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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.

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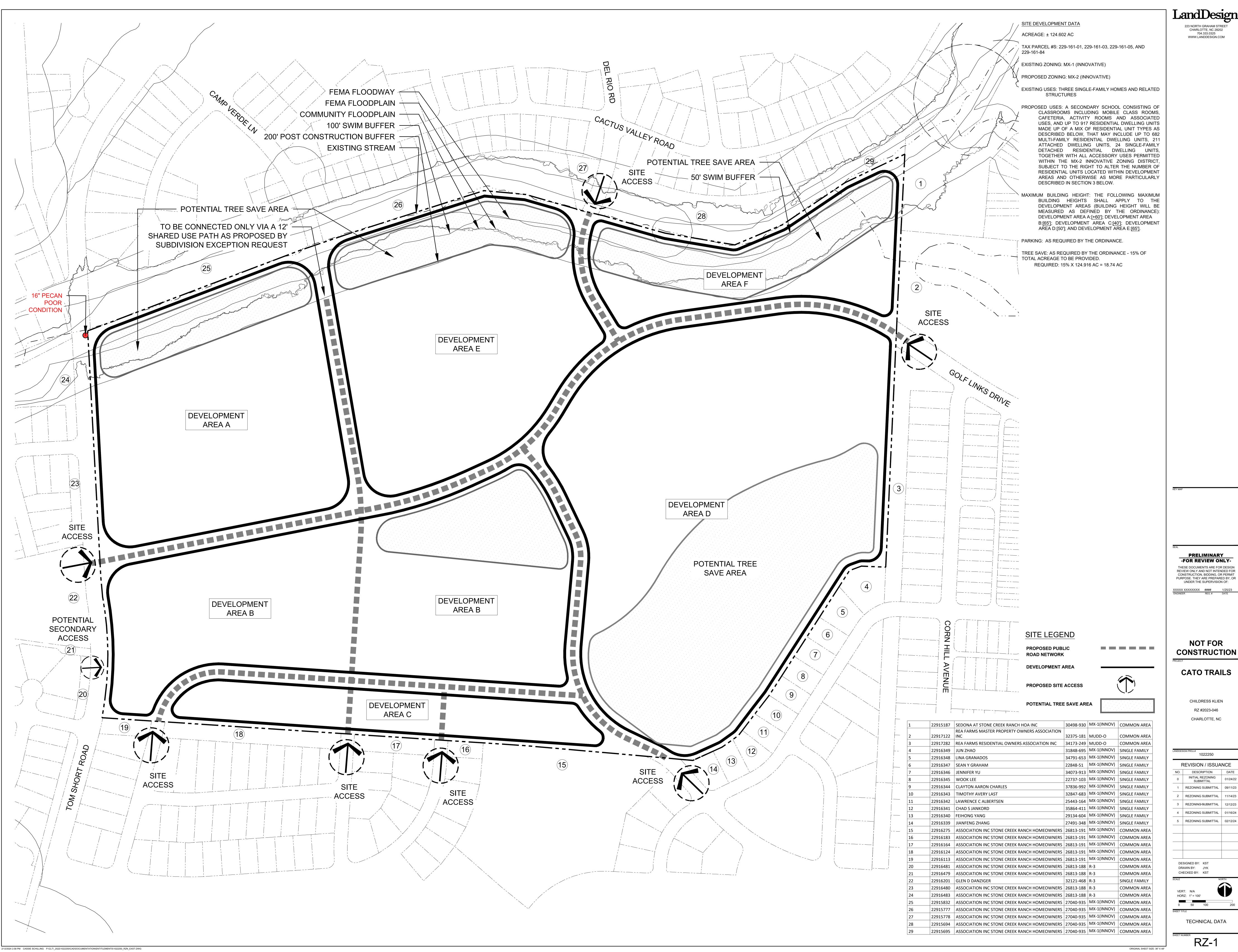
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REVISION / ISSUANCE				
NO.	DESCRIPTION	DATE		
0	INITIAL REZONING SUBMITTAL	01/24/22		
1	REZONING SUBMITTAL	09/11/23		
2	REZONING SUBMITTAL	11/14/23		
3	REZONING-SUBMITTAL	12/12/23		
4	REZONING SUBMITTAL	01/16/24		
5	REZONING SUBMITTAL	02/12/24		
DE	SIGNED BY: KST			
	AWN BY: JYK ECKED BY: KST			





REZONING SUBMITTAL 09/11/23 REZONING SUBMITTAL 11/14/23 3 REZONING-SUBMITTAL 12/12/23 4 REZONING SUBMITTAL 01/16/24 5 REZONING SUBMITTAL 02/12/24



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CHARLOTTE, NC

REVISION / ISSUANCE DESIGNED BY: KST

SCHEMATIC SITE PLAN

RZ-2

a. SITE LOCATION. THESE DEVELOPMENT STANDARDS, THE TECHNICAL DATA SHEET, SCHEMATIC SITE SINGLE FAMILY DETACHED HOMES/LOTS TOGETHER WITH ALL ACCESSORY USES PERMITTED WITHIN THE PLAN. AND RELATED GRAPHICS FORM THE REZONING PLAN (COLLECTIVELY REFERRED TO AS THE MX-2 INNOVATIVE ZONING DISTRICT, PROVIDED, HOWEVER THE NUMBER OF ATTACHED DWELLING UNITS INTERNAL INTERSECTION "A" "REZONING PLAN") ASSOCIATED WITH THE REZONING PETITION FILED BY CHILDREN KLEIN PROPERTIES & OR SINGLE FAMILY DETACHED HOMES/LOTS MAY BE INCREASED FOR DEVELOPMENT AREA B BY UP TO (21) CHARLOTTE-MECKLENBURG SCHOOLS TOGETHER (THE "PETITIONER") TO ACCOMMODATE DEVELOPMENT UNITS/HOMES BY WAY OF A REDUCTION IN THE NUMBER OF RESIDENTIAL UNITS/HOMES ALLOCATED IN THE THE INTERNAL INTERSECTION WAS ANALYZED TO CREATE A COMPLETE MODEL AND THE FOLLOWING OF A RESIDENTIAL COMMUNITY AND A SECONDARY SCHOOL ON THE APPROXIMATELY 124.602-ACRE SITE AGGREGATE TO DEVELOPMENT AREAS C, D AND E; AND (II) OPEN SPACE/COMMUNITY AMENITIES WHICH SHALL INCLUDE AN IMPROVE ACTIVE OPEN SPACE AREA(S) WITH [±4] ACRES. 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 IN TRAILS AND OTHER ASSOCIATED OPEN SPACE AMENITIES. EXISTENCE AS OF THE FILING OF THE REZONING (THE "ORDINANCE"), NOT THE UNIFORM DEVELOPMENT ORDINANCE. UNLESS THE REZONING PLAN ESTABLISHES MORE STRINGENT STANDARDS, THE REGULATIONS ESTABLISHED UNDER THE ORDINANCE FOR THE MX-2 (INNOVATIVE) ZONING CLASSIFICATION h. <u>ATTACHED/SIMPLE-FAMILY DETACHED HOMES/LOTS:</u> NO LESS THAN 125 ATTACHED DWELLING UNITS SHALL GOVERN ALL DEVELOPMENT TAKING PLACE ON THE SITE, SUBJECT TO THE INNOVATIVE PROVISIONS AND NO LESS THAN 12 SINGLE-FAMILY DETACHED HOMES/LOTS WILL BE CONSTRUCTED ON THE SITE WITH PROVIDED BELOW. c. DEVELOPMENT AREAS. FOR EASE OF REFERENCE AND AS AN ORGANIZING PRINCIPAL ASSOCIATED WITH THE MASTER PLANNED COMMUNITY, THE REZONING PLAN SETS FORTH FIVE (5) GENERAL 4. TRANSPORTATION IMPROVEMENTS, ACCESS AND MULTIMODAL/PEDESTRIAN IMPROVEMENTS: DEVELOPMENT AREAS (AND OTHER SUB-AREAS 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"). SIDEWALKS, STRUCTURES AND BUILDINGS, BUILDINGS, BUILDINGS, BUILDINGS, BUILDINGS OF DEVELOPMENT. THE PETITIONER MAY PROVIDE OR CAUSE TO BE THE FOLLOWING CONFIGURATIONS ARE RECOMMENDED AND SHALL BE INSTALLED IN CONNECTION WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE W d. GRAPHICS AND ALTERATIONS. THE SCHEMATIC DEPICTIONS OF THE USES, PARKING AREAS. AREAS (AS DEFINED BELOW), OPEN SPACE AREAS AND OTHER DEVELOPMENT MATTERS AND SITE PROVIDED ON ITS OWN OR IN COOPERATION WITH OTHER PARTIES WHO MAY IMPLEMENT PORTIONS OF PHASE 2 OR PHASE 3 RESIDENTIAL DEVELOPMENT: ELEMENTS (COLLECTIVELY THE "DEVELOPMENT/SITE ELEMENTS") SET FORTH ON THE REZONING PLAN

