



VICINITY MAP

SITE DEVELOPMENT DATA

ACREAGE: ± 311.0 ACRES FOR REZONING SITE IN CHARLOTTE ETJ

TAX PARCEL #S: 029-591-05, 029-591-03, 029-591-04, 029-581-21, 029-581-15, 029-581-03, 029-581-110 AND 029-181-10

EXISTING ZONING: CC

PROPOSED ZONING: I-1(CD) & R-22MF(CD), FIVE YEARS VESTED RIGHTS

EXISTING USES: VACANT

PROPOSED USES: USES PERMITTED BY RIGHT AND UNDER PRESCRIBED CONDITIONS TOGETHER WITH ACCESSORY USES AS ALLOWED IN (I) THE I-1 ZONING DISTRICT FOR THE PORTION OF THE SITE SHOWN AS ZONED I-1(CD) (AS GENERALLY DEPICTED ON THE REZONING PLAN) AND (II) THE R-22MF ZONING DISTRICT FOR THE PORTION OF THE SITE SHOWN AS ZONED R-22MF(CD) (AS GENERALLY DEPICTED ON THE REZONING PLAN), EACH AS MORE SPECIFICALLY DESCRIBED BELOW IN SECTION 2 (WHICH SHALL CONTROL).

MAXIMUM GROSS SQUARE FEET OF DEVELOPMENT:

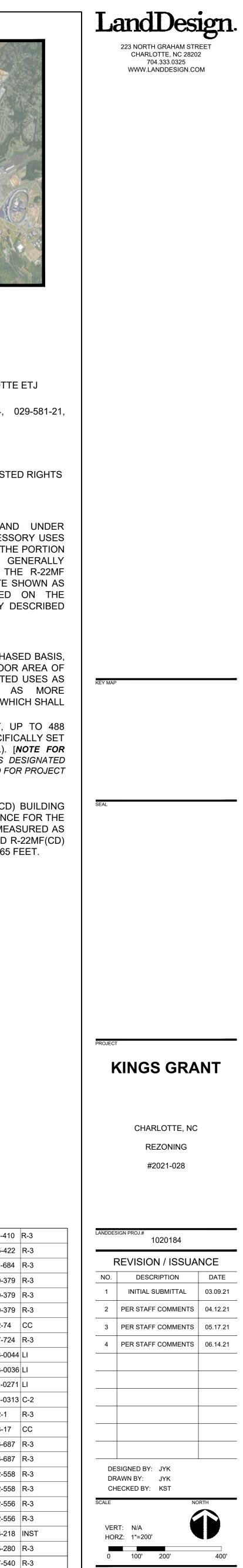
A. WITHIN THE I-1(CD) ZONING DISTRICT ON A PHASED BASIS, UP TO 2.75 MILLION SQUARE FEET OF GROSS FLOOR AREA OF WAREHOUSE, DISTRIBUTION AND OTHER PERMITTED USES AS ALLOWED IN THE I-1 ZONING DISTRICT, AS MORE PARTICULARLY DESCRIBED BELOW IN SECTION 2 (WHICH SHALL CONTROL).

B. WITHIN THE R-22MF(CD) ZONING DISTRICT, UP TO 488 MULTI-FAMILY RESIDENTIAL UNITS, AS MORE SPECIFICALLY SET FORTH IN SECTION 2 (WHICH SHALL CONTROL). [**NOTE FOR INFORMATION**: ADDITIONAL 212 MULTI-FAMILY UNITS DESIGNATED FOR 10.42 ACRE ADJACENT PARCEL WITHIN CONCORD FOR PROJECT TOTAL OF 700 MULTI-FAMILY UNITS]

MAXIMUM BUILDING HEIGHT: IN THE AREA ZONED I-1(CD) BUILDING HEIGHTS SHALL BE AS SET FORTH IN THE ORDINANCE FOR THE I-1 ZONING DISTRICT. BUILDING HEIGHT WILL BE MEASURED AS DEFINED BY THE ORDINANCE. IN THE AREA ZONED R-22MF(CD) ALLOWED BUILDING HEIGHTS WILL BE LIMITED TO 65 FEET.

PARKING: AS REQUIRED BY THE ORDINANCE.

