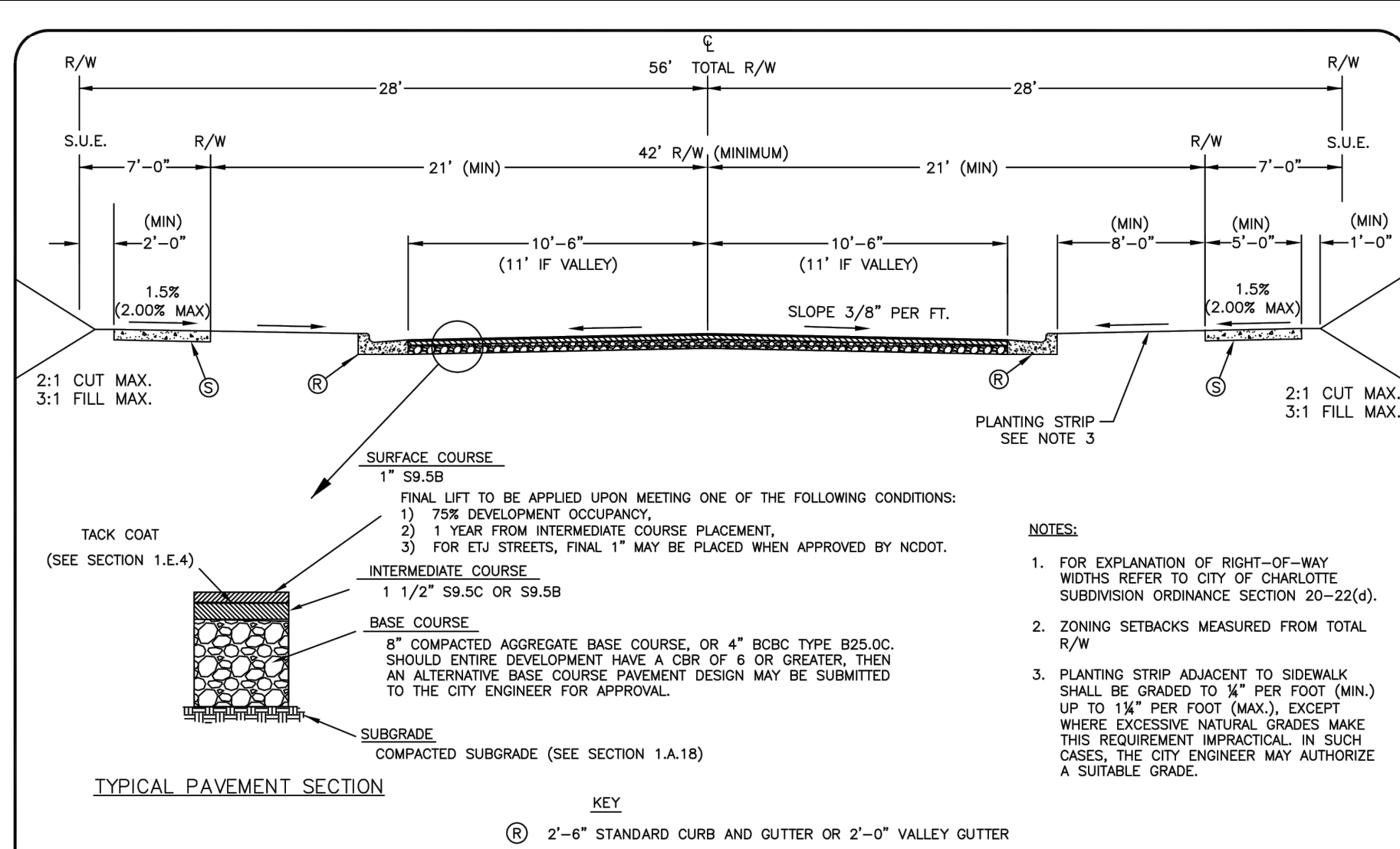


