

DATE: 10/23/17  
 DESIGNED BY: ST  
 DRAWN BY: JY  
 CHECKED BY: ST  
 SCALE: 1/2"=100'  
 PROJECT #: 1017188

REVISIONS:  
 12.11.17 - PER STAFF COMMENTS  
 02.12.18 - PER STAFF COMMENTS  
 03.26.18 - PER STAFF COMMENTS

**ARDREY KELL RESIDENTIAL**  
 REZONING PETITION No. 2017-171  
 CHARLOTTE, NC  
 SITE PLAN EXHIBIT





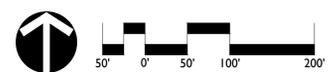
### SITE LEGEND

- PROPERTY LINE
- SETBACK
- BUFFER
- POTENTIAL TREE SAVE
- PROPOSED OPEN SPACE/ AMENITY AREA

**ARDREY KELL RESIDENTIAL**  
**REZONING PETITION No. 2017-171**  
 CHARLOTTE, NC  
**SCHEMATIC SITE PLAN**

REVISIONS:  
 12.11.17 - PER STAFF COMMENTS  
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 SHEET #:



Century Communities  
REZONING PETITION NO. 2017-171  
DEVELOPMENT STANDARDS

3/26/2018

**Development Data Table:**

Acreage: +/- 36.7 acres  
Tax Parcels: 229-021-19, 229-021-14, 229-021-05, 229-021-13, 229-021-87, 229-021-03, and 229-021-22  
Existing Zoning: R-3  
Proposed Zoning: MX-2 (INNOV)  
Existing Use: Single-Family Residential  
Proposed Uses: Single-Family Attached Dwelling Units (Townhomes) and Single-Family Detached Residential, together with accessory uses, as allowed in the MX-2 zoning district  
Density Proposed: Up to 6 units/acre, but not to exceed 220 dwelling units, as specified in Section II. Permitted Uses, below.  
Parking: Will satisfy the Ordinance

**I. General Provisions**

- These Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by Century Communities (the "Petitioner") to accommodate the development of a residential community on that approximately 36.7 acre site located on the south side of Ardrey Kell Road, more particularly depicted on the Rezoning Plan (the "Site"). The Site is comprised of Tax Parcel Numbers 229-021-19, 229-021-14, 229-021-05, 229-021-13, 229-021-87, 229-021-03, and 229-021-22.
- Development 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 MX-2 zoning district shall govern the development and use of the Site.
- The development and uses depicted on the Rezoning Plan are schematic in nature and are intended to depict the general arrangement of such uses and improvements on the Site. Accordingly, the ultimate layout, locations and sizes of the development and site elements depicted on the Rezoning Plan are graphic representations of the proposed development and site elements, and they may be altered or modified in accordance with the setback, yard, landscaping and tree save requirements set forth on this Rezoning Plan and the Development Standards, provided, however, that any such alterations and modifications shall be minor and not materially change the overall design intent depicted on the Rezoning Plan.
- Future amendments to the Rezoning Plan and/or these Development Standards may be applied for by the then owner(s) 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.

**II. Permitted Uses**

The Site may be devoted only to a residential community with up to 220 dwelling units, together with any incidental and accessory uses relating thereto that are allowed in the MX-2 zoning district. While the total number of townhome lots shall not exceed 205, the Petitioner may convert townhome unit lots into single family detached lots. However, single family lots shall not be permitted to be converted to townhome units and townhome units shall not be permitted to abut the southern 30' buffer. Non-residential uses will not be permitted on the Site.

**III. Innovative Development Standards**

- The Petitioner proposes to provide a 20 foot building setback (including garages) along the internal streets for single family detached (and attached front loaded) units and a 10 foot building setback from back of sidewalk for attached (rear loaded) townhome units.
- The Petitioner requests flexibility under the innovative development standards to provide alternative streetscape conditions, as generally depicted on the Rezoning Plan, to allow for townhome units to front open space areas instead of a street.
- The Petitioner requests flexibility under the innovative development standards to provide alternative street construction standards in order to accommodate 90-degree-radius curves on public streets.
- The Petitioner does not intend to utilize innovative development standards for any purposes other than those outlined above.
- The Petitioner requests flexibility under the building separation requirements to provide a minimum ten (10) foot separation between all buildings on the Site.