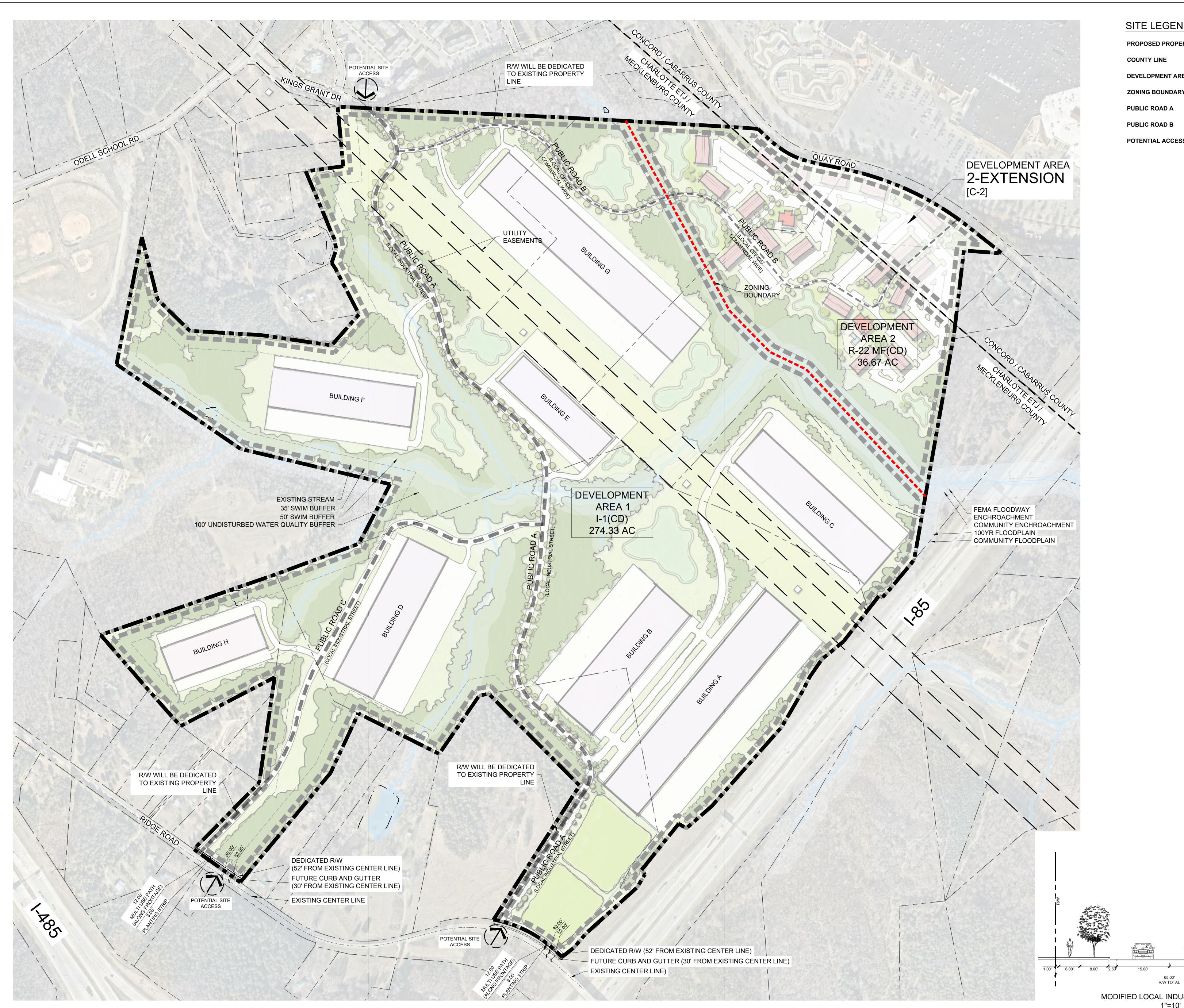
029-581-18	WENDY DAWN COPENHAVER	08697-410	R-3
029-581-07	NORMAN J PENNINGER	04415-422	R-3
029-581-09	JAMES EDWARD JR SHAVER	10202-684	R-3
029-581-12	AMH NC DEVELOPMENT LP	34410-379	R-3
029-581-22	AMH NC DEVELPOMENT LP	34410-379	R-3
029-581-13	AMH NC DEVELOPMENT LP	34410-379	R-3
029-581-14	AMH NC DEVELOPMENT LP	33132-74	сс
029-591-01	DAVIDLAND LLC	08627-724	R-3
458-791-1759-0000	DAVIDLAND LLC / A NC LLC	03033-0044	LI
458-961-8976-0000	QUAY LLC / A NC LLC	09853-0036	LI
458-962-8251-0000	HARKER RONNIE R / MARTHA H WF	12242-0271	LI
458-963-6730-0000	MALL AT CONCORD MILLS LP	10206-0313	C-2
029-181-04	ROBERT LUNN	33182-1	R-3
029-181-26	KINGS GRANT APARTMENTS LLC	33318-17	сс
029-181-12	PIEDMONT NATURAL GAS COMPANY INC	30216-687	R-3
029-181-22	PIEDMONT NATURAL GAS COMPANY INC	30216-687	R-3
029-181-21	WINNIE N FOX LLC	35142-558	R-3
029-181-20	WINNIE N FOX LLC	35142-558	R-3
029-181-19	FIVE FOX LLC	35142-556	R-3
029-181-18	FIVE FOX LLC	35142-556	R-3
029-171-02	HICKORY GROVE BAPTIST CHURCH	08023-218	INST
029-581-20	JAMES E JR SHAVER	31515-280	R-3
029-581-02	STEPHEN LAWRENCE	04917-540	R-3
029-581-04	R FRANCES (N/C) BELT	08930-877	R-3
029-581-05	ALICE C WIKE	02315-592	R-3
029-581-06	ALICE COVINGTON WIKE	03855-473	R-3
	029-581-07 029-581-09 029-581-12 029-581-22 029-581-13 029-581-14 029-581-01 1029-591-01 458-791-1759-0000 458-962-8251-0000 458-963-6730-0000 029-181-04 029-181-26 029-181-22 029-181-22 029-181-21 029-181-22 029-181-21 029-181-20 029-181-19 029-181-19 029-581-20 029-581-20 029-581-02 029-581-02 029-581-02	029-581-07NORMAN J PENNINGER029-581-09JAMES EDWARD JR SHAVER029-581-12AMH NC DEVELOPMENT LP029-581-12AMH NC DEVELOPMENT LP029-581-13AMH NC DEVELOPMENT LP029-581-14AMH NC DEVELOPMENT LP029-591-01DAVIDLAND LLC458-791-1759-0000DAVIDLAND LLC / A NC LLC458-961-8976-0000QUAY LLC / A NC LLC458-962-8251-0000HARKER RONNIE R / MARTHA H WF029-181-04ROBERT LUNN029-181-04ROBERT LUNN029-181-26KINGS GRANT APARTMENTS LLC029-181-21PIEDMONT NATURAL GAS COMPANY INC029-181-22PIEDMONT NATURAL GAS COMPANY INC029-181-21KINNIE N FOX LLC029-181-22FIVE FOX LLC029-181-20HICKORY GROVE BAPTIST CHURCH029-181-18FIVE FOX LLC029-181-19FIVE FOX LLC029-181-10AMES E JR SHAVER029-581-02R FRANCES (N/C) BELT029-581-04R FRANCES (N/C) BELT029-581-05ALICE C WIKE	029-581-07 NORMAN J PENNINGER 04415-422 029-581-09 JAMES EDWARD JR SHAVER 1020-684 029-581-12 AMH NC DEVELOPMENT LP 34410-379 029-581-22 AMH NC DEVELOPMENT LP 34410-379 029-581-13 AMH NC DEVELOPMENT LP 34110-379 029-581-14 AMH NC DEVELOPMENT LP 33132-74 029-591-01 DAVIDLAND LLC 08627-724 458-791-1759-000 DAVIDLAND LLC / A NC LLC 03033-0044 458-961-8976-000 QUAY LLC / A NC LLC 09853-0036 458-962-8251-0000 HARKER RONNIE R / MARTHA H WF 12242-0271 458-963-6730-0000 MALL AT CONCORD MILLS LP 10206-0313 029-181-04 ROBERT LUNN 33182-1 029-181-25 PIEDMONT NATURAL GAS COMPANY INC 30216-687 029-181-20 WINNIE N FOX LLC 35142-558 029-181-21 WINNIE N FOX LLC 35142-558 029-181-20 WINNIE N FOX LLC 35142-556 029-181-19 FIVE FOX LLC 35142-556 029-181-18 FIVE FOX LLC 35142-556



ORIGINAL SHEET SIZE: 30" X 42"

RZ-1

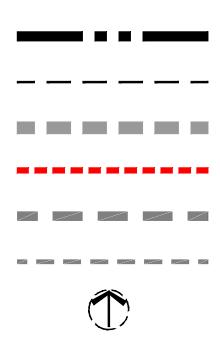
TECHNICAL DATA



6/14/2021 5:58 PM DAPHNE BRICE Z:\TEMPLATES\SHEETS\CD SHEETS\LA\SHEET-30X42.DWT

SITE LEGEND

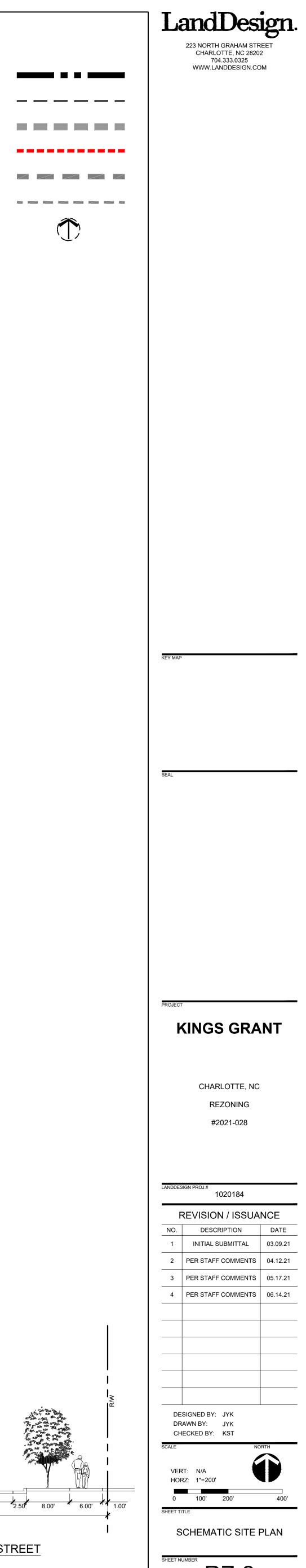
PROPOSED PROPERTY LINE COUNTY LINE DEVELOPMENT AREA ZONING BOUNDARY PUBLIC ROAD A PUBLIC ROAD B POTENTIAL ACCESS



