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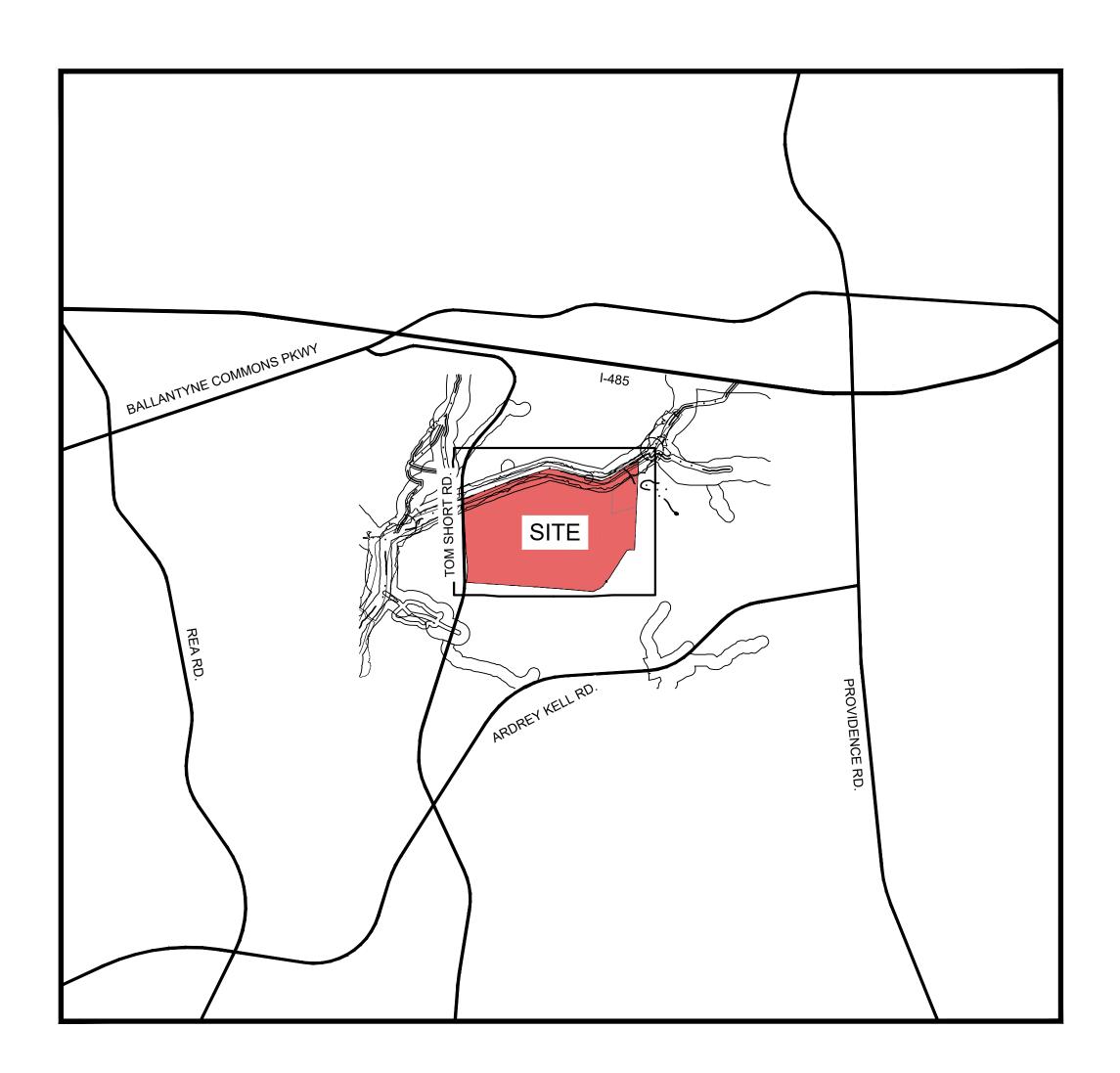
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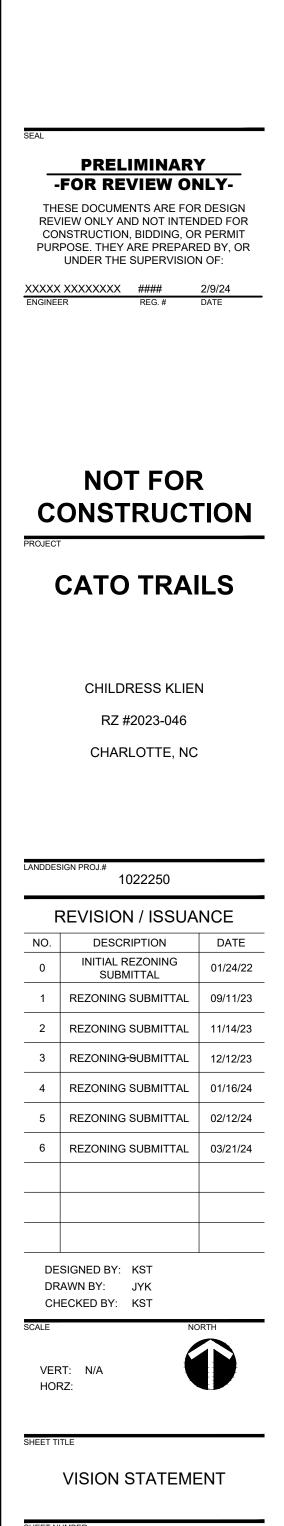
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Rezoning of the Cato Farms property will create a master planned residential community that will be integrated into the mixed residential community that has developed south of I-485 and east and west of Providence Rd. Cato Farms planned community will 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.



