



TABLE OF CONTENTS:

RZ-0 VISION STATEMENT
RZ-1 TECHNICAL DATA SHEET
RZ-2 SCHEMATIC SITE PLAN
RZ-3 DEVELOPMENT STANDARDS
RZ-4 PROPOSED STREET DIMENSIONS
RZ-5 CONCEPTUAL / ASPIRATIONAL CONNECTIVITY
RZ-6 MISC. EXISTING ZONING
RZ-7 LANEAGE

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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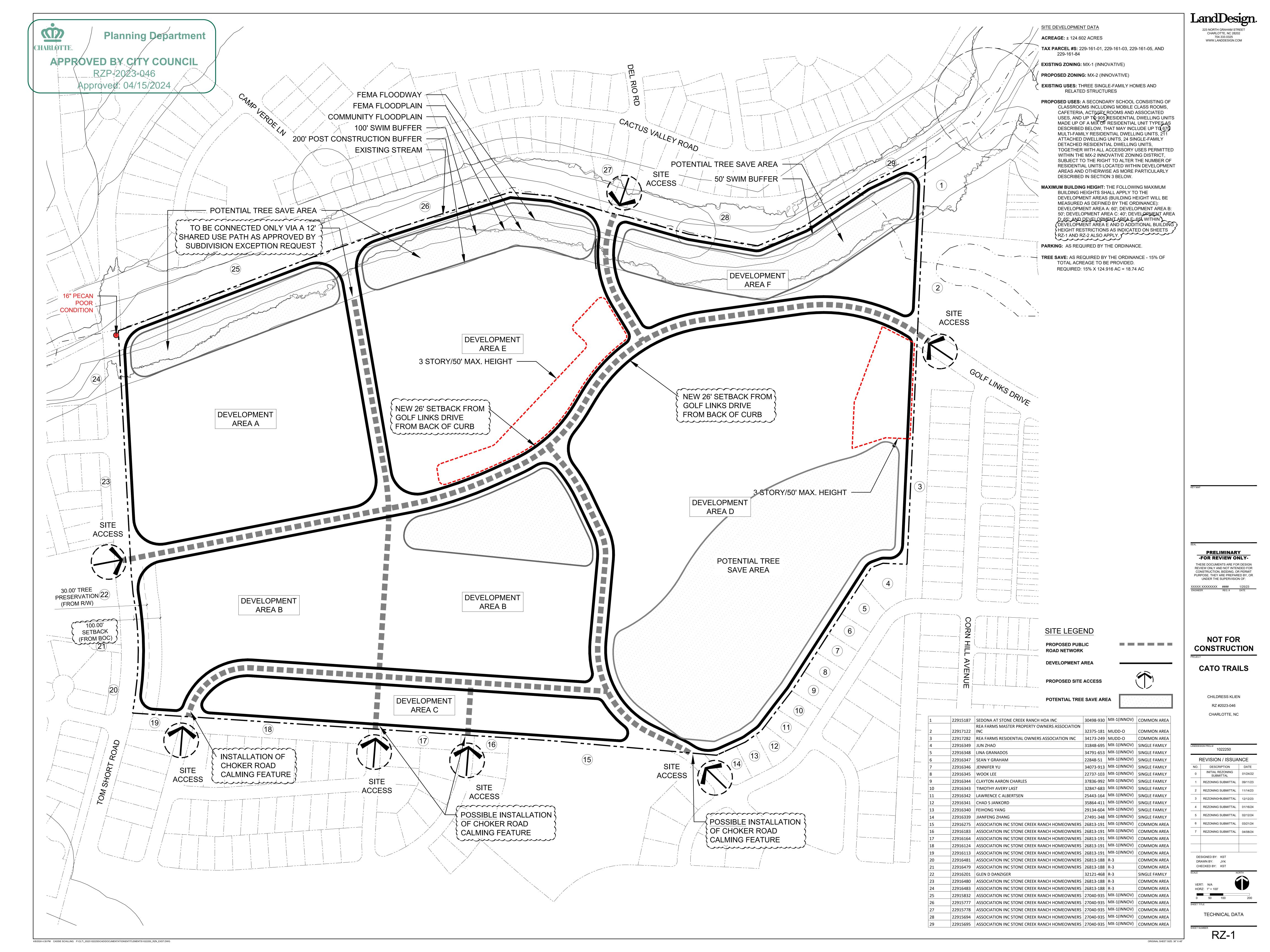
CATO TRAILS

CHILDRESS KLIEN RZ #2023-046 CHARLOTTE, NC

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		
7	REZONING SUBMITTAL	04/08/24		

ERT: N/A ORZ:







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CATO TRAILS

CHILDRESS KLIEN

RZ #2023-046

CHARLOTTE, NC

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NO.	DESCRIPTION	DATE
0	INITIAL REZONING SUBMITTAL	01/24/2
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4	REZONING SUBMITTAL	01/16/2
5	REZONING SUBMITTAL	02/12/2
6	REZONING SUBMITTAL	03/21/2
7	REZONING SUBMITTAL	04/08/2
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	IECKED BY: KST	

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

TITLE

SCHEMATIC SITE PLAN

RZ-2

-- EXISTING USES: THREE SINGLE-FAMILY HOMES AND RELATED STRUCTURES.

OTHERWISE AS MORE PARTICULARLY DESCRIBED IN SECTION 3 BELOW.

LOCATED ON TOM SHORT ROAD (THE "SITE").

DWELLING WHITS MADE UP OF A MIX OF RESIDENTIAL UNIT TYPES AS DESCRIBED BELOW, THAT MAY DWELLING UNITS AND ASSOCIATED USES SUCH AS CLUBHOUSE AND AMENITY AREAS TOGETHER WITH ALL INCLUDE UP TO 670 MULTI FAMILY RESIDENTIAL DWELLING UNITS, 211 ATTACHED DWELLING UNITS.

--PROPOSED USES: A SECONDARY SCHOOL CONSISTING OF CLASSROOMS INCLUDIN<mark>∳</mark> MOBILE CLASS

DEVELOPMENT AREAS (BUILDING HEIGHT WILL BE MEASURED AS DEFINED BY THE ORDINANCE) DEVELOPMENT AREA A: 60'; DEVELOPMENT AREA C: 40'; DEVELOPMENT AREA C: 40'; DEVELOPMENT AREA C: 40'; DEVELOPMENT AREA C: 40'; DEVELOPMENT AREA C MAY BE DEVELOPED WITH UP TO 24 SINGLE FAMILY DETACHED HOMES/LOTS WE PROPOSE THE FOLLOWING ACCESS CONFIGURATION AREA D: 65'; AND DEVELOPMENT AREA E: 65'. WITHIN DEVELOPMENT AREA E AND D ADDITIONAL) TOGETHER WITH ALL ACCESSORY USES PERMITTED WITHIN THE MX-2 INNOVATIVE ZONING DISTRICT. BUILDING HEIGHT RESTRICTIONS AS INDICATED ON SHEETS RZ-1 AND RZ-2 ALSO APPLY --PARKING: AS REQUIRED BY THE ORDINANCE.

--MAXIMUM BUILDING HEIGHT: THE FOLLOWING MAXIMUM BUILDING HEIGHTS SHALL APPLY TO THE

GENERAL PROVISIONS:

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 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 DEVELOPMENT AREAS (AND OTHER SUB-AREAS WITHIN THE DEVELOPMENT AREAS) AS GENERALLY (DWELLING UNITS MUST) BE CONSTRUCTED ON THE SITE. DEPICTED ON THE TECHNICAL DATA SHEET AS DEVELOPMENT AREAS A, B, C, D, E AND F (EACH A "DEVELOPMENT AREA" AND COLLECTIVELY THE "DEVELOPMENT AREAS"). d. GRAPHICS AND 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 4.

ELEMENTS (COLLECTIVELY THE "DEVELOPMENT/SITE ELEMENTS") SET FORTH ON THE REZONING PLAN

LAYOUT, LOCATIONS, SIZES, AND FORMULATIONS OF THE DEVELOPMENT/SITE ELEMENTS DEPICTED ON

THE REZONING PLAN ARE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS 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 MODIFICATIONS FROM THE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS. (THE "TIS"). 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:

AREAS) INDICATED ON THE REZONING PLAN.

