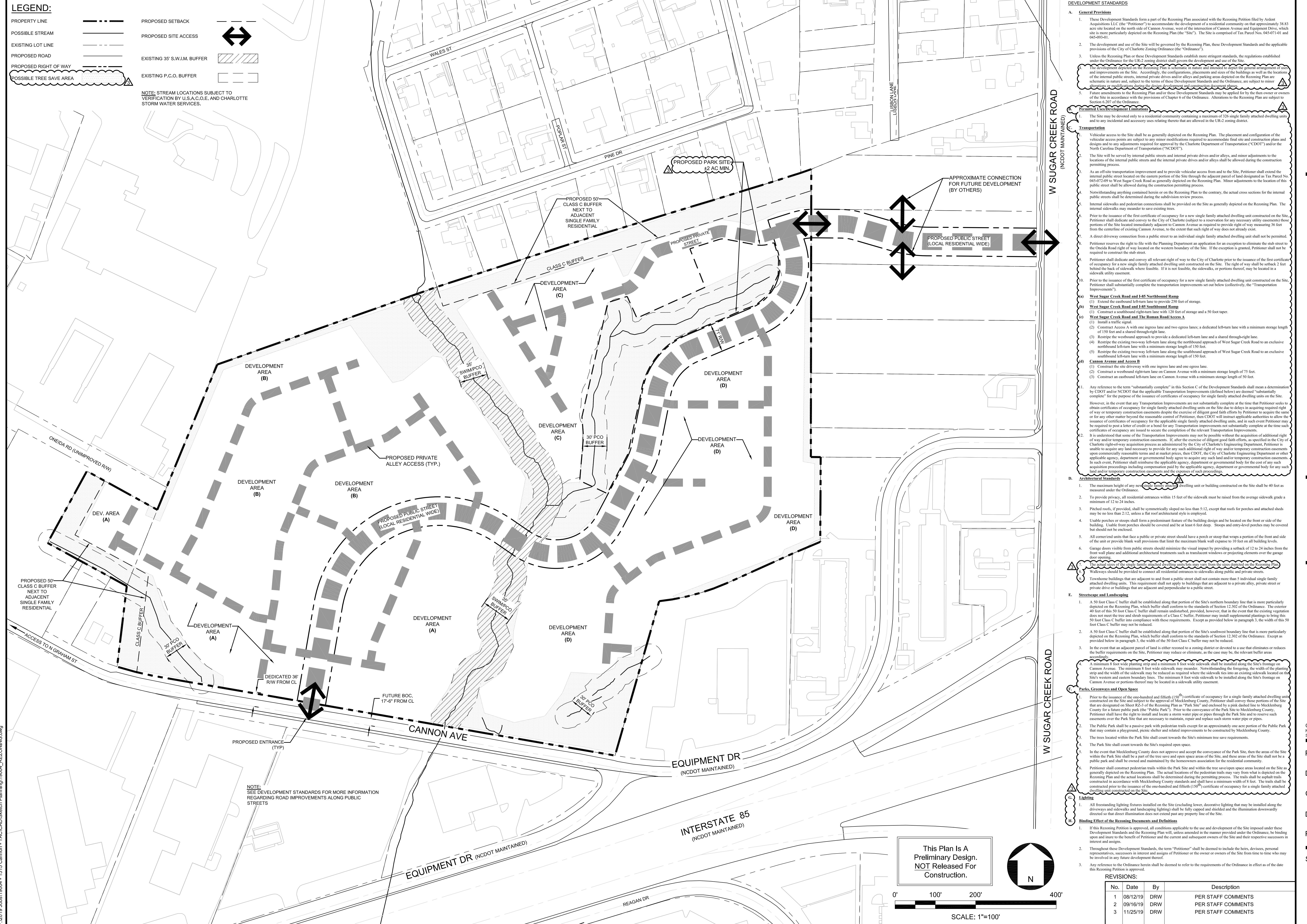


REZONING SITE PLAN



DEVELOPMENT STANDARDS

- General Provisions
- The Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by Ardent Acquisitions LLC (the "Petitioner") to accommodate the development of a residential community on that approximately 38.83 acre site located on the north side of Cannon Avenue, west of the intersection of Cannon Avenue and Equipment Drive, which are more particularly depicted on the Rezoning Plan ("the Site"). The Site is comprised of Tax Parcel Nos. 045-1741 and 045-0314.
- The development and use of the Site will be governed by the Rezoning Plan, these Development Standards and the applicable provisions of the City of Charlotte Zoning Ordinance ("the Ordinance").
- Unless the Rezoning Plan or these Development Standards establish more stringent standards, the regulations established under the Ordinance for the UR-2 zoning district shall govern the development and use of the Site.
- The Development depicted on the Rezoning Plan is in its nature and intended to define the character and use of the internal public streets, internal private drives and/or alleys and parking areas depicted on the Rezoning Plan are schematic in nature and, subject to the terms of these Development Standards and the Ordinance, are subject to minor adjustments to the Rezoning Plan and/or these Development Standards may be applied for by the then owner or owners of the Site in accordance with the provisions of Chapter 6 of the Ordinance. Alterations to the Rezoning Plan are subject to Section 6.207 of the Ordinance.
- Permitted Use/Development Limitations
- The Site may be devoted only to a residential community containing a maximum of 326 single family attached dwelling units and to any incidental and accessory uses relating thereto that are allowed in the UR-2 zoning district.
- Vehicular access to the Site shall be generally depicted on the Rezoning Plan. The placement and configuration of the vehicular access points are subject to any site modifications required to accommodate final site and construction plans and design. Minor site adjustments may be required as approved by the Charlotte Department of Transportation ("CDOT") and/or the North Carolina Department of Transportation ("NCDOT").
- The Site will be served by internal public streets and internal private drives and/or alleys, and minor adjustments to the locations of the internal public streets and the internal private drives and/or alleys shall be allowed during the construction process.
- An off-site transportation improvement and to provide vehicular access from and to the Site, Petitioner shall extend the internal public street located on the eastern portion of the Site through the adjacent parcel of land designated as Tax Parcel No. 045-0729 to West Sugar Creek Road as generally depicted on the Rezoning Plan. Minor adjustments to the location of this public street shall be allowed during the construction process.
- Notwithstanding anything contained herein or on the Rezoning Plan to the contrary, actual cross sections for the internal streets will be determined by the City of Charlotte during the review process.
- Internal sidewalks and pedestrian connections shall be provided on the Site as generally depicted on the Rezoning Plan. Prior to the issuance of the first certificate of occupancy for a new single family attached dwelling unit constructed on the Site, Petitioner shall discuss and coordinate with the City of Charlotte (or subsequently, the City of Mecklenburg County) the portion of the sidewalk to be constructed on the Site, and the location of any utility easements therefrom, to ensure that the sidewalk is provided in a manner that is consistent with the location of the centerline of existing Cannon Avenue, to the extent that such right of way does not already exist.
- A direct driveway connection from a public street to an individual single family attached dwelling unit shall not be permitted.
