal buildings or residences; and (ii) on the portion of the Site designated as Development Area B on the Rezoning Plan and to be developed for continuing care/retirement community, shall not exceed two (2) principal buildings. Accessory buildings and structures located on the Site, including, without limitation, the community clubhouse, picnic/gathering pavilions, recreation and related uses, equipment storage structures and the like shall not be considered in any limitation on the number of buildings on the Site. Accessory buildings and structures will be constructed utilizing generally similar building materials, colors, architectural elements and designs as the principal building(s) located within the same Development Area as the accessory structure/building.

f. Planned/Unified Development. The Site shall be viewed as a planned/unified development plan as to the Development/Site Elements, Development Areas and portions of the Site generally depicted on the Rezoning Plan. As such, side and rear yards, buffers, building height separation standards, public/private street frontage requirements, FAR requirements, and other similar zoning/subdivision standards will not be required internally between improvements and other Development/Site Elements located on the Site. Furthermore, the Petitioner and/or owners of the applicable portion of the Site under development reserve the right to subdivide the portions or all of the Site and create lots within the interior of the Site without regard to any such internal separation standards, public/private street frontage requirements and FAR requirements, provided, however, all such separation standards along the exterior boundary of the Site shall be adhered to and all FAR requirements will be regulated by any development limitations set forth in Section 3 below as to the Site as a whole and not individual portions, Development Areas or lots located therein.

g. Gross Floor Area Clarification. When determining the maximum development levels set forth in this Rezoning Plan, gross floor area as defined in the Ordinance shall exclude any surface or structured parking facilities (including, without limitation, corridors and elevators within such facilities), and outdoor dining and gathering areas whether on the roof of the building or at street level.

2. Innovative Provisions for MX-3(Innovative) Area

a. Single-Family Detached. The Petitioner hereby seeks the following Innovative Development Standards in connection with single-family detached development taking place within Development Area A to accommodate a variety of setback and yard widths and other development elements so as to allow for a pedestrian friendly residential community:

- i. A minimum lot size for single-family detached lots of 4,000 square feet.
ii. A minimum lot width for single-family detached lots of thirty-five feet (35').
iii. A minimum front setback for single-family detached lots of ten feet (10') as measured from the proposed public right-of-way; in the event a driveway is provided without a garage, the setback shall be increased to fifteen (15) feet. If a garage is provided, the garage face will comply with the Chapter 12 of the Ordinance.
iv. A minimum rear yard for single-family detached of twenty feet (20'); and
v. The ability to allow single-family lots to front on private streets (if private streets are used they will not be gated) or common open space.

b. Single-Family Attached. The Petitioner hereby seeks the following Innovative Development Standards in connection with single-family detached development taking place within Development Area A to accommodate a variety of setback and yard widths and other development elements so as to allow for a pedestrian friendly residential community:

- i. A minimum lot size for single-family attached lots of 2,000 sf.
ii. A minimum lot width for single-family attached lots of 15'.

iii. Petitioner shall provide a minimum setback of at least fourteen (14) feet from the proposed right-of-way for both front-loaded units and alley-loaded single-family attached units fronting public streets. Stoops and stairs may encroach three (3) feet into the setback as a "transition zone."

iv. For alley loaded single-family attached units, driveway lengths shall be a minimum of 5-7' or 20' and greater measured from the back of curb to face of garage.

v. For front loaded single-family attached units, driveway lengths shall be a minimum of 22' measured from the proposed right-of-way to face of garage.

b. In addition, the Petitioner reserves the right to modify the Innovative Provisions described above or seek other innovative development standards in the future pursuant to the applicable process set forth in the Ordinance.

3. Permitted Uses, Development Area Limitations, and Transfer & Conversion Rights:

a. Development Area A may be developed with up to 550 single family residential units, of which no more than 200 can be developed as single family attached dwelling units as allowed by right and under prescribed conditions, together with accessory uses as permitted in the MX-3 Innovative zoning district, including, without limitation, community clubhouse, recreation, open space and related uses (e.g. improved passive and active open spaces, /gathering shelters, gazebos, ball fields, maintenance buildings, outdoor recreational uses, and other uses typically associated with residential communities).

b. Development Area B may be developed with up to one hundred fifty (150) continuing care/retirement community age restricted residential dwelling units, as allowed by right and under prescribed conditions, together with accessory uses as permitted in the UR-2 zoning district, including, without limitation, community clubhouse, recreation, open space and related uses (e.g. improved passive and active open spaces, picnic/gathering shelters, gazebos, ball fields, maintenance buildings, outdoor recreational uses, and other uses typically associated with residential communities etc.).

A continuing care retirement community (CCRC) is a nursing home made up of independent and dependent living facilities.

Per current department of HUD standards, age restricted or an age restricted community shall mean: (i) a community intended and operated for occupancy by persons 55 years of age or older; (ii) a community where at least 80% of the units have at least one occupant who is 55 years of age or older; (iii) the community must publish and adhere to policies and procedures that demonstrate the intent to operate as "55 or older" housing; and (iv) the community must comply with HUD's regulatory requirements for age verification of residents.

4. Transportation Improvements and Access:

I. Proposed Improvements:

The Petitioner plans to provide or cause to be provided on its own or in cooperation with other parties who may implement portions of the improvements, the improvements set forth below in accordance with the following implementation provisions. It is understood the following section and specific improvements may be amended to align with final approved Transportation Impact Study.

It is understood that improvements associated with the STIP U-5766 are not required to be completed by the Petitioner or third parties in order to obtain certificate of occupancies or otherwise. In the event STIP U-5766 improvements are not completed at the time Phase 3 Development occurs, the Petitioner will provide a payment in lieu to NCDOT or CDOT for those improvements set forth below that are contingent upon the completion of STIP U-5766 improvements.

