

DEVELOPMENT STANDARDS
November 18, 2021

A. GENERAL PROVISIONS

1. THESE DEVELOPMENT STANDARDS FORM A PART OF THE REZONING PLAN ASSOCIATED WITH THE REZONING PETITION FILED BY DRB GROUP (THE "PETITIONER") TO ACCOMMODATE THE DEVELOPMENT OF THAT APPROXIMATELY 4.66 ACRE SITE LOCATED ON THE EAST SIDE OF CLYDE DRIVE BETWEEN CORONET WAY AND BUNGALOW ROAD, WHICH SITE IS MORE PARTICULARLY DEPICTED ON THE REZONING PLAN (THE "SITE"). THE SITE IS COMPRISED OF TAX PARCEL NOS. 07114104, 07114105, 07114106, 07114117 AND 07114118.
2. 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").
3. 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.
4. THE DEVELOPMENT DEPICTED ON THE REZONING PLAN IS SCHEMATIC IN NATURE AND INTENDED TO DEPICT THE GENERAL ARRANGEMENT OF USES AND IMPROVEMENTS ON THE SITE. ACCORDINGLY, THE CONFIGURATIONS, PLACEMENTS AND SIZES OF THE BUILDING FOOTPRINTS AS WELL AS THE INTERNAL PRIVATE ALLEYS, STREETS 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 ALTERATIONS OR MODIFICATIONS DURING THE DESIGN DEVELOPMENT AND CONSTRUCTION DOCUMENT PHASES.
5. FUTURE AMENDMENTS 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.

B. PERMITTED USES/DEVELOPMENT LIMITATIONS

1. THE SITE MAY BE DEVOTED ONLY TO A RESIDENTIAL COMMUNITY CONTAINING A MAXIMUM OF 58 SINGLE FAMILY ATTACHED DWELLING UNITS AND TO ANY INCIDENTAL AND ACCESSORY USES RELATING THERE TO THAT ARE ALLOWED IN THE UR-2 ZONING DISTRICT.

C. TRANSPORTATION

1. VEHICULAR ACCESS TO THE SITE SHALL BE AS GENERALLY DEPICTED ON THE REZONING PLAN. THE PLACEMENT AND CONFIGURATION OF THE VEHICULAR ACCESS POINTS ARE SUBJECT TO ANY MINOR MODIFICATIONS REQUIRED TO ACCOMMODATE FINAL SITE AND CONSTRUCTION PLANS AND DESIGNS AND TO ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY THE CHARLOTTE DEPARTMENT OF TRANSPORTATION AND/OR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION.
2. AS DEPICTED ON THE REZONING PLAN, THE SITE WILL BE SERVED BY INTERNAL PRIVATE ALLEYS/STREETS. MINOR ADJUSTMENTS TO THE LOCATIONS OF THE INTERNAL PRIVATE ALLEYS/STREETS SHALL BE ALLOWED DURING THE CONSTRUCTION PERMITTING PROCESS.
3. A MINIMUM OF VISITOR PARKING SPACES SHALL BE PROVIDED ON THE SITE.
PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON THE SITE, PETITIONER SHALL DEDICATE AND CONVEY TO THE CITY OF CHARLOTTE (SUBJECT TO A RESERVATION FOR ANY NECESSARY UTILITY EASEMENTS) THOSE PORTIONS OF THE SITE LOCATED IMMEDIATELY ADJACENT TO ROZZELLES FERRY ROAD AS REQUIRED TO PROVIDE RIGHT OF WAY MEASURING 15 FEET FROM THE EXISTING CENTERLINE OF ROZZELLES FERRY ROAD, TO THE EXTENT THAT RIGHT OF WAY DOES NOT ALREADY EXIST.
5. ALL TRANSPORTATION IMPROVEMENTS REQUIRED TO BE CONSTRUCTED BY PETITIONER UNDER THIS SECTION C OF THE DEVELOPMENT STANDARDS WILL BE APPROVED AND CONSTRUCTED PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON THE SITE.
6. PETITIONER WILL DEDICATE TO THE CITY OF CHARLOTTE VIA FEE SIMPLE CONVEYANCE ANY ADDITIONAL RIGHT-OF-WAY INDICATED ON THE REZONING PLAN AS RIGHT-OF-WAY TO BE DEDICATED AND THE ADDITIONAL RIGHT-OF-WAY WILL BE DEDICATED PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON THE SITE. 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. THE PERMANENT SIDEWALK EASEMENT WILL BE LOCATED A MINIMUM OF TWO (2) FEET BEHIND THE SIDEWALK WHERE FEASIBLE.
7. SUBJECT TO THE APPROVAL OF CDOT AND ANY OTHER GOVERNMENTAL AGENCIES, PETITIONER SHALL CONSTRUCT AN ADA COMPLIANT BUS WAITING PAD 600B WITHIN THE REQUIRED PLANTING STRIP LOCATED ALONG THE SITE'S FRONTAGE ON ROZZELLES FERRY ROAD. THE EXACT LOCATION OF THE BUS WAITING PAD SHALL BE DETERMINED DURING THE SITE DESIGN AND PERMITTING PROCESS, AND THE BUS WAITING PAD SHALL BE LOCATED ENTIRELY WITHIN RIGHT OF WAY. IN THE EVENT THAT PETITIONER CANNOT OBTAIN ALL APPROVALS AND PERMITS REQUIRED TO CONSTRUCT THE BUS WAITING PAD, THEN PETITIONER SHALL HAVE NO OBLIGATION TO CONSTRUCT THE BUS WAITING PAD. CATS SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF A BENCH OR SHELTER ON THE BUS WAITING PAD.