- Petitioner reserves the right to file with the Planning Department an application for an exception to eliminate the stub street to the Oneida Road right of way located on the western boundary of the Site. If the exception is granted, Petitioner shall be required to construct the stub street.
- Petitioner shall dedicate and convey all relevant right of way to the City of Charlotte prior to the issuance of the first certificate of occupancy for a new single family attached dwelling unit constructed on the Site. The right of way shall 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.
- Prior to the issuance of the first certificate of occupancy for a new single family attached dwelling unit constructed on the Site, Petitioner shall substantially complete the transportation improvements set out below (collectively, "the Transportation Improvements"):
- (a) West Sugar Creek Road and I-85 Northbound Ramp**
 - Extend the eastbound left-turn lane to provide 250 feet of storage.
- (b) West Sugar Creek Road and I-85 Southbound Ramp**
 - Construct a southbound right-turn lane with 120 feet of storage and a 50 foot taper.
- (c) Oneida Road and The Roman Access A**
 - Install a traffic signal.
 - Construct Access A with one express lane and two egress lanes; a dedicated left-turn lane with a minimum storage length of 150 feet and a minimum turn radius of 150 feet.
 - Reshape the southbound approach to provide a dedicated left-turn lane and a shared through-right lane.
 - Reshape the existing two-way left-turn lane along the northbound approach of West Sugar Creek Road to an exclusive northbound left-turn lane with a minimum storage length of 150 feet.
 - Reshape the existing two-way left-turn lane along the southbound approach of West Sugar Creek Road to an exclusive southbound left-turn lane with a minimum storage length of 150 feet.
- (d) Cannon Avenue and Access B**
 - Construct the site driveway with one express lane and one egress lane.
 - Construct a westbound right-turn lane on Cannon Avenue with a minimum storage length of 75 feet.
 - Construct an eastbound left-turn lane on Cannon Avenue with a minimum storage length of 50 feet.
- (e) Oneida Road and I-85**
 - Any reference to the term "substantially complete" in Section C of the Development Standards shall mean a determination by CDOT and/or NCDOT that the applicable Transportation Improvements (defined below) are deemed "substantially complete" for the purpose of the issuance of certificates of occupancy for single family attached dwelling units on the Site.
 - Notwithstanding anything contained in the Development Standards, Petitioner shall not be required to obtain certificates of occupancy for single family attached dwelling units on the Site due to delays in requiring right of way or temporary construction easements, despite the exercise of diligent good faith efforts by Petitioner to acquire the same or for any other reason beyond the reasonable control of Petitioner. In such event, Petitioner may be required to post a letter of credit or a bond or any other financial guarantee to secure the completion of the Transportation Improvements. The issuance of certificates of occupancy for the applicable family attached dwelling units in such event Petitioner may be required to post a letter of credit or a bond or any other financial guarantee to secure the completion of the Transportation Improvements. It is the intent of this section of the Transportation Improvements that Petitioner will not be required to post any additional right of way or temporary construction easements. If, after the exercise of diligent good faith efforts, as specified in the City of Charlotte right-of-way acquisition process as administered by the City of Charlotte's Engineering Department, Petitioner is unable to acquire the right of way or temporary construction easements, Petitioner may be required to post a letter of credit or a bond or any other financial guarantee to secure the completion of the Transportation Improvements.