THE IMPROVEMENTS, THE IMPROVEMENTS SET FORTH BELOW IN ACCORDANCE WITH THE FOLLOWING SHALL BE REVIEWED IN CONJUNCTION WITH THE PROVISIONS OF THESE DEVELOPMENT STANDARDS. THE IMPLEMENTATION PROVISIONS. IT IS UNDERSTOOD THE FOLLOWING SECTION AND SPECIFIC LAYOUT, LOCATIONS, SIZES, AND FORMULATIONS OF THE DEVELOPMENT/SITE ELEMENTS DEPICTED ON IMPROVEMENTS MAY BE AMENDED TO ALIGN WITH FINAL APPROVED TRANSPORTATION IMPACT STUDY THE REZONING PLAN ARE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS (THE "TIS"). 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 AND/OR NCDOT, AS APPLICABLE, BEFORE THE FIRST BUILDING CERTIFICATE OF OCCUPANCY IS ISSUED IN INTENDED THAT THIS REZONING PLAN PROVIDE FOR FLEXIBILITY IN ALLOWING SOME ALTERATIONS OR CONNECTION WITH THE DEVELOPMENT ASSOCIATED WITH THE APPLICABLE PHASE 1, 2 OR 3 MIDDLE SCHOOL DRIVEWAY MODIFICATIONS FROM THE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS. DEVELOPMENT AS DESCRIBED BELOW AND CORRESPONDING TO THE TRANSPORTATION IMPROVEMENTS THEREFORE, THERE MAY BE INSTANCES WHERE MINOR MODIFICATIONS WILL BE ALLOWED WITHOUT FOR PHASE 1, 2 OR 3 CONDITIONS SET FORTH IN SUBSECTION A. BELOW (SUBJECT TO ADJUSTMENTS AS WE PROPOSE THE FOLLOWING DRIVEWAY CONFIGURATION TO BE INSTALLED IN CONNECTION WITH PHASE TWENTY-FOUR INCHES; REQUIRING THE ADMINISTRATIVE AMENDMENT PROCESS PER SECTION 6.207 OF THE ORDINANCE. THESE MAY BE ALLOWED BY CDOT AND, IF APPLICABLE NCDOT, AND AS PROVIDED IN THE REMAINING PROVISIONS 1 CMS SCHOOL DEVELOPMENT: INSTANCES WOULD INCLUDE CHANGES TO GRAPHICS IF THEY ARE: OF THIS SECTION 4): EXPRESSLY PERMITTED BY THE REZONING PLAN (IT IS UNDERSTOOD THAT IF A MODIFICATION IS -PHASE 1 DEVELOPMENT: ALLOWS DEVELOPMENT OF THE MIDDLE SCHOOL AND ASSOCIATED USES EXPRESSLY PERMITTED BY THE REZONING PLAN IT IS DEEMED A MINOR MODIFICATION FOR THE CONTEMPLATED FOR DEVELOPMENT AREA A PURPOSES OF THESE DEVELOPMENT STANDARDS): OR MINOR AND DON'T MATERIALLY CHANGE THE OVERALL DESIGN INTENT DEPICTED ON THE REZONING -PHASE 2 DEVELOPMENT: PROVIDES FOR DEVELOPMENT OF UP TO 390 UNITS (WHETHER MULTI-FAMILY iii. MODIFICATIONS TO MOVE STRUCTURES GRAPHICALLY DEPICTED ON THE REZONING PLAN CLOSER TO ADJACENT PROPERTIES IN A RESIDENTIAL DISTRICT OR 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. TO PHASE 1 AND PHASE 2 DEVELOPMENT. 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 a. REQUIRED IMPROVEMENTS 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 IF A PHASE IS NOT LISTED FOR AN IMPROVEMENT, NO IMPROVEMENT IS REQUIRED FOR SUCH PHASE (E.G. APPEAL RIGHTS SET FORTH IN THE ORDINANCE. INTERSECTION AREA SET OUT). NUMBER OF BUILDINGS PRINCIPAL AND ACCESSORY. NOTWITHSTANDING THE NUMBER OF BUILDINGS OR LOTS SHOWN ON THE REZONING PLAN, THE NUMBER OF PRINCIPLE USE BUILDINGS CONSTRUCTED ON I-485 SOUTHBOUND RAMP & PROVIDENCE ROAD (SIGNALIZED) THE SITE SHALL NOT EXCEED 120 (EXCLUDING ACCESSORY USE BUILDINGS AND MOBILE CLASSROOM

f. PLANNED/UNIFIED DEVELOPMENT. THE SITE SHALL BE VIEWED AS A PLANNED/UNIFIED DEVELOPMENT PHASE 2 CONDITIONS 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 PHASE 3 CONDITIONS TO SUBDIVIDE THE PORTIONS OR 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, 2. I-485 NORTHBOUND RAMP & PROVIDENCE ROAD (SIGNALIZED) DEVELOPMENT AREAS OR LOTS LOCATED THEREIN. 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 STREET LEVEL. h. PROJECT VISION OVERALL DESIGN INTENT CATO FARMS WILL BE A MASTER PLANNED RESIDENTIAL COMMUNITY THAT WILL BE INTEGRATED INTO THE • REMARK THE EXISTING SOUTHBOUND RIGHT-TURN LANE TO A COMBINED THRU-RIGHT TURN LANE.

MIXED RESIDENTIAL COMMUNITY THAT HAS DEVELOPED SOUTH OF I-485 AND EAST AND WEST OF • CHANNELIZE THE NORTHBOUND RIGHT TURN LANE TO OPERATE FREE FROM THE SIGNAL UNDER YIELD 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 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 USES. THIS WALKING TRAIL SYSTEM WILL NOT ONLY ENHANCE THE ACCESSIBILITY WITHIN THE COMMUNITY BUT ALSO CREATE OPPORTUNITIES FOR ACTIVE LIFESTYLE, PEDESTRIAN, AND BIKE PHASE 2 CONDITIONS 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 • EXTEND THE EXISTING SOUTHBOUND RIGHT TURN LANE FROM 425 TO 550 FEET OF STORAGE. 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 4. PROVIDENCE ROAD & ARDREY KELL ROAD (SIGNALIZED) 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 PHASE 2 CONDITIONS STANDARD ORDINANCE REQUIREMENTS AND ARE INCLUDED WITHIN THIS SECTION FOR EASE OF REVIEW.

ii. A MINIMUM LOT WIDTH FOR SINGLE-FAMILY DETACHED LOTS QF FIFTY (50') FEE 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

A MINIMUM LOT SIZE FOR SINGLE-FAMILY DETACHED LOTS QF 5,500 SQUARE FEET.

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

v. 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: vi. PRIVATE ALLEYS SHALL FOLLOW CLDSM STANDARDS; AND

vii. MAXIMUM BUILDING COVERAGE FOR SINGLE FAMILY DETACHED SHALL BE SEVENTY (70%) PERCENT. PHASE 2 CONDITIONS ATTACHED DWELLING UNITS. THE PETITIONER HEREBY SEEKS THE FOLLOWING INNOVATIVE • NO SUGGESTED IMPROVEMENTS. 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 PHASE 3 CONDITIONS WIDTHS AND OTHER DEVELOPMENT ELEMENTS SO AS TO ALLOW FOR A PEDESTRIAN FRIENDLY RESIDENTIAL COMMUNITY: 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

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 MAY 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 • NO SUGGESTED IMPROVEMENTS. 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 PHASE 1 CONDITIONS AND RELATED USES (E.G. IMPROVED PASSIVE AND ACTIVE OPEN SPACES, GATHERING SHELTERS, GAZEBOS, 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 PHASE 1 CONDITIONS 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 PHASE 2 CONDITIONS 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.

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 PHASE 1 CONDITIONS ACCESSORY USES PERMITTED WITHIN THE MX-2 INNOVATIVE ZONING DISTRICT, PROVIDED, HOWEVER THE

WAY OF A REDUCTION IN THE NUMBER OF RESIDENTIAL UNITS ALLOCATED IN THE AGGREGATE TO USES PERMITTED WITHIN THE MX-2 INNOVATIVE ZONING DISTRICT, SUBJECT TO THE RIGHT TO

DEVELOPMENT AREA B UP PROVIDED THAT THE TOTAL OF MULTI-FAMILY UNITS DOES NOT EXCEED 682 MULTI-FAMILY UNITS; AND (II) A ±12 ACRE NATURAL PRESERVE AREA THAT WILL CONTAIN TRAILS AND OTHER NATURAL AMENITIES. DEVELOPMENT AREAS (BUILDING HEIGHT WILL BE MEASURED AS DEFINED BY THE ORDINANCE): e. DEVELOPMENT AREA C MAY BE DEVELOPED WITH UP TO 24 SINGLE FAMILY DETACHED HOMES/LOTS DEVELOPMENT AREA A: +60'; DEVELOPMENT AREA B: 65'; DEVELOPMENT AREA C: 40'; DEVELOPMENT TOGETHER WITH ALL ACCESSORY USES PERMITTED WITHIN THE MX-2 INNOVATIVE ZONING DISTRICT, PROVIDED, HOWEVER THE NUMBER OF SINGLE FAMILY DETACHED HOMES MAY BE INCREASED FOR DEVELOPMENT AREA C BY UP TO 3 HOMES/LOTS BY WAY OF A REDUCTION IN THE NUMBER OF

> RESIDENTIAL UNITS ALLOCATED IN THE AGGREGATE TO DEVELOPMENT AREAS B, D AND E. DEVELOPMENT AREA B MAY BE DEVELOPED WITH (I) UP TO 210 ATTACHED DWELLING UNITS OR b. ADDITIONAL REQUIRED IMPROVEMENTS:

DEVELOPMENT AREA F MAY BE DEVELOPED WITH OPEN SPACE, STORM WATER STRUCTURES AND

SUCH ATTACHED DWELLING UNITS AND DETACHED HOMES/LOTS BEING DEVELOPED PRIOR TO ISSUANCE OF THE CERTIFICATE OF OCCUPANCY FOR THE 600 I MULTI-FAMILY UNIT DEVELOPED ON THE SITE.

 WESTBOUND - A COMBINED LEFT-THRU-RIGHT TURN LANE. NORTHBOUND - A COMBINED LEFT-THRU-RIGHT TURN LANE.