EXPRESSLY PERMITTED BY THE REZONING PLAN (IT IS UNDERSTOOD THAT IF A MODIFICATION IS EXPRESSLY PERMITTED BY THE REZONING PLAN IT IS DEEMED A MINOR MODIFICATION FOR THE FOR PHASE 1, 2 OR 3 CONDITIONS SET FORTH IN SUBSECTION A. BELOW (SUBJECT TO ADJUSTMENTS AS 1 CMS SCHOOL DEVELOPMENT: PURPOSES OF THESE DEVELOPMENT STANDARDS); OR MINOR AND DON'T MATERIALLY CHANGE THE OVERALL DESIGN INTENT DEPICTED ON THE REZONING OF THIS SECTION 4): PLAN; OR TO ADJACENT PROPERTIES IN A RESIDENTIAL DISTRICT OR ABUTTING RESIDENTIAL USE BUT NO CLOSER CONTEMPLATED FOR DEVELOPMENT AREA A THAN THE "EXTERNAL BUILDING LINE" (IN THIS CASE THE EXTERNAL SETBACKS, REAR YARDS, OR BUFFER

THE PLANNING DIRECTOR WILL DETERMINE IF SUCH MINOR MODIFICATIONS ARE ALLOWED PER THIS AND AMENDED PROCESS, AND IF IT IS DETERMINED THAT THE ALTERATION DOES NOT MEET THE CRITERIA APPEAL RIGHTS SET FORTH IN THE ORDINANCE.

e. NUMBER OF BUILDINGS PRINCIPAL AND ACCESSORY. NOTWITHSTANDING THE NUMBER OF BUILDINGS

OR LOTS SHOWN ON THE REZONING PLAN, THE NUMBER OF PRINCIPLE USE BUILDINGS CONSTRUCTED ON a. REQUIRED IMPROVEMENTS: THE SITE SHALL NOT EXCEED 120 (EXCLUDING ACCESSORY USE BUILDINGS AND MOBILE CLASSROOM PLAN AS TO THE DEVELOPMENT/SITE ELEMENTS, DEVELOPMENT AREAS AND PORTIONS OF THE SITE INTERSECTION AREA SET OUT). 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 PHASE 2 CONDITIONS AND/OR OWNERS OF THE APPLICABLE PORTION OF THE SITE UNDER DEVELOPMENT RESERVE 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 ALONG THE EXTERIOR BOUNDARY OF THE SITE SHALL BE ADHERED TO AS A WHOLE AND NOT INDIVIDUAL PORTIONS,

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 2. I-485 NORTHBOUND RAMP & PROVIDENCE ROAD (SIGNALIZED) 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 HAS DEVELOPED SOUTH OF I-485 AND EAST AND WEST OF • NO SUGGESTED IMPROVEMENTS. 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 3. PROVIDENCE ROAD & GOLF LINKS DRIVE (SIGNALIZED) 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 STANDARDS AND PROWAG GUIDELINES. MIGHT TAKE PLACE IN OTHER DEVELOPMENT AREAS B, D AND E TO ACCOMMODATE A VARIETY OF SETBACK AND YARD WIDTHS AND OTHER DEVELOPMENT ELEMENTS SO AS TO ALLOW FOR A PEDESTRIAN PHASE 3 CONDITIONS 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. A MINIMUM LOT SIZE FOR SINGLE-FAMILY DETACHED LOTS OF 5,500 SQUARE FEET. A MINIMUM LOT WIDTH FOR SINGLE-FAMILY DETACHED LOTS OF FIFTY (50') FEET.

iii. A MINIMUM FRONT SETBACK FOR SINGLE-FAMILY DETACHED LOTS OF 16-FEET AS MEASURED FROM THE PROPOSED BACK OF CURB; IN THE EVENT A DRIVEWAY IS PROVIDED WITHOUT A GARAGE, THE SETBACK SHALL BE INCREASED TO TWENTY (20') FEET AS MEASURED FROM THE BACK OF THE SIDEWALK.

iv. A MINIMUM REAR YARD FOR SINGLE-FAMILY DETACHED LOTS OF TWENTY (20') FEET UNLESS LOT HAS ALLEY ACCESS IN WHICH A REAR YARD OF FIVE (5') FEET IS ALLOWED; v. A MINIMUM SIDE YARD OF FIVE (5') FEET FOR SINGLE FAMILY DETACHED LOTS (INCLUDING ALONG

v. SINGLE-FAMILY DETACHED LOTS MAY FRONT ON PUBLIC OR PRIVATE STREETS (IF PRIVATE STREETS PHASE 2 CONDITIONS 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

ATTACHED DWELLING UNITS. THE PETITIONER HEREBY SEEKS THE FOLLOWING INNOVATIVE DEVELOPMENT STANDARDS IN CONNECTION WITH ATTACHED DWELLING UNIT DEVELOPMENT TAKING 6. RED RUST LANE & GOLF LINKS DRIVE (UNSIGNALIZED) 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 PHASE 2 CONDITIONS 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 PHASE 2 CONDITIONS

ALLEY ACCESS IN WHICH A REAR YARD OF FIVE (5') FEET IS ALLOWED; iv. A MINIMUM SIDE YARD OF FIVE (5') FEET FOR ATTACHED DWELLING UNITS (INCLUDING ALONG PUBLIC

STREETS): PHASE 3 CONDITIONS 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 PHASE 2 CONDITIONS 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:

___THE SITE MAY BE DEVELOPED WITH UP TO 905 RESIDENTIAL DWELLING UNITS THAT MAY INCLUDE UP • NO SUGGESTED IMPROVEMENTS. TO 670 MULTI-FAMILY RESIDENTIAL UNITS, 211 ATTACHED DWELLING UNITS, 24 SINGLE-FAMILY DETACHED RESIDENTIAL UNITS, AND A SECONDARY SCHOOL CONSISTING OF CLASSROOMS INCLUDING MOBILE CLASSROOMS, CAFETERIA, ACTIVITY ROOMS AND OTHER ASSOCIATED USES, IN ACCORDANCE WITH THE INNOVATIVE PROVISIONS DESCRIBED ABOVE; EACH SUCH USE AS ALLOWED BY RIGHT AND UNDER PRESCRIBED CONDITIONS, TOGETHER WITH ACCESSORY USES AS PERMITTED IN THE MX-2 INNOVATIVE ZONING DISTRICT, INCLUDING, WITHOUT LIMITATION, COMMUNITY CLUBHOUSE, RECREATION, OPEN SPACE AND RELATED USES (E.G. IMPROVED PASSIVE AND ACTIVE OPEN SPACES, GATHERING SHELTERS, 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 PHASE 1 CONDITIONS DEVELOPMENT AREAS AS DESCRIBED BELOW AND WITHIN THE DEVELOPMENT AREAS ON THE REZONING PLAN MAY BE INCREASED BY THE NUMBER LISTED BELOW AS THE "ADJUSTED INCREASE AMOUNT" PROVIDED THAT OTHER UNIT AMOUNTS ARE REDUCED AS DESCRIBED BELOW, AND IN ANY EVENT THE TOTAL NUMBER OF MULTI-FAMILY UNITS ON THE SITE DOES NOT EXCEED 670 UNITS, AND THE TOTAL NUMBER OF ALL DWELLING UNITS ON THE SITE DOES NOT EXCEED 905 JUNITS.

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b. DENSITY BONUS. TO ACCOMMODATE THE PROPOSED CMS SCHOOL ON THE SITE THE PETITIONER PHASE 1 CONDITIONS REQUESTS A DENSITY BONUS AS ALLOWED BY THE ORDINANCE BY INCREASING THE AMOUNT OF REQUIRED COMMON OPEN SPACE FROM 10% TO 19.7% (24.54 ACRES). THEREFORE, THE PETITIONER REQUESTS AN INCREASE IN THE NUMBER OF ALLOWED UNITS FROM 836 UNITS TO 905 UNITS (AN INCREASE OF(69) INITS). 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, PHASE 2 CONDITIONS TOGETHER WITH ALL ACCESSORY USES PERMITTED WITHIN THE MX-2 INNOVATIVE ZONING DISTRICT, AS MORE PARTICULARLY DESCRIBED IN THESE DEVELOPMENT STANDARDS. ROOMS, CAFETERIA, ACTIVITY ROOMS AND ASSOCIATED USES, AND UP TO \$605 RESIDENTIAL d. DEVELOPMENT AREA D & E MAY BE DEVELOPED WITH (I) UP TO 670 MULTI-FAMILY AND/OR ATTACHED PHASE 3 CONDITIONS

ACCESSORY USES PERMITTED WITHIN THE MX-2 INNOVATIVE ZONING DISTRICT, PROVIDED, HOWEVER THE • NO ADDITIONAL SUGGESTED IMPROVEMENTS. 24 SINGLE-FAMILY DETACHED RESIDENTIAL DWELLING UNITS, TOGETHER WITH ALL ACCESSORY NUMBER OF PERMITTED UNITS MAY BE INCREASED FOR DEVELOPMENT AREA D & E BY UP TO 68 UNITS BY USES PERMITTED WITHIN THE MX-2 INNOVATIVE ZONING DISTRICT, SUBJECT TO THE RIGHT TO WAY OF A REDUCTION IN THE NUMBER OF RESIDENTIAL UNITS ALLOCATED IN THE AGGREGATE TO ALTER THE NUMBER OF RESIDENTIAL UNITS LOCATED WITHIN DEVELOPMENT AREAS AND DEVELOPMENT AREA B UP PROVIDED THAT THE TOTAL OF MULTI-FAMILY UNITS DOES NOT EXCEED (670) MULTI-FAMILY UNITS; AND (II) A ±12 ACRE NATURAL PRESERVE AREA THAT WILL CONTAIN TRAILS AND

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 (211) ATTACHED DWELLING UNITS OR 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 "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 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.