MODIFIED LOCAL INDUSTRIAL STREET 1"=10'

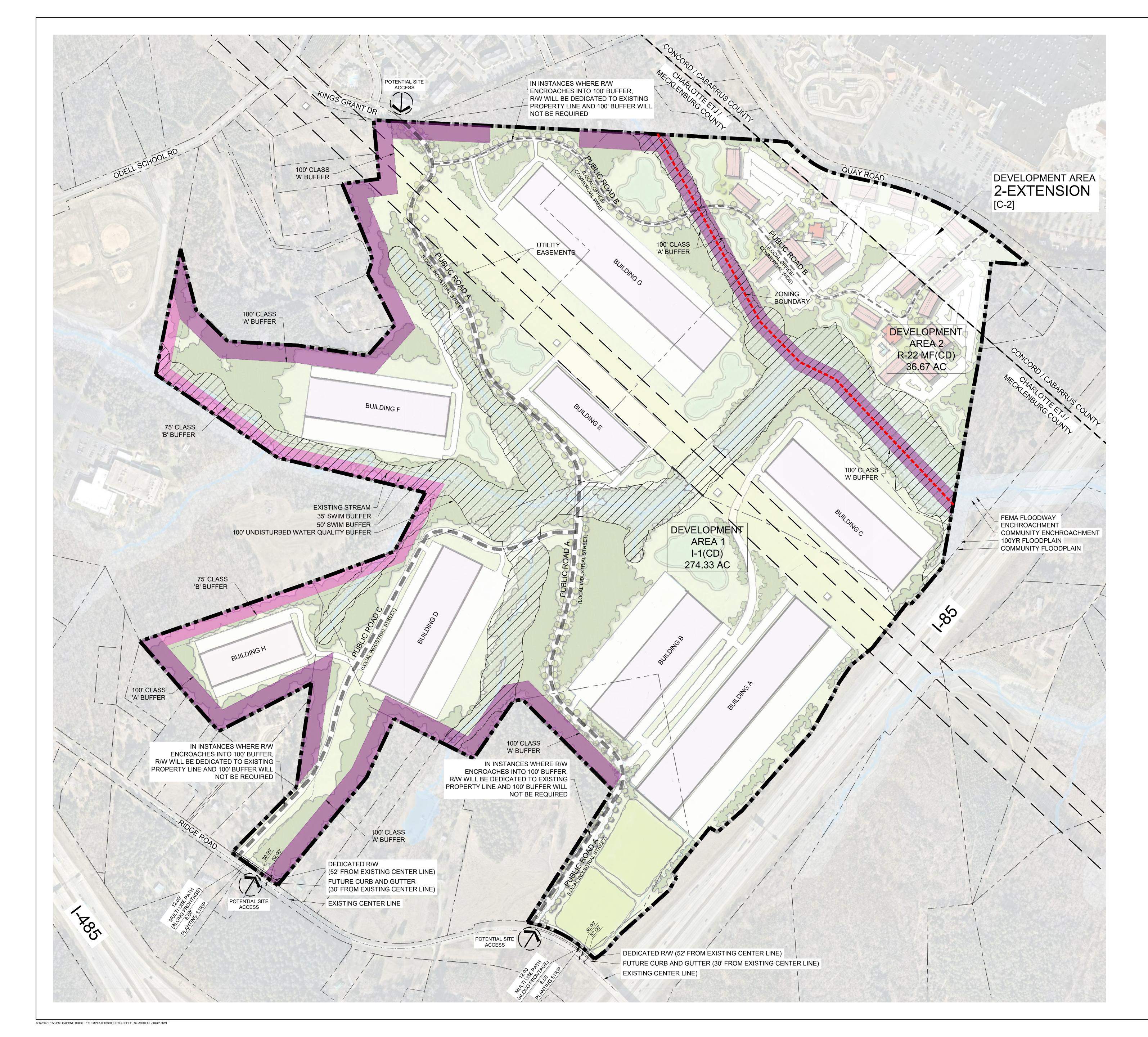
65.00'

15.00



ORIGINAL SHEET SIZE: 30" X 42"

