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VISION STATEMENT:

Rezoning of the Cato Farms property will create a master planned residential community that will be integrated into the mixed residential community that has developed south of I-485 and east and west of Providence Rd. Cato Farms planned community will celebrate its natural features, preservation areas and open space with the development of an incredibly robust walking trail system both within the approximately 13-acre natural preserve area and throughout the Site as a principal organizing element for a planned CMS Middle school and a mixed of residential uses. This walking trail system will not only enhance the accessibility within the community but also create opportunities for active lifestyle, pedestrian, and bike access from other nearby existing residential communities and from nearby school, park, and greenway facilities. As a further embrace of the Cato Farms history, the pastoral theme will be on display with possible features such as split rail fences, community amenity buildings with rural designs, and the like.

**PRELIMINARY
 FOR REVIEW ONLY.**
 THESE DOCUMENTS ARE FOR DESIGN REVIEW ONLY AND NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSE. THEY ARE PREPARED BY OR UNDER THE SUPERVISION OF:
 XXXXX XXXXXXXX ### 2/8/24
 REGISTERED PROFESSIONAL ENGINEER

NOT FOR CONSTRUCTION
CATO TRAILS

CHILDRESS KLIEN
 RZ #2023-046
 CHARLOTTE, NC

DESIGNER PROJECT # 1022250

REVISION / ISSUANCE		
NO.	DESCRIPTION	DATE
0	INITIAL REZONING SUBMITTAL	01/24/22
1	REZONING SUBMITTAL	09/11/23
2	REZONING SUBMITTAL	11/14/23
3	REZONING SUBMITTAL	12/12/23
4	REZONING SUBMITTAL	01/16/24
5	REZONING SUBMITTAL	02/12/24
6	REZONING SUBMITTAL	03/21/24

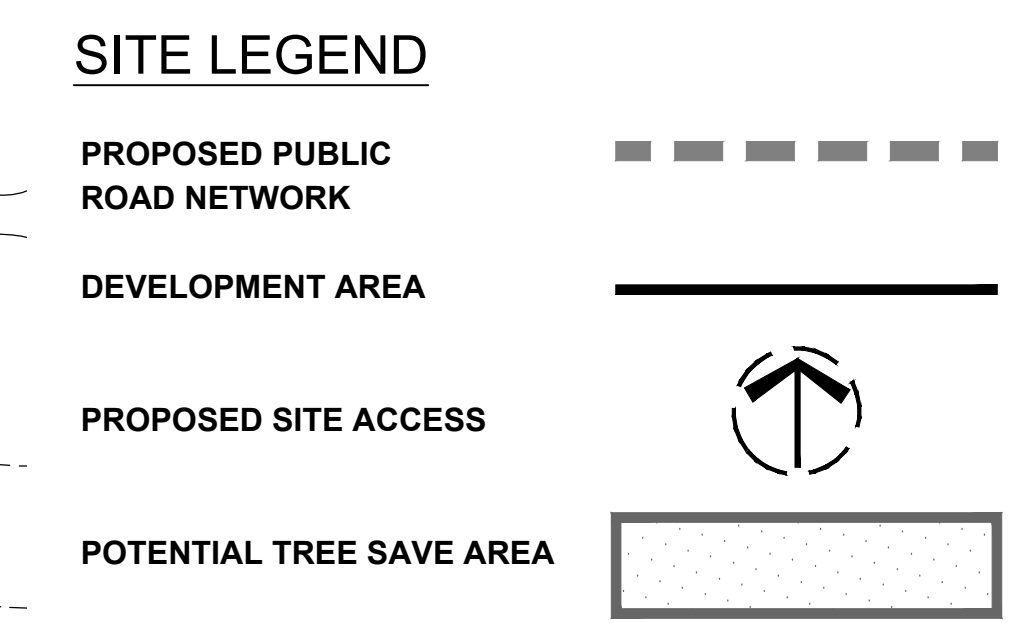
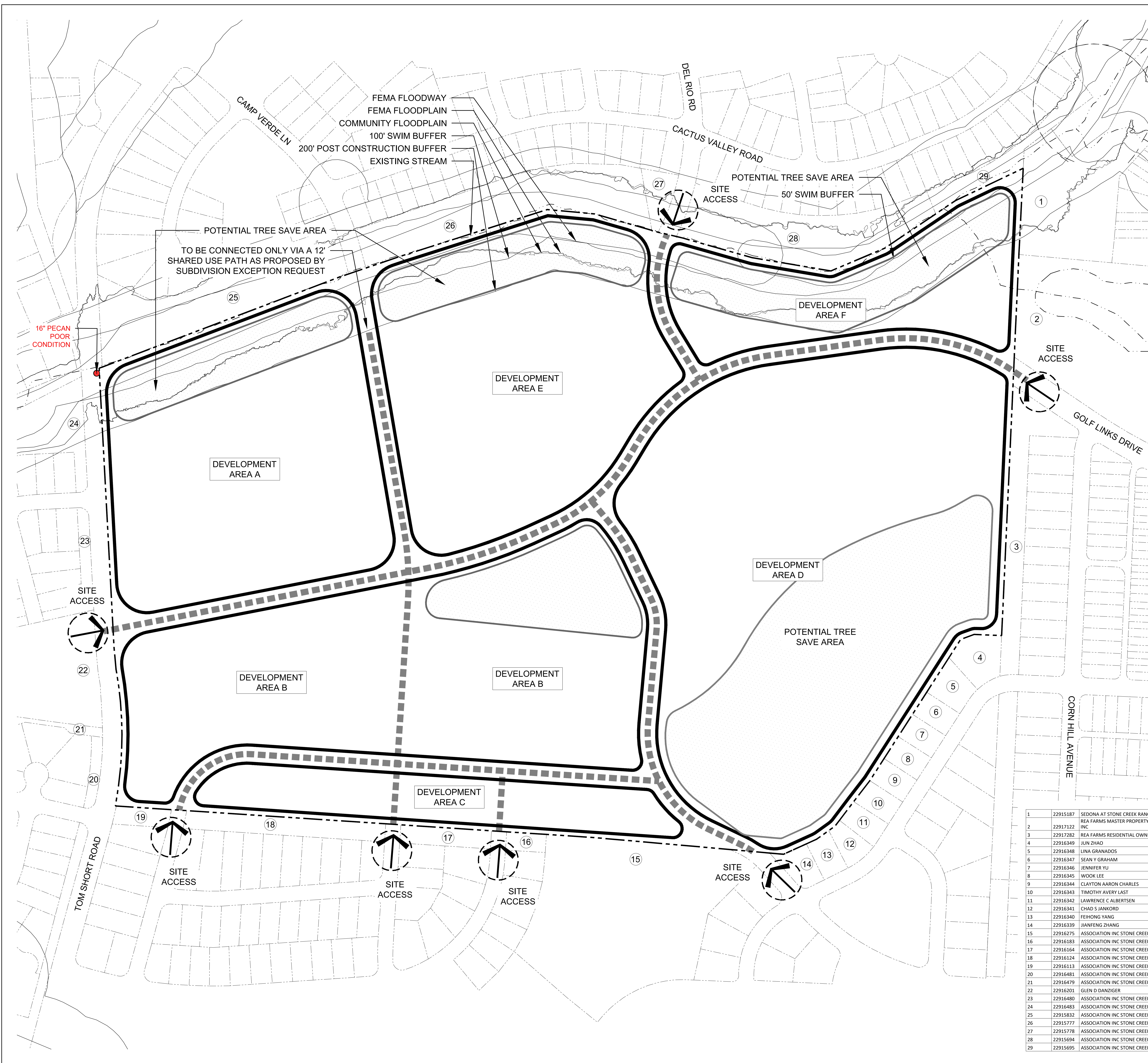
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SCALE: NONE
 VERT: N/A
 HORZ:

SHEET TITLE
VISION STATEMENT

SHEET NUMBER
RZ-0

SITE DEVELOPMENT DATA
ACREAGE: ± 124.602 ACRES
TAX PARCEL #S: 229-161-01, 229-161-03, 229-161-05, AND 229-161-84
EXISTING ZONING: MX-1 (INNOVATIVE)
PROPOSED ZONING: MX-2 (INNOVATIVE)
EXISTING USES: THREE SINGLE-FAMILY HOMES AND RELATED STRUCTURES
PROPOSED USES: A SECONDARY SCHOOL CONSISTING OF CLASSROOMS INCLUDING MOBILE CLASS ROOMS, CAFETERIA, ACTIVITY ROOMS AND ASSOCIATED USES, AND UP TO 917 RESIDENTIAL DWELLING UNITS MADE UP OF A MIX OF RESIDENTIAL UNIT TYPES AS DESCRIBED BELOW, THAT MAY INCLUDE UP TO 682 MULTI-FAMILY RESIDENTIAL DWELLING UNITS, 211 ATTACHED DWELLING UNITS, 24 SINGLE-FAMILY DETACHED RESIDENTIAL DWELLING UNITS. TOGETHER WITH ALL ACCESSORY USES PERMITTED WITHIN THE MX-2 INNOVATIVE ZONING DISTRICT SUBJECT TO THE RIGHT TO ALTER THE NUMBER OF RESIDENTIAL UNITS LOCATED WITHIN DEVELOPMENT AREAS AND OTHERWISE AS MORE PARTICULARLY DESCRIBED IN SECTION 3 BELOW.
MAXIMUM BUILDING HEIGHT: THE FOLLOWING MAXIMUM BUILDING HEIGHTS SHALL APPLY TO THE DEVELOPMENT AREAS (BUILDING HEIGHT WILL BE MEASURED AS DEFINED BY THE ORDINANCE): DEVELOPMENT AREA A: 60'; DEVELOPMENT AREA B: 50'; DEVELOPMENT AREA C: 40'; DEVELOPMENT AREA D: 65'; AND DEVELOPMENT AREA E: 65'.
PARKING: AS REQUIRED BY THE ORDINANCE.
TREE SAVE: AS REQUIRED BY THE ORDINANCE - 15% OF TOTAL ACREAGE TO BE PROVIDED. REQUIRED: 15% X 124.916 AC = 18.74 AC



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4	REZONING SUBMITTAL	01/16/24
5	REZONING SUBMITTAL	02/12/24
6	REZONING SUBMITTAL	03/01/24

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TO BE CONNECTED ONLY VIA A 12' SHARED USE PATH AS PROPOSED BY SUBDIVISION EXCEPTION REQUEST

FEMA FLOODWAY
 FEMA FLOODPLAIN
 COMMUNITY FLOODPLAIN
 100' SWIM BUFFER
 200' POST CONSTRUCTION BUFFER
 EXISTING STREAM

SITE ACCESS 50' SWIM BUFFER

DEVELOPMENT AREA F

DEVELOPMENT AREA E

EXISTING POND TO REMAIN

SITE ACCESS

DEVELOPMENT AREA A

DEVELOPMENT AREA D

POTENTIAL ACTIVE OPEN SPACE

WETLAND / POTENTIAL PASSIVE OPEN SPACE +/- 12 AC

DEVELOPMENT AREA B

DEVELOPMENT AREA B

DEVELOPMENT AREA C

TRAIL LOCATION IS ILLUSTRATIVE IN NATURE AND SUBJECT TO FINAL DESIGN AND PERMITTING THROUGH AUTHORIZED JURISDICTION

CORN HILL AVENUE

TOM SHORT ROAD

SITE ACCESS

SITE ACCESS

SITE ACCESS

SITE ACCESS

NOTE: 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.

SITE LEGEND

- PROPOSED PUBLIC ROAD NETWORK
- DEVELOPMENT AREA
- PROPOSED SITE ACCESS
- POTENTIAL PASSIVE OPEN SPACE
- POTENTIAL ACTIVE OPEN SPACE
- PEDESTRIAN CONNECTIONS
- POTENTIAL TRAIL NETWORK

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 XXXXX XXXXXXXX REG # DATE

NOT FOR CONSTRUCTION
CATO TRAILS
 CHILDRESS KLIEN
 RZ #2023-046
 CHARLOTTE, NC

DESIGNER PROJECT: 1022250

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6	REZONING SUBMITTAL	03/21/24

DESIGNED BY: KST
 DRAWN BY: ZJK
 CHECKED BY: KST

SCALE: VERT: N/A
 HORZ: 1" = 100'
 0 50 100 200

SHEET TITLE: SCHEMATIC SITE PLAN
 SHEET NUMBER: RZ-2

Childress Klein Properties & Charlotte-Mecklenburg Schools - Tom Short Rd Development Standards
Rezoning Petition No. 2023-046

Site Development Data:

- Average = 124.602 acres
- Tax Parcel #s: 229-161-01, 229-161-03, 229-161-05, and 229-161-84
- Existing Zoning: MX-1 (Innovative)
- Proposed Zoning: MX-2 (Innovative)
- Existing Uses: Three single-family homes and related structures
- Proposed Uses: A secondary school consisting of classrooms including mobile class rooms, cafeteria, activity rooms and associated uses, and up to 917 residential dwelling units made up of a mix of residential unit types as described below, that may include up to 682 multi-family residential dwelling units, 211 attached dwelling units, 24 single-family detached homes together with all accessory uses permitted within the applicable MX-2 Innovative Zoning district, subject to the right to alter the number of residential units located within Development Areas and otherwise as more particularly described in Section 3 below
- Maximum Building Height: The following maximum building heights shall apply to the Development Areas (building height will be measured as defined by the Ordinance): Development Area A (30') Development Area B (35') Development Area C: 40', Development Area D (35') and Development Area E: 65'

1. General Provisions:

a. Site Location. These Development Standards, the Technical Data Sheet, Schematic Site Plan, and related graphics forming the Rezoning Plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by Childress Klein Properties & Charlotte-Mecklenburg Schools together (the "Petitioner") to accommodate development of a residential community and a secondary school on the approximately 124.602-acre site located on Tom Short Road (the "Site").

b. Zoning District/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 in existence as of the filing of the Rezoning (the "Ordinance"), not the Uniform Development Ordinance. Unlike the Rezoning Plan, which establishes more stringent standards, the regulations established under the Ordinance for the MX-2 (Innovative) zoning classification shall govern all development taking place on the Site, subject to the Innovative Provisions provided below.

c. Development Area. For ease of reference and as an organizing principal associated with the master planned community, the Rezoning Plan sets forth five (5) general development areas (and other subareas within the Development Areas) as generally depicted on the Technical Data Sheet as Development Areas A, B, C, D, E and F (each a "Development Area") and collectively the "Development Areas."

d. Graphics and Attachments. The schematic depictions of the uses, parking areas, sidewalks, structures and buildings, building elevations, driveways, streets, Development Areas (as defined below), open space areas and other development matters and site elements (collectively the "Development Site Elements") set forth on the Rezoning Plan shall be deemed to be made in conjunction with the provisions of these Development Standards. The layout, locations, sizes, and formations 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:

- i. expressly permitted by the Rezoning Plan (it is understood that if a modification is expressly permitted by the Rezoning Plan (it is deemed a minor modification for the purposes of these Development Standards); or
- ii. minor and do not materially change the overall design intent depicted on the Rezoning Plan; or
- iii. modifications to move structures graphically depicted on the Rezoning Plan closer to adjacent properties in a residential district of abutting residential use but no closer than the "external building line" (in this case the external setbacks, rear yards, or buffer areas) indicated 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.

e. Number of Buildings Principal and Accessory. Notwithstanding the number of buildings or lots shown on the Rezoning Plan, the number of principal use buildings constructed on the Site shall not exceed 120 (excluding accessory use buildings and mobile classroom buildings).

f. Planned/Unified Development. The Site shall be viewed as a planned/unified development plan as to the Development Site Elements, Development Areas and portions of the Site generally depicted on the Rezoning Plan. As such, side and rear yards, buffers, building height separation standards, public/private street frontage requirements, and other similar zoning/subdivision standards will not be required internally between improvements and other Development Site Elements located on the Site. Furthermore, the Petitioner and/or owners of the applicable portion of the Site under development reserve the right to subdivide the portions of all of the Site and create lots within the interior of the Site without regard to any such internal separation standards, and public/private street frontage requirements, provided, however, all such separation standards along the exterior boundary of the Site shall be adhered to as a whole and not individual portions, Development Areas or lots located therein.

g. Gross Floor Area Clarification. When determining the maximum development levels set forth in this Rezoning Plan, gross floor area as defined in the Ordinance shall exclude any surface or structured parking facilities (including, without limitation, corridors, and elevators within such facilities), and outdoor dining and gathering areas whether on the roof of the building or at ground level.

h. Project Vision Overall Design Intent. Cata Farms will be a master planned residential community that will be integrated into the mixed residential community that has developed south of I-485 and east and west of Providence Rd. Cata Farms planned community will celebrate its natural features, preserve areas and open space with the development of an intercity walking trail system both within the approximately 12-acre natural preserve area and throughout the Site as a principal organizing element for a planned CMS Middle school and a mixed of residential units. This walking trail system will not only enhance the accessibility within the community but also create opportunities for active lifestyle, pedestrian, and bike access from other nearby existing residential communities and from nearby school, park, and greenspace facilities. As a further embrace of the Cata Farms history, the pastural theme will be on display with possible features such as split rail fences, community amenity buildings with rural designs, and the like.

2. Lot Standards and Innovative Provisions for MX-2 (Innovative) Area:

a. Single-Family Detached. The Petitioner hereby seeks the following Innovative Development Standards in connection with single-family detached development taking place within Development Area C and any such single family detached development that might take place in other Development Areas B, D and E to accommodate a variety of setback and yard widths and other development elements so as to allow for a pedestrian friendly residential community. It is understood that certain provisions listed below are standard ordinance requirements and are included within this section for ease of review.