D. ARCHITECTURAL STANDARDS

1. THE ARCHITECTURAL STANDARDS SET OUT BELOW SHALL APPLY TO THE SINGLE FAMILY ATTACHED DWELLING UNITS BEING CONSTRUCTED ON THE SITE.
60. EXCEPT AS PROVIDED BELOW IN PARAGRAPH (b), THE MAXIMUM HEIGHT IN FEET OF ANY BUILDING CONSTRUCTED ON THE SITE SHALL BE 45 FEET AS MEASURED UNDER THE ORDINANCE.
- (b) THE MAXIMUM HEIGHT IN FEET OF THE BUILDINGS CONTAINING THOSE SINGLE FAMILY ATTACHED DWELLING UNITS DESIGNATED ON THE REZONING PLAN AS UNITS 14 THROUGH 25, UNITS 27 THROUGH 28, UNITS 29 THROUGH 31 AND UNITS 32 THROUGH 34 SHALL BE 40 FEET AS MEASURED UNDER THE ORDINANCE.
- (c) THE MAXIMUM HEIGHT IN STORES OF THOSE SINGLE FAMILY ATTACHED DWELLING UNITS DESIGNATED ON THE REZONING PLAN AS UNITS 18 THROUGH 22 SHALL BE TWO STORES.
61. THE PRIMARY EXTERIOR BUILDING MATERIALS FOR THE SINGLE FAMILY ATTACHED DWELLING UNITS CONSTRUCTED ON THE SITE WILL BE A COMBINATION OF PORTIONS OF THE FOLLOWING: BRICK, VENEER OR SIMILAR MASONRY PRODUCTS, STONE, MANUFACTURED STONE, STUCCO AND CEMENTITIOUS SIDING.
62. VINYL EIFS OR MASONITE MAY NOT BE USED AS AN EXTERIOR BUILDING MATERIAL ON ANY SINGLE FAMILY ATTACHED DWELLING UNIT CONSTRUCTED ON THE SITE. NOTWITHSTANDING THE FOREGOING, VINYL MAY BE UTILIZED ON WINDOWS, DOORS, GARAGE DOORS, SORTERS, TRIM AND HAILINGS. ADDITIONALLY, ALUMINUM MAY BE USED ON TRIM AND GARAGE DOORS.
- (f) THE SINGLE FAMILY ATTACHED DWELLING UNITS WILL HAVE SLAB FOUNDATIONS.
- (g) THE ACTUAL SIZES OF THE SINGLE FAMILY ATTACHED DWELLING UNITS/LOTS MAY VARY FROM THE SIZES DEPICTED ON THE REZONING PLAN.
- (h) EACH SINGLE FAMILY ATTACHED DWELLING UNIT CONSTRUCTED ON THE SITE SHALL HAVE A GARAGE.
63. THE SINGLE FAMILY ATTACHED DWELLING UNITS DESIGNATED ON THE REZONING PLAN AS UNITS 13 SHALL FRONT ROZZELLES FERRY ROAD, AND THESE SINGLE FAMILY ATTACHED DWELLING UNITS SHALL BE REAR-ALLEY LOADED.
64. THE SINGLE FAMILY ATTACHED DWELLING UNITS DESIGNATED ON THE REZONING PLAN AS UNITS 23 THROUGH 34 SHALL FRONT CLYDE DRIVE, AND THESE SINGLE FAMILY ATTACHED DWELLING UNITS SHALL BE REAR-ALLEY LOADED.
- (a) EXCLUDING THE BUILDING CONTAINING THOSE SINGLE FAMILY ATTACHED DWELLING UNITS DESIGNATED ON THE REZONING PLAN AS UNITS 18 THROUGH 22, THE BUILDINGS THAT ADJUT CLYDE DRIVE MAY NOT CONTAIN MORE THAN THREE SINGLE FAMILY ATTACHED DWELLING UNITS.
- (b) IF PITCHED ROOFS ARE PROVIDED, THE FRONT OF THE ROOFS SHALL BE SYMMETRICALLY SLOPED NO LESS THAN 5:12. THE REAR OF THE ROOFS AND ROOFS FOR ANY PORCHES, COVERED STOPS, ATTACHED SHEDS AND DOCKERS MAY BE NO LESS THAN 2:12. ADDITIONALLY, A FLAT ROOF ARCHITECTURAL STYLE MAY BE EMPLOYED.
- (c) THE FINISHED FLOOR ELEVATION OF EACH SINGLE FAMILY ATTACHED DWELLING UNIT LOCATED WITHIN 15 FEET OF A PUBLIC SIDEWALK SHALL BE A MINIMUM OF 12 INCHES ABOVE THE AVERAGE SIDEWALK GRADE OF THE PUBLIC SIDEWALK.
65. EACH SINGLE FAMILY ATTACHED DWELLING UNIT CONSTRUCTED ON THE SITE SHALL HAVE A COVERED ENTRYWAY. COVERINGS MAY CONSIST OF AN AWNING, CANOPY, ROOF EXTENSION OR OTHER ARCHITECTURAL FEATURE CHOSEN BY PETITIONER.
- (a) 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 EXPANSION TO 20 FEET ON ALL LEVELS.
- (b) THE FRONT ELEVATION OF EACH SINGLE FAMILY ATTACHED DWELLING UNIT SHALL HAVE WINDOWS OR OTHER ARCHITECTURAL DETAILS THAT LIMIT THE MAXIMUM BLANK WALL EXPANSION TO 15 FEET ON EACH LEVEL OF THE SINGLE FAMILY ATTACHED DWELLING UNIT.
- (c) WALKWAYS SHALL BE PROVIDED TO CONNECT ALL RESIDENTIAL ENTRANCES TO SIDEWALKS THAT LEAD TO PUBLIC STREETS.
66. THE MINIMUM SETBACK FROM CLYDE DRIVE SHALL BE 30 FEET FROM THE BACK OF THE EXISTING CURB AS DEPICTED ON THE REZONING PLAN.

