

DEVELOPMENT GUIDELINES AND STANDARDS

APRIL 28, 2022

I. GENERAL PROVISIONS

A. SITE. THESE DEVELOPMENT STANDARDS FORM A PART OF THE REZONING PLAN ASSOCIATED WITH THE REZONING PETITION FILED BY PROVIDENT LAND SERVICES, INC. (THE "PETITIONER") TO ACCOMMODATE THE PROPOSED DEVELOPMENT OF AN APPROXIMATELY 81-ACRE SITE LOCATED ON THE EAST SIDE OF PROVIDENCE ROAD AND THE SOUTH SIDE OF WEDDINGTON ROAD, WHICH SITE IS MORE PARTICULARLY DEPICTED ON THE REZONING PLAN (THE "SITE"). THE SITE IS COMPRISED OF TAX PARCELS 06150073B, 06150073D, 06150074, 06150076, 06150076A, 06150076B, 06150081, AND A PORTION OF 06150077F.

B. ZONING DISTRICT/ORDINANCE. THE DEVELOPMENT AND USE OF THE SITE WILL BE GOVERNED BY THE CONDITIONAL ZONING PLAN, CONDITIONAL ZONING DESIGNATION, THESE DEVELOPMENT STANDARDS AND THE APPLICABLE PROVISIONS OF THE TOWN OF WEDDINGTON UNIFIED DEVELOPMENT ORDINANCE (THE "ORDINANCE") DATED APRIL 15, 2021, AND IN AFFECT AT THE TIME OF THIS PETITION FILING DATE ON JANUARY 24, 2022. THE PURPOSE OF THE CONDITIONAL REZONING PETITION IS TO CONVERT THE EXISTING ZONING CLASSIFICATION OF THE PROPERTY FROM RESIDENTIAL 40 (R-40) AND RESIDENTIAL CONSERVATION DISTRICT (R-CD) TO CONDITIONAL ZONING (CZ) PURSUANT TO THE PROVISIONS OF THE ORDINANCE.

C. SCHEMATIC NATURE OF REZONING PLAN. THE DEPICTION OF USES, SIDEWALKS, DRIVEWAYS, PARKING AREAS, INTERNAL DRIVES, BUILDING ENVELOPES AND SITE ELEMENTS (THE "DEVELOPMENT/SITE ELEMENTS") SET FORTH ON THE CONDITIONAL REZONING PLAN SHOULD BE REVIEWED IN CONJUNCTION WITH THE PROVISIONS OF THESE DEVELOPMENT STANDARDS. THE PROPOSED IMPROVEMENTS SHOWN ON THE REZONING PLAN ARE SCHEMATIC IN NATURE AND EXACT LOCATIONS, ARCHITECTURE, SIZE, NUMBER OR QUANTITY AND CONFIGURATIONS OF LOTS AND BUILDINGS (INCLUDING PARKING AND LOTS) AND THEIR CORRESPONDING USES MAY BE SHIFTED, ALTERED OR MODIFIED DURING DESIGN, ENGINEERING AND CONSTRUCTION PHASES OF THE DEVELOPMENT SO LONG AS THE MINIMUM ORDINANCE STANDARDS ARE MET AND, UNLESS OTHERWISE SHOWN ON THE REZONING PLAN, DO NOT EXCEED THE MAXIMUM STANDARDS IN ACCORDANCE WITH THE ORDINANCE, SUBJECT TO GENERAL STATUTES 160D AND TOWN OF WEDDINGTON ORDINANCE.

SINCE THE PROJECT HAS NOT PROCEEDED WITH THE ZONING PERMIT AND CONSTRUCTION PHASES, IT IS INTENDED THAT THIS CONDITIONAL REZONING PLAN PROVIDE FOR FLEXIBILITY IN ALLOWING SOME ALTERATIONS OR MODIFICATIONS FROM THE REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS. THEREFORE, THERE MAY BE INSTANCES WHERE MODIFICATIONS WILL BE ALLOWED WITHOUT REQUIRING THE ADMINISTRATIVE AMENDMENT PROCESS PER ARTICLE 6 OF THE ORDINANCE. THESE INSTANCES WOULD INCLUDE:

1. MINOR MODIFICATIONS THAT ARE DEEMED NOT TO MATERIALLY CHANGE THE OVERALL DESIGN INTENT DEPICTED ON THE REZONING PLAN.

THE TOWN PLANNER WILL DETERMINE IF SUCH MINOR MODIFICATIONS ARE ALLOWED PURSUANT TO THIS AMENDMENT PROCESS, AND IF IT IS DETERMINED THAT THE ALTERATION DOES NOT MEET THE CRITERIA DESCRIBED ABOVE, PETITIONER SHALL THEN FOLLOW THE ADMINISTRATIVE AMENDMENT PROCESS PURSUANT TO ARTICLE 6 OF THE ORDINANCE IN EACH INSTANCE, HOWEVER, SUBJECT TO PETITIONER'S APPEAL RIGHTS SET FORTH IN THE ORDINANCE.

D. VESTED RIGHTS. PURSUANT TO ARTICLE 1 D-108 OF THE ORDINANCE AND SECTION 160D-108.1 OF THE NORTH CAROLINA GENERAL STATUTES, THE REZONING PLAN, IF APPROVED, SHALL BE VESTED FOR A PERIOD OF 5 YEARS DUE TO THE SIZE AND PHASING OF THE DEVELOPMENT, THE LEVEL OF INVESTMENT, ECONOMIC CYCLES AND MARKET CONDITIONS. IF, AT SOME POINT, MODIFICATIONS ARE MADE TO THE ORDINANCE BY THE TOWN COUNCIL OR ANY TEXT AMENDMENT IS REQUESTED BY PETITIONER AND ADOPTED BY THE TOWN COUNCIL, THE PETITIONER MAY AGREE TO APPLY SUCH MODIFICATIONS TO THE REZONING PLAN IN A MANNER CONSISTENT WITH THE ORDINANCE AS IT CHANGES FROM TIME TO TIME, AND WITHOUT PURSUING A REZONING. SUCH MODIFICATIONS TO THE ORDINANCE SHALL IN NO WAY IMPAIR THE PETITIONER'S VESTED RIGHTS. IF CONSTRUCTION COMMENCES WITHIN THE FIVE-YEAR VESTING PERIOD, VESTING SHALL CONTINUE IN ACCORDANCE WITH COMMON LAW.