- i. A minimum lot size for single-family detached lots of 5,500 square feet.
 - ii. A minimum lot width for single-family detached lots of fifty (50) feet.
 - iii. A minimum front setback for single-family detached lots of 16-feet as measured from the proposed back of curb; in the event a driveway is provided without a garage, the setback shall be increased to twenty (20) feet as measured from the back of the sidewalk.
 - iv. A minimum rear yard for single-family detached lots of twenty (20) feet unless lot has alley access in which a rear yard of five (5) feet is allowed.
 - v. A minimum side yard of five (5) feet for single family detached lots (including along public streets).
 - vi. Single-family detached lots may front on public or private streets (if private streets are used, they will not be gated) or common open space.
 - vii. Private alleys shall follow CLDSM standards; and
 - viii. Maximum building coverage for a single family detached shall be seventy (70%) percent.
- b. Attached Dwelling Units.** The Petitioner hereby seeks the following Innovative Development Standards in connection with attached dwelling unit development taking place within Development Areas B, D and E to accommodate a variety of setback and yard widths and other development elements so as to allow for a pedestrian friendly residential community.
- i. Petitioner shall provide a minimum of a 16-foot setback as measured from the proposed back of curb. Stoops and stairs may encroach three (3) feet into the setback as a "transition zone"
 - ii. For alley loaded attached dwelling units, driveway lengths shall be a minimum of 5'-7' or 20' and greater measured from the back of curb to the face of garage;
 - iii. A minimum rear yard for attached dwelling units of twenty (20) feet unless lot has alley access in which a rear yard of five (5) feet is allowed;
 - iv. A minimum side yard of five (5) feet for attached dwelling units (including along public streets);
 - v. Private alleys shall follow CLDSM standards; and
 - vi. Attached dwelling units may front on public or private streets (if private streets are used, they will not be gated) or common open space.
 - c. In addition, the Petitioner reserves the right to modify the Innovative Provisions described above or seek other innovative development standards in the future pursuant to the applicable process set forth in the Ordinance.

3. Permitted Uses, Development Area Limitations, and Transfer & Conversion Rights:

a. The Site will be developed with up to 917 residential dwelling units that may include up to 682 multi-family residential units, 211 attached dwelling units, 24 single-family detached residential units, and a secondary school consisting of classrooms including mobile classrooms, cafeteria, activity rooms and other associated uses, in accordance with the Innovative Provisions described above, each such use as allowed by right and under prescribed conditions, together with accessory uses as permitted in the MX-2 Innovative zoning district, including, without limitation, community clubhouse, recreation, open space and related uses (e.g. improved passive and active open spaces, gathering shelters, gardens, ball fields, maintenance buildings, outdoor recreational uses, and other uses typically associated with residential communities).

NOTE: the locations and number of residential units allocated to individual Development Areas as described below and within the Development Areas on the Rezoning Plan may be increased by the number listed below as the "Adjusted Increase Amount" provided that other unit amounts are reduced as described below and in any event the total number of multi-family units on the Site does not exceed 682 units, and the total number of all dwelling units on the Site does not exceed 917 units.

b. Density Bonus. To accommodate the proposed CMS school on the Site the Petitioner requests a density bonus as allowed by the Ordinance by increasing the amount of required Common Open Space from 10% to 19.7% (24.54 acres). Therefore, the Petitioner requests an increase in the number of allowed units from 836 units to 917 units (an increase of 81 units). The proposed Common Open Space may be located throughout the Site.

c. Development Area A. may be developed as a secondary school consisting of classrooms including mobile classrooms, cafeteria, activity rooms and associated uses, together with all accessory uses permitted within the MX-2 Innovative zoning district, as more particularly described in these Development Standards.

d. Development Area D & E. may be developed with (i) up to 682 multi-family and/or attached dwelling units and associated uses such as clubhouse and amenity areas together with all accessory uses permitted within the MX-2 Innovative zoning district, provided, however, the number of permitted units may be increased for Development Area D & E by up to 68 units by way of a reduction in the number of residential units allocated in the aggregate to Development Area B up provided that the total of multi-family units does not exceed 682 multi-family units, and (ii) a 1:12 acre natural preserve area that will contain trails and other natural amenities.

e. Development Area C. may be developed with up to 24 single family detached homes/lots together with all accessory uses permitted within the MX-2 Innovative zoning district, provided, however, the number of attached dwelling units or single family detached homes/lots may be increased for Development Area B by up to (21) units/homes by way of a reduction in the number of residential units/homes allocated in the aggregate to Development Areas C, D and E; and (ii) open space/community amenities which shall include an improve active open space areas) with (4:1) acre.

f. Development Area F. may be developed with open space, storm water structures and trails and other associated open space amenities.

h. Attached-Single-Family Detached Homes/Lots:

- Eastbound -A combined left-thru-right turn lane.

a. No less than 120 attached dwelling units will be constructed on the Site with such attached dwelling units being developed prior to issuance of the certificate of occupancy for the 40' multi-family dwelling unit developed on the Site.

- Northbound - A combined left-thru-right turn lane.
- Southbound - A combined left-thru-right turn lane.

4. Transportation Improvements, Access and Multimodal/Pedestrian Improvements:

I. Proposed Improvements.

Improvements Generally; Phases of Development. The Petitioner may provide or cause to be provided on its own or in cooperation with other parties who may implement portions of the improvements, the improvements set forth below in accordance with the following implementation provisions. It is understood the following section and specific improvements may be amended to align with final approved Transportation Impact Study (the "TIS").

All transportation improvements will be substantially completed and approved by CDOT and/or NCDOT, as applicable, before the first building certificate of occupancy is issued in connection with the development associated with the applicable Phase 1, 2 or 3 Development as described below and corresponding to the transportation improvements for Phase 1, 2 or 3. Conditions set forth in subsection a below (subject to adjustments as may be allowed by CDOT and/or, if applicable NCDOT, and as provided in the remaining provisions of this Section 4).

- **Phase 1 Development:** allows development of the middle school and associated uses contemplated for Development Area A
- **Phase 2 Development:** provides for development of up to 390 units (whether multi-family units, single family attached units or single family detached units) in addition to Phase 1; and
- **Phase 3 Development:** provides for development of up to an additional 527 units (whether multi-family units, single family attached units or single family detached units) in addition to Phase 1 and Phase 2 development.

1. Required Improvements:

If a Phase is not listed for an improvement, no improvement is required for such Phase (e.g., if "Phase 1 Conditions" is not set forth then no improvements are needed for the intersection area set out).

1. I-485 Southbound Ramp & Providence Road (Signalized)

Phase 2 Conditions

- Extend the existing westbound left turn lane from 150 to 400 feet of storage;
- Extend the existing westbound right turn lane from 150 to 300 feet of storage;

Phase 3 Conditions

- No additional suggested improvements.

2. I-485 Northbound Ramp & Providence Road (Signalized)

Phase 2 Conditions

- No suggested improvements.

Phase 3 Conditions

- Remark the existing southbound right-turn lane to a combined thru-right turn lane.
- Channelize the northbound right turn lane to operate free from the signal under dry conditions.

3. Providence Road & Golf Links Drive (Signalized)

Phase 2 Conditions

- Extend the existing southbound right turn lane from 425 to 550 feet of storage;
- Install LPI+ and APS pushbuttons and upgrade curbs, ramps, and sidewalks to ADA standards and PROWAG guidelines.

Phase 3 Conditions

- No suggested improvements.

4. Providence Road & Ardrey Kell Road (Signalized)

Phase 2 Conditions

- Extend the existing southbound left turn lane from 275 to 400 feet of storage (Remove the negative offset).

Phase 3 Conditions

- No additional suggested improvements.

5. Ardrey Kell Road & Sandy Rock Place (Signalized)

Phase 2 Conditions

- No suggested improvements.

Phase 3 Conditions

- No suggested improvements.

6. Red Rust Lane & Golf Links Drive (Unsignalized)

Phase 2 Conditions

- No suggested improvements.

Phase 3 Conditions

- Install a traffic signal if warrants are met per SWA to be completed by Phase 3.

7. Red Rust Lane & Ardrey Kell Road (Signalized)

Phase 2 Conditions

- No suggested improvements.

Phase 3 Conditions

- No suggested improvements.

8. Tom Short Road & Ardrey Kell Road (Signalized)

Phase 2 Conditions

- Construct a southbound right turn lane with 225 feet of storage.

Phase 3 Conditions

- No suggested improvements.

9. Tom Short Road & Polo Ridge Elementary School Driveway-Bus (Unsignalized)

Phase 1 Conditions

- No suggested improvements.

10. Tom Short Road & Polo Ridge Elementary School Driveway-Out (Unsignalized)

Phase 1 Conditions

- No suggested improvements.

11. Tom Short Road & Polo Ridge Elementary School Driveway-In (Unsignalized)

Phase 1 Conditions

- No suggested improvements.