TRAILS AND OTHER ASSOCIATED OPEN SPACE AMENITIES. ORDINANCE. UNLESS THE REZONING PLAN ESTABLISHES MORE STRINGENT STANDARDS, THE REGULATIONS ESTABLISHED UNDER THE ORDINANCE FOR THE MX-2 (INNOVATIVE) ZONING CLASSIFICATION h. ATTACHED/SINGLE-FAMILY DETACHED HOMES/LOTS: NO LESS THAN 90 ATTACHED DWELLING UNITS ANALYSIS (VOLUME ASSUMPTIONS AND ANALYSIS CAN BE FOUND IN THE APACHED DWELLING UNITS AND SHALL BE INSTALLED IN CONNECTION WITH THE PHASE 1 CMS SCHOOL: SITE PRIOR TO ISSUANCE OF THE CERTIFICATE OF OCCUPANCY FOR THE (400") MULTI-FAMILY DWELLING

> NO FEWER THAN 14 SINGLE-FAMILY DETACHED DWELLING UNITS AND NO LESS THAN 125 ATTACHED THE EXISTING STRUCTURES LOCATED ON THE SITE MAY REMAIN OR MAY BE REMOVED.

TRANSPORTATION IMPROVEMENTS, ACCESS AND MULTIMODAL/PEDESTRIAN IMPROVEMENTS: SHALL BE REVIEWED IN CONJUNCTION WITH THE PROVISIONS OF THESE DEVELOPMENT STANDARDS. THE

MPROVEMENTS GENERALLY; PHASES OF DEVELOPMENT. THE PETITIONER MAY PROVIDE OR CAUSE TO BE PROPOSED. CHANGES TO THE REZONING PLAN NOT ANTICIPATED BY THE REZONING PLAN WILL BE PROVIDED ON ITS OWN OR IN COOPERATION WITH OTHER PARTIES WHO MAY IMPLEMENT PORTIONS OF THE IMPROVEMENTS, THE IMPROVEMENTS SET FORTH BELOW IN ACCORDANCE WITH THE FOLLOWING IMPLEMENTATION PROVISIONS. IT IS UNDERSTOOD THE FOLLOWING SECTION AND SPECIFIC INTENDED THAT THIS REZONING PLAN PROVIDE FOR FLEXIBILITY IN ALLOWING SOME ALTERATIONS OR IMPROVEMENTS MAY BE AMENDED TO ALIGN WITH FINAL APPROVED TRANSPORTATION IMPACT STUDY

> ALL TRANSPORTATION IMPROVEMENTS WILL BE SUBSTANTIALLY COMPLETED AND APPROVED BY CDOT AND/OR NCDOT, AS APPLICABLE, BEFORE THE FIRST BUILDING CERTIFICATE OF OCCUPANCY IS ISSUED IN MIDDLE SCHOOL DRIVEWAY CONNECTION WITH THE DEVELOPMENT ASSOCIATED WITH THE APPLICABLE PHASE 1. 2 OR 3 DEVELOPMENT AS DESCRIBED BELOW AND CORRESPONDING TO THE TRANSPORTATION IMPROVEMENTS WE PROPOSE THE FOLLOWING DRIVEWAY CONFIGURATION TO BE INSTALLED IN CONNECTION WITH PHASE MAY BE ALLOWED BY CDOT AND, IF APPLICABLE NCDOT, AND AS PROVIDED IN THE REMAINING PROVISIONS

iii. MODIFICATIONS TO MOVE STRUCTURES GRAPHICALLY DEPICTED ON THE REZONING PLAN CLOSER -PHASE 1 DEVELOPMENT: ALLOWS DEVELOPMENT OF THE MIDDLE SCHOOL AND ASSOCIATED USES

-PHASE 2 DEVELOPMENT: PROVIDES FOR DEVELOPMENT OF UP TO 390 UNITS (WHETHER MULTI-FAMILY UNITS, SINGLE FAMILY ATTACHED UNITS OR SINGLE FAMILY DETACHED UNITS) IN ADDITION TO PHASE 1

TO PHASE 1 AND PHASE 2 DEVELOPMENT.

IF A PHASE IS NOT LISTED FOR AN IMPROVEMENT. NO IMPROVEMENT IS REQUIRED FOR SUCH PHASE (E.G., PLANNED/UNIFIED DEVELOPMENT. THE SITE SHALL BE VIEWED AS A PLANNED/UNIFIED DEVELOPMENT IF "PHASE 1 CONDITIONS" IS NOT SET FORTH THEN NO IMPROVEMENTS ARE NEEDED FOR THE

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

1. I-485 SOUTHBOUND RAMP & PROVIDENCE ROAD (SIGNALIZED)

PHASE 2 CONDITIONS

CONDITIONS.

REMARK THE EXISTING SOUTHBOUND RIGHT-TURN LANE TO A COMBINED THRU-RIGHT TURN LANE.

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 OCCUPANCY. THE PETITIONER WILL PROVIDE A PERMANENT SIDEWALK EASEMENT FOR ANY OF THE

NO SUGGESTED IMPROVEMENTS.

4. PROVIDENCE ROAD & ARDREY KELL ROAD (SIGNALIZED

PHASE 2 CONDITIONS

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

 NO ADDITIONAL SUGGESTED IMPROVEMENTS. 5. ARDREY KELL ROAD & SANDY ROCK PLACE (SIGNALIZED)

 NO SUGGESTED IMPROVEMENTS. PHASE 3 CONDITIONS

NO SUGGESTED IMPROVEMENTS.

NO SUGGESTED IMPROVEMENTS.

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

7. RED RUST LANE & ARDREY KELL ROAD (SIGNALIZED)

NO SUGGESTED IMPROVEMENTS.

 NO SUGGESTED IMPROVEMENTS. TOM SHORT ROAD & ARDREY KELL ROAD (SIGNALIZED)

 CONSTRUCT A SOUTHBOUND RIGHT TURN LANE WITH 225 FEET OF STORAGE. PHASE 3 CONDITIONS

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

 NO SUGGESTED IMPROVEMENTS. 10. 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.

12. BALLANTYNE COMMONS PARKWAY & TOM SHORT ROAD (SIGNALIZED)

CONSTRUCT A NORTHBOUND RIGHT TURN LANE WITH 275 FEET OF STORAGE.

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

TOM SHORT ROAD & ACCESS "A"/GOLF LINKS DRIVE (FUTURE SIGNAL)

 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 SOUTHBOUND LEFT TURN LANE WITH MAXIMIZED STORAGE TO START AT THE FLAT 5. 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.

ADDITIONAL REQUIRED IMPROVEMENTS:

DEVELOPMENT AREA F MAY BE DEVELOPED WITH OPEN SPACE, STORM WATER STRUCTURES AND INTERNAL INTERSECTION "A" **ENVIRONMENT THROUGH THE FOLLOWING:** THE INTERNAL INTERSECTION WAS ANALYZED TO CREATE A COMPLETE MODEL AND THE FOLLOWING 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)

> 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

INTERNAL INTERSECTION "A" (RESIDENTIAL ONLY) THE FOLLOWING CONFIGURATIONS ARE RECOMMENDED AND SHALL BE INSTALLED IN CONNECTION WITH PHASE 2 OR PHASE 3 RESIDENTIAL DEVELOPMENT: EASTBOUND - A COMBINED LEFT-THRU-RIGHT TURN LANE.

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

COMPLETION OF THE APPLICABLE IMPROVEMENTS.

TERMINATES AT THE PROPOSED MIDDLE SCHOOL DRIVEWAY.

 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

B. ABOVE PROVIDED, HOWEVER, IN THE EVENT CERTAIN NON-ESSENTIAL ROADWAY IMPROVEMENTS (AS DESCRIBED ABOVE, THE PETITIONER SHALL THEN FOLLOW THE ADMINISTRATIVE AMENDMENT PROCESS
-PHASE 3 DEVELOPMENT: PROVIDES FOR DEVELOPMENT OF UP TO AN ADDITIONAL 527 UNITS (WHETHER REASONABLY DETERMINED BY CDOT) ARE NOT COMPLETED AT THE TIME THAT THE PETITIONER SEEKS TO PER SECTION 6.207 OF THE ORDINANCE; IN EACH INSTANCE, HOWEVER, SUBJECT TO THE PETITIONER'S MULTI-FAMILY UNITS, SINGLE FAMILY ATTACHED UNITS OR SINGLE FAMILY DETACHED UNITS) IN ADDITION OBTAIN A CERTIFICATE OF OCCUPANCY FOR BUILDING(S) ON THE SITE IN CONNECTION WITH THE DEVELOPMENT IMPROVEMENTS DESCRIBED ABOVE, THEN COOT MAY INSTRUCT APPLICABLE AUTHORITIES iv. USABLE PORCHES AND STOOPS SHALL FORM A PREDOMINANT FEATURE OF THE BUILDING DESIGN TO ALLOW THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR THE APPLICABLE BUILDINGS, AND IN AND BE LOCATED ON THE FRONT AND/OR SIDE OF THE BUILDING; SUCH EVENT THE PETITIONER MAY BE ASKED TO POST A LETTER OF CREDIT OR A BOND FOR ANY

