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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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XXXXX XXXXXXXX #### 1/27/23

ENGINEER REG. # DATE

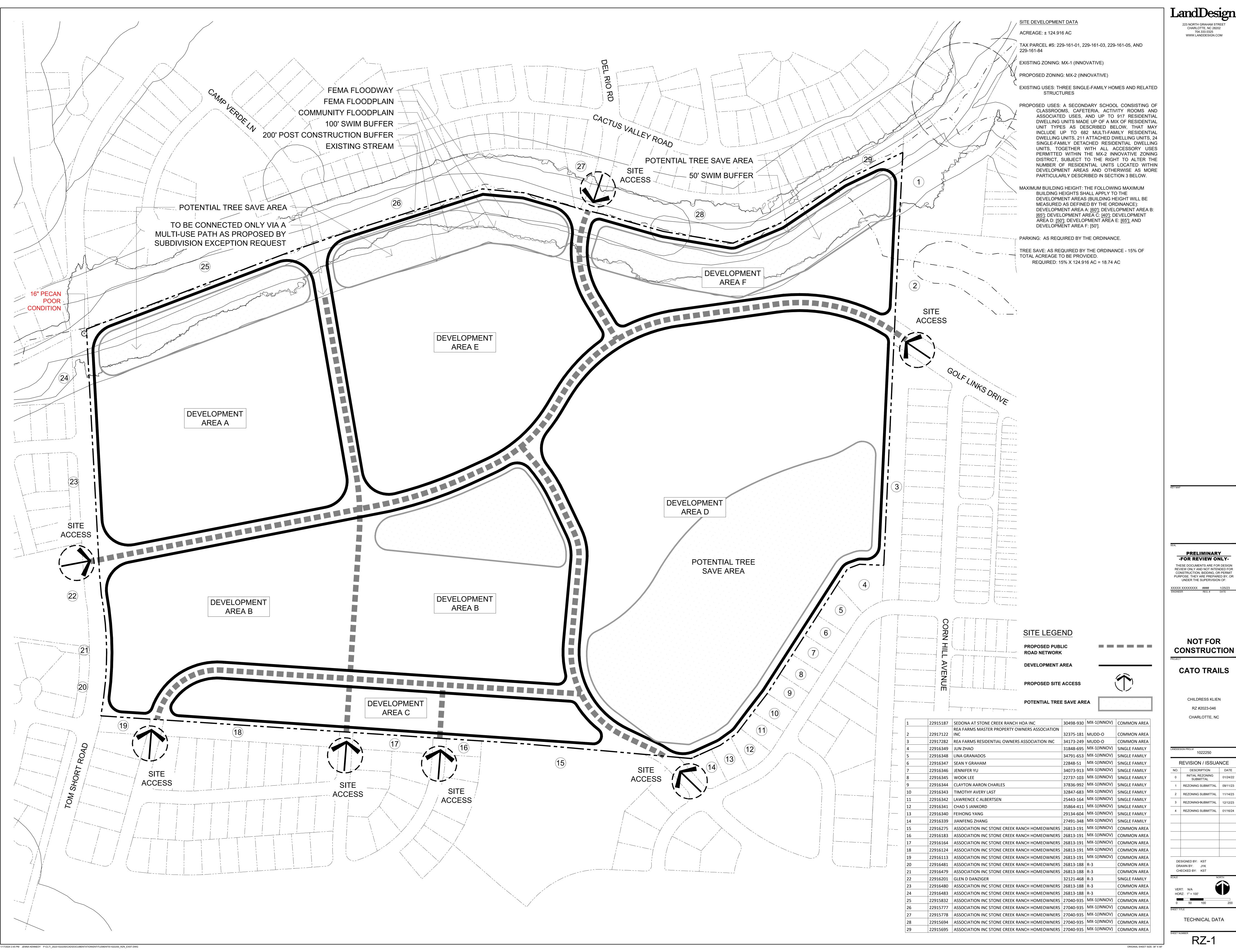
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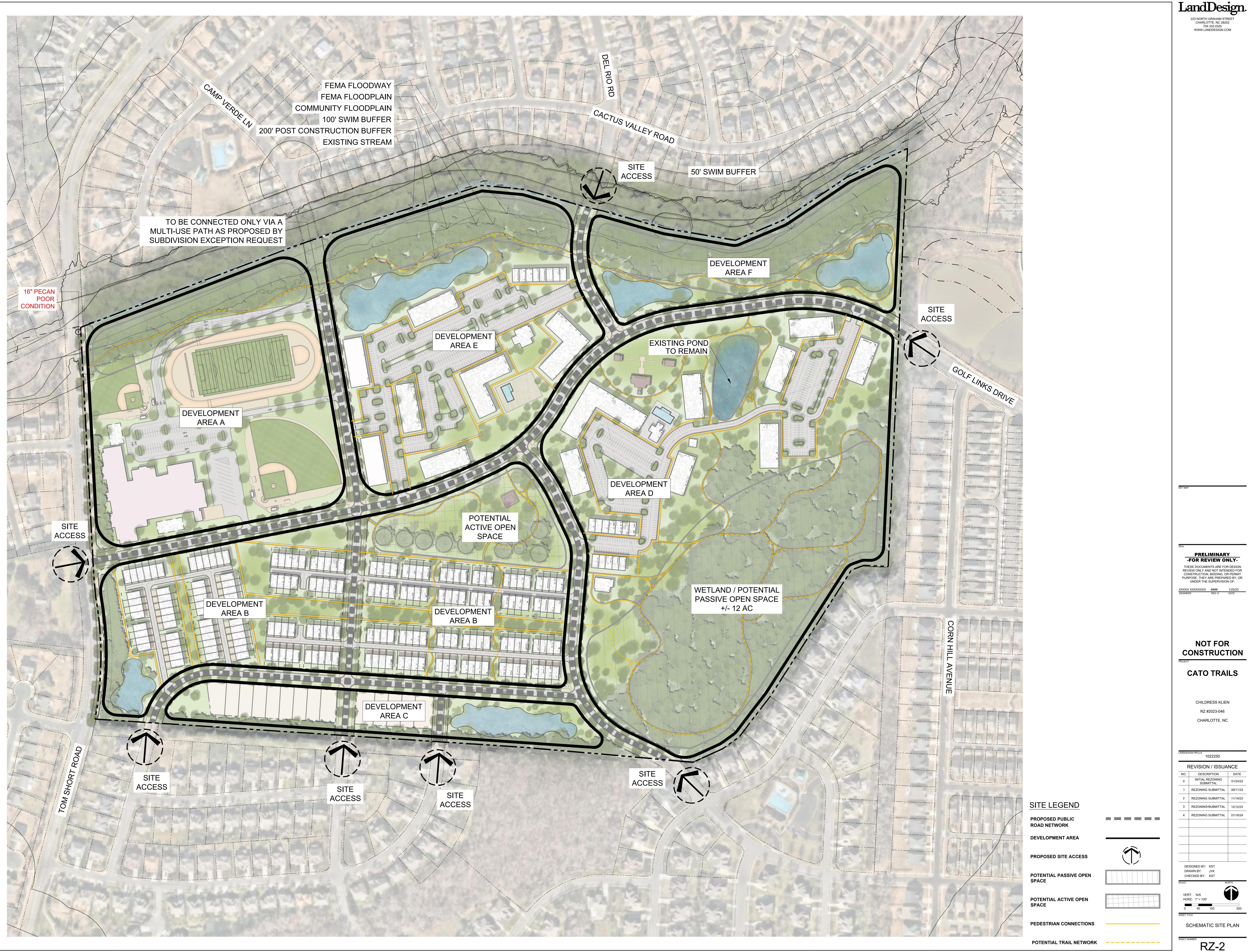
CATO TRAILS

CHILDRESS KLIEN RZ #2023-046 CHARLOTTE, NC

LANDDL	SIGN PROJ.# 1022250		
REVISION / ISSUANCE			
NO.	DESCRIPTION	DATE	
0	INITIAL REZONING SUBMITTAL	01/24/22	
1	REZONING SUBMITTAL	09/11/23	
2	REZONING SUBMITTAL	11/14/23	
3	REZONING-SUBMITTAL	12/12/23	
4	REZONING SUBMITTAL	01/16/24	
	SIGNED BY: KST		
	AWN BY: JYK IECKED BY: KST		

MBER D7 0





PRELIMINARY
-FOR REVIEW ONLY-

NOT FOR CONSTRUCTION

CATO TRAILS

REVISION / ISSUANCE 4 REZONING SUBMITTAL 01/16/24

ORIGINAL SHEET SIZE: 36" X 48"

GRAPHICS AND ALTERATIONS. THE SCHEMATIC DEPICTIONS OF THE USES, PARKING AREAS.

PROPOSED. CHANGES TO THE REZONING PLAN NOT ANTICIPATED BY THE REZONING PLAN WILL BE

MINOR AND DON'T MATERIALLY CHANGE THE OVERALL DESIGN INTENT DEPICTED ON THE REZONING

MODIFICATIONS TO MOVE STRUCTURES GRAPHICALLY DEPICTED ON THE REZONING PLAN CLOSER

THE PLANNING DIRECTOR WILL DETERMINE IF SUCH MINOR MODIFICATIONS ARE ALLOWED PER THIS

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

PLAN AS TO THE DEVELOPMENT/SITE ELEMENTS, DEVELOPMENT AREAS AND PORTIONS OF THE SITE

GENERALLY DEPICTED ON THE REZONING PLAN. AS SUCH, SIDE AND REAR YARDS, BUFFERS, BUILDING

HEIGHT SEPARATION STANDARDS, PUBLIC/PRIVATE STREET FRONTAGE REQUIREMENTS, AND OTHER

AND OTHER DEVELOPMENT/SITE ELEMENTS LOCATED ON THE SITE. FURTHERMORE, THE PETITIONER

WITHOUT REGARD TO ANY SUCH INTERNAL SEPARATION STANDARDS, AND PUBLIC/PRIVATE STREET

FRONTAGE REQUIREMENTS, PROVIDED, HOWEVER, ALL SUCH SEPARATION STANDARDS ALONG THE

EXTERIOR BOUNDARY OF THE SITE SHALL BE ADHERED TO AS A WHOLE AND NOT INDIVIDUAL PORTIONS,

SET FORTH IN THIS REZONING PLAN, GROSS FLOOR AREA AS DEFINED IN THE ORDINANCE SHALL EXCLUDE

ANY -SURFACE OR STRUCTURED PARKING FACILITIES (INCLUDING, WITHOUT LIMITATION, CORRIDORS, AND

ELEVATORS WITHIN SUCH FACILITIES), AND OUTDOOR DINING AND GATHERING AREAS WHETHER ON THE

MIXED RESIDENTIAL COMMUNITY THAT HAS DEVELOPED SOUTH OF I-485 AND EAST AND WEST OF

PRESERVATION AREAS AND OPEN SPACE WITH THE DEVELOPMENT OF AN INCREDIBLY ROBUST WALKING

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

a. SINGLE-FAMILY DETACHED. THE PETITIONER HEREBY SEEKS THE FOLLOWING INNOVATIVE

DEVELOPMENT STANDARDS IN CONNECTION WITH SINGLE-FAMILY DETACHED DEVELOPMENT TAKING

PLACE WITHIN DEVELOPMENT AREA C AND ANY SUCH SINGLE FAMILY DETACHED DEVELOPMENT THAT

MIGHT TAKE PLACE IN OTHER DEVELOPMENT AREAS B. D AND E TO ACCOMMODATE A VARIETY OF

SETBACK AND YARD WIDTHS AND OTHER DEVELOPMENT ELEMENTS SO AS TO ALLOW FOR A PEDESTRIAN

iii. A MINIMUM FRONT SETBACK FOR SINGLE-FAMILY DETACHED LOTS OF 16-FEET AS MEASURED FROM

THE PROPOSED BACK OF CURB: IN THE EVENT A DRIVEWAY IS PROVIDED WITHOUT A GARAGE. THE

v. A MINIMUM SIDE YARD OF FIVE (5') FEET FOR SINGLE FAMILY DETACHED LOTS (INCLUDING ALONG

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

vii. MAXIMUM BUILDING COVERAGE FOR SINGLE FAMILY DETACHED SHALL BE SEVENTY (70%) PERCENT.

