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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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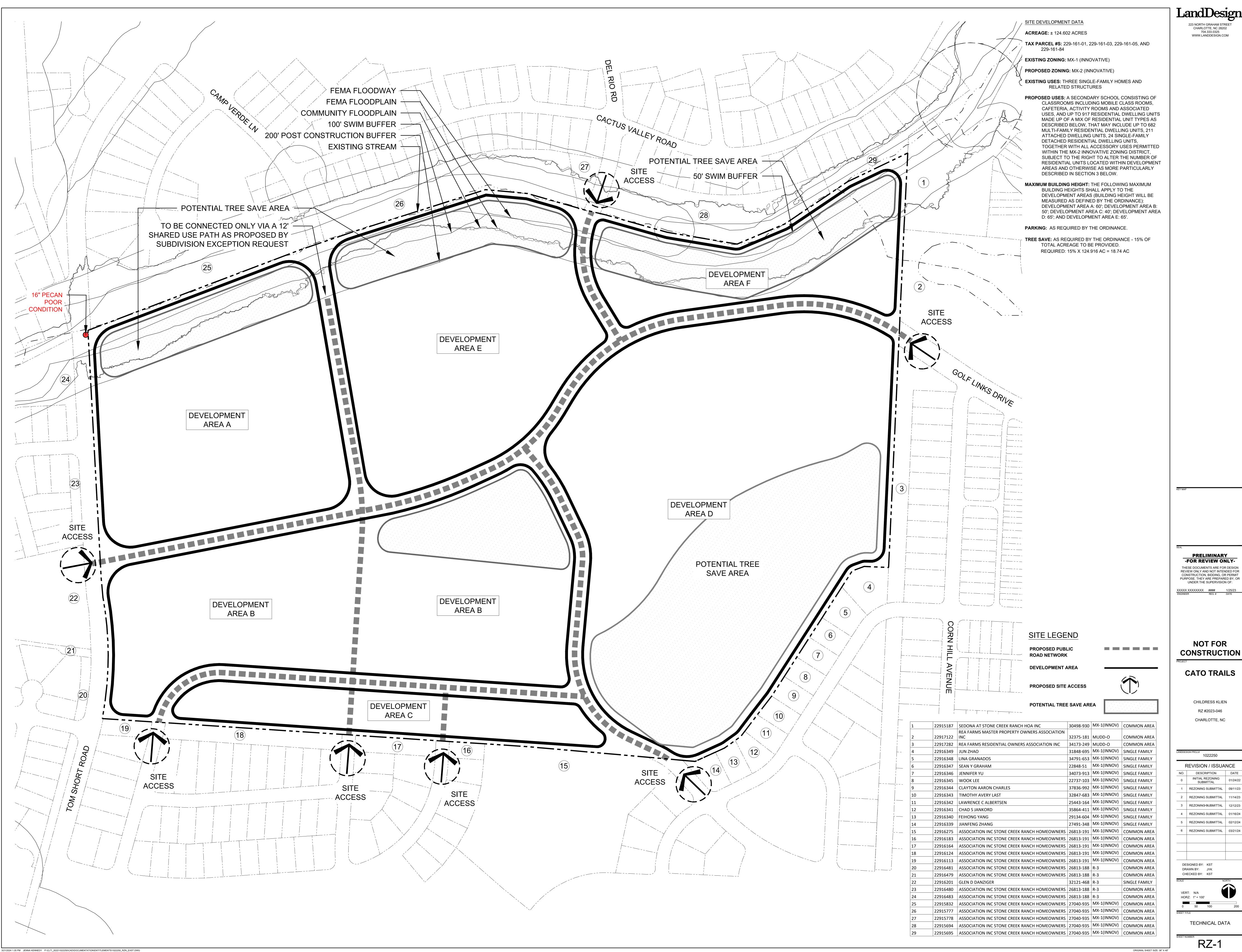
CHILDRESS KLIEN RZ #2023-046 CHARLOTTE, NC

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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	
6	REZONING SUBMITTAL	03/21/24	
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VISION STATEMENT



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REVISION / ISSUANCE INITIAL REZONING 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 6 REZONING SUBMITTAL 03/21/24

TECHNICAL DATA



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CHILDRESS KLIEN RZ #2023-046 CHARLOTTE, NC

REVISION / ISSUANCE 6 REZONING SUBMITTAL 03/21/24 DESIGNED BY: KST

SCHEMATIC SITE PLAN

RZ-2

Rezoning Petition No. 2023-046

## **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

below, that may include up to 682 multi-family residential dwelling units, 211 attached dwelling units, 24 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 B: (50';) and Development Area C: 40'; Development Area D(65';) and Development Area E: 65'. --Parking: As required by the Ordinance.