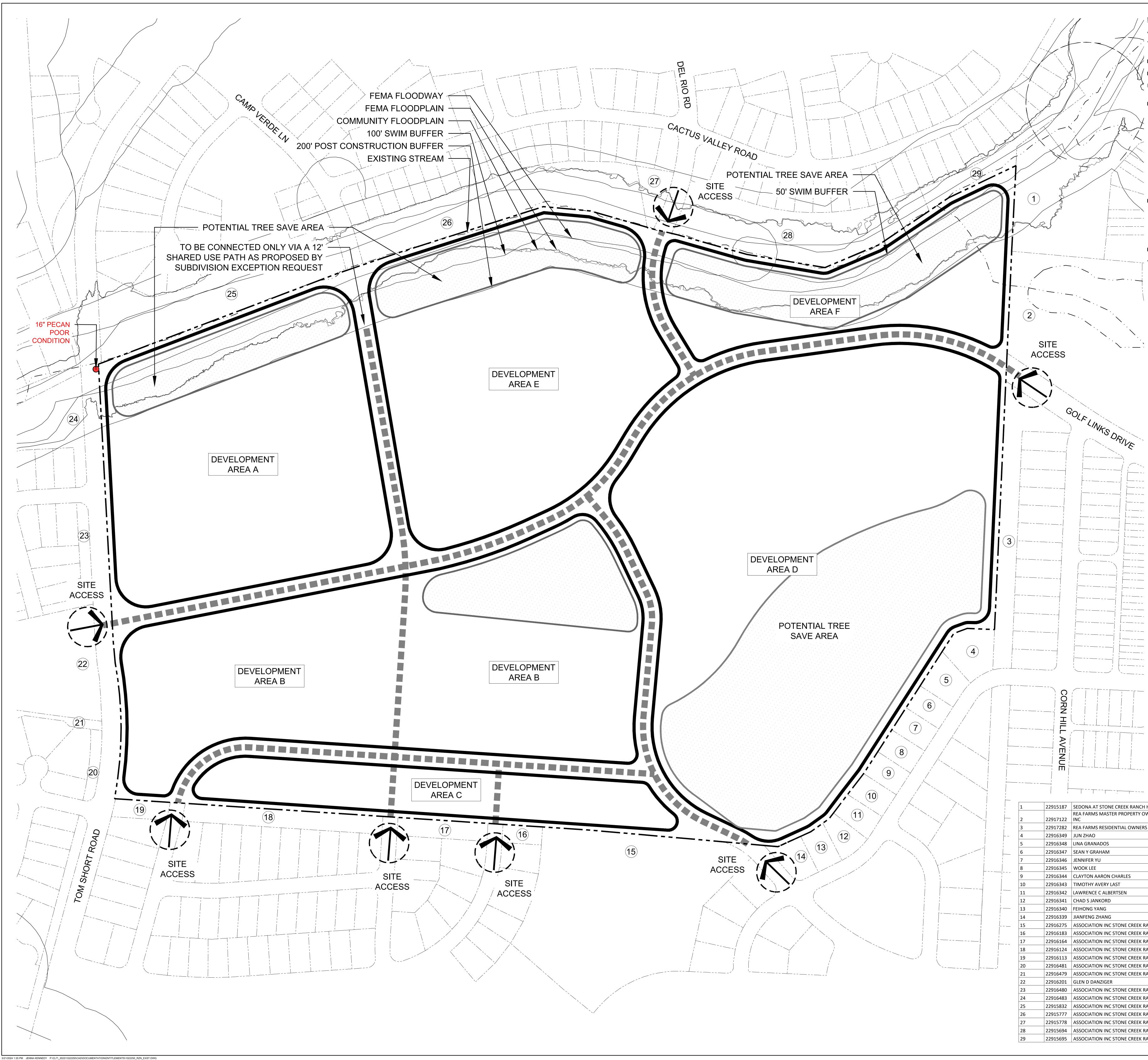
VISION STATEMENT:



LandDesign

223 NORTH GRAHAM STREE CHARLOTTE, NC 28202 704.333.0325 WWW.LANDDESIGN.COM





SITE DEVELOPMENT DATA

ACREAGE: ± 124.602 ACRES

TAX PARCEL #S: 229-161-01, 229-161-03, 229-161-05, AND 229-161-84

EXISTING ZONING: MX-1 (INNOVATIVE)

PROPOSED ZONING: MX-2 (INNOVATIVE)

EXISTING USES: THREE SINGLE-FAMILY HOMES AND RELATED STRUCTURES

PROPOSED USES: A SECONDARY SCHOOL CONSISTING OF CLASSROOMS INCLUDING MOBILE CLASS ROOMS, CAFETERIA, ACTIVITY ROOMS AND ASSOCIATED USES, AND UP TO 917 RESIDENTIAL DWELLING UNITS MADE UP OF A MIX OF RESIDENTIAL UNIT TYPES AS DESCRIBED BELOW, THAT MAY INCLUDE UP TO 682 MULTI-FAMILY RESIDENTIAL DWELLING UNITS, 211 ATTACHED DWELLING UNITS, 24 SINGLE-FAMILY DETACHED RESIDENTIAL DWELLING UNITS, TOGETHER WITH ALL ACCESSORY USES PERMITTED WITHIN THE MX-2 INNOVATIVE ZONING DISTRICT, SUBJECT TO THE RIGHT TO ALTER THE NUMBER OF RESIDENTIAL UNITS LOCATED WITHIN DEVELOPMENT AREAS AND OTHERWISE AS MORE PARTICULARLY

DESCRIBED IN SECTION 3 BELOW. MAXIMUM BUILDING HEIGHT: THE FOLLOWING MAXIMUM BUILDING HEIGHTS SHALL APPLY TO THE DEVELOPMENT AREAS (BUILDING HEIGHT WILL BE MEASURED AS DEFINED BY THE ORDINANCE): DEVELOPMENT AREA A: 60'; DEVELOPMENT AREA B: 50'; DEVELOPMENT AREA C: 40'; DEVELOPMENT AREA D: 65'; AND DEVELOPMENT AREA E: 65'.

PARKING: AS REQUIRED BY THE ORDINANCE.

TREE SAVE: AS REQUIRED BY THE ORDINANCE - 15% OF TOTAL ACREAGE TO BE PROVIDED. REQUIRED: 15% X 124.916 AC = 18.74 AC

SITE LEGEND PROPOSED PUBLIC

ROAD NETWORK DEVELOPMENT AREA

PROPOSED SITE ACCESS

POTENTIAL TREE SAVE AREA



AT STONE CREEK RANCH HOA INC	30498-930	MX-1(INNOV)	COMMON AREA
MS MASTER PROPERTY OWNERS ASSOCIATION	22275 404		
	32375-181	MUDD-O	COMMON AREA
MS RESIDENTIAL OWNERS ASSOCIATION INC	34173-249	MUDD-O	COMMON AREA
0	31848-695	MX-1(INNOV)	SINGLE FAMILY
ANADOS	34791-653	MX-1(INNOV)	SINGLE FAMILY
GRAHAM	22848-51	MX-1(INNOV)	SINGLE FAMILY
R YU	34073-913	MX-1(INNOV)	SINGLE FAMILY
EE	22737-103	MX-1(INNOV)	SINGLE FAMILY
N AARON CHARLES	37836-992	MX-1(INNOV)	SINGLE FAMILY
Y AVERY LAST	32847-683	MX-1(INNOV)	SINGLE FAMILY
CE C ALBERTSEN	25443-164	MX-1(INNOV)	SINGLE FAMILY
IANKORD	35864-411	MX-1(INNOV)	SINGLE FAMILY
5 YANG	29134-604	MX-1(INNOV)	SINGLE FAMILY
G ZHANG	27491-348	MX-1(INNOV)	SINGLE FAMILY
TION INC STONE CREEK RANCH HOMEOWNERS	26813-191	MX-1(INNOV)	COMMON AREA
TION INC STONE CREEK RANCH HOMEOWNERS	26813-191	MX-1(INNOV)	COMMON AREA
TION INC STONE CREEK RANCH HOMEOWNERS	26813-191	MX-1(INNOV)	COMMON AREA
TION INC STONE CREEK RANCH HOMEOWNERS	26813-191	MX-1(INNOV)	COMMON AREA
TION INC STONE CREEK RANCH HOMEOWNERS	26813-191	MX-1(INNOV)	COMMON AREA
TION INC STONE CREEK RANCH HOMEOWNERS	26813-188	R-3	COMMON AREA
TION INC STONE CREEK RANCH HOMEOWNERS	26813-188	R-3	COMMON AREA
DANZIGER	32121-468	R-3	SINGLE FAMILY
TION INC STONE CREEK RANCH HOMEOWNERS	26813-188	R-3	COMMON AREA
TION INC STONE CREEK RANCH HOMEOWNERS	26813-188	R-3	COMMON AREA
TION INC STONE CREEK RANCH HOMEOWNERS	27040-935	MX-1(INNOV)	COMMON AREA
TION INC STONE CREEK RANCH HOMEOWNERS	27040-935	MX-1(INNOV)	COMMON AREA
TION INC STONE CREEK RANCH HOMEOWNERS	27040-935	MX-1(INNOV)	COMMON AREA
TION INC STONE CREEK RANCH HOMEOWNERS	27040-935	MX-1(INNOV)	COMMON AREA
TION INC STONE CREEK RANCH HOMEOWNERS	27040-935	MX-1(INNOV)	COMMON AREA
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PRELIMINARY -FOR REVIEW ONLY-THESE DOCUMENTS ARE FOR DESIGN REVIEW ONLY AND NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSE. THEY ARE PREPARED BY, OR UNDER THE SUPERVISION OF: XXXX XXXXXXX ##### 1/25/23

