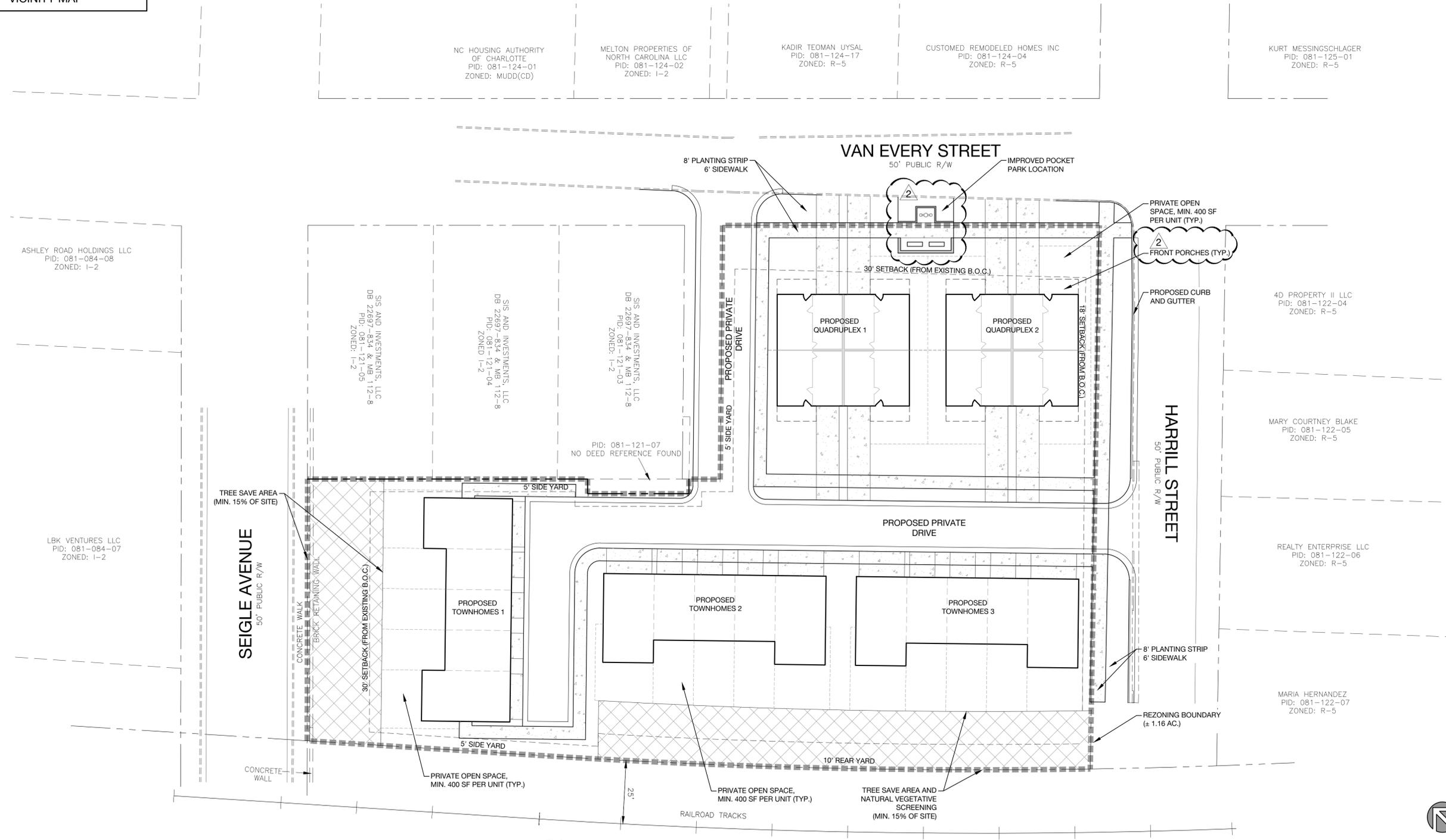
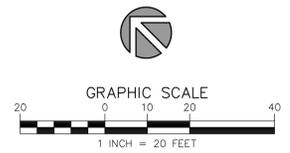


DEVELOPMENT SUMMARY	
TAX PARCEL ID #:	081-121-01 & 081-121-06
TOTAL SITE AREA:	± 1.16 ACRES
ZONING:	
EXISTING:	I-2
PROPOSED:	UR-2 (CD)
PROPOSED USE:	2 QUADRUPLEXES (8) TOWNHOMES (15)
F.A.R.:	PER ORDINANCE
PARKING:	PER ORDINANCE

