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VISION STATEMENT:

Rezoning of the Cato Farms property will create a master planned residential community that will be integrated into the mixed residential community that has developed south of I-485 and east and west of Providence Rd. Cato Farms planned community will celebrate its natural features, preservation areas and open space with the development of an incredibly robust walking trail system both within the approximately 13-acre natural preserve area and throughout the Site as a principal organizing element for a planned CMS Middle school and a mixed of residential uses. This walking trail system will not only enhance the accessibility within the community but also create opportunities for active lifestyle, pedestrian, and bike access from other nearby existing residential communities and from nearby school, park, and greenway facilities. As a further embrace of the Cato Farms history, the pastoral theme will be on display with possible features such as split rail fences, community amenity buildings with rural designs, and the like.

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UNDER THE SUPERVISION OF:

XXXXX XXXXXXXX #### 1/27/23

ENGINEER REG. # DATE

NOT FOR CONSTRUCTION

CATO TRAILS

CHILDRESS KLIEN RZ #2023-046 CHARLOTTE, NC

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

REVISION / ISSUANCE

1022250

REVISION / ISSUANCE

DATE
101/24/22

1 REZONING SUBMITTAL
109/11/23

11/14/23

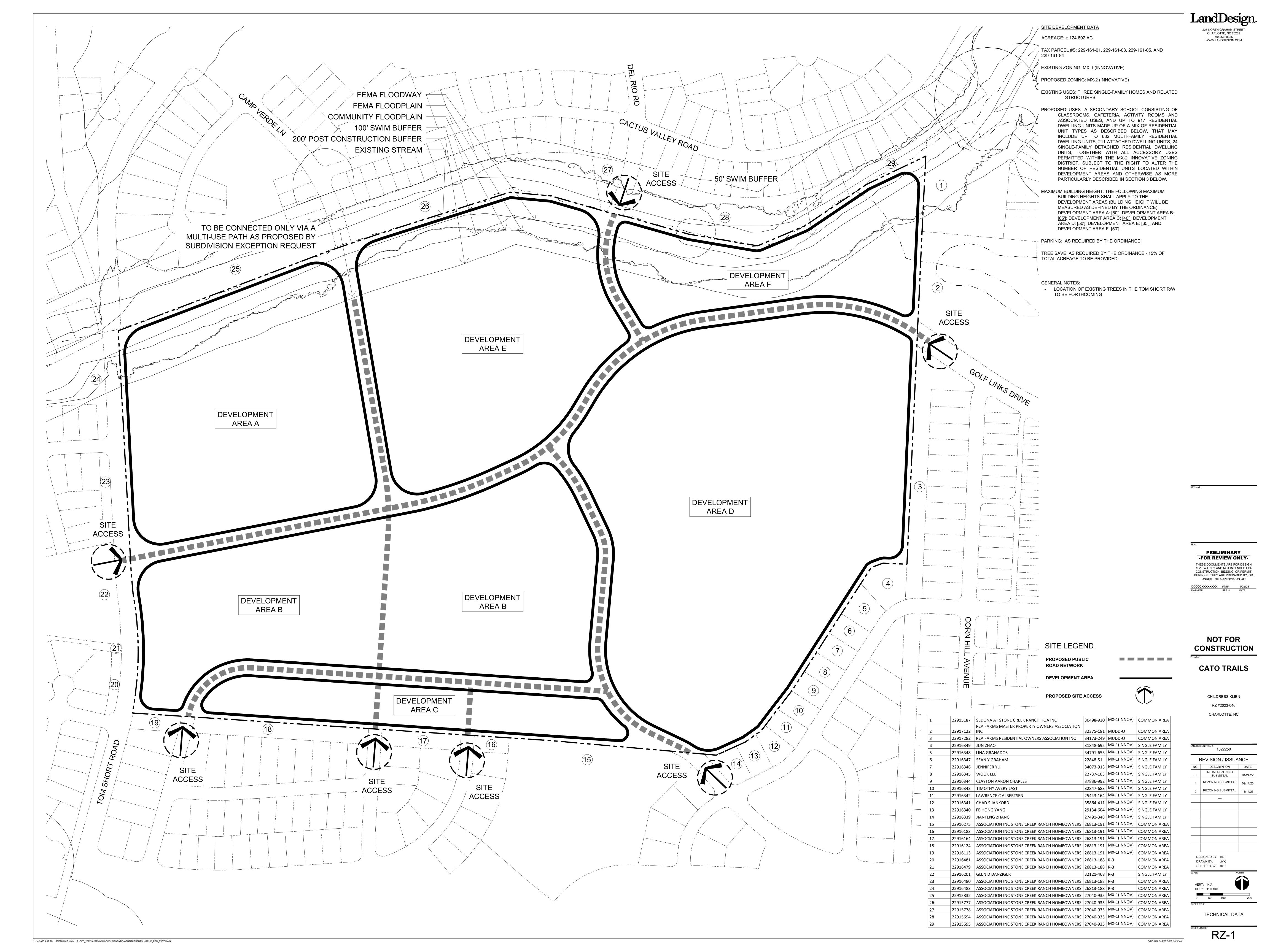
11/14/23

11/14/23

SHEET TITLE

VISION STATEMENT

D7 0





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XXXXX XXXXXXXX #### 1/25/23
ENGINEER REG. # DATE

NOT FOR CONSTRUCTION

CATO TRAILS

CHILDRESS KLIEN

RZ #2023-046

CHARLOTTE, NC

REVISION / ISSUANCE

NO. DESCRIPTION DATE
INITIAL REZONING
SUBMITTAL 01/24/22

1 REZONING SUBMITTAL 11/14/23

2 REZONING SUBMITTAL 11/14/23

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

SCALE NORTH

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

STILL THOME

RZ-2

DESCRIBED ABOVE OR SEEK OTHER INNOVATIVE DEVELOPMENT STANDARDS IN THE FUTURE

a. THE SITE MAY BE DEVELOPED WITH UP TO 917 RESIDENTIAL DWELLING UNITS THAT MAY INCLUDE UP

BY RIGHT AND UNDER PRESCRIBED CONDITIONS, TOGETHER WITH ACCESSORY USES AS PERMITTED

IN THE MX-2 INNOVATIVE ZONING DISTRICT, INCLUDING, WITHOUT LIMITATION, COMMUNITY

3. PERMITTED USES, DEVELOPMENT AREA LIMITATIONS, AND TRANSFER & CONVERSION RIGHTS:

PURSUANT TO THE APPLICABLE PROCESS SET FORTH IN THE ORDINANCE.