RZ-2

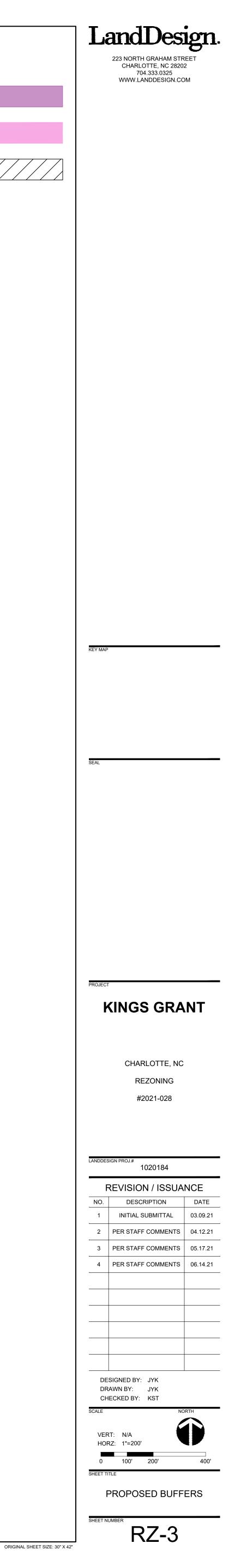


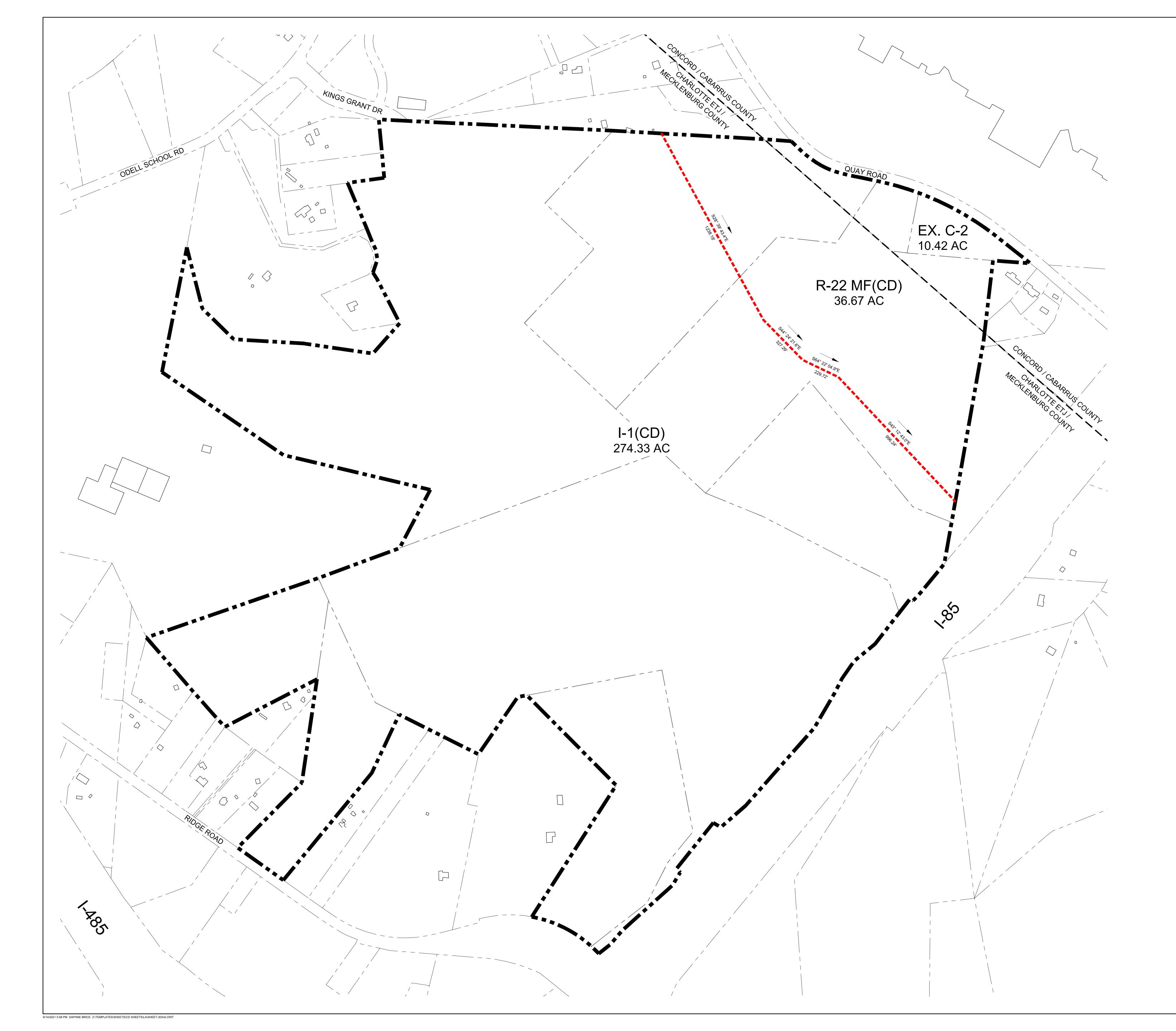
BUFFER LEGEND

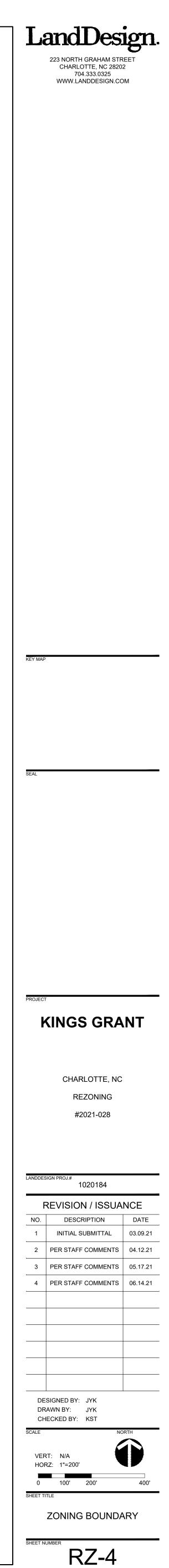
100' CLASS 'A' BUFFER

75' CLASS 'B' BUFFER

POTENTIAL TREE SAVE/ OPEN SPACE







ORIGINAL SHEET SIZE: 30" X 42"

Childress Klein - Kings Grant Development Standards Rezoning Petition No. 2021-028

Site Development Data:

- --Acreage: ± 311.0 acres for Rezoning Site in Charlotte ETJ (Mecklenburg County see below for additional 10.42 acres Concord/Cabarrus County) --Tax Parcel #s: 029-591-05, 029-591-03, 029-591-04, 029-581-21, 029-581-15, 029-581-03, 029-581-110 and 029-181-10
- --Existing Zoning: CC
- --Proposed Zoning: I-1(CD) & R-22MF(CD), five years vested rights --Existing Uses: Vacant

--Proposed Uses: Uses permitted by right and under prescribed conditions together with accessory uses as allowed in (i) t I-1 zoning district for the portion of the Site shown as zoned I-1(CD) (as generally depicted on the Rezoning Pla and (ii) the R-22MF zoning district for the portion of the Site shown as zoned R-22MF(CD) (as generally depicted of the Rezoning Plan), each as more specifically described below in Section 2 (which shall control). -- Maximum Gross Square feet of Development:

- A. Within the I-1(CD) zoning district on a phased basis, up to 2.75 Million square feet of gross floor area warehouse, distribution and other permitted uses as allowed in the I-1 zoning district, as more particularly describe below in Section 2 (which shall control). B. Within the R-22MF(CD) zoning district, up to 488 multi-family residential units, as more specifically set forth
- Section 2 (which shall control). [NOTE FOR INFORMATION: additional 212 multi-family units designated for 10.42 ac adjacent parcel within Concord for project total of 700 multi-family units] --Maximum Building Height: In the area zoned I-1(CD) building heights shall be as set forth in the Ordinance for the

zoning district. Building height will be measured as defined by the Ordinance. In the area zoned R-22MF(CI allowed building heights will be limited to 65 feet. --Parking: As required by the Ordinance.

1. General Provisions:

a. Site Location. These Development Standards, the Technical Data Sheet and Schematic Site Plan, and related graphi form the Rezoning Plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed Childress Klein Properties("Petitioner") to accommodate development on the approximately 311.0 acre site located at the northeast intersection of I-85 and Ridge Road, as generally depicted on Sheet RZ-1 (the "Site") of: (i) a residential communi on the portion of the Site zoned R-22MF(CD) (as generally depicted on the Rezoning Plan), and distribution/logistics/warehouse and other allowed uses on the portion of the Site zoned I-1(CD) (as generally depicted on the second s Rezoning Plan).

[NOTE FOR INFORMATION - ADDITIONAL PROPERTY WITHIN CITY OF CONCORD: This Rezoning Plan se rezoning of the Site located within Mecklenburg County, but the Rezoning Plan sets forth for conceptual site planni purposes only an additional ± 10.42 acres of adjacent land fronting Quay Road located within the City of Concord, Cabar County (the "<u>Concord Property</u>) and generally depicted on the Rezoning Plan as an extension of Development Area 2 ("Development Area 2 Extension"). This Rezoning Plan and accompanying City of Charlotte Ordinance provisions governs a Site located within Mecklenburg County, and the Concord Property is shown for conceptual site planning purposes generally depict the overall master plan development by including all of the proposed multifamily based development, wheth located within Mecklenburg County or within the City of Concord. The zoning for the Concord Property shall be governed zoning regulations of the City of Concord, with the understanding that it is intended that the Site and the Concord Property a intended to constitute a seamless planned/unified development as generally depicted on portions of the Rezoning Plan.]

b. Development Areas. For ease of reference, the Rezoning Plan sets forth two (2) development areas as general depicted on Sheet RZ-1 as Development Area 1 and Development Area 2 (each a "Development Area" and collectively t "Development Areas"); [NOTE FOR INFORMTION: it is understood that the for the purposes of adherence to requirements of this Rezoning Plan portion of Development Area 2 generally depicted as "Development Area 2 Extension and located within Concord shall be governed under the Concord Property zoning.]

c. 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 (the "Ordinance"). Unless the Rezoning Plan establishes more stringe standards, (i) the regulations established under the Ordinance for the I-1(CD) zoning classification for the portion of the Site designated on the Rezoning Plan (i.e. consisting of Development Area 1) shall govern all development taking place on su portion of the Site, and (ii) the regulations established under the Ordinance for the R-22MF(CD) zoning classification for t portion of the Site so designated on the Rezoning Plan (i.e. consisting of Development Area 2) shall govern all development taking place on such portion of the Site.