**IV. Transportation**

- Vehicular access will be as generally depicted on the Rezoning Plan. The placement and configuration of the vehicular access point shown on the Rezoning Plan is subject to any minor modifications required to accommodate final site and construction plans and designs and to any adjustments required by CDOT for approval.
- 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.
- The Petitioner shall make best efforts to coordinate fill of the sidewalk gap along the east side of Wade Ardrey Road between Ardrey Kell and Woodland Watch subject to reasonable topographical constraints and the Petitioner's ability to obtain an easement from the property owner.
- The Petitioner shall address Site access as generally depicted on the Rezoning Plan and more particularly as follows:
  - The existing dedicated left turn lane on Ardrey Kell Road into the Site's entrance shall remain.
  - If a connection is provided from Ardrey Kell Road into the Site west of Beau Riley Road, the entrance into the Site shall be right in/right out only.
  - The entrance into the Site from Ardrey Kell Road on the east side of Beau Riley Road shall be right in/right out only; and
  - At the Site's entrance from Wade Ardrey Road (across from Woodland Watch Court), Wade Ardrey Road shall be re-stripped to accommodate a dedicated left turn lane into the Site from the south.
- The Petitioner shall pursue approval to install a new traffic signal at the intersection of Beau Riley Road and Ardrey Kell Road. In the event that a full traffic signal is not installed, the Petitioner shall relocate the HAWK pedestrian signal near Travis Gulch Drive to the Beau Riley Road/Ardrey Kell Road intersection upon approval by CDOT and NCDOT.
- The Petitioner shall install a crosswalk connection from the existing sidewalk to the proposed sidewalk across the intersection of Wade Ardrey Road.
- Where necessary, Petitioner shall dedicate and convey in fee simple all rights-of-way to the City of Charlotte before the Site's first building certificate of occupancy is issued or phased per the Site's development plan. The right-of-way shall be set at two (2) feet behind the back of sidewalk where feasible.
- Petitioner shall substantially complete all transportation improvements before the Site's first building certificate of occupancy is issued.
  - Substantial completion shall mean completion of the roadway improvements in accordance with the standards set forth herein 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.

**V. Architectural Standards**

- The principal buildings used for single family attached (townhome) and single family detached uses constructed on the Site may use

- a variety of building materials. The building materials used for buildings will be a combination of the following: glass, brick, stone, simulated stone, pre-cast stone, pre-cast concrete, synthetic stone, stucco, cementitious siding (such as Hardi-plank), vinyl, EIFS or wood.
- Attached townhome buildings shall be limited to six (6) individual units or fewer per building.
  - Each attached and detached single-family residential dwelling unit shall be provided with a minimum two-car garage.
  - Sidewalks shall be provided to connect the front doors of townhome units to a sidewalk network.
  - Townhomes that directly abut internal sidewalks shall include, but not be limited to, elements such as stoops, porches, and architectural details.
  - All corner/end units that face a public street shall 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 fifteen (15) feet on all building levels (including but not limited to doors, windows, awnings, change of materials, articulation, change of plane, or architectural design elements).

**VI. Streetscape, Landscaping and Open Space**

- Per Section 11.207 of the Ordinance, at least 10% of the Site shall be set aside as common open space. The required open space will be set aside and improved as required by the Ordinance. The possible locations of the common open space areas are generally depicted on the Rezoning Plan.
- A thirty (30) foot landscaped buffer measured from the proposed right-of-way on Ardrey Kell Road and Wade Ardrey Road will be provided. If existing vegetation is not adequate, this buffer shall be landscaped to meet Class C buffer standards.
- Buffered areas or undisturbed buffers at least thirty (30) feet wide shall be provided in the common open space when abutting single-family homes along the southern property line, as measured from the common property line.
- The Petitioner may subdivide the Site and create sublots within the Site with no side or rear yards as part of a unified development plan.
- The Petitioner shall provide a six and a half (6.5) foot planting strip and a six (6) foot sidewalk along all public streets within the Site and around the perimeter of the Site. The front of sidewalk shall be installed forty-nine (49) feet from the centerline.
- Buffers will be provided as generally depicted on the Rezoning Plan. The fifty (50) foot buffer along the western Site boundary line will be an undisturbed buffer.
- The Petitioner shall provide a minimum 400 square foot private open space for each townhome unit.
- The Petitioner shall provide a linear park feature along Beau Riley to include seating areas, specialty landscape, and hardscape elements characterizing a linear park.
- Petitioner will provide a pedestrian trail network connecting open space areas throughout the Site.
- The Petitioner shall provide amenity areas of pocket parks, community greens, and amenity spaces as indicated on plan. Such amenity areas may include, but shall not be limited to, clubhouses, pools, playgrounds, dog parks, and or picnic areas.