| 1/14/2023 4:10 PM | STEPHANIE MAIN | P:\CLT\ 2022\1022250\CAD\DOCUMENTATION\ENTITLEMENTS\1022250 RZN NOTE.DW

CLUBHOUSE, RECREATION, OPEN SPACE AND RELATED USES (E.G. IMPROVED PASSIVE AND ACTIVE OPEN SPACES, GATHERING SHELTERS, GAZEBOS, BALL FIELDS, MAINTENANCE BUILDINGS, (10. OUTDOOR RECREATIONAL USES, AND OTHER USES TYPICALLY ASSOCIATED WITH RESIDENTIAL NOTE: THE LOCATIONS AND NUMBER OF RESIDENTIAL LINITS ALLOCATED TO INDIVIDUAL DEVELOPMENT AREAS AS DESCRIBED BELOW AND WITHIN THE DEVELOPMENT AREAS ON THE REZONING AN) MAY BE INCREASED BY THE NUMBER LISTED BELOW AS THE ADJUSTED INCREASE AMOUNT ROVIDED THAT OTHER UNIT AMOUNTS ARE REDUCED AS DESCRIBED BELOW AND IN ANY EVENT THE TOTAL NUMBER OF MULTI-FAMILY UNITS ON THE SITE DOES NOT EXCEED 682 UNITS, AND THE TOTAL NUMBER OF ALL) DWELLING UNITS ON THE SITE DOES NOT EXCEED 917) UNITS.). DENSITY BONUS. TO ACCOMMODATE THE PROPOSED CMS SCHOOL ON THE SITE THE PETITIONER REQUESTS A DENSITY BONUS AS ALLOWED BY THE ORDINANCE BY INCREASING THE AMOUNT O REQUIRED COMMON OPEN SPACE FROM 10% TO 19.7% (24.54 ACRES). THEREFORE, THE PETITIONER A REQUESTS AN INCREASE IN THE NUMBER OF ALLOWED UNITS FROM 836 UNITS TO 917 UNITS (AN INCREASE OF 81 UNITS). THE PROPOSED COMMON OPEN SPACE MAY BE LOCATED THROUGHOUT. C. DEVELOPMENT AREA A MAY BE DEVELOPED AS A SECONDARY SCHOOL CONSISTING OF CONSTRUCT A WE CLASSROOMS UNCLUDING MOBILE CLASSROOMS, CAFETERIA, ACTIVITY ROOMS AND ASSOCIATED USES, TOGETHER WITH ALL ACCESSORY USES PERMITTED WITHIN THE MX-2 INNOVATIVE ZONING PHASE 3 CONDITIONS DISTRICT, AS MORE PARTICULARLY DESCRIBED IN THESE DEVELOPMENT STANDARDS. (d.) DEVELOPMENT ARE (D) E MAY BE DEVELOPED WITH (I) JP TO 682 MULTI-FAMILY AND/OR ATTACHED WELLING UNITS AND ASSOCIATED USES SUCH AS CLUBHOUSE AND AMENITY AREAS TOGETHER WITH ALL \$ 13. TOM SHORT ROAD & ACCESS "A"/GOLF LINKS DRIVE (FUTURE SIGNAL ACCESSORY USES PERMITTED WITHIN THE MX-2 INNOVATIVE ZONING DISTRICT. PROVIDED. HOWEVER THE (DEVELOPMENT AREA C MAY BE DEVELOPED WITH UP TO 24 SINGLE FAMILY DETACHED HOMES/LOT DEVELOPMENT AREA B MAY BE DEVELOPED WITH (I) UP TO 210 ATTACHED DWELLING UNITS OF SINGLE FAMILY DETACHED HOMES/LOTS TOGETHER WITH ALL ACCESSORY USES PERMITTED WITHIN THE > INTERNAL INTERSECTION "A" MX-2 INNOVATIVE ZONING DISTRICT, PROVIDED, HOWEVER THE NUMBER OF ATTACHED DWELLING UNITS OR SINGLE FAMILY DETACHED HOMES/LOTS MAY BE INCREASED FOR DEVELOPMENT AREA BY UP TO (21) UNITS/HOMES BY WAY OF A REDUCTION IN THE NUMBER OF RESIDENTIAL UNITS/HOMES ALLOCATED IN THE AGGREGATE TO DEVELOPMENT AREAS (C, D AND E; AND (II) OPEN SPACE/COMMUNITY AMENITIES WHICH SHALL INCLUDE AN IMPROVE ACTIVE OPEN SPACE AREA(S) WITH [±4] ACRES. 4. TRANSPORTATION IMPROVEMENTS, ACCESS AND MULTIMODAL/PEDESTRIAN IMPROVEMENTS: ROVIDED 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 \S IMPLEMENTATION PROVISIONS. IT IS UNDERSTOOD THE FOLLOWING SECTION AND SPECIFIC \ IMPROVEMENTS MAY BE AMENDED TO ALIGN WITH FINAL APPROVED TRANSPORTATION IMPACT STUDY (ALL TRANSPORTATION IMPROVEMENTS WILL BE SUBSTANTIALLY COMPLETED AND APPROVED BY CDOT MIDDLE SCHOOL DRIVEWAY

(AND/OR NCDOT, AS APPLICABLE, BEFORE THE FIRST BUILDING CERTIFICATE OF OCCUPANCY IS ISSUED IN

(CONNECTION WITH THE DEVELOPMENT ASSOCIATED WITH THE APPLICABLE PHASE 1, 2 OR 3 WE PROPOSE THE FOLLOWING *DEVELOPMENT* AS DESCRIBED BELOW AND CORRESPONDING TO THE TRANSPORTATION IMPROVEMENTS FOR *PHASE 1, 2 OR 3* CONDITIONS SET FORTH IN SUBSECTION A. BELOW (SUBJECT TO ADJUSTMENTS AS) RIGHT TURN LANE). MAY BE ALLOWED BY CDOT AND, IF APPLICABLE NCDOT, AND AS PROVIDED IN THE REMAINING PROVISIONS PHASE 1 DEVELOPMENT: ALLOWS DEVELOPMENT OF THE MIDDLE SCHOOL AND ASSOCIATED USES (b. ABOVE PROVIDED, HOWEVER, IN THE EVENT CERTAIN NON-ESSENTIAL ROADWAY IMPROVEMENTS (AS **-PHASE 2 DEVELOPMENT**: PROVIDES FOR DEVELOPMENT OF UP TO 390 UNITS (WHETHER MULTI-FAMIL) UNITS, SINGLE FAMILY ATTACHED UNITS OR SINGLE FAMILY DETACHED UNITS) IN ADDITION TO PHASE 1 >-PHASE 3 DEVELOPMENT: PROVIDES FOR DEVELOPMENT OF UP TO 527 UNITS (WHETHER MULTI-FAMILY UNITS, SINGLE FAMILY ATTACHED UNITS OR SINGLE FAMILY DETACHED UNITS) IN ADDITION TO PHASE 1 I-485 SOUTHBOUND RAMP & PROVIDENCE ROAD (SIGNALIZED) THESE SUGGESTED IMPROVEMENTS ARE NEEDED UNDER THE NO BUILD CONDITIONS AND EXTEND THE EXISTING WESTBOUND RIGHT TURN LANE FROM 150 TO 300 FEET OF STORAGE -485 NORTHBOUND RAMP & PROVIDENCE ROAD (SIGNALIZED) • CONVERT THE EXISTING EASTBOUND THRU-LEFT TURN LANE ON THE TO A COMBINED | PETITIONER, CDOT AND/OR NCDOT AS APPLICABLE. LEFT-THRU-RIGHT TURN LANE TO ALLOW AN ADDITIONAL RIGHT TURN MOVEMENT. ullet CHANNELIZE THE NORTHBOUND RIGHT TURN LANE TO OPERATE FREE FROM THE SIGNAL UNDER YIELD THE FOLLOWING IMPROVEMENTS ARE SUGGESTED AT INTERSECTION 1 IN LIEU OF IMPROVEMENTS AT THIS 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. SUBSECTION (D) ABOVE. INSTALL APS PUSHBUTTONS AND UPGRADE ANY RAMPS THAT ARE OUT OF PROWAG/ADA COMPLIANCE ARDREY KELL ROAD & SANDY ROCK PLACE (SIGNALIZED) SITE VIA A MULTI-USE PATH. (8) FOOT SIDEWALK. PROVIDED. TOM SHORT ROAD & ARDREY KELL ROAD (SIGNALIZED) c. IN ADDITION, THE PETITIONER RESERVES THE RIGHT TO MODIFY THE INNOVATIVE PROVISIONS > PHASE 2 CONDITIONS WILL BE DETERMINED DURING THE BUILDING PERMIT PROCESS AND THEREAFTER ADDITIONAL OR FEWER DRIVEWAYS AND/OR ADDITIONAL PRIVATE/PUBLIC STREETS MAY BE INSTALLED OR REMOVED WITH WILL BE DETERMINED DURING THE BUILDING PERMIT PROCESS AND THEREAFTER ADDITIONAL OR FEWER NO SUGGESTED IMPROVEMENTS. APPROVAL FROM APPROPRIATE GOVERNMENTAL AUTHORITIES SUBJECT TO APPLICABLE STATUTES, ORDINANCES AND REGULATIONS. THE ALIGNMENT OF THE INTERNAL VEHICULAR CIRCULATION AND DRIVEWAYS MAY BE MODIFIED BY

OPEN SPACE AREAS WILL BE ENVIRONMENTAL AREAS SUCH AS TREE SAVE AREAS, WATER QUALITY TO 682 MULTI-FAMILY RESIDENTIAL UNITS, 211 ATTACHED DWELLING UNITS, 24 SINGLE-FAMILY (9. TOM SHORT ROAD & POLO RIDGE ELEMENTARY SCHOOL DRIVEWAY-BUS (UNSIGNALIZED) THE PETITIONER TO ACCOMMODATE CHANGES IN TRAFFIC PATTERNS, PARKING LAYOUTS AND ANY 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 PHASE 1 CONDITIONS ADJUSTMENTS REQUIRED FOR APPROVAL BY CDOT IN ACCORDANCE WITH PUBLISHED STANDARDS. THE TREE SAVE STANDARDS. A RIGHT-OF-WAY ENCROACHMENT AGREEMENT IS REQUIRED FOR THE INSTALLATION OF ANY)9. SIGNAGE:

TOM SHORT ROAD & POLO RIDGE ELEMENTARY SCHOOL DRIVEWAY-OUT (UNSIGNALIZED) INSTALL A TRAFFIC SIGNAL TOM SHORT ROAD & POLO RIDGE ELEMENTARY SCHOOL DRIVEWAY-IN (UNSIGNALIZED) NO SUGGESTED IMPROVEMENTS. **BALLANTYNE COMMONS PARKWAY & TOM SHORT ROAD (SIGNALIZED)** CONSTRUCT A WESTBOUND RIGHT TURN LANE ON TOM SHORT ROAD WITH 300 FEET OF STORAGE NO ADDITIONAL SUGGESTED IMPROVEMENTS. > WE PROPOSE THE FOLLOWING ACCESS CONFIGURATION 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" CONSTRUCT A NORTHBOUND RIGHT TURN LANE WITH 275 FEET OF STORAGE. • CONSTRUCT A SOUTHBOUND LEFT TURN LANE WITH MAXIMIZED STORAGE TO START AT THE FLAT BRANCH CREEK CROSSING AND PROVIDE THE APPROPRIATE PAVEMENT MARKINGS TO ALLOW FOR A TWO-WAY LEFT TURN LANE AT CORAL ROSE ROAD. b. ADDITIONAL REQUIRED IMPROVEMENTS: [NOTE: SUBJECT IN PARTICULAR TO FURTHER REVIEW] THE INTERNAL INTERSECTION WAS ANALYZED TO CREATE A COMPLETE MODEL AND THE FOLLOWING INSTALL A TRAFFIC SIGNAL EASTBOUND - A COMBINED THRU-RIGHT TURN LANE AND A SEPARATE LEFT TURN LANE WITH 650 FEET OF STORAGE (THE EXTENDED LEFT TURN LANE SHOULD SERVE AS THE TURN LANE INTO THE BUS LOT). <u>WESTBOUND</u> - A COMBINED THRU-RIGHT TURN LANE AND A SEPARATE LEFT TURN LANE WITH 100 FEET NORTHBOUND - A COMBINED LEFT-THRU-RIGHT TURN LANE. SOUTHBOUND - A COMBINED THRU-LEFT TURN LANE AND A SEPARATE RIGHT TURN LANE THAT TERMINATES AT THE PROPOSED MIDDLE SCHOOL DRIVEWAY. NTERNAL INTERSECTION "A" (RESIDENTIAL ONLY THE FOLLOWING CONFIGURATIONS ARE RECOMMENDED: • <u>EASTBOUND</u> - 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 WE PROPOSE THE FOLLOWING DRIVEWAY CONFIGURATION: EASTBOUND - TWO INGRESS LANES AND ONE EGRESS LANE (A CHANNELIZED FREE-FLOW EASTBOUND NORTHBOUND - A COMBINED NORTHBOUND THRU-LEFT TURN LANE. SOUTHBOUND - A COMBINED SOUTHBOUND THRU-RIGHT TURN LANE. SUBSTANTIAL COMPLETION. REFERENCE TO "SUBSTANTIAL COMPLETION" FOR CERTAIN MPROVEMENTS AS SET FORTH IN THE PROVISIONS OF SECTION 4.I ABOVE SHALL MEAN COMPLETION-OF THE ROADWAY IMPROVEMENTS IN ACCORDANCE WITH THE STANDARDS SET FORTH IN SECTION 4.I.A. AND REASONABLY DETERMINED BY CDOT) 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 THE NEVELOPMENT IMPROVEMENTS DESCRIBED ABOVE, THEN CDOT MAY 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 NOT IN PLACE AT THE TIME SUCH A CERTIFICATE OF OCCUPANCY IS ISSUED TO SECURE COMPLETION OF THE APPLICABLE IMPROVEMENTS. RIGHT-OF-WAY AVAILABILITY. IT IS UNDERSTOOD THAT SOME OF THE PUBLIC ROADWAY MPROVEMENTS REFERENCED IN SUBSECTION 4.I.A (AND b) ABOVE MAY NOT BE POSSIBLE WITHOUT THE ACQUISITION OF ADDITIONAL RIGHT OF WAY. IF AFTER THE EXERCISE OF DILIGENT GOOD FAITH EFFORTS OVER A MINIMUM OF A 60-DAY PERIOD, THE PETITIONER IS UNABLE TO ACQUIRE ANY LAND NECESSARY TO PROVIDE FOR ANY SUCH ADDITIONAL RIGHT OF WAY UPON COMMERCIALLY REASONABLE TERMS AND AT MARKET PRICES, THEN CDOT, THE CITY OF CHARLOTTE ENGINEERING DIVISION OR OTHER APPLICABLE AGENCY, DEPARTMENT OR GOVERNMENTAL BODY MAY AGREE TO PROCEED WITH ACQUISITION OF ANY SUCH LAND. IN SUCH EVENT, THE PETITIONER SHALL REIMBURSE THE APPLICABLE AGENCY. DEPARTMENT DOOR. OR GOVERNMENTAL BODY FOR THE COST OF ANY SUCH 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 DELAYED BECAUSE OF DELAYS IN THE ACQUISITION OF ADDITIONAL RIGHT-OF-WAY AS CONTEMPLATED HEREIN AND 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 THE DEVELOPMENT IMPROVEMENTS DESCRIBED ABOVE, THEN CDOT WILL INSTRUCT APPLICABLE AUTHORITIES TO ALLOW THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR THE APPLICABLE BUILDINGS; PROVIDED, HOWEVER, PETITIONER CONTINUES TO EXERCISE GOOD FAITH EFFORTS TO COMPLETE THE APPLICABLE ROAD-WAY IMPROVEMENTS; IN SUCH EVENT THE PETITIONER MAY BE ASKED TO POST A LETTER OF CREDIT OR A BOND FOR ANY IMPROVEMENTS NOT IN PLACE AT THE TIME SUCH A CERTIFICATE OF OCCUPANCY IS ISSUED TO SECURE COMPLETION OF THE APPLICABLE IN ADDITION TO THE FOREGOING, IN THE EVENT THE RIGHT OF WAY IS NOT AVAILABLE FOR ANY REASON AFTER THE GOOD FAITH EFFORTS OF THE PETITIONER, THE PETITIONER WILL WORK WITH CDOT AND/OR NCDOT AS APPLICABLE TO EITHER (I) IDENTIFY ALTERNATIVE IMPROVEMENTS TO IMPLEMENT TRAFFIC MITIGATION IN LIEU OF THE IMPROVEMENTS IMPACTED BY THE LACK OF RIGHT OF WAY AS DESCRIBED IN SUBSECTION F. BELOW; OR (II) CONTRIBUTE TO CDOT AND/OR NCDOT AS APPLICABLE, AN AMOUNT EQUAL TO THE ESTIMATED COST OF THE ROAD IMPROVEMENTS NOT COMPLETED DUE TO THE LACK OF AVAILABLE RIGHT OF WAY, SUCH FUNDS TO BE USED TO COMPLETE SUCH ALTERNATIVE ROADWAY IMPROVEMENTS IN THE GENERAL AREA OF THE SITE IN A MANNER REASONABLE AGREEABLE TO THE **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 OCCUPANCY. THE PETITIONER WILL PROVIDE A PERMANENT SIDEWALK EASEMENT FOR ANY OF THE PROPOSED SIDEWALKS LOCATED ALONG THE PUBLIC STREETS PERMANENT SIDEWALK EASEMENT WILL BE LOCATED A MINIMUM OF TWO (2) FEET BEHIND THE SIDEWALK WHERE FEASIBLE. f.) ALTERNATIVE IMPROVEMENTS. CHANGES TO THE ABOVE REFERENCED ROADWAY IMPROVEMENTS CAN BE APPROVED THROUGH THE ADMINISTRATIVE AMENDMENT PROCESS UPON THE 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 G. ROADWAY STANDARDS. ALL PUBLIC ROADWAY IMPROVEMENTS WILL BE SUBJECT TO THE MECKLENBURG AREA, BY WAY OF A PRIVATE/PUBLIC PARTNERSHIP EFFORT OR OTHER PUBLIC SIX (6') FEET. SECTOR PROJECT SUPPORT. ACCESS, STREETSCAPE AND SETBACKS. ACCESS TO THE SITE WILL BE FROM TOM SHORT ROAD AND AN EXTENSION OF GOLF LINKS DRIVE AS WELL AS OTHER PUBLIC STREET EXTENSIONS AND CONNECTIONS MADE FROM THE SITE AND INTO THE ADJUSTED TO REFLECT THESE IMPROVEMENTS. SITE FROM ADJOINING PROPERTIES AS GENERALLY DEPICTED ON THE REZONING PLAN. b. THE PETITIONER WILL REQUEST A SUBDIVISION STREET EXCEPTION AS ALLOWED BY SECTION 20-23(D) OF THE SUBDIVISION REGULATIONS TO CONVERT THE REQUIRED PUBLIC STREET EXTENSION OF CAMP VERDE LN. FROM A PUBLIC STREET EXTENSION TO A CONNECTION OF CAMP VERDE LN. INTO THE \langle a. SUBMITTAL AND ARE NOT IMPLICITLY APPROVED FROM AND ENGINEERING PERSPECTIVE WITH THIS THE PETITIONER WILL WORK WITH CDOT AND THE ADJACENT STONE CREEK RANCH RESIDENTS TO EXPLORE THE POSSIBILITY OF FUNDING TRAFFIC CALMING DEVICES ON THE EXISTING PUBLIC STREETS LOCATED ALONG THE SITE'S SOUTHERN PROPERTY LINE (TURNING HAWK RD., MESA VERDE RD. AND THE NEW INTERNAL NETWORK REQUIRED PUBLIC STREETS WILL BE DESIGNED AND BUILT TO THE RESIDENTIAL WIDE STREET STANDARDS. .) THE NEW INTERNAL NETWORK REQUIRED PUBLIC STREETS, EXCEPT FOR GOLF LINKS DR EXTENSION, WILL BE IMPROVED WITH AN EIGHT (8) FOOT PLANTING STRIP AND A SIX (6) FOOT SIDEWALK. A. THE PETITIONER SHALL PROVIDE STORMWATER DETENTION CONTROLS 10% ABOVE THE GOLF LINKS DRIVE EXTENSION WILL BE IMPROVED WITH AN EIGHT (8) FOOT PLANTING STRIP AND AN EIGHT REQUIREMENTS OF THE POST CONSTRUCTION STORMWATER ORDINANCE. (f.) THE SITE'S FRONTAGE ALONG TOM SHORT RD. WILL BE IMPROVED WITH AN EIGHT (8) FOOT PLANTING APPROVAL BY CHARLOTTE-MECKLENBURG STORM WATER SERVICES AND MITIGATE IF REQUIRED BY CITY A 16-FOOT SETBACK AS MEASURED FROM THE BACK OF THE PROPOSED CURB WILL BE ESTABLISHED

