

# NEWELL ASSEMBLAGE REZONING PLANS

FOR  
**NVR, INC**

PROPOSED  
**SUBDIVISION**  
 LOCATION OF SITE  
 OLD CONCORD ROAD, CHARLOTTE, NC  
 PARCELS: 04913101, 04906101, 04907101, 04903208



THE INFORMATION ON THIS DOCUMENT IS PRELIMINARY OR INCOMPLETE. NOT FOR CONSTRUCTION, RECORDING PURPOSES, OR IMPLEMENTATION.

**NVR, INC**  
**BLANKENSHIP**  
 OLD CONCORD ROAD CHARLOTTE, NC 28213

Revisions / Submissions

BOHLER	1ST REVIEW	06-14-2022
BOHLER	2ND REVIEW	08-22-2022
CESO	3RD REVIEW	01-10-2023
CESO	4TH REVIEW	03-13-2023
CESO	5TH REVIEW	04-10-2023
CESO	6TH REVIEW	06-12-2023
CESO	7TH REVIEW	07-19-2023
CESO	8TH REVIEW	08-09-2023

**REZONING PLANS  
2021-256**

Project Number:	761304
Scale:	
Drawn By:	HHL
Checked By:	EJL
Date:	04/10/2023
Issue:	REVIEW SET

Drawing Title:  
  
**COVER SHEET**  
  
RZ-0

**REFERENCES AND CONTACTS**

**REFERENCES**

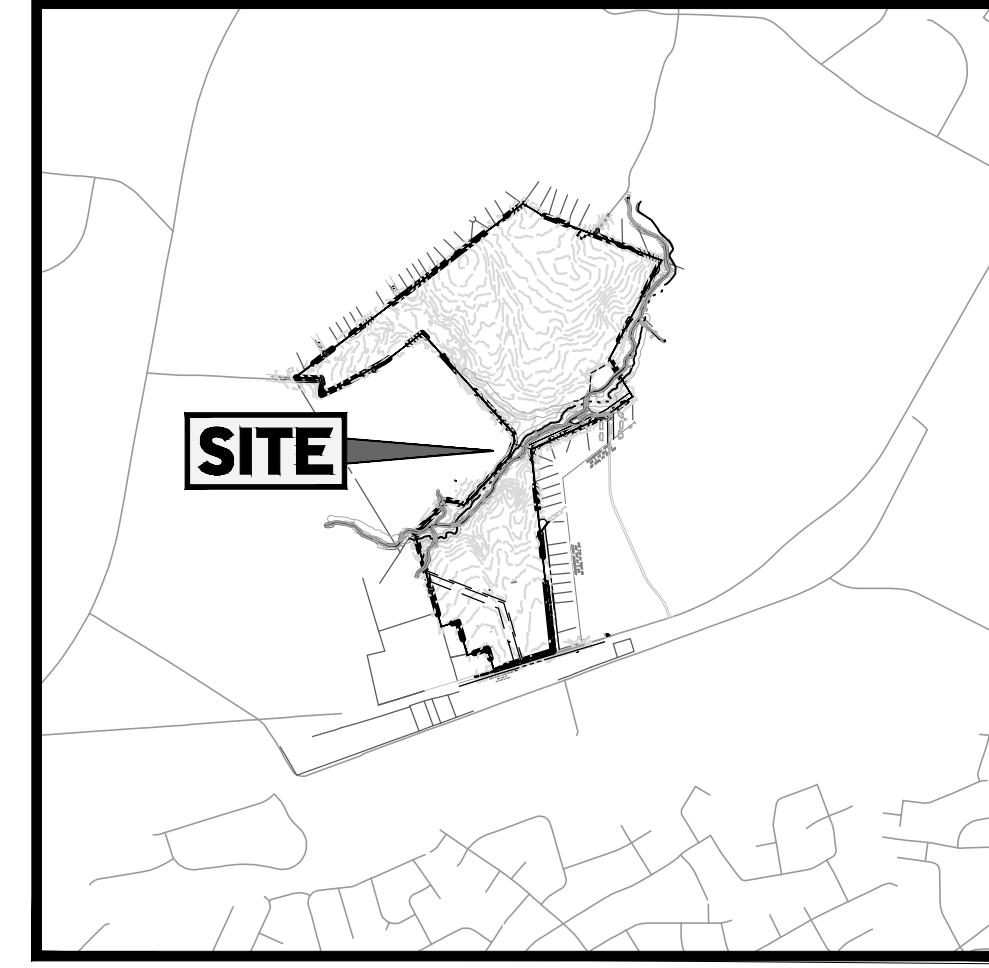
- **BOUNDARY & TOPOGRAPHIC SURVEY:**  
BOHLER INC, PLLC  
1927 S. TRYON STREET, STE 700  
CHARLOTTE, NC 28203  
DATED: 01/05/2022  
JOB NC2212902 SURVEY JOB #N2212802  
ELEVATIONS: NAD83
- **WETLAND AND STREAM INVESTIGATION REPORT:**  
LABELLA ASSOCIATES  
400 SOUTH TRYON STREET, STE. 1300  
CHARLOTTE, NC 28285  
DATED: 09/2021
- **GOVERNING AGENCIES**
- **PLANNING, ZONING COMMITTEE**  
CITY OF CHARLOTTE  
PLANNING DEPARTMENT  
600 E. 4TH STREET  
CHARLOTTE, NC 28202
- **MECKLENBURG COUNTY/CHARLOTTE PARKS AND RECREATION**  
KATIE LLOYD  
MCP  
5841 BROOKSHIRE BLVD.  
CHARLOTTE, NC 28216  
(980) 314-1000
- **ROW JURISDICTION**
- **CDOT**  
BRANDON BREZEAL, PE  
600 E. 4TH STREET  
CHARLOTTE, NC 28202

\* THE ABOVE REFERENCED DOCUMENTS ARE INCORPORATED BY REFERENCE AS PART OF THESE PLANS. HOWEVER, CESO DOES NOT CERTIFY THE ACCURACY OF THE WORK REFERENCED OR DERIVED FROM THESE DOCUMENTS, BY OTHERS.

**REFERENCES**

- **BOUNDARY & TOPOGRAPHIC SURVEY:**  
CONTROL POINT ASSOCIATES, INC  
30 INDEPENDENCE BLVD., SUITE 100  
WARREN, NJ 07059  
DATED: MMDDYY (REV. X)  
JOB # (SURVEY JOB #  
ELEVATIONS: NAVD 1988 OR NGVD1929 OR ELSE (IDENTIFY SOURCE)
- **GEOTECHNICAL INVESTIGATION REPORT:**  
WHITESTONE ASSOCIATES, INC.  
35 TECHNOLOGY DRIVE  
WARREN, NJ 07059  
DATED: MMDDYY
- **ARCHITECTURAL PLAN:**  
KRAMER & SEINFELD  
1 FRENCH PLAZA  
NEW YORK, NY 11111  
DATED: MMDDYY

\* THE ABOVE REFERENCED DOCUMENTS ARE INCORPORATED BY REFERENCE AS PART OF THESE PLANS. HOWEVER, CESO DOES NOT CERTIFY THE ACCURACY OF THE WORK REFERENCED OR DERIVED FROM THESE DOCUMENTS, BY OTHERS.