### 1. **General Provisions:**

located therein.

a. Site Location. These Development Standards, the Technical Data Sheet, Schematic Site Plan, and related graphics or single family detached units) in addition to Phase 1; and form the rezoning plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by Children Klein Properties & Charlotte-Mecklenburg Schools together (the "Petitioner") to accommodate development of a -Phase 3 Development: provides for development of up to an additional 527 units (whether multi-family units, single family residential community and a secondary school on the approximately 124.602-acre site located on Tom Short Road (the "Site"). b. **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 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

subject to the Innovative Provisions provided below. c. Development Areas. For ease of reference and as an organizing principal associated with the master planned 1. I-485 Southbound Ramp & Providence Road (Signalized) community, the Rezoning Plan sets forth five (5) general 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 Phase 2 Conditions") Area" and collectively the "Development Areas"). **Graphics and Alterations.** 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 reviewed in conjunction with the provisions of these Development Standards. The layout, locations, sizes, and formulations of the

• Extend the existing westbound right turn lane from 150 to 300 feet of storage.

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 Phase 3 Conditions 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 for 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 *Phase 2 Conditions* Rezoning Plan it is deemed a minor modification for the purposes of these Development Standards); or

ii. minor and don't materially change the overall design intent depicted on the Rezoning Plan; or 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 Phase 3 Conditions 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

• Channelize the northbound right turn lane to operate free from the signal under yield conditions. 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 3. Providence Road & Golf Links Drive (Signalized)

Rezoning Plan, the number of principle 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 Phase 3 Conditions 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

• No suggested improvements. the right 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 4. Providence Road & Ardrey Kell Road (Signalized) along the exterior boundary of the Site shall be adhered to as a whole and not individual portions, Development Areas or lots

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 street level. h. Project Vision Overall Design Intent

Cato Farms will be a master planned residential community that will be integrated into the mixed residential community that

• No additional suggested improvements. 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 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 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

• No suggested improvements. 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 6. Red Rust Lane & Golf Links Drive (Unsignalized) 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. Phase 2 Conditions

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;

• Install a traffic signal if warrants are met per SWA to be completed by Phase 3. 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 Phase 2 Conditions 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);

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

from the back of curb to the face of garage;

vii. Maximum building coverage for single family detached shall be seventy (70%) percent. 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
 No suggested improvements.

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

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;

innovative development standards in the future pursuant to the applicable process set forth in the Ordinance.

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) c. In addition, the Petitioner reserves the right to modify the Innovative Provisions described above or seek other Phase 1 Conditions

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

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 residential units, and a secondary school Phase 2 Conditions 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

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" 13. Tom Short Road & Access "A"/Golf Links Drive (Future Signal) 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 We propose the following access configuration: 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

b. Additional Required Improvements: 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 ±12 acre natural preserve area that will Internal Intersection "A" 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 of the required school queueing and stacking analysis (volume assumptions and analysis can be found in the appendix and uses permitted within the MX-2 Innovative zoning district, provided, however the number of single family detached synchro files) and shall be installed in connection with the phase 1 CMS school: 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. **f.** Development Area B may be developed with (i) up to 210 attached dwelling units or 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 area(s) with [±4]

g. <u>Development Area F</u> may be developed with open space, storm water structures and trails and other associated open

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

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a. No less than (75) 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 401<sup>ST</sup> multi-family dwelling unit developed on the Site. b. No fewer than 14 single-family detached dwelling units will be constructed on the Site. }

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

Northbound - A combined northbound thru-left turn lane. cooperation with other parties who may implement portions of the improvements, the improvements set forth below in --Proposed Uses: A secondary school consisting of classrooms including mobile class rooms, cafeteria, activity rooms and accordance with the following implementation provisions. It is understood the following section and specific improvements associated uses, and up to 917 residential dwelling units made up of a mix of residential unit types as described may be amended to align with final approved Transportation Impact Study (the "TIS").

> 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, if applicable NCDOT,

> -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

under the Ordinance for the MX-2 (Innovative) zoning classification shall govern all development taking place on the Site, 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).

**Required Improvements:** 

• Extend the existing westbound left turn lane from 150 to 400 feet of storage.

No additional suggested improvements.

I-485 Northbound Ramp & Providence Road (Signalized)

No suggested improvements.

• Remark the existing southbound right-turn lane to a combined thru-right turn lane.

Number of Buildings Principal and Accessory. Notwithstanding the number of buildings or lots shown on the 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 2 Conditions

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

Ardrey Kell Road & Sandy Rock Place (Signalized)

Phase 3 Conditions

No suggested improvements.

No suggested improvements.

Phase 3 Conditions

Red Rust Lane & Ardrey Kell Road (Signalized)

 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

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

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)

No suggested improvements.

No additional suggested improvements.

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

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

spaces, gathering shelters, gazebos, ball fields, maintenance buildings, outdoor recreational uses, and other uses Phase 3 Conditions

• 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.

The internal intersection was analyzed to create a complete model and the following configurations are recommended as a part

• 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 left-thru-right turn lane. • Southbound - A combined thru-left turn lane and a separate right turn lane that terminates at the proposed middle school

Internal Intersection "A" (Residential Only)

The following configurations are recommended and shall be installed in connection with Phase 2 or Phase 3 residentia • 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).