1318-e6 central ave. p 704.334.3303
charlotte, nc 28205 f 704.334.3305
urbanpartners.com
ncbels firm no: P-0418
sc cda no: C-03044



CAROLINA - CENTRAL RAILWAY COMPANY
50' R/W NOTED ON MAP RECORDED IN DB 112-8 & REFERENCED TO DB 116-478



REZONING PETITION #2017-083

CapRock, LLC

241 Dunavant Street
Charlotte, NC 28203

Harrill Street

Rezoning Site Plan
Charlotte, North Carolina

NO.	DATE	BY	REVISIONS:
1	6.12.17	udp	PER CITY COMMENTS
1	8.14.17	udp	PER CITY COMMENTS

Project No: 17-025
Date: 04.20.2017
Designed by: udp
Drawn by: udp
Scale: 1"=20'
Sheet No:

RZ-1.0

Site Development Data:
 --Acreage: ± 1.16 acres
 --Tax Parcel #: 081-121-06 and 081-121-01
 --Existing Zoning: I-2
 --Proposed Zoning: UR-2(CD)
 --Existing Use: vacant
 --Proposed Uses: Up to 23 attached dwelling units together with accessory uses, as allowed in the UR-2 zoning district.
 --Proposed Floor Area Ratio: As allowed by the UR-2 Zoning District.
 --Maximum Building Height: A maximum building height of three (3) stories and up to 40 feet (roof top terraces and their related access will be allowed and will not be treated as an additional floor).
 --Parking: Parking as required by the Ordinance will be provided.

- General Provisions:**
 - Site Location. These Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by CapRock, LLC ("Petitioner") to accommodate the development of a townhome community on approximately 1.16 acre site located at the intersection of Van Every Street and Harrill Street (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 UR-2 zoning classification shall govern.
 - Graphics and Alterations. The schematic depictions of the uses, parking areas, sidewalks, structures and buildings, building elevations, 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 flexibility in allowing some alterations or modifications from the graphic representations of the Development/Site Elements. Therefore, there may be instances where minor 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.
- 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.

- Number of Buildings Principal and Accessory. The total number of principal buildings to be developed on the Site shall not exceed six (6). Accessory buildings and structures located on the Site shall not be considered in any limitation on the number of buildings on the Site. Accessory buildings and structures will be constructed utilizing similar building materials, colors, architectural elements and designs as the principal building located on the Site. Accessory structures and buildings include structures and buildings such as but not limited to: a mail kiosk, dumpster enclosures, gazebos, trellises, storage buildings, and other structures associated with the on-site open space.

2. Permitted Uses & Development Area Limitation:

- The Site may be developed with up to 23 attached dwelling units, together with accessory uses allowed in the UR-2 zoning district.

3. Access and Transportation:

- Access to the Site will be from Van Every Street and Harrill Street in the manner generally depicted on the Rezoning Plan.
- The Petitioner will provide an eight (8) foot planting strip and a six (6) foot sidewalk along the Site's frontage on Van Every Street and Harrill Street as generally depicted on the Rezoning Plan. Due to the existing retaining wall along Seigle Avenue, that is planned to remain, the existing sidewalk located along Seigle Avenue will remain.

- If the existing retaining wall along the Site's frontage on Seigle Avenue is found to be unstable and has to be replaced then the Petitioner will rebuild the wall to accommodate an improved streetscape along Seigle Avenue. The improved streetscape will consist of as much of an eight (8) foot planting strip as can be provided without compromising the Site's ability to meet the tree ordinance requirements for tree save areas. A minimum of a six (6) foot sidewalk will be provided.

- Along the Site's internal private drives sidewalks will be provided on at least one side of the proposed private drive as generally depicted on the Rezoning Plan.

- A sidewalk connection to Seigle Avenue will not be provided as required by Section 12.529 due to the existing topography and retaining wall of the Site that will prohibit the installation of this connection.

- The proposed driveways to Van Every Place and Harrill Street will be a minimum of 16 feet wide. 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.

- The Petitioner will construct two (2) accessible curb ramps on the southwest intersection of Van Every Street and Harrill Street.

- 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 will allow a connection to the internal private streets from the three (3) parcels located at the intersection of Van Every and Seigle if the lots are developed with compatible residential uses and the parties execute a cross-access agreement.

- The roadway improvements required by the development of the Site must be substantially completed prior to the issuance of the first certificate of occupancy for the first building on the Site, subject to the ability of the Petitioner to post a letter of credit or a bond for any improvements not in place at the time the first certificate of occupancy is issued.