DEVELOPMENT STANDARDS IN CONNECTION WITH ATTACHED DWELLING UNIT DEVELOPMENT TAKING

WIDTHS AND OTHER DEVELOPMENT ELEMENTS SO AS TO ALLOW FOR A PEDESTRIAN FRIENDLY

PROPOSED BACK OF CURB. STOOPS AND STAIRS MAY ENCROACH THREE (3) FEET INTO THE SETBACK AS A

iv. A MINIMUM SIDE YARD OF FIVE (5') FEET FOR ATTACHED DWELLING UNITS (INCLUDING ALONG PUBLIC

vi. ATTACHED DWELLING UNITS MAY FRONT ON PUBLIC OR PRIVATE STREETS (IF PRIVATE STREETS ARE

c. IN ADDITION, THE PETITIONER RESERVES THE RIGHT TO MODIFY THE INNOVATIVE PROVISIONS

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

RESIDENTIAL UNITS, AND A SECONDARY SCHOOL CONSISTING OF CLASSROOMS INCLUDING MOBILE

INNOVATIVE PROVISIONS DESCRIBED ABOVE; EACH SUCH USE AS ALLOWED BY RIGHT AND UNDER

PRESCRIBED CONDITIONS, TOGETHER WITH ACCESSORY USES AS PERMITTED IN THE MX-2 INNOVATIVE

ZONING DISTRICT, INCLUDING, WITHOUT LIMITATION, COMMUNITY CLUBHOUSE, RECREATION, OPEN SPACE

AND RELATED USES (E.G. IMPROVED PASSIVE AND ACTIVE OPEN SPACES, GATHERING SHELTERS,

NOTE: THE LOCATIONS AND NUMBER OF RESIDENTIAL UNITS ALLOCATED TO INDIVIDUAL

PLAN MAY BE INCREASED BY THE NUMBER LISTED BELOW AS THE "ADJUSTED INCREASE AMOUNT"

PROVIDED THAT OTHER UNIT AMOUNTS ARE REDUCED AS DESCRIBED BELOW AND IN ANY EVENT THE

TOTAL NUMBER OF MULTI-FAMILY UNITS ON THE SITE DOES NOT EXCEED 682 UNITS, AND THE TOTAL

GAZEBOS, BALL FIELDS, MAINTENANCE BUILDINGS, OUTDOOR RECREATIONAL USES, AND OTHER USES

TO 682 MULTI-FAMILY RESIDENTIAL UNITS, 211 ATTACHED DWELLING UNITS, 24 SINGLE-FAMILY DETACHED

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

OR 20' AND GREATER MEASURED FROM THE BACK OF CURB TO THE FACE OF GARAGE;

ALLEY ACCESS IN WHICH A REAR YARD OF FIVE (5') FEET IS ALLOWED;

v. PRIVATE ALLEYS SHALL FOLLOW CLDSM STANDARDS; AND

USED, THEY WILL NOT BE GATED) OR COMMON OPEN SPACE.

TO THE APPLICABLE PROCESS SET FORTH IN THE ORDINANCE.

TYPICALLY ASSOCIATED WITH RESIDENTIAL COMMUNITIES).

NUMBER OF ALL DWELLING UNITS ON THE SITE DOES NOT EXCEED 917 UNITS.

ATTACHED DWELLING UNITS. THE PETITIONER HEREBY SEEKS THE FOLLOWING INNOVATIVE

SETBACK SHALL BE INCREASED TO TWENTY (20') FEET AS MEASURED FROM THE BACK OF THE SIDEWALK.

STANDARD ORDINANCE REQUIREMENTS AND ARE INCLUDED WITHIN THIS SECTION FOR EASE OF REVIEW.

TRAIL SYSTEM BOTH WITHIN THE APPROXIMATELY 12-ACRE NATURAL PRESERVE AREA AND THROUGHOUT PHASE 3 CONDITIONS

GROSS FLOOR AREA CLARIFICATION. WHEN DETERMINING THE MAXIMUM DEVELOPMENT LEVELS

SIMILAR ZONING/SUBDIVISION STANDARDS WILL NOT BE REQUIRED INTERNALLY BETWEEN IMPROVEMENTS

TO ADJACENT PROPERTIES IN A RESIDENTIAL DISTRICT OR ABUTTING RESIDENTIAL USE BUT NO CLOSER THAN THE "EXTERNAL BUILDING LINE" (IN THIS CASE THE EXTERNAL SETBACKS, REAR YARDS, OR BUFFER

REVIEWED AND APPROVED AS ALLOWED BY SECTION 6.207 OF THE ORDINANCE.

INSTANCES WOULD INCLUDE CHANGES TO GRAPHICS IF THEY ARE:

PURPOSES OF THESE DEVELOPMENT STANDARDS): OR

AREAS) INDICATED ON THE REZONING PLAN.

APPEAL RIGHTS SET FORTH IN THE ORDINANCE.

DEVELOPMENT AREAS OR LOTS LOCATED THEREIN.

ROOF OF THE BUILDING OR AT STREET LEVEL.

h. PROJECT VISION OVERALL DESIGN INTENT

AMENITY BUILDINGS WITH RURAL DESIGNS, AND THE LIKE.

2. LOT STANDARDS AND INNOVATIVE PROVISIONS FOR MX-2 (INNOVATIVE) AREA:

i. A MINIMUM LOT SIZE FOR SINGLE-FAMILY DETACHED LOTS OF 4,500 SQUARE FEET.

A MINIMUM LOT WIDTH FOR SINGLE-FAMILY DETACHED LOTS OF FORTY (40') FEET.

ALLEY ACCESS IN WHICH A REAR YARD OF FIVE (5') FEET IS ALLOWED;

ARE USED, THEY WILL NOT BE GATED) OR COMMON OPEN SPACE;

vi. PRIVATE ALLEYS SHALL FOLLOW CLDSM STANDARDS; AND

RESIDENTIAL COMMUNITY:

"TRANSITION ZONE;"

STREETS);

PLAN; OR

BUILDINGS).

b. DENSITY BONUS. TO ACCOMMODATE THE PROPOSED CMS SCHOOL ON THE SITE THE PETITIONER PHASE 1 CONDITIONS REQUESTS A DENSITY BONUS AS ALLOWED BY THE ORDINANCE BY INCREASING THE AMOUNT OF REQUIRED COMMON OPEN SPACE FROM 10% TO 19.7% (24.54 ACRES). THEREFORE, THE PETITIONER REQUESTS AN INCREASE IN THE NUMBER OF ALLOWED UNITS FROM 836 UNITS TO 917 UNITS (AN INCREASE OF 81 UNITS). THE PROPOSED COMMON OPEN SPACE MAY BE LOCATED THROUGHOUT THE SITE. c. DEVELOPMENT AREA A MAY BE DEVELOPED AS A SECONDARY SCHOOL CONSISTING OF CLASSROOMS INCLUDING MOBILE CLASSROOMS, CAFETERIA, ACTIVITY ROOMS AND ASSOCIATED USES, PHASE 2 CONDITIONS TOGETHER WITH ALL ACCESSORY USES PERMITTED WITHIN THE MX-2 INNOVATIVE ZONING DISTRICT, AS MORE PARTICULARLY DESCRIBED IN THESE DEVELOPMENT STANDARDS. --PROPOSED USES: A SECONDARY SCHOOL CONSISTING OF CLASSROOMS INCLUDING MOBILE CLASS d. DEVELOPMENT AREA D & E MAY BE DEVELOPED WITH (I) UP TO 682 MULTI-FAMILY AND/OR ATTACHED PHASE 3 CONDITIONS ROOMS, CAFETERIA, ACTIVITY ROOMS AND ASSOCIATED USES, AND UP TO 917 RESIDENTIAL DWELLING UNITS AND ASSOCIATED USES SUCH AS CLUBHOUSE AND AMENITY AREAS TOGETHER WITH ALL DWELLING UNITS MADE UP OF A MIX OF RESIDENTIAL UNIT TYPES AS DESCRIBED BELOW, THAT MAY ACCESSORY USES PERMITTED WITHIN THE MX-2 INNOVATIVE ZONING DISTRICT, PROVIDED, HOWEVER THE • NO ADDITIONAL SUGGESTED IMPROVEMENTS. INCLUDE UP TO 682 MULTI-FAMILY RESIDENTIAL DWELLING UNITS, 211 ATTACHED DWELLING UNITS, NUMBER OF PERMITTED UNITS MAY BE INCREASED FOR DEVELOPMENT AREA D & E BY UP TO 68 UNITS BY 24 SINGLE-FAMILY DETACHED RESIDENTIAL DWELLING UNITS, TOGETHER WITH ALL ACCESSORY WAY OF A REDUCTION IN THE NUMBER OF RESIDENTIAL UNITS ALLOCATED IN THE AGGREGATE TO USES PERMITTED WITHIN THE MX-2 INNOVATIVE ZONING DISTRICT, SUBJECT TO THE RIGHT TO DEVELOPMENT AREA B UP PROVIDED THAT THE TOTAL OF MULTI-FAMILY UNITS DOES NOT EXCEED 682 USES PERMITTED WITHIN THE MX-2 INNOVATIVE ZUNING DISTRICT, SUBJECT TO THE RIGHT TO THE RIGHT TO THE ALTER THE NUMBER OF RESIDENTIAL UNITS LOCATED WITHIN DEVELOPMENT AREAS AND MULTI-FAMILY UNITS; AND (II) A ±12 ACRE NATURAL PRESERVE AREA THAT WILL CONTAIN TRAILS AND PHASE 1 CONDITIONS

DEVELOPMENT AREAS (BUILDING HEIGHT WILL BE MEASURED AS DEFINED BY THE ORDINANCE): e. DEVELOPMENT AREA C MAY BE DEVELOPED WITH UP TO 24 SINGLE FAMILY DETACHED HOMES/LOTS WE PROPOSE THE FOLLOWING ACCESS CONFIGURATION DEVELOPMENT AREA A: +60'; DEVELOPMENT AREA B: 65'; DEVELOPMENT AREA C: 40'; DEVELOPMENT TOGETHER WITH ALL ACCESSORY USES PERMITTED WITHIN THE MX-2 INNOVATIVE ZONING DISTRICT. PROVIDED, HOWEVER THE NUMBER OF SINGLE FAMILY DETACHED HOMES MAY BE INCREASED FOR DEVELOPMENT AREA C BY UP TO 3 HOMES/LOTS BY WAY OF A REDUCTION IN THE NUMBER OF RESIDENTIAL UNITS ALLOCATED IN THE AGGREGATE TO DEVELOPMENT AREAS B, D AND E. INSTALL A TRAFFIC SIGNAL. CONSTRUCT A NORTHBOUND RIGHT TURN LANE WITH 275 FEET OF STORAGE. DEVELOPMENT AREA B MAY BE DEVELOPED WITH (I) UP TO 210 ATTACHED DWELLING UNITS OR