> d. RIGHT-OF-WAY AVAILABILITY. IT IS UNDERSTOOD THAT SOME OF THE PUBLIC ROADWAY OVER A MINIMUM OF A 60-DAY PERIOD, THE PETITIONER IS UNABLE TO ACQUIRE ANY LAND NECESSARY TO THAT LIMIT THE MAXIMUM BLANK WALL EXPANSE TO TEN FEET ON ALL BUILDING LEVELS; 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 PROCEED WITH ACQUISITION OF ANY PUBLIC AND PRIVATE STREETS; SUCH LAND. IN SUCH EVENT, THE PETITIONER SHALL REIMBURSE THE APPLICABLE AGENCY, DEPARTMENT OR GOVERNMENTAL BODY FOR THE COST OF ANY SUCH ACQUISITION INCLUDING COMPENSATION PAID BY

EXPENSES OF SUCH PROCEEDINGS. FURTHERMORE, IN THE EVENT PUBLIC ROADWAY IMPROVEMENTS GRADE FROM THE NEAREST STREET; REFERENCED IN SUBSECTION A. ABOVE ARE DELAYED BECAUSE OF DELAYS IN THE ACQUISITION OF ADDITIONAL RIGHT-OF-WAY AS CONTEMPLATED HEREIN AND SUCH DELAY EXTENDS BEYOND THE TIME ix. SERVICE AREA SCREENING - SERVICE AREAS SUCH AS DUMPSTERS, REFUSE AREAS, RECYCLING THAT THE PETITIONER SEEKS TO OBTAIN A CERTIFICATE OF OCCUPANCY FOR BUILDING(S) ON THE SITE IN AND STORAGE SHALL BE SCREENED FROM VIEW WITH MATERIALS AND DESIGN TO BE COMPATIBLE WITH CONNECTION WITH THE DEVELOPMENT IMPROVEMENTS DESCRIBED ABOVE, THEN CDOT WILL INSTRUCT $\,\,$ PRINCIPAL STRUCTURES.: APPLICABLE AUTHORITIES TO ALLOW THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR THE

TIME SUCH A CERTIFICATE OF OCCUPANCY IS ISSUED TO SECURE COMPLETION OF THE APPLICABLE 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 f. THE FOLLOWING STANDARDS SHALL APPLY TO SINGLE FAMILY DETACHED UNITS: MITIGATION IN LIEU OF THE IMPROVEMENTS IMPACTED BY THE LACK OF RIGHT OF WAY AS DESCRIBED IN • CHANNELIZE THE NORTHBOUND RIGHT TURN LANE TO OPERATE FREE FROM THE SIGNAL UNDER YIELD SUBSECTION F. BELOW; OR (II) CONTRIBUTE TO CDOT AND/OR NCDOT AS APPLICABLE, AN AMOUNT EQUAL

MAY BE ASKED TO POST A LETTER OF CREDIT OR A BOND FOR ANY IMPROVEMENTS NOT IN PLACE AT THE

THE GENERAL AREA OF THE SITE IN A MANNER REASONABLE AGREEABLE TO THE PETITIONER, CDOT AND/OR NCDOT AS APPLICABLE. e. RIGHT-OF-WAY CONVEYANCE. THE PETITIONER WILL DEDICATE VIA FEE SIMPLE CONVEYANCE ANY ADDITIONAL RIGHT-OF-WAY INDICATED ON THE REZONING PLAN AS RIGHT-OF-WAY TO BE DEDICATED, THE ADDITIONAL RIGHT-OF-WAY WILL BE DEDICATED PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF

MINIMUM OF TWO (2) FEET BEHIND THE SIDEWALK WHERE FEASIBLE. ALTERNATIVE IMPROVEMENTS. CHANGES TO THE ABOVE REFERENCED ROADWAY IMPROVEMENTS CAN BE APPROVED THROUGH THE ADMINISTRATIVE AMENDMENT PROCESS UPON THE DETERMINATION IMPLEMENTED THAT LIMIT THE MAXIMUM BLANK WALL EXPANSE TO 10 FEET ON ALL BUILDING LEVELS AND MUTUAL AGREEMENT OF PETITIONER, CDOT AND THE PLANNING DIRECTOR; PROVIDED, HOWEVER, THE PROPOSED ALTERNATE TRANSPORTATION IMPROVEMENTS PROVIDE (IN THE AGGREGATE) COMPARABLE TRANSPORTATION NETWORK BENEFITS TO THE IMPROVEMENTS IDENTIFIED IN THIS

PETITION IN THE OVERALL AREA OF THE REZONING. FOR EXAMPLE, TRANSPORTATION IMPROVEMENTS MAY BE SUBSTITUTED AND/OR PAYMENT IN LIEU FOR ... OTHER IMPROVEMENTS IN THE OVERALL AREA OF THE REZONING MAY BE IMPLEMENTED AS DESCRIBED IN IMPACT BY PROVIDING ONE OR MORE OF THE FOLLOWING: SUBSECTION (D) ABOVE.

STANDARDS AND CRITERIA OF CDOT AND NCDOT, AS APPLICABLE, TO THE ROADWAY IMPROVEMENTS DOOR WITHIN THEIR RESPECTIVE ROAD SYSTEM AUTHORITY. IT IS UNDERSTOOD THAT SUCH IMPROVEMENTS 6. STREETSCAPE, LANDSCAPING AND BUFFER: 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 a. SETBACKS AND YARDS AS REQUIRED BY THE MX-2 (INNOVATIVE) ZONING DISTRICT AND AS ALLOWED

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 DEPICTED ON THE REZONING PLAN. WELL AS OTHER PUBLIC STREET EXTENSIONS AND CONNECTIONS MADE FROM THE SITE AND INTO THE SITE FROM ADJOINING PROPERTIES AS GENERALLY DEPICTED ON THE REZONING PLAN. b. THE PETITIONER HAS RECEIVED APPROVAL OF A SUBDIVISION STREET EXCEPTION AS ALLOWED BY

SECTION 20-23(D) OF THE SUBDIVISION REGULATIONS TO ALLOW THE CONVERSION OF THE EXTENSION OF d. THE EXTENSION OF GOLF LINKS DRIVE WILL BE IMPROVED WITH EITHER: (I) EIGHT (8) FOOT PLANTING CAMP VERDE LN. FROM A PUBLIC STREET EXTENSION TO A CONNECTION OF CAMP VERDE LN. INTO THE STRIPS AND 12-FOOT SHARED USE PATHS; OR (II) AN EIGHT (8) FOOT PLANTING STRIP AND EIGHT (8) FOOT SITE VIA A 12-FOOT SHARED-USE PATH. c. THE EXTENSION OF CAMP VERDE LN. FROM GOLF LINKS DR. TO FLAT BRANCH CREEK (THE THE LAND DEVELOPMENT APPROVAL PROCESS FOR THE SITE. SEE SHEET RZ-4 OF THE REZONING PLAN PROPOSED STREET LOCATED BETWEEN DEVELOPMENT AREA A AND DEVELOPMENT AREA E) MAY BE FOR THE SPECIFIC PROPOSED CROSS-SECTIONS.

CONSTRUCTED AS NETWORK REQUIRED PRIVATE STREET. THE STREET CROSS-SECTION WILL BE CONSTRUCTED TO MEET LOCAL RESIDENTIAL STREET STANDARDS. IF THIS STREET IS CONSTRUCTED AS A e. ALONG THE SITE'S INTERNAL PUBLIC STREETS. THE PETITIONER SHALL PROVIDE A SIDEWALK AND A NETWORK REQUIRED PRIVATE STREET A PUBLIC ACCESS EASEMENT WILL BE RECORDED OVER THE CROSSWALK NETWORK THAT LINKS ALL OF THE PRINCIPAL BUILDINGS ON THE SITE WITH ONE ANOTHER BY d. THE PETITIONER WILL FUND UP TO SIX SPEED HUMPS OR EQUIVALENT TRAFFIC CALMING MEASURES SIX (6') FEET.

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 f. A 200' WIDE CLASS C BUFFER AREA WILL BE PROVIDED ALONG THE NORTHERLY BOUNDARY OF THE RAFFIA RD.). THE FUNDING OF THE PROPOSED TRAFFIC CALMING MEASURES IS BASED ON STONE CREEK SITE AS GENERALLY DEPICTED ON THE REZONING PLAN; SIDEWALKS/TRAILS/BIKE PATHS AND SIMILAR RANCH HOA SECURING APPROVAL FROM THE CITY TO INSTALL THE PROPOSED TRAFFIC CALMING IMPROVEMENTS AS WELL AS IN DEVELOPMENT AREA A SCHOOL RECREATION FACILITIES MAY BE MEASURES AS REQUIRED BY ADOPTED CITY POLICIES AND PROCEDURES FOR THE INSTALLATION OF INSTALLED WITHIN THIS BUFFER AREA. IN ADDITION, IMPROVEMENTS TO THE BUFFER MAY BE MADE AS TRAFFIC CALMING MEASURES ON EXISTING PUBLIC STREETS, SUCH COMPLIANCE TO BE ACHIEVED WITHIN ALLOWED BY CITY STORM WATER SERVICES REGULATIONS AND ORDINANCES. PLANTINGS MAY BE 270 DAYS OF FULL BUILD-OUT CONTEMPLATED BY THE REZONING AS DESCRIBED IN SECTION 3.A.

e. THE EXTENSION OF TURNING HAWK RD. INTO THE SITE WILL BE DESIGNED AND CONSTRUCTED A& A } 7. CHOKER ROAD CONNECTION) THE DESIGN WILL FOLLOW COOT DESIGN STANDARDS, DURING THE LAND DEVELOPMENT APPROVAL PROCESS FOR THE SITE THE PETITIONER WILL WORK WITH COOT TO CREATE) ONE ADDITIONAL CHOKER ROAD CONNECTION EITHER AT THE EXTENSION OF MESA VERDE RD. OR KYRENE REZONING PLAN ARE SUBJECT TO REVIEW AND APPROVAL AS PART OF THE FULL DEVELOPMENT PLAN RD. INTO THE SITE. CDOT'S APPROVAL OF THIS ONE ADDITIONAL CHOKER ROAD CONNECTION WILL BE SUBMITTAL AND ARE NOT IMPLICITLY APPROVED FROM AND ENGINEERING PERSPECTIVE WITH THIS BASED ON THE FINAL INTERNAL ROAD NETWORK OF THE SITE AND BASED ON THE CITY'S TRAFFIC CALMING REZONING. ADJUSTMENTS MAY BE NECESSARY IN ORDER TO ACCOMMODATE ACTUAL STORM WATER (POLICIES, PHILLIPPINE)

RESIDENTIAL WIDE STREET STANDARDS.