• Southbound - A combined southbound thru-right turn lane.

single-family detached residential dwelling units, together with all accessory uses permitted within the MX-2

All transportation improvements will be substantially completed and approved by CDOT and/or NCDOT, as applicable,

4.I.a. and b. above provided, however, in the event certain non-essential roadway improvements (as reasonably determined by covered but not be enclosed; issuance of certificates of occupancy for the applicable buildings, and in such event the Petitioner may be asked to post a letter building levels and/or allows acceptable landscaping treatments along such areas; of credit or a bond for any improvements not in place at the time such a certificate of occupancy is issued to secure completion j. Sidewalks shall be provided to connect one residential entrances to sidewalks along public and private streets; and of the applicable improvements.

> d. Right-of-way Availability. It is understood that some of the public roadway improvements referenced in subsection following: 4.I.a. and b. above may not be possible without the acquisition of additional right of way. If after the exercise of i.
>
> Architectural treatments such as translucent windows and projecting elements over the garage door opening; diligent good faith efforts 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 market prices, then CDOT, the City of Charlotte Engineering Division or other applicable agency, department or governmental body may agree to **6.** proceed with acquisition of any such land. In such event, the Petitioner shall reimburse the applicable agency, agency, department or governmental body for any such land and the expenses of such proceedings. Furthermore, in above will be provided. the event public roadway improvements referenced in subsection a. above are delayed because of delays in the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in connection with the development for the cross-section improvements as generally depicted on the Rezoning Plan. 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 f. below; or (ii) contribute to CDOT and/or NCDOT as applicable, an amount equal to the estimated cost of the road cross-sections. improvements not completed due to the lack of available right of way, such funds to be used to complete such alternative roadway improvements in the general area of the Site in a manner reasonable agreeable to the Petitioner, CDOT and/or e. *NCDOT* as applicable.

indicated on the Rezoning Plan as right-of-way to be dedicated, the additional right-of-way will be dedicated prior to not provided. The permanent sidewalk easement will be located a minimum of two (2) feet behind the sidewalk where Storm Water services regulations and ordinances. Plantings may be adjusted to reflect these improvements.

f. Alternative Improvements. Changes to the above referenced roadway improvements can be approved through the

e. Right-of-way Conveyance. The Petitioner will dedicate via fee simple conveyance any additional right-of-way

For example, transportation improvements may be substituted and/or payment in lieu for other improvements in the overall **b.** The Site shall comply with the requirements of the City of Charlotte Tree Ordinance and the City Post Construction

g. Roadway Standards. All public roadway improvements will be subject to the standards and criteria of CDOT and c. A minimum of 15% of the Site will be provided as Tree Save areas as required by the Tree Ordinance. 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 d. For land disturbing activities occurring on the Site that exceed 10% built-upon area, peak control shall be installed for roadway projects taking place within the broad southern Mecklenburg area, by way of a private/public partnership the 10-year and 25-year, 6-hour storm and additional peak control provided for the appropriate storm frequency (i.e., 50- or effort or other public sector project support.

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

area of the rezoning may be implemented as described in subsection (d) above.

a. Access to the Site will be from Tom Short Road and an extension of Golf Links Drive as well as other public street Charlotte-Mecklenburg Storm Water Services and mitigate if required by City Ordinance. Petitioner acknowledges extensions and connections made from the Site and into the Site from adjoining properties as generally depicted on the 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.

b. The Petitioner has received approval of a Subdivision Street Exception as allowed by Section 20-23(d) of the 8. Open Space & Trails/Amenities: 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. Development Area D which shall include approximately 12-acres of natural preserve areas to include trails and other natural c. The extension of Camp Verde Ln. from Golf Links Dr. to Flat Branch creek (the proposed street located between) area related amenities (the exact location and configuration of these open space areas may vary; the final locations and

private street a public access easement will be recorded over the street. and attached dwelling unit Development Areas). Active open space areas will be areas improved with seating areas, trails, d. The Petitioner will fund up to six speed humps or equivalent traffic calming measures on the existing public streets recreation fields, tennis courts, playgrounds, swimming pools, amenitized ponds (i.e. water quality ponds/areas improved with within Stone Creek Ranch or just inside the Site that will be extended into the Site (i.e., Del Rio Rd., Turning Hawk Rd.,

achieved within (270) days of full build-out contemplated by the Rezoning as described in Section 3.a.

**f.** The new internal network required public streets will be designed and built to the Residential Wide Street standards. The new internal network required public streets, except for Golf Links Dr. extension, will be improved with an eight

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 will be provided; and (ii) for Development Area A a 30-foot setback as measured from 10. Lighting: 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

governmental authorities subject to applicable statutes, 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

or fewer driveways and/or additional private/public streets may be installed or removed with approval from appropriate

I. 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's/business association. An encroachment agreement must be approved by CDOT prior to construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability

insurance coverage requirements. III. Pedestrian Improvements

(8) foot planting strip and a six (6) foot sidewalk.