• CONSTRUCT A SOUTHBOUND LEFT TURN LANE WITH MAXIMIZED STORAGE TO START AT THE FLAT a. SITE LOCATION. THESE DEVELOPMENT STANDARDS, THE TECHNICAL DATA SHEET, SCHEMATIC SITE SINGLE FAMILY DETACHED HOMES/LOTS TOGETHER WITH ALL ACCESSORY USES PERMITTED WITHIN THE PLAN, AND RELATED GRAPHICS FORM THE REZONING PLAN (COLLECTIVELY REFERRED TO AS THE MX-2 INNOVATIVE ZONING DISTRICT, PROVIDED, HOWEVER THE NUMBER OF ATTACHED DWELLING UNITS "REZONING PLAN") ASSOCIATED WITH THE REZONING PETITION FILED BY CHILDREN KLEIN PROPERTIES & OR SINGLE FAMILY DETACHED HOMES/LOTS MAY BE INCREASED FOR DEVELOPMENT AREA B BY UP TO (21) CHARLOTTE-MECKLENBURG SCHOOLS TOGETHER (THE "PETITIONER") TO ACCOMMODATE DEVELOPMENT UNITS/HOMES BY WAY OF A REDUCTION IN THE NUMBER OF RESIDENTIAL UNITS/HOMES ALLOCATED IN THE OF A RESIDENTIAL COMMUNITY AND A SECONDARY SCHOOL ON THE APPROXIMATELY 124.602-ACRE SITE AGGREGATE TO DEVELOPMENT AREAS C, D AND E; AND (II) OPEN SPACE/COMMUNITY AMENITIES WHICH SHALL INCLUDE AN IMPROVE ACTIVE OPEN SPACE AREA(S) WITH [±4] ACRES. DEVELOPMENT AREA F MAY BE DEVELOPED WITH OPEN SPACE, STORM WATER STRUCTURES AND

TRAILS AND OTHER ASSOCIATED OPEN SPACE AMENITIES. THE INTERNAL INTERSECTION WAS ANALYZED TO CREATE A COMPLETE MODEL AND THE FOLLOWING mmmmm CONFIGURATIONS ARE RECOMMENDED AS A PART OF THE REQUIRED SCHOOL QUEUEING AND STACKING ATTACHED/SINGLE-FAMILY DETACHED HOMES/LOTS) NO LESS THAN 125 ATTACHED DWELLING UNITS REGULATIONS ESTABLISHED UNDER THE ORDINANCE FOR THE MX-2 (INNOVATIVE) ZONING CLASSIFICATION IN VATIACHED/SINGLE-FAMILY DETACHED HOMES/LOTS NO LESS THAN 125 AT ACHED DWELLING UNITS

SHALL GOVERN ALL DEVELOPMENT TAKING PLACE ON THE SITE, SUBJECT TO THE INNOVATIVE PROVISIONS AND NO LESS THAN 18 SINGLE-FAMILY DETACHED HOMES/LOTS WILL BE CONSTRUCTED ON THE SITE, SUBJECT TO THE INNOVATIVE PROVISIONS AND NO LESS THAN 125 AT ACHED HOMES/LOTS OF PRIOR OF THE OWN OF T SUCH ATTACHED DWELLING UNITS AND DETACHED HOMES/LOTS BEING DEVELOPED PRIOR TO ISSUANCE OF THE CERTIFICATE OF OCCUPANCY FOR THE 600 I MULTI-FAMILY UNIT DEVELOPED ON THE SITE. INSTALL A TRAFFIC SIGNAL.

PROPOSED IMPROVEMENTS. SIDEWALKS, STRUCTURES AND BUILDINGS, BUILDING ELEVATIONS, DRIVEWAYS, STREETS, DEVELOPMENT IMPROVEMENTS GENERALLY; PHASES OF DEVELOPMENT. THE PETITIONER MAY PROVIDE OR CAUSE TO BE

LAYOUT, LOCATIONS, SIZES, AND FORMULATIONS OF THE DEVELOPMENT/SITE ELEMENTS DEPICTED ON IMPROVEMENTS MAY BE AMENDED TO ALIGN WITH FINAL APPROVED TRANSPORTATION IMPACT STUDY INTERNAL INTERSECTION "A" (RESIDENTIAL ONLY) THE REZONING PLAN ARE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS (THE "TIS"). THE FOLLOWING CONFIDURATIONS ARE RECOMMENDED AND SHALL BE INSTALLED IN CONNECTION WITH PHASE 2 OR PHASE 3 RESIDENTIAL DEVELOPMENT: ALL TRANSPORTATION IMPROVEMENTS WILL BE SUBSTANTIALLY COMPLETED AND APPROVED BY CDOT PHASE 2 OR PHASE 3 RESIDENTIAL DEVELOPMENT: SINCE THE PROJECT HAS NOT UNDERGONE THE DESIGN DEVELOPMENT AND CONSTRUCTION PHASES, IT IS AND/OR NCDOT, AS APPLICABLE, BEFORE THE FIRST BUILDING CERTIFICATE OF OCCUPANCY IS ISSUED IN INTENDED THAT THIS REZONING PLAN PROVIDE FOR FLEXIBILITY IN ALLOWING SOME ALTERATIONS OR CONNECTION WITH THE DEVELOPMENT ASSOCIATED WITH THE APPLICABLE PHASE 1, 2 OR 3 • EASTBOUND - A COMBINED LEFT-THRU-RIGHT TURN LANE. MODIFICATIONS FROM THE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS. DEVELOPMENT AS DESCRIBED BELOW AND CORRESPONDING TO THE TRANSPORTATION IMPROVEMENTS WESTBOUND - A COMBINED LEFT-THRU-RIGHT TURN LANE. THEREFORE, THERE MAY BE INSTANCES WHERE MINOR MODIFICATIONS WILL BE ALLOWED WITHOUT FOR PHASE 1, 2 OR 3 CONDITIONS SET FORTH IN SUBSECTION A. BELOW (SUBJECT TO ADJUSTMENTS AS • NORTHBOUND - A COMBINED LEFT-THRU-RIGHT TURN LANE. REQUIRING THE ADMINISTRATIVE AMENDMENT PROCESS PER SECTION 6.207 OF THE ORDINANCE. THESE MAY BE ALLOWED BY CDOT AND, IF APPLICABLE NCDOT, AND AS PROVIDED IN THE REMAINING PROVISIONS

OF THIS SECTION 4): MIDDLE SCHOOL DRIVEWAY EXPRESSLY PERMITTED BY THE REZONING PLAN (IT IS UNDERSTOOD THAT IF A MODIFICATION IS INOTE: FOLLOWING TRANSPORTATION PROVISIONS OF THIS SECTION 4.1 ARE SUBJECT TO CHANGE EXPRESSLY PERMITTED BY THE REZONING PLAN IT IS DEEMED A MINOR MODIFICATION FOR THE BASED FURTHER REVIEW AND CONIDERATION AS PART OF THE ON-GOING TRANSPORTATION IMPACT STUDY COMPLETION AND REVIEW] 1 CMS SCHOOL DEVELOPMENT:

> CONTEMPLATED FOR DEVELOPMENT AREA A NORTHBOUND - A COMBINED NORTHBOUND THRU-LEFT TURN LANE. -PHASE 2 DEVELOPMENT: PROVIDES FOR DEVELOPMENT OF UP TO 390 UNITS (WHETHER MULTI-FAMILY • SOUTHBOUND - A COMBINED SOUTHBOUND THRU-RIGHT TURN LANE UNITS, SINGLE FAMILY ATTACHED UNITS OR SINGLE FAMILY DETACHED UNITS) IN ADDITION TO PHASE 1:

-PHASE 1 DEVELOPMENT: ALLOWS DEVELOPMENT OF THE MIDDLE SCHOOL AND ASSOCIATED USES

AMENDED PROCESS, AND IF IT IS DETERMINED THAT THE ALTERATION DOES NOT MEET THE CRITERIA -PHASE 3 DEVELOPMENT: PROVIDES FOR DEVELOPMENT OF UP TO(AN ADDITIONAL) 527 UNITS (WHETHER IMPROVEMENTS AS SET FORTH IN THE PROVISIONS OF SECTION 4.1 ABOVE SHALL MEAN COMPLETION OF DESCRIBED ABOVE, THE PETITIONER SHALL THEN FOLLOW THE ADMINISTRATIVE AMENDMENT PROCESS MULTI-FAMILY UNITS, SINGLE FAMILY DETACHED UNITS) IN ADDITION THE ROADWAY IMPROVEMENTS IN ACCORDANCE WITH THE STANDARDS SET FORTH IN SECTION 4.I.A. AND PER SECTION 6.207 OF THE ORDINANCE; IN EACH INSTANCE, HOWEVER, SUBJECT TO THE PETITIONER'S TO PHASE 1 AND PHASE 2 DEVELOPMENT.

OBTAIN A CERTIFICATE OF OCCUPANCY FOR BUILDING(S) ON THE SITE IN CONNECTION WITH THE OR LOTS SHOWN ON THE REZONING PLAN, THE NUMBER OF PRINCIPLE USE BUILDINGS CONSTRUCTED ON THE SITE SHALL NOT EXCEED 120 (EXCLUDING ACCESSORY USE BUILDINGS AND MOBILE CLASSROOM) IF A PHASE IS NOT LISTED FOR AN IMPROVEMENT, NO IMPROVEMENT IS REQUIRED FOR SUCH PHASE (E.C.) 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 VIII. SERVICE AREA SCREENING - SERVICE AREAS SUCH AS DUMPSTERS, REFUSE AREAS, RECYCLING IF "PHASE 1 CONDITIONS" IS NOT SET FORTH THEN NO IMPROVEMENTS ARE NEEDED FOR THE PLANNED/UNIFIED DEVELOPMENT. THE SITE SHALL BE VIEWED AS A PLANNED/UNIFIED DEVELOPMENT INTERSECTION AREA SET OUT). COMPLETION OF THE APPLICABLE IMPROVEMENTS.

THESE SUGGESTED IMPROVEMENTS ARE NEEDED UNDER THE NO BUILD CONDITIONS AND AND/OR OWNERS OF THE APPLICABLE PORTION OF THE SITE UNDER DEVELOPMENT RESERVE THE RIGHT SUGGESTED IN LIEU OF IMPROVEMENTS AT INTERSECTION 3: TO SUBDIVIDE THE PORTIONS OR ALL OF THE SITE AND CREATE LOTS WITHIN THE INTERIOR OF THE SITE EXTEND THE EXISTING WESTBOUND LEFT TURN LANE FROM 150 TO 400 FEET OF STORAGE.

EXTEND THE EXISTING WESTBOUND RIGHT TURN LANE FROM 150 TO 300 FEET OF STORAGE.

 NO ADDITIONAL SUGGESTED IMPROVEMENTS I-485 NORTHBOUND RAMP & PROVIDENCE ROAD (SIGNALIZED)

I-485 SOUTHBOUND RAMP & PROVIDENCE ROAD (SIGNALIZED)

CATO FARMS WILL BE A MASTER PLANNED RESIDENTIAL COMMUNITY THAT WILL BE INTEGRATED INTO THE PHASE 2 CONDITIONS PROVIDENCE RD. CATO FARMS PLANNED COMMUNITY WILL CELEBRATE ITS NATURAL FEATURES, • NO SUGGESTED IMPROVEMENTS.