 - It is the intent of this section of the Transportation Improvements that Petitioner will not be required to post any additional right of way or temporary construction easements. If, after the exercise of diligent good faith efforts, as specified in the City of Charlotte right-of-way acquisition process as administered by the City of Charlotte's Engineering Department, Petitioner is unable to acquire the right of way or temporary construction easements, Petitioner may be required to post a letter of credit or a bond or any other financial guarantee to secure the completion of the Transportation Improvements.
- (f) Architectural Standards**
 - The maximum height of any new single family attached dwelling unit or building constructed on the Site shall be 40 feet as measured under the Ordinance.
 - To provide access, all residential entrances within 15 feet of the sidewalk must be raised from the average sidewalk grade a minimum of 12 inches.
 - Pitched roofs, if provided, shall be symmetrically sloped to less than 5:12, except that roofs for porches and attached sheds may be no less than 2:12, unless a flat roof architectural style is employed.
 - Usable porches or stoops shall form a prominent feature of the building design and be located on the front or side of the building. Usable front porches should be covered and be at least 6 feet deep. Stoops and entry-level porches may be covered but shall not be recessed.
 - All porches or stoops 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 to 10 feet on all building levels.
 - 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 and additional architectural treatments such as translucent windows or projecting elements over the garage door opening.
- (g) Sidewalks and Walkways**
 - The actual sizes of the single family attached dwelling units may vary from the sizes depicted on the Rezoning Plan. Walkways should be provided to connect all residential entrances to sidewalks along public and private streets.
 - Townhouse buildings that are adjacent to and front a public street shall not contain more than 5 individual single family attached dwellings. This requirement shall not apply to buildings that are adjacent to a private alley, private street or private road, or to buildings that are adjacent and perpendicular to a public street.
- (h) Streetlights and Landscaping**
 - A 50 foot Class C buffer shall be established along that portion of the Site's northern boundary line that is more particularly depicted on the Rezoning Plan, which buffer shall conform to the standards of Section 12.302 of the Ordinance. The exterior 40 feet of this 50 foot Class C buffer shall remain undisturbed, provided, however, that in the event that the existing vegetation does not conform to the requirements of a Class C buffer, Petitioner may install supplemental plantings to bring this 50 foot Class C buffer into compliance with these requirements. Except as provided below in paragraph 3, the width of this 50 foot Class C buffer may be reduced.
 - A 50 foot Class C buffer shall be established along that portion of the Site's western boundary line that is more particularly depicted on the Rezoning Plan, which buffer shall conform to the standards of Section 12.302 of the Ordinance. Except as provided below in paragraph 3, the width of this 50 foot Class C buffer may be reduced.
 - In the event that an adjacent parcel of land is either zoned to a zoning district or devoted to a use that eliminates or reduces the buffer requirements on the Site, Petitioner may reduce or eliminate, as the case may be, the relevant buffer areas accordingly.