EXTENSION, WILL BE IMPROVED WITH AN EIGHT (8) FOOT PLANTING STRIP AND A SIX (6) FOOT SIDEWALK. h. A 16-FOOT SETBACK AS MEASURED FROM THE BACK OF THE PROPOSED CURB WILL BE ESTABLISHED d. FOR LAND DISTURBING ACTIVITIES OCCURRING ON THE SITE THAT EXCEED 10% BUILT-UPON AREA, ALONG THE INTERNAL NETWORK REQUIRED PUBLIC STREETS FOR ALL THE PROPOSED USES (ÉXCEPT AS FOLLOWS; THE SETBACK ALONG GOLF LINKS DRIVE FOR DEVELOPMENT AREA E AND D WILL BE A MINIMUM PEAK CONTROL PROVIDED FOR THE APPROPRIATE STORM FREQUENCY (I.E., 50- OR 100-YEAR, 6-HOUR) AS OF 26-FEET FROM THE PROPOSED BACK OF CURB.

i. ALONG TOM SHORT RD. THE FOLLOWING SETBACKS WILL BE ESTABLISHED: (I) FOR DEVELOPM

ARE SUBJECT TO REVIEW AND APPROVAL UPON SUBMISSION OF DEVELOPMENT PLANS FOR PERMITTING AND ARE NOT APPROVED WITH REZONING DECISIONS. THE NUMBER AND LOCATION OF ACCESS POINTS TO EXTERNAL PROPERTIES/STREETS SHALL B PROVIDED AS GENERALLY DEPICTED ON THE REZONING PLAN. (ACCESS POINTS) AND LOCATIONS ALONG) 8. OPEN SPACE & TRAILS/AMENITIES:

THE INTERNAL NETWORK REQUIRED DUBLIC OR PRIVATE STREETS WILL BE DETERMINED DURING THE BUILDING PERMIT PROCESS AND THEREAFTER ADDITIONAL OR FEWER DRIVEWAYS AND/OR ADDITIONAL a. THE PETITIONER WILL PROVIDE A SERIES OF PASSIVE AND ACTIVE OPEN SPACE AREAS PRIVATE/PUBLIC STREETS MAY BE INSTALLED OR REMOVED WITH APPROVAL FROM APPROPRIATE THROUGHOUT THE SITE WITH AN EMPHASIS ON DEVELOPMENT AREA D WHICH SHALL INCLUDE GOVERNMENTAL AUTHORITIES SUBJECT TO APPLICABLE STATUTES, ORDINANCES AND REGULATIONS. k. THE ALIGNMENT OF THE INTERNAL VEHICULAR CIRCULATION AND DRIVEWAYS MAY BE MODIFIED BY MAY VARY; THE FINAL LOCATIONS AND CONFIGURATION OF THE OPEN SPACE AREAS WILL BE THE PETITIONER TO ACCOMMODATE CHANGES IN TRAFFIC PATTERNS, PARKING LAYOUTS AND ANY DETERMINED/FINALIZED DURING EACH PHASE OF THE SUBDIVISION APPROVAL PROCESS). A MINIMUM OF

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

AREA WILL BE PROVIDED AND IMPROVED AS ACTIVE OPEN SPACE AREAS (THIS WILL INCLUDE MIDDLE

AREAS). ACTIVE OPEN SPACE AREAS WILL BE AREAS IMPROVED WITH SEATING AREAS, TRAILS,

RECREATION FIELDS, TENNIS COURTS, PLAYGROUNDS, SWIMMING POOLS, AMENITIZED PONDS (I.E. WATER

QUALITY PONDS/AREAS IMPROVED WITH TRAILS, SEATING AREAS AND OTHER AMENITIES), A CLUB HOUSE

OR OTHER AMENITY AREAS DESIGNED TO BE USED AND ENJOYED BY THE RESIDENTS 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, WATER QUALITY AREAS OR OTHER OPEN SPACE

AREAS OF THE COMMUNITY. IT IS UNDERSTOOD PASSIVE OPEN SPACES WITHIN THE TREE SAVE AREA

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 WILI

c. AS PART OF THE SITE'S IMPROVED OPEN SPACE AREAS THE PETITIONER WILL CONSTRUCT A

b. DETACHED LIGHTING WITHIN THE RESIDENTIAL PORTIONS OF THE SITE, EXCEPT STREETLIGHTS

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

EASEMENT WILL BE CONVEYED. THE 100-FOOT EASEMENT WITHIN DEVELOPMENT AREA F WILL BE

OCCUPANCY FOR EACH DEVELOPMENT AREA ABUTTING FLAT BRANCH THE CORRESPONDING 100-FOOT

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

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

AND SUBSEQUENT OWNERS OF THE SITE AND THEIR RESPECTIVE HEIRS, DEVISEES, PERSONAL

CONVEYED WHEN THE EASEMENT WITHIN DEVELOPMENT AREA E IS REQUIRED TO BE CONVEYED.

REMAIN OPEN TO THE PUBLIC SUBJECT TO THE RULES AND POLICIES ESTABLISHED BY THE PETITIONER.

a. ALL NEW LIGHTING SHALL BE CAPPED, AND DOWNWARDLY DIRECTED.

SHALL ADHERE TO THE TREE SAVE STANDARDS.

PLAYGROUND FOR CHILDREN.

11. GREENWAY DEDICATION FLAT BRANCH:

12. AMENDMENTS TO THE REZONING PLAN:

13. BINDING EFFECT OF THE REZONING APPLICATION:

SIGNAGE:

BUILDING PLACEMENT AND SITE DESIGN SHALL FOCUS ON AND ENHANCE THE PEDESTRIAN a. SIGNAGE AS ALLOWED BY THE ORDINANCE MAY BE PROVIDED

ADJUSTMENTS REQUIRED FOR APPROVAL BY CDOT IN ACCORDANCE WITH PUBLISHED STANDARDS. 25 % OF THE SITE WILL BE PROVIDED AS PASSIVE OPEN SPACE AREAS AND A MINIMUM OF 17% OF THE SITE I. A RIGHT-OF-WAY ENCROACHMENT AGREEMENT IS REQUIRED FOR THE INSTALLATION OF ANY SCHOOL FIELDS AND OPEN SPACE AREAS WITHIN THE MF AND ATTACHED DWELLING UNIT DEVELOPMENT 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.

SHEET RZ-6 GENERALLY DEPICTS THE INTERNAL PEDESTRIAN/TRAIL NETWORK ASSOCIATED WITH THE 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 PUBLIC SAFETY NEEDS AND OTHER SIMILAR REASONABLE USE COMMITMENTS TO SPECIFIC PEDESTRIAN IMPROVEMENTS.

GENERAL ARCHITECTURAL STANDARDS AND PARKING LOCATION RESTRICTIONS

III. PEDESTRIAN IMPROVEMENTS.

FORMS AS FOLLOWS:

 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:

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

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

BUILDINGS EXCEEDING ONE HUNDRED TWENTY (120') FEET IN LENGTH SHALL INCLUDE MODULATIONS

OF THE BUILDING MASSING/FACADE PLANE (SUCH AS RECESSES, PROJECTIONS, AND ARCHITECTURAL ii. MODULATIONS SHALL BE A MINIMUM OF TEN (10') FEET WIDE AND SHALL PROJECT OR RECESS A MINIMUM OF SIX (6) FEET EXTENDING THROUGH THE BUILDING. d. ATTACHED DWELLING UNIT BUILDINGS FRONTING PUBLIC OR PRIVATE NETWORK REQUIRED STREETS AREA OR PORTION OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS

SHALL BE LIMITED TO SIX (6) INDIVIDUAL UNITS OR FEWER. THE NUMBER OF INDIVIDUAL UNITS PER HEREIN AND OF CHAPTER 6 OF THE ORDINANCE. BUILDING SHALL BE VARIED IN ADJACENT BUILDINGS IF MULTIPLE SIX UNIT BUILDINGS ARE ADJACENT TO

e. THE FOLLOWING STANDARDS SHALL APPLY TO ATTACHED DWELLING UNIT:

• EASTBOUND - TWO INGRESS LANES AND ONE EGRESS LANE (A CHANNELIZED FREE-FLOW EASTBOUND I. TOWNHOWE UNITS ALONG A THE NETWORK REQUIRED STREET. TOWNHOME UNITS ALONG A NETWORK REQUIRED STREET WILL PRESENT A FRONT ELEVATION TO HEREIN AND UNDER THE ORDINANCE, BE BINDING UPON AND INURE TO THE BENEFIT OF THE PETITIONER REPRESENTATIVES. SUCCESSORS IN INTEREST OR ASSIGNS.