**VII. Environmental Features**

- The Petitioner shall comply with the Charlotte City Council approved Post Construction Stormwater Ordinance.
- The location, size and type of stormwater 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 with this rezoning. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and natural site discharge points.
- The Site will comply with the Tree Ordinance. The locations of the proposed 15% tree save areas are generally depicted on the Rezoning Plan.

**VIII. Lighting**

The maximum height of any pedestrian scale, freestanding lighting fixture installed on the Site, including its base, shall not exceed twenty-one (21) feet.

**IX. Amendments to Rezoning Plan**

Future amendments to the Rezoning Plan and these Development Standards may be applied for by the then Owner or Owners of a particular Tract within the Site involved in accordance with the provisions of Chapter 6 of the Ordinance.

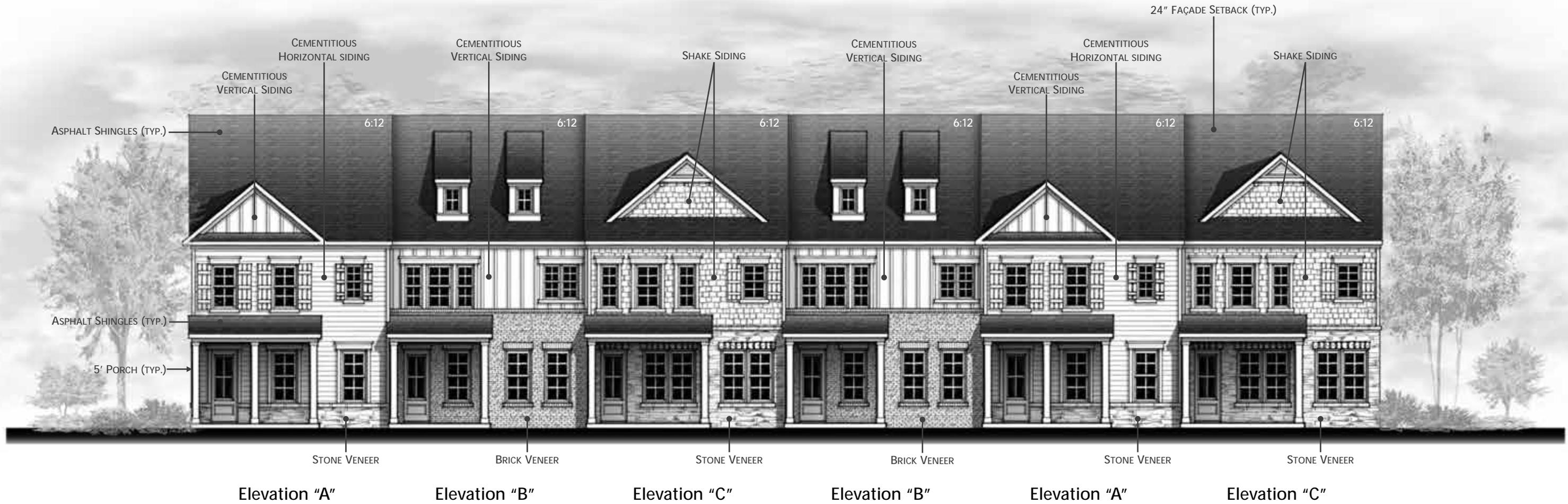
**X. Binding Effect of the Rezoning Documents and Definitions**

If this Rezoning Petition is approved, all conditions applicable to development of the Site imposed under the Rezoning Plan and these Development Standards will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site and their respective successors in interest and assigns.