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NOT FOR CONSTRUCTION

CATO TRAILS

CHILDRESS KLIEN RZ #2023-046 CHARLOTTE, NC

LANDDESIGN 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- S UBMITTAL	12/12/23		
4	REZONING SUBMITTAL	01/16/24		
5	REZONING SUBMITTAL	02/12/24		
6	REZONING SUBMITTAL	03/21/24		
	DESIGNED BY: KST			
DRAWN BY: JYK CHECKED BY: KST				
SCALE	NC	PRTH		
VERT: N/A HORZ: 1" = 100'				
0	50 100	200		
SHEET TITLE				
TECHNICAL DATA				

RZ-1



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SITE LEGEND

PROPOSED PUBLIC ROAD NETWORK

DEVELOPMENT AREA

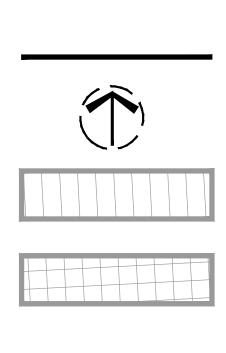
PROPOSED SITE ACCESS

POTENTIAL PASSIVE OPEN SPACE

POTENTIAL ACTIVE OPEN SPACE

PEDESTRIAN CONNECTIONS

POTENTIAL TRAIL NETWORK



ORIGINAL SHEET SIZE: 36" X 48"

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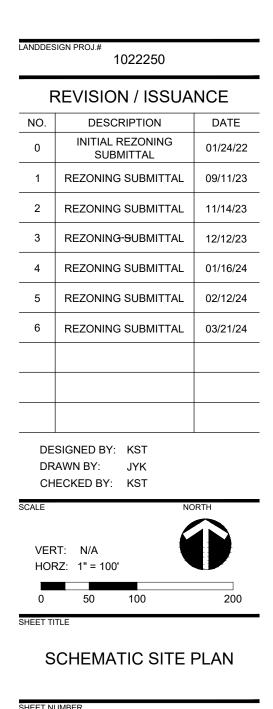
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 ENGINEER
 REG. #
 DATE
 REG. #

NOT FOR CONSTRUCTION

CATO TRAILS

CHILDRESS KLIEN RZ #2023-046 CHARLOTTE, NC



RZ-2

Childress Klein Properties & Charlotte-Mecklenburg Schools - Tom Short Rd **Development Standards**

Rezoning Petition No. 2023-046

Site Development Data:

--Acreage: ± 124.602 acres --Tax Parcel #s: 229-161-01, 229-161-03, 229-161-05, and 229-161-84 --Existing Zoning: MX-1 (Innovative)

--Proposed Zoning: MX-2 (Innovative)

--Existing Uses: Three single-family homes and related structures -- Proposed Uses: A secondary school consisting of classrooms including mobile class rooms, cafeteria, activity rooms and accordance with the following implementation provi