12. Ballantyne Commons Parkway & Tom Short Road (Signalized)

Phase 2 Conditions

- Construct a westbound right turn lane on Tom Short Road with 300 feet of storage.

Phase 3 Conditions

- No additional suggested improvements.

13. Tom Short Road & Access "A"/Golf Links Drive (Future Signal)

Phase 1 Conditions

- We propose the following access configuration:
 - One ingress lane and two egress lane (a terminating westbound right turn lane and a separate left turn lane with 275 feet of storage) on proposed Access "A"
 - Install a traffic signal.
 - Construct a northbound right turn lane with 275 feet of storage.
 - Construct a southbound left turn lane with maximized storage to start at the Flat Branch Creek crossing and provide the appropriate pavement markings to allow for a two-way left turn lane at Coral Rose Road.
 - Improvements to be reimbursed per NCDOT's funding letter dated 11/16/2023.

14. Additional Required Improvements:

Internal Intersection "A" (Residential Only)

The internal intersection was analyzed to create a complete model and the following configurations are recommended as a part of the required school queuing and stacking analysis (volume assumptions and signal timing) and can be found in the appendix and synchro files) and shall be installed in connection with the phase 1 CMS school.

- Eastbound - A combined thru-right turn lane and a separate left turn lane with 650 feet of storage (the extended left turn lane should serve as the turn lane into the bus lot).
- Westbound - A combined thru-right turn lane and a separate left turn lane with 100 feet of storage;
- Northbound - A combined thru-right turn lane;
- Southbound - A combined thru-right turn lane and a separate right turn lane that terminates at the proposed middle school driveway.

Internal Intersection "A" (Residential Only)

The following configurations are recommended and shall be installed in connection with the Phase 2 or Phase 3 residential development.

- Eastbound - A combined left-thru-right turn lane.

- Westbound - A combined left-thru-right turn lane.
- Northbound - A combined left-thru-right turn lane.
- Southbound - A combined left-thru-right turn lane.

Middle School Driveway

We propose the following driveway configuration to be installed in connection with Phase 1 CMS school development.

- Eastbound - Two ingress lanes and one egress lane (a channelized free-flow eastbound right turn lane).
- Northbound - A combined northbound thru-left turn lane.
- Southbound - A combined southbound thru-right turn lane.

c. Substantial Completion. Reference to "substantial completion" for certain improvements as set forth in the provisions of Section 6.207 above shall mean completion of the roadway improvements in accordance with the standards set forth in Section 4.1.a. and b. above and provided, however, in the event certain non-essential roadway improvements (as reasonably determined by CDOT) are not completed at the time that the Petitioner seeks to obtain a certificate of occupancy for buildings on the Site in connection with development improvements described above, then CDOT may instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings, and in such event the Petitioner may be asked to post a letter of credit or a bond for any improvements not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvements.

d. Right-of-Way Availability. It is understood that some of the public roadway improvements referenced in subsection 4.1.a. and b. above may not be possible without the acquisition of additional right of way. If after the exercise of diligent good faith efforts over a minimum of a 60-day period, the Petitioner is unable to acquire any land necessary to obtain the additional right-of-way contemplated herein and such delay extends beyond the time that the Petitioner seeks to obtain a certificate of occupancy for buildings on the Site in connection with the development improvements described above, then CDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings, provided, however, Petitioner continues to exercise good faith efforts to complete the applicable road-way improvements; in such event the Petitioner may be asked to post a letter of credit or a bond for any improvements not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvements.

In addition to the foregoing, in the event the right of way is not available for any reason after the good faith efforts of the Petitioner, the Petitioner will work with CDOT and/or NCDOT as applicable to either (i) identify alternative improvements to implement traffic mitigation in lieu of the improvements impacted by the lack of right of way as described in subsection b. above; or (ii) contribute to CDOT and/or NCDOT as applicable an amount equal to the estimated cost of the road improvements not completed due to the lack of available right of way, such funds to be used to complete such subsection b. above improvements in the general area of the Site in a manner reasonable agreeable to the Petitioner, CDOT and/or NCDOT as applicable.

e. Right-of-way Conveyance. The Petitioner will dedicate via fee simple conveyance any additional right-of-way indicated on the Rezoning Plan right-of-way to be dedicated, the additional right-of-way will be dedicated prior to the issuance of the first certificate of occupancy. 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 where ROW dedication is not provided. The permanent sidewalk easement will be located a minimum of two (2) feet behind the sidewalk where feasible.

f. Alternative Improvements. Changes to the above referenced roadway improvements can be approved through the Administrative Amendment process upon the determination and mutual agreement of Petitioner, CDOT and the Planning Director; provided, however, the proposed alternative transportation improvements provide (in the aggregate) comparable transportation network benefits to the improvements identified in this Petition in the overall area of the rezoning.

For example, transportation improvements may be substituted and/or payment in lieu for other improvements in the overall area of the rezoning may be implemented as described in subsection (d) above.

g. Roadway Standards. All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or through projects taking place within the broad southern Mecklenburg area, by way of a private-public partnership effort or other public sector project support.

II. Access, Street Exception, Traffic Calming, Streetscape and Setbacks.

a. Access to the Site will be from Tom Short Road and an extension of Golf Links Drive as well as other public street extensions and connections made from the Site and into the Site from adjoining properties as generally depicted on the Rezoning Plan.

b. The Petitioner has received approval of a Subdivision Street Exception as allowed by Section 20-23(d) of the Subdivision regulations to allow the conversion of the extension of Camp Verde Ln. from a public street extension to a connection of Camp Verde Ln. into the Site via a 12-foot shared-use path.

c. The extension of Camp Verde Ln. from Golf Links Dr. to Flat Branch Creek (the proposed street located between Development Area A and Development Area E) may be constructed as network required private street. The street cross-section will be constructed to meet local residential street standards. If this street is constructed as a network required private street a public access easement will be recorded over the street.

d. The Petitioner will fund up to six speed humps or equivalent traffic calming measures on the existing public streets within Stone Creek Ranch or just inside the Site that will be extended into the Site (i.e., Del Rio Rd., Turning Hawk Rd., Korner Rd., Mesa Verde Rd. and Ridge Rd.). The funding for the proposed traffic calming measures is based on Stone Creek Ranch's existing agreement with the City of Charlotte for the proposed traffic calming measures as required by the City Policies and Procedures for the installation of traffic calming measures on existing public streets, such compliance to be achieved within 90 days of full build-out contemplated by the Rezoning as described in Section 3.a.

e. The extension of Turning Hawk Rd. and Korner Rd. into the Site will be designed and constructed as checker road conditions. This design will follow CDOT design standards.

f. The new internal network required public streets will be designed and built to the Residential Wide Street standards.

g. The new internal network required public streets, except for Golf Links Dr. extension, will be improved with an eight (8) foot planting strip and a six (6) foot sidewalk.

h. A 16-foot setback as measured from the back of the proposed curb will be established along the internal network required public streets for all the proposed uses.

i. Along Tom Short Rd. the following setbacks will be established: (i) for Development Area B a 50-foot setback as measured from the future back of curb to be provided, and (ii) for Development Area A a 30-foot setback as measured from the future back of curb will be provided.

j. The number and location of access points to external properties/streets shall be provided as generally depicted on the Rezoning Plan and to the internal public streets will be determined during the building permit process and thereafter additional or fewer driveways and/or additional private-public streets may be installed or removed with approval from appropriate governmental authorities subject to applicable statutes, ordinance and regulations.

k. 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.

l. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed existing City-maintained street right-of-way by a private individual, group, business, or homeowner/business association. An encroachment agreement must be approved by CDOT prior to construction/installation. Contact CDOT for additional information concerning cost, substantial, and liability insurance coverage requirements.

III. Pedestrian Improvements.

Sheet RZ-6 generally depicts the internal pedestrian/trail network associated with the master plan for the Site contemplated by this rezoning petition. This internal pedestrian/trail network may be made as long as the overall design intent is substantially maintained. In addition, Sheet RZ-6 generally depicts broader external pedestrian network, some components of which currently exist, to provide a vision for possible overall pedestrian connectivity in the area, but it is understood that this broader network is aspirational in nature and is not to be considered to set forth commitments to specific pedestrian improvements.