AREAS (AS DEFINED BELOW), OPEN SPACE AREAS AND OTHER DEVELOPMENT MATTERS AND SITE PROVIDED ON ITS OWN OR IN COOPERATION WITH OTHER PARTIES WHO MAY IMPLEMENT PORTIONS OF

ELEMENTS (COLLECTIVELY THE "DEVELOPMENT/SITE ELEMENTS") SET FORTH ON THE REZONING PLAN THE IMPROVEMENTS, THE IMPROVEMENTS SET FORTH BELOW IN ACCORDANCE WITH THE FOLLOWING

SHALL BE REVIEWED IN CONJUNCTION WITH THE PROVISIONS OF THESE DEVELOPMENT STANDARDS. THE IMPLEMENTATION PROVISIONS. IT IS UNDERSTOOD THE FOLLOWING SECTION AND SPECIFIC

mREMARK THE EXISTING SOUTHBOUND RIGHT-TURN LANE TO A COMBINED THRU-RIGHT TURN LANE CHANNELIZE THE NORTHBOUND RIGHT TURN LANE TO OPERATE FREE FROM THE SIGNAL UNDER YIEL

3. PROVIDENCE ROAD & GOLF LINKS DRIVE (SIGNALIZED)

 $\sim\sim\sim$ EXTEND THE EXISTING SOUTHBOUND RIGHT TURN LANE FROM 125 TO 550 FEET OF STORAGE INSTALL LPI+ AND APS PUSHBUTTONS AND UPGRADE CURBS, RAMPS, AND SIDEWALKS TO ADA TANDARDS AND PROWAG GUIDELINES. PROPOSED SIDEWALKS LOCATED ALONG THE PUBLIC STREETS LOCATED OUTSIDE OF THE RIGHT-OF-WAY FRIENDLY RESIDENTIAL COMMUNITY. IT IS UNDERSTOOD THAT CERTAIN PROVISIONS LISTED BELOW ARE PHASE 3 CONDITIONS

> NO SUGGESTED IMPROVEMENTS. 4. PROVIDENCE ROAD & ARDREY KELL ROAD (SIGNALIZED

PHASE 2 CONDITION: (ullet EXTEND THE EXISTING SOUTHBOUND LEFT TURN LANE FROM 275 TO 400 FEET OF STORAGE (REMOVE THE NEGATIVE OFFSET OTHER IMPROVEMENTS IN THE OVERALL AREA OF THE REZONING MAY BE IMPLEMENTED AS DESCRIBED IN iv. A MINIMUM REAR YARD FOR SINGLE-FAMILY DETACHED LOTS OF TWENTY (20') FEET UNLESS LOT HAS PHASE 3 CONDITIONS

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

PHASE 2 CONDITIONS

PHASE 3 CONDITIONS NO SUGGESTED IMPROVEMENTS.

PLACE WITHIN DEVELOPMENT AREAS B, D AND E TO ACCOMMODATE A VARIETY OF SETBACK AND YARD 6. RED RUST LANE & GOLF LINKS DRIVE (UNSIGNALIZED) PHASE 2 CONDITIONS

PETITIONER SHALL PROVIDE A MINIMUM OF A 16-FOOT SETBACK AS MEASURED FROM THE NO SUGGESTED IMPROVEMENTS. PHASE 3 CONDITIONS

NO SUGGESTED IMPROVEMENTS.

ii. FOR ALLEY LOADED ATTACHED DWELLING UNITS, DRIVEWAY LENGTHS SHALL BE A MINIMUM OF 5-7' INSTALL A TRAFFIC SIGNAL IF WARRANTS ARE MET PER SWA TO BE COMPLETED BY PHASE: RED RUST LANE & ARDREY KELL ROAD (SIGNALIZED) iii. A MINIMUM REAR YARD FOR ATTACHED DWELLING UNITS OF TWENTY (20') FEET UNLESS LOT HAS

PHASE 2 CONDITIONS NO SUGGESTED IMPROVEMENTS. PHASE 3 CONDITIONS

 NO SUGGESTED IMPROVEMENTS. 8. TOM SHORT ROAD & ARDREY KELL ROAD (SIGNALIZED)

DESCRIBED ABOVE OR SEEK OTHER INNOVATIVE DEVELOPMENT STANDARDS IN THE FUTURE PURSUANT

PHASE 2 CONDITIONS CONSTRUCT A SOUTHBOUND RIGHT TURN LANE WITH 225 FEET OF STORAGE. PHASE 3 CONDITIONS

 NO SUGGESTED IMPROVEMENTS. CLASSROOMS, CAFETERIA, ACTIVITY ROOMS AND OTHER ASSOCIATED USES, IN ACCORDANCE WITH THE 9. TOM SHORT ROAD & POLO RIDGE ELEMENTARY SCHOOL DRIVEWAY-BUS (UNSIGNALIZED)

 NO SUGGESTED IMPROVEMENTS. 10. TOM SHORT ROAD & POLO RIDGE ELEMENTARY SCHOOL DRIVEWAY-OUT (UNSIGNALIZED) DEVELOPMENT AREAS AS DESCRIBED BELOW AND WITHIN THE DEVELOPMENT AREAS ON THE REZONING PHASE 1 CONDITIONS INSTALL A TRAFFIC SIGNAL

11. TOM SHORT ROAD & POLO RIDGE ELEMENTARY SCHOOL DRIVEWAY-IN (UNSIGNALIZED)

NON-STANDARD ITEM(S) (IRRIGATION SYSTEMS, DECORATIVE CONCRETE PAVEMENT, BRICK PAVERS, ETC.) (DEVELOPMENT AREA D WHEN DEVELOPED SHALL INCLUDE THE TRAILS AND OTHER NATURAL AREA NO SUGGESTED IMPROVEMENTS. INFORMATION CONCERNING COST, SUBMITTAL, AND LIABILITY INSURANCE COVERAGE REQUIREMENTS. 12. BALLANTYNE COMMONS PARKWAY & TOM SHORT ROAD (SIGNALIZED)

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

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

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

SOUTHBOUND - A COMBINED LEFT-THRU-RIGHT TURN LANE

TERMINATES AT THE PROPOSED MIDDLE SCHOOL DRIVEWAY.

OF STORAGE

RIGHT TURN LANE).

IMPROVEMENTS.

AND/OR NCDOT AS APPLICABLE.

SITE VIA A MULTI-USE PATH.

ESIDENTIAL WIDE STREET STANDARDS

STRIP AND A 12-FOOT MULTI-USE PATH.

ORDINANCES AND REGULATIONS.

(8) FOOT SIDEWALK.

PROVIDED.

SEPARATE LEFT TURN LANE WITH 275 FEET OF STORAGE) ON PROPOSED ACCESS "A"

TWO-WAY LEFT TURN LANE AT CORAL ROSE ROAD *

*IMPROVEMENTS TO BE REIMBURSED PER NCDOT'S FUNDING LETTER DATED 11/16/2023.

BRANCH CREEK CROSSING AND PROVIDE THE APPROPRIATE PAVEMENT MARKINGS TO ALLOW FOR A

OF STORAGE (THE EXTENDED LEFT TURN LANE SHOULD SERVE AS THE TURN LANE INTO THE BUS LOT). DETAILS); AND

m

ADDITIONAL REQUIRED IMPROVEMENTS: [NOTE: SUBJECT IN PARTICULAR TO FURTHER REVIEW]

WESTBOUND - A COMBINED THRU-RIGHT TURN LANE AND A SEPARATE LEFT TURN LANE WITH 100 FEET

• SOUTHBOUND - A COMBINED THRU-LEFT TURN LANE AND A SEPARATE RIGHT TURN LANE THA

EASTBOUND - TWO INGRESS LANES AND ONE EGRESS LANE (A CHANNELIZED FREE-FLOW EASTBOUND

SUBSTANTIAL COMPLETION. REFERENCE TO "SUBSTANTIAL COMPLETION" FOR CERTAIN

I. RIGHT-OF-WAY AVAILABILITY. IT IS UNDERSTOOD THAT SOME OF THE PUBLIC ROADWA $^{\circ}$

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

SUCH LAND. IN SUCH EVENT, THE PETITIONER SHALL REIMBURSE THE APPLICABLE AGENCY, DEPARTMENT

OR GOVERNMENTAL BODY FOR THE COST OF ANY SUCH ACQUISITION INCLUDING COMPENSATION PAID BY

THE APPLICABLE AGENCY, DEPARTMENT OR GOVERNMENTAL BODY FOR ANY SUCH LAND AND THE

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

CONNECTION WITH THE DEVELOPMENT IMPROVEMENTS DESCRIBED ABOVE, THEN CDOT WILL INSTRUCT

WHERE ROW DEDICATION IS NOT PROVIDED. THE PERMANENT SIDEWALK EASEMENT WILL BE LOCATED A

ALTERNATIVE IMPROVEMENTS. CHANGES TO THE ABOVE REFERENCED ROADWAY IMPROVEMENTS

ROADWAY STANDARDS. ALL PUBLIC ROADWAY IMPROVEMENTS WILL BE SUBJECT TO THE

a. ACCESS TO THE SITE WILL BE FROM TOM SHORT ROAD AND AN EXTENSION OF GOLF LINKS DRIVE AS

20-23(D) OF THE SUBDIVISION REGULATIONS TO CONVERT THE REQUIRED PUBLIC STREET EXTENSION OF

FUND UP TO SIX SPEED HUMPS OR EQUIVALENT TRAFFIC CALMING MEASURES ON THE EXISTING PUBLIC STAFF WITHIN STONE CREEK RANCH OR JUST INSIDE THE SITE THAT WILL BE EXTENDED INTO THE SITE

SITE TO BE DESIGNED AND CONSTRUCTED AS A CHOKER ROAD CONNECTION.

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.

(h) A 16-FOOT SETBACK AS MEASURED FROM THE BACK OF THE PROPOSED CURB WILL BE ESTABLISHED

ig(i.ig) - the number and location of access points to external properties/streets shall be

ADJUSTMENTS REQUIRED FOR APPROVAL BY CDOT IN ACCORDANCE WITH PUBLISHED STANDARDS.

ALONG THE INTERNAL NETWORK REQUIRED PUBLIC STREETS FOR ALL THE PROPOSED USES.

(e) THE NEW INTERNAL NETWORK REQUIRED PUBLIC STREETS WILL BE DESIGNED AND BUILT TO

A PRIVATE/PUBLIC PARTNERSHIP EFFORT OR OTHER PUBLIC SECTOR PROJECT SUPPORT.

II. ACCESS, STREET EXCEPTION, TRAFFIC CALMING, STREETSCAPE AND SETBACKS.

SITE FROM ADJOINING PROPERTIES AS GENERALLY DEPICTED ON THE REZONING PLAN.

FOR THE INSTALLATION OF TRAFFIC CALMING MEASURES ON EXISTING PUBLIC STREETS.

CAN BE APPROVED THROUGH THE ADMINISTRATIVE AMENDMENT PROCESS UPON THE DETERMINATION

MINIMUM OF TWO (2) FEET BEHIND THE SIDEWALK WHERE FEASIBLE

PETITION IN THE OVERALL AREA OF THE REZONING.