AND ARE NOT APPROVED WITH REZONING DECISIONS. ALONG THE INTERNAL NETWORK REQUIRED PUBLIC STREETS FOR ALL THE PROPOSED USES. (h.) ALONG TOM SHORT RD. THE FOLLOWING SETBACKS WILL BE ESTABLISHED: (I) FOR DEVELOPMENT AREA B A 50-FOOT SETBACK AS MEASURED FROM THE FUTURE BACK OF CURB WILL BE PROVIDED; AND (II) a. THE PETITIONER WILL PROVIDE A SERIES OF PASSIVE AND ACTIVE OPEN SPACE AREAS FOR DEVELOPMENT AREA A A 30-FOOT SETBACK AS MEASURED FROM THE FUTURE BACK OF CURB WILL BE THROUGHOUT THE SITE WITH AN EMPHASIS ON DEVELOPMENT AREA D WHICH SHALL INCLUDE THE NUMBER AND LOCATION OF ACCESS POINTS TO EXTERNAL PROPERTIES/STREETS SHALL BE PROVIDED AS GENERALLY DEPICTED ON THE REZONING PLAN AND TO THE INTERNAL PUBLIC STREETS

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 \$ 10. BE APPROVED BY CDOT PRIOR TO CONSTRUCTION/INSTALLATION. CONTACT CDOT FOR ADDITIONAL INFORMATION CONCERNING COST, SUBMITTAL, AND LIABILITY INSURANCE COVERAGE REQUIREMENTS. PEDESTRIAN IMPROVEMENTS. SHEET RZ-6 GENERALLY DEPICTS THE INTERNAL PEDESTRIAN/TRAIL NETWORK ASSOCIATED WITH THE MASTER PLAN FOR THE SITE CONTEMPLATED BUT ADJUSTMENTS TO THIS INTERNAL PEDESTRIAN/TRAIL NETWORK MAY BE MADE AS LONG AS THE OVERALL DESIGN INTENT IS SUBSTANTIALLY MAINTAINED. IN ADDITION, SHEET RZ-6 GENERALLY DEPICTS BROADER EXTERNAL PEDESTRIAN NETWORK, SOME COMPONENTS OF WHICH CURRENTLY EXIST. TO PROVIDE A VISION FOR POSSIBLE OVERALL PEDESTRIAN CONNECTIVITY IN THE AREA, BUT IT IS UNDERSTOOD THAT THIS BROADER NETWORK IS ASPIRATIONAL IN NATURE AND IS NOT TO BE CONSIDERED TO SET FORTH COMMITMENTS TO SPECIFIC PEDESTRIAN IMPROVEMENTS. **GENERAL ARCHITECTURAL STANDARDS AND PARKING LOCATION RESTRICTIONS:** VINYL AS A BUILDING MATERIAL WILL NOT BE ALLOWED EXCEPT ON WINDOWS AND SOFFITS. THE FOLLOWING STANDARDS SHALL APPLY TO THE MULTI-FAMILY RESIDENTIAL UNITS: BUILDING PLACEMENT AND SITE DESIGN SHALL FOCUS ON AND ENHANCE THE PEDESTRIAN ENVIRONMENT THROUGH THE FOLLOWING: BUILDINGS SHALL BE PLACED SO AS TO PRESENT A FRONT OR SIDE FAÇADE TO ALL NETWORK REQUIRED STREETS (PUBLIC OR PRIVATE) BUILDINGS SHALL FRONT A MINIMUM OF SIXTY (50%) PERCENT OF THE TOTAL NETWORK REQUIRED STREET FRONTAGE ON THE SITE (EXCLUSIVE OF DRIVEWAYS, PEDESTRIAN ACCESS, POINTS, ACCESSIBLE OPEN SPACE, TREE SAVE OR NATURAL AREAS, TREE REPLANTING AREAS AND STORM WATER FACILITIES) PARKING LOTS SHALL NOT BE LOCATED BETWEEN ANY BUILDING AND ANY NETWORK REQUIRED PUBLIC OR PRIVATE STREET; AND BUILDING MASSING AND HEIGHT SHALL BE DESIGNED TO BREAK UP LONG MONOLITHIC BUILDING FORMS AS FOLLOWS: . BUILDINGS EXCEEDING ONE HUNDRED TWENTY (120') FEET IN LENGTH SHALL INCLUDE MODULATIONS OF THE BUILDING MASSING/FACADE PLANE (SUCH AS RECESSES, PROJECTIONS, AND ARCHITECTURAL DETAILS); AND 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. ATTACHED DWELLING UNIT BUILDINGS FRONTING PUBLIC OR PRIVATE NETWORK REQUIRED STREETS SHALL BE LIMITED TO FIVE (5) INDIVIDUAL UNITS OR FEWER. THE NUMBER OF INDIVIDUAL UNITS PER BUILDING SHALL BE VARIED IN ADJACENT BUILDINGS IF MULTIPLE FIVE UNIT BUILDINGS ARE ADJACENT TO THE FOLLOWING STANDARDS SHALL APPLY TO ATTACHED DWELLING UNIT: TO PROVIDE PRIVACY, ALL RESIDENTIAL ENTRANCES WITHIN FIFTEEN FEET OF THE SIDEWALK MUST BE RAISED FROM THE AVERAGE SIDEWALK GRADE A MINIMUM OF TWENTY-FOUR INCHES; PITCHED ROOFS. IF PROVIDED. SHALL BE SYMMETRICALLY SLOPED NO LESS THAN 4:12. EXCEPT THAT ROOFS FOR PORCHES AND ATTACHED SHEDS MAY BE NO LESS THAN 2:12, UNLESS A FLAT ROOF ARCHITECTURAL STYLE IS EMPLOYED; iii.USABLE PORCHES AND STOOPS SHALL FORM A PREDOMINANT FEATURE OF THE BUILDING DESIGN AND BE LOCATED ON THE FRONT AND/OR SIDE OF THE BUILDING: V.USABLE FRONT PORCHES SHALL BE COVERED AND BE AT LEAST SIX (6) FEET DEEP. STOOPS AND ENTRY-LEVEL PORCHES SHALL BE COVERED AND BE AT LEAST THREE FEET DEEP BUT SHALL NOT BE lpha. ALL CORNER/END UNITS THAT FACE A PUBLIC OR PRIVATE STREET SHALL HAVE A $\,$ PORCH OR STOOF THAT WRAPS A PORTION OF THE FRONT AND SIDE OF THE UNIT OR PROVIDE BLANK WALI PROVISIONS THAT LIMIT THE MAXIMUM BLANK WALL EXPANSE TO TEN FEET ON ALL BUILDING vi.WALKWAYS SHALL BE PROVIDED TO CONNECT ALL RESIDENTIAL ENTRANCES TO SIDEWALKS ALONG PUBLIC AND PRIVATE STREETS; ROOF TOP HVAC AND RELATED MECHANICAL EQUIPMENT WILL BE SCREENED FROM PUBLIC VIEW AT GRADE FROM THE NEAREST STREET; iii. SERVICE AREA SCREENING - SERVICE AREAS SUCH AS DUMPSTERS, REFUSE AREAS, RECYCLING AND STORAGE SHALL BE SCREENED FROM VIEW WITH MATERIALS AND DESIGN TO BE COMPATIBLE WITH PRINCIPAL STRUCTURES.; ix.METER BANKS WILL BE SCREENED FROM ADJOINING PROPERTIES AND FROM THE ABUTTING PUBLIC STREETS; AND x. GARAGE DOORS PROPOSED ALONG PUBLIC OR PRIVATE STREETS SHALL MINIMIZE THE VISUAL IMPACT BY PROVIDING ONE OR MORE OF THE FOLLOWING: ARCHITECTURAL TREATMENTS SUCH AS TRANSLUCENT WINDOWS AND PROJECTING ELEMENTS