2023 Phase 1, 2024 Phase 2, & 2026 Phase 3 Full Build Suggested Improvements:

1. Steele Creek Road (NC 160) & Westinghouse Boulevard (Signalized)

2023 Phase 1 Build Suggested Improvements

- No suggested improvements

2024 Phase 2 Build Suggested Improvements

- Construct an eastbound right-turn lane on Westinghouse Boulevard with 225 feet of storage
Implement right-turn overlap phasing on the eastbound and westbound approaches at the intersection of Westinghouse Boulevard and Steele Creek Road

2026 Phase 3 Full Build Suggested Improvements

- No additional improvements are suggested

2. South Tryon Street & Erwin Road (Signalized)

2023 Phase 1 Build Suggested Improvements

- No suggested improvements

2024 Phase 2 Build Suggested Improvements

- Construct a southbound right-turn lane on Erwin Road with 250 feet of storage
Implement right-turn overlap phasing on the southbound approach at the intersection of South Tryon Street and Erwin Road
Extend eastbound left-turn lane on South Tryon Street from 280 feet to 400 feet of storage

2026 Phase 3 Full Build Suggested Improvements

- Extend southbound left-turn lane on Erwin Road from 250 feet to 400 feet of storage

3. Steele Creek Road (NC 160) & South Tryon Street (Signalized)

2023 Phase 1 Build Suggested Improvements

- No suggested improvements

2024 Phase 2 Build Suggested Improvements

- Construct an additional southbound right-turn lane with 200 feet of storage on Steele Creek Road to provide dual-channelized right-turn lanes (signalized)
Construct a pedestrian refuge island within the right-turn lane channelization median

2026 Phase 3 Full Build Suggested Improvements

- No additional improvements are suggested

4. South Tryon Street & Shopton Road West (Signalized)

2023 Phase 1 Build Suggested Improvements

- Construct an additional (dual) eastbound left-turn lane with 300 feet of storage on South Tryon Street and extend the existing eastbound left-turn lane from 285' to 300' of storage.
Construct an additional receiving lane to terminate a right-turn lane at the southernmost access of Porter's Row Townhomes (approximately 900 feet)

2024 Phase 2 Build Suggested Improvements

- No additional suggested improvements

2026 Phase 3 Full Build Suggested Improvements

- Extend southbound dual right-turn lanes from 300 feet each to 350 feet each

5. Steele Creek Road (NC 160) & Erwin Road (Unsignalized)

2023 Phase 1 Build Suggested Improvements

- Construct a westbound left-turn lane on Erwin Road with 100 feet of storage
Install a traffic signal at the intersection of Steele Creek Road and Erwin Road
Construct a southbound left-turn lane on Steele Creek Road with 350 feet of storage

2024 Phase 2 Build Suggested Improvements

- No additional suggested improvements

2026 Phase 3 Full Build Suggested Improvements

- Allow for right-turn overlap phasing on Erwin Road and extend second westbound left-turn lane storage from 200 feet of storage to 300 feet of storage

6. Steele Creek Road (NC 160) & Graycrest Drive (Unsignalized)

2023 Phase 1 Build Suggested Improvements

- No suggested improvements

2024 Phase 2 Build Suggested Improvements

- No suggested improvements

2026 Phase 3 Full Build Suggested Improvements

- No suggested improvements

7. Steele Creek Road (NC 160) & Sledge Road (Signalized)

2023 Phase 1 Build Suggested Improvements

- Modify the traffic signal in order to allow for protected right-turn overlap phasing
Extend eastbound right-turn lane storage on Sledge Road from 50 feet to 300 feet

2024 Phase 2 Build Suggested Improvements

- No additional suggested improvements

2026 Phase 3 Full Build Suggested Improvements

- Allow for right-turn overlap phasing on Sledge Road

8. Steele Creek Road (NC 160) & Huntington Meadow Lane-Access "A" (Unsignalized)

2023 Phase 1 Build Suggested Improvements

The Petitioner proposes the following access configuration:

- One ingress and two egress lanes (an eastbound left-turn lane and a combine thru-right turn lane on Proposed Access "A")
Construct a northbound left-turn lane on Steele Creek Road with 100 feet of storage
Construct a southbound right-turn lane on Steele Creek Road with 100 feet of storage
Mark existing pavement on westbound Huntington Meadow Lane to provide a combined thru-right turn and a separate left-turn lane
Minimum internal protected stem of 440 feet

2024 Phase 2 Build Suggested Improvements

- No additional suggested improvements

2026 Phase 3 Full Build Suggested Improvements

- No additional improvements are suggested

9. Shopton Road West & Pine Harbor Road (Unsignalized)

2023 Phase 1 Build Suggested Improvements

- No suggested improvements

2024 Phase 2 Build Suggested Improvements

- No suggested improvements

2026 Phase 3 Full Build Suggested Improvements

- No suggested improvements

10. Sledge Road & Shopton Road West (Unsignalized)

2023 Phase 1 Build Suggested Improvements

- Construct a westbound left-turn lane on Sledge Road with 200 feet of storage

2024 Phase 2 Build Suggested Improvements

In addition to the Phase 1 improvements:

- Install a traffic signal at the intersection of Shopton Road West and Sledge Road
Construct a southbound left-turn lane on Shopton Road West with 350 feet of storage

2026 Phase 3 Full Build Suggested Improvements

In addition to the Phase 1 and 2 improvements:

- Construct a northbound right-turn lane on Shopton Road West with 100 feet of storage

11. Sledge Road & Winget Road (Unsignalized)

2023 Phase 1 Build Suggested Improvements

- No suggested improvements

2024 Phase 2 Build Suggested Improvements

- Construct a westbound right-turn lane on Sledge Road with 100 feet of storage

2026 Phase 3 Full Build Suggested Improvements

- No additional suggested improvements

12. Sledge Road & Silvaire Farm Road-Access "B" (Unsignalized)

2023 Phase 1 Build Suggested Improvements

- No suggested improvements

2024 Phase 2 Build Suggested Improvements

- Construct a westbound right-turn lane on Sledge Road with 100 feet of storage

2026 Phase 3 Full Build Suggested Improvements

- No additional suggested improvements

2023 Phase 1 Build Suggested Improvements

- No suggested improvements

2024 Phase 2 Build Suggested Improvements

- One ingress and two egress lanes (a northbound combined thru-left turn lane and a separate right-turn lane on Proposed Access "B")
Construct a westbound left-turn lane on Sledge Road with 100 feet of storage
Construct an eastbound left-turn lane on Sledge Road with 100 feet of storage (de-facto)
Minimum internal protected stem of 100 feet

2026 Phase 3 Full Build Suggested Improvements

- No additional suggested improvements

2023 Phase 1 Build Suggested Improvements

The Petitioner proposes the following access configuration:

- One ingress and two egress lanes (a northbound combined thru-left turn lane and a separate terminating right-turn lane on Proposed Access "C")
Construct a westbound left-turn lane on Sledge Road with 100 feet of storage
Minimum internal protected stem of 100 feet

2024 Phase 2 Build Suggested Improvements

- No additional suggested improvements

2026 Phase 3 Full Build Suggested Improvements

- No additional suggested improvements

2023 Phase 1 Build Suggested Improvements

2024 Phase 2 Build Suggested Improvements

- One ingress and two egress lanes (a northbound left-turn lane with 100 feet of storage and a separate terminating right-turn lane on Proposed Access "C")
Construct a westbound left-turn lane on Sledge Road with 100 feet of storage
Minimum internal protected stem of 100 feet