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 IN INTEREST AND ASSIGNS.

E. AMENDMENTS. 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 THE ORDINANCE.

F. PHASING. THE DEVELOPMENT OF THE PROPERTY AS GENERALLY DESCRIBED ON THE REZONING PLAN MAY BE PHASED, AS DETERMINED DURING THE COURSE OF ZONING PERMIT REVIEW AND CONSTRUCTION. ANY PROPOSED PHASING, MUST ALIGN WITH REQUIRED TRANSPORTATION IMPACT ANALYSIS (TIA) IMPROVEMENTS AND IMPROVEMENTS REQUIRED BY THE TOWN OF WEDDINGTON AS PROVIDED IN THE APPROVED REZONING CONDITIONS; PROVIDED, HOWEVER, A) SEQUENCING OF CONSTRUCTION TO MINIMIZE DISRUPTION OF OPERATIONS IS PERMITTED; AND B) SO LONG AS THE PROJECT AS A WHOLE COMPLIES WITH THE REQUIREMENTS OF THE ORDINANCE, EACH PHASE OR SEQUENCE OF IMPROVEMENTS WITHIN THE PROJECT IS NOT REQUIRED TO MEET ALL ORDINANCE REQUIREMENTS. UTILITIES AND INFRASTRUCTURE MAY BE DELIVERED TO EACH PHASE AS DEVELOPED.

1. PRELIMINARY PHASING OF THE PROJECT IS ANTICIPATED TO INCLUDE ALL RESIDENTIAL UNITS, OPEN SPACE AND THE BREWERY IN PHASE 1. PHASE 2 WOULD INCLUDE THE REMAINING NON-RESIDENTIAL BUILDINGS ALONG MAIN STREET.

G. SUBDIVISION. THE PROPERTY IS ONE DEVELOPMENT AND MAY BE SUBDIVIDED WITHOUT A REZONING TO ALLOW SEPARATE OWNERS OF INDIVIDUAL PARCELS SO LONG AS SUCH SUBDIVISION IS IN COMPLIANCE WITH APPLICABLE LAW. HOWEVER, RECOMBINATION OR REDUCTION OF PARCELS MAY OCCUR IN ACCORDANCE WITH THE REGULATIONS OF THE ORDINANCE. REQUIREMENTS THAT ARE MET

BY THE PROJECT AS A WHOLE, SUCH AS OPEN SPACE, TREE SAVE AND IMPERVIOUS REQUIREMENTS, NEED NOT BE MET BY INDIVIDUAL PARCELS.

II. PERMITTED USES

A. USES. THE CZ PETITION REQUEST FOR THE PROPERTY SHALL PERMIT THE DEVELOPMENT OF USES, INCLUDING ACCESSORY USES, AS SHOWN ON THE REZONING PLAN AND SPECIFICALLY LISTED BELOW, SUBJECT TO THE DEVELOPMENT STANDARDS ASSOCIATED WITH SUCH USES. THE SQUARE FOOTAGES OF USES MAY NOT EXCEED THE RESTRICTIONS OF THE CONDITIONAL ZONING. ANY LABELING ON THE REZONING PLAN MAY BE AN INDICATION OF THE CURRENT INTENTION ON THE PART OF PETITIONER BUT SHALL NOT RESTRICT THE PROPERTY IN A MANNER THAT CONFLICTS WITH THE PROVISIONS OF THESE DEVELOPMENT STANDARDS.

USES ALLOWED BY THE CONDITIONAL ZONING AND AS SHOWN ON THE REZONING PLAN:

RESIDENTIAL

- DWELLING, SINGLE FAMILY DETACHED
- DWELLING, SINGLE FAMILY DETACHED LOTS WITH DETACHED CARRIAGE HOMES*
- DWELLING, AGE-TARGETED DETACHED
- ACCESSORY USES**

RETAIL/RESTAURANT/OFFICE

- FINE DINING, FAMILY ORIENTED, FARM-TO-TABLE, LOCAL RESTAURANTS UP TO 20,000 SQUARE FEET AS SINGLE TENANT***
- BREWPUB, MICRO-BREWERY, TAPROOM, AND EVENT/ GATHERING SPACE (INDOOR AND OUTDOOR) ***
- GENERAL OFFICE, PROFESSIONAL SERVICES, AND MEDICAL OFFICE
- BOUTIQUE, LOCAL, HIGHER-END, SPECIALTY RETAIL BUSINESS AND SERVICES UP TO 20,000 SQUARE FEET AS SINGLE TENANT (DRIVE-THRU FACILITY, DOLLAR, DISCOUNT, WHOLESALE, AND WAREHOUSE TENANTS SHALL NOT BE PERMITTED WITHIN ANY PORTION OF THE PROJECT DEVELOPMENT) ***
- ACCESSORY USES**

PARK/OPEN SPACE

- PUBLIC AMENITIES (TO INCLUDE BUT NOT LIMITED TO AMPHITHEATERS, PLAYGROUNDS/ STRUCTURES, BICYCLE FACILITIES, PUBLIC RESTROOMS, WALKING TRAILS, AND MAINTENANCE STRUCTURES)
- ACCESSORY USES**

* CARRIAGE HOMES REPRESENT RESIDENTIAL UNITS ABOVE DETACHED GARAGE STRUCTURES. THESE UNITS WILL BE CONSIDERED AS AN EXTENSION OF THE PRINCIPAL USE OR LEASED BY THE INDIVIDUAL LOT OWNER WITH ACCESS TO THE UNITS USING PRIVATE ALLEYS.