E. STREETScape AND LANDSCAPING

1. A MINIMUM 8 FOOT WIDE PLANTING STRIP AND A MINIMUM 6 FOOT WIDE SIDEWALK SHALL BE INSTALLED ALONG THE SITE'S FRONTAGE ON ROZZELLES FERRY ROAD AND CLYDE DRIVE AS GENERALLY DEPICTED ON THE REZONING PLAN. THE SIDEWALKS MAY BE LOCATED IN A SIDEWALK UTILITY EASEMENT.
2. A MINIMUM 21 FOOT WIDE LANDSCAPE AREA PLANTED TO THE STANDARDS OF A CLASS C BUFFER WITH A FENCE SHALL BE ESTABLISHED ALONG A PORTION OF THE SITE'S SOUTHERN BOUNDARY LINE AS DEPICTED ON THE REZONING PLAN.

F. LIGHTING

1. ALL FREESTANDING LIGHTING FIXTURES INSTALLED ON THE SITE BY PETITIONER (EXCLUDING STREET LIGHTS, LOWER, DECORATIVE LIGHTING THAT MAY BE INSTALLED ALONG THE DRIVEWAYS, PRIVATE ALLEYS/STREETS, SIDEWALKS AND WALKWAYS AND LANDSCAPING LIGHTING) SHALL BE FULLY CAPED AND SHIELDED AND THE ILLUMINATION DOWNWARDLY DIRECTED SO THAT DIRECT ILLUMINATION DOES NOT EXTEND PAST ANY PROPERTY LINE OF THE SITE.
2. THE MAXIMUM HEIGHT OF ANY FREESTANDING LIGHTING FIXTURE INSTALLED ON THE SITE BY PETITIONER, INCLUDING ITS BASE, SHALL NOT EXCEED 21 FEET.