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 THE ROADWAY IMPROVEMENTS IN ACCORDANCE WITH THE STANDARDS SET FORTH IN SECTION 4.I.A. AND ARCHITECTURAL STYLE IS EMPLOYED;

IMPROVEMENTS NOT IN PLACE AT THE TIME SUCH A CERTIFICATE OF OCCUPANCY IS ISSUED TO SECURE 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

IMPROVEMENTS REFERENCED IN SUBSECTION 4.I.A. AND B. ABOVE MAY NOT BE POSSIBLE WITHOUT THE vi. ALL CORNER/END UNITS THAT FACE A PUBLIC OR PRIVATE STREET SHALL HAVE A PORCH OR STOOP ACQUISITION OF ADDITIONAL RIGHT OF WAY. IF AFTER THE EXERCISE OF DILIGENT GOOD FAITH EFFORTS THAT WRAPS A PORTION OF THE FRONT AND SIDE OF THE UNIT OR PROVIDE BLANK WALL PROVISIONS

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

THE APPLICABLE AGENCY, DEPARTMENT OR GOVERNMENTAL BODY FOR ANY SUCH LAND AND THE VIII. ROOF TOP HVAC AND RELATED MECHANICAL EQUIPMENT WILL BE SCREENED FROM PUBLIC VIEW AT

APPLICABLE BUILDINGS; PROVIDED, HOWEVER, PETITIONER CONTINUES TO EXERCISE GOOD FAITH X. METER BANKS WILL BE SCREENED FROM ADJOINING PROPERTIES AND FROM THE ABUTTING PUBLIC EFFORTS TO COMPLETE THE APPLICABLE ROAD-WAY IMPROVEMENTS; IN SUCH EVENT THE PETITIONER STREETS; AND i. TOWNHOME UNITS WITH GARAGES WILL NOT BE ALLOWED TO HAVE INDIVIDUAL DRIVEWAYS FROM

ACCESS AND FRONT ON AN ALLEY OR NON-NETWORK PUBLIC OR PRIVATE STREET.

DEVIATIONS TO ADDRESS SITE CONSTRAINTS;

NETWORK REQUIRED STREETS (PUBLIC OR PRIVATE). TOWNHOME UNITS WITH GARAGES MAY HAVE

THE PRIMARY PEDESTRIAN ENTRY TO EACH DWELLING UNIT SHALL FACE A FRONTAGE OR A COMMON TO THE ESTIMATED COST OF THE ROAD IMPROVEMENTS NOT COMPLETED DUE TO THE LACK OF AVAILABLE OPEN SPACE IS A MINIMUM OF 20' IN DEPTH; RIGHT OF WAY, SUCH FUNDS TO BE USED TO COMPLETE SUCH ALTERNATIVE ROADWAY IMPROVEMENTS IN 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

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; PROPOSED SIDEWALKS LOCATED ALONG THE PUBLIC STREETS LOCATED OUTSIDE OF THE RIGHT-OF-WAY h. USABLE PORCHES AND STOOPS SHALL FORM A PREDOMINATE FEATURE OF THE BUILDING DESIGN AND BE LOCATED ON THE FRONT AND/OR SIDE OF THE BUILDING. USABLE FRONT PORCHES ARE COVERED WHERE ROW DEDICATION IS NOT PROVIDED. THE PERMANENT SIDEWALK EASEMENT WILL BE LOCATED A AND ARE AT LEAST 4 FEET DEEP. STOOPS AND ENTRY-LEVEL PORCHES MAY BE COVERED BUT NOT BE 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 BLANK WALL PROVISIONS SHALL BE AND/OR ALLOWS ACCEPTABLE LANDSCAPING TREATMENTS ALONG SUCH AREAS; SIDEWALKS SHALL BE PROVIDED TO CONNECT ONE RESIDENTIAL ENTRANCES TO SIDEWALKS ALONG PUBLIC AND PRIVATE STREETS: AND **k.** 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 OVER THE GARAGE DOOR OPENING; ROADWAY STANDARDS. ALL PUBLIC ROADWAY IMPROVEMENTS WILL BE SUBJECT TO THE II. A GARAGE DOOR WITH WINDOWS AND LIGHT FIXTURES ON EITHER SIDE OR ABOVE THE GARAGE

> BY THE INNOVATIVE PROVISIONS ABOVE WILL BE PROVIDED. 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

> c. AN EIGHT (8) FOOT PLANTING STRIP AND TWELVE (12) FOOT MULTI-USE PATH SHALL BE PROVIDED ALONG THE SITE'S FRONTAGE ON TOM SHORT ROAD.

> 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 DURING

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

ADJUSTED TO REFLECT THESE IMPROVEMENTS.

a. THE LOCATION, SIZE, AND TYPE OF STORM WATER MANAGEMENT SYSTEMS DEPICTED ON THE TREATMENT REQUIREMENTS AND NATURAL SITE DISCHARGE POINTS.

f. THE NEW INTERNAL NETWORK REQUIRED PUBLIC STREETS WILL BE DESIGNED AND BUILT TO THE b. THE SITE SHALL COMPLY WITH THE REQUIREMENTS OF THE CITY OF CHARLOTTE TREE ORDINANCE AND THE CITY POST CONSTRUCTION STORMWATER ORDINANCE. THE NEW INTERNAL NETWORK REQUIRED PUBLIC STREETS, EXCEPT FOR GOLF LINKS DR. c. A MINIMUM OF 15% OF THE SITE WILL BE PROVIDED AS TREE SAVE AREAS AS REQUIRED BY THE TREE

DETERMINED BY THE STORMWATER ADMINISTRATOR BASED ON A DOWNSTREAM FLOOD ANALYSIS PROVIDED BY THE PETITIONER. AREA B A 100 FOOT SETBACK AS MEASURED FROM THE FUTURE BACK OF CURB WILL BE PROVIDED, WITHIN THE 100-FOOT SETBACK A TREE PRESERVATION AREA OF NO LESS THAN 30-FEET WILL BE PROVIDED; AND DEVELOPMENT WITHIN ANY SWIM/PCSO BUFFER SHALL BE COORDINATED WITH AND SUBJECT TO THE 100-FOOT SETBACK A TREE PRESERVATION AREA OF NO LESS THAN 300 LET WILL APPROVAL BY CHARLUTTE-MECKLENBURG STORM WATER SERVICES AND WITHOUTE IN NECESSARY OF THE FUTURE BACK OF CURB WILL ORDINANCE. PETITIONER ACKNOWLEDGES INTERMITTENT/PERENNIAL STREAM DELINEATION REPORTS