d. Graphics and Alterations. The schematic depictions of the uses, parking areas, sidewalks, structures and building building elevations, driveways, streets, Development Areas and other development matters and site elements (collectively t "Development/Site Elements") set forth on the Rezoning Plan should be reviewed in conjunction with the provisions of the Development Standards. The layout, locations, sizes and formulations of the Development/Site Elements depicted on the Rezoning Plan are graphic representations of the Development/Site elements proposed. Changes to the Rezoning Plan r anticipated by the Rezoning Plan will be reviewed and approved as allowed by Section 6.207 of the Ordinand

Since the project has not undergone the design development and construction phases, it is intended that this Rezoning Pl provide for flexibility in allowing some alterations or modifications from the graphic representations of the Development/S Elements. Therefore, there may be instances where minor modifications will be allowed without requiring the Administrativ Amendment Process per Section 6.207 of the Ordinance. These instances would include changes to graphics if they are:

- (i) expressly permitted by the Rezoning Plan (it is understood that if a modification is expressly permitted by the Rezoning Plan it is deemed a minor modification for the purposes of these Development Standards); or
- (ii) minor and don't materially change the overall design intent generally depicted on the Rezoning Plan.

The Planning Director will determine if such minor modifications are allowed per this amended process, and if it is determin that the alteration does not meet the criteria described above, the Petitioner shall then follow the Administrative Amendme Process per Section 6.207 of the Ordinance; in each instance, however, subject to the Petitioner's appeal rights set forth in t Ordinance.

Number of Buildings Principal and Accessory; Accessory Building Design. Notwithstanding the number buildings shown on the Rezoning Plan, the total number of principal buildings to be developed: (i) on the portion of the S zoned I-1(CD) shall not exceed fifteen (15); and (ii) in the R-22MF(CD) zoned portion of the Site shall not exceed thirty (3 [NOTE FOR INFORMATION: this number of building limitation only applies to the portion of the Site located wit Mecklenburg County]; provided, further, the maximum number of principal buildings in each instance above may be reduced Accessory buildings and structures located on the Site shall not be considered in any limitation on the number of buildings of the Site. Accessory buildings and structures will be constructed utilizing similar building materials, colors, architectur elements and designs as the principal building(s) located within the same Development Area as the accessor structure/building. The size of accessory structures/buildings located within the portion of the Site zoned R-22MF(CD) will limited to 20% of the building area of the principal buildings constructed within such Development Areas to which accessory structure/building (other than parking structures) relate.

f. Planned/Unified Development. The Site (including the various Development Areas) shall be viewed as planned/unified development plan as to the elements and portions of the Site generally depicted on the Rezoning Plan. such, side and rear yards, buffers, building height separation standards, FAR requirements, and other similar zoning standard will not be required internally between improvements and other site elements located on the Site. Furthermore, the Petition and/or owners of the Site 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, public/private street frontage requirements and FA requirements, provided, however, all such separation standards along the exterior boundary of the Site shall be adhered to an all FAR requirements will be regulated by any development limitations set forth in Section 3 below as to the Site as a who and not individual portions or lots located therein. [NOTE FOR INFORMATION: as stated above, while the Concol Property as generally depicted on the Rezoning Plan shall be governed by the Concord zoning regulations, it is intended the the Site and the Concord Property shall be deemed a planned/unified development as generally depicted on the Rezoni Plan.]

g. Five Year Vested Rights. Pursuant to the provisions of Section 1.110 of the Ordinance and N.C.G.S. Secti 160A-385.1, due to the master planned large scale nature of the development and/or redevelopment, the level of investme the timing of development and/or redevelopment and certain infrastructure improvements, economic cycles and mark conditions, this Petition includes vesting of the approved Rezoning Plan and conditional zoning districts associated with t Petition for a five (5) year period, but such provisions shall not be deemed a limitation on any other vested rights whether common law or otherwise.

h. Gross Floor Area. When determining the maximum development levels set forth in this Rezoning Plan, gross flo area as defined in the Ordinance shall exclude any surface or structured parking facilities (including, without limitatio corridors and elevators within such facilities), utility or similar pump-station facilities, enclosed loading dock/service area balconies, outdoor dining areas and all gathering areas whether on the roof of a building or at street level.

i. Project Phasing. Development taking place on the Site may occur in phases and in such event, except as express required in this Rezoning Plan or by the Ordinance, certain streetscape improvements, roadway improvements and the li may take place in connection with the phase of development to which such improvements relate as described herein.

2. Permitted Uses & Development Area Limitations:

I. Uses within the I-1(CD) Areas. The provisions of this Section 2.1 shall apply only to the I-1(CD) zoned portion of the Site. **Development Area 1.** Subject to the restrictions and limitations listed below in subsection 2.I.b below, the princip

buildings constructed on the I-1(CD) portion of the Site may be developed with up to 2,750,000 square feet gross floor area warehousing, warehouse distribution, logistics, office, manufacturing, and all other uses permitted by right and und prescribed conditions together with accessory uses, all as allowed in the I-1 zoning district. Of the allowed square footage Development Area 1, no more than 5,000 square feet of gross floor area may be utilized for retail/EDEE uses.

b. Prohibited Uses. In no event shall the following uses be permitted in the I-1(CD) portion of the Site as a principle user

- auction sales,
- automobiles, truck and utility trailer rental,
- automotive repair garages,
- automotive sales and repair.
- automotive service stations, manufactured housing sales or repair,
- petroleum storage facilities. • recycling or drop off centers

II. Uses within R-22MF(CD) Area. The following provisions of Section 2.I. shall apply to the R-22MF(CD) ar a. Development Area 2. Development Area 2 on the Site may be developed with up to 488 multi-family residential un

and other uses permitted by-right or under prescribed conditions together with accessory uses, all as allowed in the R-22M zoning district. [NOTE FOR INFORMATION: additional 212 multi-family units designated for 10.42 acre adjacent parcel with *Concord for project total of 700 multi-family units.*]

3. Transportation Improvements and Access/Pedestrian Circulation:

I. Proposed Improvements: The Petitioner plans to provide or cause to be provided on its own or in cooperation with other parties who may impleme portions of the improvements, the improvements set forth below to benefit overall traffic patterns throughout the area accordance with the following implementation provisions:

a. The following roadway improvements will be made by the Petitioner as part of the redevelopment of the Site proposed by the Rezoning Plan in accordance with the phasing described below:

1. Derita Road & Concord Mills Boulevard/Christenbury Parkway (Signalized) 2022 Phase

	*
	2023 Phase 1A
	No suggested improvements
	2025 Phase 2
in	No suggested improvements
	2. <u>Mallard Creek Road & Carolina Lily Lane</u>
	2022 Phase 1
the	Implement pedestrian improvements such
an) on	2023 Phase 1A
	<u> </u>
of ed	No suggested improvements
in	2025 Phase 2
cre	• Construct a northbound right turn lane on
I-1 D)	3. <u>Mallard Creek Road & Kings Grant Drive (</u>
	2022 Phase 1
	No suggested improvements
ics	2023 Phase 1A
by the	• Though the intersection does not meet a
ity (ii) the	U-6032 the following is suggested:
the	 Install a traffic signal when warrants are r or
eeks ing	• Make a monetary contribution towards th
rrus (the	2025 Phase 2
the to	No suggested improvements
ther the	4. <u>Mallard Creek Road & Odell School Road (</u>
are	2022 Phase 1
lly	Construct an additional northbound left tu
the the	2023 Phase 1A
on"	No suggested improvements
ble ent	2025 Phase 2
so Ich	Construct a southbound right turn lane on
the ent	 Implement right turn overlap phasing on t
gs,	5. <u>Mallard Creek Road & I-485 Outer Ramps</u>
the ese	2022 Phase 1
the not	 No suggested improvements
	2023 Phase 1A
lan Site ive	 No suggested improvements
	2025 Phase 2
ing	No suggested improvements
ned	6. Mallard Creek Road & I-485 Inner Ramps (
ent the	2022 Phase 1
of Site	No suggested improvements
30) <i>thin</i> ed.	2023 Phase 1A
on ral	No suggested improvements
ory be	2025 Phase 2
the	No suggested improvements
a As	7. <u>Ridge Road & Odell School Road (Unsigna</u>
rds ner	<u>2022 Phase 1</u>
the AR	• Restripe the existing westbound approad separate right turn lane with 75 feet of sto
AR ind	separate right turn lane with 75 feet of sto
AR and ole ord	separate right turn lane with 75 feet of sto 2023 Phase 1A
AR und ole	separate right turn lane with 75 feet of sto <u>2023 Phase 1A</u> • No suggested improvements
AR and ole ord hat	separate right turn lane with 75 feet of sto <u>2023 Phase 1A</u> • No suggested improvements <u>2025 Phase 2</u>
AR ond ole <i>brd</i> <i>hat</i> <i>ing</i> ion ent, ket	separate right turn lane with 75 feet of sto <u>2023 Phase 1A</u> • No suggested improvements <u>2025 Phase 2</u> • Construct a northbound right turn lane on
AR ond ole <i>brd</i> <i>hat</i> <i>ing</i> ion ent,	separate right turn lane with 75 feet of sto <u>2023 Phase 1A</u> • No suggested improvements <u>2025 Phase 2</u> • Construct a northbound right turn lane on 8. <u>Carolina Lily Lane & Quay Road (Unsignal</u>
AR ole ord hat ing ion ent, ket the	separate right turn lane with 75 feet of sto 2023 Phase 1A • No suggested improvements 2025 Phase 2 • Construct a northbound right turn lane on 8. <u>Carolina Lily Lane & Quay Road (Unsignal</u> 2022 Phase 1
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AR ond ole ord hat ing ion ent, ket the the the oor on, as,	separate right turn lane with 75 feet of sto 2023 Phase 1A • No suggested improvements 2025 Phase 2 • Construct a northbound right turn lane on 8. <u>Carolina Lily Lane & Quay Road (Unsignal</u> 2022 Phase 1 • No suggested improvements 2023 Phase 1A
AR and ole ord hat ing ion ent, ket the the the or on,	separate right turn lane with 75 feet of sto 2023 Phase 1A • No suggested improvements 2025 Phase 2 • Construct a northbound right turn lane on 8. <u>Carolina Lily Lane & Quay Road (Unsignal</u> 2022 Phase 1 • No suggested improvements
AR ond ole ord hat ing ion ent, ket the the the on, on, as, sly	separate right turn lane with 75 feet of sto 2023 Phase 1A • No suggested improvements 2025 Phase 2 • Construct a northbound right turn lane on 8. <u>Carolina Lily Lane & Quay Road (Unsignal</u> 2022 Phase 1 • No suggested improvements 2023 Phase 1A
AR ond ole ord hat ing ion ent, ket the the the on, on, as, sly	separate right turn lane with 75 feet of sto 2023 Phase 1A • No suggested improvements 2025 Phase 2 • Construct a northbound right turn lane on 8. <u>Carolina Lily Lane & Quay Road (Unsignal</u> 2022 Phase 1 • No suggested improvements 2023 Phase 1A • No suggested improvements
AR ond ole ord hat ing ion ent, ket the the the on, as, sly ike	separate right turn lane with 75 feet of sto 2023 Phase 1A • No suggested improvements 2025 Phase 2 • Construct a northbound right turn lane on 8. <u>Carolina Lily Lane & Quay Road (Unsignal</u> 2022 Phase 1 • No suggested improvements 2023 Phase 1A • No suggested improvements 2025 Phase 2
AR ond ole ord hat ing ion ent, ket the the the the or on, as, sly ike	separate right turn lane with 75 feet of sto 2023 Phase 1A • No suggested improvements 2025 Phase 2 • Construct a northbound right turn lane on 8. <u>Carolina Lily Lane & Quay Road (Unsignal</u> 2022 Phase 1 • No suggested improvements 2023 Phase 1A • No suggested improvements 2025 Phase 2 • Remark the existing pavement to allow for
AR ond ole ord hat ing ion ent, ket the the the the or on, eas, sly ike ion pal of der	 separate right turn lane with 75 feet of sto <u>2023 Phase 1A</u> No suggested improvements <u>2025 Phase 2</u> Construct a northbound right turn lane on <u>8. Carolina Lily Lane & Quay Road (Unsignal</u> <u>2022 Phase 1</u> No suggested improvements <u>2023 Phase 1A</u> No suggested improvements <u>2023 Phase 1A</u> No suggested improvements <u>2025 Phase 2</u> Remark the existing pavement to allow for <u>8. Ridge Road & Access "A" (Unsignalized)</u>
AR ond ole ord hat ing ion ent, ket the the the the or on, eas, sly ike ion pal of der	separate right turn lane with 75 feet of sto 2023 Phase 1A • No suggested improvements 2025 Phase 2 • Construct a northbound right turn lane on 8. <u>Carolina Lily Lane & Quay Road (Unsignal</u> 2022 Phase 1 • No suggested improvements 2023 Phase 1A • No suggested improvements 2025 Phase 2 • Remark the existing pavement to allow for 9. <u>Ridge Road & Access "A" (Unsignalized)</u> 2022 Phase 1
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11. Quay Road & Access "C" (Unsignalized) **Facade Composition & Articulation** (i) The principal entrance of a building shall be articulated and expressed in greater architectural detail than other building 2023 Phase 1A entrances, by providing some of these or similar type of features; changes in materials, larger openings, columns pilasters or other architectural features in keeping with the architectural vernacular of the building, roof overhangs or canopies, light fixtures and/or additional landscaping treatments. We propose the following access configuration: (ii) Ground floor elevations shall be treated with a combination of fenestration, clear glass, prominent entrances, change in • One ingress lane and one egress lane (a combined eastbound left-right turn lane on Access "C") materials, building step backs, artwork and landscaping. Blank walls cannot be addressed with landscape elements only. (iii) Public Road fronting Facades and End fronting Facades shall be articulated and designed to create additional visual interest by varying architectural details, building materials, the roof line, and building offsets. 2025 Phase 2 (Signalized) iv) On corner lots, the architectural treatment of a building's intersecting Public Road Fronting Facades shall be substantially similar, except that said building may emphasize the corner location by incorporating additional height at the corner, No suggested improvements varying the roof form at the corner, or providing other architectural embellishments at the corner. (v) First Story Facades of all buildings along Public Roads shall incorporate columns, awnings, arcades, windows, doors, or 12. Quay Road & Access "D" (Unsignalized) other architectural elements. as APS pushbuttons (vi) Facades shall provide visual divisions between the first two stories and the upper level stories, when the building height is 2023 Phase 1A more than two stories, through architectural means such as courses, awnings, or a change in primary façade materials or We propose the following access configuration: (vii) Facades above the first two stories shall incorporate windows, arches, or other architectural details. (viii)Foundations, where provided, shall be constructed as a distinct building element that contrasts with Facade materials. • One ingress lane and one egress lane (a combined eastbound left-right turn lane on Access "C") Exposed above-ground foundations shall be coated or faced in cement, stucco, brick, manufactured stone, or natural stone to contrast with facade materials. 2025 Phase 2 (ix) Building elevations shall be designed with vertical bays or articulated architectural façade features which may include but n Carolina Lily Lane with 250 feet of storage not be limited to a combination of exterior wall offsets, projections, recesses, pilasters, banding and change in materials or No suggested improvements (Unsignalized) x) Buildings shall be designed with a recognizable architectural base on all facades facing Public Roads. Such base may be executed through use of preferred exterior building materials or articulated architectural façade features and color **b.