G. ENVIRONMENTAL FEATURES

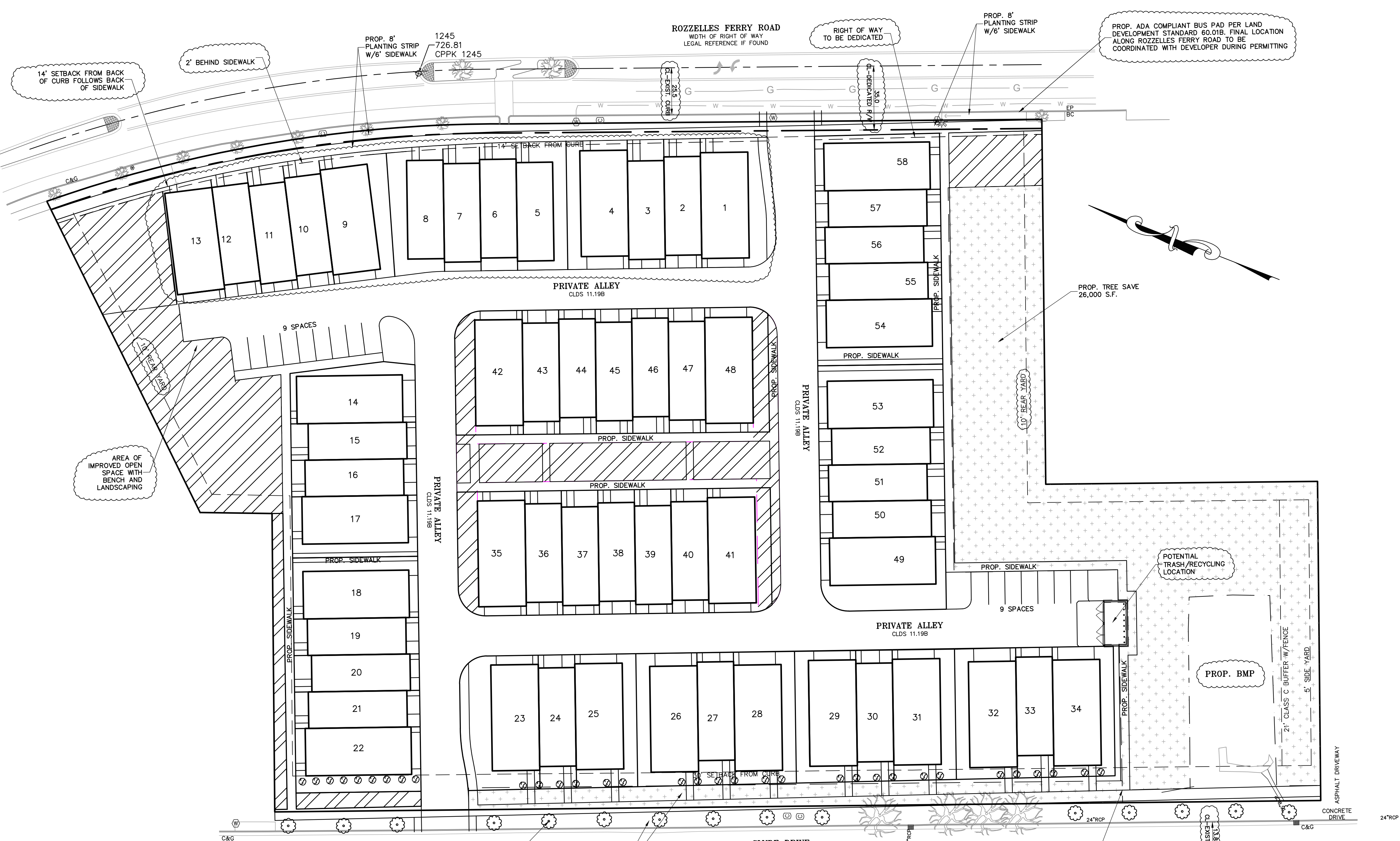
1. THE DEVELOPMENT OF THE SITE WILL COMPLY WITH THE CHARLOTTE TREE ORDINANCE.
2. PETITIONER SHALL COMPLY WITH THE CHARLOTTE CITY COUNCIL APPROVED AND ADOPTED POST CONSTRUCTION STORMWATER ORDINANCE.
3. THE LOCATION, SIZE AND TYPE OF STORM WATER MANAGEMENT SYSTEMS DEPICTED ON THE REZONING PLAN ARE SUBJECT TO REVIEW AND APPROVAL AS PART OF THE FULL DEVELOPMENT PLAN SUBMITTAL AND ARE NOT IMPLICITLY APPROVED WITH THE REZONING. ADJUSTMENTS MAY BE NECESSARY IN ORDER TO ACCOMMODATE ACTUAL STORM WATER TREATMENT REQUIREMENTS AND NATURAL SITE DISCHARGE POINTS.

H. OPEN SPACE

1. THE SITE SHALL COMPLY WITH THE OPEN SPACE REQUIREMENTS OF THE ORDINANCE.
2. THE AREA DESIGNATED ON THE REZONING PLAN AS IMPROVED OPEN SPACE SHALL CONTAIN GRASS, SHRUBS, TREES, PEDESTRIAN WALKWAYS AND SEATING.