Y PEAK CONTROL SHALL BE INSTALLED FOR THE 10-YEAR AND 25-YEAR. 6-HOUR STORM AND ADDITIONAL

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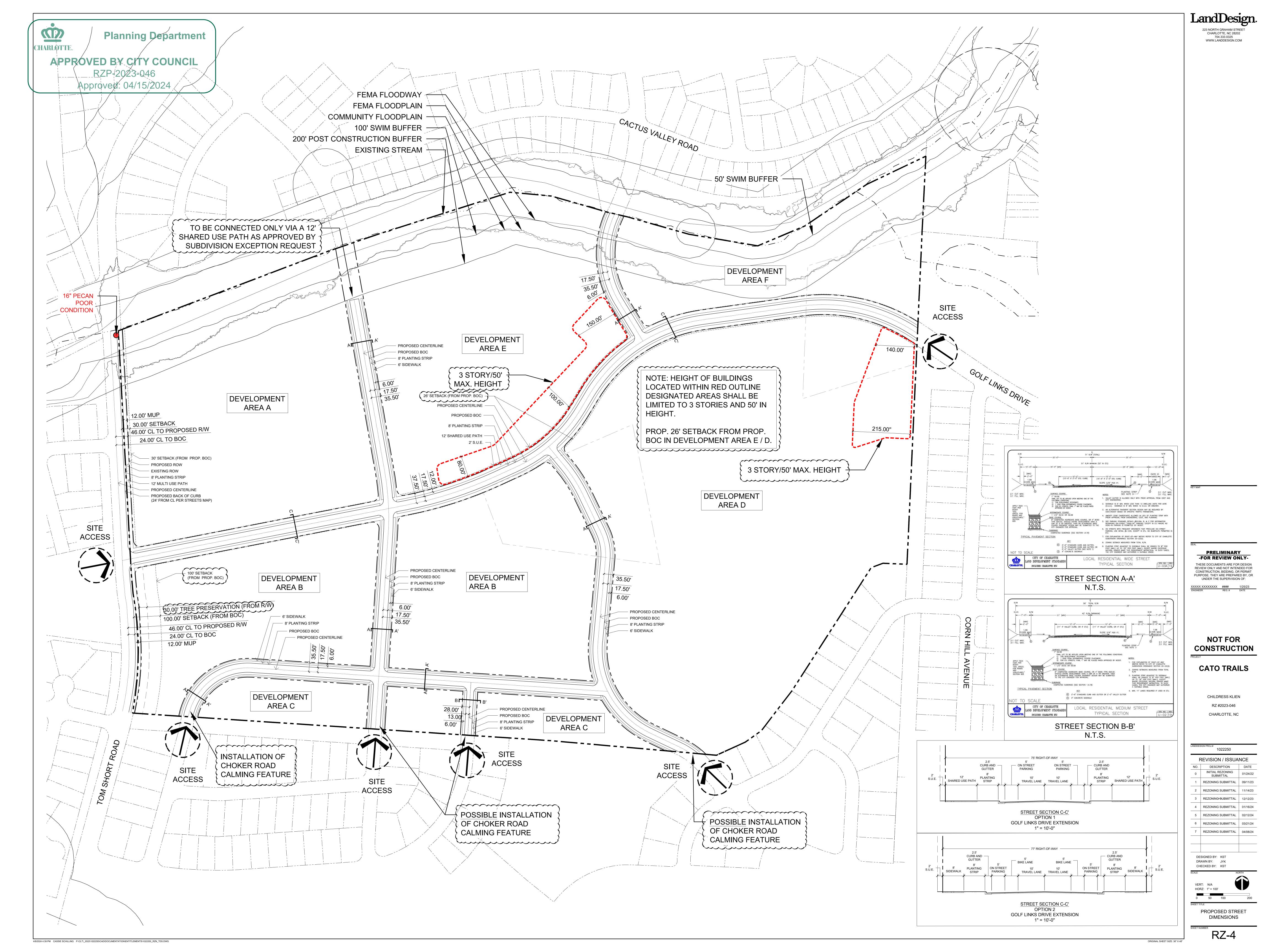
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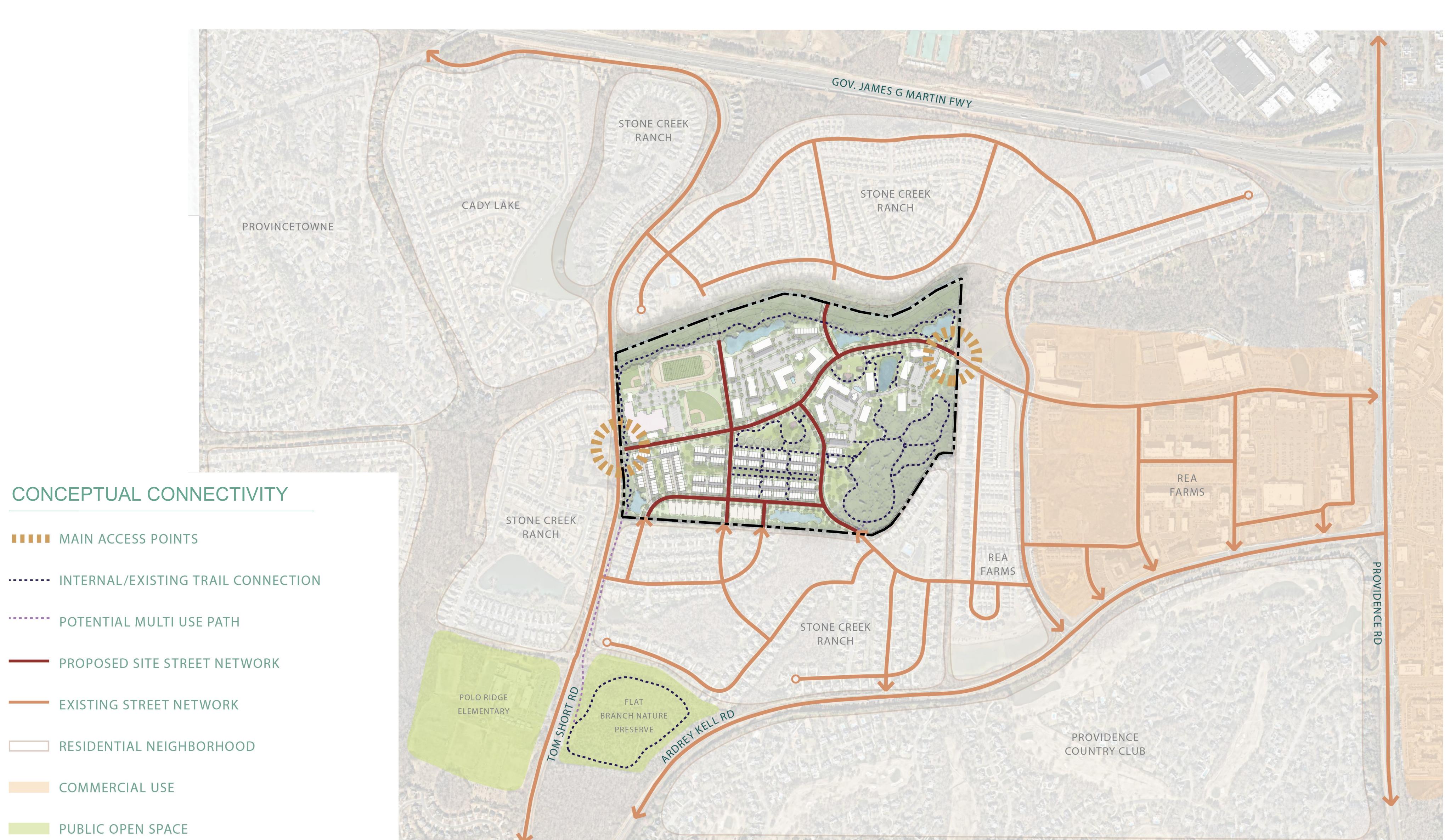
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DEVELOPMENT STANDARDS







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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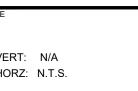
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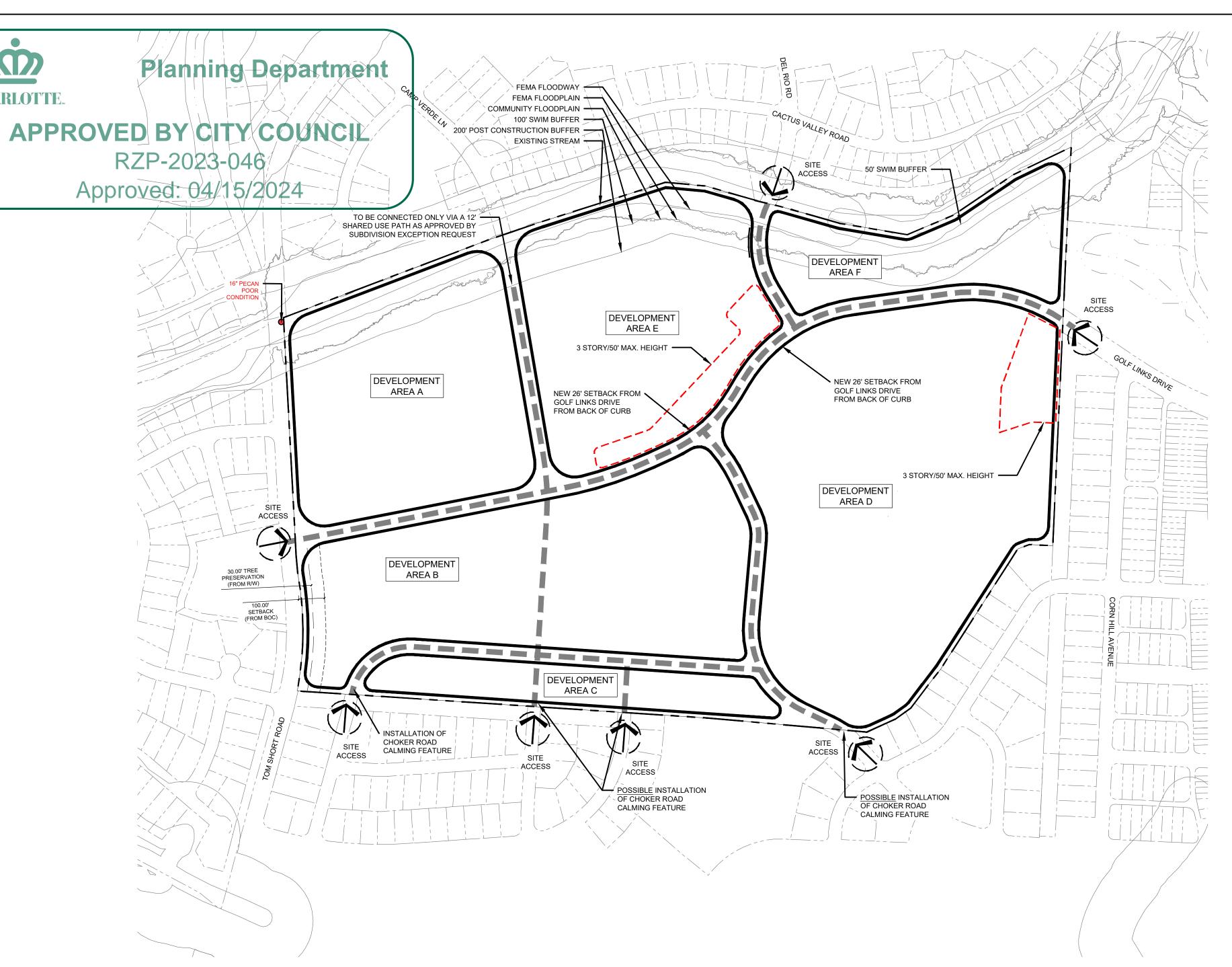
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DRAWN BY: JYK
CHECKED BY: KST