Sheet RZ-6 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, 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

13. Binding Effect of the Rezoning Application: 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:

plane (such as recesses, projections, and architectural details); and

. 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 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)

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

ii. Modulations shall be a minimum of ten (10') feet wide and shall project or recess a minimum of six (6) feet extending 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

**e.** The following standards shall apply to attached dwelling unit:

buildings are adjacent to each other.

i. Townhome units along a network required street will present a front elevation to the network required street.

ii. To provide privacy, all residential entrances within fifteen feet of the sidewalk along a network required street must be raised from the average sidewalk grade a minimum of twenty-four inches; iii. Pitched roofs, if provided, shall be symmetrically sloped no less than 4:12, except that roofs for porches and attached sheds may be no less than 2:12, unless a flat roof architectural style is employed;

iv. 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; v. Usable front porches shall be covered and be at least six (6) feet deep. Stoops and entry-level porches shall be covered and be at least three feet deep but shall not be enclosed;

building levels; Walkways shall be provided to connect all residential entrances to sidewalks along public and private

/iii. Roof top HVAC and related mechanical equipment will be screened from public view at grade from the

and side of the unit or provide blank wall provisions that limit the maximum blank wall expanse to ten feet on all

vi. All corner/end units that face a public or private street shall have a porch or stoop that wraps a portion of the front

ix. Service Area Screening - service areas such as dumpsters, refuse areas, recycling and storage shall be screened from view with materials and design to be compatible with principal structures.;

xi.Townhome units with garages will not be allowed to have individual driveways from network required streets

x. Meter banks will be screened from adjoining properties and from the abutting public streets; and

(public or private). Townhome units with garages may have access and front on an alley or non-network public or

**f.** The following standards shall apply to single family detached units:

i. The primary pedestrian entry to each dwelling unit shall face a frontage or a common open space if the open space is a ii. To provide privacy, all residential entrances within 15 feet of the sidewalk must be raised from the average sidewalk grade a minimum of 12 inches, subject to applicable deviations to address site constraints;

Pitched roofs, if provided, shall be symmetrically sloped no less than 6:12, except that roofs for porches and attached sheds may be no less than 2:12, unless a flat rood architectural style is employed: Substantial Completion. Reference to "substantial completion" for certain improvements as set forth in the provisions h. Usable porches and stoops shall form a predominate feature of the building design and be located on the front and/or of Section 4.I above shall mean completion of the roadway improvements in accordance with the standards set forth in Section side of the building. Usable front porches are covered and are at least 4 feet deep. Stoops and entry-level porches may be

before the first building certificate of occupancy is issued in connection with the development associated with the applicable CDOT) are not completed at the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in i. 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 connection with the development improvements described above, then CDOT may instruct applicable authorities to allow the side of the unit or blank wall provisions shall be implemented that limit the maximum blank wall expanse to 10 feet on all

Buildings may orient to open space in lieu of a public street. Garage doors proposed along public or private streets shall minimize the visual impact by providing one or more of the

ii. A garage door with windows and light fixtures on either side or above the garage door

Streetscape, Landscaping and Buffer: department or governmental body for the cost of any such acquisition including compensation paid by the applicable a. Setbacks and yards as required by the MX-2 (Innovative) zoning district and as allowed by the Innovative Provisions

acquisition of additional right-of-way as contemplated herein and such delay extends beyond the time that the b. The Petitioner shall dedicate 46 feet of right-of-way from the existing centerline of Tom Short Road and shall provide

. An eight (8) foot planting strip and twelve (12) foot multi-use path shall be provided along the Site's frontage on Tom

**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 sidewalks, and two 5-foot bike lanes. The determination as to which pedestrian and bicycle improvements will be made will be determined in conjunction with CDOT and Planning

Along the Site's internal public streets, the Petitioner shall provide a sidewalk and a crosswalk network that links all of the principal buildings on the Site with one another by way of links to sidewalks along the abutting public or private streets

and/or other pedestrian features. The minimum width for these internal sidewalks shall be a minimum of six (6') feet.

A 200' wide Class C buffer area will be provided along the northerly boundary of the Site as generally depicted on the the issuance of the first certificate of occupancy. The Petitioner will provide a permanent sidewalk easement for any Rezoning Plan; sidewalks/trails/bike paths and similar improvements as well as in Development Area A school recreation of the proposed sidewalks located along the public streets located outside of the right-of-way where ROW dedication is facilities may be installed within this buffer area. In addition, improvements to the buffer may be made as allowed by City

comparable transportation network benefits to the improvements identified in this Petition in the overall area of the with this rezoning. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and

100-year, 6-hour) as determined by the Stormwater Administrator based on a downstream flood analysis provided by the e. Development within any SWIM/PCSO Buffer shall be coordinated with and subject to approval by

7. Environmental Features:

Stormwater Ordinance

Administrative Amendment process upon the determination and mutual agreement of Petitioner, CDOT and the a. The location, size, and type of storm water management systems depicted on the Rezoning Plan are subject to review