2026 Phase 3 Full Build Suggested Improvements

- No additional suggested improvements

2023 Phase 1 Build Suggested Improvements

2024 Phase 2 Build Suggested Improvements

2026 Phase 3 Full Build Suggested Improvements

2023 Phase 1 Build Suggested Improvements

- One ingress and one egress lane (a terminating northbound right-turn lane on Proposed Access "D")
Minimum internal protected stem of 100 feet
Construct a raised monolithic median on Sledge Road to restrict the access to R/I/O

2024 Phase 2 Build Suggested Improvements

- No additional suggested improvements

2026 Phase 3 Full Build Suggested Improvements

2023 Phase 1 Build Suggested Improvements

2024 Phase 2 Build Suggested Improvements

- One ingress and one egress lane (a terminating northbound right-turn lane on Proposed Access "E")
Minimum internal protected stem of 100 feet
Construct a raised monolithic median on Sledge Road to restrict the access to R/I/O

2026 Phase 3 Full Build Suggested Improvements

- No additional suggested improvements

2023 Phase 1 Build Suggested Improvements

- One ingress and one egress lane (a westbound combined left-right-turn lane on Proposed Access "F")
Construct a southbound left-turn lane on Shopton Road West with 100 feet of storage
Construct a northbound right-turn lane on Shopton Road West with 100 feet of storage
Minimum internal protected stem of 100 feet

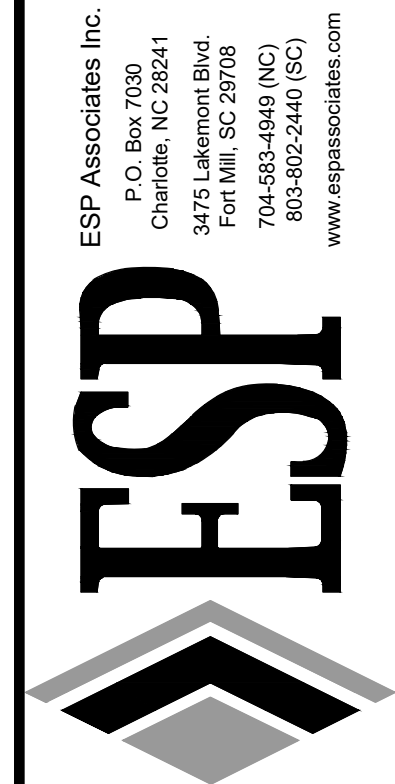


Table with 4 columns: BY, ZW, AB, SW and 4 rows for revision tracking.

Table with 4 columns: NO, DATE, REVISION, COMMENTS and 4 rows for revision tracking.

Table with 2 columns: Technical Data Sheet (Sheet 2 of 4) and GAMBRELL SITE (City of Charlotte, NC & Mecklenburg County, NC).

PROJECT INFORMATION table with fields: PROJECT MANAGER (MM), DESIGNED BY (AB), DRAWN BY (SW), PROJECT NUMBER (DM20.101), ORIGINAL DATE (08/22/2019), SHEET (RZ - 2).

U:\2015 Projects (D)\DM20 - Gambrell Site (P)\Submittal\Working Drawings\2020-10-23\_Sn Rezoning Submittal\Sheet\DM20 - Gambrell Site (P)\Submittal\Technical Data Sheet.dwg, Sheet 2 of 5, rev/1/16

**Gambrell Site - Petition #2019-128  
Rezoning - Development Standards - Continued 10/23/2020**

**17. Shopton Road West & Access "G" (Unsignalized)**

**2026 Phase 3 Full Build Suggested Improvements**

The Petitioner propose the following access configuration:

- One ingress and one egress lane (a westbound combined left-right-turn lane on Proposed Access "G")
- Construct a southbound left-turn lane on Shopton Road West with 100 feet of storage
- Construct a northbound right-turn lane on Shopton Road West with 100 feet of storage
- Minimum internal protected stem of 100 feet

**II. Standards, Phasing and Other Provisions.**

a. **CDOT Standards.** All of the foregoing public roadway improvements will be subject to the standards and criteria of CDOT and/or NCDOT (as it relates to the roadway improvements within their respective road system authority). It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad south Mecklenburg area, by way of a private/public partnership effort or other public sector project support.

b. **Phasing.**

Notwithstanding the commitments of the Petitioner to provide for the roadway improvements described in Section 4.1 above, the following provisions shall permit development to take place prior to completion of all of the above-referenced improvements:

(i)The Petitioner has the right to construct up to the maximum amount of land use densities shown below by constructing the appropriate roadway improvements listed, or by submitting construction plans for the appropriate roadway improvements as indicated in a particular phase, for each level of development without being required to construct the remainder of the required transportation improvements listed above in Section 4.1. until the development density levels shown below are exceeded:

- Phase 1: 150 CCRC Units and 236 single family units
- Phase 2: 151 single family units
- Phase 3: 163 single family units

c. **Substantial Completion.** Reference to "substantial completion" for certain improvements as set forth in the provisions of Section 4.1 above shall mean completion of the roadway improvements in accordance with the standards set forth in Section 4.1.a above provided, however, in the event certain non-essential roadway improvements (as reasonably determined by CDOT) are not completed at the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in connection with related development phasing described above, then CDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings, and in such event the Petitioner may be asked to post a letter of credit or a bond for any improvements not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvements.

d. **Right-of-way Availability.** It is understood that some of the public roadway improvements referenced in subsection a. above may not be possible without the acquisition of additional right of way. If after the exercise of diligent good faith efforts over a minimum of a 60 day period, the Petitioner is unable to acquire any land necessary to provide for any such additional right of way upon commercially reasonable terms and at market prices, then CDOT, the City of Charlotte Engineering Division or other applicable agency, department or governmental body may agree to proceed with acquisition of any such land. In such event, the Petitioner shall reimburse the applicable agency, department or governmental body for the cost of any such acquisition including compensation paid by the applicable agency, department or governmental body for any such land and the expenses of such proceedings. Furthermore, in the event public roadway improvements referenced in subsection a. above are delayed because of delays in the acquisition of additional right-of-way as contemplated herein and such delay extends beyond the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in connection with related development phasing described above, then CDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings; provided, however, Petitioner continues to exercise good faith efforts to complete the applicable road-way improvements; in such event the Petitioner may be asked to post a letter of credit or a bond for any improvements not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvements.