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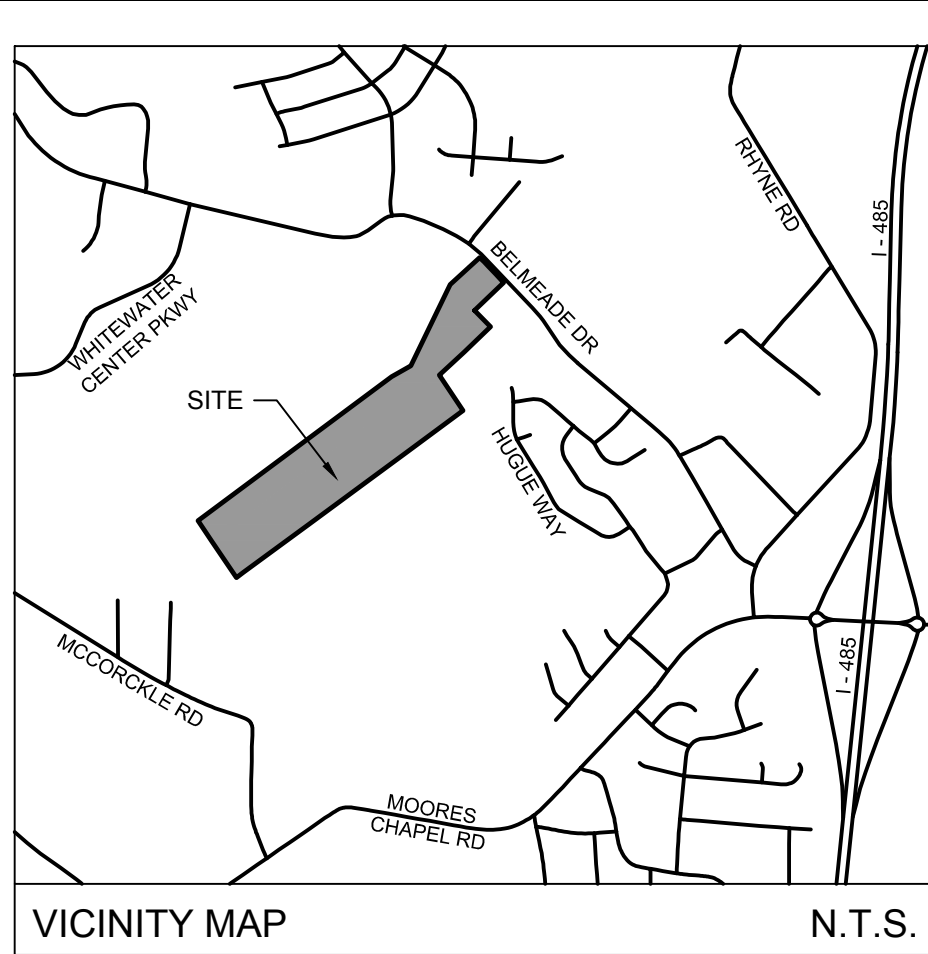