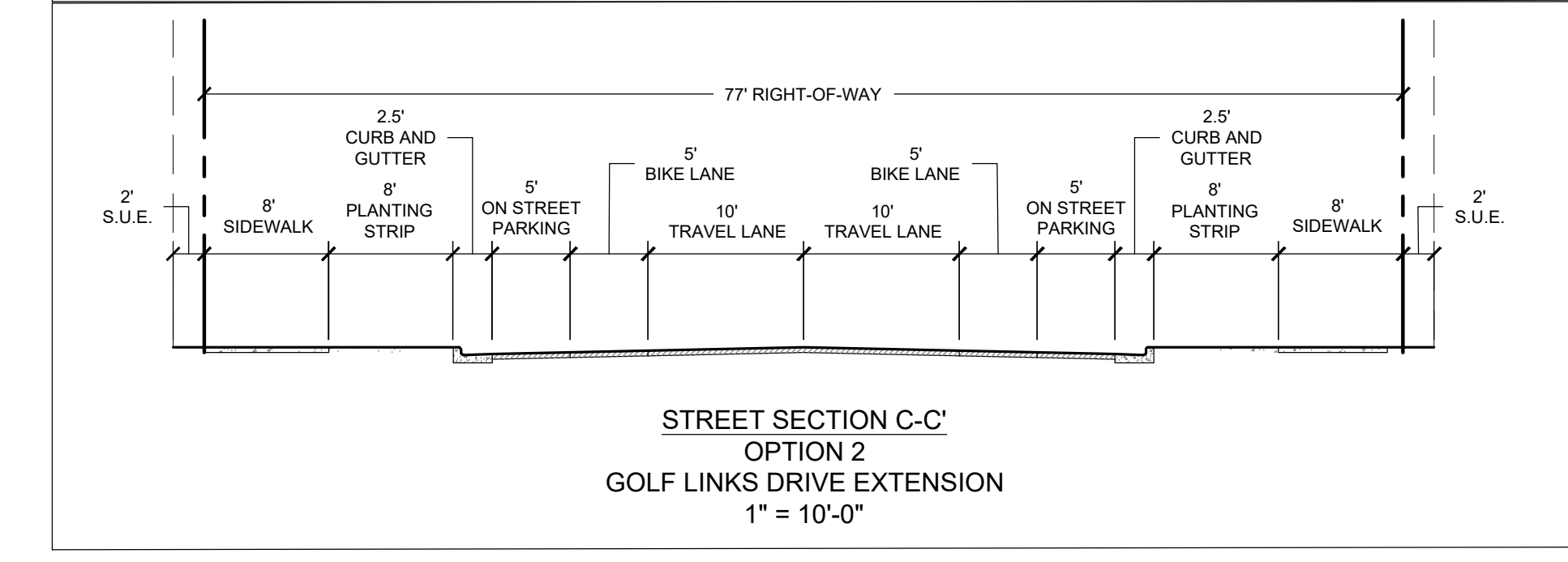
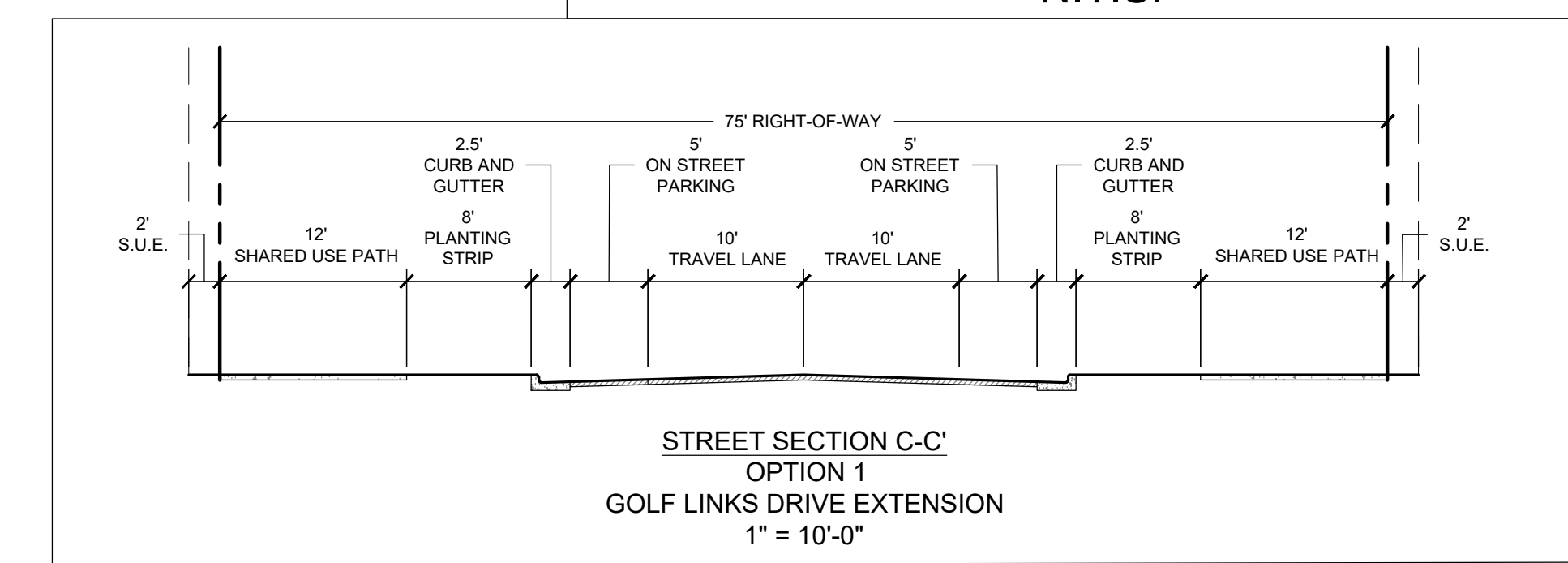
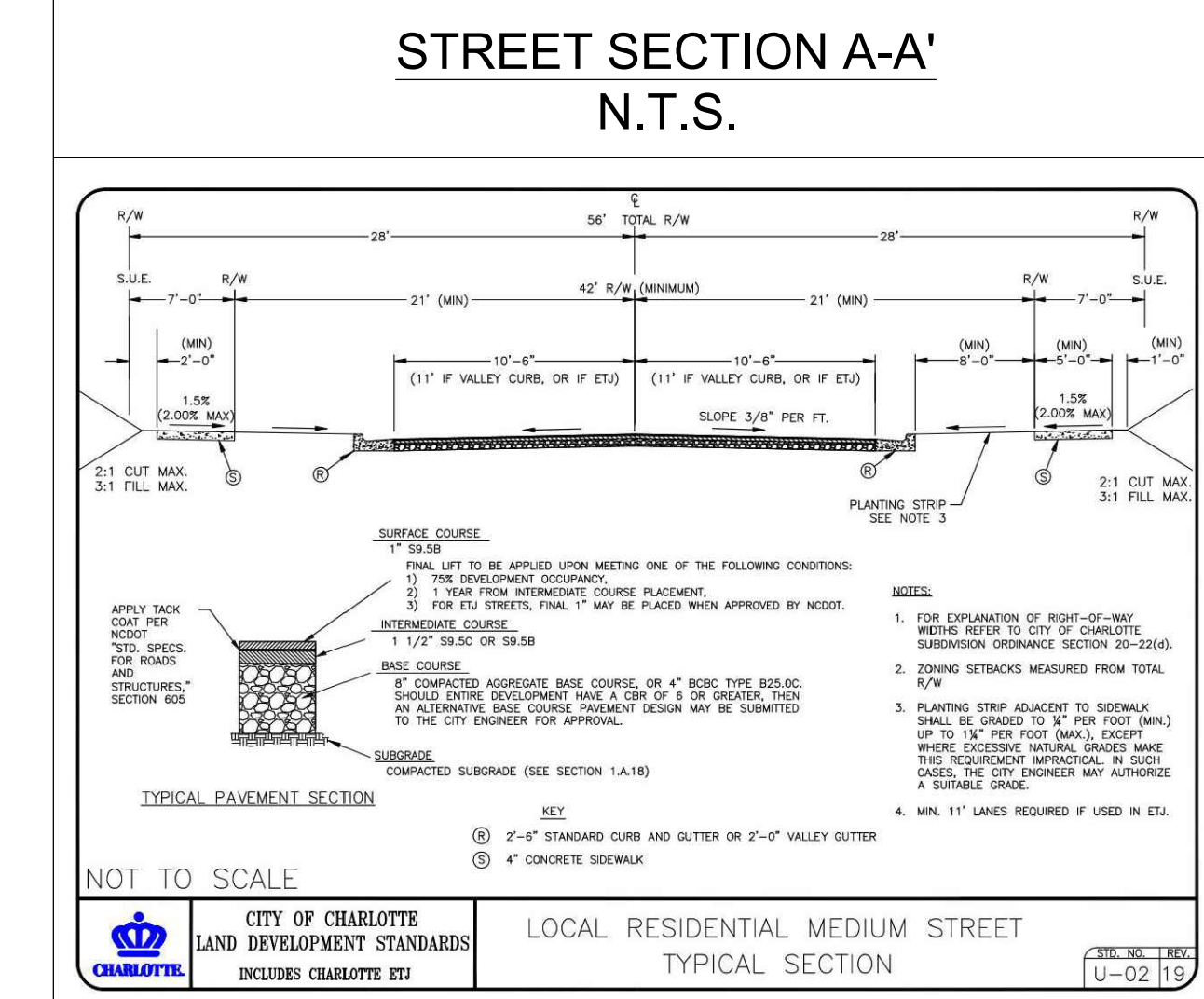