ALL TRANSPORTATION IMPROVEMENTS WILL BE SUBSTANTIALLY COMPLETED AND APPROVED BY CDOT

UNITS, SINGLE FAMILY ATTACHED UNITS OR SINGLE FAMILY DETACHED UNITS) IN ADDITION TO PHASE

-PHASE 3 DEVELOPMENT: PROVIDES FOR DEVELOPMENT OF UP TO AN ADDITIONAL 527 UNITS (WHETHER B. ABOVE PROVIDED, HOWEVER, IN THE EVENT CERTAIN NON-ESSENTIAL ROADWAY IMPROVEMENTS (AS ENCLOSED; MULTI-FAMILY UNITS, SINGLE FAMILY ATTACHED UNITS OR SINGLE FAMILY DETACHED UNITS) IN ADDITION REASONABLY DETERMINED BY COOT) ARE NOT COMPLETED AT THE TIME THAT THE PETITIONER SEEKS TO

IF "PHASE 1 CONDITIONS" IS NOT SET FORTH THEN NO IMPROVEMENTS ARE NEEDED FOR THE COMPLETION OF THE APPLICABLE IMPROVEMENTS.

 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.

NO ADDITIONAL SUGGESTED IMPROVEMENTS.

NO SUGGESTED IMPROVEMENTS.

PHASE 3 CONDITIONS CONDITIONS.

PROVIDENCE ROAD & GOLF LINKS DRIVE (SIGNALIZED)

 INSTALL LPI+ AND APS PUSHBUTTONS AND UPGRADE CURBS, RAMPS, AND SIDEWALKS TO ADA STANDARDS AND PROWAG GUIDELINES.

PHASE 3 CONDITIONS NO SUGGESTED IMPROVEMENTS.

EXTEND THE EXISTING SOUTHBOUND LEFT TURN LANE FROM 275 TO 400 FEET OF STORAGE (REMOV

THE NEGATIVE OFFSET). PHASE 3 CONDITIONS NO ADDITIONAL SUGGESTED IMPROVEMENTS

ARDREY KELL ROAD & SANDY ROCK PLACE (SIGNALIZED)

 NO SUGGESTED IMPROVEMENTS. PHASE 3 CONDITIONS

 NO SUGGESTED IMPROVEMENTS. RED RUST LANE & GOLF LINKS DRIVE (UNSIGNALIZED)

NO SUGGESTED IMPROVEMENTS.

INSTALL A TRAFFIC SIGNAL IF WARRANTS ARE MET PER SWA TO BE COMPLETED BY PHASE 3.

RED RUST LANE & ARDREY KELL ROAD (SIGNALIZED) PHASE 2 CONDITIONS

NO SUGGESTED IMPROVEMENTS.

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. TOM SHORT ROAD & POLO RIDGE ELEMENTARY SCHOOL DRIVEWAY-BUS (UNSIGNALIZED)

TOM SHORT ROAD & POLO RIDGE ELEMENTARY SCHOOL DRIVEWAY-OUT (UNSIGNALIZED) NO SUGGESTED IMPROVEMENTS.

 TOM SHORT ROAD & POLO RIDGE ELEMENTARY SCHOOL DRIVEWAY-IN (UNSIGNALIZED) • NO SUGGESTED IMPROVEMENTS. BALLANTYNE COMMONS PARKWAY & TOM SHORT ROAD (SIGNALIZED)

CONSTRUCT A WESTBOUND RIGHT TURN LANE ON TOM SHORT ROAD WITH 300 FEET OF STORAGE

 NO ADDITIONAL SUGGESTED IMPROVEMENTS TOM SHORT ROAD & ACCESS "A"/GOLF LINKS DRIVE (FUTURE SIGNAL)

NUMBER OF PERMITTED UNITS MAY BE INCREASED FOR DEVELOPMENT AREA D & E BY UP TO 68 UNITS BY WE PROPOSE THE FOLLOWING ACCESS CONFIGURATION

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 ENVIRONMENT THROUGH THE FOLLOWING: TWO-WAY LEFT TURN LANE AT CORAL ROSE ROAD. • *IMPROVEMENTS TO BE REIMBURSED PER NCDOT'S FUNDING LETTER DATED 11/16/2023.

CONFIGURATIONS ARE RECOMMENDED AS A PART OF THE REQUIRED SCHOOL QUEUEING AND STACKING ANALYSIS (VOLUME ASSUMPTIONS AND ANALYSIS CAN BE FOUND IN THE APPENDIX AND SYNCHRO FILES) AND SHALL BE INSTALLED IN CONNECTION WITH THE PHASE 1 CMS SCHOOL: INSTALL A TRAFFIC SIGNAL. 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 • NORTHBOUND - A COMBINED LEFT-THRU-RIGHT TURN LANE. • SOUTHBOUND - A COMBINED THRU-LEFT TURN LANE AND A SEPARATE RIGHT TURN LANE THA TERMINATES AT THE PROPOSED MIDDLE SCHOOL DRIVEWAY.

INTERNAL INTERSECTION "A" (RESIDENTIAL ONLY) • EASTBOUND - A COMBINED LEFT-THRU-RIGHT TURN LANE.

SOUTHBOUND - A COMBINED LEFT-THRU-RIGHT TURN LANE

• EASTBOUND - TWO INGRESS LANES AND ONE EGRESS LANE (A CHANNELIZED FREE-FLOW EASTBOUND ROOFS FOR PORCHES AND ATTACHED SHEDS MAY BE NO LESS THAN 2:12, UNLESS A FLAT ROOF • NORTHBOUND - A COMBINED NORTHBOUND THRU-LEFT TURN LANE. • SOUTHBOUND - A COMBINED SOUTHBOUND THRU-RIGHT TURN LANE.

SUBSTANTIAL COMPLETION. REFERENCE TO "SUBSTANTIAL COMPLETION" FOR CERTAIN IMPROVEMENTS AS SET FORTH IN THE PROVISIONS OF SECTION 4.I ABOVE SHALL MEAN COMPLETION OF (v.) USABLE FRONT PORCHES SHALL BE COVERED AND BE AT LEAST SIX (6) FEET DEEP. STOOPS AND THE ROADWAY IMPROVEMENTS IN ACCORDANCE WITH THE STANDARDS SET FORTH IN SECTION 4.I.A. AND ENTRY-LEVEL PORCHES SHALL BE COVERED AND BE AT LEAST THREE FEET DEEP BUT SHALL NOT BE OBTAIN A CERTIFICATE OF OCCUPANCY FOR BUILDING(S) ON THE SITE IN CONNECTION WITH THE (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

RIGHT-OF-WAY AVAILABILITY. IT IS UNDERSTOOD THAT SOME OF THE PUBLIC ROADWAY ACQUISITION OF ADDITIONAL RIGHT OF WAY. IF AFTER THE EXERCISE OF DILIGENT GOOD FAITH EFFORTS TRANSPORTED TO STREET; OVER A MINIMUM OF A 60-DAY PERIOD, THE PETITIONER IS UNABLE TO ACQUIRE ANY LAND NECESSARY TO PROVIDE FOR ANY SUCH ADDITIONAL RIGHT OF WAY UPON COMMERCIALLY REASONABLE TERMS AND AT(ix.) SERVICE AREA SCREENING - SERVICE AREAS SUCH AS DUMPSTERS, REFUSE AREAS, RECYCLING MARKET PRICES, THEN COOT, THE CITY OF CHARLOTTE ENGINEERING DIVISION OR OTHER APPLICABLE AND STORAGE SHALL BE SCREENED FROM VIEW WITH MATERIALS AND DESIGN TO BE COMPATIBLE WITH AGENCY, DEPARTMENT OR GOVERNMENTAL BODY MAY AGREE TO PROCEED WITH ACQUISITION OF ANY PRINCIPAL STRUCTURES.; SUCH LAND. IN SUCH EVENT, THE PETITIONER SHALL REIMBURSE THE APPLICABLE AGENCY, DEPARTMENT

THE APPLICABLE AGENCY, DEPARTMENT OR GOVERNMENTAL BODY FOR ANY SUCH LAND AND THE STREETS; AND EXPENSES OF SUCH PROCEEDINGS. FURTHERMORE, IN THE EVENT PUBLIC ROADWAY IMPROVEMENTS REFERENCED IN SUBSECTION A. ABOVE ARE DELAYED BECAUSE OF DELAYS IN THE ACQUISITION OF APPLICABLE AUTHORITIES TO ALLOW THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR THE APPLICABLE BUILDINGS; PROVIDED, HOWEVER, PETITIONER CONTINUES TO EXERCISE GOOD FAITH f. THE FOLLOWING STANDARDS SHALL APPLY TO SINGLE FAMILY DETACHED UNITS: 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? ✓OPEN SPACE IF THE OPEN SPACE IS A MINIMUM OF 20' IN DEPTH;

AFTER THE GOOD FAITH EFFORTS OF THE PETITIONER, THE PETITIONER WILL WORK WITH CDOT AND/OR DEVIATIONS TO ADDRESS SITE CONSTRAINTS; NCDOT AS APPLICABLE TO EITHER (I) IDENTIFY ALTERNATIVE IMPROVEMENTS TO IMPLEMENT TRAFFIC TO THE ESTIMATED COST OF THE ROAD IMPROVEMENTS NOT COMPLETED DUE TO THE LACK OF AVAILABLE ARCHITECTURAL STYLE IS EMPLOYED; AND/OR NCDOT AS APPLICABLE.

WHERE ROW DEDICATION IS NOT PROVIDED. THE PERMANENT SIDEWALK EASEMENT WILL BE LOCATED A PUBLIC AND PRIVATE STREETS; AND MINIMUM OF TWO (2) FEET BEHIND THE SIDEWALK WHERE FEASIBLE.