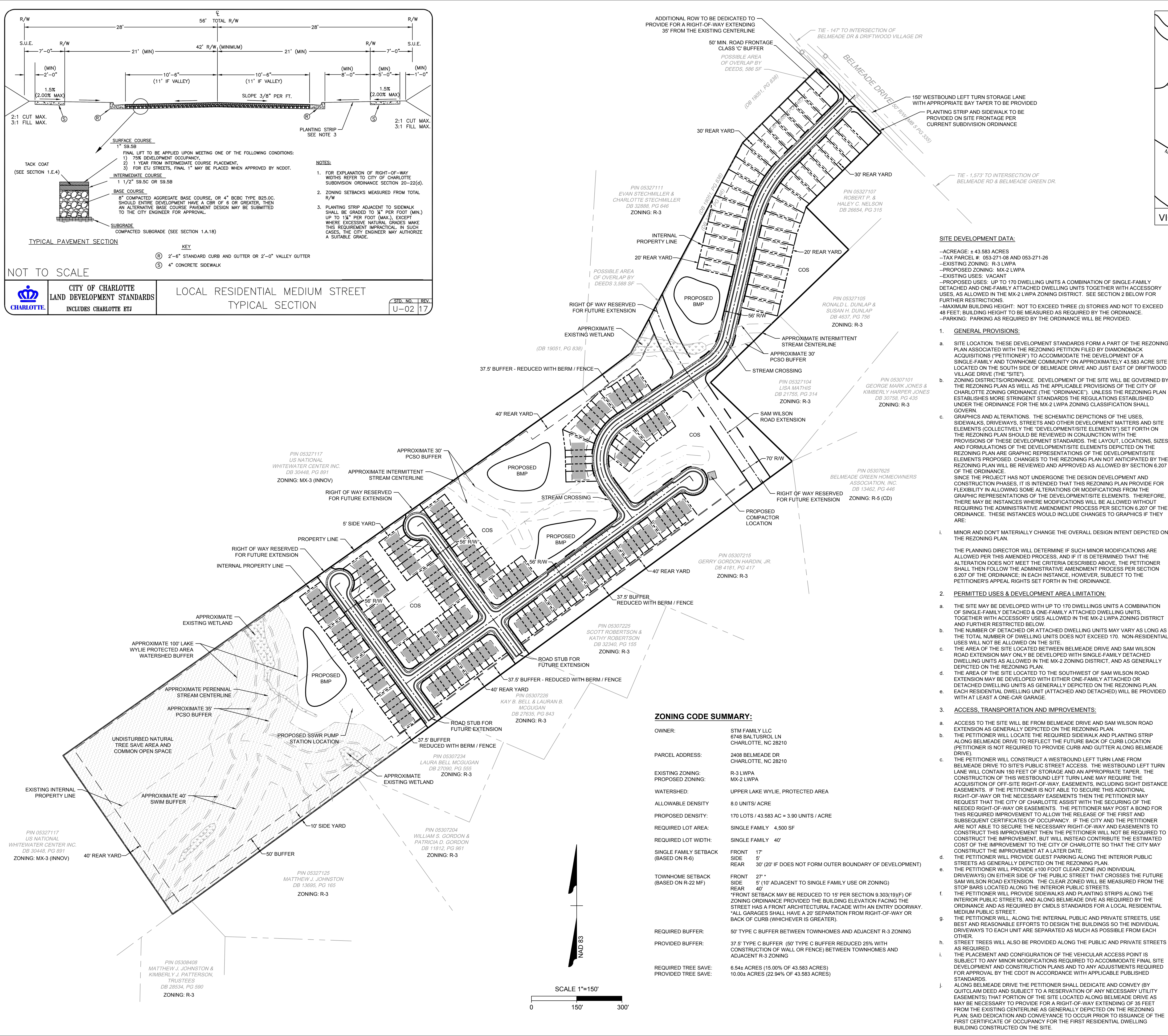