**LOCATION MAP**  
SCALE: N.T.S.

**OWNER**  
MALCOLM B. BLANKENSHIP  
2250 GORBEY ROAD  
WOODLEAF, NC 27054  
MALCOLM B. BLANKENSHIP

**DEVELOPER**  
NVR, INC  
10710 SIKES PLACE, STE. 100  
CHARLOTTE, NC 28277  
JOHN ESKRIDGE  
704-512-1282

PREPARED BY  
**CESO**

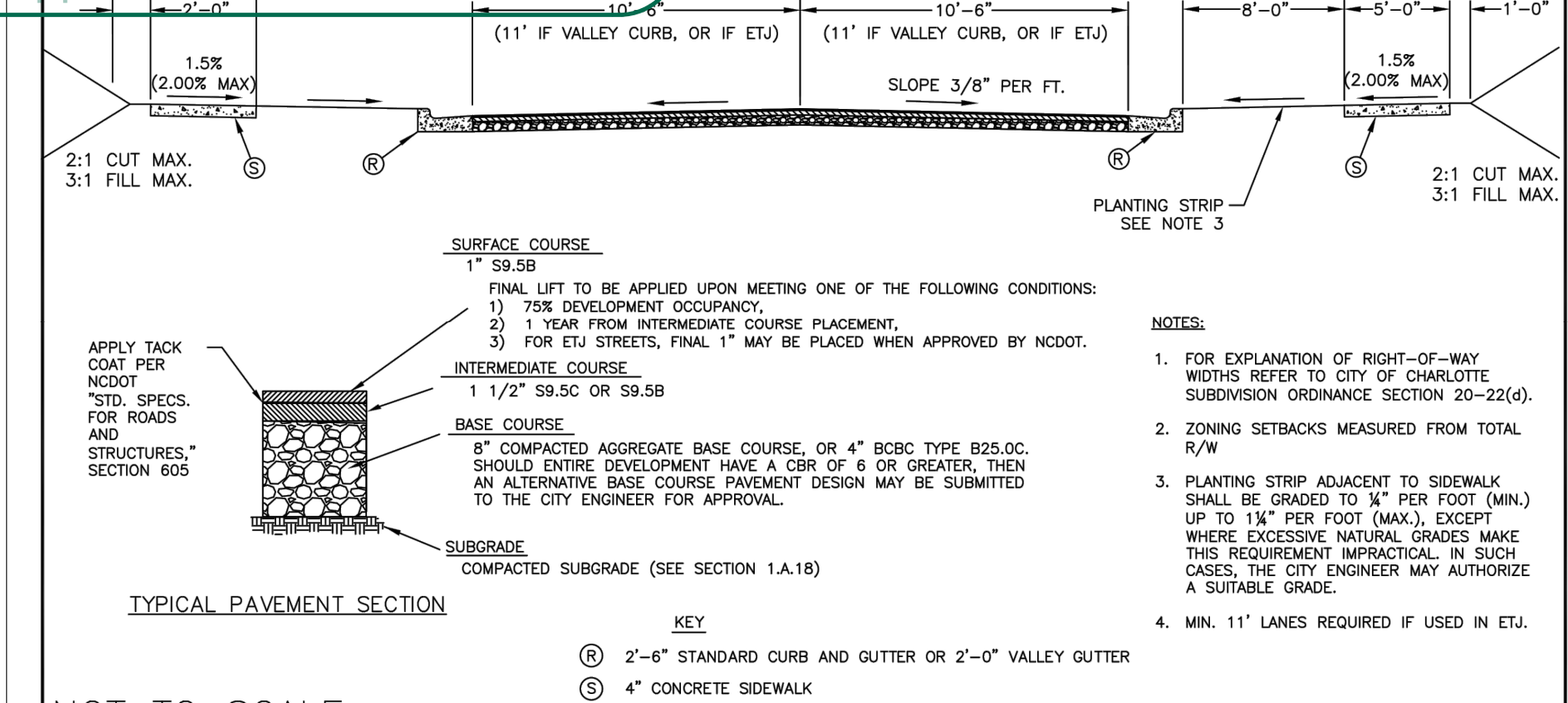
**CONTACT**  
ERIC J LALONE, PLA  
4601 PARK ROAD, CHARLOTTE, NC 28209  
(704) 521-7899  
ERIC.LALONE@CESOINC.COM