ALTERNATIVE IMPROVEMENTS. CHANGES TO THE ABOVE REFERENCED ROADWAY IMPROVEMENTS MPACT BY PROVIDING ONE OR MORE OF THE FOLLOWING: CAN BE APPROVED THROUGH THE ADMINISTRATIVE AMENDMENT PROCESS UPON THE DETERMINATION (i.) ARCHITECTURAL TREATMENTS AND MUTUAL AGREEMENT OF PETITIONER, CDOT AND THE PLANNING DIRECTOR; PROVIDED, HOWEVER, OVER THE GARAGE DOOR OPENING; 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.

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

DEPICTED ON THE REZONING PLAN. MAY BE UNDERTAKEN BY THE PETITIONER ON ITS OWN OR IN CONJUNCTION WITH OTHER DEVELOPMENT OR ROADWAY PROJECTS TAKING PLACE WITHIN THE BROAD SOUTHERN MECKLENBURG AREA, BY WAY OF C. AN EIGHT (8) FOOT PLANTING STRIP AND TWELVE (12) FOOT MULTI-USE PATH SHALL BE PROVIDED 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. A POTENTIAL SECONDARY ACCESS FROM TOM SHORT RD. TO DEVELOPMENT AREA B IS PROPOSED THIS SECONDARY ACCESS FROM TOM SHORT RD. TO DEVELOPMENT AREA B IS PROPOSED.

ALONG THE SITE'S INTERNAL PUBLIC STREETS, THE PETITIONER SHALL PROVIDE A SIDEWALK AND A SPECIFIC DESIGN OF THE PROPOSED ACCESS TO TOM SHORT RD. WILL BE DETERMINED DURING THE LAND. CROSSWALK NETWORK THAT LINKS ALL OF THE PRINCIPAL BUILDINGS ON THE SITE WITH ONE ANOTHER BY SECONDARY CONNECTION IF ADDITIONAL RIGHT-OF-WAY OR UTILITY RELOCATIONS FOR THIS CONNECTION 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. INTO THE

SITE VIA A 12-FOOT SHĂRED-USE PATH. (d.) THE PETITIONER WILL WORK WITH CDOT AND THE ADJACENT STONE CREEK RANCH RESIDENTS TO ₹ŰND 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., KYRENE RD., MESA VERDE RD. AND RAFFIA RD.). THE FUNDING OF THE PROPOSED TRAFFIC CALMING MEASURES IS SUBJECT TO COMPLIANCE WITH ADOPTED CITY POLICIES a. THE LOCATION, SIZE, AND TYPE OF STORM WATER MANAGEMENT SYSTEMS DEPICTED ON THE AND PROCEDURES FOR THE INSTALLATION OF TRAFFIC CALMING MEASURES ON EXISTING PUBLIC REZONING PLAN ARE SUBJECT TO REVIEW AND APPROVAL AS PART OF THE FULL DEVELOPMENT PLAN THE REZONING AS DESCRIBED IN SECTION 3.A. REZONING. ADJUSTMENTS MAY BE NECESSARY IN ORDER TO ACCOMMODATE ACTUAL STORM WATER TREATMENT REQUIREMENTS AND NATURAL SITE DISCHARGE POINTS

 $oldsymbol{
m)}$ THE PETITIONER WILL REQUEST THAT CDOT ALLOW THE EXTENSION OF TURNING HAWK RD. INTO THE SITE TO BE DESIGNED AND CONSTRUCTED AS A CHOKER ROAD CONNECTION. $\,$ f. $\,$) $\,$ THE NEW INTERNAL NETWORK REQUIRED PUBLIC STREETS WILL BE DESIGNED AND BUILT TO TH RÉSIDENTIAL WIDE STREET STANDARDS.

(g.) THE NEW INTERNAL NETWORK REQUIRED PUBLIC STREETS, EXCEPT FOR GOLF LINKS DR. YEXTENSION, 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.

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 WILL BE PROVIDED; AND (II)

FOR DEVELOPMENT AREA A A 30-FOOT SETBACK AS MEASURED FROM THE FUTURE BACK OF CURB WILL BE PROVIDED. 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, a. THE PETITIONER WILL PROVIDE A SERIES OF PASSIVE AND ACTIVE OPEN SPACE AREAS ORDINANCES 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. AREA WILL BE PROVIDED AND IMPROVED AS ACTIVE OPEN SPACE AREAS (THIS WILL INCLUDE MIDDLE I. A RIGHT-OF-WAY ENCROACHMENT AGREEMENT IS REQUIRED FOR THE INSTALLATION OF ANY SCHOOL FIELDS AND OPEN SPACE AREAS WITHIN THE ME AND ATTACHED DWELLING UNIT DEVELOPMENT NON-STANDARD ITEM(S) (IRRIGATION SYSTEMS, DECORATIVE CONCRETE PAVEMENT, BRICK PAVERS, ETC.) (AREAS). ACTIVE OPEN SPACE AREAS WILL BE AREAS IMPROVED WITH SEATING AREAS, TRAILS, NON-STANDARD ITEM(S) (IRRIGATION SYSTEMS, DECORATIVE CONCRETE PAVEMENT, BRICK PAVERS, ETC.) (AREAS). ACTIVE OPEN SPACE AREAS WILL BE AREAS IMPROVED WITH SEATING AREAS, TRAILS, WITHIN A PROPOSED/EXISTING CITY-MAINTAINED STREET RIGHT-OF-WAY BY A PRIVATE INDIVIDUAL, RECREATION FIELDS, TENNIS COURTS, PLAYGROUNDS, SWIMMING POOLS, AMENITIZED PONDS (I.E. WATER GROUP, BUSINESS, OR HOMEOWNER'S/BUSINESS ASSOCIATION. AN ENCROACHMENT AGREEMENT MUST QUALITY PONDS/AREAS IMPROVED WITH TRAILS, SEATING AREAS AND OTHER AMENITIES), A CLUB HOUSE

BE APPROVED BY CDOT PRIOR TO CONSTRUCTION/INSTALLATION. CONTACT CDOT FOR ADDITIONAL OR OTHER AMENITY AREAS DESIGNED TO BE USED AND ENJOYED BY THE RESIDENTS AND GUESTS OF THE INFORMATION CONCERNING COST, SUBMITTAL, AND LIABILITY INSURANCE COVERAGE REQUIREMENTS. III. PEDESTRIAN IMPROVEMENTS SHALL ADHERE TO THE TREE SAVE STANDARDS.

SHEET RZ-6 GENERALLY DEPICTS THE INTERNAL PEDESTRIAN/TRAIL NETWORK ASSOCIATED WITH TH COMMITMENTS TO SPECIFIC PEDESTRIAN IMPROVEMENTS.

5. GENERAL ARCHITECTURAL STANDARDS AND PARKING LOCATION RESTRICTIONS: • ONE INGRESS LANE AND TWO EGRESS LANE (A TERMINATING WESTBOUND RIGHT TURN LANE AND A 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: BUILDING PLACEMENT AND SITE DESIGN SHALL FOCUS ON AND ENHANCE THE PEDESTRIAN

BUILDINGS SHALL BE PLACED SO AS TO PRESENT A FRONT OR SIDE FAÇADE 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)

PARKING LOTS SHALL NOT BE LOCATED BETWEEN ANY BUILDING AND ANY NETWORK REQUIRED

c. BUILDING MASSING AND HEIGHT SHALL BE DESIGNED TO BREAK UP LONG MONOLITHIC BUILDING THE SITE. THE 100-FOOT EASEMENT TO BE CONVEYED AS DEVELOPMENT WITHIN EACH DEVELOPMENT OF THE BUILDING MASSING/FACADE PLANE (SUCH AS RECESSES, PROJECTIONS, AND ARCHITECTURAL CONVEYED WHEN THE EASEMENT WITHIN DEVELOPMENT AREA E IS REQUIRED TO BE CONVEYED.

PUBLIC OR PRIVATE STREET; AND

MINIMUM OF SIX (6) FEET EXTENDING THROUGH THE BUILDING.

d. ATTACHED DWELLING UNIT BUILDINGS FRONTING PUBLIC OR PRIVATE NETWORK REQUIRED STREETS BUILDING SHALL BE VARIED IN ADJACENT BUILDINGS IF MULTIPLE SIX UNIT BUILDINGS ARE ADJACENT TO HEREIN AND OF CHAPTER 6 OF THE ORDINANCE. e. THE FOLLOWING STANDARDS SHALL APPLY TO ATTACHED DWELLING UNIT:

ii. MODULATIONS SHALL BE A MINIMUM OF TEN (10') FEET WIDE AND SHALL PROJECT OR RECESS A

a. IF THIS REZONING PETITION IS APPROVED, ALL CONDITIONS APPLICABLE TO THE DEVELOPMENT OF TOWNHOME UNITS ALONG A NETWORK REQUIRED STREET WILL PRESENT A FRONT ELEVATION TO THE SITE IMPOSED UNDER THE REZONING PLAN WILL, UNLESS AMENDED IN THE MANNER PROVIDED THE NETWORK REQUIRED STREET.