NOT TO SCALE

CITY OF CHARLOTTE
LAND DEVELOPMENT STANDARDS
INCLUDES CHARLOTTE ETJ

LOCAL RESIDENTIAL MEDIUM STREET
TYPICAL SECTION

STANDARD	NO.	REV.
U-02	17	



SITE DEVELOPMENT DATA:

- ACREAGE: ± 43.583 ACRES
- TAX PARCEL #: 053-271-08 AND 053-271-26
- EXISTING ZONING: R-3 LWPA
- PROPOSED ZONING: MX-2 LWPA
- EXISTING USES: VACANT
- PROPOSED USES: UP TO 170 DWELLING UNITS A COMBINATION OF SINGLE-FAMILY DETACHED AND ONE-FAMILY ATTACHED DWELLING UNITS TOGETHER WITH ACCESSORY USES, AS ALLOWED IN THE MX-2 LWPA ZONING DISTRICT. SEE SECTION 2 BELOW FOR FURTHER RESTRICTIONS.
- MAXIMUM BUILDING HEIGHT: NOT TO EXCEED THREE (3) STORIES AND NOT TO EXCEED 48 FEET, BUILDING HEIGHT TO BE MEASURED AS REQUIRED BY THE ORDINANCE.
- PARKING: PARKING AS REQUIRED BY THE ORDINANCE WILL BE PROVIDED.

1. GENERAL PROVISIONS:

- SITE LOCATION:** THESE DEVELOPMENT STANDARDS FORM A PART OF THE REZONING PLAN ASSOCIATED WITH THE REZONING PETITION FILED BY DIAMONDBACK ACQUISITIONS ("PETITIONER") TO ACCOMMODATE THE DEVELOPMENT OF A SINGLE-FAMILY AND TOWNHOME COMMUNITY ON APPROXIMATELY 43.583 ACRE SITE LOCATED ON THE SOUTH SIDE OF BELMEADE DRIVE AND JUST EAST OF DRIFTWOOD VILLAGE DRIVE (THE "SITE").
- 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-2 LWPA ZONING CLASSIFICATION SHALL GOVERN.
- GRAPHICS AND ALTERATIONS:** THE SCHEMATIC DEPICTIONS OF THE USES, SIDEWALKS, DRIVEWAYS, STREETS 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. SINCE THE PROJECT HAS NOT UNDERGONE THE DESIGN DEVELOPMENT AND CONSTRUCTION PHASES, IT IS INTENDED THAT THIS REZONING PLAN PROVIDE FOR FLEXIBILITY IN ALLOWING SOME ALTERATIONS OR MODIFICATIONS FROM THE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS. THEREFORE, THERE MAY BE INSTANCES WHERE MODIFICATIONS WILL BE ALLOWED WITHOUT REQUIRING THE ADMINISTRATIVE AMENDMENT PROCESS PER SECTION 6.207 OF THE ORDINANCE. THESE INSTANCES WOULD INCLUDE CHANGES TO GRAPHICS IF THEY ARE:
 - MINOR AND DON'T MATERIALLY CHANGE THE OVERALL DESIGN INTENT DEPICTED ON THE REZONING PLAN.

- PERMITTED USES & DEVELOPMENT AREA LIMITATION:**
 - THE SITE MAY BE DEVELOPED WITH UP TO 170 DWELLINGS UNITS A COMBINATION OF SINGLE-FAMILY DETACHED & ONE-FAMILY ATTACHED DWELLING UNITS, TOGETHER WITH ACCESSORY USES ALLOWED IN THE MX-2 LWPA ZONING DISTRICT AND FURTHER RESTRICTED BELOW.
 - THE NUMBER OF DETACHED OR ATTACHED DWELLING UNITS MAY VARY AS LONG AS THE TOTAL NUMBER OF DWELLING UNITS DOES NOT EXCEED 170. NON-RESIDENTIAL USES WILL NOT BE ALLOWED ON THE SITE.
 - THE AREA OF THE SITE LOCATED BETWEEN BELMEADE DRIVE AND SAM WILSON ROAD EXTENSION MAY ONLY BE DEVELOPED WITH SINGLE-FAMILY DETACHED DWELLING UNITS AS ALLOWED IN THE MX-2 ZONING DISTRICT, AND AS GENERALLY DEPICTED ON THE REZONING PLAN.
 - THE AREA OF THE SITE LOCATED TO THE SOUTHWEST OF SAM WILSON ROAD EXTENSION MAY BE DEVELOPED WITH EITHER ONE-FAMILY ATTACHED OR DETACHED DWELLING UNITS AS GENERALLY DEPICTED ON THE REZONING PLAN. EACH RESIDENTIAL DWELLING UNIT (ATTACHED AND DETACHED) WILL BE PROVIDED WITH AT LEAST A ONE-CAR GARAGE.