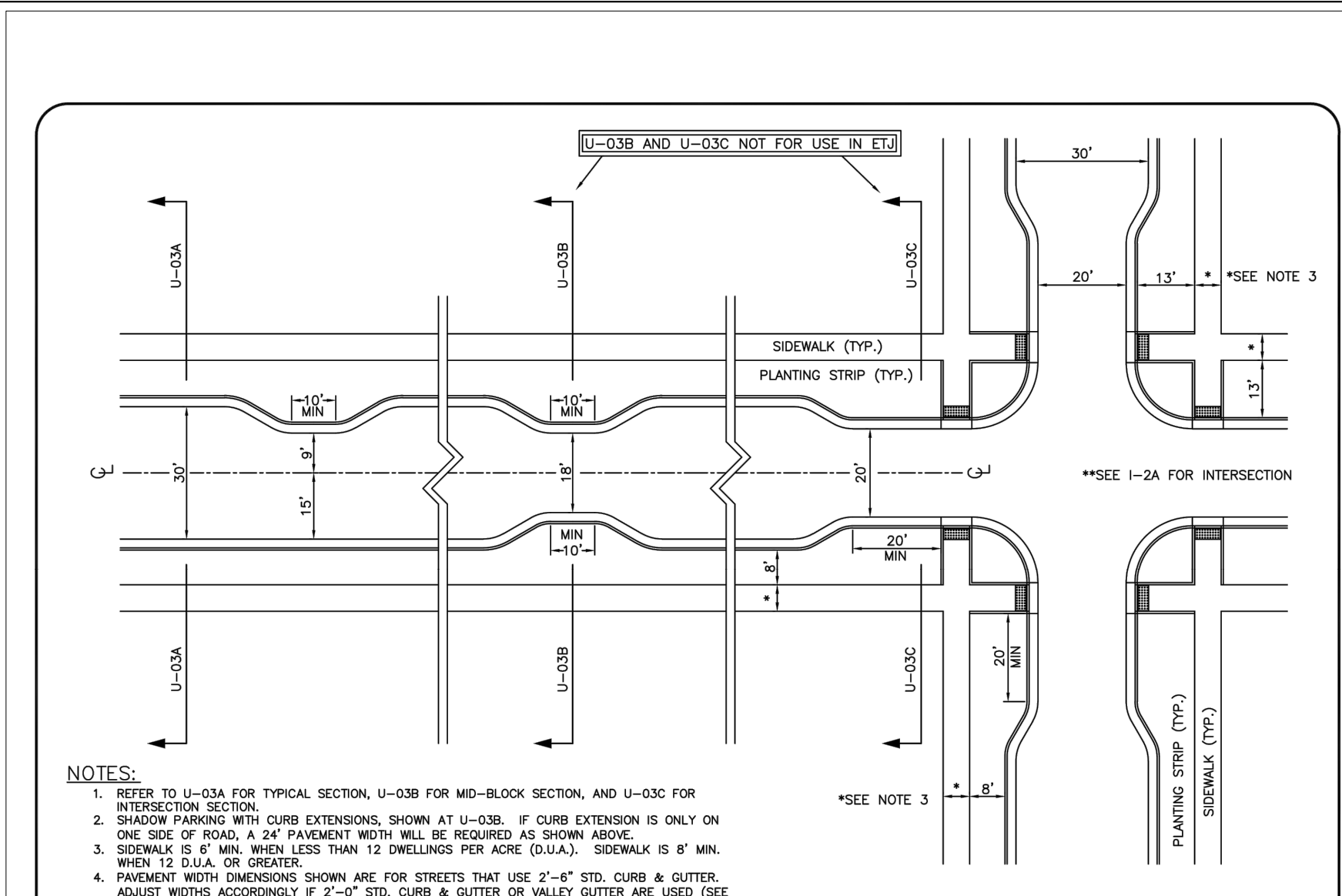


APPROVED BY CITY COUNCIL

Approved 10/16/2023



NOT TO SCALE CITY OF CHARLOTTE LAND DEVELOPMENT STANDARDS LOCAL RESIDENTIAL MEDIUM STREET TYPICAL SECTION



NOT TO SCALE CITY OF CHARLOTTE LAND DEVELOPMENT STANDARDS LOCAL RESIDENTIAL WIDE STREET PLAN VIEW

DEVELOPMENT STANDARDS August 8, 2023

- A. General Provisions
1. These Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by NVR, Inc.
2. The development and use of the Site will be governed by the Rezoning Plan, these Development Standards and the applicable provisions of the City of Charlotte Zoning Ordinance.
3. For entitlement purposes, the Site is divided into three separate development areas that are designated on the Rezoning Plan as Development Area A, Development Area B and Development Area C.

- B. Permitted Uses/Development Limitations
1. Development Area A
(a) Development Area A may be devoted only to a maximum of 310 single family detached dwelling units and to any incidental or accessory uses associated therewith that are permitted under the Ordinance in the MX-2 zoning district.
2. Development Area B
(a) Development Area B may be devoted only to a maximum of 9 single family detached dwelling units and to any incidental or accessory uses associated therewith that are permitted under the Ordinance in the MX-2 zoning district.

- C. Transportation
1. Vehicular access to the Site shall be as generally depicted on the Rezoning Plan. The placement and configuration of the vehicular access points are subject to any minor modifications required to accommodate final site and construction plans and designs and to any adjustments required for approval by the Charlotte Department of Transportation (CDOT) and/or the North Carolina Department of Transportation (NCDOT).
2. The Site will be served by internal public streets. The alignments and configurations of the internal public streets may be modified by Petitioner to accommodate changes in traffic patterns, lot locations and any adjustments required for approval by CDOT and/or NCDOT in accordance with applicable standards.

- 3. Internal sidewalks and pedestrian connections shall be provided on the Site as generally depicted on the Rezoning Plan. The internal sidewalks may meander to save existing trees.
4. Prior to the issuance of the first certificate of occupancy for a new dwelling unit constructed on the Site, Petitioner shall dedicate and convey to the City of Charlotte or to NCDOT as applicable (subject to a reservation for any necessary utility easements) those portions of the Site located immediately adjacent to Old Concord Road as required to provide right of way measuring 35 feet from the existing centerline of Old Concord Road, to the extent that such right of way does not already exist.

- 5. Petitioner will dedicate to the City of Charlotte or to NCDOT as applicable via fee simple conveyance any additional right-of-way indicated on the Rezoning Plan as right-of-way to be dedicated, and the additional right-of-way will be dedicated prior to the issuance of the first certificate of occupancy for a new dwelling unit constructed on the Site.
6. Any reference to the term "substantially complete" in this Section C of the Development Standards shall mean a determination by CDOT and/or NCDOT that the applicable roadway improvements are deemed "substantially complete" for the purpose of the issuance of certificates of occupancy for buildings on the Site. However, in the event that certain non-essential roadway improvements (as reasonably determined by CDOT) are not completed at the time that Petitioner seeks to obtain a certificate of occupancy for buildings on the Site, then CDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings, and in such event Petitioner may be required to post a letter of credit or a bond for any improvements not in place at the time such certificates of occupancy are issued to secure the completion of the relevant improvements.

- 7. Subject to the terms of paragraph C.9 below, the transportation improvements/commitments set out below shall be substantially complete prior to the issuance of the first certificate of occupancy for a new dwelling unit constructed on the Site.
(a) North Tryon Street and Old Concord Road
(1) Implement detection upgrades to support Automated Traffic Signal Performance Measures.
(b) North Tryon Street and Owen Boulevard
(1) Implement detection upgrades to support Automated Traffic Signal Performance Measures.

- (c) Old Concord Road and West Rocky River Road
(1) Construct an eastbound right turn lane on West Rocky River Road with 200 feet of storage and appropriate taper length.
(2) Construct an eastbound left turn lane on Old Concord Road with 100 feet of storage and appropriate taper length.
(3) Extend the northbound left turn lane on Old Concord Road to provide 200 feet of storage and appropriate taper length.
(d) Old Concord Road and Fairhaven Drive
(1) Construct an eastbound left turn lane on Old Concord Road with 100 feet of storage and appropriate taper length.
(2) Construct a southbound left turn lane on Fairhaven Drive with 100 feet of storage and appropriate taper length.

- (3) In the event that it is determined by the applicable authorities that Access A should be eliminated, construct an eastbound left turn lane on Old Concord Road at Fairhaven Drive with 150 feet of storage and appropriate taper length and a westbound right turn lane on Old Concord Road at Fairhaven Drive with 100 feet of storage and appropriate taper length in lieu of the left turn lane referenced above in paragraph C.7.(d)(1).
(e) North Tryon Street and Heathway Drive
(1) Construct a northbound right turn lane on North Tryon Street with 150 feet of storage and appropriate taper length.
(f) Old Concord Road and Orr Road
(1) Extend the southbound left turn lane on Orr Road to provide 275 feet of storage and an appropriate taper length.
(2) Construct a westbound right turn lane on Old Concord Road with 100 feet of storage and appropriate taper length.
(3) In coordination with CDOT, install flashing yellow arrow signal heads for all left turn movements.

- (g) Old Concord Road and Access A
(1) Construct Access A with one ingress lane and two egress lanes. The egress shall have one right turn lane and one left turn lane with 100 feet of storage and appropriate taper length.
(2) Provide 100 feet of internal protected stem on Access A.
(3) Construct an eastbound left turn lane on Old Concord Road with 150 feet of storage and appropriate taper length.
(4) Construct a westbound right turn lane on Old Concord Road with 100 feet of storage and appropriate taper length.
In the event that Access A is restricted to right-in/right-out movements, construct the improvements set out below in lieu of all other improvements set out in this paragraph C.7.(g).
(1) Construct Access A with one ingress lane and one egress lane.
(2) Provide 100 feet of internal protected stem on Access A.
(3) Construct a concrete median on Old Concord Road to restrict Access A to right-in/right-out movements.

- (4) Construct a westbound right turn lane on Old Concord Road at Access A with 100 feet of storage and appropriate taper length.
(5) Construct an eastbound left turn lane on Old Concord Road at Fairhaven Drive with 150 feet of storage and appropriate taper length.