OVER THE GARAGE DOOR OPENING; A GARAGE DOOR WITH WINDOWS AND LIGHT FIXTURES ON EITHER SIDE OR ABOVE THE GARAGE THE FOLLOWING STANDARDS SHALL APPLY TO SINGLE FAMILY DETACHED UNITS VEHICULAR ENTRANCES TO GARAGES SHALL BE LOCATED TO THE REAR OF THE BUILDING AND SHALL NOT FACE A MAIN STREET FRONTAGE, PRIMARY STREET FRONTAGE, OR COMMON OPEN SPACE. A RESIDENTIAL ALLEY SHALL NOT BE CONSIDERED A FRONTAGE; SURFACE PARKING LOTS SHALL BE LOCATED TO THE REAR OR SIDE OF THE BUILDING; iii.THE PRIMARY PEDESTRIAN ENTRY TO EACH DWELLING UNIT SHALL FACE A FRONTAGE OR A COMMON OPEN SPACE IF THE OPEN SPACE IS A MINIMUM OF 20' IN DEPTH; iv.TO PROVIDE PRIVACY, ALL RESIDENTIAL ENTRANCES WITHIN 15 FEET OF THE SIDEWALK MUST BE RAISED FROM THE AVERAGE SIDEWALK GRADE A MINIMUM OF 12 INCHES, SUBJECT TO APPLICABLE DEVIATIONS TO ADDRESS SITE CONSTRAINTS; . PITCHED ROOFS, IF PROVIDED, SHALL BE SYMMETRICALLY SLOPED NO LESS THAN 6:12, EXCEPT THAT ROOFS FOR PORCHES AND ATTACHED SHEDS MAY BE NO LESS THAN 2:12, UNLESS A FLAT ROOD ARCHITECTURAL STYLE IS EMPLOYED; vi.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 AND ARE AT LEAST 4 FEET DEEP. STOOPS AND ENTRY-LEVEL PORCHES MAY BE COVERED BUT NOT BE ENCLOSED; vii. ALL CORNER/END UNITS THAT FACE A PUBLIC OR PRIVATE STREET SHOULD HAVE A PORCH OR STOOP THAT WRAPS A PORTION OF THE FRONT AND SIDE OF THE UNIT OR BLANK WALL PROVISIONS SHALL BE IMPLEMENTED THAT LIMIT THE MAXIMUM BLANK WALL EXPANSE TO 10 FEET ON ALL BUILDING LEVELS AND/OR ALLOWS ACCEPTABLE LANDSCAPING TREATMENTS ALONG SUCH AREAS; viii. SIDEWALKS SHOULD BE PROVIDED TO CONNECT ONE RESIDENTIAL ENTRANCES TO SIDEWALKS ALONG PUBLIC AND PRIVATE STREETS; AND ix.BUILDINGS MAY ORIENT TO OPEN SPACE IN LIEU OF A PUBLIC STREET. LOCATED OUTSIDE OF THE RIGHT-OF-WAY WHERE ROW DEDICATION IS NOT PROVIDED. THE 6. STREETSCAPE, LANDSCAPING AND BUFFER: a. SETBACKS AND YARDS AS REQUIRED BY THE MX-2 (INNOVATIVE) ZONING DISTRICT AND AS ALLOWED BY THE INNOVATIVE PROVISIONS ABOVE WILL BE PROVIDED. THE PETITIONER SHALL DEDICATE 46 FEET OF RIGHT-OF-WAY FROM THE EXISTING CENTERLINE OF DETERMINATION AND MUTUAL AGREEMENT OF PETITIONER, CDOT AND THE PLANNING DIRECTOR; TOM SHORT ROAD AND SHALL PROVIDE FOR THE CROSS-SECTION IMPROVEMENTS AS GENERALLY DEPICTED ON THE REZONING PLAN. 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. AN EIGHT (8) FOOT PLANTING STRIP AND EIGHT (8) FOOT SIDEWALK SHALL BE PROVIDED ALONG THE STANDARDS AND CRITERIA OF CDOT AND NCDOT, AS APPLICABLE, TO THE ROADWAY . ALONG THE SITE'S INTERNAL PUBLIC STREETS, THE PETITIONER SHALL PROVIDE A SIDEWALK AND A IMPROVEMENTS WITHIN THEIR RESPECTIVE ROAD SYSTEM AUTHORITY. IT IS UNDERSTOOD THAT CROSS-WALK NETWORK THAT LINKS ALL OF THE PRINCIPAL BUILDINGS ON THE SITE WITH ONE ANOTHER SUCH IMPROVEMENTS MAY BE UNDERTAKEN BY THE PETITIONER ON ITS OWN OR IN CONJUNCTION

BY WAY OF LINKS TO SIDEWALKS ALONG THE ABUTTING PUBLIC OR PRIVATE STREETS AND/OR OTHER WITH OTHER DEVELOPMENT OR ROADWAY PROJECTS TAKING PLACE WITHIN THE BROAD SOUTHERN
PEDESTRIAN FEATURES. THE MINIMUM WIDTH FOR THESE INTERNAL SIDEWALKS SHALL BE A MINIMUM OF f. A 200' WIDE CLASS C BUFFER AREA WILL BE PROVIDED ALONG THE NORTHERLY BOUNDARY OF THE SITE AS GENERALLY DEPICTED ON THE REZONING PLAN; SIDEWALKS/TRAILS/BIKE PATHS AND SIMILAR MPROVEMENTS AS WELL AS IN DEVELOPMENT AREA A SCHOOL RECREATION FACILITIES MAY BE INSTALLED WITHIN THIS BUFFER AREA. IN ADDITION, IMPROVEMENTS TO THE BUFFER MAY BE MADE AS ALLOWED BY CITY STORM WATER SERVICES REGULATIONS AND ORDINANCES. PLANTINGS MAY BE

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

REZONING. ADJUSTMENTS MAY BE NECESSARY IN ORDER TO ACCOMMODATE ACTUAL STORM WATER

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

A MINIMUM OF 15% OF THE SITE WILL BE PROVIDED AS TREE SAVE AREAS AS REQUIRED BY THE TREE

DEVELOPMENT WITHIN ANY SWIM/PCSO BUFFER SHALL BE COORDINATED WITH AND SUBJECT TO

ORDINANCE. PETITIONER ACKNOWLEDGES INTERMITTENT/PERENNIAL STREAM DELINEATION REPORTS

ARE SUBJECT TO REVIEW AND APPROVAL UPON SUBMISSION OF DEVELOPMENT PLANS FOR PERMITTING

APPROXIMATELY 12-ACRES OF NATURAL PRESERVE AREAS TO INCLUDE TRAILS AND OTHER NATURAL

AREA RELATED AMENITIES (THE EXACT LOCATION AND CONFIGURATION OF THESE OPEN SPACE AREAS

MAY VARY; THE FINAL LOCATIONS AND CONFIGURATION OF THE OPEN SPACE AREAS WILL BE

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

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

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 SHALL ADHERE TO

a. SIGNAGE AS ALLOWED BY THE ORDINANCE MAY BE PROVIDED.

TREATMENT REQUIREMENTS AND NATURAL SITE DISCHARGE POINTS.

AND THE CITY POST CONSTRUCTION STORMWATER ORDINANCE.

8. OPEN SPACE & TRAILS/AMENITIES:

NON-STANDARD ITEM(S) (IRRIGATION SYSTEMS, DECORATIVE CONCRETE PAVEMENT, BRICK PAVERS, ETC.)