associated uses, and up to 917 residential dwelling units made up of a mix of residential unit types as described may be amended to align with final approved Transport below, that may include up to 682 multi-family residential dwelling units, 211 attached dwelling units, 24 single-family detached residential dwelling units, together with all accessory uses permitted within the MX-2 All transportation improvements will be substantia Innovative zoning district, subject to the right to alter the number of residential units located within Development before the first building certificate of occupancy is Areas and otherwise as more particularly described in Section 3 below. --Maximum Building Height: The following maximum building heights shall apply to the Development Areas (building Conditions set forth in subsection a. below (subject height will be measured as defined by the Ordinance): Development Area A: (60';) Development Area B: (50';) and as provided in the remaining provisions of this Section 4. below (subject and as provided in the remaining provisions of this Section 4. below (subject and as provided in the remaining provisions of this Section 4. below (subject and as provided in the remaining provisions of this Section 4. below (subject and as provided in the remaining provisions of this Section 4. below (subject and as provided in the remaining provisions of this Section 4. below (subject and as provided in the remaining provisions of this Section 4. below (subject and as provided in the remaining provisions of this Section 4. below (subject and as provided in the remaining provisions of the section 4. below (subject and as provided in the remaining provisions of this Section 4. below (subject and as provided in the remaining provisions of this Section 4. below (subject and as provided in the remaining provisions of the section 4. below (subject and as provided in the remaining provisions of the section 4. below (subject and as provided in the remaining provisions of the section 4. below (subject and as provided in the remaining provisions of the section 4. below (subject and as provided in the remaining provisions of the section 4. below (subject and as provided in the remaining provisions of the section 4. below (subject and as provided in the remaining provisions of the section 4. below (subject and as provided in the remaining provisions of the section 4. below (subject and as provided in the remaining provisions of the section 4. below (subject and as provided in the remaining provisions of the section 4. below (subject and as provided in the section 4. below (subject and as provided in the section 4. below (subject and as provided in the section 4. below (subject and as provided in the section 4. below (subject and as provided in the section 4. below (subject and as provided in the secting 4. below (subject and as provi

--Parking: As required by the Ordinance. 1. <u>General Provisions</u>:

Ordinance.

a. Site Location. These Development Standards, the Technical Data Sheet, Schematic Site Plan, and related graphics or single family detached units) in addition to Phase form the rezoning plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by Children Klein Properties & Charlotte-Mecklenburg Schools together (the "Petitioner") to accommodate development of a -Phase 3 Development: provides for development residential community and a secondary school on the approximately 124.602-acre site located on Tom Short Road (the "Site"). b. Zoning Districts/Ordinance. Development of the Site will be governed by the Rezoning Plan as well as the applicable provisions of the City of Charlotte Zoning Ordinance in existence as of the filing of the Rezoning (the "Ordinance"), not the a. Uniform Development Ordinance. Unless the Rezoning Plan establishes more stringent standards, the regulations established under the Ordinance for the MX-2 (Innovative) zoning classification shall govern all development taking place on the Site, If a Phase is not listed for an improvement, no impl subject to the Innovative Provisions provided below.

c. Development Areas. For ease of reference and as an organizing principal associated with the master planned 1. I-485 Southbound Ramp & Providence Ro community, the Rezoning Plan sets forth five (5) general development areas (and other sub-areas within the Development Areas) as generally depicted on the Technical Data Sheet as Development Areas A, B, C, D, E and F (each a "Development Phase 2 Conditions" Phase 2 Conditions Area" and collectively the "Development Areas"). **Graphics and Alterations.** The schematic depictions of the uses, parking areas, sidewalks, structures and buildings, building elevations, driveways, streets, Development Areas (as defined below), open space areas and other development

matters and site elements (collectively the "Development/Site Elements") set forth on the Rezoning Plan shall be reviewed in • Extend the existing westbound left turn lane from conjunction with the provisions of these Development Standards. The layout, locations, sizes, and formulations of the • Extend the existing westbound right turn lane fi Development/Site Elements depicted on the Rezoning Plan are graphic representations of the Development/Site elements proposed. Changes to the Rezoning Plan not anticipated by the Rezoning Plan will be reviewed and approved as allowed by *Phase 3 Conditions* Section 6.207 of the Ordinance. Since the project has not undergone the design development and construction phases, it is intended that this Rezoning Plan provide for flexibility in allowing some alterations or modifications from the graphic representations of the Development/Site Elements. Therefore, there may be instances where minor modifications will be allowed without requiring the Administrative Amendment Process per Section 6.207 of the Ordinance. These instances would include changes to graphics if they are:

i. expressly permitted by the Rezoning Plan (it is understood that if a modification is expressly permitted by the *Phase 2 Conditions* 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 depicted on the Rezoning Plan; or ii. modifications to move structures graphically depicted on the Rezoning Plan closer to adjacent properties in a residential district or abutting residential use but no closer than the "external building line" (in this case the external *Phase 3 Conditions*

setbacks, rear yards, or buffer areas) indicated on the Rezoning Plan. The Planning Director will determine if such minor modifications are allowed per this amended process, and if it is determined • Channelize the northbound right turn lane to op that the alteration does not meet the criteria described above, the Petitioner shall then follow the Administrative Amendment Process per Section 6.207 of the Ordinance; in each instance, however, subject to the Petitioner's appeal rights set forth in the 3. Providence Road & Golf Links Drive (Sig