I. BINDING EFFECT OF THE REZONING DOCUMENTS AND DEFINITIONS

1. IF THIS REZONING PETITION IS APPROVED, ALL CONDITIONS APPLICABLE TO THE USE AND DEVELOPMENT OF THE SITE IMPOSED UNDER THESE DEVELOPMENT STANDARDS AND 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, INTERESTS AND ASSIGNS.
2. THROUGHOUT THESE DEVELOPMENT STANDARDS, THE TERM "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.



ADDITIONAL DATA:

-MINIMUM SEPARATION BETWEEN BUILDINGS TO BE 10'

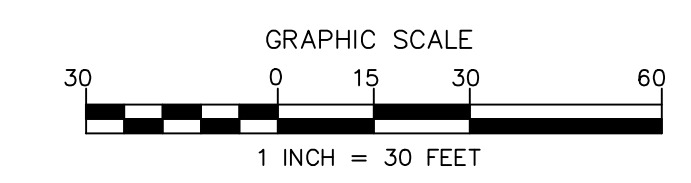
SITE AREA = 200,770 S.F. / 4.61 ACRES (TOTAL PARCEL)
15% TREE SAVE REQUIRED = 200,770 X 15% = 30,115 S.F.
TREE SAVE PROVIDED = 30,150 S.F.
*TREE SAVE PROVIDED IS APPROXIMATE AND MAY CHANGE BASED FINAL PLAN

