

HARRIS CREEK FARMS

VOLUNTARY REZONING CONDITIONS

1. THE SUBJECT PROPERTY SHALL BE DEVELOPED IN GENERAL COMPLIANCE WITH THE MAP AMENDMENT (CONDITIONAL REZONING) CONCEPT PLAN, DATED 7/24/2023.

2. THE DEVELOPMENT SHALL CONSIST OF MAXIMUMS OF 68 SINGLE-FAMILY DETACHED DWELLING UNITS/LOTS AND 81 SINGLE-FAMILY ATTACHED (TOWNHOME) DWELLING UNITS/LOTS AS DETAILED IN THE MAP AMENDMENT (CONDITIONAL REZONING) CONCEPT PLAN, DATED 7/24/2023.

3. THE MAXIMUM ALLOWABLE DENSITY WITHIN THE RH-CZ ZONING SHALL BE 6.0 UNITS/ACRE.

4. DWELLING UNIT FACADE ANTI-MONOTONY: IN ORDER TO PROMOTE VARIATION IN HOME APPEARANCE, NO SINGLE-FAMILY FRONT FAÇADE SHALL BE DUPLICATED FOR THREE (3) LOTS IN A ROW, OR DIRECTLY ACROSS THE STREET. FOR CORNER LOTS, THIS SHALL APPLY TO THE LOTS DIAGONALLY ACROSS THE INTERSECTION.

5. GARAGE DOOR SHALL EITHER CONTAIN WINDOWS OR CARRIAGE STYLE ADORNMENTS.

6. **SINGLE-FAMILY ATTACHED (TOWNHOMES) SHALL HAVE:**

a. CEMENTITIOUS SIDING THAT SHALL VARY IN TYPE AND COLOR WITH BRICK, SHAKES, BOARD AND BATTEN, OR STONE ACCENTS PROVIDED AS DECORATIVE FEATURES.

b. ARTICULATION IN THE END UNIT SIDE ELEVATIONS, WHICH INCLUDES TWO OF THE FOLLOWING: SIDE ENTRY, WINDOWS (TWO OR MORE), PARTIAL MASONRY, TWO TYPES OF FINISHES (I.E. HORIZONTAL SIDING WITH BOARD AND BATTEN OR SHAKES IN GABLES), AND ROOFLINE CHANGES.

c. FIRST FLOOR GLAZING WHICH SHALL CONSIST OF ONE OR MORE OF THE FOLLOWING: GARAGE DOORS WITH GLASS WINDOWS, OR FRONT DOORS WITH WINDOWS OR SIDELIGHTS.

d. 8" MINIMUM EAVES AND RAKES ON FRONT, REAR, AND SIDES.

7. SINGLE-FAMILY DETACHED DWELLING UNITS SHALL:

a. BE A MINIMUM OF 1,500 HEATED SQUARE FEET.

b. HAVE CEMENTITIOUS SIDING THAT SHALL VARY IN TYPE AND COLOR WITH BRICK, SHAKES, BOARD AND BATTEN, OR STONE ACCENTS PROVIDED AS DECORATIVE FEATURES

c. HAVE AT LEAST TWO TYPES OF FINISHES ON THE FRONT: LAP SIDING, MASONRY, SHAKES, AND BOARD AND BATTEN.

8. A HOMEOWNERS ASSOCIATION (HOA) SHALL BE CREATED, AND ALL OPEN SPACES OBSERVED IN MAP AMENDMENT (CONDITIONAL REZONING) CONCEPT PLAN, DATED 7/24/2023, SHALL BE OWNED AND MAINTAINED BY THE HOA.

9. **FOUNDATIONS:** TOP OF SLABS SHALL BE ELEVATED A MINIMUM OF 18 INCHES ABOVE FINISHED GRADE FOR ALL DWELLING UNITS. ALL FOUNDATIONS SHALL BE TREATED WITH MASONRY ON THE FRONT AND STREET-FACING SIDES FOR A MINIMUM OF 10".

10. **RECREATIONAL AMENITIES:** THE FOLLOWING RECREATIONAL AMENITIES SHALL BE CONSTRUCTED AS OBSERVED IN MAP AMENDMENT (CONDITIONAL REZONING) CONCEPT PLAN, DATED 7/24/2023. PUBLIC GREENWAY (APPROXIMATELY 5,600 LINEAR FEET), PRIVATE MULTI-USE PATHS (APPROXIMATELY 410 LINEAR FEET), GAZEBOS, PLAYGROUNDS, AND A DOG PARK. AMENITIES SHALL BE BUILT AS PART OF THE SUBDIVISION INFRASTRUCTURE WITHIN THE PHASE IT IS LOCATED.

11. AT LEAST TWENTY PERCENT (20%) OF THE LANDSCAPING PLANTED IN COMMON AREAS ON THE SUBJECT PROPERTY SHALL UTILIZE PLANT MATERIALS THAT ARE LISTED AS NATIVE POLLINATOR PLANTS ON NORTH CAROLINA WILDLIFE FEDERATION ("NCWF") OR OTHER RESOURCES FOR NATIVE PLANTS RECOMMENDED BY THE NCWF ON THEIR WEBSITE, CURRENTLY FOUND AT [HTTP://NCWF.ORG/HABITAT/NATIVE-POLLINATOR-PLANTS/](http://ncwf.org/habitat/native-pollinator-plants/). WHERE EVERGREEN PLANTINGS OR STREET TREES ARE REQUIRED BY THE TOWN OF ROLESVILLE LDO, POLLINATOR PLANTINGS SHALL NOT BE REQUIRED. SUCH PLANTINGS SHALL CLEARLY BE SHOWN IN CONSTRUCTION DRAWINGS AND INSTALLED AS PART OF SUBDIVISION INFRASTRUCTURE. NOTHING HEREIN SHALL BE CONSTRUCTED TO LIMIT THE PLANTS MATERIALS PERMITTED ON INDIVIDUAL RESIDENTIAL LOTS.