71' R/W (TOTAL) 51' R/W MINIMUM (52' IN ETJ) (NOTE 2) 2'-0' (15'-6" IF 2'-0" STD. CURB) (15'-6" IF 2'-0" STD. CURB) (2.00% MAX) SLOPE 3/8" PER FT. Acres de la Constantina 3. 13. Od ... 3. SURFACE COURSE SEE NOTE 9 -NOTES: 3:1 FILL MAX. 1. VALLEY GUTTER IS ALLOWED ONLY WITH PRIOR APPROVAL FROM CDOT AND FINAL LIFT TO BE APPLIED UPON MEETING ONE OF THE 75% DEVELOPMENT OCCUPANCY SIDEWALK IS 6' MIN. WHEN LESS THAN 12 DWELLING UNITS PER ACRE 1 YEAR FROM INTERMEDIATE COURSE PLACEMENT, APPLY TACK FOR ETJ STREETS, FINAL 1" MAY BE PLACED WHEN (D.U.A.). SIDEWALK IS 8' MIN. WHEN 12 D.U.A. OR GREATER. APPROVED BY NCDOT 3. AN ALTERNATIVE PAVEMENT SECTION DESIGN MAY BE REQUIRED BY CDOT/NCDOT BASED ON SPECIFIC TRAFFIC PARAMETERS. NTERMEDIATE COURSE SPECS. FOR 1 1/2" S9.5C OR S9.5B ROADS AND STRUCTURES," 3" COMPACTED AGGREGATE BASE COURSE, OR 4" BCBC SEE PARKING STANDARD DETAILS #50.09A, B, & C FOR INFORMATION TYPE B25.0C. SHOULD ENTIRE DEVELOPMENT HAVE A CBR OF 6 OR GREATER, THEN AN ALTERNATIVE BASE COURSE PAVEMENT DESIGN MAY BE SUBMITTED TO THE HEAD-IN PARKING IS PERMITTED BY NCDOT. ITY ENGINEER FOR APPROVAL. 6. ON STREETS WITH FREQUENT DRIVEWAYS THAT PRECLUDE ON-STREET COMPACTED SUBGRADE (SEE SECTION I.A.18) TYPICAL PAVEMENT SECTION SUBDIVISION ORDINANCE SECTION 20-22(d). ZONING SETBACK MEASURED FROM TOTAL R/W. R) 2'-6" STANDARD CURB AND GUTTER, 2'-0" STANDARD CURB AND GUTTER, OR FOOT (MIN.) UP TO 11/4" PER FOOT (MAX.), EXCEPT WHERE EXCESSIVE 2'-0" VALLEY GUTTER (SEE NOTE 1) S) 4" CONCRETE SIDEWALK THE CITY ENGINEER MAY AUTHORIZE A SUITABLE GRADE. NOT TO SCALE CITY OF CHARLOTTE LOCAL RESIDENTIAL WIDE STREET LAND DEVELOPMENT STANDARDS INCLUDES CHARLOTTE ETJ STREET SECTION A-A'

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

BE LIMITED TO TWENTY-FIVE (25') FEET IN HEIGHT.

AMENDMENTS TO THE REZONING PLAN:

BINDING EFFECT OF THE REZONING APPLICATION:

b. DETACHED LIGHTING ON THE SITE, EXCEPT STREETLIGHTS LOCATED ALONG PUBLIC STREETS, WILI

A. THE PETITIONER WILL CONVEY TO MECKLENBURG COUNTY A 100-FOOT PERMANENT GREENWAY

OF THE 100-FOOT EASEMENT TO BE DETERMINED DURING THE LAND DEVELOPMENT APPROVAL

EASEMENT WITHIN THE 200-FOOT POST CONSTRUCTION BUFFER FOR FLAT BRANCH. THE LOCATION

PROCESS FOR THE SITE. THE 100-FOOT EASEMENT TO BE CONVEYED AS DEVELOPMENT WITHIN

EACH DEVELOPMENT AREA ABUTTING FLAT BRANCH OCCURS. PRIOR TO THE ISSUANCE OF THE

FIRST CERTIFICATE OF OCCUPANCY FOR EACH DEVELOPMENT AREA ABUTTING FLAT BRANCH THE

CORRESPONDING 100-FOOT EASEMENT WILL BE CONVEYED. THE 100-FOOT EASEMENT WITHIN

DEVELOPMENT AREA F WILL BE CONVEYED WHEN THE EASEMENT WITHIN DEVELOPMENT AREA E IS

a. FUTURE AMENDMENTS TO THE REZONING PLAN (WHICH INCLUDES THESE 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

HEREIN AND UNDER THE ORDINANCE, BE BINDING UPON AND INURE TO THE BENEFIT OF THE

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

WITH THE PROVISIONS HEREIN AND OF CHAPTER 6 OF THE ORDINANCE.

PERSONAL REPRESENTATIVES. SUCCESSORS IN INTEREST OR ASSIGNS.

STANDARDS) MAY BE APPLIED FOR BY THE THEN OWNER OR OWNERS OF THE APPLICABLE

DEVELOPMENT AREA OR PORTION OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE

4. AMENITY ZONE (HARDSCAPE) ALLOWED IN LIEU OF PLANTING STRIP WITH REGARDING ON-STREET "HEAD-IN" PARKING, EXCEPT IN ETJ WHERE NO PARKING, USE DETAIL #U-03C, EXCEPT IN ETJ. NO BUMPOUTS PERMITTED IN 7. FOR EXPLANATION OF RIGHT-OF-WAY WIDTHS REFER TO CITY OF CHARLOTTE PLANTING STRIP ADJACENT TO SIDEWALK SHALL BE GRADED TO 1/4" PER NATURAL GRADES MAKE THIS REQUIREMENT IMPRACTICAL. IN SUCH CASES, STD. NO. REV U-03A 19

56' TOTAL R/W 42' R/W, (MINIMUM) 7'-0" 7'-0"-(11' IF VALLEY CURB, OR IF ETJ) (11' IF VALLEY CURB, OR IF ETJ) 2.00% MAX) (2.00% MAX SLOPE 3/8" PER FT. Acres Section Free Free CUT MAX. 3:1 FILL MAX. PLANTING STRIP -SURFACE COURSE FINAL LIFT TO BE APPLIED UPON MEETING ONE OF THE FOLLOWING CONDITIONS: 75% DEVELOPMENT OCCUPANCY, YEAR FROM INTERMEDIATE COURSE PLACEMENT, FOR ETJ STREETS, FINAL 1" MAY BE PLACED WHEN APPROVED BY NCDOT. FOR EXPLANATION OF RIGHT-OF-WAY NTERMEDIATE COURSE WIDTHS REFER TO CITY OF CHARLOTTE 1 1/2" S9.5C OR S9.5B SUBDIVISION ORDINANCE SECTION 20-22(d). "STD. SPECS. FOR ROADS 2. ZONING SETBACKS MEASURED FROM TOTAL STRUCTURES," SECTION 605 " COMPACTED AGGREGATE BASE COURSE, OR 4" BCBC TYPE B25.0C. SHOULD ENTIRE DEVELOPMENT HAVE A CBR OF 6 OR GREATER, THE N ALTERNATIVE BASE COURSE PAVEMENT DESIGN MAY BE SUBMITTED PLANTING STRIP ADJACENT TO SIDEWALK TO THE CITY ENGINEER FOR APPROVAL. SHALL BE GRADED TO 1/4" PER FOOT (MIN.) UP TO 11/4" PER FOOT (MAX.), EXCEPT WHERE EXCESSIVE NATURAL GRADES MAKE HIS REQUIREMENT IMPRACTICAL. IN SUCH COMPACTED SUBGRADE (SEE SECTION 1.A.18) CASES, THE CITY ENGINEER MAY AUTHORIZE TYPICAL PAVEMENT SECTION 4. MIN. 11' LANES REQUIRED IF USED IN ETJ. (R) 2'-6" STANDARD CURB AND GUTTER OR 2'-0" VALLEY GUTTER S) 4" CONCRETE SIDEWALK NOT TO SCALE CITY OF CHARLOTTE LOCAL RESIDENTIAL MEDIUM STREET LAND DEVELOPMENT STANDARDS STD. NO. REV