*In addition to the foregoing, in the event the right of way is not available for any reason after the good faith efforts of the Petitioner, the Petitioner will work with CDOT and/or NCDOT as applicable to either (i) identify alternative improvements to implement traffic mitigation in lieu of the improvements impacted by the lack of right of way as described in subsection f. below; or (ii) contribute to CDOT and/or NCDOT as applicable, an amount equal to the estimated cost of the road improvements not completed due to the lack of available right of way, such funds to be used to complete such alternative roadway improvements in the general area of the Site in a manner reasonable agreeable to the Petitioner, CDOT and/or NCDOT as applicable.*

e. **Right-of-way Conveyance.** The Petitioner will dedicate via fee simple conveyance any additional right-of-way indicated on the Rezoning Plan as right-of-way to be dedicated, the additional right-of-way will be dedicated prior to the issuance of the first certificate of occupancy. The Petitioner will provide a permanent sidewalk easement for any of the proposed sidewalks located along the public streets located outside of the right-of-way where ROW dedication is not provided. The permanent sidewalk easement will be located a minimum of two (2) feet behind the sidewalk where feasible.

f. **Alternative Improvements.** Changes to the above referenced roadway improvements can be approved through the Administrative Amendment process upon the determination and mutual agreement of Petitioner, CDOT and the Planning Director; provided, however, the proposed alternate transportation improvements provide (in the aggregate) comparable transportation network benefits to the improvements identified in this Petition in the overall area of the rezoning.

*For example, transportation improvements may be substituted and/or payment in lieu for other improvements in the overall area of the rezoning may be implemented as described in subsection (d) above.*

**III. Access and Pedestrian Circulation.**

a. Access to the Site will be from Sledge Road, Steele Creek Road, and Shopton Road West as well as other public street extensions and connections made from the Site and into the Site from adjoining properties as generally depicted on Sheet RZ1 & Sheet RZ2.

b. The number and location of access points to the internal public streets will be determined during the building permit process and thereafter additional or fewer driveways and/or additional private/public streets may be installed or removed with approval from appropriate governmental authorities subject to applicable statutes, ordinances and regulations.

c. 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.

**5. Design Intent Statement:**

a. The Petitioner proposes to develop a walkable residential community where the residents of the community will have convenient and easy access to a series of passive and active open spaces that are interconnected by a network of streets, sidewalks, and trails. The emphasis of the design will be to provide alternative modes of transportation to the residents of the community which will allow them to access the community's amenity areas.

**6. General Architectural Standards and Parking Location Restrictions:**

a. The principal buildings constructed on the Site (Development Areas A and B) may use a variety of building materials. The building materials used for buildings (other than structured parking facilities, if any) will be a combination of the following: glass, brick, stone, simulated stone, pre-cast stone, precast concrete, synthetic stone, stucco, cementitious siding (such as hardy-plank), EIFS or wood. Vinyl as a building material will not be allowed except on windows and soffits.

b. The principal entrance to buildings in Development Area B, both functionally and architecturally, shall front on the primary streets or a public open space such as a square, plaza, or courtyard.

c. The service areas of the new buildings constructed within Development Area B will be screened from the adjoining streets with walls designed to complement the building architecture of the adjacent buildings. Architectural features such as, but not limited to, banding, medallions, changes in color or design features or materials will be provided to avoid a sterile, unarticulated blank treatment of such walls and to encourage pedestrian activity.

d. Attached residential units shall adhere to the following standards:

i. To provide privacy, all residential entrances within 15 feet of the sidewalk must be raised from the average sidewalk grade a minimum of 12 inches.

ii. Porches and/or stoops shall form a predominant feature of the building design and be located on the front and/or side of the building. When provided, front porches should be covered and be at least four (4) feet deep. Stoops and entry-level porches may be covered but should not be enclosed.

iii. All corner/end units that face a public or private street should have a porch or stoop that wraps a portion of the front and side of the unit or provide blank wall provisions that limit the maximum blank wall expanse to 10 feet on all building levels.

i. Garage doors visible from public streets should minimize the visual impact by providing a setback of 12 to 24 inches from the front wall plane or by adding additional architectural treatments such as translucent windows or projecting elements over the garage door opening.

ii. Rear loaded townhomes shall have lead walks that connect to the sidewalk along public and/or private streets. Front loaded townhomes shall have lead walks that connect to public and/or private streets; or provide a lead walk that connects to the driveway.

iii. Townhouse buildings fronting public or private network required streets should be limited to 7 individual units or fewer. The number of individual units per building should be varied in adjacent buildings if multiple 7 unit builds are adjacent.

**7. Streetscape, Landscaping and Buffer:**

a. Setbacks and yards as required by the MX-3 (Innovative) zoning district and as allowed by the Innovative Provisions above will be provided.

b. Along the Site's internal streets, the Petitioner will provide a sidewalk and a cross-walk network that links all of the principal buildings on the Site with one another by way of links to sidewalks along the abutting public and private streets and/or other pedestrian features. The minimum width for these internal sidewalks will be a minimum of five (5) feet except as follows:

i. Public Street A shall have an eight (8) foot planting strip and a twelve (12) foot multi-use path on the western side of Public Street A and an eight (8) foot planting strip and a six (6) foot sidewalk on the eastern side of Public Street A from Steele Creek Road to Sledge Road as generally depicted on Sheet RZ-2.

c. **Sledge Road.** The Petitioner shall dedicate forty-three (43) feet of right-of-way from the existing centerline of Sledge Road and shall provide an eight (8) foot planting strip and six (6) foot sidewalk along the Site's frontage.

d. **Shopton Road.** The Petitioner shall dedicate fifty-two (52) feet of right-of-way from the existing centerline of Shopton Road and shall provide an eight (8) foot planting strip and a twelve (12) foot multi-use path along the Site's frontage.

e. **Steele Creek Road / Highway 160.** The Petitioner shall dedicate sixty-one (61) feet of right-of-way from the existing centerline of Steele Creek Road and shall provide an eight (8) foot planting strip and twelve (12) foot multi-use path along the Site's frontage.

**8. Environmental Features**

a. 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 from and engineering perspective with this rezoning. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and natural site discharge points.

b. The Site will comply with the requirements of the City of Charlotte Tree Ordinance.