III. PEDESTRIAN IMPROVEMENTS

ENVIRONMENT THROUGH THE FOLLOWING:

SHEET RZ-6 GENERALLY DEPICTS THE INTERNAL PEDESTRIAN/TRAIL NETWORK ASSOCIATED WITH THE \(\big(\text{PLAYGROUND FOR CHILDREN.}\) PEDESTRIAN/TRAIL NETWORK MAY BE MADE AS LONG AS THE OVERALL DESIGN INTENT IS a. SIGNAGE AS ALLOWED BY THE ORDINANCE MAY BE PROVIDED SUBSTANTIALLY MAINTAINED. IN ADDITION, SHEET RZ-6 GENERALLY DEPICTS BROADER EXTERNAL PEDESTRIAN NETWORK, SOME COMPONENTS OF WHICH CURRENTLY EXIST, TO PROVIDE A VISION FOR 10. LIGHTING 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. b. THE FOLLOWING STANDARDS SHALL APPLY TO THE MULTI-FAMILY RESIDENTIAL UNITS: ONE INGRESS LANE AND TWO EGRESS LANE (A TERMINATING WESTBOUND RIGHT TURN LANE AND A

> 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)

PUBLIC OR PRIVATE STREET: AND FORMS AS FOLLOWS:

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 SIX (6) 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 EACH OTHER.

I. TO PROVIDE PRIVACY, ALL RESIDENTIAL ENTRANCES WITHIN FIFTEEN FEET OF THE SIDEWALK ALONG A NETWORK REQUIRED STREET MUST BE RAISED FROM THE AVERAGE SIDEWALK GRADE A MINIMUM OF WENTY-POUR INCHES!

THE FOLLOWING STANDARDS SHALL APPLY TO ATTACHED DWELLING UNIT:

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: WE PROPOSE THE FOLLOWING DRIVEWAY CONFIGURATION TO BE INSTALLED IN CONNECTION WITH PHASE) 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;

> ENTRY-LEVEL PORCHES SHALL BE COVERED AND BE AT LEAST THREE FEET DEEP BUT SHALL NOT BE $_{
> m V}$. ALL CORNER/END UNITS THAT FACE A PUBLIC OR PRIVATE STREET SHALL HAVE A $\,$ PORCH OR STOOP THAT WRAPS A PORTION OF THE FRONT AND SIDE OF THE UNIT OR PROVIDE BLANK WALL PROVISIONS THAT LIMIT THE MAXIMUM BLANK WALL EXPANSE TO TEN FEET ON ALL BUILDING LEVELS;

iv. USABLE FRONT PORCHES SHALL BE COVERED AND BE AT LEAST SIX (6) FEET DEEP. STOOPS AND

B. ABOVE PROVIDED, HOWEVER, IN THE EVENT CERTAIN NON-ESSENTIAL ROADWAY IMPROVEMENTS (AS VI. WALKWAYS SHALL BE PROVIDED TO CONNECT ALL RESIDENTIAL ENTRANCES TO SIDEWALKS ALONG REASONABLY DETERMINED BY CDOT) ARE NOT COMPLETED AT THE TIME THAT THE PETITIONER SEEKS TO PUBLIC AND PRIVATE STREETS; DEVELOPMENT IMPROVEMENTS DESCRIBED ABOVE, THEN COOT MAY INSTRUCT APPLICABLE AUTHORITIES vii. ROOF TOP HVAC AND RELATED MECHANICAL EQUIPMENT WILL BE SCREENED FROM PUBLIC VIEW AT TO ALLOW THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR THE APPLICABLE BUILDINGS, AND IN GRADE FROM THE NEAREST STREET;

AND STORAGE SHALL BE SCREENED FROM VIEW WITH MATERIALS AND DESIGN TO BE COMPATIBLE WITH

IMPROVEMENTS REFERENCED IN SUBSECTION 4.I.A. AND B. ABOVE MAY NOT BE POSSIBLE WITHOUT THE ix. METER BANKS WILL BE SCREENED FROM ADJOINING PROPERTIES AND FROM THE ABUTTING PUBLIC ACQUISITION OF ADDITIONAL RIGHT OF WAY. IF AFTER THE EXERCISE OF DILIGENT GOOD FAITH EFFORTS STREETS; AND GARAGE DOORS PROPOSED ALONG PUBLIC OR PRIVATE STREETS SHALL MINIMIZE THE VISUAL IMPACT BY PROVIDING ONE OR MORE OF THE FOLLOWING: AGENCY, DEPARTMENT OR GOVERNMENTAL BODY MAY AGREE TO PROCEED WITH ACQUISITION OF ANY

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 EXPENSES OF SUCH PROCEEDINGS. FURTHERMORE, IN THE EVENT PUBLIC ROADWAY IMPROVEMENTS DOOR.

THAT THE PETITIONER SEEKS TO OBTAIN A CERTIFICATE OF OCCUPANCY FOR BUILDING(S) ON THE SITE IN f. THE FOLLOWING STANDARDS SHALL APPLY TO SINGLE FAMILY DETACHED UNITS: APPLICABLE AUTHORITIES TO ALLOW THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR THE -SURFACE PARKING LOTS SHALL BE LOCATED TO THE REAR OR SIDE OF THE BUILDING; APPLICABLE BUILDINGS; PROVIDED, HOWEVER, PETITIONER CONTINUES TO EXERCISE GOOD FAITH (i.) EFFORTS TO COMPLETE THE APPLICABLE ROAD-WAY IMPROVEMENTS; IN SUCH EVENT THE PETITIONER (ii.) THE PRIMARY PEDESTRIAN ENTRY TO EACH DWELLING UNIT SHALL FACE A FRONTAGE OR A COMMON MAY BE ASKED TO POST A LETTER OF CREDIT OR A BOND FOR ANY IMPROVEMENTS NOT IN PLACE AT THE OPEN SPACE IF THE OPEN SPACE IS A MINIMUM OF 20' IN DEPTH; TIME SUCH A CERTIFICATE OF OCCUPANCY IS ISSUED TO SECURE COMPLETION OF THE APPLICABLE (iii) TO PROVIDE PRIVACY, ALL RESIDENTIAL ENTRANCES WITHIN 15 FEET OF THE SIDEWALK MUST BE ₹ÁISED FROM THE AVERAGE SIDEWALK GRADE A MINIMUM OF 12 INCHES, SUBJECT TO APPLICABLE EVIATIONS TO ADDRESS SITE CONSTRAINTS; IN ADDITION TO THE FOREGOING, IN THE EVENT THE RIGHT OF WAY IS NOT AVAILABLE FOR ANY REASON (g.) PITCHED ROOFS, IF PROVIDED, SHALL BE SYMMETRICALLY SLOPED NO LESS THAN 6:12, EXCEPT THAT AFTER THE GOOD FAITH EFFORTS OF THE PETITIONER, THE PETITIONER WILL WORK WITH CDOT AND/OR ROOFS FOR PORCHES AND ATTACHED SHEDS MAY BE NO LESS THAN 2:12, UNLESS A FLAT ROOD NCDOT AS APPLICABLE TO EITHER (I) IDENTIFY ALTERNATIVE IMPROVEMENTS TO IMPLEMENT TRAFFIC ARCHITECTURAL STYLE IS EMPLOYED

MITIGATION IN LIEU OF THE IMPROVEMENTS IMPACTED BY THE LACK OF RIGHT OF WAY AS DESCRIBED IN (h.) USABLE PORCHES AND STOOPS SHALL FORM A PREDOMINATE FEATURE OF THE BUILDING DESIGN

SUBSECTION F. BELOW; OR (II) CONTRIBUTE TO COOT AND/OR NCDOT AS APPLICABLE, AN AMOUNT EQUAL AND BE LOCATED ON THE FRONT AND/OR SIDE OF THE BUILDING. USABLE FRONT PORCHES ARE COVERED TO THE ESTIMATED COST OF THE ROAD IMPROVEMENTS NOT COMPLETED DUE TO THE LACK OF AVAILABLE AND ARE AT LEAST 4 FEET DEEP. STOOPS AND ENTRY-LEVEL PORCHES MAY BE COVERED BUT NOT BE RIGHT OF WAY, SUCH FUNDS TO BE USED TO COMPLETE SUCH ALTERNATIVE ROADWAY IMPROVEMENTS IN _ENCLOSED: THE GENERAL AREA OF THE SITE IN A MANNER REASONABLE AGREEABLE TO THE PETITIONER, CDOT (1) 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 RIGHT-OF-WAY CONVEYANCE. THE PETITIONER WILL DEDICATE VIA FEE SIMPLE CONVEYANCE ANY AND/OR ALLOWS ACCEPTABLE LANDSCAPING TREATMENTS ALONG SUCH AREAS; ADDITIONAL RIGHT-OF-WAY INDICATED ON THE REZONING PLAN AS RIGHT-OF-WAY TO BE DEDICATED, THE (i) SIDEWALKS SHOULD BE PROVIDED TO CONNECT ONE RESIDENTIAL ENTRANCES TO SIDEWALKS ADDITIONAL RIGHT-OF-WAY WILL BE DEDICATED PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF ALONG PUBLIC AND PRIVATE STREETS; AND OCCUPANCY. THE PETITIONER WILL PROVIDE A PERMANENT SIDEWALK EASEMENT FOR ANY OF THE (k.) BUILDINGS MAY ORIENT TO OPEN SPACE IN LIEU OF A PUBLIC STREET.

a. SETBACKS AND YARDS AS REQUIRED BY THE MX-2 (INNOVATIVE) ZONING DISTRICT AND AS ALLOWED BY THE INNOVATIVE PROVISIONS ABOVE WILL BE PROVIDED. AND MUTUAL AGREEMENT OF PETITIONER, CDOT AND THE PLANNING DIRECTOR; PROVIDED, HOWEVER, b. THE PETITIONER SHALL DEDICATE 46 FEET OF RIGHT-OF-WAY FROM THE EXISTING CENTERLINE OF TOM SHORT ROAD AND SHALL PROVIDE FOR THE CROSS-SECTION IMPROVEMENTS AS GENERALLY THE PROPOSED ALTERNATE TRANSPORTATION IMPROVEMENTS PROVIDE (IN THE AGGREGATE)

STREETSCAPE, LANDSCAPING AND BUFFER:

SITE'S FRONTAGE ON GOLF LINKS EXTENSION.

OPEN SPACE & TRAILS/AMENITIES:

THE ALIGNMENT OF THE INTERNAL VEHICULAR CIRCULATION AND DRIVEWAYS MAY BE MODIFIED BY BUFFERS, SLOPES, TREE SAVE AREAS, WATER QUALITY AREAS OR OTHER OPEN SPACE AREAS OF THE

A RIGHT-OF-WAY ENCROACHMENT AGREEMENT IS REQUIRED FOR THE INSTALLATION OF ANY b. THE APPROXIMATELY 12-ACRES OF NATURAL PRESERVE AREA SET FORTH AS A PORTION OF

THE PETITIONER TO ACCOMMODATE CHANGES IN TRAFFIC PATTERNS, PARKING LAYOUTS AND ANY COMMUNITY. IT IS UNDERSTOOD PASSIVE OPEN SPACES WITHIN THE TREE SAVE AREA SHALL ADHERE TO

THE TREE SAVE STANDARDS.

COMPARABLE TRANSPORTATION NETWORK BENEFITS TO THE IMPROVEMENTS IDENTIFIED IN THIS DEPICTED ON THE REZONING PLAN. c. AN EIGHT (8) FOOT PLANTING STRIP AND TWELVE (12) FOOT MULTI-USE PATH SHALL BE PROVIDED FOR EXAMPLE, TRANSPORTATION IMPROVEMENTS MAY BE SUBSTITUTED AND/OR PAYMENT IN LIEU FOR ALONG THE SITE'S FRONTAGE ON TOM SHORT ROAD.