** NEITHER ACCESSORY USES FOR THE RESIDENTIAL UNITS NOR ACCESSORY USES FOR THE OFFICE/RETAIL/RESTAURANT SPACE SHALL BE COUNTED TOWARDS SQUARE FOOTAGE OR RESIDENTIAL DENSITY MAXIMUMS IN THIS REZONING PETITION.

*** TOTAL RETAIL/RESTAURANT/OFFICE SQUARE FOOTAGE SHALL NOT INCLUDE SQUARE FOOTAGE ASSOCIATED WITH STAIRWELLS, ROOFTOP TERRACES, PATIOS, ELEVATOR CORES, OR UTILITY AND MAINTENANCE ROOMS.

III. TRANSPORTATION

A. ACCESS. VEHICULAR ACCESS IS SCHEMATIC IN NATURE HOWEVER SHALL BE AS GENERALLY DEPICTED ON THE REZONING PLAN. THE PLACEMENT AND CONFIGURATION OF THE VEHICULAR ACCESS POINTS TO PROVIDENCE ROAD, WEDDINGTON ROAD OR ADJACENT PROPERTIES ARE SUBJECT TO ANY MODIFICATIONS REQUIRED BY THE TOWN OF WEDDINGTON AND/OR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (“NCDOT”). TO THE EXTENT PERMITTED BY APPLICABLE DRIVEWAY PERMIT REQUIREMENTS, FUTURE DRIVEWAYS, ACCESS POINTS AND STREET CONNECTIONS MAY CROSS THE SETBACK AND SHALL NOT REQUIRE A REZONING OF THE PROPERTY BUT SHALL OTHERWISE COMPLY WITH APPLICABLE DRIVEWAY PERMIT REQUIREMENTS.

1. AS PART OF THE DEVELOPMENT CONTEMPLATED BY THIS REZONING PLAN AND REQUIRED BY THE TOWN OF WEDDINGTON, THE ABELLIA DRIVE PROPERTY OWNERS AND THE TOWN OF WEDDINGTON WILL COORDINATE TO DETERMINE THE NEED FOR A VEHICULAR AND/OR PEDESTRIAN CONNECTION BETWEEN THE SITE AND THE ADJACENT ABELLIA DRIVE STREET STUB AS SHOWN ON THE REZONING PLAN. UNTIL ACCEPTANCE AND APPROVAL OF THE CONNECTION BY ALL PARTIES, THE PETITIONER HAS ILLUSTRATED A POTENTIAL FUTURE RIGHT-OF-WAY CONNECTION LOCATION ON THE SKETCH PLAN TO THE COMMON PROPERTY LINE.

B. ROADWAY ALIGNMENTS. THE ALIGNMENTS OF THE INTERNAL NCDOT PUBLIC STREETS, PRIVATE DRIVES, VEHICULAR CIRCULATION AREAS AND DRIVEWAYS MAY BE MODIFIED BY PETITIONER DURING THE PERMITTING PROCESS TO ACCOMMODATE CHANGES IN BUILDING AND PARKING LAYOUTS, AND TO ACCOMMODATE ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY TOWN OF WEDDINGTON AND/OR NCDOT IN ACCORDANCE WITH APPLICABLE PUBLISHED STANDARDS.

C. ON-STREET PARKING. ON-STREET PARKING DEPICTED ON THE REZONING PLAN WHICH IS LOCATED ON A PROPOSED NCDOT MAINTAINED STREET SHALL NOT BE CONSIDERED A MAINTENANCE RESPONSIBILITY OF NCDOT. THE MAINTENANCE FOR ALL ON-STREET PARKING AREAS WILL BE THE RESPONSIBILITY OF THE WEDDINGTON GREEN DEVELOPMENT HOA AND WILL BE IDENTIFIED BY THE AREA OF PAVEMENT THAT EXTENDS BEYOND THE 2' CONCRETE GUTTER BANDING. ON-STREET PARKING MAY BE CONSTRUCTED USING ANY OF THE FOLLOWING MATERIALS SOLELY OR IN COMBINATION: LIGHT-DUTY CONCRETE (STANDARD, STAMPED AND/OR STAINED), LIGHT-DUTY ASPHALT (STANDARD, STAMPED AND/OR STAINED), OR VEHICULAR GRADE PAVERS. THE DETAILS OF THE INSTALLATION AND MAINTENANCE OF THESE SPACES WILL BE MEMORIALIZED IN A DEVELOPER MAINTENANCE AND ENCROACHMENT AGREEMENT WITH NCDOT.

1. ALL STREETS SHALL HAVE THE OPTION TO INCLUDE ON-STREET PARKING ON ONE OR BOTH SIDES OF THE STREET.

D. TRANSPORTATION IMPACT ANALYSIS IMPROVEMENTS (“TIA”). PETITIONER SHALL NOT BE REQUIRED TO INSTALL SIDEWALKS, STREET TREES, PLANTING STRIPS, BICYCLE LANES OR OTHER STREET IMPROVEMENTS AS A CONDITION OF THE APPROVAL OF THIS REZONING PLAN EXCEPT AS SPECIFICALLY SHOWN ON THE REZONING PLAN AND AS REQUIRED BY THE ORDINANCE, APPLICABLE TIA

REQUIREMENTS OR DRIVEWAY PERMIT REQUIREMENTS. THE CONSTRUCTION OF SUCH STREET IMPROVEMENTS SHALL ALSO BE SUBJECT TO SECTION I. GENERAL PROVISIONS, PARAGRAPH F ABOVE.