TYPICAL SECTION STREET SECTION B-B N.T.S

INCLUDES CHARLOTTE ETJ

VERT: N/A

HORZ: AS NOTED

DEVELOPMENT STANDARDS

DESIGNED BY: KST

DRAWN BY: JYK

CHECKED BY: KST

PRELIMINARY

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CONSTRUCTION

CATO TRAILS

CHILDRESS KLIEN

RZ #2023-046

CHARLOTTE, NC

REVISION / ISSUANCE

DESCRIPTION

INITIAL REZONING

REZONING SUBMITTAL

REZONING SUBMITTAL

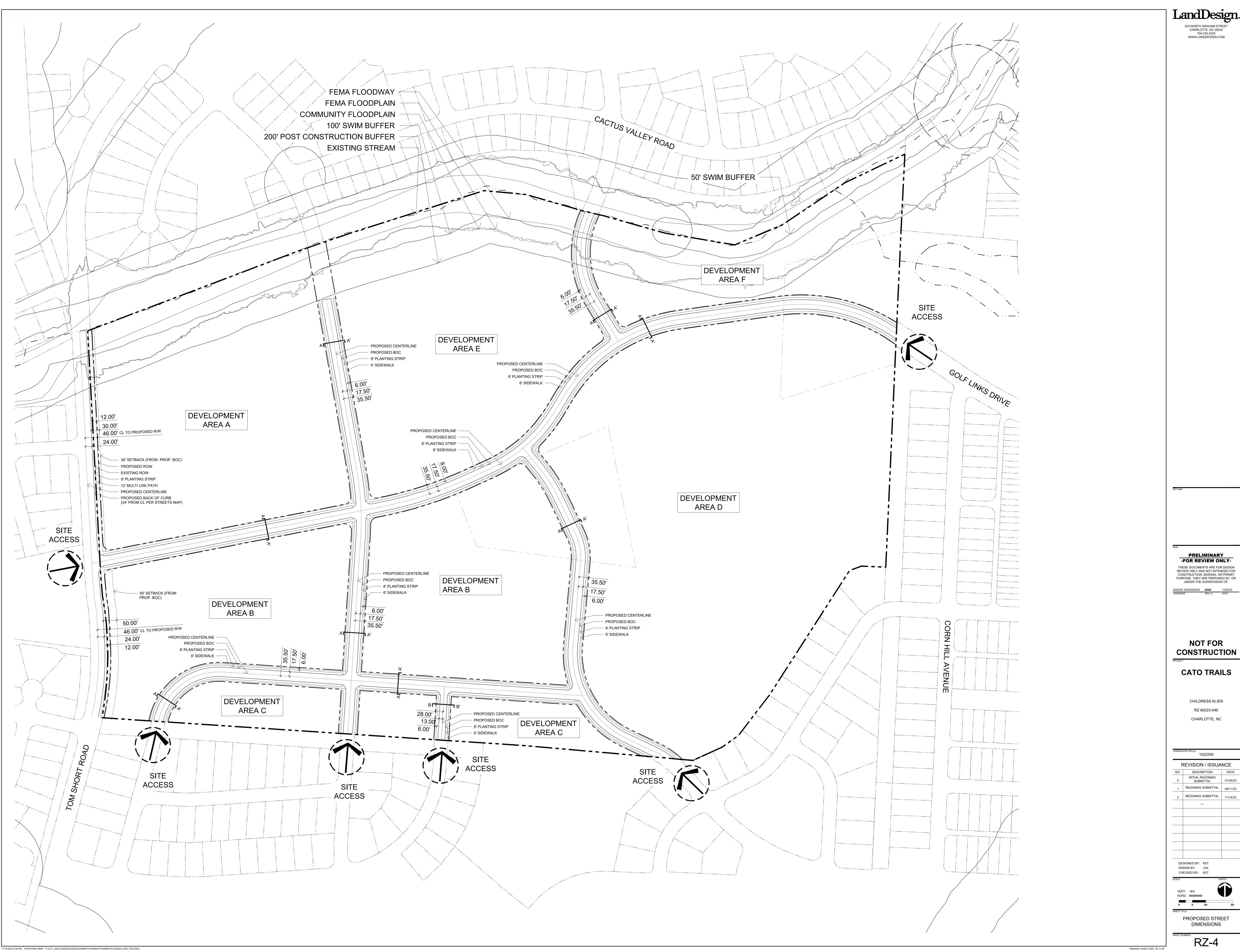
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NOTE: THIS SHEET RZ-5 GENERALLY DEPICTS THE INTERNAL PEDESTRIAN/TRAIL NETWORK ASSOCIATED WITH THE MASTER PLAN FOR THE SITE CONTEMPLATED BUT ADJUSTMENTS TO THIS INTERNAL PEDESTRIAN/TRAIL NETWORK MAY BE MADE AS LONG AS THE OVERALL DESIGN INTENT IS SUBSTANTIALLY 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.

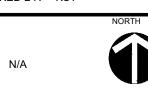
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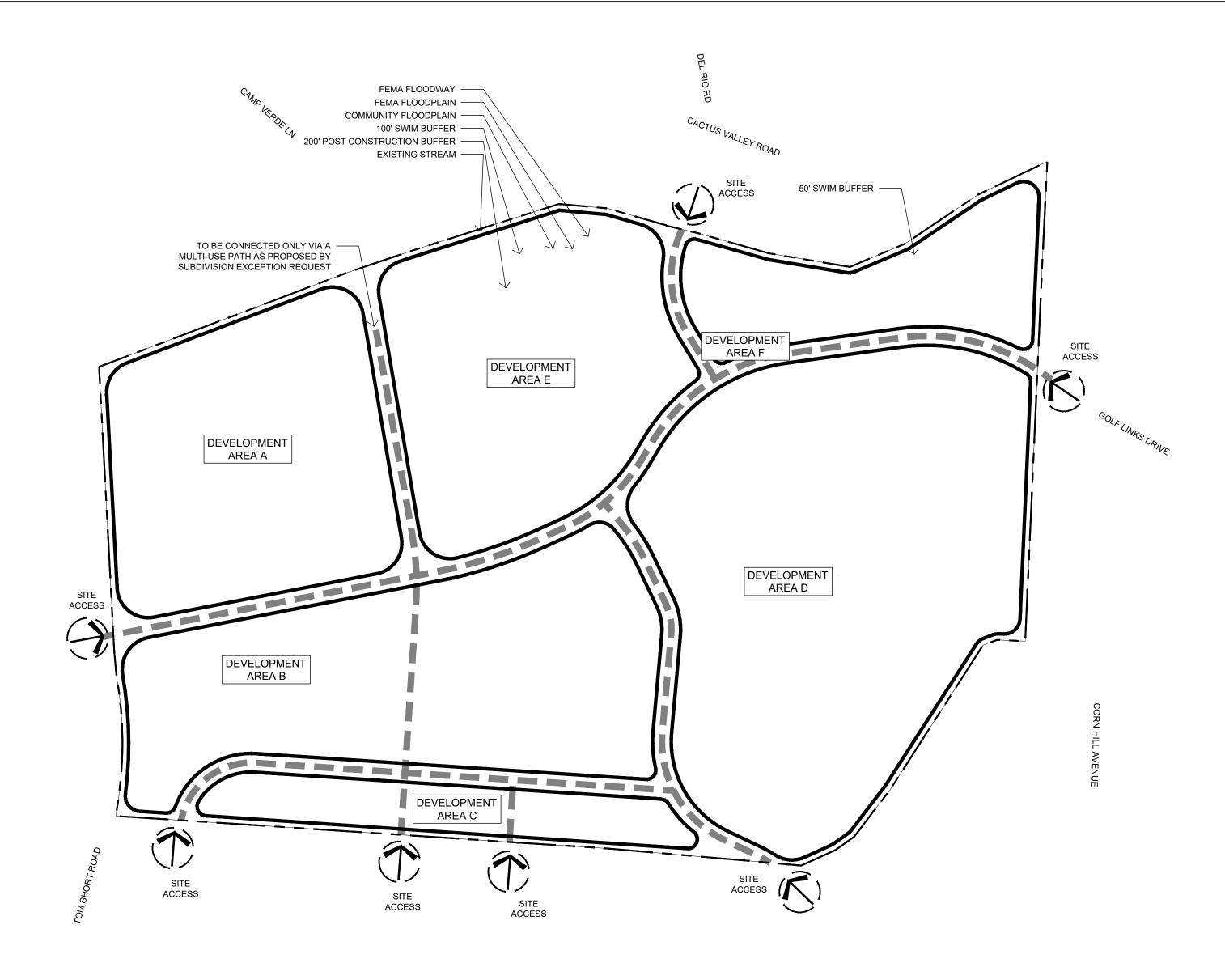
CHILDRESS KLIEN CHARLOTTE, NC