 - A minimum 8 foot wide planting strip and a minimum 8 foot wide sidewalk shall be installed along the Site's frontage on Cannon Avenue. The sidewalk and footpath on the sidewalk may be recessed where the sidewalk ties into an existing sidewalk located on the Site's western and eastern boundary lines. The minimum 8 foot wide sidewalk to be installed along the Site's frontage on Cannon Avenue or portions thereof may be located in a sidewalk utility easement.
- (i) Parks, Greenways and Open Spaces**
 - Prior to the issuance of the fifth-hundred and fifth (500th) certificate of occupancy for a single family attached dwelling unit on the Site, Petitioner shall convey those portions of the Site that are designated on Sheet R2-3 of the Rezoning Plan as "Park Site" and enclosed by a pink dashed line to Mecklenburg County for a future public park (the "Public Park"). Prior to the issuance of the Park Site to Mecklenburg County, Petitioner shall provide for the conveyance of the Park Site to Mecklenburg County and shall provide for the reservation of easements over the Park Site that are necessary to maintain, repair and replace such storm water pipe or pipes.
 - The Public Park shall be a passive park with pedestrian trails except for an approximately one acre portion of the Public Park that may contain a playground, picnic shelter and related improvements to be constructed by Mecklenburg County.
 - The trees located within the Park Site shall count towards the Site's minimum tree space requirements.
 - The Park Site shall count towards the Site's required open space.
 - In the event that Mecklenburg County does not approve and accept the conveyance of the Park Site, then the areas of the Site within the Park Site shall be a part of the tree space and green space areas of the Site, and these areas of the Site shall not be a part of the Public Park and shall be subject to the applicable requirements of the Ordinance.
 - Petitioner shall construct pedestrian trails within the Park Site and within the tree savanna space areas located on the Site as generally depicted on the Rezoning Plan. The actual locations of the pedestrian trails may vary from what is depicted on the Rezoning Plan and the actual locations shall be determined during the permitting process. The trails shall be asphalt trails constructed in accordance with Mecklenburg County standards and shall have a minimum width of 8 feet. The trails shall be constructed in accordance with the one-hundred and fifth (150th) certificate of occupancy for a single family attached dwelling unit constructed on the Site.
- (j) Lighting**
 - All freestanding lighting fixtures installed on the Site (excluding lower, decorative lighting that may be installed along the driveways and sidewalks and landscaping lighting) shall be fully capped and the illumination downward directed so that direct illumination does not exceed past any property line of the Site.
 - If this Rezoning Petition is approved, all conditions applicable to the use and development of the Site imposed under these provisions of the Rezoning Plan will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of Petitioner and the current and subsequent owners of the Site and their respective successors in interest and assigns.
 - Throughout these Development Standards, the "Petitioner" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of Petitioner or the owner or owners of the Site from time to time who may be involved in any future development thereof.
 - Any reference to the Ordinance herein shall be deemed to refer to the requirements of the Ordinance in effect as of the date this Rezoning Petition is approved.

No.	Date	By	Description
1	08/16/19	DRW	PER STAFF COMMENTS
2	09/16/19	DRW	PER STAFF COMMENTS
3	11/25/19	DRW	PER STAFF COMMENTS

CORPORATE CERTIFICATIONS
NC PE : C-2930 SC LA : C-253
SC ENG : NO. 3599 SC LA : NO. 211

Project Manager: MDL

Drawn By: SCJ

Checked By: LHC

Date: 4/16/19

Project Number: 19004

Sheet Number:

RZ-2

1515 CANNON AVE
CHARLOTTE, NC 28269
THE ARDENT COMPANIES
REZONING PETITION #: 2019-072

**ILLUSTRATIVE
REZONING
SITE
PLAN**