12. THE DEVELOPMENT SHALL PROVIDE A 5' WIDE SIDEWALK ALONG THE 560 LINEAR FEET OF JONESVILLE RD RUNNING FROM THE SITE DRIVE NORTH TO UNIVERSAL DRIVE. THE SIDEWALK SHALL BE LOCATED PER ULTIMATE SECTION OF JONESVILLE RD AS SHOWN ON THE TOWN OF ROLESVILLE TRANSPORTATION PLAN. THE SIDEWALK SHALL BE LOCATED WITHIN A SIDEWALK EASEMENT. THE DEVELOPMENT SHALL ATTEMPT TO PROCURE A SIDEWALK EASEMENT FOR CONSTRUCTION. IN THE EVENT THAT THE DEVELOPMENT IS UNABLE TO OBTAIN AN EASEMENT FOR SIDEWALK CONSTRUCTION, THE DEVELOPMENT MAY PAY FEE-IN-LIEU TO TOWN OF ROLESVILLE FOR THE 560 LINEAR FEET OF 5' WIDE SIDEWALK CONSTRUCTION.

13. THE DEVELOPMENT SHALL ATTEMPT TO PROCURE AN EASEMENT ALONG UNIVERSAL DRIVE IN ORDER TO PAVE UNIVERSAL DRIVE FROM THE INTERSECTION OF GIDEON DRIVE TO THE INTERSECTION OF JONESVILLE RD. UNIVERSAL DRIVE SHALL BE PAVED WITH A 20' WIDE ASPHALT SURFACE COAT OVER TOP OF THE EXISTING PRIVATE GRAVEL ACCESS DRIVE. IN THE EVENT THAT THE DEVELOPMENT IS UNABLE TO OBTAIN AN EASEMENT FOR SAID PAVING, THE DEVELOPMENT SHALL NOT BE REQUIRED TO PURSUE FURTHER RESOLUTION RELATED TO THE PAVING OF UNIVERSAL DRIVE.

14. PRIOR TO ISSUANCE OF THE FIRST BUILDING PERMIT FOR A DWELLING UNIT, THE DEVELOPMENT SHALL DONATE THIRTY FIVE THOUSAND DOLLARS AND NO CENTS (\$35,000.00) TO HOMES FOR HEROES.

15. TRANSPORTATION IMPROVEMENTS: TO ADDRESS TRANSPORTATION IMPACTS REASONABLY EXPECTED TO BE GENERATED BY THE DEVELOPMENT, THE FOLLOWING ROAD IMPROVEMENTS SHALL BE INSTALLED IN ACCORDANCE WITH PLANS APPROVED BY NCDOT AND THE TOWN OF ROLESVILLE.

US 401 BYPASS AND JONESVILLE ROAD

1. CONDUCT A FULL SIGNAL WARRANT ANALYSIS PRIOR TO FULL BUILD-OUT OF THE PROPOSED DEVELOPMENT AND INSTALL A TRAFFIC SIGNAL IF WARRANTED AND APPROVED BY THE TOWN AND NCDOT.

US 401 BYPASS AND EASTERN U-TURN LOCATION

1. CONDUCT A FULL SIGNAL WARRANT ANALYSIS PRIOR TO FULL BUILD-OUT OF THE PROPOSED DEVELOPMENT AND INSTALL A TRAFFIC SIGNAL IF WARRANTED AND APPROVED BY THE TOWN AND NCDOT.

MITCHELL MILL ROAD AND JONESVILLE ROAD / PEEBLES ROAD

1. CONSTRUCT A SOUTHBOUND (JONESVILLE ROAD) LEFT-TURN LANE WITH AT LEAST 100 FEET OF STORAGE AND APPROPRIATE DECEL AND TAPER.

2. CONSTRUCT A WESTBOUND (MITCHELL MILL ROAD) RIGHT-TURN LANE WITH AT LEAST 100 FEET OF STORAGE AND APPROPRIATE DECEL AND TAPER.

3. CONSTRUCT AN EASTBOUND (MITCHELL MILL ROAD) LEFT-TURN LANE WITH AT LEAST 100 FEET OF STORAGE AND APPROPRIATE DECEL AND TAPER.

4. CONDUCT A FULL SIGNAL WARRANT ANALYSIS PRIOR TO FULL BUILD-OUT OF THE PROPOSED DEVELOPMENT AND INSTALL A TRAFFIC SIGNAL IF WARRANTED AND APPROVED BY THE TOWN AND NCDOT.

JONESVILLE ROAD AND SITE DRIVE

1. CONSTRUCT THE EASTBOUND APPROACH (SITE DRIVE) WITH ONE INGRESS LANE AND ONE EGRESS LANE.

2. PROVIDE STOP-CONTROL FOR THE EASTBOUND APPROACH (SITE DRIVE).