REVISION / ISSUANCE REZONING SUBMITTAL 11/14/23 DESIGNED BY: KST



CONCEPTUAL -ASPIRATIONAL ACTIVITY

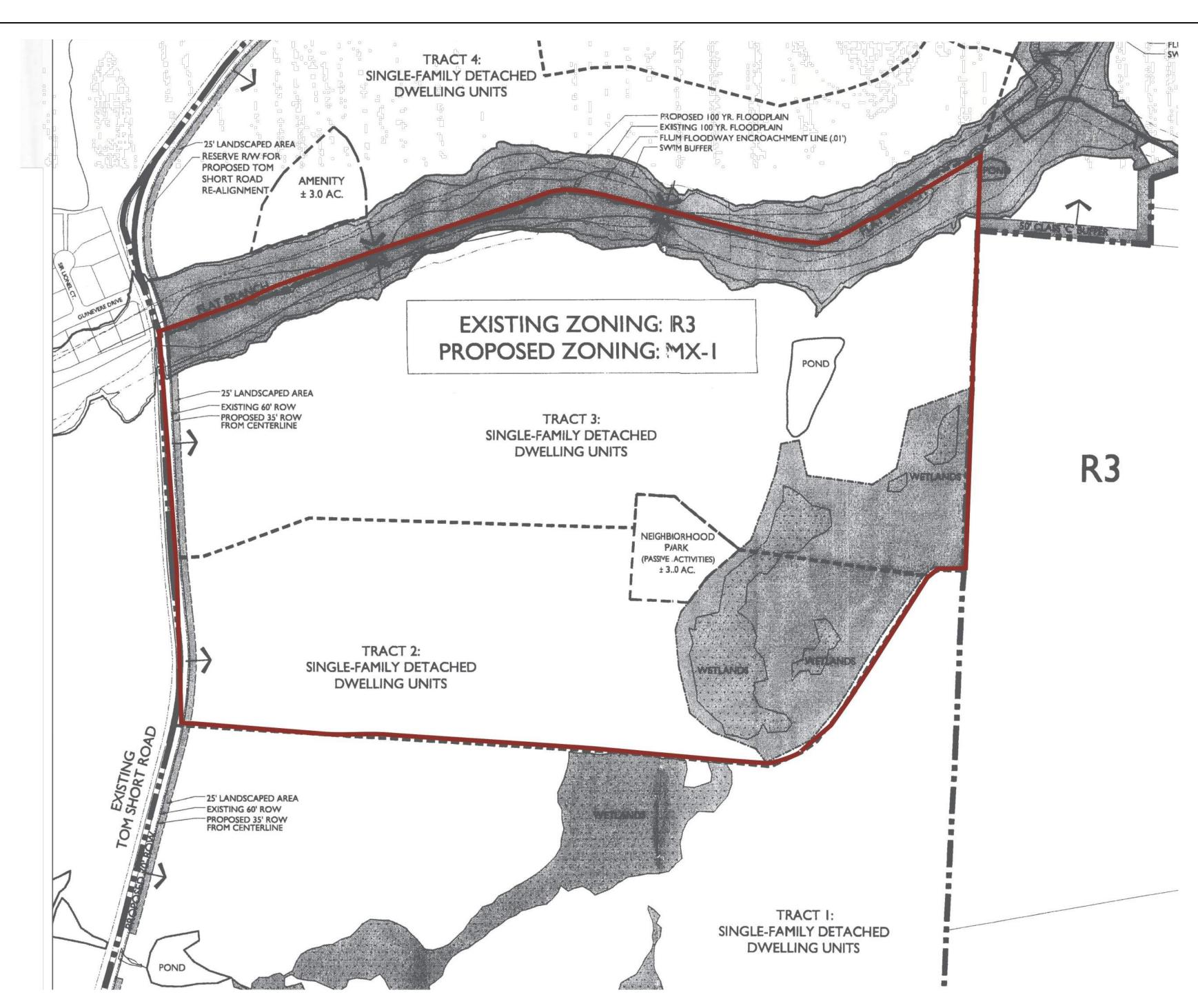
RZ-5



PROPOSED TECHNICAL DATA SHEET



PROPOSED MASTER PLAN



PREVIOUS TECHNICAL DATA SHEET



PREVIOUS ZONING MASTER PLAN

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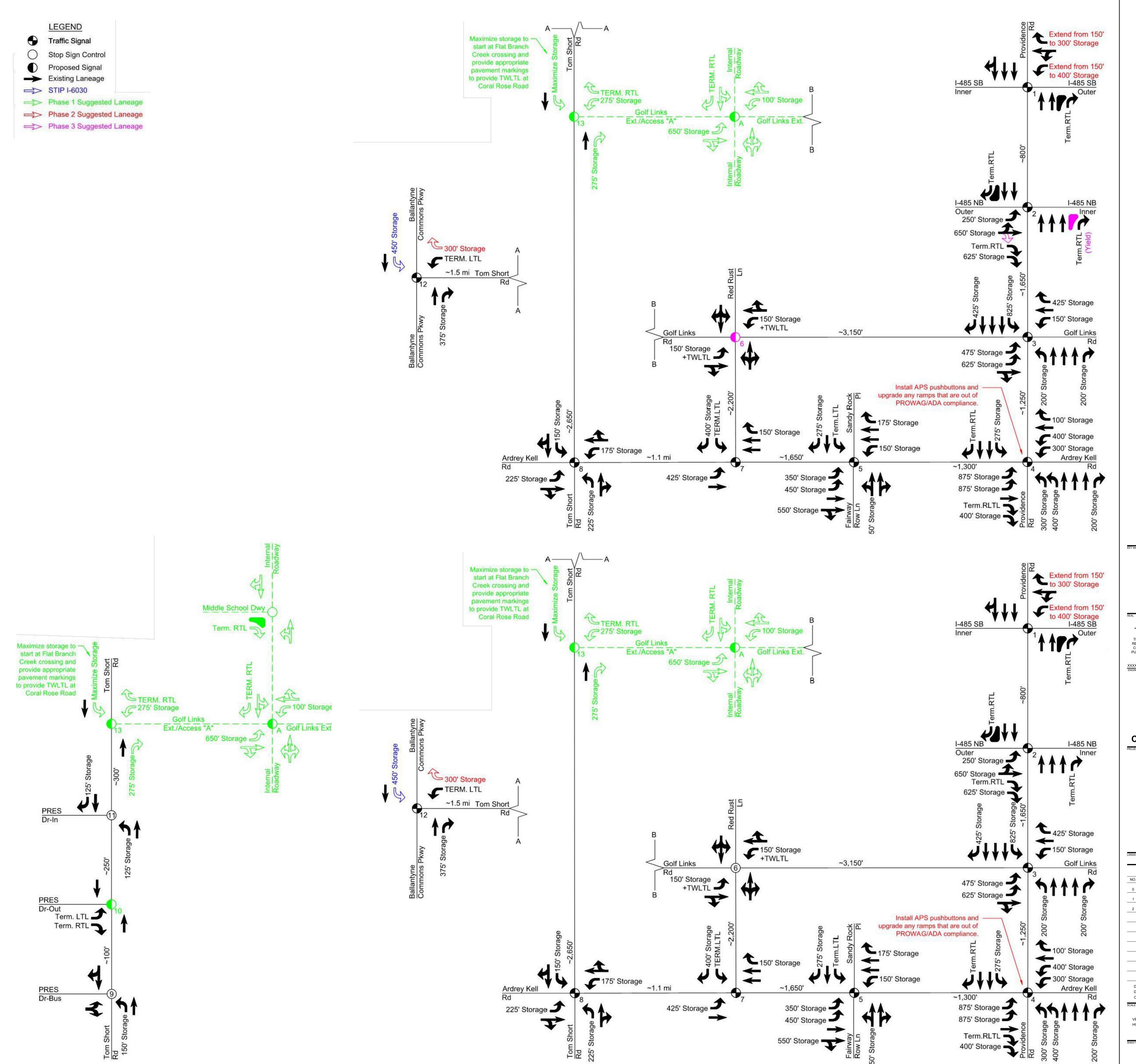
RZ #2023-046

CHARLOTTE, NC

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| 2 | REZONING SUBMITTAL | 11/14 |
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| SHEET TI | TLE | |

MISC. EXISTING ZONIN

RZ-6



DESIGN RESOURCE GROUP

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RZ #2023-046 CHARLOTTE, NC

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NO. DESCRIPTION DAT

INITIAL REZONING
SUBMITTAL 09/11/
REZONING SUBMITTAL 11/14/
REZONING SUBMITTAL 11/14/

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

CALE NORTH

VERT: N/A
HORZ: N/A

LANEAGE

ER D 3 3

RZ-7

ORIGINAL SHEET SIZE: 36" X 48"