Number of Buildings Principal and Accessory. Notwithstanding the number of buildings or lots shown on the Phase 2 Conditions Rezoning Plan, the number of principle use buildings constructed on the Site shall not exceed 120 (excluding accessory use buildings and mobile classroom buildings). f. Planned/Unified Development. The Site shall be viewed as a planned/unified development plan as to the • Install LPI+ and APS pushbuttons and upgrade 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 similar *Phase 3 Conditions* zoning/subdivision standards will not be required internally between improvements and other Development/Site Elements located on the Site. Furthermore, the Petitioner and/or owners of the applicable portion of the Site under development reserve • No suggested improvements. the right to subdivide the portions or all of the Site and create lots within the interior of the Site without regard to any such internal separation standards, and public/private street frontage requirements, provided, however, all such separation standards 4. Providence Road & Ardrey Kell Road (Sig along the exterior boundary of the Site shall be adhered to as a whole and not individual portions, Development Areas or lots located therein.

g. Gross Floor Area Clarification. When determining the maximum development levels set forth in this Rezoning Plan, gross floor area as defined in the Ordinance shall exclude any -surface or structured parking facilities (including, without limitation, corridors, and elevators within such facilities), and outdoor dining and gathering areas whether on the roof of the building or at street level. h. Project Vision Overall Design Intent

Cato Farms will be a master planned residential community that will be integrated into the mixed residential community that • No additional suggested improvements. 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 12-acre natural preserve area and throughout the Site as a principal organizing element for a planned CMS Middle school and a mixed of residential uses. This walking trail system will not only enhance the accessibility within the community but also create opportunities for active lifestyle, pedestrian, and bike access from other nearby existing residential communities and from nearby school, park, and greenway facilities. As a further embrace of the Cato Farms history, the pastoral theme will be on display with possible features such as split rail fences, community amenity buildings with rural • No suggested improvements. designs, and the like.

2. Lot Standards and Innovative Provisions for MX-2 (Innovative) Area:

a. **Single-Family Detached.** The Petitioner hereby seeks the following Innovative Development Standards in connection with single-family detached development taking place within Development Area C and any such single family detached development that might take place in other Development Areas B, D and E to accommodate a variety of setback and yard 6. Red Rust Lane & Golf Links Drive (Unsign widths and other development elements so as to allow for a pedestrian friendly residential community. It is understood that certain provisions listed below are standard ordinance requirements and are included within this section for ease of review. Phase 2 Conditions

- i. A minimum lot size for single-family detached lots of 5,500 square feet.
- ii. A minimum lot width for single-family detached lots of fifty (50') feet.
- iii. A minimum front setback for single-family detached lots of 16-feet as measured from the proposed back of curb; Install a traffic signal if warrants are met per SW in the event a driveway is provided without a garage, the setback shall be increased to twenty (20') feet as measured from the back of the sidewalk.

iv.A minimum rear yard for single-family detached lots of twenty (20') feet unless lot has alley access in which a Phase 2 Conditions rear yard of five (5') feet is allowed;

v. A minimum side yard of five (5') feet for single family detached lots (including along public streets);

v. Single-family detached lots may front on public or private streets (if private streets are used, they will not be gated) or common open space;

- vi. Private alleys shall follow CLDSM standards; and
- vii. Maximum building coverage for single family detached shall be seventy (70%) percent.
- Attached Dwelling Units. The Petitioner hereby seeks the following Innovative Development Standards in connection with attached dwelling unit development taking place within Development Areas B, D and E to accommodate a variety of setback and yard widths and other development elements so as to allow for a pedestrian friendly residential community:
- i. Petitioner shall provide a minimum of a 16-foot setback as measured from the proposed back of curb. Stoops and stairs No suggested improvements. may encroach three (3) feet into the setback as a "transition zone;"

ii. For alley loaded attached dwelling units, driveway lengths shall be a minimum of 5-7' or 20' and greater measured from the back of curb to the face of garage;

iii. A minimum rear yard for attached dwelling units of twenty (20') feet unless lot has alley access in which a rear yard of five (5') feet is allowed;

iv.A minimum side yard of five (5') feet for attached dwelling units (including along public streets);

v. Private alleys shall follow CLDSM standards; and

h. Attached/Single-family Detached Homes/Lots:

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vi. Attached dwelling units may front on public or private streets (if private streets are used, they will not be gated) or common open space.

c. In addition, the Petitioner reserves the right to modify the Innovative Provisions described above or seek other Phase 1 Conditions innovative development standards in the future pursuant to the applicable process set forth in the Ordinance.