**9. Plazas and Open Space:**

a. The Petitioner will provide a series of passive and active open space areas throughout Development Area A as generally depicted on Sheet RZ-2 (the exact location and configuration of these open space areas may vary from what is illustrated; the final locations and configuration of the open space areas will be determined/finalized during each phase of the subdivision approval process). A minimum of 10% of the Development Area A will be provided as passive open space areas and a minimum of 5% of the MX-3 area will be provided and improved as active open space areas. Active open space areas will be areas improved with seating areas, trails, recreation fields, tennis courts, play grounds, swimming pools, amenitized ponds (i.e. water quality ponds/areas improved with trails, seating areas and other amenities), a club house or other amenity areas designed to be used and enjoyed by the residents and guests of the community. Passive open space areas will be environmental areas such as tree save areas, water quality buffers, slopes, tree save areas, water quality areas or other open space areas of the community.

**11. Signage:**

a. Signage as allowed by the Ordinance may be provided. The Site will be viewed as a Planned/Unified Development as defined by the Ordinance; consequently uses located on the interior of the Site may be identified on the allowed signs for the use in Development Area B, and vice versa uses located on along Steele Creek Road may be identified on signs located on the interior of the Site.

**12. Lighting:**

a. All new lighting shall be decorative, capped, and downwardly directed.

b. Detached lighting on the Site, except street lights located along public streets, will be limited to 25 feet in height in the portions of the Site used for non-residential uses and 15 feet in height in the portions of the Site used for residential uses.

**13. 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 or portion of the Site affected by such amendment in accordance with the provisions herein and of Chapter 6 of the Ordinance.

**14. 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 herein and 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.

ESP Associates Inc.  
P.O. Box 2030  
Charlotte, NC 28241  
3475 Lakemont Blvd.  
Fort Mill, SC 29708  
704-583-9449 (NC)  
803-582-2440 (SC)  
www.espassociates.com



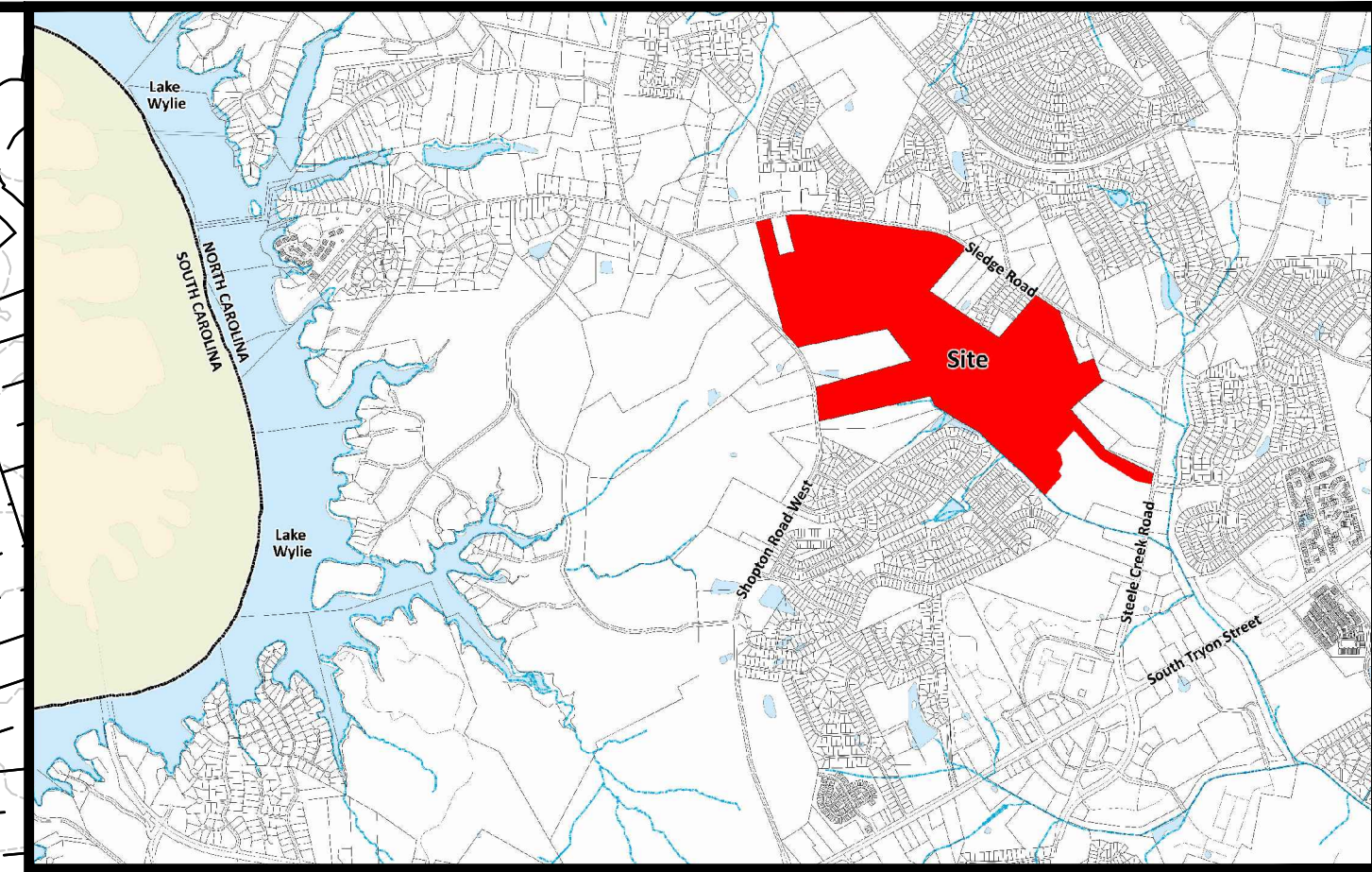
NO.	DATE	REVISION	BY
1	6/15/2020	REVISED PER STAFF COMMENTS	ZW
2	8/17/2020	REVISED PER STAFF COMMENTS	AB
3	9/16/2020	REVISED PER STAFF COMMENTS	SW
4	11/20/2020	REVISED PER STAFF COMMENTS	SW

Technical Data Sheet - Continued  
(Sheet 3 of 4)  
Petition # 2019-128  
**GAMBRELL SITE**  
City of Charlotte, NC & Mecklenburg County, NC  
Pulte Group

PROJECT INFORMATION	
PROJECT MANAGER:	MM
DESIGNED BY:	AB
DRAWN BY:	SW
PROJECT NUMBER:	DM20.101
ORIGINAL DATE:	08/22/2019

SHEET:  
**RZ - 3**





Vicinity Map  
Not to Scale

Development Data:

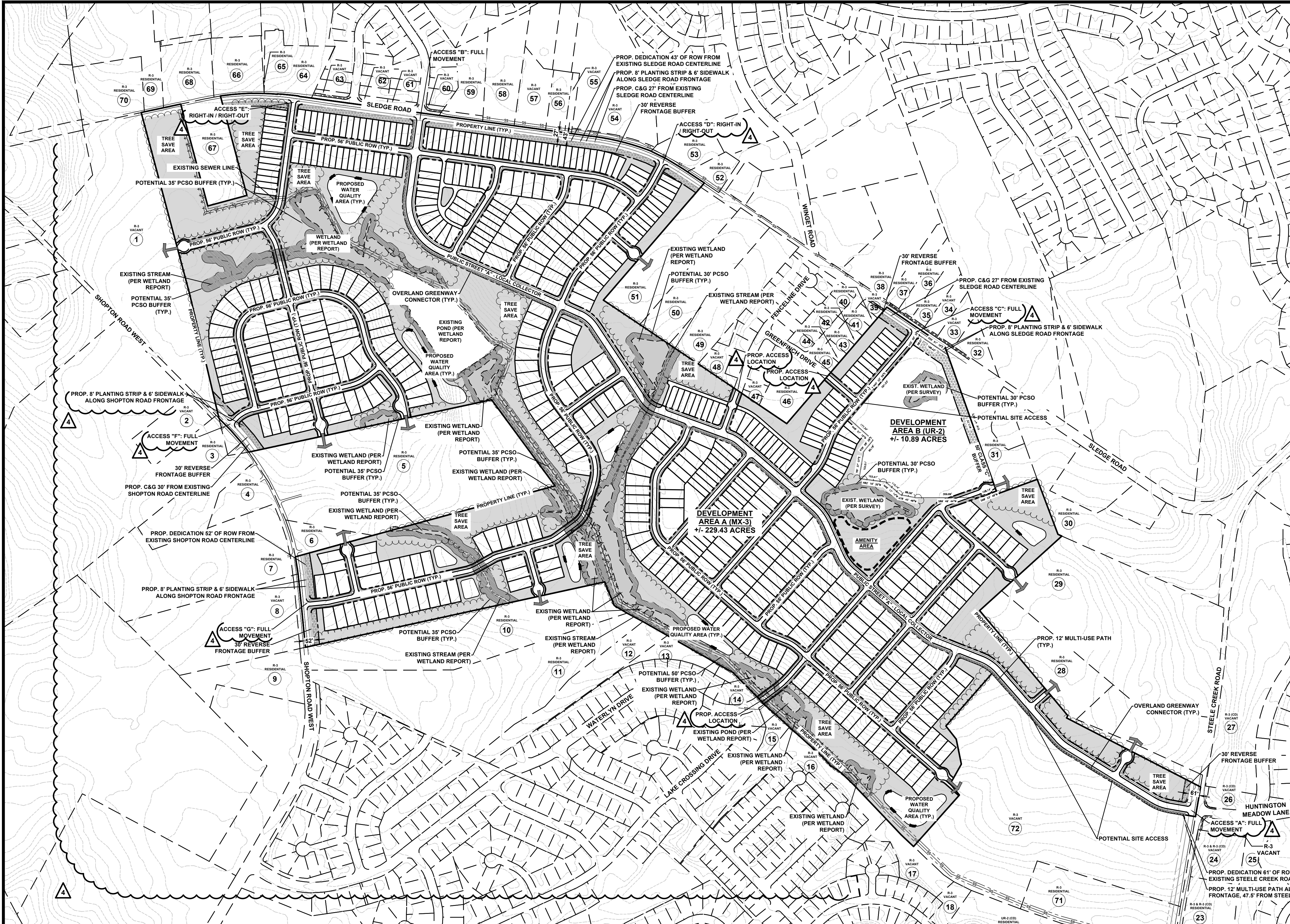
Tax Parcels:	19907102, 19907105, 19905101, 19907101 & a portion of 19906107
Total Acreage:	+/- 240.32 Acres (per Survey)
Development Area A - Residential:	+/- 229.43 Acres
Development Area B - CCRC:	+/- 10.89 Acres
Existing Location:	Mecklenburg County, North Carolina & City of Charlotte, North Carolina
Proposed Location:	City of Charlotte, North Carolina
Existing Zoning:	R-3 (Mecklenburg County)
Proposed Zoning:	MX-3 (Innovative) & UR-2 (CD)
Existing Use:	Vacant
Permitted # of Units:	Up to 550 Single-Family Lots Up to 150 CCRC Units
Open Space:	
Per Ordinance:	+/- 24.03 Acres (10%)
Tree Save:	
Per Ordinance:	+/- 36.05 Acres (15%)