** The Petitioner will construct the portion of Public Street B within Development Area 1 as part of the construction on Building G as generally depicted on the Rezoning Plan. This portion of Public Street B will be substantially completed prior to the issues of a certificate of occupancy for Building G. xi) Building elevations facing Public Roads shall not have expanses of blank walls greater than 20 feet in all directions and architectural features such as but to limited to banding, medallions or design features or materials will be provided to **c.** The Petitioner shall dedicate additional right of way along the Site's frontage of Ridge Road to result in fifty-two (52) avoid a sterile, unarticulated blank treatment of such walls. feet of right-of-way as measured from the existing centerline of Ridge Road along the Site's frontage. (xii) Long pitched or flat roof lines shall avoid continuous expanses without variation by including changes in height and/or roof form, to include but not be limited to gables, hips, dormers or parapets. II. Standards, Phasing and Other Provisions. signal warrants, due to the future signalized nature of this intersection under STIP a. **CDOT Standards.** All of the foregoing public roadway improvements will be subject to the standards and criteria of (xiii)For pitched roofs the minimum allowed is 4:12 excluding buildings with a flat roof and parapet walls. CDOT (and NCDOT, as applicable,) (as it relates to the roadway improvements within its road system authority). It is Streetscape, Landscaping and Buffer: understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development Quay Road. [NOTE FOR INFORMATION: while setback and streetscape requirements along Quay Road shall be or roadway projects taking place within the broad Mallard Creek Road area, by way of any applicable private/public governed by Concord zoning regulations, to the extent permitted by such regulations, Petitioner shall seek to provide; (i) a 25 partnership effort or other public sector project support. ne installation of the currently planned signal at this intersection b. Phasing. Road improvements shall be completed in phases, or subphases, that align with the permitted uses and sidewalk and minimum eight (8) foot planting strip along Quay Road.] development levels described (above Section 2,) subject to the adjustments permitted by Section (2,) above such as conversions/transfers of uses and other provisions of Section (3,) Prior to the development proceeding in a subsequent phase or Ridge Road. A 30-foot setback as measured from the future right-of-way line of Ridge Road will be provided along subphase of development for transportation purposes, the roadway improvements listed for the given phase (or subphase) shall the Site's frontage on Ridge Road. A 12-foot shared-use path and a minimum of an eight (8) foot planting strip will be be substantially completed prior to issuance of the first certificate of occupancy for development to take place in such next provided along the Site's frontage of Ridge Road. The future back of curb along Ridge Road will be located and constructed subsequent Phase or subphase, subject to other provisions of this Section (3.II.) The primary phases for transportation purposes 30 feet from the existing center line of Ridge Road as required by (CDOT) NCDOT or Chapter 19. (Signalized) and accompanying improvements are set forth below. **Public Road A.** Along Public Road A and C within Developments Area 1, a 20-foot setback as measured from the right of way line will be provided. An eight (8) foot planting strip and a six (6) foot sidewalk will be provided along both sides In addition, Petitioner may seek to adjust the primary phasing set forth above and the accompanying development levels set of Public Road A and C. forth below to reflect variations in the nature and amount of development from the phasing set forth herein or by way of urn lane on Odell School Road with 425 feet of storage "sub-phases" within the primary phases, administratively upon the reasonable approval of CDOT (or NCDOT (as applicable)) Public Road B: Along Site's frontage on Public Road B within the portion of the Site zoned R-22MF(CD), the setback which approval may be based upon appropriate adjustments reflecting ITE daily or peak hour trip generation assessments, or CDOT or NCDOT (as applicable) may require for such approval the completion of traffic impact analysis or technical transportation memorandum, as applicable, following customary standards supporting adjustments to the applicable phases or planting strip and an eight (8) foot sidewalk will be provided on both sides of the street. sub-phases of development and the accompanying transportation improvements. It is noted that the streetscape standards set forth above shall control over those set forth in the land development standards Transportation Phase 1 Development Levels: Buffer and/or Landscape Areas. Up to 1,750,000 gross square feet of uses allowed in Development Area 1 n Odell School Road with 125 feet of storage **Transportation Phase 1A Development Levels:** (i) A 100-foot wide Class A buffer (which may use existing trees & vegetation) shall be provided in Development Area 1 the southbound leg of the intersection The development associated with Transportation Phase 1 Development Level set forth above; and along the Site's westerly boundary, as generally depicted on the Rezoning Plan and except as otherwise indicated therein. ii) A 100-foot wide Class C buffer (which may use existing trees & vegetation) shall be provided between Development Up to 700 multi-family residential dwelling units (488 in Mecklenburg Co. and 212 allowed in the portion of the Site <u>s (Signalized)</u> Areas 1 & 2 as generally depicted on the Rezoning Plan. located in the City of Concord. All buffers can be reduced per the provisions of the Ordinance. **Fransportation Phase 2 Development Levels:** f. Open Space. The development associated with Transportation Phase I and Phase 1A Development Levels set forth above; and (i) A minimum of 15% of the Site (Dev. Area 1 and Dev. Area 2) or approximately [46.65] acres will be set aside as open Up to an additional 1,000,000 gross square feet of uses allowed in Development Area 1 pace (e.g. tree save areas, stream buffers, landscape buffers, landscape areas, improved open space areas, as well as othe similar areas). The open space may be distributed throughout the Site. c. Right of-Way Dedication. Subject to the qualifications set forth herein, right-of-way to be dedicated for the required roadway improvements described in above will be dedicated via fee simple conveyance before the certificate of occupancy is (ii) A minimum of 5% of the open space (approximately 15.55 acres) must be developed as improved open space. Improved issued for the level of improvements required by the phasing tied to the identified roadway improvements as described above open space will have landscape areas, walking paths, and/or seating areas. Additional improvements, such as lighting, and on this Rezoning Plan. The Petitioner will provide a sidewalk utility easement for any of the proposed sidewalks located along the public streets located outside of the right-of-way. The sidewalk utility easement will be located at a minimum of two not required. Improved open space areas may distributed throughout the Site. (2) feet behind the sidewalk where feasible. **Environmental Features** d. **Substantial Completion.** Reference to "substantial completion" or "substantially completed" for certain improvements Post Construction Ordinance. The Petitioner shall comply with the Charlotte City Council approved and adopted Post as set forth in the provisions of this Section 3 above shall mean completion of the roadway improvements in accordance with Construction Controls Ordinance. (Signalized) the standards set forth in Section 3.II. provided, however, in the event certain non-essential roadway improvements (as reasonably determined by CDOT (or NCDOT, as applicable)) are not completed at the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in connection with related development phasing described above, then Storm Water Approval. The location, size, and type of storm water management system 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 CDOT (or NCDOT, as applicable,) will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings, and in such event the Petitioner may be asked to post a letter of credit or a bond for any improvements rezoning. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and natural site discharge points. not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvements. Tree Ordinance. The Site shall comply with the Tree Ordinance. e. **Right-of-way Availability.** It is understood that some of the public roadway improvements referenced in subsection I. above may not be possible without the acquisition of additional right of way. If after the exercise of diligent good faith efforts SWIM/PCSO. Development within the SWIM/PCSO Buffer shall be coordinated with and subject to approval by over a minimum of a 60 day period, the Petitioner is unable to acquire any land necessary to provide for any such additional Charlotte-Mecklenburg Storm Water Services and mitigated if required by City ordinance. 