3. Permitted Uses, Development Area Limitations, and Transfer & Conversion Rights:

a. The Site may be developed with up to 917 residential dwelling units that may include up to 682 multi-family residential units, 211 attached dwelling units, 24 single-family detached residential units, and a secondary school Phase 2 Conditions consisting of classrooms including mobile classrooms, cafeteria, activity rooms and other associated uses, in accordance with the Innovative Provisions described above; each such use as allowed by right and under prescribed conditions, together with accessory uses as permitted in the MX-2 Innovative zoning district, including, without limitation, community clubhouse, recreation, open space and related uses (e.g. improved passive and active open spaces, gathering shelters, gazebos, ball fields, maintenance buildings, outdoor recreational uses, and other uses Phase 3 Conditions typically associated with residential communities).

NOTE: the locations and number of residential units allocated to individual Development Areas as described below and within the Development Areas on the Rezoning Plan may be increased by the number listed below as the "Adjusted Increase 13. Tom Short Road & Access "A"/Golf Links 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 number of all dwelling units on the Site does not exceed 917 units.

- b. <u>Density Bonus</u>. To accommodate the proposed CMS school on the Site the Petitioner requests a density bonus as We propose the following access configuration: 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, together with all accessory uses permitted within the MX-2 Innovative zoning district, as more particularly described in these Development Standards.

d. <u>Development Area D & E</u> may be developed with (i) up to 682 multi-family and/or attached dwelling units and associated uses such as clubhouse and amenity areas together with all accessory uses permitted within the MX-2 Innovative zoning district, provided, however the number of permitted units may be increased for Development Area D & E by up to 68 b. Additional Required Improvements: units by way of a reduction in the number of residential units allocated in the aggregate to Development Area B up provided that the total of multi-family units does not exceed 682 multi-family units; and (ii) a ±12 acre natural preserve area that will Internal Intersection "A" contain trails and other natural amenities.

e. Development Area C may be developed with up to 24 single family detached homes/lots together with all accessory of the required school queueing and stacking analy uses permitted within the MX-2 Innovative zoning district, provided, however the number of single family detached synchro files) and shall be installed in connection with 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.

f. Development Area B may be developed with (i) up to 210 attached dwelling units or single family detached homes/lots together with all accessory uses permitted within the 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 B 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 $[\pm 4]$ acres.

g. <u>Development Area F</u> may be developed with open space, storm water structures and trails and other associated open space amenities. development:

Phase 3 Conditions

- One ingress lane and two egress lane (a termin
- of storage) on proposed Access "A" Install a traffic signal. * • Construct a northbound right turn lane with 275
- Construct a southbound left turn lane with max appropriate pavement markings to allow for a t • *Improvements to be reimbursed per NCDOT's

driveway

Internal Intersection "A" (Residential Only)

• Eastbound - A combined left-thru-right turn lane.