General Notes

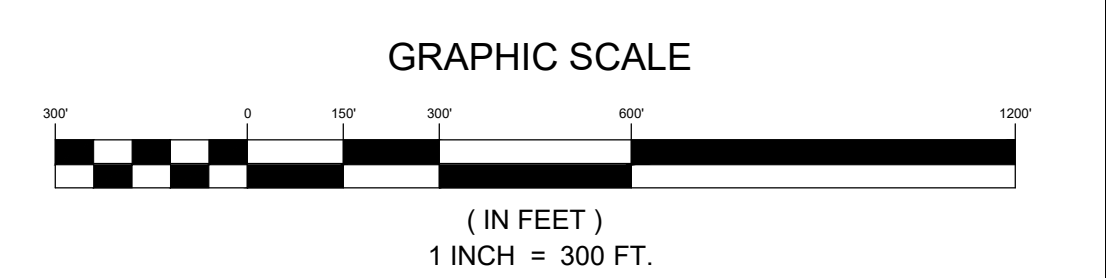
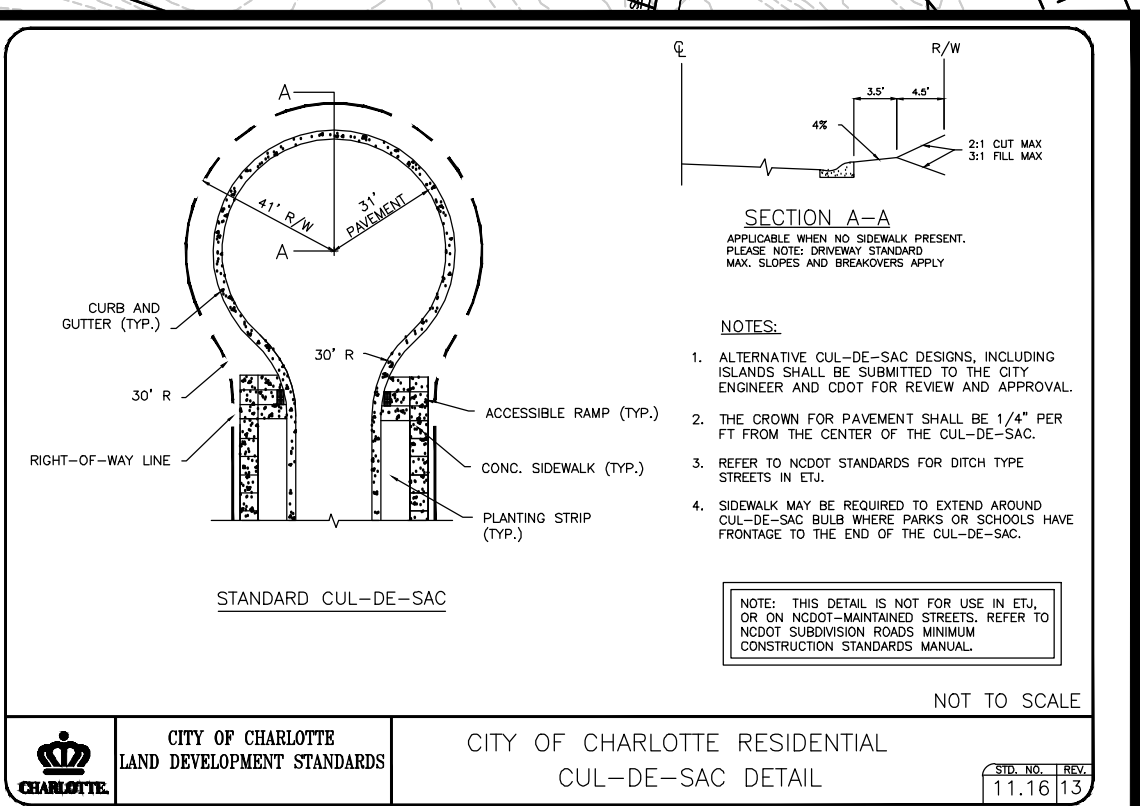
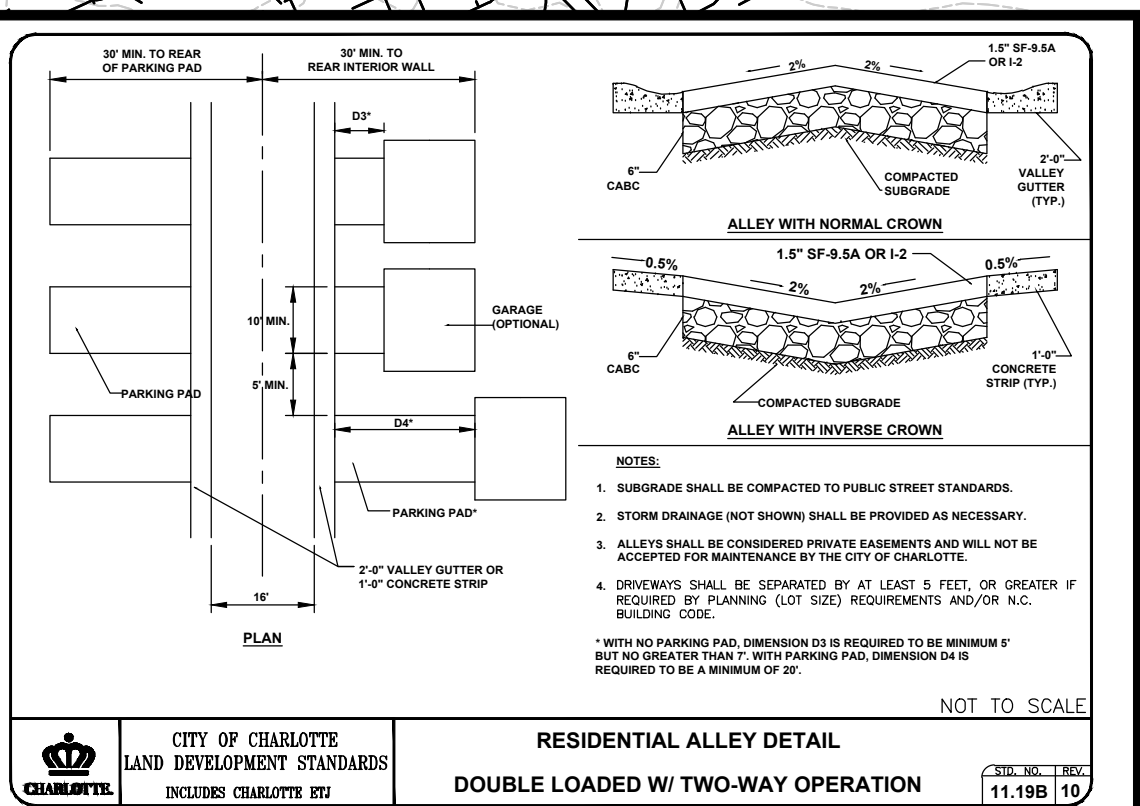
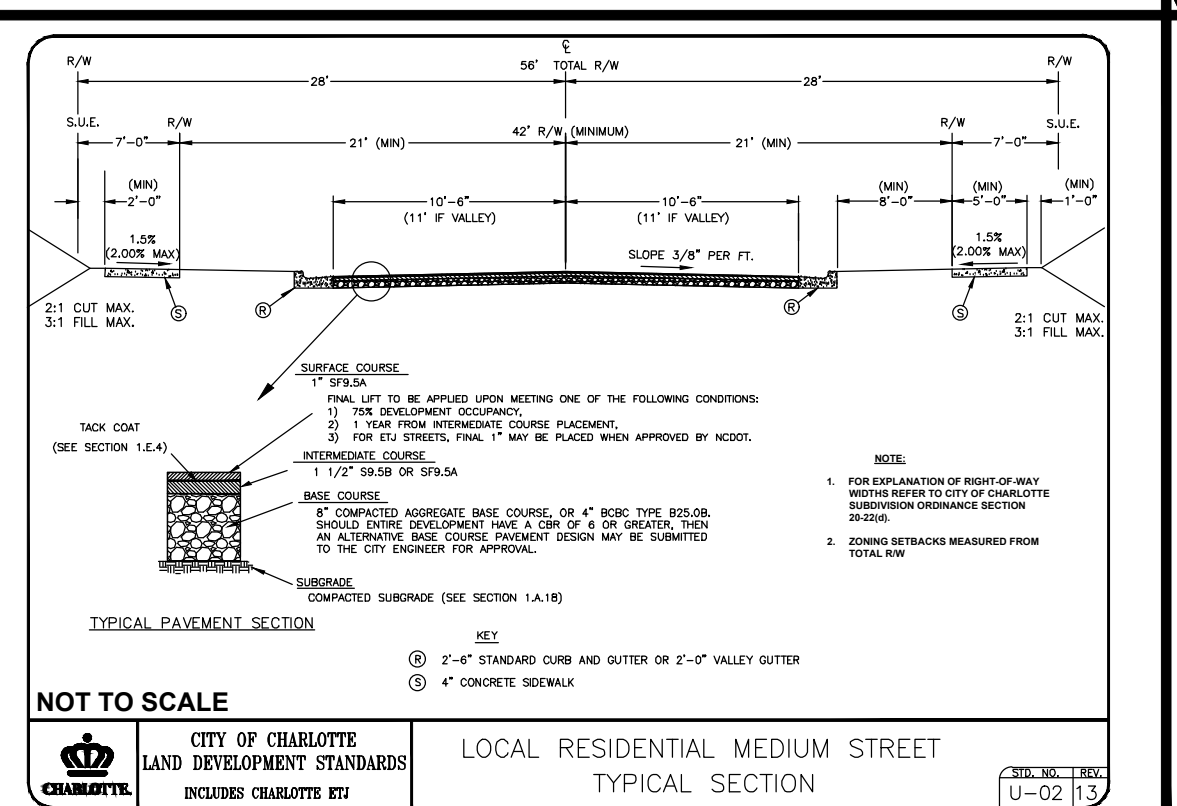
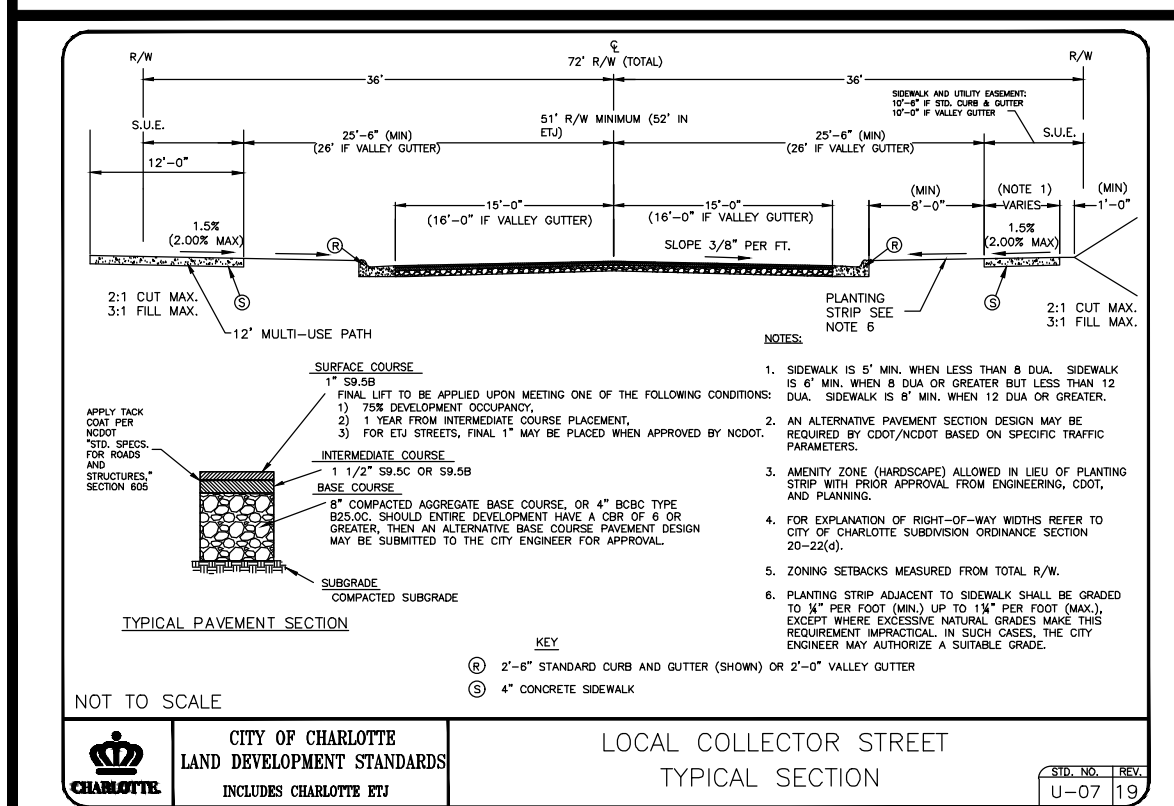
1. Base information provided by Mecklenburg County GIS Data, "ALTA/NSPS Land Title Survey of Steele Creek Limited Partnership & Steele Creek (1997), LLC, provided by ESP Associates, Inc., dated August 2019, "DM20800\_ALTA with Wetlands Prelim" provided by ESP Associates, Inc., dated 5/11/2020 and should be verified for accuracy.