In the event that Access A is eliminated, construct the improvements set out below in lieu of all other improvements set out in this paragraph C.7.(g).

- (1) Construct an eastbound left turn lane on Old Concord Road at Fairhaven Drive with 150 feet of storage and appropriate taper length.
(2) Construct a westbound right turn lane on Old Concord Road at Fairhaven Drive with 100 feet of storage and appropriate taper length.
8. Subject to the approval of CDOT and any other applicable governmental authorities and the availability of existing right of way to accommodate the guardrail, Petitioner shall install a corten steel guardrail with a maximum length of 557 feet on the eastern side of Rockland Drive. The precise location of the guardrail and the actual length of the guardrail shall be determined by CDOT during the permitting process. In the event that CDOT or any other applicable governmental authorities do not approve the installation of the guardrail or if there is not existing right of way to accommodate the guardrail, then Petitioner shall have no obligation to install the guardrail. Additionally, in the event that the guardrail as approved by CDOT and any other applicable governmental authorities exceeds \$40,000, then Petitioner shall have no obligation to install the guardrail.
9. All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable. In the event that such improvements may be undertaken by Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad northeastern Mecklenburg area, by way of a private/public partnership effort or other public sector project support.
10. In the event that the construction and installation of any of the transportation improvements set out above in this Section C of the Development Standards requires the acquisition of additional right of way or easements to accommodate the construction and installation of any such transportation improvement, and in the event that the Petitioner cannot obtain such additional right of way or easements from the relevant property owner(s) after having exerted reasonable, good faith efforts to do so, then Petitioner shall not be required to construct and install such transportation improvement. In lieu of constructing and installing such transportation improvement, Petitioner shall pay to CDOT or to NCDOT as directed an amount equal to the cost of constructing and installing the relevant transportation improvement (which cost shall include the cost of the right of way or easements) upon the approval of CDOT and NCDOT.
11. Petitioner shall improve Wilson Street from the northern boundary of the Site to Neal Drive to the standards of a Local Residential Medium Street (CLDS U-02).

- D. Architectural Standards
1. The maximum height of the single family detached dwelling units constructed on the Site shall be 35 feet.
2. The maximum height of the single family attached dwelling units constructed on the Site shall be governed by the Ordinance.
3. The maximum height of a building containing multi-family dwelling units constructed on the Site shall be governed by the Ordinance.
4. A maximum of 8 multi-family dwelling units may be located in a single building.
5. The architectural and design standards set out below shall apply to the single family detached dwelling units constructed on Development Area B.
(a) The setbacks for the lots located on Development Area B shall match the setbacks of the existing single family homes located directly across Fairhaven Drive from Development Area B.
(b) Any garages located on Development Area B shall be either side loaded or rear loaded garages.
(c) The architectural and design standards set out below shall apply to the single family attached dwelling units constructed on Development Area C.
(d) The actual widths of the single family attached dwelling units constructed on the Site may vary from the widths depicted on the Rezoning Plan.

- (e) To provide privacy, all residential entrances within 15 feet of the sidewalk shall be raised from the average sidewalk grade a minimum of 24 inches.
(f) Picked roofs, if provided, shall be symmetrically sloped no less than 5:12, except that roofs for porches and attached sheds may be no less than 2:12, unless a flat roof architectural style is employed.
(g) Each single family attached dwelling unit shall have a covered front stoop. The front stoop may be covered by an awning, canopy, roof extension or other architectural feature chosen by Petitioner.
(h) All corner or end single family attached dwelling units that face a public or private street shall have a porch or stoop that wraps a portion of the front and side of the unit or provide blank wall provisions that limit the maximum blank wall exposure to 15 feet on all building levels.
(i) Garages on visible public or private streets shall minimize the visual impact by providing a setback of 12 to 24 inches from the front wall plane or provide additional architectural treatments such as translucent windows or projecting elements over the garage door opening.
(j) Walkways shall be provided to connect all residential entrances to sidewalks along public and private streets. This may be accomplished by connecting the walkways to the driveways for the single family attached dwelling units.
(k) Each single family attached dwelling unit shall have a garage.
(l) Buildings containing single family attached dwelling units may not contain more than 5 individual single family attached dwelling units.

- E. Streetscape and Buffers
1. A minimum 8 foot wide planting strip and a minimum 12 foot wide multi-use path shall be installed along the Site's frontage on Old Concord Road. The minimum 12 foot wide multi-use path (or portions thereof) may be located in a sidewalk utility easement.
2. Minimum 8 foot wide planting strips and minimum 5 foot wide sidewalks shall be installed along both sides of the Site's internal public streets.
3. Buffers shall be established on the Site as required by the Ordinance and as depicted on the Rezoning Plan, and such buffers shall conform to the standards of Section 12.302 of the Ordinance. Notwithstanding the foregoing, and pursuant to the Ordinance, Petitioner may reduce the required width of a buffer by 25% by installing a wall, fence or berm that meets the standards of Section 12.302(b) or Section 12.302(8A) of the Ordinance as applicable.

- 4. A minimum 40 foot wide landscape area shall be established along those portions of Development Area A's boundary lines that are more particularly depicted on the Rezoning Plan. At a minimum, this 40 foot wide landscape area shall meet the tree and shrub requirements of a Class C buffer.
5. The buffers described above in paragraph E.3 and the landscape area described above in paragraph E.4 shall be maintained by the homeowners or property owners association.
6. In the event that an adjacent parcel of land is either rezoned to a zoning district or devoted to a use that eliminates or reduces the buffer requirements on the Site, Petitioner may reduce or eliminate, as the case may be, the relevant buffer areas set out on the Rezoning Plan accordingly.