THE TRANSPORTATION AND PEDESTRIAN IMPROVEMENTS SET OUT BELOW SHALL BE SUBSTANTIALLY COMPLETE PRIOR TO THE ISSUANCE OF 80% OF CERTIFICATE OF OCCUPANCIES BASED ON THE IMPROVEMENTS REQUIRED BY PHASED CONSTRUCTION OF THE PROJECT. TIA IMPROVEMENT REQUIREMENTS WILL BE CONSIDERED FINAL UPON APPROVAL OF THE TIA BY NCDOT.

2025 PHASE 1 BUILD (ALL RESIDENTIAL AND BREWERY/TAPROOM/BREW PUB/EVENT-GATHERING SPACE)

WEDDINGTON ROAD AND WHEATBERRY HILL DRIVE/ ACCESS A

- CONSTRUCT ACCESS A WITH ONE INGRESS AND ONE EGRESS LANE (SHARED LEFT-THROUGH-RIGHT).
- CONSTRUCT AN EASTBOUND WEDDINGTON ROAD RIGHT TURN LANE WITH 100 FEET OF STORAGE AND APPROPRIATE TAPER LENGTH.
- CONSTRUCT A WESTBOUND WEDDINGTON ROAD LEFT TURN LANE WITH 100 FEET OF STORAGE AND APPROPRIATE TAPER LENGTH.
- PROVIDE AT LEAST 100 FEET OF INTERNAL PROTECTED STEM (IPS) LENGTH. IT SHOULD BE NOTED THAT NO ON-STREET PARKING IS RECOMMENDED WITHIN THE IPS (INTERNAL PROTECTED STEM LENGTH).

WEDDINGTON ROAD AND WEDDINGTON MATTHEWS ROAD/ ACCESS B

- CONSTRUCT ACCESS B WITH ONE INGRESS AND ONE EGRESS LANE (SHARED LEFT-THROUGH-RIGHT).
- CONSTRUCT A WESTBOUND THROUGH-RIGHT LANE WITH 125 FEET OF STORAGE AND APPROPRIATE TAPER LENGTH.
- PROVIDE AT LEAST 150 FEET OF IPS. IT SHOULD BE NOTED THAT NO ON-STREET PARKING IS RECOMMENDED WITHIN THE IPS.

PROVIDENCE ROAD AND LENNY STADLER WAY / ACCESS C

- CONSTRUCT ACCESS C WITH ONE INGRESS AND TWO EGRESS LANES (1 LEFT-THROUGH AND 1 RIGHT TURN LANE). PROVIDE 125 FEET OF STORAGE AND APPROPRIATE TAPER LENGTH ON THE WESTBOUND RIGHT TURN LANE.
- CONSTRUCT A SOUTHBOUND PROVIDENCE ROAD LEFT TURN LANE WITH 200 FEET OF STORAGE AND APPROPRIATE TAPER LENGTH.
- CONSTRUCT A NORTHBOUND PROVIDENCE ROAD RIGHT TURN LANE WITH 100 FEET OF STORAGE AND APPROPRIATE TAPER LENGTH.
- PROVIDE AT LEAST 225 FEET OF IPS. IT SHOULD BE NOTED THAT NO ON-STREET PARKING IS RECOMMENDED WITHIN THE IPS.

WEDDINGTON ROAD/ WEDDINGTON MATTHEWS ROAD ROUNDABOUT

- EXTEND THE EXISTING WESTBOUND LEFT TURN LANE TO THE ROUNDABOUT AT WEDDINGTON-MATTHEWS ROAD TO PROVIDE AN ADDITIONAL RECEIVING LANE FOR THE IMPROVEMENTS AT THE INTERSECTION WEDDINGTON ROAD AND WEDDINGTON-MATTHEWS ROAD.
- PETITIONER WILL COORDINATE WITH NCDOT ON SAFETY OPTIONS (I.E RECTANGULAR RAPID FLASHING BEACON (RRFB) OR PEDESTRIAN HYBRID BEACON (PHB)) FOR THE PROPOSED PEDESTRIAN CROSSING AT THE WEDDINGTON ROAD/ WEDDINGTON MATTHEWS ROAD EXISTING ROUNDABOUT. THE WEDDINGTON GREEN DEVELOPMENT PROPOSES TO CONSTRUCT THE 4TH LEG OF THE EXISTING ROUNDABOUT. WITH THE BUILD OUT OF THE ROUNDABOUT, A PEDESTRIAN CROSSING IS IDENTIFIED TO CONNECT THE WEDDINGTON GREEN DEVELOPMENT, TOWN HALL, WEDDINGTON CORNERS DEVELOPMENT, ETC.

2027 FULL BUILD OUT (REMAINING RETAIL/RESTAURANT/OFFICE AREA)

REA ROAD AND PROVIDENCE ROAD INTERSECTION

- CONSTRUCT AN EASTBOUND LEFT TURN LANE WITH 425 FEET OF STORAGE AND APPROPRIATE TAPER LENGTH ONTO PROVIDENCE ROAD.

IV. ARCHITECTURAL STANDARDS

A. ALL ARCHITECTURAL ELEVATIONS MUST BE REVIEWED AND APPROVED BY THE WEDDINGTON GREEN DESIGN REVIEW COMMITTEE (DRC). DRC TO BE COMPRISED OF UP TO EIGHT MEMBERS INCLUDING THE MASTER DEVELOPER, FOUR DEVELOPMENT PARTNERS, TWO DESIGN CONSULTANTS, AND A TOWN OF WEDDINGTON STAFF OR BOARD MEMBER REPRESENTATIVE.