3. ACCESS, TRANSPORTATION AND IMPROVEMENTS:

- ACCESS TO THE SITE** WILL BE FROM BELMEADE DRIVE AND SAM WILSON ROAD EXTENSION AS GENERALLY DEPICTED ON THE REZONING PLAN.
- THE PETITIONER WILL LOCATE THE NECESSARY SIDEWALK AND PLANTING STRIP ALONG BELMEADE DRIVE TO REFLECT THE FUTURE BACK OF CURB LOCATION** (PETITIONER IS NOT REQUIRED TO PROVIDE CURB AND GUTTER ALONG BELMEADE DRIVE).
- THE PETITIONER WILL CONSTRUCT A WESTBOUND LEFT TURN LANE FROM BELMEADE DRIVE TO SITE'S PUBLIC STREET ACCESS. THE WESTBOUND LEFT TURN LANE WILL CONTAIN 150 FEET OF STORAGE AND AN APPROPRIATE TAPER. THE CONSTRUCTION OF THIS WESTBOUND 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 RIGHT-OF-WAY OR THE NECESSARY EASEMENTS THE 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 EASEMENTS 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.**
- THE PETITIONER WILL PROVIDE GUEST PARKING ALONG THE INTERIOR PUBLIC STREETS AS GENERALLY DEPICTED ON THE REZONING PLAN.**
- THE PETITIONER WILL PROVIDE ±100 FOOT CLEAR ZONE (NO INDIVIDUAL DRIVEWAYS) ON EITHER SIDE OF THE PUBLIC STREET THAT CROSSES THE FUTURE SAM WILSON ROAD EXTENSION. THE CLEAR ZONED WILL BE MEASURED FROM THE STOP BARS LOCATED ALONG THE INTERIOR PUBLIC STREETS.**
- THE PETITIONER WILL PROVIDE SIDEWALKS AND PLANTING STRIPS ALONG THE INTERIOR PUBLIC STREETS, AND ALONG BELMEADE DIVE AS REQUIRED BY THE ORDINANCE AND AS REQUIRED BY CMDS STANDARDS FOR A LOCAL RESIDENTIAL MEDIUM PUBLIC STREET.**
- THE PETITIONER WILL ALONG THE INTERNAL PUBLIC AND PRIVATE STREETS, USE BEST AND REASONABLE EFFORTS TO DESIGN THE BUILDINGS SO THE INDIVIDUAL DRIVEWAYS TO EACH UNIT ARE SEPARATED AS MUCH AS POSSIBLE FROM EACH OTHER.**
- STREET TREES WILL ALSO BE PROVIDED ALONG THE PUBLIC AND PRIVATE STREETS AS REQUIRED.**
- THE PLACEMENT AND CONFIGURATION OF THE VEHICULAR ACCESS POINT IS SUBJECT TO ANY MINOR MODIFICATIONS REQUIRED TO ACCOMMODATE FINAL SITE DEVELOPMENT AND CONSTRUCTION PLANS AND TO ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY THE CDOT IN ACCORDANCE WITH APPLICABLE PUBLISHED STANDARDS.**
- ALONG BELMEADE DRIVE THE PETITIONER SHALL DEDICATE AND CONVEY (BY QUITCLAIM DEED AND SUBJECT TO A RESERVATION OF ANY NECESSARY UTILITY EASEMENTS) THAT PORTION OF THE SITE LOCATED ALONG BELMEADE DRIVE AS MAY BE NECESSARY TO PROVIDE FOR A RIGHT-OF-WAY EXTENDING OF 35 FEET FROM THE EXISTING CENTERLINE AS GENERALLY DEPICTED ON THE REZONING PLAN, SAID DEDICATION AND CONVEYANCE TO OCCUR PRIOR TO ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR THE FIRST RESIDENTIAL DWELLING BUILDING CONSTRUCTED ON THE SITE.**