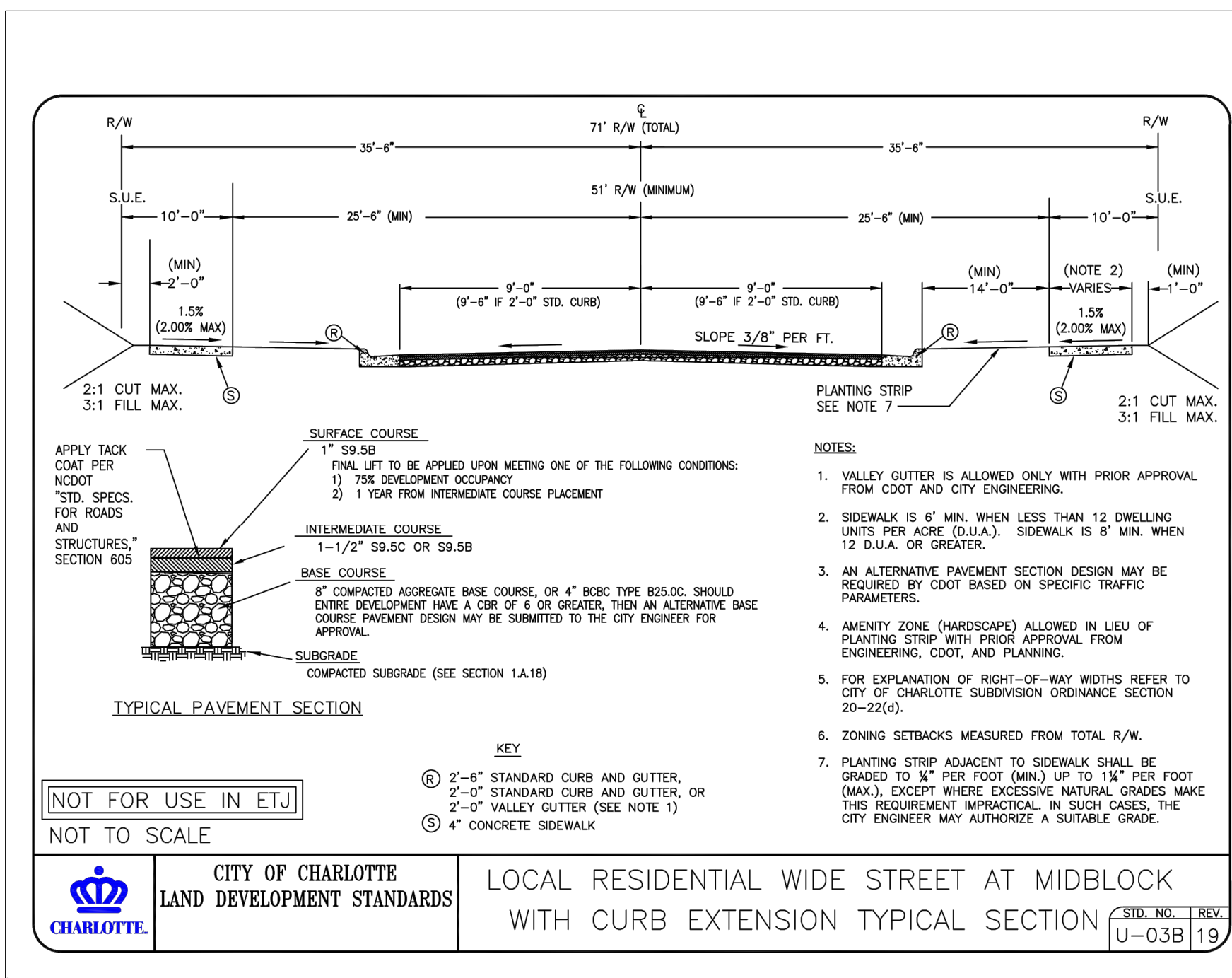
- F. Environmental
1. The Petitioner shall comply with the Charlotte City Council approved and adopted Post Construction Controls Ordinance.
2. The location, size and type of storm water management systems depicted on the Rezoning Plan are subject to review and approval as part of the full development plan submittal and are not implicitly approved with this rezoning. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and natural site discharge points.
3. Development of the Site shall comply with the City of Charlotte Tree Ordinance.
4. The tree save areas depicted on the Rezoning Plan are conceptual and the actual tree save areas provided on the Site may differ from what is depicted on the Rezoning Plan provided that the Site complies with the requirements of the City of Charlotte Tree Ordinance.
5. As noted above in paragraph A.5, the development of the Site shall be considered to be a planned/unified development. Accordingly, the tree save requirements of the City of Charlotte Tree Ordinance shall be calculated and satisfied over the entire Site, rather than within each individual Development Area. As a result, each individual Development Area shall not be required to meet the tree save requirements of the City of Charlotte Tree Ordinance provided that the Site as a whole meets such tree save requirements.
6. Development within any SWIM/PCS Buffer shall be coordinated with and subject to approval by Charlotte-Mecklenburg Storm Water Services and mitigated if required by City ordinance. Petitioner acknowledges intermittent/perennial stream delineation reports are subject to review and approval upon submission of development plans for permitting and are not approved with rezoning decisions.

- G. Park Site/Greenway Pedestrian Connection
1. Prior to the issuance of a certificate of occupancy for the 400<sup>th</sup> dwelling unit constructed on the Site and subject to the approval of Mecklenburg County, Petitioner shall minimum 9 acre portion of Development Area A that is designated on Sheet RZ-3 of the Rezoning Plan (the "Park Site") to Mecklenburg County for a future public park. Prior to the conveyance of the Park Site to Mecklenburg County, Petitioner shall have the right to install and locate a storm water pipe or pipes and underground utilities through the Park Site and to reserve such easements over the Park Site that are necessary to maintain, repair and replace such storm water pipe or pipes and underground utilities.
2. The southern 7 acres of the Park Site shall be a passive park, and the passive park shall count towards the Park Site's minimum tree save requirements and the Park Site's minimum open space requirements. The passive park shall meet the applicable requirements of the Tree Ordinance.
3. The northern 2 acres of the Park Site shall be an active neighborhood park, and the active neighborhood park shall not count towards the Site's minimum tree save requirements but shall count towards the Site's minimum open space requirements.
4. Mecklenburg County shall be responsible for the design, installation and maintenance of any improvements to the active neighborhood park.
5. In the event that Mecklenburg County does not approve and accept the conveyance of the Park Site, then the Park Site shall be a part of the Site's tree save and open space areas, and the Park Site shall be owned and maintained by the Developer or a property owners association.
6. Petitioner shall construct a minimum 6 foot wide asphalt pedestrian connection from the Site to the future greenway trail to be constructed by Mecklenburg County generally from the western terminus of Road G to the future greenway trail as generally depicted on the Rezoning Plan. Notwithstanding the foregoing, the location of this pedestrian connection may be adjusted during the permitting process.