B. RESIDENTIAL. THE RESIDENTIAL USES, REGARDLESS OF ATTACHED OR DETACHED PRODUCT, PROPOSED THROUGHOUT THE DEVELOPMENT WILL BE DESIGNED TO INCLUDE BUT ARE NOT LIMITED TO: FRONT PORCHES, UPPER-STORY BALCONIES, RAISED ENTRANCES RELATED TO STREET FRONTAGE, SHUTTERS, DISTINGUISHED BASES, COMBINATION OF BUILDING MATERIALS, DORMERS, SETBACK OR DETACHED GARAGES, AND VARYING ROOF TYPES THAT MAY INCORPORATE DIFFERENT ROOFING MATERIALS. THE FOLLOWING GUIDELINES BELOW SHALL ESTABLISH A BASELINE FOR RESIDENTIAL DEVELOPMENT WITHIN THE WEDDINGTON GREEN DEVELOPMENT:

1. RESIDENTIAL USES SHALL NOT EXCEED THREE-STORIES AND 35' IN HEIGHT AS MEASURED FROM THE MEAN ELEVATION OF THE FINISHED GRADE ALONG THE FRONT OF THE BUILDING TO THE HIGHEST POINT OF A FLAT ROOF OR TO THE EAVES AS DEFINED IN THE ORDINANCE. ROOF TOP TERRACES SHALL NOT COUNT TOWARDS A STORY SINCE IT DOES NOT REPRESENT HABITABLE SPACE.

2. BUILDING PLACEMENT AND SITE DESIGN SHALL FOCUS ON AND ENHANCE THE PEDESTRIAN ENVIRONMENT ON PUBLIC OR PRIVATE NETWORK STREETS THROUGH THE FOLLOWING:

a) THE BUILDING SHALL BE PLACED SO AS TO PRESENT A FRONT OR ENHANCED SIDE FAÇADE TO ALL STREETS.

b) ALL PUBLIC STREET FACING ENTRANCES SHALL BE RAISED A MINIMUM OF 12" FROM THE STREET ELEVATION.

c) ALL GARAGES ARE PREFERRED TO BE SERVED THROUGH THE USE OF PRIVATE ALLEYS. HOWEVER, SHOULD FRONT LOADED GARAGES BE USED ALONG PUBLIC STREETS, THE GARAGE FACE

MUST BE LOCATED A MIN. 20' FROM THE BACK OF SIDEWALK OR STEP BACK 8' FROM THE FACE OF THE PORCH TO PROVIDE VARIATION IN THE FAÇADE AND TO MINIMIZE THE VISIBILITY OF THE GARAGE FROM THE STREET OR ADJACENT PROPERTIES.

3. RESIDENTIAL BUILDINGS SHALL BE COMPRISED OF A COMBINATION OF MATERIALS, BUT LIMITED TO NOT EXCEED THREE DIFFERENT MATERIALS.

a) ACCEPTABLE MATERIALS FOR EXTERIOR WALLS, SHUTTERS, AND FOUNDATIONS WOULD BE PAINTED OR STAINED WOOD (HARDY BOARD, BOARD AND BATTEN, SHINGLES), STONE, BRICK OR STUCCO. VINYL PRODUCTS WILL NOT BE PERMITTED.

b) MATERIALS ASSOCIATED WITH FOUNDATION WALLS WILL BE SELECTED TO CREATE A DISTINGUISHED BASE FOR ALL RESIDENTIAL UNITS. THIS MAY BE ACCOMPLISHED BY INCLUDING A BANDING ABOVE FOUNDATION OR THROUGH THE USE OF A MATERIAL CHANGE. THIS REQUIREMENT DOES NOT RESTRICT THE USE OF THAT MATERIAL ON OTHER PARTS OF THE UNITS.

4. THE USE OF HINGED SHUTTERS, DORMERS, BALCONIES, PORCHES, AND OTHER ELEMENTS ARE STRONGLY ENCOURAGED TO BREAK UP 4-SIDED DETACHED AND 2 - 3-SIDED ATTACHED TOWNHOME ARCHITECTURAL ELEVATION.

a) FRONT PORCHES MAY ENCROACH INTO THE FRONT SETBACK UP TO 6'.

C. OFFICE/RETAIL/RESTAURANT. THE NON-RESIDENTIAL USES, WILL BE DESIGNED TO INCLUDE BUT ARE NOT LIMITED TO: COVERED ENTRANCES USING METAL OR CANVAS AWNINGS, WOOD/TIMBER BRACKETING OR POSTS, RECESSED ENTRANCES, DISTINGUISHED BASES, COMBINATION OF BUILDING MATERIALS, AND VARYING ROOF TYPES THAT MAY INCORPORATE DIFFERENT ROOFING MATERIALS. THE FOLLOWING GUIDELINES BELOW SHALL ESTABLISH A BASELINE FOR RETAIL DEVELOPMENT WITHIN THE WEDDINGTON GREEN DEVELOPMENT:

1. FACADES FRONTING STREETS SHALL INCLUDE A COMBINATION OF WINDOWS AND OPERABLE DOORS FOR A MINIMUM OF 80% OF EACH FRONTAGE ELEVATION (EXCLUDING VEHICULAR ENTRANCES, DRIVEWAYS AND PEDESTRIAN PASSAGEWAYS) WITH TRANSPARENT GLASS BETWEEN 2' AND 10' ON THE FIRST FLOOR. WINDOWS WITHIN THIS ZONE SHALL NOT BE SCREENED BY FILM, DECALS AND OTHER OPAQUE MATERIAL, GLAZING FINISHES OR WINDOW TREATMENTS. THE MAXIMUM SILL HEIGHT FOR REQUIRED TRANSPARENCY SHALL NOT EXCEED 4'-0" ABOVE THE ADJACENT STREET SIDEWALK EXCEPT WHERE THERE ARE EXTREME SLOPES (SIDEWALKS THAT ARE GREATER THAN 5% SLOPE).