Planning Director; provided, however, the proposed alternate transportation improvements provide (in the aggregate) and approval as part of the full development plan submittal and are not implicitly approved from and engineering perspective

**a.** The Petitioner will provide a series of passive and active open space areas throughout the Site with an emphasis on Development Area A and Development Area E) may be constructed as network required private street. The street configuration of the open space areas will be determined/finalized during each phase of the subdivision approval process). A cross-section will be constructed to meet local residential street standards. If this street is constructed as a network required \( \) minimum of 25 \( \) of the Site will be provided as passive open space areas and a minimum of 17\( \) of the Site area will be I provided and improved as active open space areas (this will include middle school fields and open space areas within the MF Kyrene Rd., Mesa Verde Rd. and Raffia Rd.). The funding of the proposed traffic calming measures is based on Stone Creek and guests of the community. Passive open space areas will be environmental areas such as tree save areas, water quality buffers, slopes, tree save areas of the community. It is understood passive open spaces within the tree save areas shall adhere to the tree save standards.

**b.** The approximately 12-acres of natural preserve area set forth as a portion of Development Area D when developed shall The extension of Turning Hawk Rd. and Kyrene Rd. into the Site will be designed and constructed as choker road include the trails and other natural area related amenities as described and subject to the provisions of subsection 8.a. above. When developed these trails and related amenities shall be privately owned and maintained but shall be accessible to the public for enjoyment subject to customary repair and maintenance needs, security and public safety needs and other similar reasonable use guidelines. The trail entrances to this 12-acre natural preserve area will be signed to indicate 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 shall record a public access easement that will ensure that 12-acre natural preserve area will remain open

As part of the Site's improved open space areas the Petitioner will construct a playground for children.

to the public subject to the rules and policies established by the Petitioner.

a. All new lighting shall be capped, and downwardly directed.

accordance with the provisions herein and of Chapter 6 of the Ordinance.

a. Signage as allowed by the Ordinance may be provided.

b. 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: 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 the Site. The 100-foot easement to be conveyed as development within each

Development 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 easement will be conveyed. The 100-foot

easement within Development Area F will be conveyed when the easement within Development Area E is required to

representatives, successors in interest or assigns.

12. Amendments to the Rezoning Plan: a. Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners of the applicable Development Area or portion of the Site affected by such amendment in

a. If this Rezoning Petition is approved, all conditions applicable to the development of the Site imposed under the

Rezoning Plan will, unless amended in the manner provided herein and under the Ordinance, be binding upon and

inure to the benefit of the Petitioner and subsequent owners of the Site and their respective heirs, devisees, personal

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RZ #2023-046

CHARLOTTE, NC

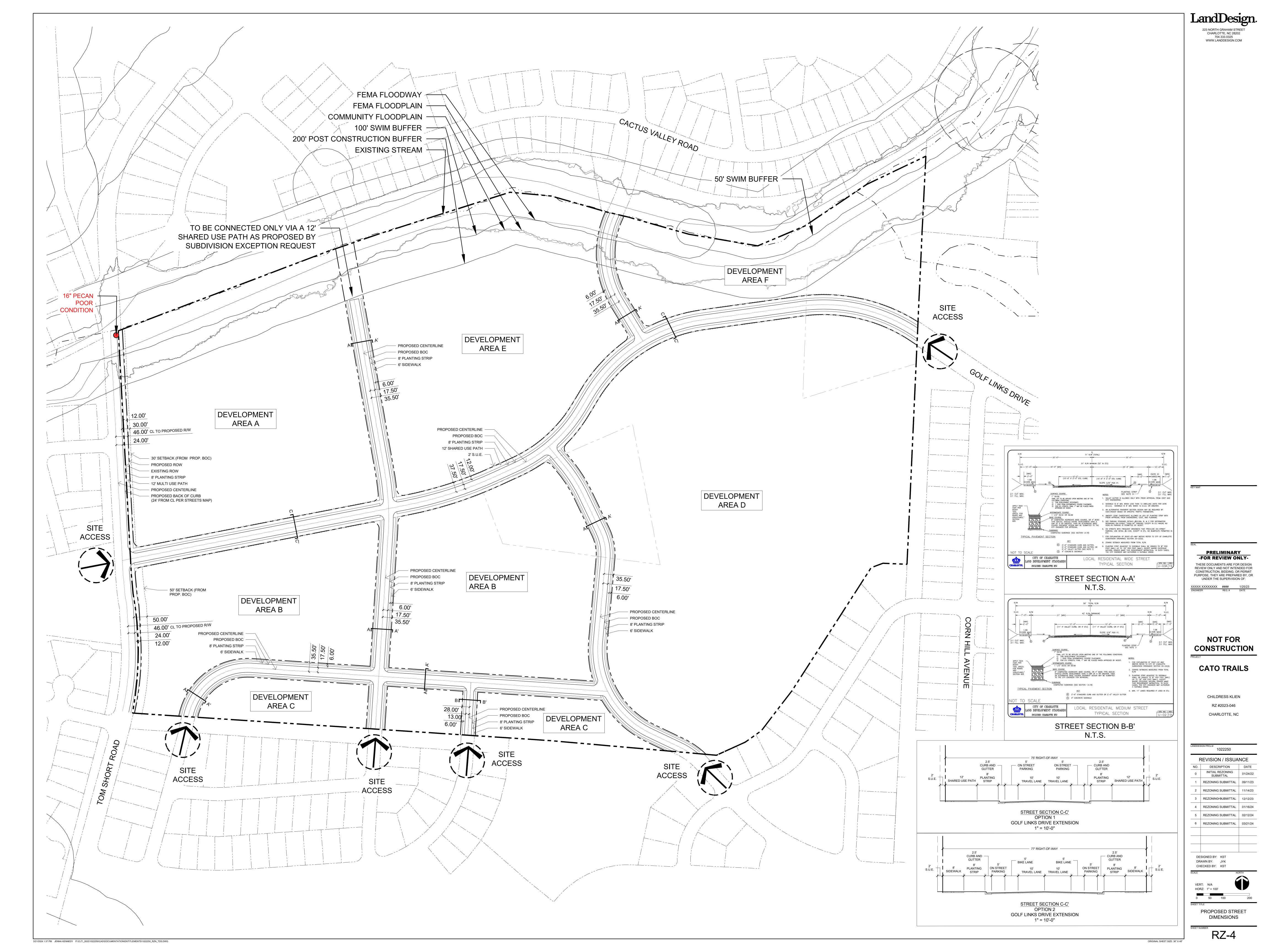
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REVISION / ISSUANCE DESCRIPTION INITIAL REZONING SUBMITTAL REZONING SUBMITTAL 09/11/23 2 REZONING SUBMITTAL 11/14/23 3 REZONING-SUBMITTAL 12/12/23 4 REZONING SUBMITTAL 01/16/24 5 REZONING SUBMITTAL 02/12/24 6 REZONING SUBMITTAL 03/21/24 DESIGNED BY: KST DRAWN BY: JYK