- THE PETITIONER SHALL DEDICATE AND CONVEY (BY QUITCLAIM DEED AND SUBJECT TO A RESERVATION OF ANY NECESSARY UTILITY EASEMENTS) THAT PORTION OF THE SITE LOCATED ALONG THE FUTURE EXTENSION OF SAM WILSON EXTENSION ROAD AS MAY BE NECESSARY TO PROVIDE FOR A 70 FOOT RIGHT-OF-WAY AS GENERALLY DEPICTED ON THE REZONING PLAN, SAID DEDICATION AND CONVEYANCE TO OCCUR WHEN A FINAL PLAT FOR THE LOTS ABUTTING SAM WILSON ROAD IS SUBMITTED FOR REVIEW AND APPROVAL.**
- 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 PETITIONER ABILITY TO POST A BOND FOR ANY IMPROVEMENTS NOT IN PLACE AT THE TIME OF THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY. THE PETITIONER WILL ALSO WORK WITH NCDOT AND CDOT TO DETERMINE THE TIMING OF THE COMPLETION OF THE LEFT TURN LANE AND THE ISSUANCE OF CERTIFICATES OF OCCUPANCY. NCDOT AND CDOT MAY ALLOW CERTIFICATES OF OCCUPANCY TO BE ISSUED PRIOR TO THE COMPLETION OF THE LEFT TURN LANE.**
- 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.**
- ARCHITECTURAL STANDARDS, GENERAL DESIGN GUIDELINES FOR ONE-FAMILY ATTACHED DWELLING UNITS ("TOWNHOMES"):**
 - THE PRINCIPAL BUILDINGS USED FOR THE ONE-FAMILY ATTACHED DWELLING UNITS ("TOWNHOMES") 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, PRECAST CONCRETE, SYNTHETIC STONE, STUCCO, CEMENTITIOUS SIDING (SUCH AS HARDY-PLANK), VINYL, EIFS OR WOOD.**
 - THE ENTRANCES (FRONT DOOR OR PORCHES) OF THE PROPOSED TOWNHOMES LOCATED WITHIN 15 FEET OF A SIDEWALK WILL BE RAISED 24 INCHES ABOVE THE AVERAGE GRADE OF THE SIDEWALK.**
 - PITCHED ROOFS, IF PROVIDED, SHALL BE SYMMETRICALLY SLOPED NO LESS THAN 5:12, EXCEPT THAT ROOFS FOR PORCHES AND ATTACHED SHEDS MAY BE NO LESS THAN 2:12.**
 - PORCHES SHALL FORM A PREDOMINATE MOTIF OF THE BUILDING DESIGN. EACH UNIT WILL BE CONSTRUCTED WITH A FRONT PORCH WITH A MINIMUM DEPTH OF SIX (6) FEET.**
 - ON THE INTERIOR OF THE SITE END UNITS THAT ABUT THE INTERNAL PRIVATE OR PUBLIC STREETS WILL HAVE MULTIPLE WINDOWS ON THE END FACADES TO AVOID A BLANK STREET WALL.**
 - GARAGE DOORS VISIBLE FROM THE PUBLIC OR PRIVATE STREETS WILL BE RECESSED AT LEAST ONE (1) FOOT BEHIND THE FRONT MOST BUILDING FACE, TO MINIMIZE THE VISUAL IMPACT OF THE GARAGE DOORS ON THE PUBLIC AND PRIVATE STREETS.**
 - WHEN VINYL SIDING IS USED AS A BUILDING MATERIAL, ON THE PROPOSED BUILDINGS, THE MINIMUM THICKNESS OF THE PROPOSED VINYL WILL BE .042.**
- STREETScape, BUFFERS, YARDS, OPEN SPACE AND LANDSCAPING:**