STANDARDS AND CRITERIA OF CDOT AND NCDOT. AS APPLICABLE. TO THE ROADWAY IMPROVEMENTS 😛 ALONG THE SITE'S INTERNAL PUBLIC STREETS. THE PETITIONER SHALL PROVIDE A SIDEWALK AND A WITHIN THEIR RESPECTIVE ROAD SYSTEM AUTHORITY. IT IS UNDERSTOOD THAT SUCH IMPROVEMENTS CROSS-WALK NETWORK THAT LINKS ALL OF THE PRINCIPAL BUILDINGS ON THE SITE WITH ONE ANOTHEF MAY BE UNDERTAKEN BY THE PETITIONER ON ITS OWN OR IN CONJUNCTION WITH OTHER DEVELOPMENT BY WAY OF LINKS TO SIDEWALKS ALONG THE ABUTTING PUBLIC OR PRIVATE STREETS AND/OR OTHER OR ROADWAY PROJECTS TAKING PLACE WITHIN THE BROAD SOUTHERN MECKLENBURG AREA, BY WAY OF PEDESTRIAN FEATURES. THE MINIMUM WIDTH FOR THESE INTERNAL SIDEWALKS SHALL BE A MINIMUM OF

 ${\sf d}$. AN EIGHT (8) FOOT PLANTING STRIP AND EIGHT (8) FOOT SIDEWALK SHALL BE PROVIDED ALONG THE

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 IMPROVEMENTS AS WELL AS IN DEVELOPMENT AREA A SCHOOL RECREATION FACILITIES MAY BE WELL AS OTHER PUBLIC STREET EXTENSIONS AND CONNECTIONS MADE FROM THE SITE AND INTO THE 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 ADJUSTED TO REFLECT THESE IMPROVEMENTS. b. THE PETITIONER WILL REQUEST A SUBDIVISION STREET EXCEPTION AS ALLOWED BY SECTION

ENVIRONMENTAL FEATURES: CAMP VERDE LN. FROM A PUBLIC STREET EXTENSION TO A CONNECTION OF CAMP VERDE LN. INTO THE a. 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 THE PETITIONER WILL WORK WITH COOT AND THE ADJACENT STONE CREEK RANCH RESIDENTS TO SUBMITTAL AND ARE NOT IMPLICITLY APPROVED FROM AND ENGINEERING PERSPECTIVE WITH THIS REZONING. ADJUSTMENTS MAY BE NECESSARY IN ORDER TO ACCOMMODATE ACTUAL STORM WATER

TREATMENT REQUIREMENTS AND NATURAL SITE DISCHARGE POINTS.

(I.E., DEL RIO RD., TURNING HAWK RD., KYRENE RD., MESA VERDE RD. AND RAFFIA RD. THE FUNDING OF)
THE PROPOSED TRAFFIC CALMING MEASURES IS SUBJECT TO ADOPTED CITY POLICIES AND PROCEDURES) b. THE SITE SHALL COMPLY WITH THE REQUIREMENTS OF THE CITY OF CHARLOTTE TREE ORDINANCE AND THE CITY POST CONSTRUCTION STORMWATER ORDINANCE. d. THE PETITIONER WILL REQUEST THAT COOT ALLOW THE EXTENSION OF TURNING HAWK RD. INTO THE) c. A MINIMUM OF 15% OF THE SITE WILL BE PROVIDED AS TREE SAVE AREAS AS REQUIRED BY THE TREE \$ d. FOR LAND DISTURBING ACTIVITIES OCCURRING ON THE SITE THAT EXCEED 10% BUILT-UPON AREA,

ullet Peak Control shall be installed for the 10-year and 25-year, 6-hour storm and additional

. PEAK CONTROL PROVIDED FOR THE APPROPRIATE STORM FREQUENCY (I.E., 50- OR 100-YEAR, 6-HOUR) AS

(DETERMINED BY THE STORMWATER ADMINISTRATOR BASED ON A DOWNSTREAM FLOOD ANALYSIS

GOLF LINKS DRIVE EXTENSION WILL BE IMPROVED WITH AN EIGHT (8) FOOT PLANTING STRIP AND AN EIGHT e. DEVELOPMENT WITHIN ANY SWIM/PCSO BUFFER SHALL BE COORDINATED WITH AND SUBJECT TO APPROVAL BY CHARLOTTE-MECKLENBURG STORM WATER SERVICES AND MITIGATE IF REQUIRED BY CITY THE SITE'S FRONTAGE ALONG TOM SHORT RD. WILL BE IMPROVED WITH AN EIGHT (8) FOOT PLANTING 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.

(i.) ALONG TOM SHORT RD. THE FOLLOWING SETBACKS WILL BE ESTABLISHED: (I) FOR DEVELOPMENT a. THE PETITIONER WILL PROVIDE A SERIES OF PASSIVE AND ACTIVE OPEN SPACE AREAS THROUGHOUT THE SITE WITH AN EMPHASIS ON DEVELOPMENT AREA D WHICH SHALL INCLUDE TAREA B A 50-FOOT SETBACK AS MEASURED FROM THE FUTURE BACK OF CURB WILL BE PROVIDED; AND (II) FOR DEVELOPMENT AREA A A 30-FOOT SETBACK AS MEASURED FROM THE FUTURE BACK OF CURB WILL BE 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 25 % OF THE SITE WILL BE PROVIDED AS PASSIVE OPEN SPACE AREAS AND A MINIMUM OF 20 % OF THE FROVIDED AS GENERALLY DEPICTED ON THE REZONING PLAN AND TO THE INTERNAL PUBLIC STREETS SITE AREA WILL BE PROVIDED AND IMPROVED AS ACTIVE OPEN SPACE AREAS. ACTIVE OPEN SPACE WILL BE DETERMINED DURING THE BUILDING PERMIT PROCESS AND THEREAFTER ADDITIONAL OR FEWER AREAS WILL BE AREAS IMPROVED WITH SEATING AREAS, TRAILS, RECREATION FIELDS, TENNIS COURTS, DRIVEWAYS AND/OR ADDITIONAL PRIVATE/PUBLIC STREETS MAY BE INSTALLED OR REMOVED WITH PLAYGROUNDS, SWIMMING POOLS, AMENITIZED PONDS (I.E. WATER QUALITY PONDS/AREAS IMPROVED APPROVAL FROM APPROPRIATE GOVERNMENTAL AUTHORITIES SUBJECT TO APPLICABLE STATUTES, WITH TRAILS, SEATING AREAS AND OTHER AMENITIES), A CLUB HOUSE OR OTHER AMENITY AREAS

DESIGNED TO BE USED AND ENJOYED BY THE RESIDENTS AND GUESTS OF THE COMMUNITY. PASSIVE

OPEN SPACE AREAS WILL BE ENVIRONMENTAL AREAS SUCH AS TREE SAVE AREAS, WATER QUALITY

WITHIN A PROPOSED/EXISTING CITY-MAINTAINED STREET RIGHT-OF-WAY BY A PRIVATE INDIVIDUAL, (RELATED AMENITIES AS DESCRIBED AND SUBJECT TO THE PROVISIONS OF SUBSECTION 8.A. ABOVE. WHEN, GROUP, BUSINESS, OR HOMEOWNER'S/BUSINESS ASSOCIATION. AN ENCROACHMENT AGREEMENT MUST > DEVELOPED THESE TRAILS AND RELATED AMENITIES SHALL BE PRIVATELY OWNED AND MAINTAINED BUT BE APPROVED BY CDOT PRIOR TO CONSTRUCTION/INSTALLATION. CONTACT CDOT FOR ADDITIONAL SHALL BE ACCESSIBLE TO THE PUBLIC FOR ENJOYMENT SUBJECT TO CUSTOMARY REPAIR AND MAINTENANCE NEEDS, SECURITY AND PUBLIC SAFETY NEEDS AND OTHER SIMILAR REASONABLE USE GUIDELINES. C. AS PART OF THE SITE'S IMPROVED OPEN SPACE AREAS THE PETITIONER WILL CONSTRUCT A

MASTER PLAN FOR THE SITE CONTEMPLATED BUT ADJUSTMENTS TO THIS INTERNAL 9. SIGNAGE:

ALL NEW LIGHTING SHALL BE CAPPED, AND DOWNWARDLY DIRECTED b. DETACHED LIGHTING WITHIN THE RESIDENTIAL PORTIONS OF THE SITE, EXCEPT STREETLIGHTS LOCATED ALONG PUBLIC STREETS, WILL BE LIMITED TO TWENTY-FIVE (25') FEET IN HEIGHT.

11. GREENWAY DEDICATION FLAT BRANCH:

12. AMENDMENTS TO THE REZONING PLAN:

a. THE PETITIONER WILL CONVEY TO MECKLENBURG COUNTY A 100-FOOT PERMANENT GREENWAY EASEMENT WITHIN THE 200-FOOT POST CONSTRUCTION BUFFER FOR FLAT BRANCH. THE LOCATION OF BUILDING PLACEMENT AND SITE DESIGN SHALL FOCUS ON AND ENHANCE THE PEDESTRIAN THE 100-FOOT EASEMENT TO BE DETERMINED DURING THE LAND DEVELOPMENT APPROVAL PROCESS FOR THE SITE. THE 100-FOOT EASEMENT TO BE CONVEYED AS DEVELOPMENT WITHIN EACH DEVELOPMENT AREA ABUTTING FLAT BRANCH OCCURS. PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR EACH DEVELOPMENT AREA ABUTTING FLAT BRANCH THE CORRESPONDING 100-FOOT EASEMENT WILL BE CONVEYED. THE 100-FOOT EASEMENT WITHIN DEVELOPMENT AREA F WILL BE CONVEYED WHEN THE EASEMENT WITHIN DEVELOPMENT AREA E IS REQUIRED TO BE CONVEYED.

a. FUTURE AMENDMENTS TO THE REZONING PLAN (WHICH INCLUDES THESE DEVELOPMENT STANDARDS) MAY BE APPLIED FOR BY THE THEN OWNER OR OWNERS OF THE APPLICABLE DEVELOPMENT PARKING LOTS SHALL NOT BE LOCATED BETWEEN ANY BUILDING AND ANY NETWORK REQUIRED AREA OR PORTION OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS HEREIN AND OF CHAPTER 6 OF THE ORDINANCE.

13. BINDING EFFECT OF THE REZONING APPLICATION: 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 BUILDINGS EXCEEDING ONE HUNDRED TWENTY (120') FEET IN LENGTH SHALL INCLUDE MODULATIONS HEREIN AND UNDER THE ORDINANCE, BE BINDING UPON AND INURE TO THE BENEFIT OF THE PETITIONER • EASTBOUND - A COMBINED THRU-RIGHT TURN LANE AND A SEPARATE LEFT TURN LANE WITH 650 FEET OF THE BUILDING MASSING/FACADE PLANE (SUCH AS RECESSES, PROJECTIONS, AND ARCHITECTURAL AND SUBSEQUENT OWNERS OF THE SITE AND THEIR RESPECTIVE HEIRS, DEVISEES, PERSONAL REPRESENTATIVES, SUCCESSORS IN INTEREST OR ASSIGNS.