Throughout these Development Standards, the terms, "Petitioner" and "Owner" or "Owners" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of the Petitioner or the owner or owners of any part of the Site from time to time who may be involved in any future development thereof.

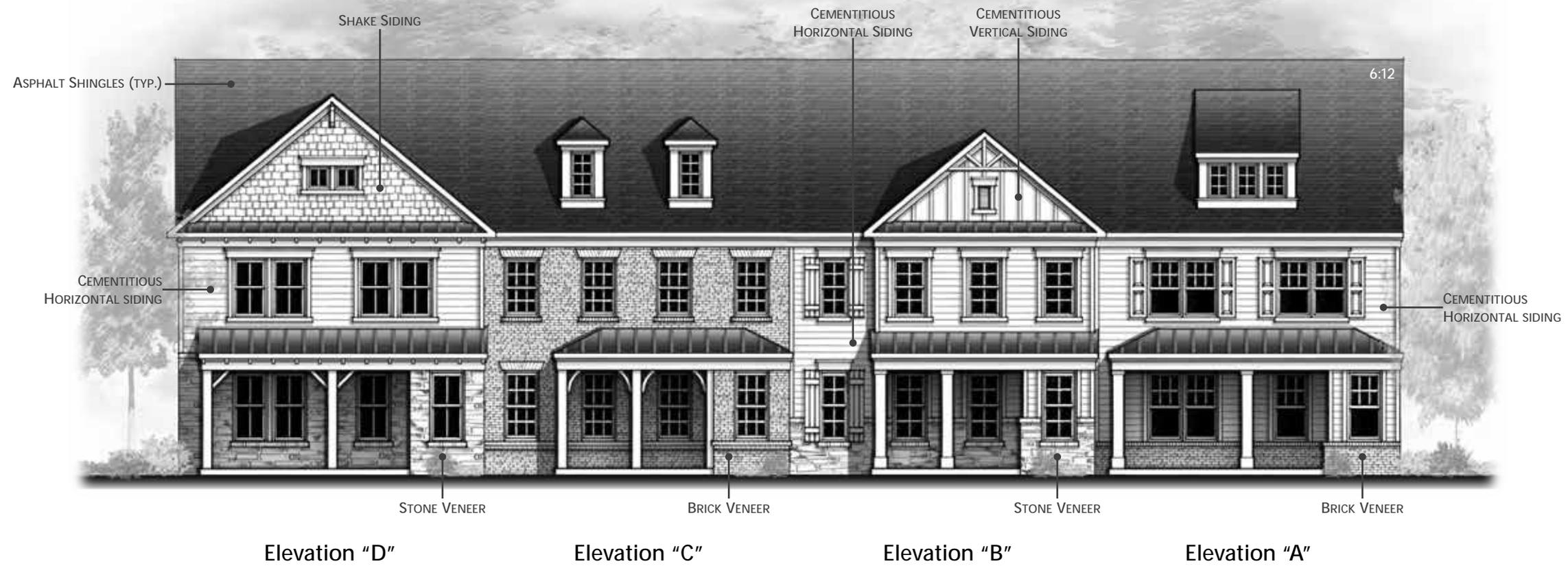
wner or owners of any part of the Site from time to time who may be involved in any future development thereof.

**22' Rear Load Townhomes**  
 Front Elevation



\* These elevations are provided to reflect the architectural style and quality of the buildings to be constructed on the site. The actual building constructed on the site may have minor variations from this elevation that adhere to the general architectural concepts, height restrictions and intent illustrated

26' Rear Load Townhomes  
Front Elevation



\* These elevations are provided to reflect the architectural style and quality of the buildings to be constructed on the site. The actual building constructed on the site may have minor variations from this elevation that adhere to the general architectural concepts, height restrictions and intent illustrated

## 26' Front Load Townhomes Front Elevation



\* These elevations are provided to reflect the architectural style and quality of the buildings to be constructed on the site. The actual building constructed on the site may have minor variations from this elevation that adhere to the general architectural concepts, height restrictions and intent illustrated

### Single-Family Detached Front Elevation



Elevation "A"



Elevation "B"

\* These elevations are provided to reflect the architectural style and quality of the buildings to be constructed on the site. The actual building constructed on the site may have minor variations from this elevation that adhere to the general architectural concepts, height restrictions and intent illustrated