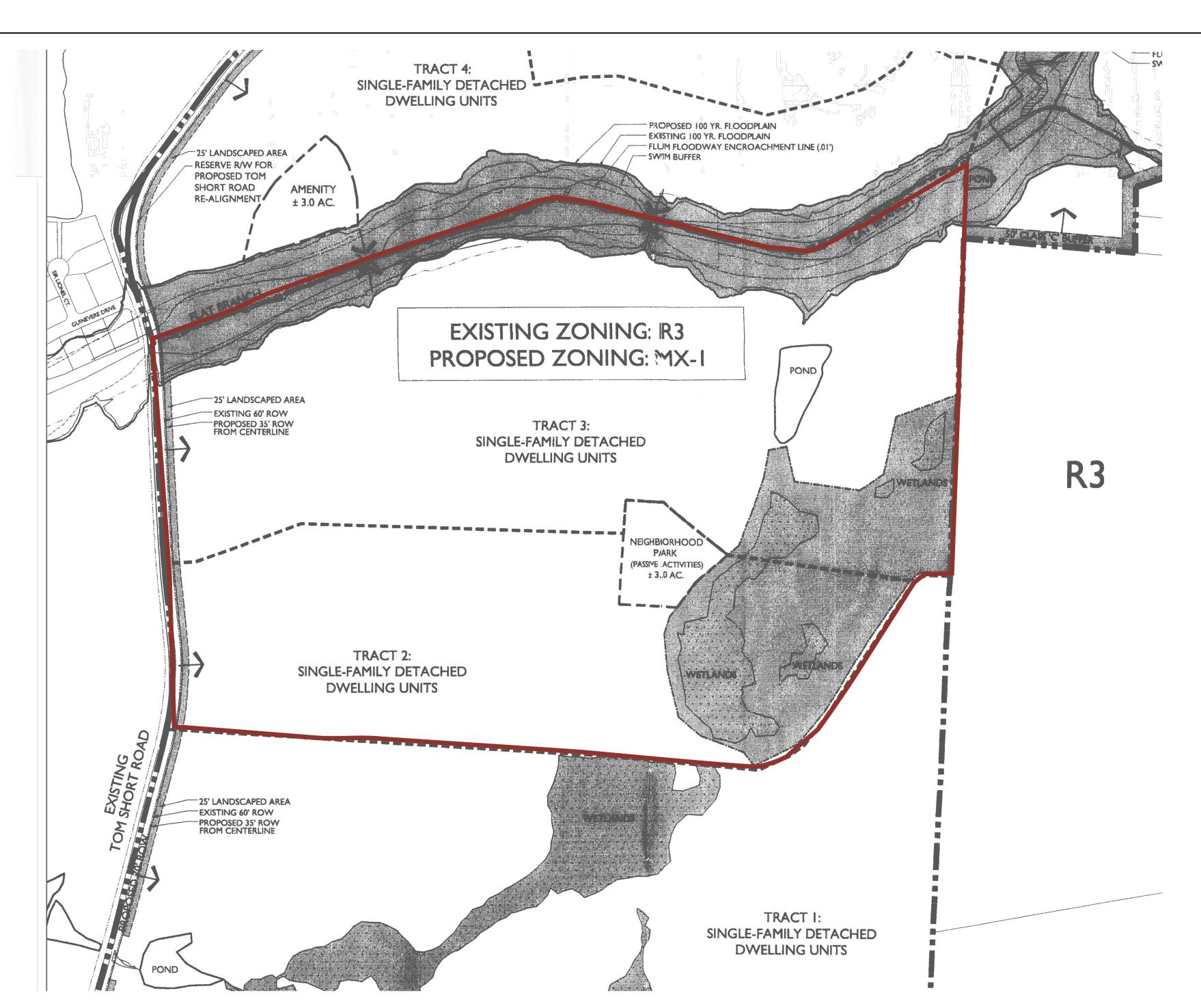


PROPOSED TECHNICAL DATA SHEET

CHARLOTTE 54



PROPOSED MASTER PLAN



PREVIOUS TECHNICAL DATA SHEET



PREVIOUS ZONING MASTER PLAN



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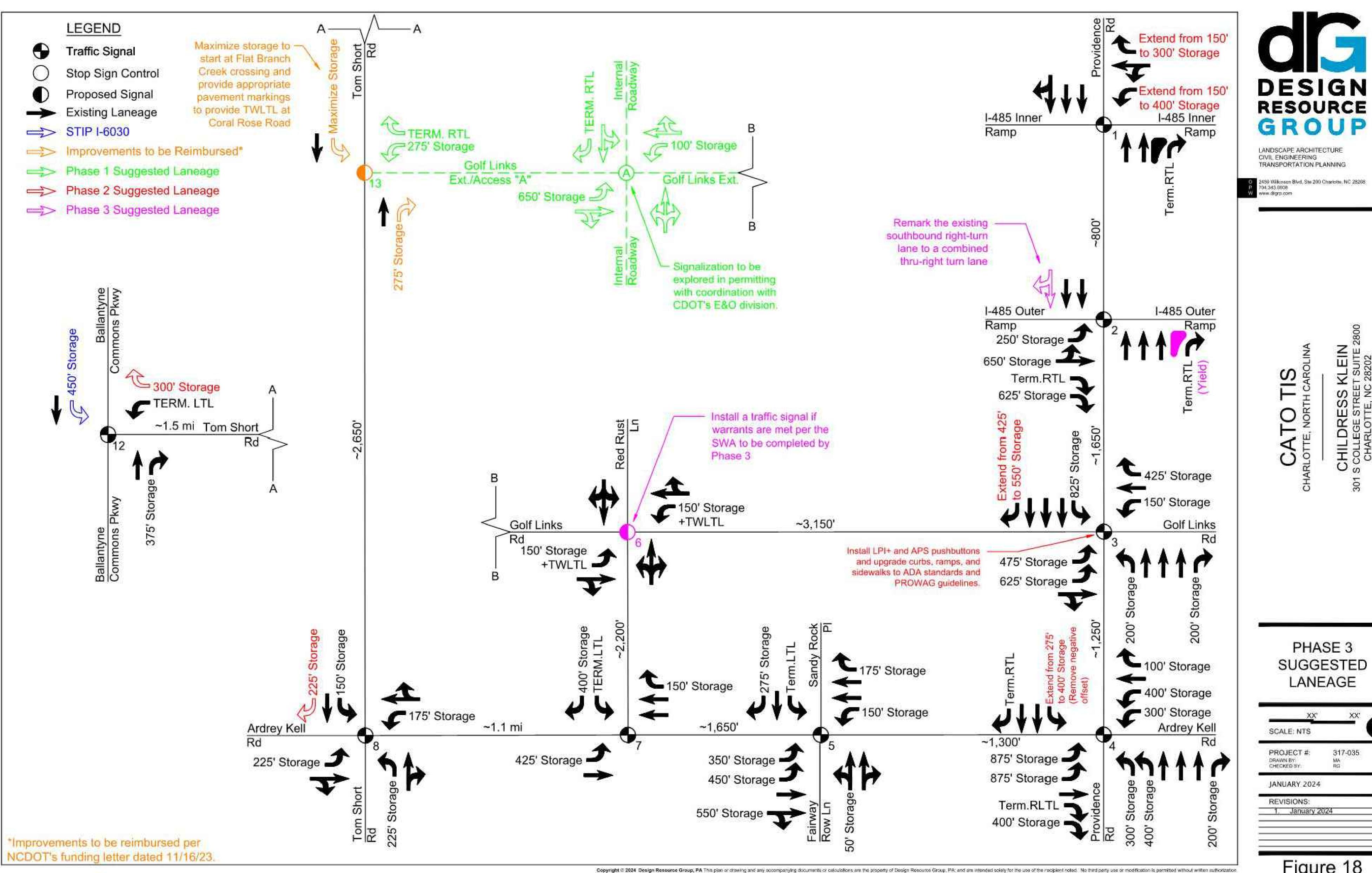
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JANUARY 2024 REVISIONS: January 2024

Figure 18

4 REZONING SUBMITTAL 01/16/24 5 REZONING SUBMITTAL 02/12/24 6 REZONING SUBMITTAL 03/21/24 7 REZONING SUBMITTAL 04/08/24

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CHARLOTTE, NC

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REZONING SUBMITTAL 11/14/23

3 REZONING-SUBMITTAL 12/12/23

INITIAL REZONING

DESIGNED BY: KST DRAWN BY: JYK

ORIGINAL SHEET SIZE: 36" X 48"

RZ-7