> 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) (2.00% MAX) SLOPE 3/8" PER FT. American Section Secti A. T. D. Collected 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, (D.U.A.). SIDEWALK IS 8' MIN. WHEN 12 D.U.A. OR GREATER. FOR ETJ STREETS, FINAL 1" MAY BE PLACED WHEN 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 4. AMENITY ZONE (HARDSCAPE) ALLOWED IN LIEU OF PLANTING STRIP WITH STRUCTURES," SECTION " 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 REGARDING ON-STREET "HEAD-IN" PARKING, EXCEPT IN ETJ WHERE NO CBR OF 6 OR GREATER, THEN AN ALTERNATIVE BASE COURSE PAVEMENT DESIGN MAY BE SUBMITTED TO THE HEAD-IN PARKING IS PERMITTED BY NCDOT. CITY ENGINEER FOR APPROVAL 6. ON STREETS WITH FREQUENT DRIVEWAYS THAT PRECLUDE ON-STREET PARKING, USE DETAIL #U-03C, EXCEPT IN ETJ. NO BUMPOUTS PERMITTED IN COMPACTED SUBGRADE (SEE SECTION I.A.18) TYPICAL PAVEMENT SECTION 7. FOR EXPLANATION OF RIGHT-OF-WAY WIDTHS REFER TO CITY OF CHARLOTTE SUBDIVISION ORDINANCE SECTION 20-22(d). ZONING SETBACK MEASURED FROM TOTAL R/W. R) 2'-6" STANDARD CURB AND GUTTER, PLANTING STRIP ADJACENT TO SIDEWALK SHALL BE GRADED TO 1/4" PER 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) NATURAL GRADES MAKE THIS REQUIREMENT IMPRACTICAL. IN SUCH CASES, S) 4" CONCRETE SIDEWALK NOT TO SCALE THE CITY ENGINEER MAY AUTHORIZE A SUITABLE GRADE. CITY OF CHARLOTTE LOCAL RESIDENTIAL WIDE STREET LAND DEVELOPMENT STANDARDS STD. NO. REV U-03A 19 INCLUDES CHARLOTTE ETJ STREET SECTION A-A'

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. San San San 1 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, 1 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 AN ALTERNATIVE BASE COURSE PAVEMENT DESIGN MAY BE SUBMITTED 3. 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 THIS 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 INCLUDES CHARLOTTE ETJ

STREET SECTION B-B

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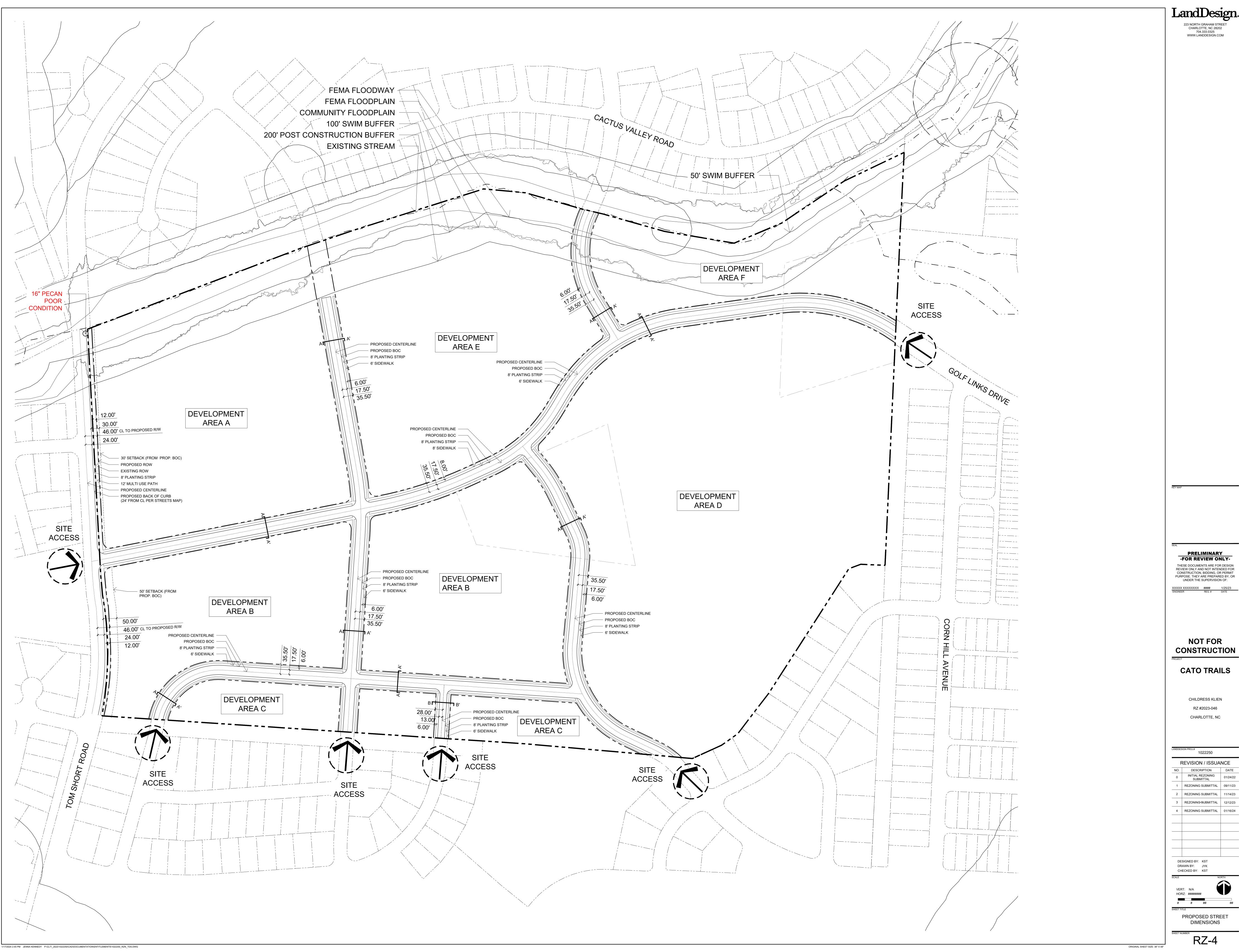
CONSTRUCTION

CATO TRAILS

CHILDRESS KLIEN RZ #2023-046 CHARLOTTE, NC

REVISION / ISSUANCE DESCRIPTION INITIAL REZONING SUBMITTAL REZONING SUBMITTAL 09/11/23 REZONING SUBMITTAL 11/14/23 3 REZONING-SUBMITTAL 12/12/23 4 REZONING SUBMITTAL 01/16/24 DESIGNED BY: KST DRAWN BY: JYK CHECKED BY: KST VERT: N/A HORZ: AS NOTED

DEVELOPMENT STANDARDS

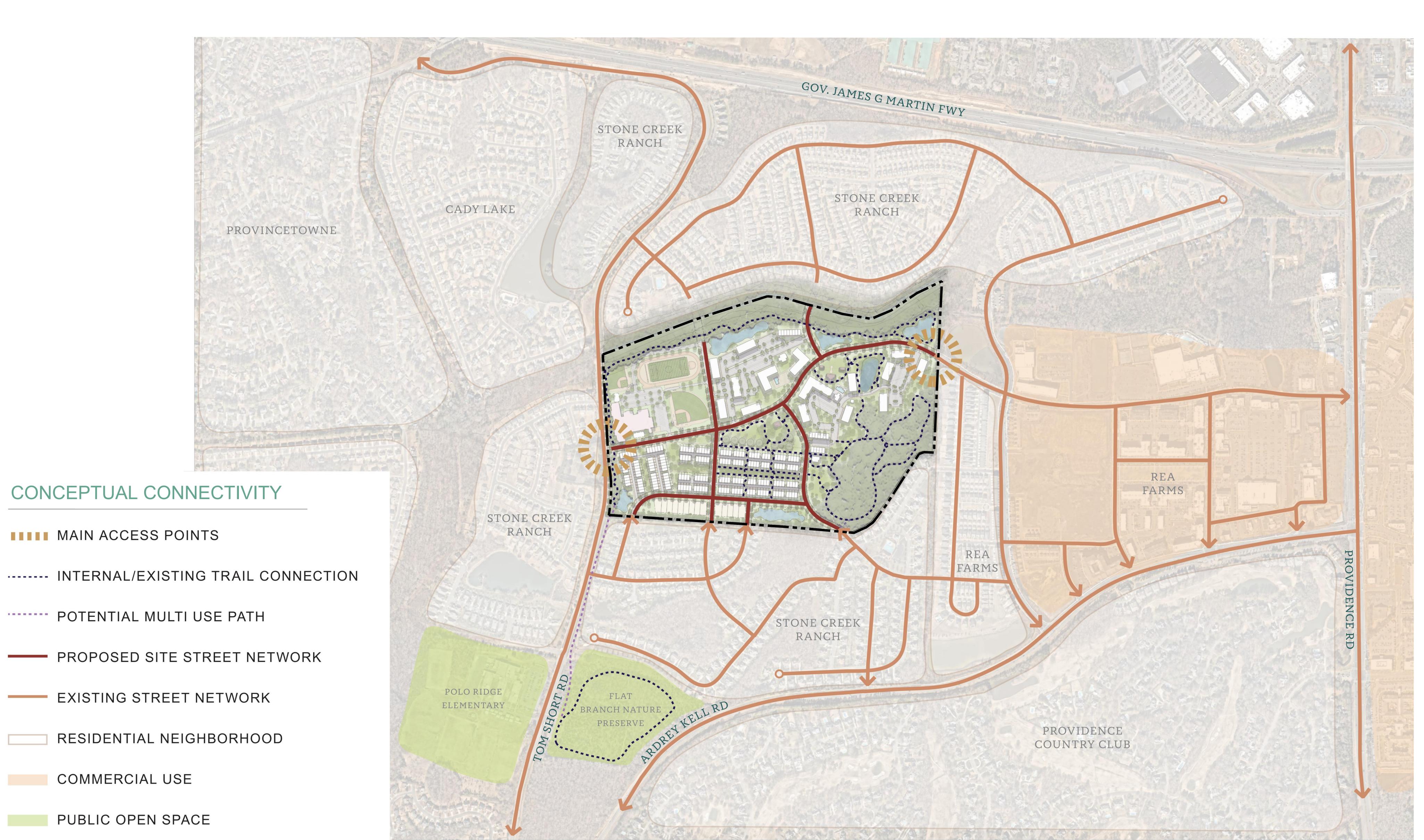


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PROPOSED STREET DIMENSIONS



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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ENGINEER REG. # DATE