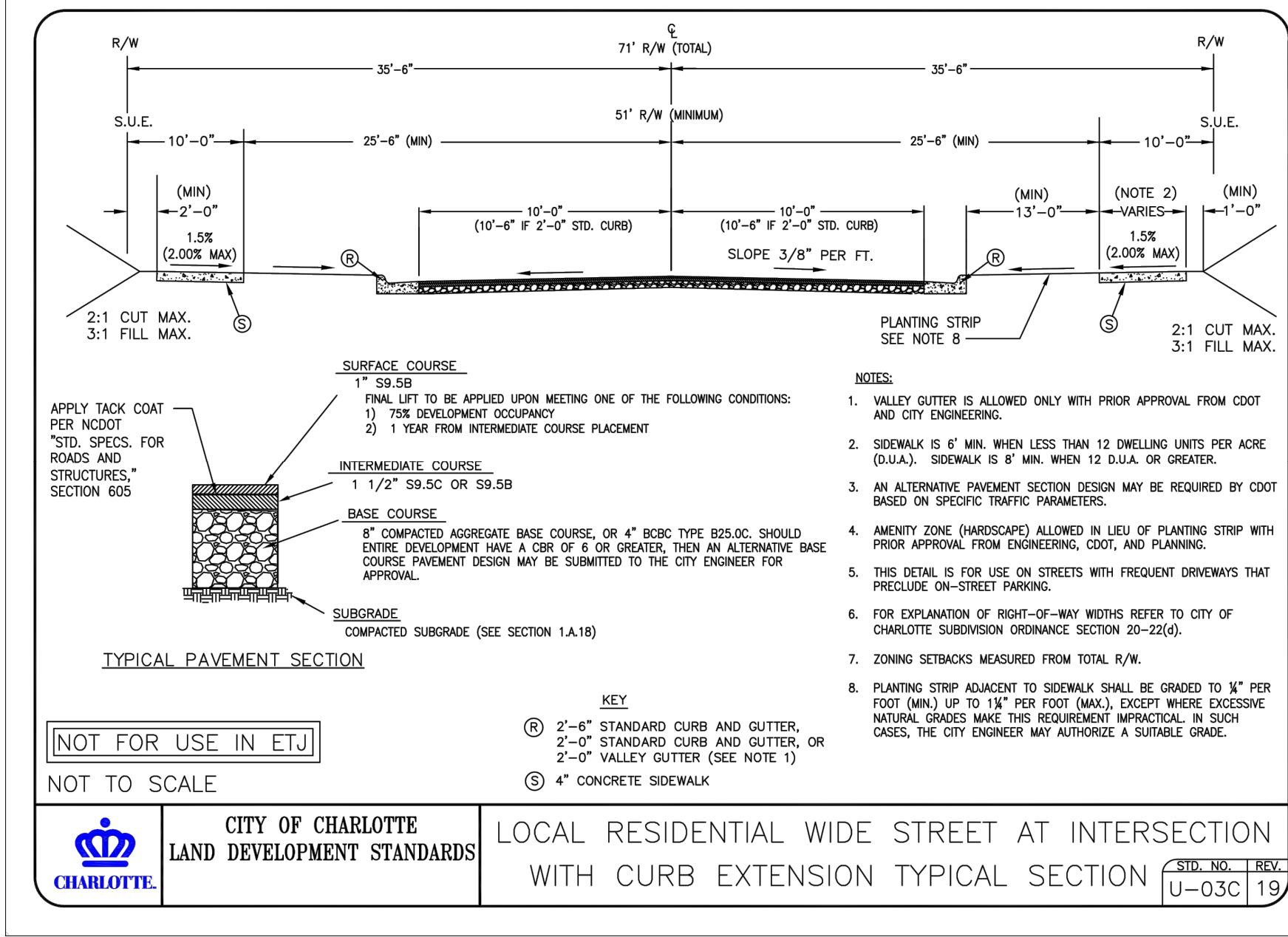
- H. Open Space/Amenities
1. A minimum of 10 percent of the Site shall be devoted to common open space.
2. A minimum of 3 acres in Development Area A shall be devoted to a community amenity area or amenity areas. The amenity area or amenity areas shall count towards the Site's open space requirement.
3. A minimum of four of the amenities set out below shall be located in the Development Area A.
(a) Pool and cabana.
(b) Playground structure.
(c) Community gathering spaces.
(d) Seating areas/benches.
(e) An outdoor gym.
(f) Enhanced landscaping.
(g) Greenway connectivity.
(h) Pickleball court(s).
4. A minimum of 3 acres in Development Area C shall be devoted to a community amenity area or amenity areas. The amenity area or amenity areas shall count towards the Site's open space requirement.
5. A minimum of four of the amenities set out below shall be located in Development Area C.
(a) Dog park.
(b) Playground structure.
(c) Community gathering spaces.
(d) Seating areas/benches.
(e) Grills.
(f) Enhanced landscaping.
(g) Greenway connectivity.
(h) Pickleball court(s).

- I. Innovative Development Standards
1. Pursuant to Section 11.209(b) of the Ordinance, the use of the innovative development standard set out below is approved concurrently with the approval of this Rezoning Petition.
(a) The minimum setback in Development Area C shall be 20 feet from the back of sidewalk.

- J. Binding Effect of the Rezoning Documents and Definitions
1. If this Rezoning Petition is approved, all conditions applicable to the use and development of the Site imposed under these Development Standards and the Rezoning Plan will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of Petitioner and the current and subsequent owners of the Site and their respective successors in interest and assigns.
2. Throughout these Development Standards, the term "Petitioner" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of Petitioner or the owner or owners of the Site from time to time who may be involved in any future development of the term.
3. Any reference to the Ordinance herein shall be deemed to refer to the requirements of the Ordinance in effect as of the date this Rezoning Petition is approved.



NOT FOR USE IN ETJ CITY OF CHARLOTTE LAND DEVELOPMENT STANDARDS LOCAL RESIDENTIAL WIDE STREET AT MIDBLOCK WITH CURB EXTENSION TYPICAL SECTION



NOT TO SCALE CITY OF CHARLOTTE LAND DEVELOPMENT STANDARDS LOCAL RESIDENTIAL WIDE STREET AT INTERSECTION WITH CURB EXTENSION TYPICAL SECTION



THE INFORMATION ON THIS DOCUMENT IS PRELIMINARY OR INCOMPLETE NOT FOR CONSTRUCTION RECORDING PURPOSES OR IMPLEMENTATION.

BLANKENSHIP OLD CONCORD ROAD CHARLOTTE, NC 28213

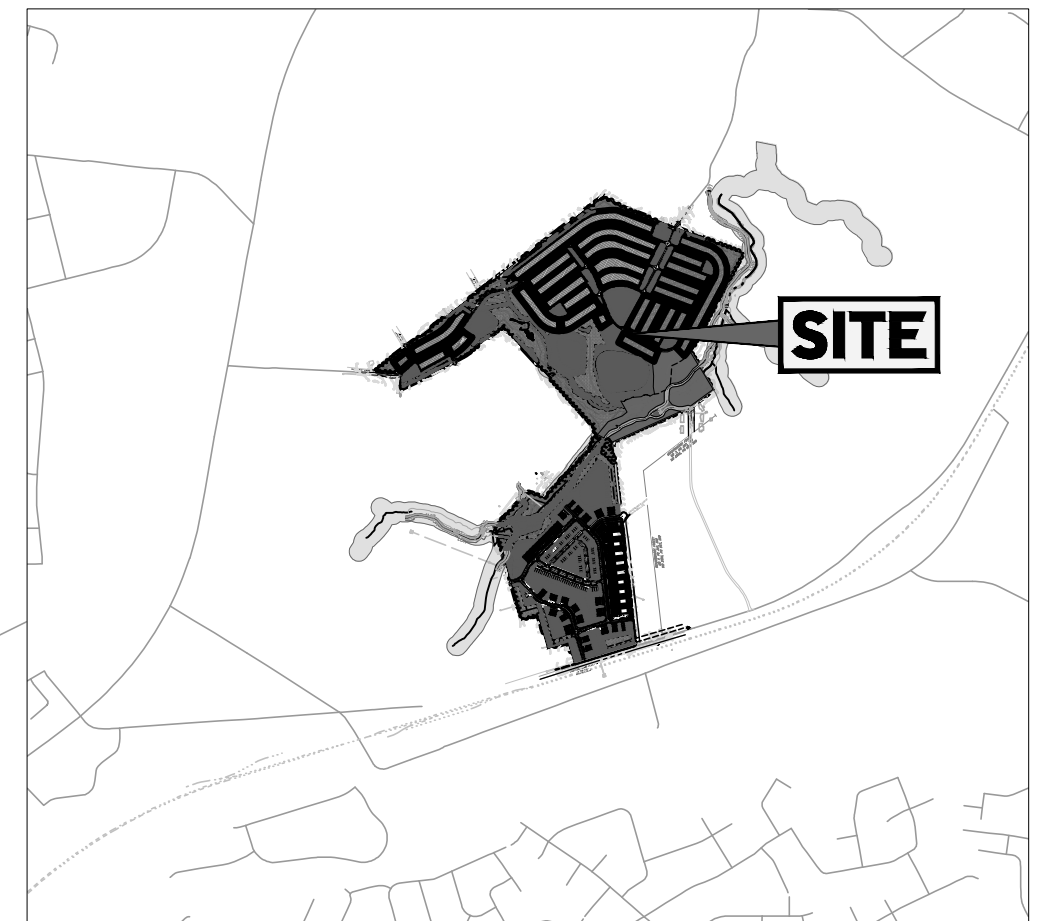
Table with 3 columns: Revisions / Submissions, Name, Date. Includes entries for BOHLER 1ST REVIEW 06-14-2022, BOHLER 2ND REVIEW 08-22-2022, CESO 3RD REVIEW 01-10-2023, etc.