 - A 50 FOOT ROAD FRONTAGE BUFFER AS MEASURED FROM THE FUTURE RIGHT-OF-WAY BACK OF BELMEADE DRIVE WILL BE PROVIDED AS GENERALLY DEPICTED ON THE REZONING PLAN. THIS BUFFER WILL MEET CLASS C BUFFER STANDARDS.**
 - 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 IS GENERALLY DEPICTED ON THE REZONING PLAN.**
 - REAR YARDS WILL PROVIDED ALONG THE EXTERIOR PROPERTY LINES AS GENERALLY DEPICTED ON THE REZONING PLAN. THE REQUIRED PRIVATE OPEN SPACE FOR THE PROPOSED UNITS MAY BE LOCATED WITHIN THE PROPOSED REAR AND SIDE YARDS, BUT NOT IN THE PROPOSED BUFFERS.**
 - BUFFERS WILL BE PROVIDED AS GENERALLY DEPICTED ON THE REZONING PLAN. BUFFER WIDTHS MAY BE INCREASED AS ALLOWED BY THE ORDINANCE.**
 - UTILITIES MAY CROSS PROPOSED BUFFERS AT ANGLES NO GREATER THAN 75 DEGREES. STORAGE AREAS, PORCHES, DECKS, PATIOS, AND DRIVEWAYS WITHOUT RIP-RAP MAY ALSO CROSS THE BUFFER AT ANGLES NO GREATER THAN 75 DEGREES IN ORDER TO ALLOW FOR THE NATURAL FLOW STORM WATER.**
- ENVIRONMENTAL FEATURES:**
 - THE PETITIONER SHALL COMPLY WITH THE CHARLOTTE CITY COUNCIL APPROVED AND ADOPTED POST CONSTRUCTION STORMWATER ORDINANCE.**
 - 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 WITH THIS REZONING. ADJUSTMENTS MAY BE NECESSARY IN ORDER TO ACCOMMODATE ACTUAL STORM WATER TREATMENT REQUIREMENTS AND NATURAL SITE DISCHARGE POINTS.**
 - DEVELOPMENT WITHIN THE SWIMP/PCSO BUFFER SHALL BE COORDINATED WITH AN SUBJECT TO APPROVAL BY CHARLOTTE-MECKLENBURG STORM WATER SERVICES AND MITIGATION IF REQUIRED BY CITY ORDINANCE.**
 - THE SITE WILL COMPLY WITH THE TREE ORDINANCE. THE POSSIBLE LOCATION OF PROPOSED TREE SAVE AREAS ARE GENERALLY DEPICTED ON THE REZONING PLAN.**
 - ALL UTILITIES WITHIN THE SITE WILL BE PLACED UNDERGROUND.**
 - LIGHTING:**
 - ALL NEW LIGHTING SHALL BE FULL CUT-OFF TYPE LIGHTING FIXTURES EXCLUDING LOWER, DECORATIVE LIGHTING THAT MAY BE INSTALLED ALONG THE DRIVEWAYS, SIDEWALKS, PARKING AREAS AND COURTYARDS.**
 - ARCHITECTURAL LIGHTING ON BUILDING FACADES, SUCH AS BUT NOT LIMITED TO SCENES, WILL BE PERMITTED.**
 - 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 ORDINANCE.**
 - BINDING EFFECT OF THE REZONING APPLICATION:**
 - 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 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.**

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DIAMONDBACK INVESTMENT GROUP, LLC
3514-B Drawbridge Parkway
Greensboro, NC 27410

REZONING SITE PLAN

DATE	REVISION DESCRIPTION
5/13/2019 <td></td>	
DRAWN BY	K. BRADLEY
DESIGNED BY	K. BRADLEY
CHECKED BY	C. TODD
SCALE	AS SHOWN
JOB NO.	42587
SHEET NO.	RZ-1.0

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