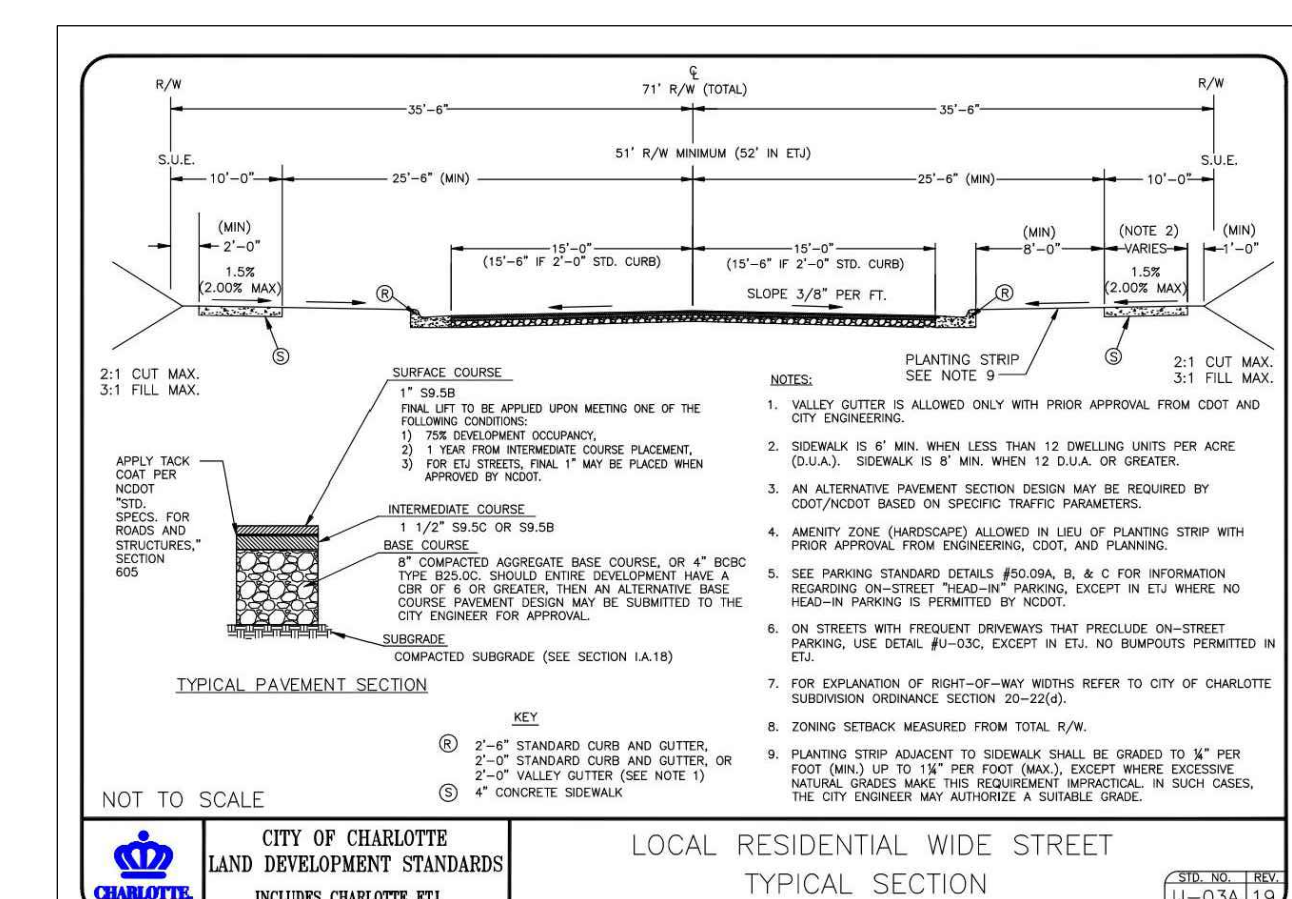
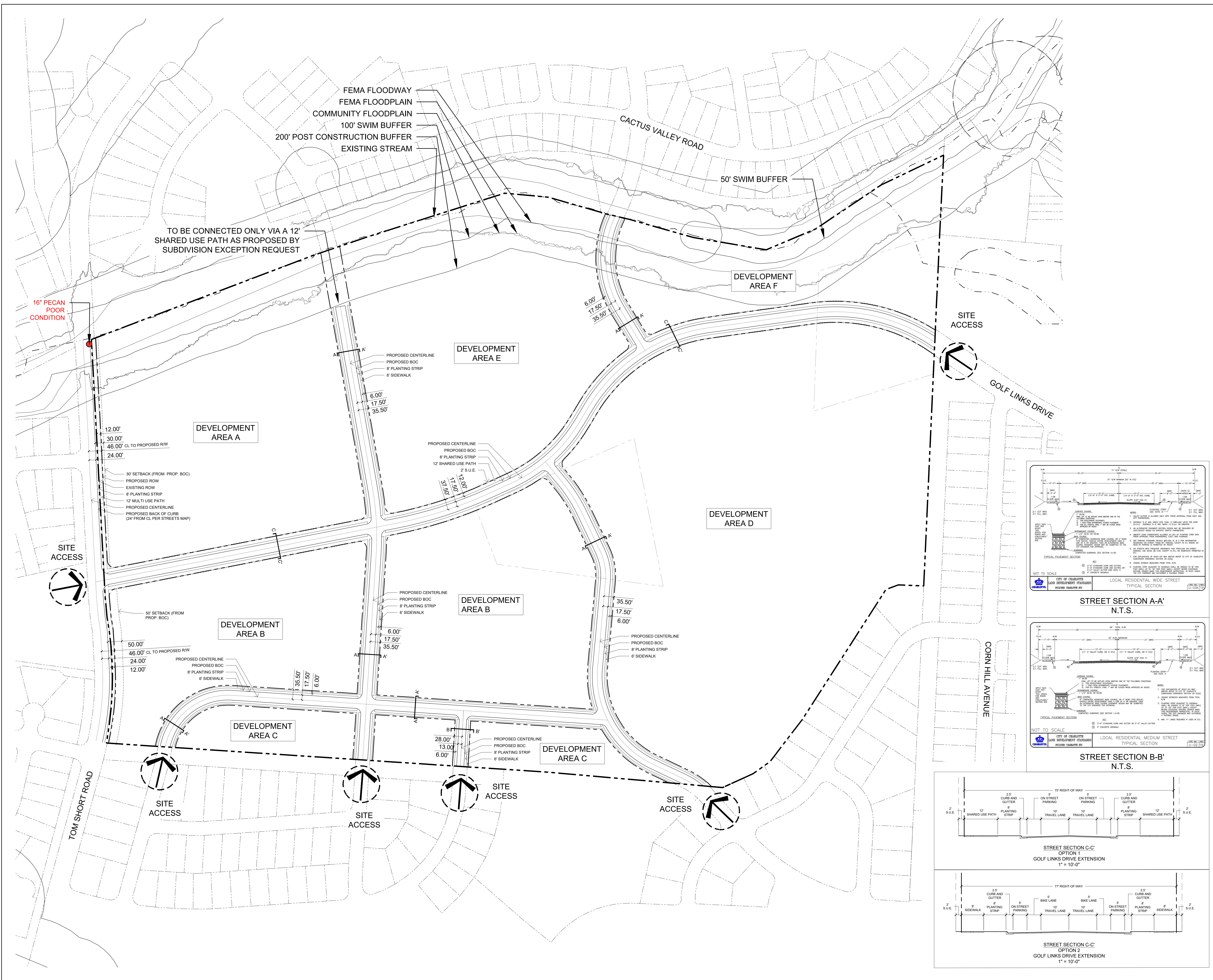
5. General Architectural Standards and Parking Location Restrictions:

- a. Vinyl as a building material will not be allowed except on windows and soffits.
- b. The following standards shall apply to the multi-family residential units:
 - i. **Building Placement and Site Design** shall focus on and enhance the pedestrian environment through the following:
 - Buildings shall be placed so as to present a front or side facade to all network required streets (public or private)
 - Buildings shall front a minimum of fifty (50%) percent of the total network required street frontage on the site (exclusive of driveways, pedestrian access, points, accessible open space, tree save or natural areas, tree replanting areas and storm water facilities)

ii. Parking lots shall not be located between any building and any network required public or private street; and

- c. **Building Massing and Height** shall be designed to break up long monolithic building forms as follows:
 - i. Buildings exceeding one hundred twenty (120) feet in length shall include modulations of the building massing/facade plane (such as recesses, projections, and architectural details); and
 - ii. Modulations shall be a minimum of ten (10) feet wide and shall project or recess a minimum of six (6) feet extending through the building.

d. Attached Dwelling unit buildings fronting public or private network required streets shall be limited to six (6) individual units or fewer. The number of individual units per building shall be varied in adjacent buildings if multiple six unit buildings are adjacent to each other.



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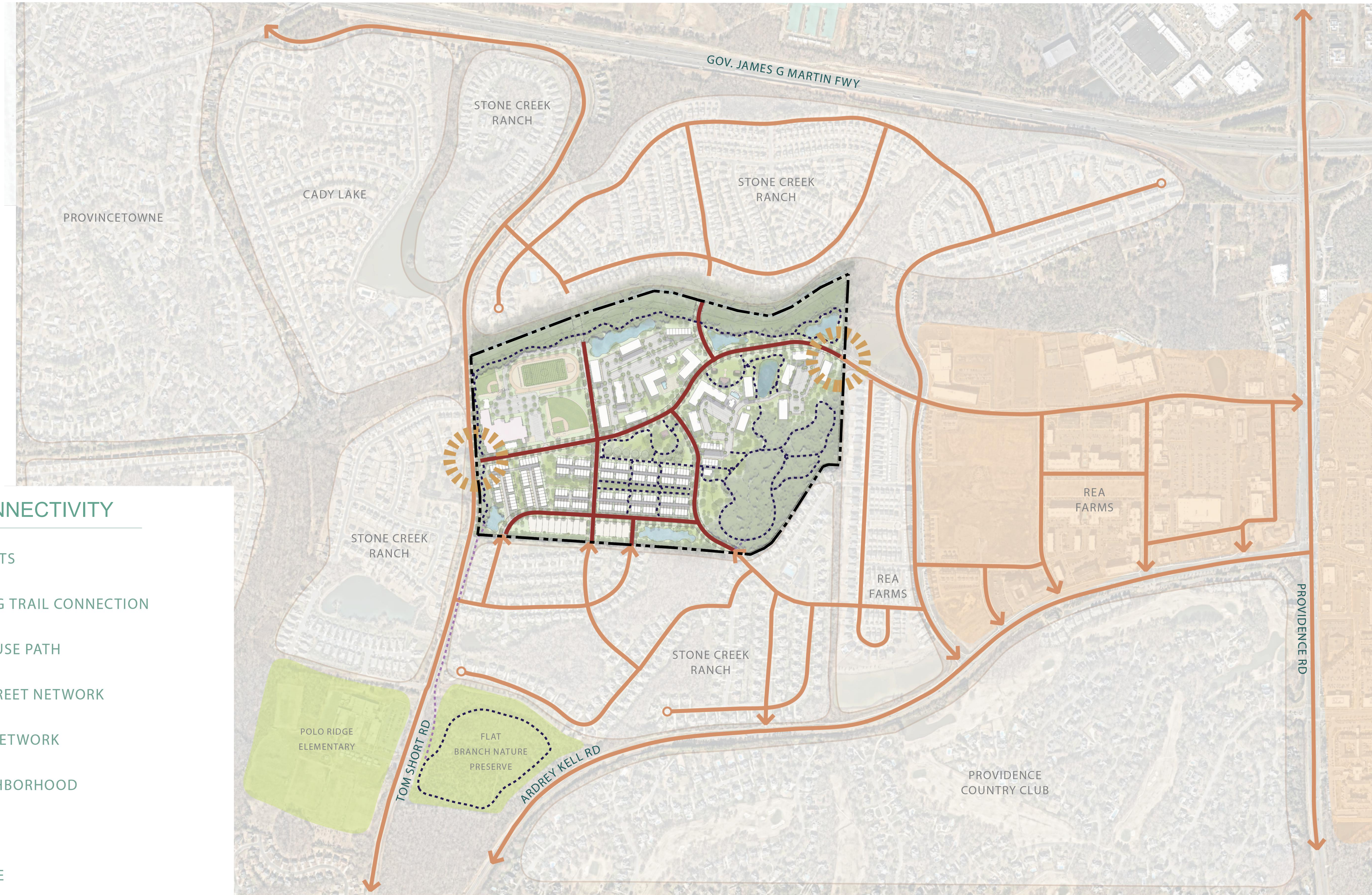
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6	REZONING SUBMITTAL 03/21/24

DESIGNED BY: KST
 DRAWN BY: ZJK
 CHECKED BY: KST

VERT: N/A
 HORZ: 1" = 100'

PROPOSED STREET DIMENSIONS

RZ-4



CONCEPTUAL CONNECTIVITY

- MAIN ACCESS POINTS
- INTERNAL/EXISTING TRAIL CONNECTION
- - - - - POTENTIAL MULTI USE PATH
- PROPOSED SITE STREET NETWORK
- EXISTING STREET NETWORK
- ▭ RESIDENTIAL NEIGHBORHOOD
- COMMERCIAL USE
- PUBLIC OPEN SPACE

NOTE: THIS SHEET RZ-5 GENERALLY DEPICTS THE INTERNAL PEDESTRIAN/TRAIL NETWORK ASSOCIATED WITH THE MASTER PLAN FOR THE SITE CONTEMPLATED BUT ADJUSTMENTS TO THIS INTERNAL PEDESTRIAN/TRAIL NETWORK MAY BE MADE AS LONG AS THE OVERALL DESIGN INTENT IS SUBSTANTIALLY MAINTAINED. IN ADDITION, THIS SHEET RZ-6 GENERALLY DEPICTS BROADER EXTERNAL PEDESTRIAN NETWORK, SOME COMPONENTS OF WHICH CURRENTLY EXIST, TO PROVIDE A VISION FOR POSSIBLE OVERALL PEDESTRIAN CONNECTIVITY IN THE AREA, BUT IT IS UNDERSTOOD THAT THIS BROADER NETWORK IS ASPIRATIONAL IN NATURE AND IS NOT TO BE CONSIDERED TO SET FORTH COMMITMENTS TO SPECIFIC PEDESTRIAN IMPROVEMENTS.