AND SUBSEQUENT OWNERS OF THE SITE AND THEIR RESPECTIVE HEIRS, DEVISEES, PERSONAL TO PROVIDE PRIVACY, ALL RESIDENTIAL ENTRANCES WITHIN FIFTEEN FEET OF THE SIDEWALK ALONG $m{ iny}$ NETWORK REQUIRED STREET MUST BE RAISED FROM THE AVERAGE SIDEWALK GRADE A MINIMUM OF

PITCHED ROOFS, IF PROVIDED, SHALL BE SYMMETRICALLY SLOPED NO LESS THAN 4:12, EXCEPT THAT

ARCHITECTURAL STYLE IS EMPLOYED; viv.) USABLE PORCHES AND STOOPS SHALL FORM A PREDOMINANT FEATURE OF THE BUILDING DESIGN AND BE LOCATED ON THE FRONT AND/OR SIDE OF THE BUILDING;

DEVELOPMENT IMPROVEMENTS DESCRIBED ABOVE, THEN COOT MAY INSTRUCT APPLICABLE AUTHORITIES ALL CORNER/END UNITS THAT FACE A PUBLIC OR PRIVATE 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 EXPANSE TO TEN FEET ON ALL BUILDING LEVELS;

PUBLIC AND PRIVATE STREETS: IMPROVEMENTS REFERENCED IN SUBSECTION 4.I.A. AND B. ABOVE MAY NOT BE POSSIBLE WITHOUT THE (viii.) ROOF TOP HVAC AND RELATED MECHANICAL EQUIPMENT WILL BE SCREENED FROM PUBLIC VIEW AT

WALKWAYS SHALL BE PROVIDED TO CONNECT ALL RESIDENTIAL ENTRANCES TO SIDEWALKS ALONG

OR GOVERNMENTAL BODY FOR THE COST OF ANY SUCH ACQUISITION INCLUDING COMPENSATION PAID BY METER BANKS WILL BE SCREENED FROM ADJOINING PROPERTIES AND FROM THE ABUTTING PUBLIC

ADDITIONAL RIGHT-OF-WAY AS CONTEMPLATED HEREIN AND SUCH DELAY EXTENDS BEYOND THE TIME > XI. TOWNHOME UNITS WITH GARAGES WILL NOT BE ALLOWED TO HAVE INDIVIDUAL DRIVEWAYS FROM THAT THE PETITIONER SEEKS TO OBTAIN A CERTIFICATE OF OCCUPANCY FOR BUILDING(S) ON THE SITE IN NETWORK REQUIRED STREETS (PUBLIC OR PRIVATE). TOWNHOME UNITS WITH GARAGES MAY HAVE CONNECTION WITH THE DEVELOPMENT IMPROVEMENTS DESCRIBED ABOVE, THEN COOT WILL INSTRUCT

APPLICABLE AUTHORITIES TO ALLOW THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR THE

THE PRIMARY PEDESTRIAN ENTRY TO EACH DWELLING UNIT SHALL FACE A FRONTAGE OR A COMMON

TO PROVIDE PRIVACY, ALL RESIDENTIAL ENTRANCES WITHIN 15 FEET OF THE SIDEWALK MUST BE IN ADDITION TO THE FOREGOING, IN THE EVENT THE RIGHT OF WAY IS NOT AVAILABLE FOR ANY REASON PAISED FROM THE AVERAGE SIDEWALK GRADE A MINIMUM OF 12 INCHES, SUBJECT TO APPLICABLE MITIGATION IN LIEU OF THE IMPROVEMENTS IMPACTED BY THE LACK OF RIGHT OF WAY AS DESCRIBED IN g. PITCHED ROOFS, IF PROVIDED, SHALL BE SYMMETRICALLY SLOPED NO LESS THAN 6:12, EXCEPT THAT SUBSECTION F. BELOW; OR (II) CONTRIBUTE TO CDOT AND/OR NCDOT AS APPLICABLE, AN AMOUNT EQUAL ROOFS FOR PORCHES AND ATTACHED SHEDS MAY BE NO LESS THAN 2:12, UNLESS A FLAT ROOD RIGHT OF WAY, SUCH FUNDS TO BE USED TO COMPLETE SUCH ALTERNATIVE ROADWAY IMPROVEMENTS IN h. USABLE PORCHES AND STOOPS SHALL FORM A PREDOMINATE FEATURE OF THE BUILDING DESIGN THE GENERAL AREA OF THE SITE IN A MANNER REASONABLE AGREEABLE TO THE PETITIONER, CDOT AND BE LOCATED ON THE FRONT AND/OR SIDE OF THE BUILDING. USABLE FRONT PORCHES ARE COVERED

AND ARE AT LEAST 4 FEET DEEP. STOOPS AND ENTRY-LEVEL PORCHES MAY BE COVERED BUT NOT BE ENCLOSED: e. RIGHT-OF-WAY CONVEYANCE. THE PETITIONER WILL DEDICATE VIA FEE SIMPLE CONVEYANCE ANY I. ALL CORNER/END UNITS THAT FACE A PUBLIC OR PRIVATE STREET, SHALL) HAVE A PORCH OR STOOP ADDITIONAL RIGHT-OF-WAY INDICATED ON THE REZONING PLAN AS RIGHT-OF-WAY TO BE DEDICATED, THE THAT WRAPS A PORTION OF THE FRONT AND SIDE OF THE UNIT OR BLANK WALL PROVISIONS SHALL BE ADDITIONAL RIGHT-OF-WAY WILL BE DEDICATED PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF IMPLEMENTED THAT LIMIT THE MAXIMUM BLANK WALL EXPANSE TO 10 FEET ON ALL BUILDING LEVELS OCCUPANCY. THE PETITIONER WILL PROVIDE A PERMANENT SIDEWALK EASEMENT FOR ANY OF THE AND/OR ALLOWS ACCEPTABLE LANDSCAPING TREATMENTS ALONG SUCH AREAS;
PROPOSED SIDEWALKS LOCATED ALONG THE PUBLIC STREETS LOCATED OUTSIDE OF THE RIGHT-OF-WAY j. SIDEWALKS SHALL BE PROVIDED TO CONNECT ONE RESIDENTIAL ENTRANCES TO SIDEWALKS ALONG BUILDINGS MAY ORIENT TO OPEN SPACE IN LIEU OF A PUBLIC STREET. GARAGE DOORS PROPOSED ALONG PUBLIC OR PRIVATE STREETS SHALL MINIMIZE THE VISUAL

ARCHITECTURAL TREATMENTS SUCH AS TRANSLUCENT WINDOWS AND PROJECTING ELEMENTS THE PROPOSED ALTERNATE TRANSPORTATION IMPROVEMENTS PROVIDE (IN THE AGGREGATE)

COMPARABLE TRANSPORTATION NETWORK BENEFITS TO THE IMPROVEMENTS IDENTIFIED IN THIS DOOR STREETSCAPE, LANDSCAPING AND BUFFER: SETBACKS AND YARDS AS REQUIRED BY THE MX-2 (INNOVATIVE) ZONING DISTRICT AND AS ALLOWED

BY THE INNOVATIVE PROVISIONS ABOVE WILL BE PROVIDED. ROADWAY STANDARDS. ALL PUBLIC ROADWAY IMPROVEMENTS WILL BE SUBJECT TO THE b. THE PETITIONER SHALL DEDICATE 46 FEET OF RIGHT-OF-WAY FROM THE EXISTING CENTERLINE OF TOM SHORT ROAD AND SHALL PROVIDE FOR THE CROSS-SECTION IMPROVEMENTS AS GENERALLY

ALONG THE SITE'S FRONTAGE ON TOM SHORT ROAD. d. THE EXTENSION OF GOLF LINKS DRIVE WILL BE IMPROVED WITH EITHER: (I) EIGHT (8) FOOT PLANTING STRIPS AND 12-FOOT SHARED USE PATHS; OR (II) AN EIGHT (8) FOOT PLANTING STRIP AND EIGHT (8) FOOT $oldsymbol{
m S}$ SIDEWALKS, AND TWO 5-FOOT BIKE LANES. THE DETERMINATION AS TO WHICH PEDESTRIAN AND BICYC IMPROVEMENTS WILL BE MADE WILL BE DETERMINED IN CONJUNCTION WITH CDOT AND PLANNING DURING , THE LAND DEVELOPMENT APPROVAL PROCESS FOR THE SITE. SEE SHEET RZ-4 OF THE REZONING PLAN \r FOR THE SPECIFIC PROPOSED CROSS-SECTIONS.

SPECIFIC DESIGN OF THE PROPOSED ACCESS TO TOM SHORT RD. WILL BE DETERMINED DURING THE LAND, WAY OF LINKS TO SIDEWALKS ALONG THE ABUTTING PUBLIC OR PRIVATE STREETS AND/OR OTHER DEVELOPMENT APPROVAL PROCESS. THE PETITIONER RESERVES THE RIGHT TO NOT MAKE THIS PEDESTRIAN FEATURES. THE MINIMUM WIDTH FOR THESE INTERNAL SIDEWALKS SHALL BE A MINIMUM OF) SIX (6') FEET.

f. A 200' WIDE CLASS C BUFFER AREA WILL BE PROVIDED ALONG THE NORTHERLY BOUNDARY OF THE SITE AS GENERALLY DEPICTED ON THE REZONING PLAN; SIDEWALKS/TRAILS/BIKE PATHS AND SIMILAR IMPROVEMENTS AS WELL AS IN DEVELOPMENT AREA A SCHOOL RECREATION FACILITIES MAY BE INSTALLED WITHIN THIS BUFFER AREA. IN ADDITION, IMPROVEMENTS TO THE BUFFER MAY BE MADE AS ALLOWED BY CITY STORM WATER SERVICES REGULATIONS AND ORDINANCES. PLANTINGS MAY BE ADJUSTED TO REFLECT THESE IMPROVEMENTS.

ENVIRONMENTAL FEATURES:

AND THE CITY POST CONSTRUCTION STORMWATER ORDINANCE.

PROVIDED BY THE PETITIONER.