Stream/Wetland Information

Stream/Wetland information is based on preliminary information provided to ESP by "Figure 2: Approximate Depiction of Aquatic Resources" provided by Wetlands and Waters, Inc. dated 07/23/19, "DM20800\_ALTA with Wetlands Prelim" provided by ESP Associates, Inc., dated 5/11/2020 and Mecklenburg County GIS data and should be verified for accuracy. For purposes of preparation of this Rezoning Plan, any potential wetland areas and stream features depicted on the plan are considered to be preliminary in nature and approximate in location.



Typical Street Sections & Land Development Standards  
Not to Scale



ESP Associates, Inc.  
P.O. Box 2003  
Charlotte, NC 28241  
3475 Lakewood Blvd.  
Fort Mill, SC 29708  
704-583-8448 (NC)  
803-802-2410 (SC)  
www.espasociates.com

**ESP**

BY	ZW	AB	SW	SW
DATE	REVISION	NO.	NO.	NO.
6/15/2020	REVISED PER STAFF COMMENTS	1	8/17/2020	REVISED PER STAFF COMMENTS
09/14/2020	REVISED PER STAFF COMMENTS	3	11/20/2020	REVISED PER STAFF COMMENTS

Master Plan  
(Sheet 4 of 4)  
Petition # 2019- 128

**GAMBRELL SITE**  
City of Charlotte, NC & Mecklenburg County, NC

Pulte Group

PROJECT INFORMATION	
PROJECT MANAGER:	MM
DESIGNED BY:	AB
DRAWN BY:	SW
PROJECT NUMBER:	DM20.100
ORIGINAL DATE:	08/22/2019
SHEET:	<b>RZ - 4</b>