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 such land. In such Signage: event, the Petitioner shall reimburse the applicable agency, department or governmental body for the cost of any such Signage as allowed by the Ordinance may be provided. acquisition including compensation paid by the applicable agency, department or governmental body for any such land and the expenses of such proceedings. Furthermore, in the event public roadway improvements referenced in subsection a. above are 8. CATS: delayed because of delays in the acquisition of additional right-of-way as contemplated herein or for other similar reasons) and alized such delay extends beyond the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in connection with related development phasing described above, then CDOT (with the concurrence of NCDOT, as applicable), (upon a review of the current status and scheduled progress of the transportation improvements,) will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings; provided, however, Petitioner Reserved a. continues to exercise good faith efforts to complete the applicable road-way improvements; in such event the Petitioner may be ich on Odell School Road to provide a terminating westbound left turn lane and a 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 All new lighting within the R-22MF(CD) portion of the Site shall be full cut-off type lighting fixtures excluding lower, to secure completion of the applicable improvements. lecorative lighting that may be installed along the driveways, sidewalks, and parking areas in the R-22MF(CD) portion of the f. Alternative Improvements. In addition to other provisions set forth herein, changes to the above referenced roadway improvements can be approved through the Administrative Amendment process upon the determination and mutual agreement **b.** Detached lighting within the R-22MF(CD) portion of the Site, except street lights located along Public Roads, will be of Petitioner, CDOT and the Planning Director; provided, however, the proposed alternate transportation improvements limited to 20 feet in height. provide (in the aggregate) comparable transportation network benefits to the improvements identified in this Petition. **c.** Lighting for the portion of the Site zoned I-1 (CD) shall comply with Ordinance standards. III. Access, and Pedestrian Circulation. Amendments to the Rezoning Plan: a. External Access Points. Access to the Site will be from: (i) the intersection of Public Road A, and C with Ridge Road; n Ridge Road with 100 feet of storage (ii) a continuation of Public Road A through the Site to connect with Kings Grant Drive at the north of the Site; and (iii) a Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then connection by way of Public Road B extending from its intersection with Public Road A from Development Area 1 across Owner or Owners of the applicable Development Area portion of the Site affected by such amendment in accordance with the Development Area 2 and across the Concord Property to intersect with Quay Road; and an additional driveway connection provisions herein and of Chapter 6 of the Ordinance. from the Concord Property to Quay Road shall be made. Binding Effect of the Rezoning Application: Internal Access Points. The number and location of access points internal to the Site to and from the Public Roads and a. If this Rezoning Petition is approved, all conditions applicable to the development of the Site imposed under the internal driveways will be determined during the building permit process and thereafter additional or fewer driveways and/or Rezoning Plan will, unless amended in the manner provided herein and under the Ordinance, be binding upon and inure to the additional roads may be installed or removed with approval from appropriate governmental authorities subject to applicable benefit of the Petitioner and subsequent owners of the Site and their respective heirs, devisees, personal representatives, statutes, ordinances and regulations. successors in interest or assigns. c. Cross-section for Designated Public Network Streets. The Public Roads as generally depicted on Sheet RZ-1 will be designed to meet the applicable public street cross-section(set forth on the Rezoning Plan or if not set forth/as required by the Subdivisions regulations and the Ordinance Where such cross-sections are set forth on the Rezoning Plan and exceed the {requirements of the Subdivision regulations such cross-sections shall control over those contained in the Subdivision} d. Modifications. Minor modifications to the alignment of the internal vehicular circulation and driveways may be made or a separate eastbound left turn lane on Quay Road with 100 feet of storage by the Petitioner, with the approval of Planning and CDOT, to accommodate changes in traffic patterns, parking layouts and any adjustments required for approval in accordance with published standards. **Public Road Designations and Installations.** Public Road A, B and C will be extended, constructed, and dedicated as public roads in accordance with the phasing plan described above in this Section 3. Public Road A and C will be constructed to local industrial cross section standards. Public Street B will be constructed to local/office commercial wide standards. 4. Architectural Standards and Parking Location Restrictions: I. I-1(CD) Zoned Areas. The following provisions of this Section 4.I. shall apply to Development Area 1, only. terminating westbound right turn lane and a separate left turn lane with 100 feet of **a.** Building Materials. The principal building(s) constructed on the portion of the Site zoned I-1(CD) may use a variety of building materials. The building materials used for such buildings will be a combination of the following: glass, brick, n 100 feet of storage on Ridge Road stone, simulated stone, pre-cast stone, precast or site-cast concrete, synthetic stone, stucco, cementitious siding (such as ith 100 feet of storage on Ridge Road hardi-plank), metal panels, EIFS or wood. Vinyl as a building material will not be allowed except on windows and soffits. b. Screening of Structures. Meter banks, transformers and similar utility structures will be screened where visible from public view at grade level, provided, however, that for any such structures located within loading areas, the Ordinance required screening for such loading areas shall also suffice as the required screening for such structures. c. Backflow Preventers. Above ground back flow preventers and transformers will not be located within the Open Space Areas or within the required Urban Open Space unless they are required to serve the Open Space Areas in which they are located. Above ground back flow preventers and transformers that are located within the Open Space Areas as allowed by this Section will be screened. A minimum of 10% of the area zoned I-1(CD) will be set aside as open space areas this may include tree save areas. Mechanical Equipment Screening. Roof top HVAC and related mechanical equipment will be screened from public view at grade level on the Site. e. Pedestrian Entrances. Each tenant primary pedestrian entrance will be architecturally defined with glazing, awnings, canopies and/or other architectural element, and have a connection to adjacent Public Streets. II. Multi-Family Design Guidelines for R-22MF(CD) Area. The following provisions shall only apply to Development Area 2 [NOTE FOR INFORMATION: it is contemplated that terminating westbound right turn lane and a separate left turn lane with 100 feet o similar design guidelines shall apply to the Development Area 2 Extension located within the Concord Property.] h 100 feet of storage on Ridge Road a. **General Site Considerations** ith 100 feet of storage on Ridge Road (i) Buildings shall be placed so as to present a front or side façade to Public Road B, and Quay Road. (ii) Buildings shall front a minimum of 50% of the total required street frontage for Public Road B and Quay Road (exclusive of driveways, pedestrian access, points, accessible open space, tree save or natural areas, tree replanting areas and storm water facilities). (iii) All principal and accessory buildings abutting Public Road B and Quay Road shall comprise a minimum of 30% of that building's entire façade facing such network street using brick, natural stone (or its synthetic equivalent), stucco or other material approved by the Planning Director. Vinyl shall be prohibited except for handrails, windows or door trim.

foot setback as measured from the existing back of curb of Quay Road in Development Area 2 Extension and (ii) a six (6) foot

shall follow the requirements of the Ordinance for the R-22MF district. Along the Site's frontage on Public Road B within the portion of the Site zoned I-1(CD), a 20-foot setback as measured from the right of way will be provided. An eight (8) foot

- shade structures, water features, play structures etc. may be provided in some of the improved open space areas but are