COMMON OPEN SPACE: MIN. AREA= 20,077/0.46 S.F./AC.
* CONFIGURATION OF COMMON OPEN SPACE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. FINAL CONFIGURATION TO BE DETERMINED AS PART OF SITE DEVELOPMENT PERMIT PROCESS. (CONSISTS OF BENCHES AND A DOG STATION)
-MINIMUM BUILDING SEPARATION TO BE 10' TO TREE SAVE AREA

FIRE DEPARTMENT NOTES:
1. FIRE DEPARTMENT ACCESS ROAD SHALL HAVE A MINIMUM OF 20' UNOBSTRUCTED CLEAR WIDTH AND SHALL BE CAPABLE OF SUPPORTING 80,000 LBS.
2. TURN RADIUS 30' INSIDE AND 42' OUTSIDE
3. FOR NON-SPRINKLERED BUILDINGS, FIRE DEPARTMENT MUST BE ABLE TO REACH 150' TO ALL EXTERIOR PORTIONS OF BUILDING.
4. FOR SPRINKLERED BUILDINGS, FIRE DEPARTMENT MUST BE ABLE TO REACH 200' TO ALL EXTERIOR PORTIONS OF A BUILDING.
5. FIRE HYDRANT SHALL BE LOCATED WITHIN 400' TO THE MOST REMOTE POINT OF BUILDING AS TRUCK TRAVELS FOR ALL BUILDINGS.
6. ISO NEEDED FIRE FLOW TOWNHOMES:
A. TOWNHOMES NOT EXCEEDING 2 STORIES IN HEIGHT, REQ'D FIRE FLOW IS 1500 GPM.
B. TOWNHOMES NOT EXCEEDING 3 STORIES IN HEIGHT AND A FIRE AREA OF 2500 S.F. OR LESS, REQ'D FIRE FLOW IS 1750 GPM.
C. TOWNHOMES NOT EXCEEDING 3 STORIES IN HEIGHT AND A FIRE AREA GRATER THAN 2500 S.F., REQ'D FIRE FLOW IS 2000 GPM.

TREE SIZE AND SPECIES TO BE COORDINATED WITH ADJACENT PROPERTY OWNERS AND URBAN FORESTRY DURING REVIEW

DEVELOPMENT DATA:
PROJECT NAME: ROZZELLES FERRY ROAD
OWNER/AGENT: DRB GROUP
PLANS PREPARED BY: THE ISAACS GROUP, PC PHONE #: 704-527-3440
EXIST. ZONING: I-1(CD) AND R-22MF JURISDICTION: CITY OF CHARLOTTE
PROP. ZONING: UR-2 (CD)
TAX PARCEL #: 07114117, 07114104, 07114105, 07114106, 07114118
PROPOSED USE: SINGLE FAMILY ATTACHED TOWNHOMES
TOTAL SITE AREA: 200,770 SQ. FEET/ACRES
SETBACKS: ROZZELLES FERRY SETBACK=14' FROM BOC.
CLYDE DRIVE SETBACK=14' FROM BOC.
YARDS: 5' SIDE AND 10' REAR
PROPOSED TOWNHOMES: 58 UNITS
LENGTH OF ROADS: 1,380 L.F.



NO.	BY	DATE	REVISION
1	FBL	10/11/21	PER CITY COMMENTS

PRELIMINARY FOR REVIEW PURPOSES ONLY

REZONING PETITION #:2021-130

Project: **ROZZELLES FERRY RD**
3009 ROZZELLES FERRY RD., CHARLOTTE, NC

Title: **REZONING PLAN**

File #: 19288-SKDWG Date: 3/25/21 Project Egr: ONI
Design By: FBL
Drawn By: FBL/EBH
Scale: 1"=30'

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