4. Architectural Standards, Court Yards/Amenity Areas:

- The building materials used on the principal buildings constructed on Site will be a combination of portions of the following brick, stone, precast stone, precast concrete, synthetic stone, cementitious fiber board, stucco, EIFS, decorative block and/or wood. Vinyl or Aluminum as a building material may only be used on windows, soffits and on handrails/railings.
- The ends of the buildings facing the internal private drives or a public street will not have blank walls that exceed 20 feet in length on all building levels. The end units will have multiple windows on the end facades to avoid a blank wall.
- The attached illustrative building elevations (typical unit front elevations) are included to reflect an architectural style and a quality of the buildings that may be constructed on the Site (the actual buildings constructed on the Site may vary from these illustrations provided that the design intent is preserved).

- Each unit will have a one or two car garage.

- The proposed garage doors utilized throughout the Site shall be decorative style doors. The proposed garage doors will include translucent glass windows as well as projecting building elements and windows located adjacent or above to the garage doors.

- Usable porches or stoops will form an element of the building design and be located on the front and/or side of the units as generally depicted on the illustrative building elevations. Stoops and entry level porches may be covered but not be enclosed.

- Units along Van Every Street will have a prominent entrance oriented toward Van Every Street as generally depicted on the Rezoning Plan (if the unit is a corner unit with frontage on both Van Every and Harrill Streets only an entrance to Van Every will be required).

- Townhome buildings shall be limited to five units or less.

- The proposed townhome buildings within 15 feet of a sidewalk along an abutting public street will be raised from average grade a minimum of 12 inches.

- 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, unless flat roof architecture style is employed.

- Each unit will be connect via a sidewalk network to the sidewalks located along the Van Every Street and Harrill Street as generally depicted on the Rezoning Plan. Due to the grade difference between the Site and Seigle Avenue and the existence of a retaining wall along Seigle Avenue a direct sidewalk connection from the Site to Seigle Avenue will not be possible.

- Meter banks will be screened from adjoining properties and from the adjoining public streets.

- HVAC and related mechanical equipment will be screened from public view and from view of adjacent properties at grade.

- Streetscape, Buffers, Yards, and Landscaping:**
 - A setback of 30 feet as measured from the existing back curb, which is also the future back of curb, will be provided along Seigle Avenue, Van Every Street, and a 18 foot setback as measured from the future back of curb will be provided along Harrill Street as generally depicted on the Rezoning Plan.

- The Petitioner will provide a tree save area and natural vegetative screening along a portion of the Carolina Central Rail Road right-of-way as generally depicted on the Rezoning Plan.

- The Petitioner will provide a tree save area and natural vegetative screening along a portion of the Carolina Central Rail Road right-of-way. The materials and type of fence to be utilized will be determined during the land development permitting process.

- The Petitioner will attractively landscape the front yards of the units located along Van Every Street.

- The Petitioner will provide an improved pocket park along Van Every Street as generally depicted on the Rezoning Plan. The pocket park will be designed to include a seating area, a water station for pedestrians and dogs and landscaping.

- Above ground backflow preventers will be screened from public view and will be located behind the existing right-of-way and out of the required UR-2 zoning district required setback along the abutting public streets.

- Environmental Features:**
 - The Petitioner shall comply with the Charlotte City Council approved and adopted Post Construction Controls 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.

- The Site will comply with the Tree Ordinance.

- All utilities within the Site will be placed underground.

- Lighting:**
 - All new lighting shall be full out-of-type lighting fixtures excluding lower, decorative lighting that may be installed along the driveways, sidewalks, parking areas and courtyards.
 - Detached lighting on the Site will be limited to 16 feet in height.
 - Decorative pedestrian scale lights will be provided along the internal private drives.

- Signage:**
 - Reserved.

- 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.

ILLUSTRATIVE EXAMPLES
 These renderings are provided to reflect the architectural style and quality of the buildings to be constructed on the Site. The actual buildings constructed on the Site may only have minor variations from these renderings that adhere to the general architectural concepts and intent illustrated is maintained.



VIEW FROM VAN EVERY ST. & HARRILL ST.



TOWNHOME ELEVATION



VIEW FROM HARRILL STREET



VIEW FROM SEIGLE AVE.



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 urbandesignpartners.com
 ncbels firm no: P-0418
 sc cca no: C-03044

CapRock, LLC

241 Dunavant Street
 Charlotte, NC 28203

Harrill Street
Development Standards & Illustrative Example
 Charlotte, North Carolina

NO.	DATE:	BY:	REVISIONS:
1	6.12.17	UDP	PER CITY COMMENTS
1	8.14.17	UDP	PER CITY COMMENTS

Project No: 17-025
 Date: 04.20.2017
 Designed by: udp
 Drawn by: udp
 Scale: NTS
 Sheet No:

RZ-2.0