HORZ: AS NOTED

**DEVELOPMENT STANDARDS** 

CHECKED BY: KST





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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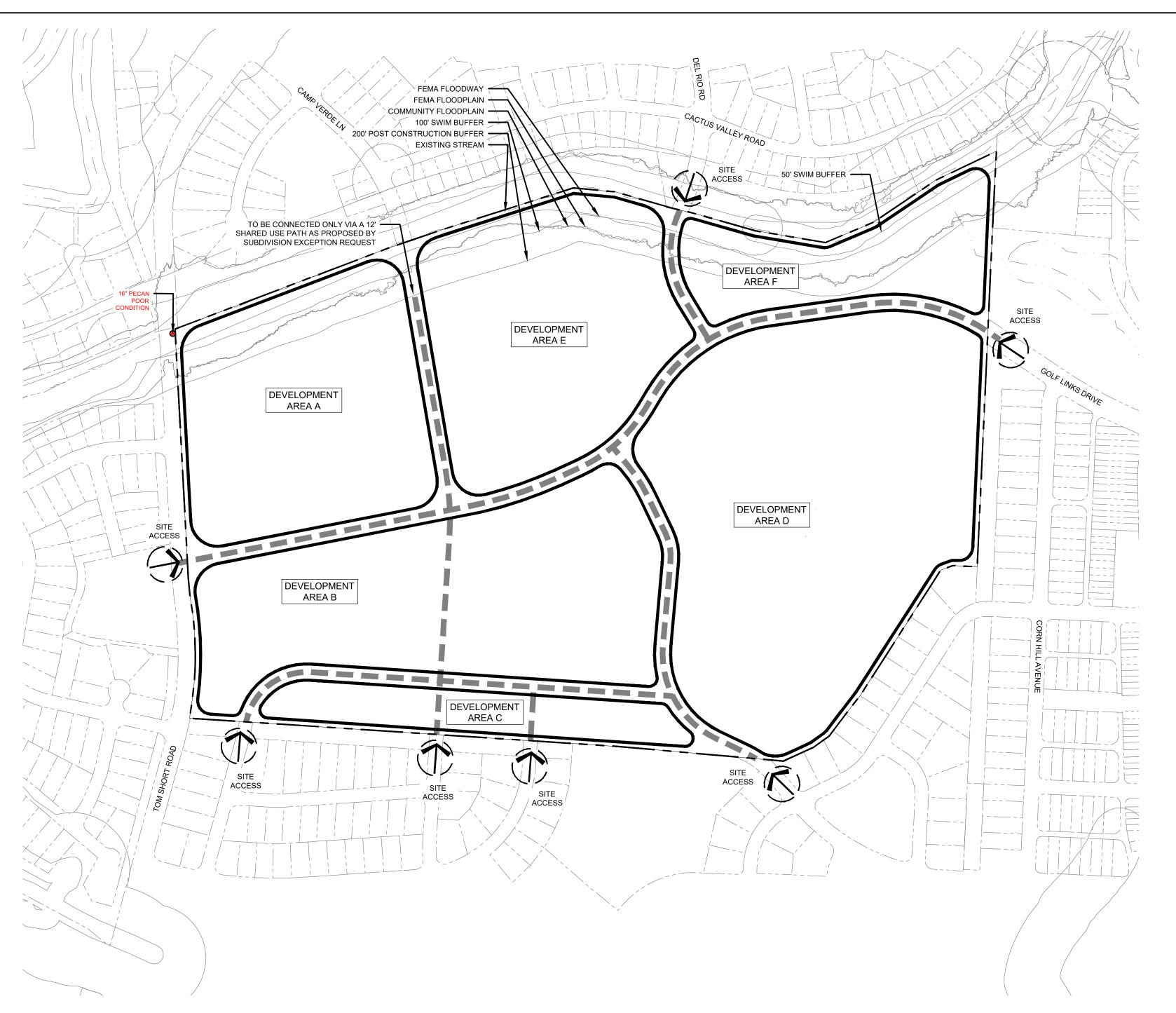
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RZ #2023-046
CHARLOTTE, NC