2. A DIRECT PEDESTRIAN CONNECTION SHOULD BE PROVIDED BETWEEN STREET FACING DOORS AND CORNER ENTRANCE FEATURES TO SIDEWALKS ASSOCIATED WITH THE STREET FRONTAGE.

3. OPERABLE DOOR SPACING SHALL NOT EXCEED 75 FEET EXCEPT WHERE SIDEWALKS ARE GREATER THAN A 5% SLOPE.

4. BUILDING SIDE AND REAR ELEVATIONS SHALL NOT HAVE EXPANSES OF BLANK WALLS GREATER THAN 20 FEET AND ARCHITECTURAL FEATURES SUCH AS BUT NOT LIMITED TO BANDING, MEDALLIONS OR DESIGN FEATURES OR MATERIALS WILL BE PROVIDED TO AVOID A STERILE, UNARTICULATED BLANK TREATMENT OF SUCH WALLS.

5. MECHANICAL EQUIPMENT SHALL BE PLACED ON ROOF TOPS. ROOF TOP HVAC AND RELATED MECHANICAL EQUIPMENT WILL BE SCREENED FROM PUBLIC VIEW ALONG ALL ADJACENT STREETS. UTILITY PANELING LOCATED ON EXTERIOR WALLS SHALL BE SCREENED FROM PUBLIC VIEW USING SCREEN WALLS/FENCING OR OPAQUE LANDSCAPE HEDGE.

6. SERVICE SCREENING AREA - SERVICE AREAS SUCH AS DUMPSTERS, REFUSE AREAS, RECYCLING AND STORAGE SHALL BE SCREENED FROM VIEW USING MASONRY ENCLOSURES FINISHED WITH BUILDING MATERIALS COMPATIBLE WITH THE PRINCIPAL STRUCTURE.

7. NON-RESIDENTIAL USES SHALL NOT EXCEED THREE-STORIES AND 40' IN HEIGHT AS MEASURED FROM THE MEAN ELEVATION OF THE FINISHED GRADE ALONG THE FRONT OF THE BUILDING TO THE HIGHEST POINT OF A FLAT ROOF OR TO THE EAVES AS DEFINED IN THE ORDINANCE. ROOF TOP TERRACES SHALL NOT COUNT TOWARDS A STORY SINCE IT DOES NOT REPRESENT HABITABLE SPACE.

V. STREETScape

A. SETBACKS. THE SETBACK ALONG THE SITE'S PROPOSED PUBLIC AND PRIVATE STREETS WILL VARY DEPENDING ON THE PROPOSED USE ALONG THAT FRONTAGE.

B. PLANTING STRIP AND SIDEWALKS. A MINIMUM 7' PLANTING STRIP AND 5' SIDEWALK SHALL BE PROVIDED ON BOTH SIDES OF ALL PROPOSED PUBLIC AND PRIVATE STREETS, UNLESS OTHERWISE NOTED IN THE REZONING SITE PLAN OR STREET SECTIONS.

1. ALONG THE MAIN STREET ENTRANCE INTERSECTING WITH PROVIDENCE ROAD, THE PLANTING STRIP MAY BE REPLACED IN LIEU OF HARDSCAPE FROM THE BUILDING FACE TO THE BACK OF CURB. PLANTING AREAS WILL BE LOCATED ALONG THE STREET FRONTAGE IN PLACE OF A CONTINUOUS PLANTING STRIP TO PROVIDE BETTER CONNECTIVITY TO THE ON-STREET PARKING SPACES AND RELATIONSHIP WITH SHOP AND RESTAURANT FACADES.

2. ALONG THE PARK DRIVE LOOP, THE STREETScape AREA FRONTAGE THE GREEN/PARK WILL PROVIDE AN 7' PLANTING STRIP AND 8' SIDEWALK PROVIDING MORE SPACE FOR PEDESTRIAN AND BICYCLE INTERACTION.

3. SPECIALTY PAVING (STAMPED, COLORED OR PAVERS) MAY BE USED TO EMPHASIZE AREAS OF INTEREST ALONG STREET FRONTAGE. THE MAINTENANCE FOR MATERIALS OTHER THAN BRUSHED CONCRETE WILL BE DOCUMENTED IN THE WEDDINGTON GREEN HOA/CCR DOCUMENTS.

4. AREAS FOR SEATING, WASTE RECEPTACLES, AND ENHANCED LANDSCAPING WILL BE PROVIDED ALONG THE 8' PARK SIDEWALK AND INTERIOR MULTI-PURPOSE PATHWAYS AND GREENWAY TRAILS.

5. SIDEWALK SIGNAGE, RETAIL DISPLAY AND OUTDOOR DINING MAY BE LOCATED ALONG THE MAIN STREET FRONTAGE.

6. PEDESTRIAN SCALE LIGHTING WILL BE PROVIDED THROUGHOUT THE DEVELOPMENT ALONG ALL PROPOSED PUBLIC AND PRIVATE STREETS. ALLEYS SHALL BE ILLUMINATED BY ADJACENT UNIT EXTERIOR LIGHTING.

VI. ENVIRONMENTAL FEATURES/ UTILITY SERVICES

A. STORMWATER. PETITIONER SHALL COMPLY WITH THE TOWN OF WEDDINGTON AND UNION COUNTY APPROVED AND ADOPTED STORMWATER ORDINANCE.