OPEN SPACE & TRAILS/AMENITIES:

THE LOCATION, SIZE, AND TYPE OF STORM WATER MANAGEMENT SYSTEMS DEPICTED ON THE STREETS SUCH COMPLIANCE TO BE ACHIEVED WITHIN 180 DAYS OF FULL BUILD-OUT CONTEMPLATED BY) SUBMITTAL AND ARE NOT IMPLICITLY APPROVED FROM AND ENGINEERING PERSPECTIVE WITH THIS

b. THE SITE SHALL COMPLY WITH THE REQUIREMENTS OF THE CITY OF CHARLOTTE TREE ORDINANCE

c. A MINIMUM OF 15% OF THE SITE WILL BE PROVIDED AS TREE SAVE AREAS AS REQUIRED BY THE TREE ORDINANCE. d. FOR LAND DISTURBING ACTIVITIES OCCURRING ON THE SITE THAT EXCEED 10% BUILT-UPON AREA, PEAK CONTROL SHALL BE INSTALLED FOR THE 10-YEAR AND 25-YEAR, 6-HOUR STORM AND ADDITIONAL

PEAK CONTROL PROVIDED FOR THE APPROPRIATE STORM FREQUENCY (I.E., 50- OR 100-YEAR, 6-HOUR) AS

DETERMINED BY THE STORMWATER ADMINISTRATOR BASED ON A DOWNSTREAM FLOOD ANALYSIS

DEVELOPMENT WITHIN ANY SWIM/PCSO BUFFER SHALL BE COORDINATED WITH AND SUBJECT TO APPROVAL BY CHARLOTTE-MECKLENBURG STORM WATER SERVICES AND MITIGATE IF REQUIRED BY CITY ORDINANCE. PETITIONER ACKNOWLEDGES INTERMITTENT/PERENNIAL STREAM DELINEATION REPORTS ARE SUBJECT TO REVIEW AND APPROVAL UPON SUBMISSION OF DEVELOPMENT PLANS FOR PERMITTING AND ARE NOT APPROVED WITH REZONING DECISIONS.

DETERMINED/FINALIZED DURING EACH PHASE OF THE SUBDIVISION APPROVAL PROCESS). A MINIMUM OF

25 % OF THE SITE WILL BE PROVIDED AS PASSIVE OPEN SPACE AREAS AND A MINIMUM OF 47% OF THE SITE

THROUGHOUT THE SITE WITH AN EMPHASIS ON DEVELOPMENT AREA D WHICH SHALL INCLUDE APPROXIMATELY 12-ACRES OF NATURAL PRESERVE AREAS TO INCLUDE TRAILS AND OTHER NATURAL AREA RELATED AMENITIES (THE EXACT LOCATION AND CONFIGURATION OF THESE OPEN SPACE AREAS MAY VARY; THE FINAL LOCATIONS AND CONFIGURATION OF THE OPEN SPACE AREAS WILL BE

COMMUNITY. PASSIVE OPEN SPACE AREAS WILL BE ENVIRONMENTAL AREAS SUCH AS TREE SAVE AREAS. WATER QUALITY BUFFERS, SLOPES, TREE SAVE AREAS, WATER QUALITY AREAS OR OTHER OPEN SPACE AREAS OF THE COMMUNITY. IT IS UNDERSTOOD PASSIVE OPEN SPACES WITHIN THE TREE SAVE AREA

MASTER PLAN FOR THE SITE CONTEMPLATED BUT ADJUSTMENTS TO THIS INTERNAL b. THE APPROXIMATELY 12-ACRES OF NATURAL PRESERVE AREA SET FORTH AS A PORTION OF PEDESTRIAN/TRAIL NETWORK MAY BE MADE AS LONG AS THE OVERALL DESIGN INTENT IS DEVELOPMENT AREA D WHEN DEVELOPED SHALL INCLUDE THE TRAILS AND OTHER NATURAL AREA SUBSTANTIALLY MAINTAINED. IN ADDITION, SHEET RZ-6 GENERALLY DEPICTS BROADER EXTERNAL RELATED AMENITIES AS DESCRIBED AND SUBJECT TO THE PROVISIONS OF SUBSECTION 8.A. ABOVE. WHEN PEDESTRIAN NETWORK, SOME COMPONENTS OF WHICH CURRENTLY EXIST, TO PROVIDE A VISION FOR DEVELOPED THESE TRAILS AND RELATED AMENITIES SHALL BE PRIVATELY OWNED AND MAINTAINED BUT POSSIBLE OVERALL PEDESTRIAN CONNECTIVITY IN THE AREA, BUT IT IS UNDERSTOOD THAT THIS SHALL BE ACCESSIBLE TO THE PUBLIC FOR ENJOYMENT SUBJECT TO CUSTOMARY REPAIR AND BROADER NETWORK IS ASPIRATIONAL IN NATURE AND IS NOT TO BE CONSIDERED TO SET FORTH MAINTENANCE NEEDS, SECURITY, AND RUBLIC, SAFETY NEEDS, AND OTHER SIMILAR REASONABLE LIST CUIDELINES. THE TRAIL ENTRANCES TO THIS 12-ACRE NATURAL PRESERVE AREA WILL BE SIGNED lackINDICATE THAT THE TRAILS ARE OPEN TO THE PUBLIC SUBJECT TO THE RULES AND POLICIES ESTABLISHED (BY THE PETITIONER. AS PART OF THE DEVELOPMENT OF DEVELOPMENT AREA D THE PETITIONER SHALI RECORD A PUBLIC ACCESS EASEMENT THAT WILL ENSURE THAT 12-ACRE NATURAL PRESERVE AREA WILI

REMAIN OPEN TO THE PUBLIC SUBJECT TO THE RULES AND POLICIES ESTABLISHED BY THE PETITIONER. c. AS PART OF THE SITE'S IMPROVED OPEN SPACE AREAS THE PETITIONER WILL CONSTRUCT A PLAYGROUND FOR CHILDREN.

SIGNAGE AS ALLOWED BY THE ORDINANCE MAY BE PROVIDED.

 ALL NEW LIGHTING SHALL BE CAPPED, AND DOWNWARDLY DIRECTED DETACHED LIGHTING WITHIN THE RESIDENTIAL PORTIONS OF THE SITE, EXCEPT STREETLIGHTS

LOCATED ALONG PUBLIC STREETS, WILL BE LIMITED TO TWENTY-FIVE (25') FEET IN HEIGHT.

11. GREENWAY DEDICATION FLAT BRANCH:

12. AMENDMENTS TO THE REZONING PLAN:

a. THE PETITIONER WILL CONVEY TO MECKLENBURG COUNTY A 100-FOOT PERMANENT GREENWAY EASEMENT WITHIN THE 200-FOOT POST CONSTRUCTION BUFFER FOR FLAT BRANCH. THE LOCATION OF THE 100-FOOT EASEMENT TO BE DETERMINED DURING THE LAND DEVELOPMENT APPROVAL PROCESS FOR AREA ABUTTING FLAT BRANCH OCCURS. PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR EACH DEVELOPMENT AREA ABUTTING FLAT BRANCH THE CORRESPONDING 100-FOOT BUILDINGS EXCEEDING ONE HUNDRED TWENTY (120') FEET IN LENGTH SHALL INCLUDE MODULATIONS EASEMENT WILL BE CONVEYED. THE 100-FOOT EASEMENT WITHIN DEVELOPMENT AREA F WILL BE

> 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 13. BINDING EFFECT OF THE REZONING APPLICATION:

> HEREIN AND UNDER THE ORDINANCE, BE BINDING UPON AND INURE TO THE BENEFIT OF THE PETITIONER REPRESENTATIVES, SUCCESSORS IN INTEREST OR ASSIGNS.

> > **PRELIMINARY** -FOR REVIEW ONLY-HESE DOCUMENTS ARE FOR DESIGN REVIEW ONLY AND NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSE, THEY ARE PREPARED BY, OF UNDER THE SUPERVISION OF: XXXX XXXXXXXX #### 1/25/2