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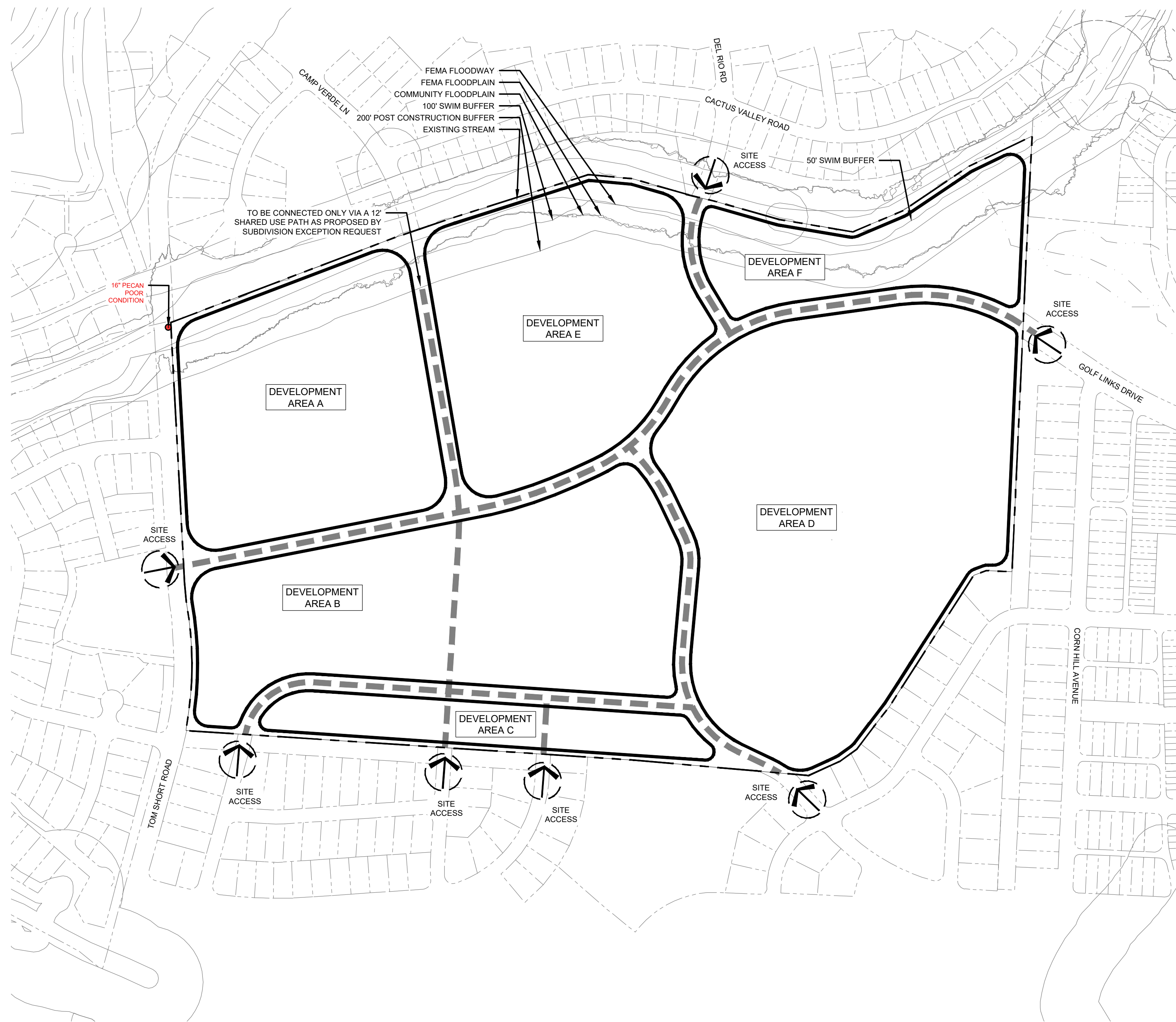
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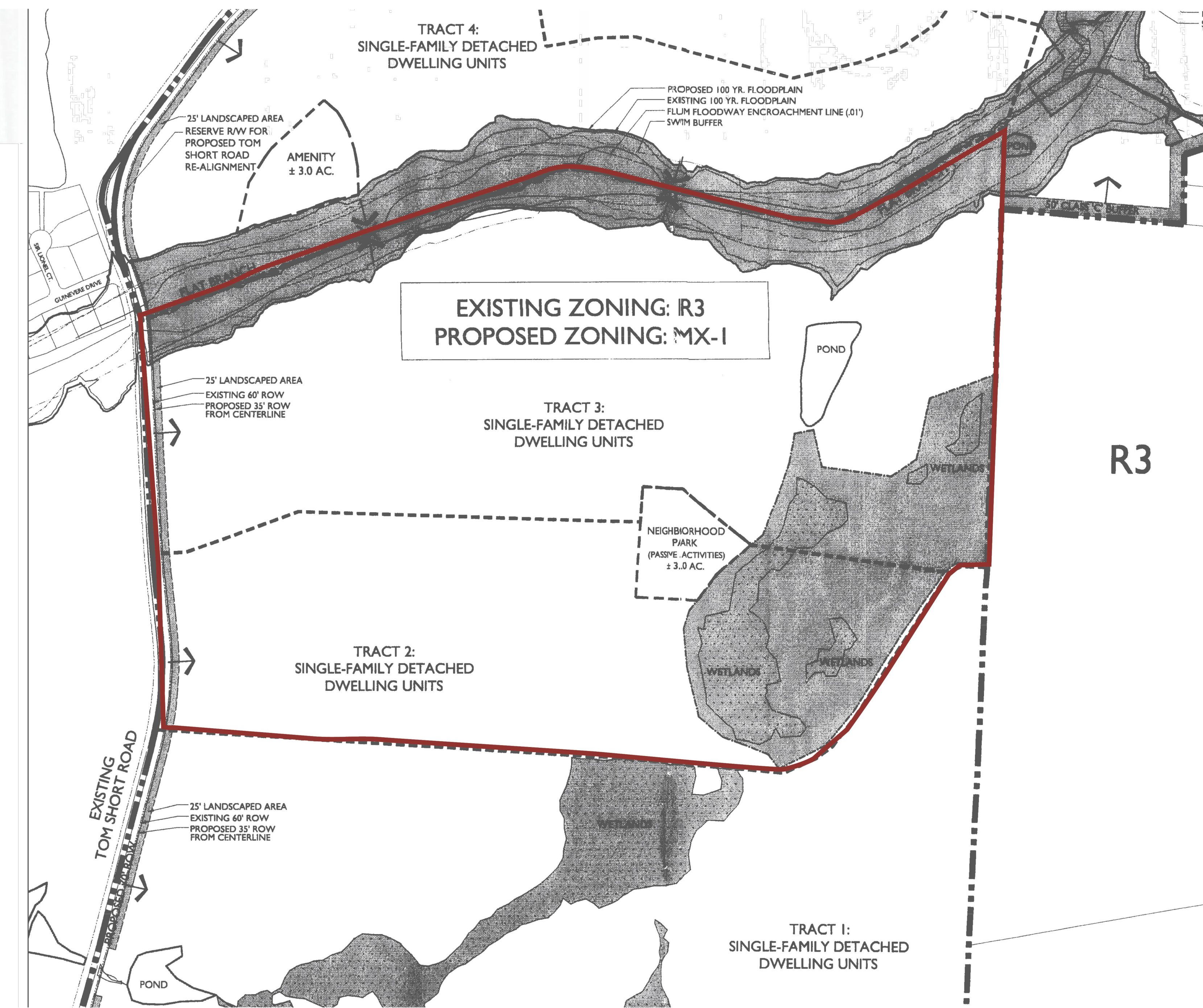
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 HORZ: N.T.S.

CONCEPTUAL - ASPIRATIONAL ACTIVITY



PROPOSED TECHNICAL DATA SHEET



PREVIOUS TECHNICAL DATA SHEET



PROPOSED MASTER PLAN



PREVIOUS ZONING MASTER PLAN

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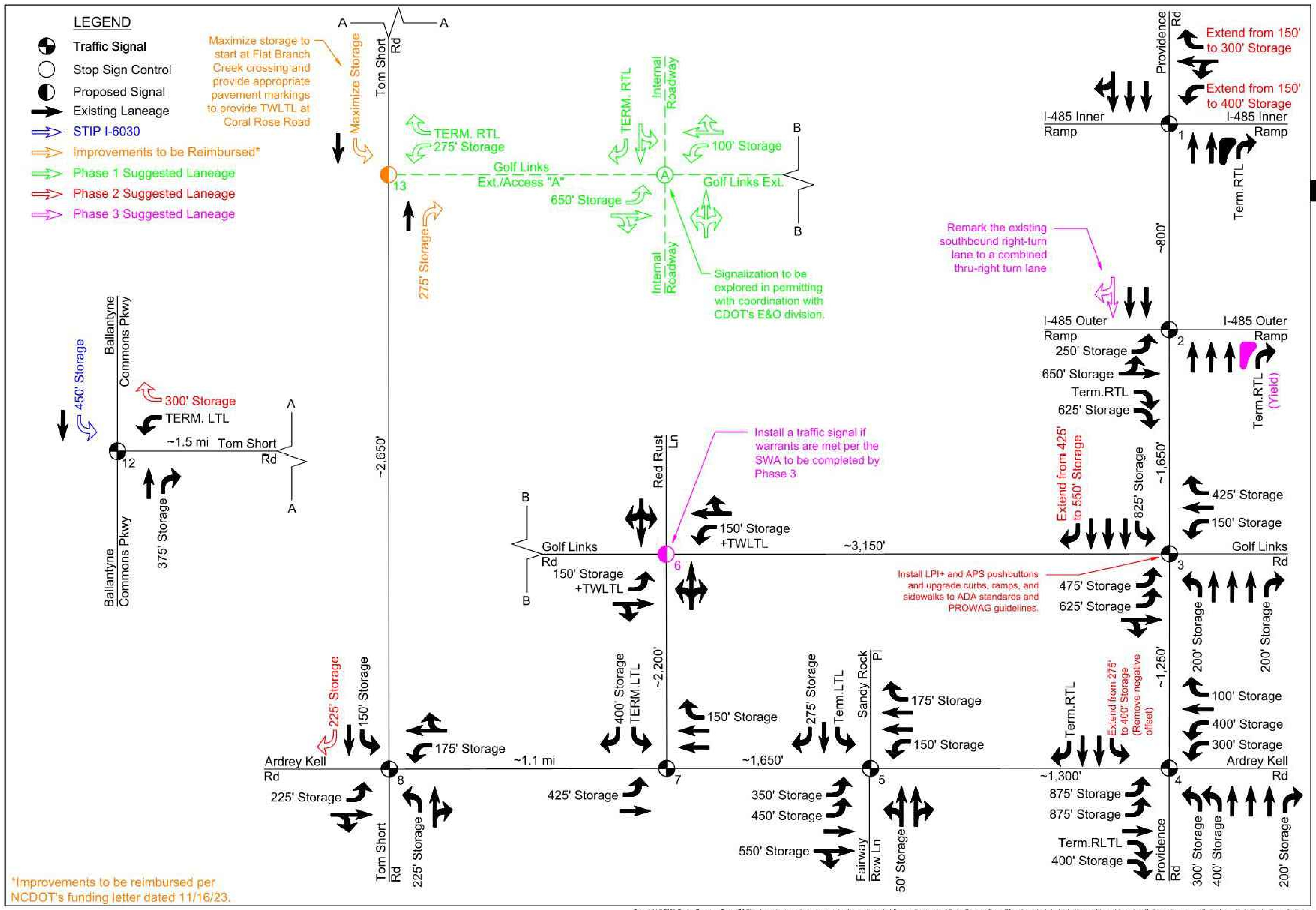
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6	REZONING SUBMITTAL	03/21/24

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MISC. EXISTING ZONING

RZ-6



*Improvements to be reimbursed per NCDOT's funding letter dated 11/16/23.

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PHASE 3 SUGGESTED LANEAGE

SCALE: NTS
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JANUARY 2024

REVISIONS:
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Figure 18

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 HORZ: N/A

LANEAGE

RZ-7