B. EXISTING VEGETATION. THE REZONING PLAN IDENTIFIES SPECIFIC TREES TO BE MAINTAINED THROUGHOUT THE PROJECT BUILD OUT. VEGETATED AREAS WITHIN UNDISTURBED STREAM AND WETLANDS BUFFERS SHALL REMAIN. HOWEVER, GENERAL MAINTENANCE TO REMOVE DISEASED, DECEASED, OR INVASIVE SPECIES WILL BE PERMITTED TO PROMOTE A HEALTHY AND SUSTAINABLE NATURAL AREA.

C. BUFFERS. ALONG PERIMETER AND FRONTAGE BUFFERS, IF EXISTING VEGETATION ISN'T SUFFICIENT FOR SCREENING, EVERGREEN SHRUBS WITH A MINIMUM HEIGHT OF 6' AT INSTALLATION SHALL BE PLANTED BY THE DEVELOPMENT POD BUILDER TO BOLSTER BUFFERS AND LIMIT PROPOSED DEVELOPMENT VISIBILITY FROM EXISTING STREETS AND ADJACENT PROPERTIES.

1. THE BUFFER ALONG PROVIDENCE ROAD WILL BE COORDINATED WITH UNION POWER TO ENSURE COMPLIANCE WITH THE PLANTING GUIDELINES WITHIN AN EXISTING POWER EASEMENT.

a) THE INTENT FOR THE PROVIDENCE ROAD FRONTAGE IS TO PROVIDE A TRIPLE ROW OF VEGETATION FOR SCREENING, AS WELL AS A PARALLEL SIDEWALK TO PROVIDE INCREASED SEPARATION OF THE PEDESTRIAN FROM THE TRAVEL LANES. MASONRY WALLS FINISHED IN BUILDING MATERIALS COMPATIBLE WITH THE MAIN STREET BUILDINGS WILL BE EXTENDED ALONG THE FRONTAGE TO SCREEN THE PARKING AREAS FROM ADJACENT PROPERTY AND ROAD FRONTAGE VISIBILITY.

2. THE SECTION OF PROVIDENCE ROAD FRONTAGE BUFFER ALONG THE TWO OFFICE/RETAIL/RESTAURANT BUILDINGS HAVING FRONTAGE ALONG PROVIDENCE ROAD SHALL BE REDUCED OR ELIMINATED TO PROVIDE TENANT VISIBILITY FROM THE PROVIDENCE ROAD CORRIDOR. THE BUFFER REQUIREMENTS SHALL REMAIN INTACT FOR THE REMAINDER OF THE PROVIDENCE ROAD FRONTAGE TO PROVIDE SCREENING FROM PARKING AREAS AND ATTACHED RESIDENTIAL.

3. PERIMETER BUFFERS MAY BE REDUCED BY 30% WITH THE INCLUSION OF A 6' HT MASONRY WALL FINISHED WITH BRICK OR STONE.

D. JURISDICTIONAL WATERS. THE PETITIONER RESERVES THE RIGHT TO APPLY TO THE UNITED STATES ARMY CORP. OF ENGINEERS (USACE) FOR PERMITTING IMPACTS TO ANY IDENTIFIED JURISDICTIONAL STREAMS AND WETLANDS AS DELINEATED BY THE PROJECT ENVIRONMENTAL CONSULTANT. STREAM BUFFERS SHALL BE ILLUSTRATED, CONFIRMED AND NOTED ON LAND DEVELOPMENT PLANS SUBMITTED FOR PERMITTING.

1. ALL CROSSINGS OF JURIDICIONAL WATERS SHOWN ON THE REZONING PLAN ARE CONCEPTUAL IN NATURE AND MUST BE APPROVED BY USACE PRIOR TO LAND DEVELOPMENT PERMITTING APPROVAL.

2. THE PETITIONER MAY ALSO APPLY FOR STREAM RESTORATION PERMITS TO MITIGATE PROPOSED STREAM AND WETLANDS IMPACTS. STREAM RESTORATION AND MITIGATION MUST BE APPROVED BY UNITED STATES ARMY CORP. OF ENGINEERS (USACE), UNION COUNTY AND THE TOWN OF WEDDINGTON.

E. WATER. PETITIONER SHALL REQUEST AND OBTAIN SERVICE CONNECTION TO THE EXISTING PUBLIC WATERLINES IN THE ADJACENT PUBLIC STREETS. INTERIOR WATERLINES WILL BE PROPOSED

WITHIN THE PROPOSED PUBLIC R/W/ TO CREATE A LOOP SYSTEM WHEREVER POSSIBLE TO MAINTAIN WATER PRESSURES.

F. SEWER. SEWER SERVICE SHALL BE COORDINATED IN A TEMPORARY AND PERMANENT CONDITION. THE SITE DRAINS TOWARDS UNION COUNTY TWELVE MILE CREEK DRAINAGE BASIN. AT THE TIME OF THIS PETITION TWELVE MILE CREEK DOES NOT HAVE THE CAPACITY AVAILABLE TO SUPPORT THIS DEVELOPMENT. THROUGH COORDINATION BETWEEN CHARLOTTE WATER AND UNION COUNTY PUBLIC WORKS, A PUMP STATION AND FORCEMAIN WILL BE INSTALLED TAKING THE WEDDINGTON GREEN FLOWS ACROSS PROVIDENCE ROAD TO SIX MILE CREEK BASIN LOCATED WITHIN THE CHARLOTTE WATER SERVICE AREA FOR SANITARY SEWER.