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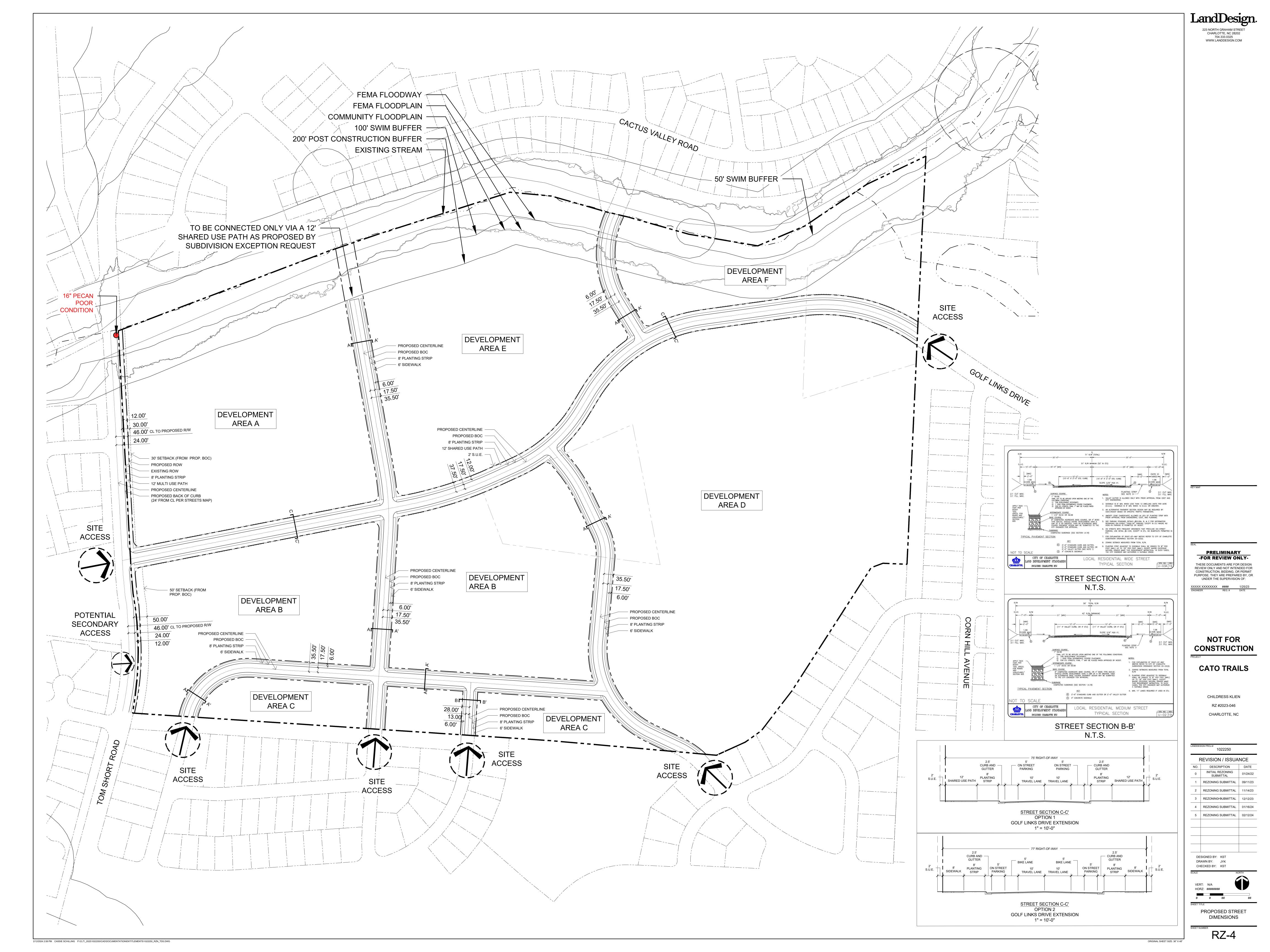
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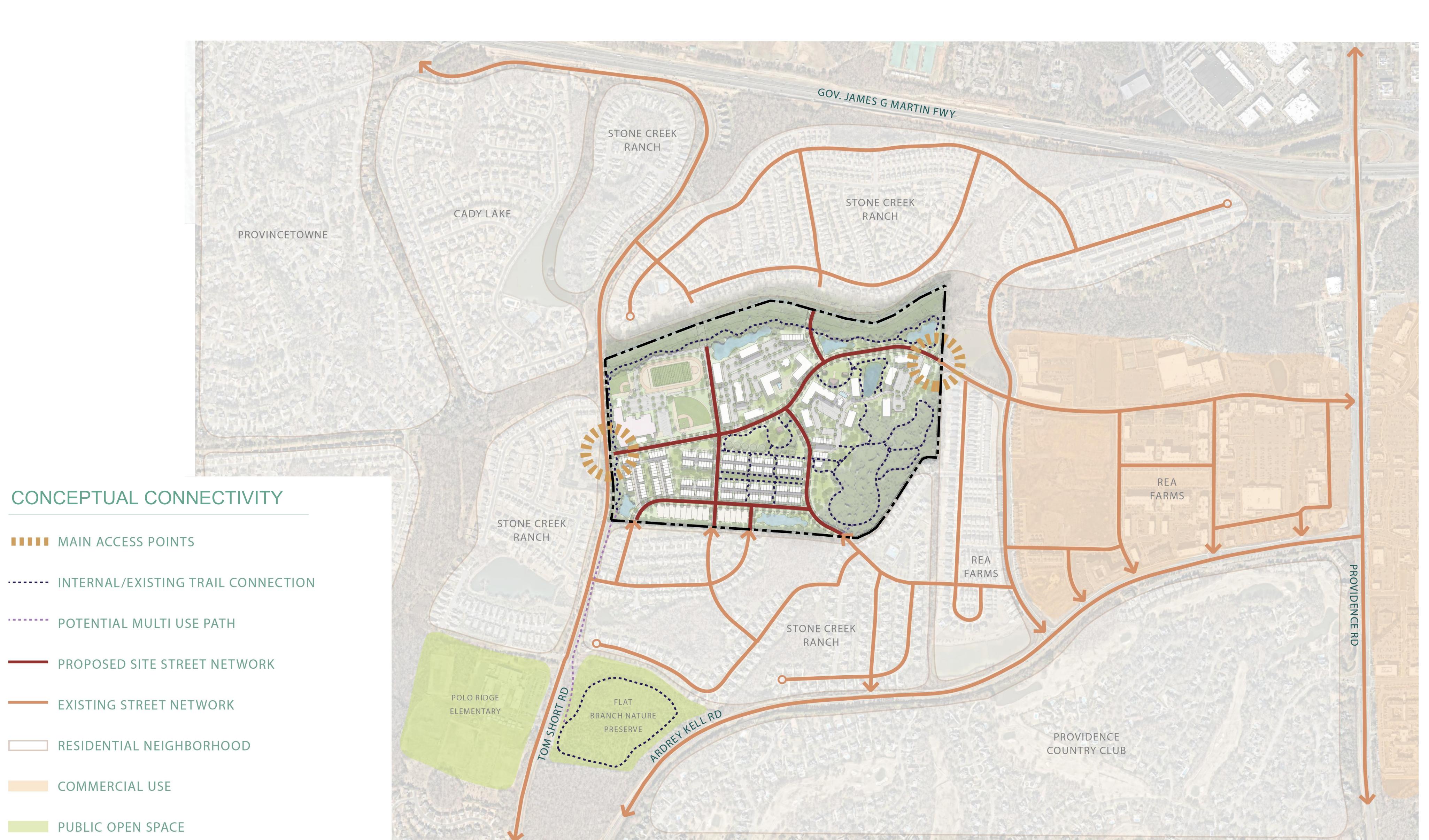
CATO TRAILS

CHILDRESS KLIEN RZ #2023-046 CHARLOTTE, NC

REVISION / ISSUANCE DESCRIPTION INITIAL REZONING SUBMITTAL 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 DESIGNED BY: KST DRAWN BY: JYK CHECKED BY: KST VFRT: N/A HORZ: AS NOTED

DEVELOPMENT STANDARDS





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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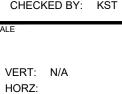
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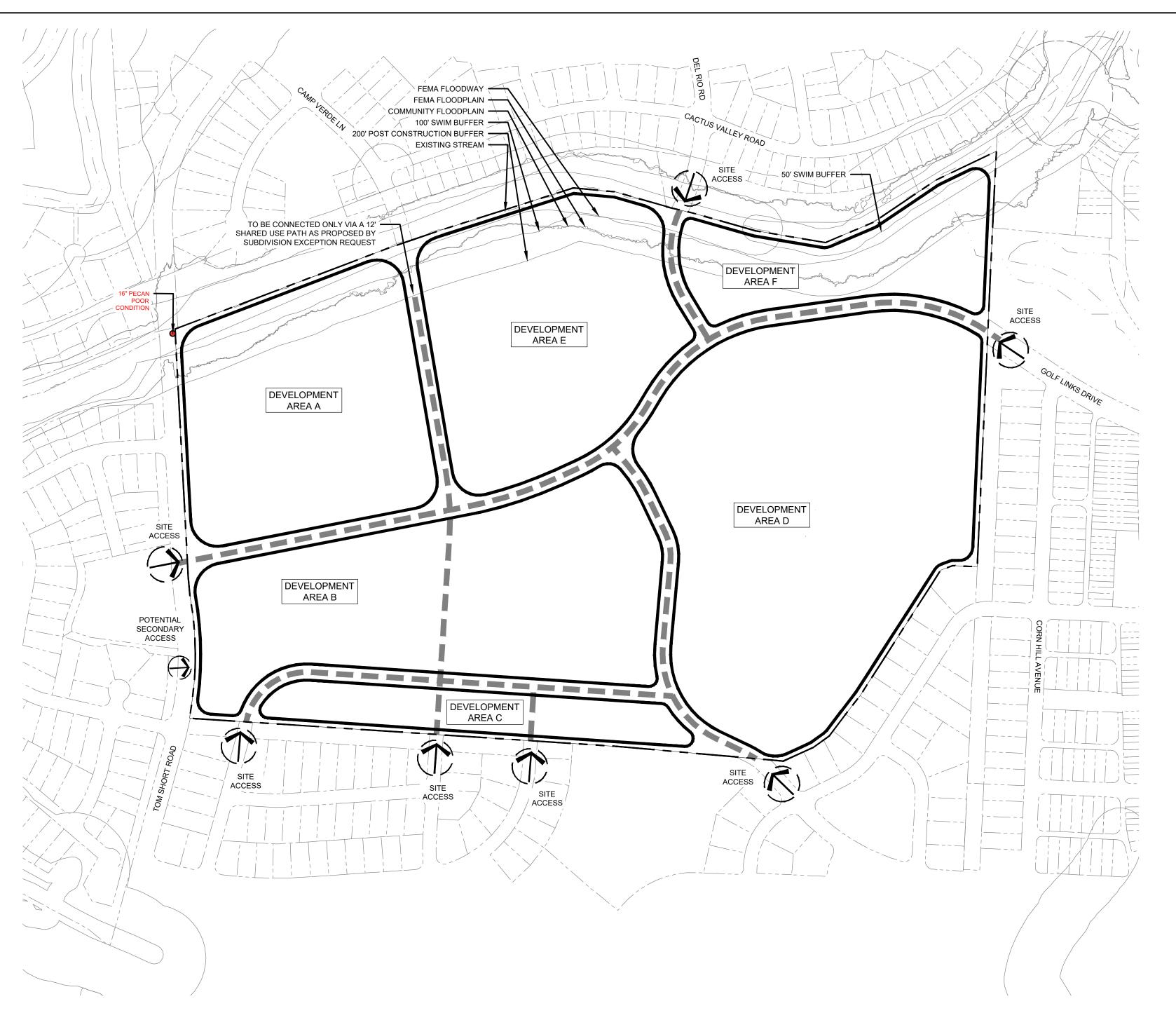
CATO TRAILS