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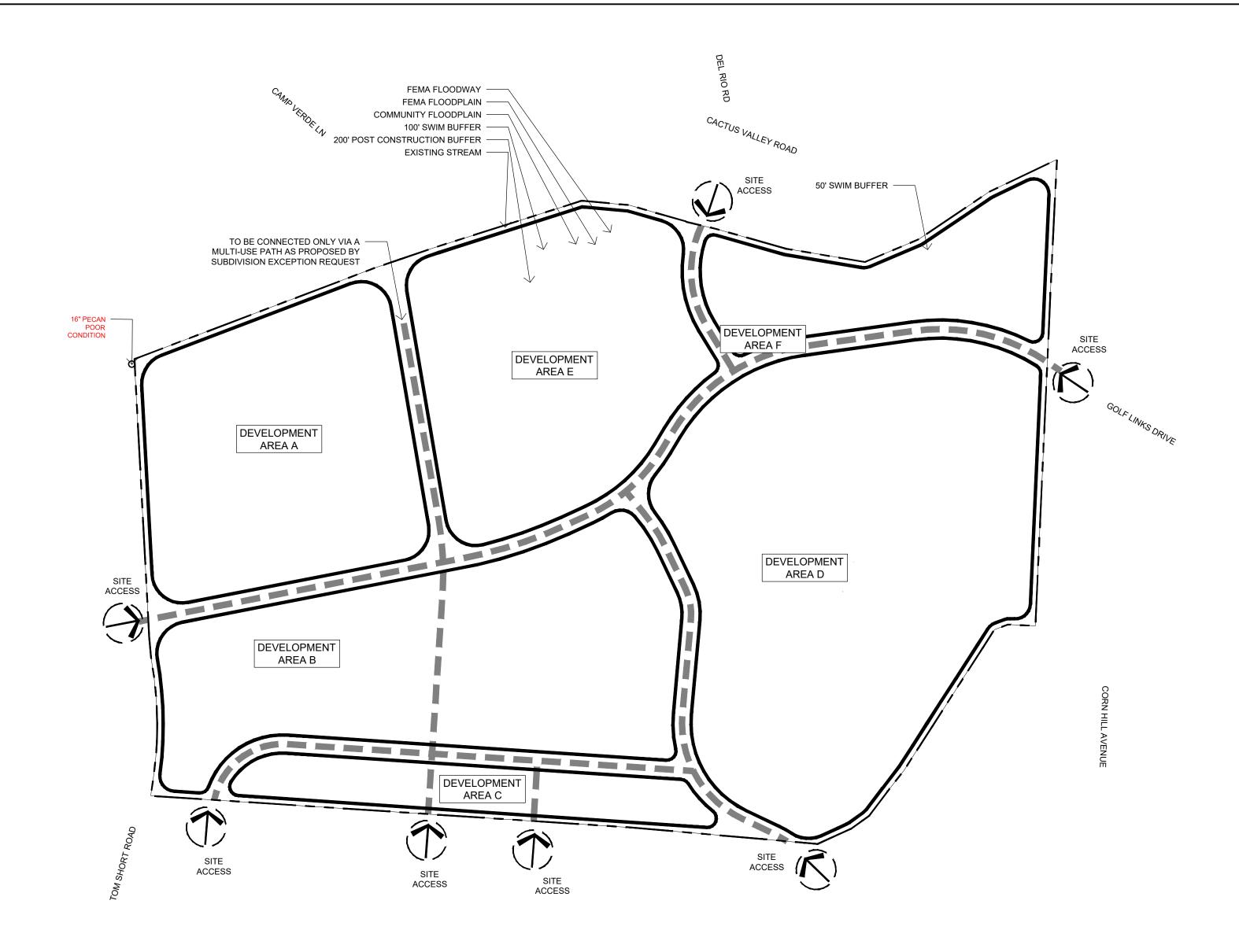
RZ #2023-046

CHARLOTTE, NC

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



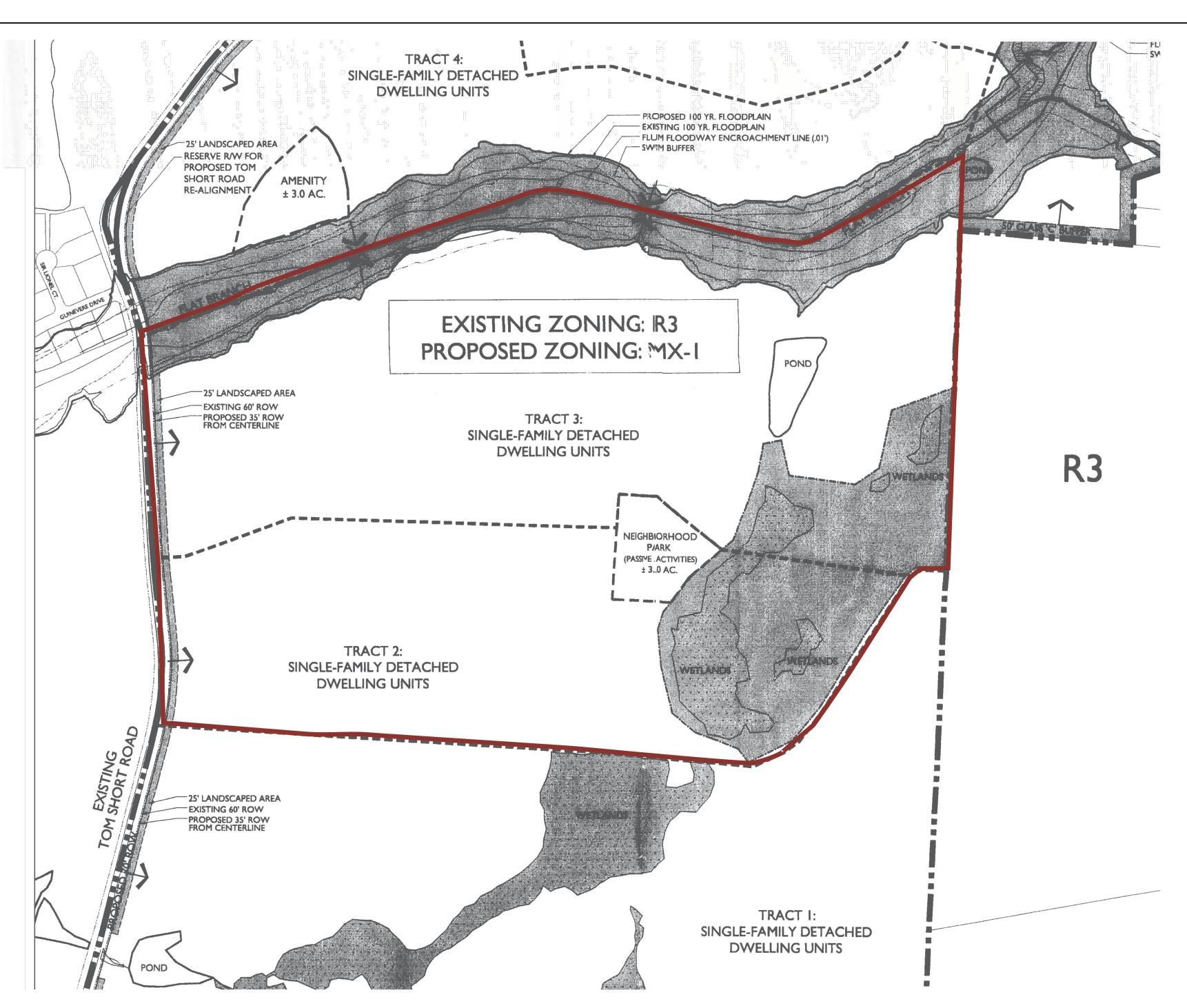




PROPOSED TECHNICAL DATA SHEET



PROPOSED MASTER PLAN



PREVIOUS TECHNICAL DATA SHEET



PREVIOUS ZONING MASTER PLAN

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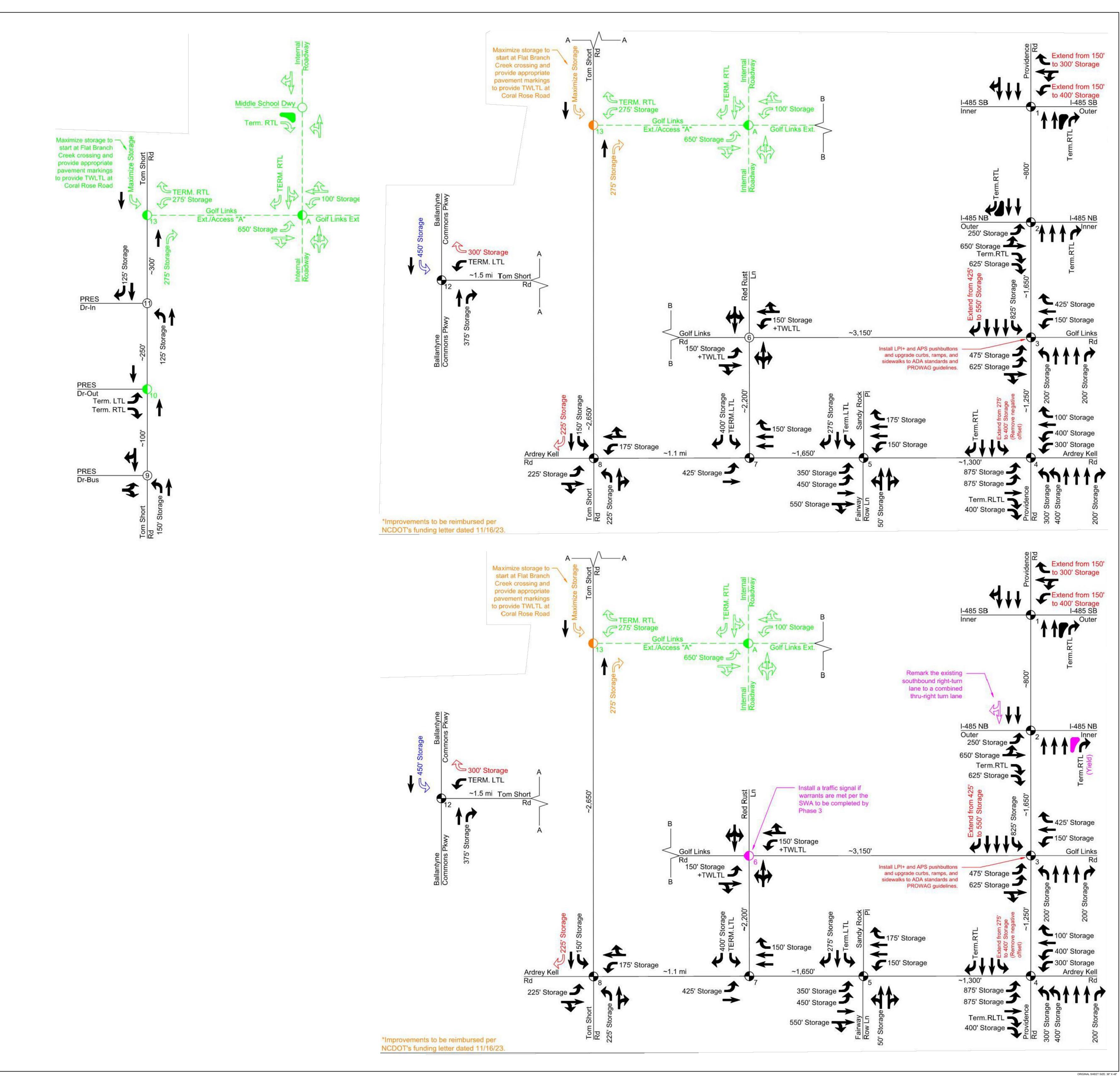
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VEF		

MISC. EXISTING ZONIN

RZ-6



LEGEND

Proposed Signal

Existing Laneage

⇒ STIP I-6030

DESIGN

RESOURCE

GROUP

LANDSCAPE ARCHITECTURE CIVIL ENGINEERING TRANSPORTATION PLANNING

2459 Wilkinson Blvd, Sie 200 Charlotte, NC 28296 P. 704,343,0800 Www.dbgrg.com

Stop Sign Control

lmprovements to be Reimbursed*

Phase 1 Suggested Laneage

➡> Phase 2 Suggested Laneage

Phase 3 Suggested Laneage

Traffic Signal

LandDesign.

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RZ #2023-046

CHARLOTTE, NC

REVISION / ISSUANCE

NO. DESCRIPTION DATE

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11/14/23

REZONING SUBMITTAL

01/16/24

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

CALE

NORTH

LANEAGE

RZ-7