REZONING PLANS 2021-256

Project Number: 761304
Scale:
Drawn By: HHI
Checked By: EUL
Date: 04/10/2023
Issue: REVIEW SET

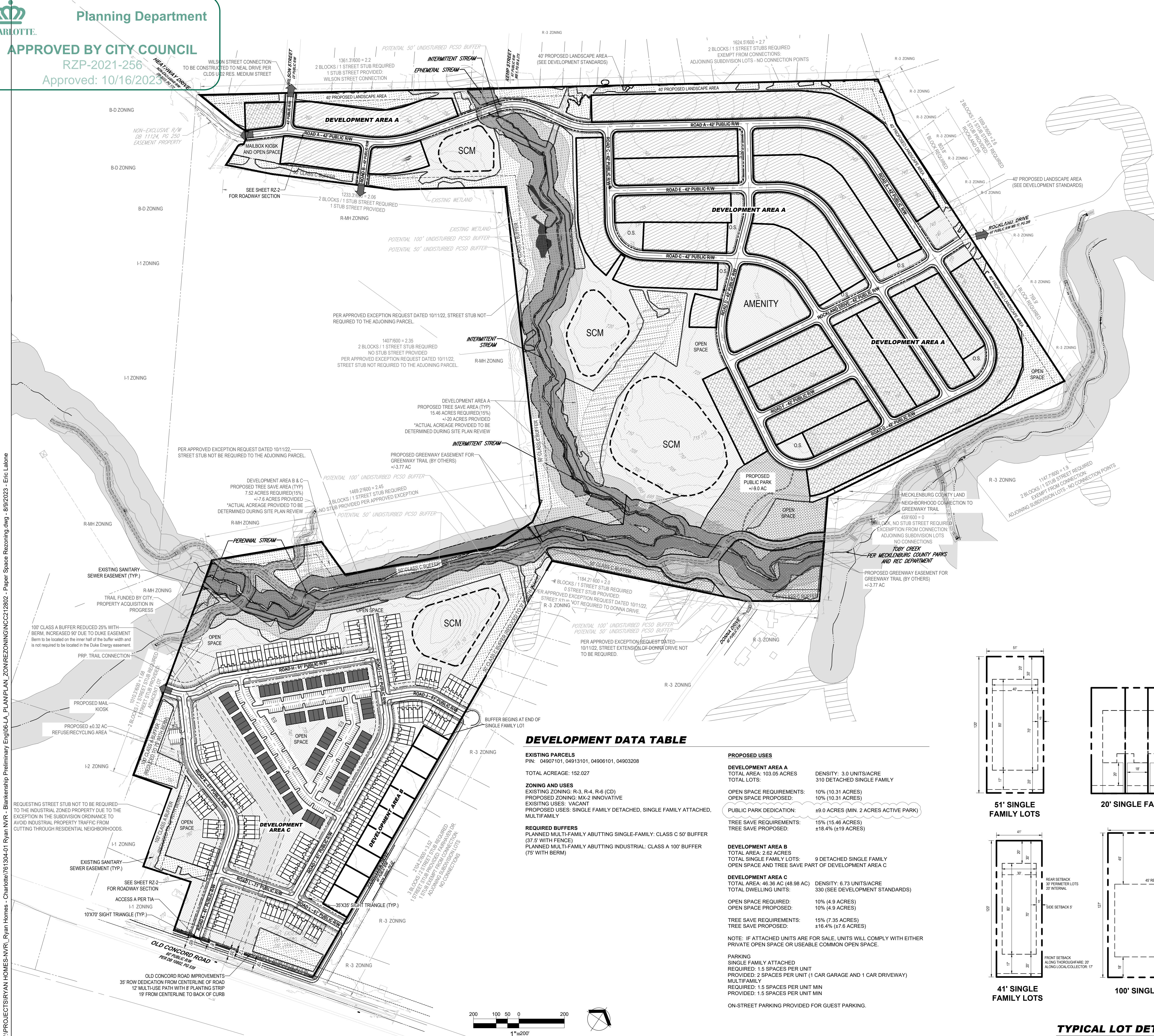
Drawing Title: DEVELOPMENT NOTES

RZ-2



**VICINITY MAP**  
 SCALE: 1" = 2,000'

- 51' WIDE SINGLE FAMILY DETACHED LOTS
- 41' WIDE SINGLE FAMILY DETACHED LOTS
- OPEN SPACE  
AMENITIES MAY INCLUDE POCKET PARKS, DOG PARK, SEATING AREAS, TRAILS, COMMUNITY GARDENS, MAILBOX KIOSKS AS WELL AS SCMS AND UNIMPROVED AREAS SUCH AS TREE SAVE, STREAM BUFFERS. ACTUAL USES WILL BE DETERMINED DURING SITE PLAN REVIEW.
- PUBLIC PARK DEDICATION  
+1.6.0 AC
- TREE SAVE
- 6 UNIT MULTI-FAMILY BLDG  
TWO-STORY
- 8 UNIT MULTI-FAMILY BLDG  
TWO-STORY
- SINGLE FAMILY ATTACHED BLDG  
(3, 4 AND 5 UNIT ATTACHED)  
SINGLE FAMILY ATTACHED WILL HAVE A MAX OF 5 UNITS PER BUILDING.