CHILDRESS KLIEN
RZ #2023-046
CHARLOTTE, NC

DESIGNED BY: KST
DRAWN BY: JYK
CHECKED BY: KST



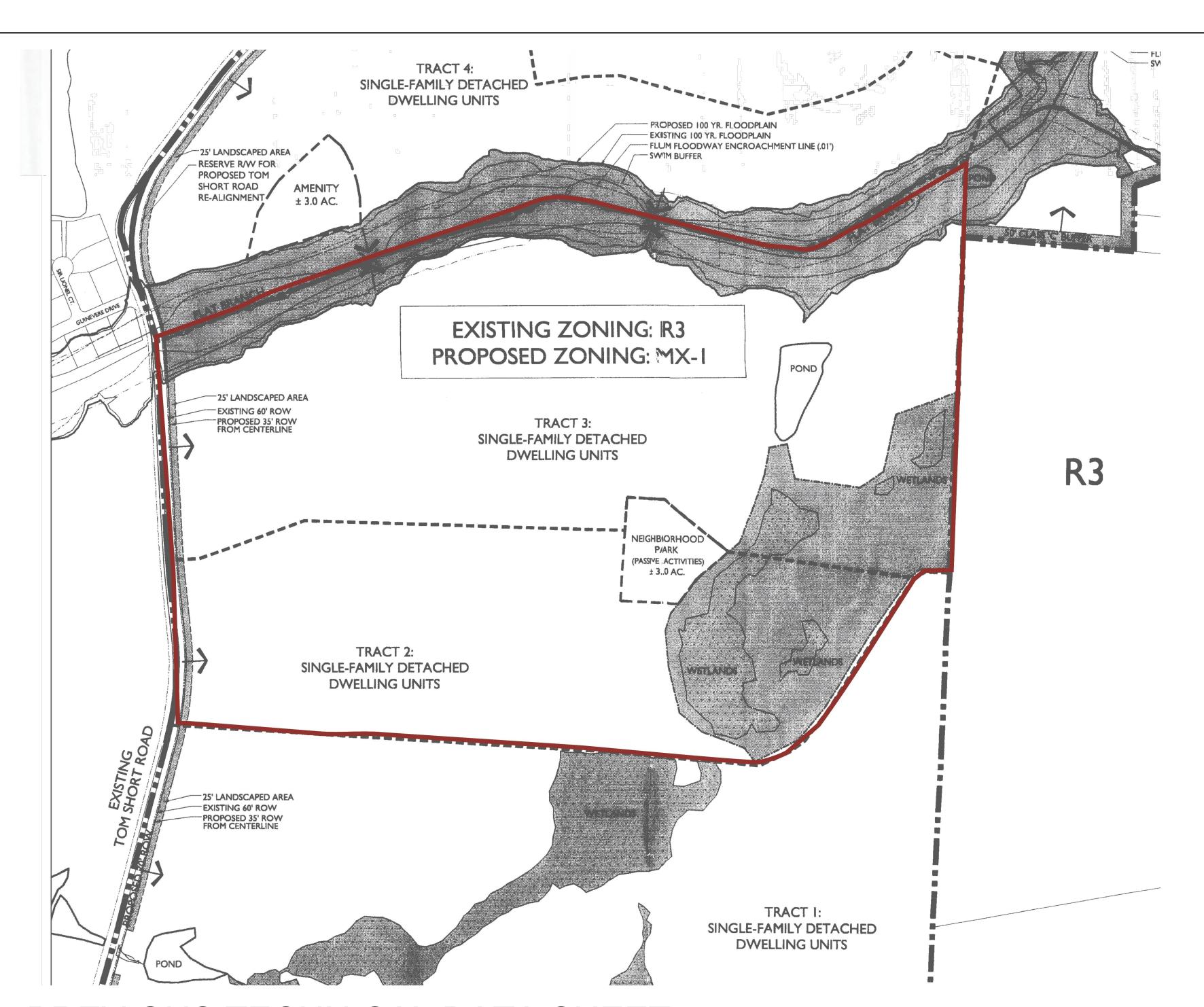




PROPOSED TECHNICAL DATA SHEET



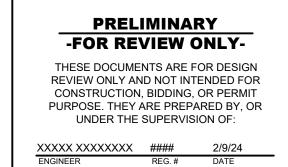
PROPOSED MASTER PLAN



PREVIOUS TECHNICAL DATA SHEET



PREVIOUS ZONING MASTER PLAN



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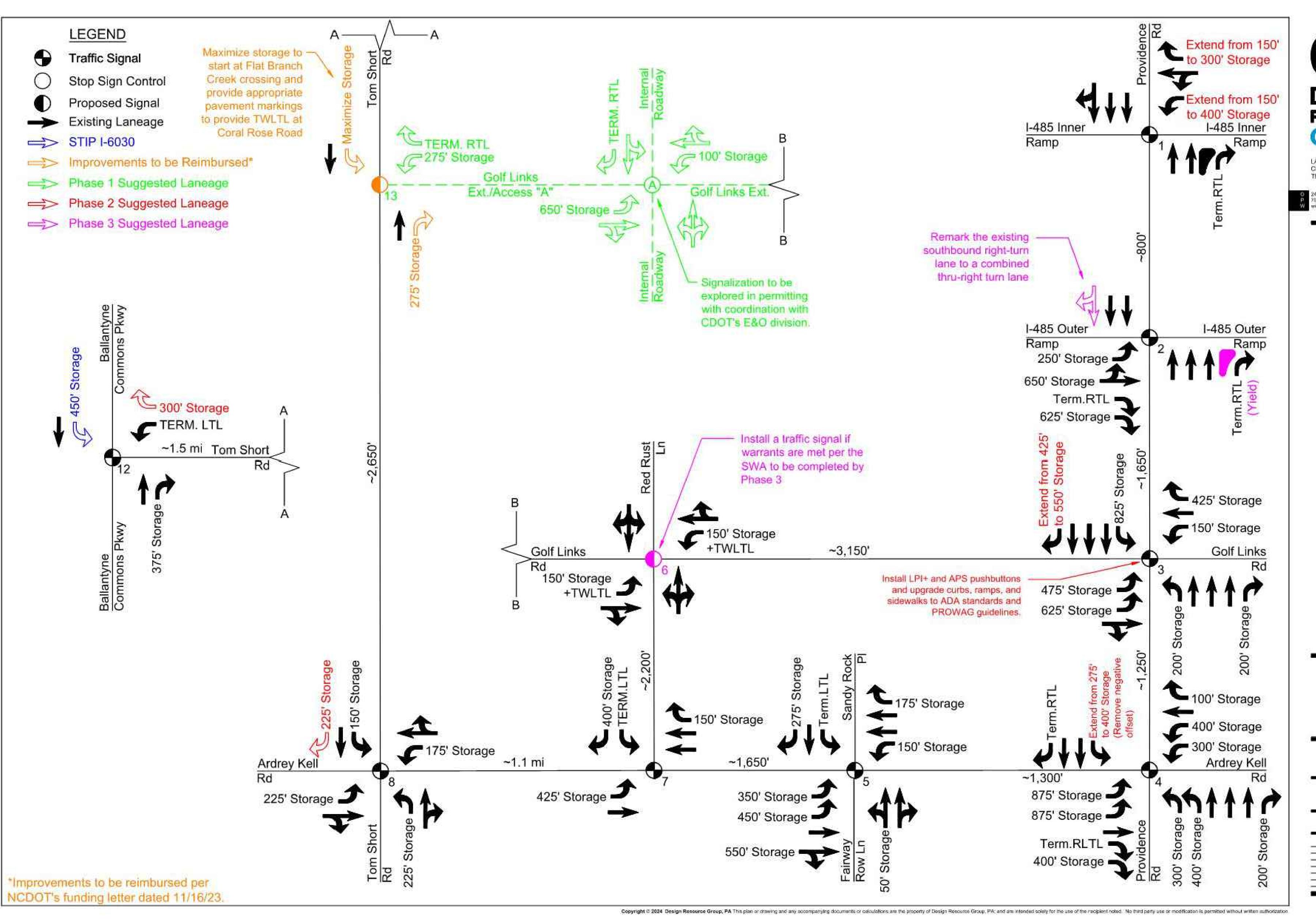
CATO TRAILS

CHILDRESS KLIEN

RZ #2023-046

CHARLOTTE, NC

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NO.	DESCRIPTION	DATE
0	INITIAL REZONING SUBMITTAL	01/24/
1	REZONING SUBMITTAL	09/11/2
2	REZONING SUBMITTAL	11/14/2
3	REZONING- S UBMITTAL	12/12/2
4	REZONING SUBMITTAL	01/16/2
5	REZONING SUBMITTAL	02/12/2
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PHASE 3 SUGGESTED LANEAGE

PROJECT #:

CHECKED BY: JANUARY 2024

REVISIONS: January 2024

Figure 18

DESIGNED BY: KST DRAWN BY: JYK

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CATO TRAILS

CHILDRESS KLIEN

RZ #2023-046

CHARLOTTE, NC

REVISION / ISSUANCE

REZONING SUBMITTAL 09/11/23

REZONING SUBMITTAL 11/14/23

3 REZONING-SUBMITTAL 12/12/23

4 REZONING SUBMITTAL 01/16/24

5 REZONING SUBMITTAL 02/12/24

INITIAL REZONING

RZ-7

ORIGINAL SHEET SIZE: 36" X 48"