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

CHECKED BY: KST



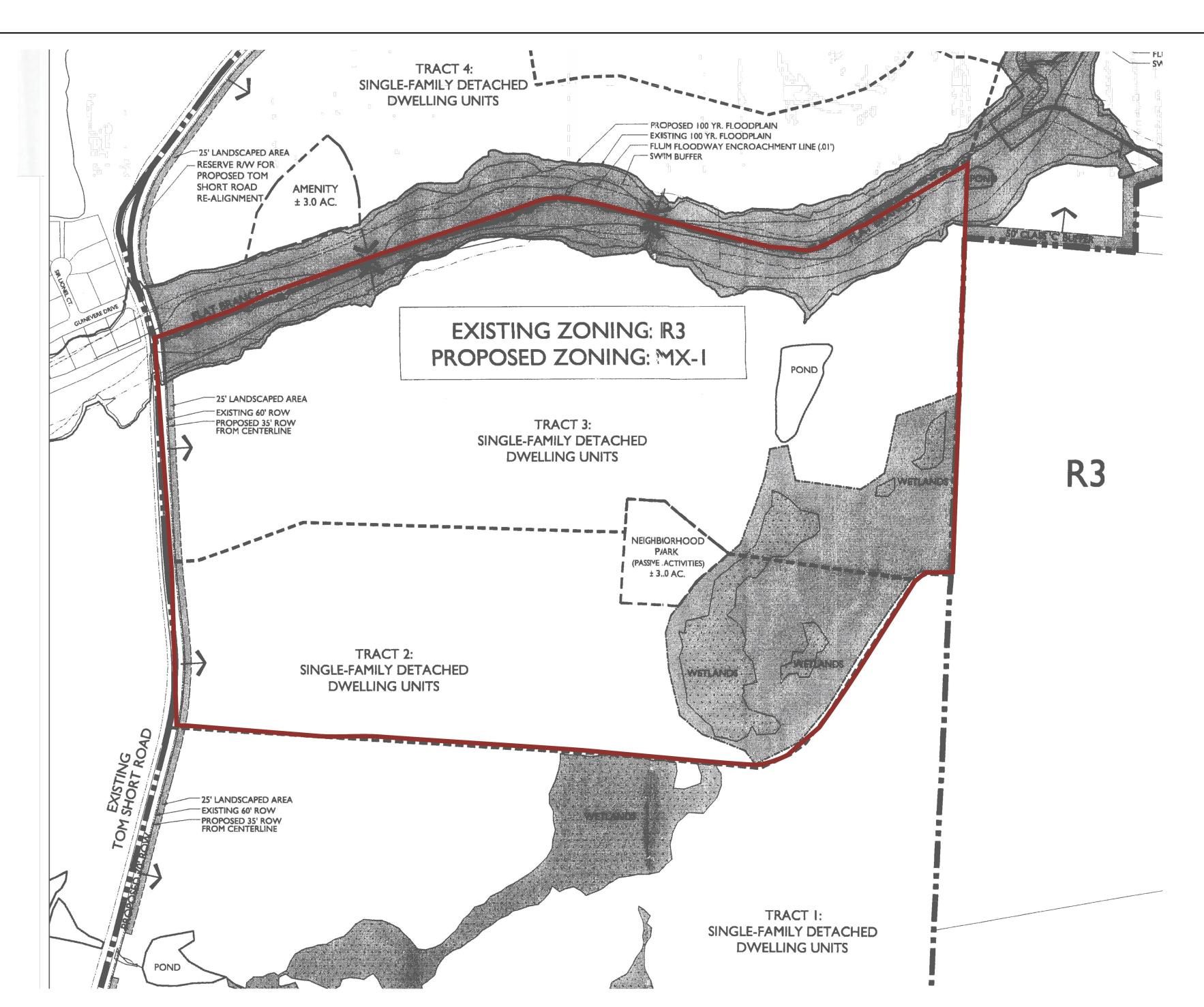
CONCEPTUAL -ASPIRATIONAL ACTIVITY



PROPOSED TECHNICAL DATA SHEET



PROPOSED MASTER PLAN



PREVIOUS TECHNICAL DATA SHEET



PREVIOUS ZONING MASTER PLAN

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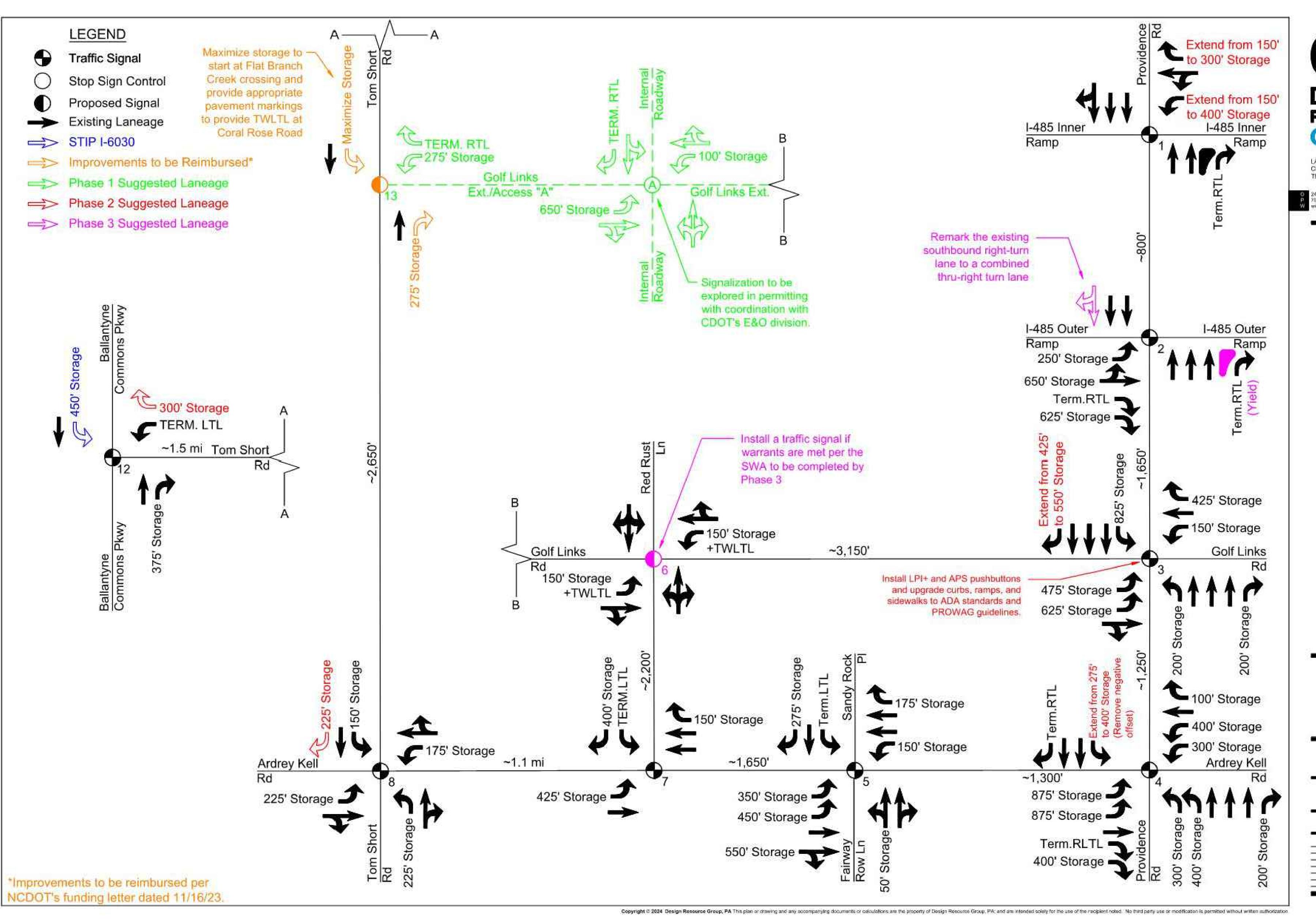
CHARLOTTE, NC

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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	
DR	SIGNED BY: KST AWN BY: JYK ECKED BY: KST		

VERT: N/A
HORZ: N.T.S.

MISC. EXISTING ZONIN

JMBER \_\_\_\_\_





PHASE 3 SUGGESTED LANEAGE

PROJECT #:

CHECKED BY:

JANUARY 2024 REVISIONS: January 2024

Figure 18

6 REZONING SUBMITTAL 03/21/24

ORIGINAL SHEET SIZE: 36" X 48"

DRAWN BY: JYK

DESIGNED BY: KST

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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