VII. PARK/ OPEN SPACE

A. THE PETITIONER WILL DEDICATE APPROXIMATELY 8.50 ACRES (“PARKLAND”) TO THE TOWN OF WEDDINGTON FOR USE AS A PUBLIC COMMUNITY AMENITY. PROGRAM ELEMENTS LOCATED WITHIN THE PARKLAND WILL BE DESIGNED AND COORDINATED WITH THE TOWN OF WEDDINGTON STAFF AND BOARD MEMBERS. THE PETITIONER WILL CONSTRUCT THE FOLLOWING ITEMS AS A PART OF THIS PETITION:

- MULTI-PURPOSE AND SIDEWALKS THROUGHOUT THE PARKLAND
- 250 PERSON CAPACITY AMPHITHEATER LOCATED AT THE INTERSECTION OF MAIN STREET AND PARK DRIVE LOOP
- GRADE PAD AREA TO ACCOMMODATE FUTURE CONSTRUCTION OF THE PLAYGROUND AND PAVILION STRUCTURE BY THE TOWN OF WEDDINGTON

1. THE PETITIONER MAY DESIGN AND CONSTRUCT UP TO TWO STORMWATER MANAGEMENT FEATURES WITHIN THE PARKLAND. THESE STORMWATER FEATURES WILL BE WET PONDS MAINTAINING A WATER LEVEL AT ALL TIMES. EACH STORMWATER POND WILL HAVE A SPRAY FEATURE(S) AND ENHANCED LANDSCAPE TO MAKE THE PONDS AN AMENITY NOT JUST FUNCTIONAL. THE MAINTENANCE AND INSPECTION RESPONSIBILITY WILL BE DOCUMENTED IN THE WEDDINGTON GREEN HOA/CCRS.

2. THE DEDICATION OF THE PARKLAND TO THE TOWN OF WEDDINGTON WILL NOT REMOVE THE ABILITY OF THE PETITIONER TO COUNT THIS AREA TOWARDS ANY ORDINANCE REQUIRED PASSIVE OR ACTIVE OPEN SPACE.

3. THE PARKLAND AREA SHALL BE FULLY CONSTRUCTED, AS IDENTIFIED ABOVE, BEFORE BEING TURNED OVER TO THE TOWN. FINAL DESIGN OF THE TOWN PARK WILL BE PRESENTED TO THE TOWN BOARD DURING THE CONSTRUCTION DOCUMENT PREPARATION PROCESS PRIOR TO APPROVAL AND CONSTRUCTION.

4. THE PARKLAND WILL BE PLATTED AND DEDICATED TO THE TOWN AS A PART OF THE MASTER INFRASTRUCTURE PERMITTING APPROVAL PROCESS. PRIOR TO CONSTRUCTION A DEVELOPER AGREEMENT WILL MEMORIALIZE THE PETITIONER PARK PROGRAM COMMITMENTS, EASEMENT ACCESS, CONSTRUCTION SEQUENCING, AND PRELIMINARY SCHEDULE FOR CONSTRUCTION.

5. THE USE OF THE PARK IS ANTICIPATED TO BE AVAILABLE AT THE COMPLETION OF THE MASTER INFRASTRUCTURE PLAN SET REQUIREMENTS. ADDITIONAL COORDINATION ON CONSTRUCTION ACCESS MAY BE NEEDED TO NAVIGATE THE BUILD OUT OF THE INDIVIDUAL DEVELOPMENT PODS AND LOTS.

a) THE PETITIONER WILL EXTEND ALL AVAILABLE UTILITIES FOR CONNECTION TO PARKLAND FEATURES AND STRUCTURES. THE UTILITIES WILL BE STUBBED JUST BEYOND THE PUBLIC STREET R/W.

b) THE PETITIONER WILL CONSTRUCTION A 10' MULTI-PURPOSE GREENWAY TRAIL FROM PROVIDENCE ROAD TO THE SOUTHEASTERN PROJECT LIMITS AS CONCEPTUALLY ILLUSTRATED IN THE REZONING PLAN. PORTIONS OF THE PROPOSED GREENWAY TRAIL THAT ARE LOCATED WITHIN PRIVATE PROPERTY SHALL PROVIDE A PUBLIC ACCESS EASEMENT FOR PUBLIC USE. MAINTENANCE RESPONSIBILITY OF THE GREENWAY TRAIL AND PEDESTRIAN BRIDGE CROSSINGS SHALL BE DOCUMENTED IN THE WEDDINGTON GREEN HOA/CCRs.

c) THE PETITIONER RESERVES THE RIGHT TO MAINTAIN ANY AREA WITHIN THE PUBLIC OR PRIVATE OPEN SPACE SHOULD IT NOT BE ABLE TO BE APPROPRIATELY MAINTAINED BY THE OWNER.

1. THE DEVELOPMENT HOA WILL ENTER INTO A MAINTENANCE AGREEMENT WITH THE TOWN OF WEDDINGTON AND WILL CONTRACT WITH A PRIVATE MAINTENANCE CONTRACTOR TO CARE FOR AND MAINTAIN ALL THE OPEN SPACE AREAS. THE DEVELOPER WILL SPONSOR/PAY FOR THE PARK MAINTENANCE FOR THE FIRST 3 YEARS AFTER COMPLETION. FOLLOWING THAT THREE-YEAR PERIOD, THE TOWN WOULD THEN PAY A SHARE OF THE MAINTENANCE COSTS TO THE HOA AS DETAILED IN THE EXECUTED MAINTENANCE AGREEMENT. THE HOA WILL PAY 1/3 OF THE MAINTENANCE COST FOR THE 8.5-ACRE PARK IN PERPETUITY.

VIII. BINDING EFFECT OF THE REZONING DOCUMENTS AND DEFINITIONS

A. THROUGHOUT THESE DEVELOPMENT STANDARDS, THE TERM "PETITIONER/APPLICANT" 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.

B. 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.