**DEVELOPMENT DATA TABLE**

**EXISTING PARCELS**  
 PIN: 04907101, 04913101, 04906101, 04903208  
 TOTAL ACREAGE: 152.027

**ZONING AND USES**  
 EXISTING ZONING: R-3, R-4, R-6 (CD)  
 PROPOSED ZONING: MIX-2 INNOVATIVE  
 EXISTING USES: VACANT  
 PROPOSED USES: SINGLE FAMILY DETACHED, SINGLE FAMILY ATTACHED, MULTIFAMILY

**REQUIRED BUFFERS**  
 PLANNED MULTI-FAMILY ABUTTING SINGLE-FAMILY: CLASS C 50' BUFFER (37.5' WITH FENCE)  
 PLANNED MULTI-FAMILY ABUTTING INDUSTRIAL: CLASS A 100' BUFFER (75' WITH BERM)

**PROPOSED USES**

**DEVELOPMENT AREA A**  
 TOTAL AREA: 103.05 ACRES  
 TOTAL LOTS: 310 DETACHED SINGLE FAMILY  
 DENSITY: 3.0 UNITS/ACRE  
 OPEN SPACE REQUIREMENTS: 10% (10.31 ACRES)  
 OPEN SPACE PROPOSED: 10% (10.31 ACRES)

**DEVELOPMENT AREA B**  
 TOTAL AREA: 2.62 ACRES  
 TOTAL SINGLE FAMILY LOTS: 9 DETACHED SINGLE FAMILY  
 OPEN SPACE AND TREE SAVE PART OF DEVELOPMENT AREA C

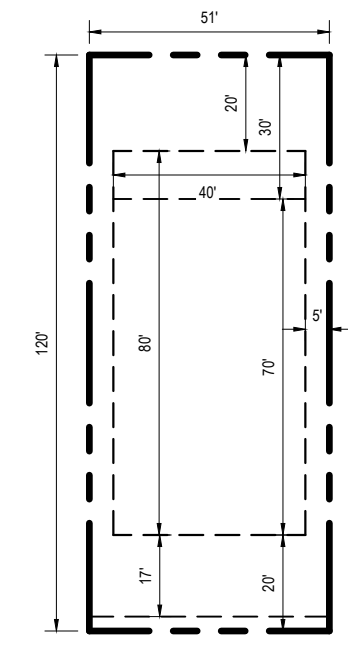
**DEVELOPMENT AREA C**  
 TOTAL AREA: 46.36 AC (48.98 AC)  
 DENSITY: 6.73 UNITS/ACRE  
 TOTAL DWELLING UNITS: 330 (SEE DEVELOPMENT STANDARDS)  
 OPEN SPACE REQUIRED: 10% (4.9 ACRES)  
 OPEN SPACE PROPOSED: 10% (4.9 ACRES)

**TREE SAVE REQUIREMENTS:** 15% (7.35 ACRES)  
**TREE SAVE PROPOSED:** 18.4% (19.18 ACRES)

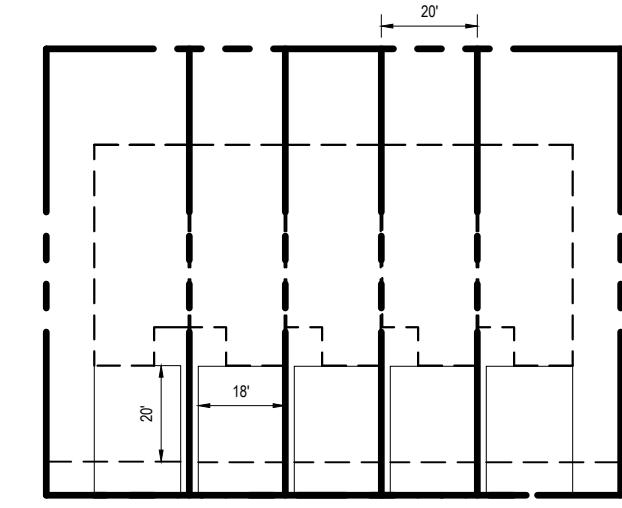
**PUBLIC PARK DEDICATION:** +9.0 ACRES (MIN. 2 ACRES ACTIVE PARK)  
**TREE SAVE REQUIREMENTS:** 15% (15.46 ACRES)  
**TREE SAVE PROPOSED:** 18.4% (+19 ACRES)

**NOTE:** IF ATTACHED UNITS ARE FOR SALE, UNITS WILL COMPLY WITH EITHER PRIVATE OPEN SPACE OR USEABLE COMMON OPEN SPACE.

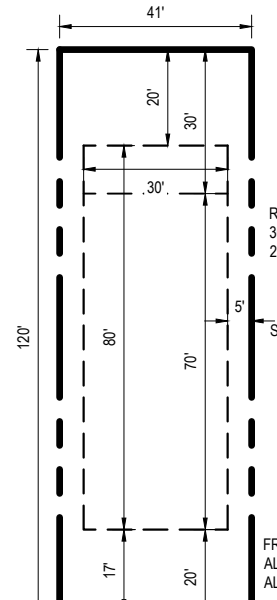
**PARKING**  
 SINGLE FAMILY ATTACHED  
 REQUIRED: 1.5 SPACES PER UNIT  
 PROVIDED: 2 SPACES PER UNIT (1 CAR GARAGE AND 1 CAR DRIVEWAY)  
 MULTIFAMILY  
 REQUIRED: 1.5 SPACES PER UNIT MIN  
 PROVIDED: 1.5 SPACES PER UNIT MIN  
 ON-STREET PARKING PROVIDED FOR GUEST PARKING.



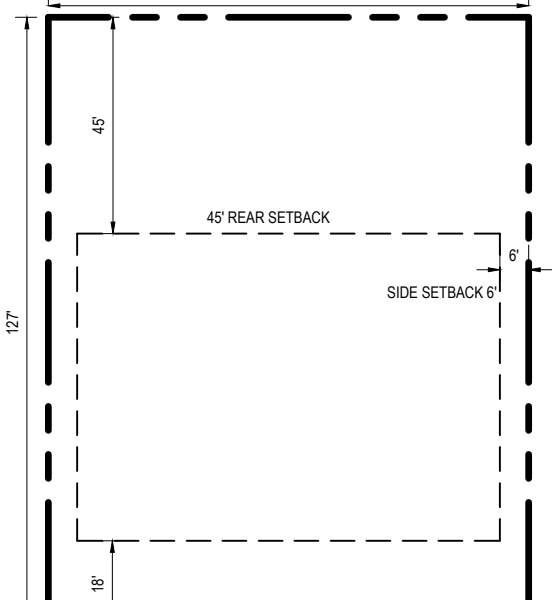
**51' SINGLE FAMILY LOTS**



**20' SINGLE FAMILY ATTACHED**

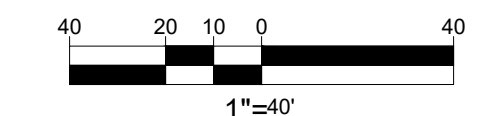


**41' SINGLE FAMILY LOTS**



**100' SINGLE FAMILY LOTS**

**TYPICAL LOT DETAILS**



**NVR, INC**

**BLANKENSHIP**  
 OLD CONCORD ROAD CHARLOTTE, NC 28213

Revisions / Submissions

BOHLER	1ST REVIEW	06-14-2022
BOHLER	2ND REVIEW	08-22-2022
CESO	3RD REVIEW	01-10-2023
CESO	4TH REVIEW	03-13-2023
CESO	5TH REVIEW	04-10-2023
CESO	6TH REVIEW	06-12-2023
CESO	7TH REVIEW	07-19-2023
CESO	8TH REVIEW	08-09-2023

**REZONING PLANS 2021-256**

Project Number: 761304  
 Scale:  
 Drawn By: HHI  
 Checked By: EUL  
 Date: 04/10/2023  
 Issue: REVIEW SET

**CONCEPTUAL SITE PLAN**

**RZ-3**

V:\PROJECTS\RYAN HOMES-NVR - Ryan Homes - Charlotte\761304-01 Ryan NVR - Blankenship Preliminary Eng\06-LA\_PLAN\PLAN\_ZONING\CONCORD\CONCORD\_212802.dwg - 09/2023 - Eric Labaree