a. No less than (75) attached dwelling units will be constructed on the Site with such attached dwelling units being developed prior to issuance of the certificate of occupancy for the (401^{st}) multi-family dwelling unit developed on the Site.	 <u>Westbound</u> - A combined left-thru-right turn lane. <u>Northbound</u> - A combined left-thru-right turn lane. 	(public or private). Townhome units with garages may have access and front on an alley or non-n private street.
b. No fewer than 14 single-family detached dwelling units will be constructed on the Site.	Southbound - A combined left-thru-right turn lane. Middle School Driveway	f. The following standards shall apply to single family detached units:
4. <u>Transportation Improvements, Access and Multimodal/Pedestrian Improvements:</u>	We propose the following driveway configuration to be installed in connection with Phase 1 CMS school development:	i. The primary pedestrian entry to each dwelling unit shall face a frontage or a common open space if th minimum of 20' in depth;
I. <u>Proposed Improvements.</u> Improvements Generally; Phases of Development. The Petitioner may provide or cause to be provided on its own or in	 <u>Eastbound</u> - Two ingress lanes and one egress lane (a channelized free-flow eastbound right turn lane). Northbound - A combined northbound thru-left turn lane. 	ii. To provide privacy, all residential entrances within 15 feet of the sidewalk must be raised from the grade a minimum of 12 inches, subject to applicable deviations to address site constraints;
cooperation with other parties who may implement portions of the improvements, the improvements set forth below in accordance with the following implementation provisions. It is understood the following section and specific improvements may be amended to align with final approved Transportation Impact Study (the "TIS").	• Southbound - A combined southbound thru-right turn lane.	 g. Pitched roofs, if provided, shall be symmetrically sloped no less than 6:12, except that roofs for port sheds may be no less than 2:12, unless a flat rood architectural style is employed; h. Usable porches and stoops shall form a predominate feature of the building design and be located or
All transportation improvements will be substantially completed and approved by CDOT and/or NCDOT, as applicable, before the first building certificate of occupancy is issued in connection with the development associated with the applicable <i>Phase 1, 2 or 3 Development</i> as described below and corresponding to the transportation improvements for <i>Phase 1, 2 or 3</i> Conditions set forth in subsection a. below (subject to adjustments as may be allowed by CDOT and, if applicable NCDOT, and as provided in the remaining provisions of this Section 4):	c. <u>Substantial Completion</u> . Reference to "substantial completion" for certain improvements 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 b. above provided, however, in the event certain non-essential roadway improvements (as 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 development 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.	 side of the building. Usable front porches are covered and are at least 4 feet deep. Stoops and entry-level covered but not be enclosed; i. All corner/end units that face a public or private street shall have a porch or stoop that wraps a portion side of the unit or blank wall provisions shall be implemented that limit the maximum blank wall expanse building levels and/or allows acceptable landscaping treatments along such areas;
 -Phase 1 Development: allows development of the middle school and associated uses contemplated for Development Area A -Phase 2 Development: provides for development of up to 390 units (whether multi-family units, single family attached units) 	d. <u>Right-of-way Availability</u> . It is understood that some of the public roadway improvements 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	I. Garage doors proposed along public or private streets shall minimize the visual impact by providing o following:
or single family detached units) in addition to Phase 1; and -Phase 3 Development: provides for development of up to an additional 527 units (whether multi-family units, single family attached units or single family detached units) in addition to Phase 1 and Phase 2 development.	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 or governmental body for the cost of any such acquisition including compensation paid by the applicable	 ii. A garage door with windows and light fixtures on either side or above the garage door 6. <u>Streetscape, Landscaping and Buffer:</u> a. Setbacks and yards as required by the MX-2 (Innovative) zoning district and as allowed by the Inno
a. Required Improvements: If a Phase is not listed for an improvement, no improvement is required for such Phase (e.g., if "Phase 1 Conditions" is not	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 Detitioner subscripts the device set of second proceedings for the light of the device set of t	b. The Petitioner shall dedicate 46 feet of right-of-way from the existing centerline of Tom Short Road
 Induction of the improvement, no improvement is required for such Thase (e.g., f) Thase T conditions is not set forth then no improvements are needed for the intersection area set out). I-485 Southbound Ramp & Providence Road (Signalized) Phase 2 Conditions 	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 improvements.	
 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. <i>Phase 3 Conditions</i>	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 <i>j</i> 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 Petitioner, CDOT and/or	Use Paths; or (ii) an eight (8) foot planting strip and eight (8) foot sidewalks, and two 5-foot bike lanes. The to which pedestrian and bicycle improvements will be made will be determined in conjunction with CDC during the land development approval process for the Site. See sheet RZ-4 of the Rezoning Plan for the sector of the cross-sections.
No additional suggested improvements.	NCDOT as applicable.	the principal buildings on the Site with one another by way of links to sidewalks along the abutting public and/or other pedestrian features. The minimum width for these internal sidewalks shall be a minimum of six (
2. <u>I-485 Northbound Ramp & Providence Road (Signalized)</u> <u>Phase 2 Conditions</u>	e. <u>Right-of-way</u> <u>Conveyance</u> . 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 located outside of the right-of-way where ROW dedication is not provided. The permanent sidewalk easement will be located a minimum of two (2) feet behind the sidewalk where feasible.	Rezoning Plan; sidewalks/trails/bike paths and similar improvements as well as in Development Area A facilities may be installed within this buffer area. In addition, improvements to the buffer may be made as
No suggested improvements. <i>Phase 3 Conditions</i>	f. <u>Alternative Improvements</u> . Changes to the above referenced roadway improvements can be approved through the Administrative Amendment process upon the determination and mutual agreement of Petitioner, CDOT and the	 7. <u>Environmental Features:</u> a. The location, size, and type of storm water management systems depicted on the Rezoning Plan are
Remark 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 yield conditions.	Planning Director; provided, however, the proposed alternate transportation improvements provide (in the aggregate) comparable transportation network benefits to the improvements identified in this Petition in the overall area of the rezoning.	and approval as part of the full development plan submittal and are not implicitly approved from and engine
3. <u>Providence Road & Golf Links Drive (Signalized)</u>	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 subsection (d) above.	b. The Site shall comply with the requirements of the City of Charlotte Tree Ordinance and the City I Stormwater Ordinance.
 <u>Phase 2 Conditions</u> Extend the existing southbound right turn lane from 425 to 550 feet of storage. Install LPI+ and APS pushbuttons and upgrade curbs, ramps, and sidewalks to ADA standards and PROWAG guidelines. 	g. <u>Roadway Standards.</u> All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad southern Mecklenburg area, by way of a private/public partnership effort or other public sector project support.	 c. A minimum of 15% of the Site will be provided as Tree Save areas as required by the Tree Ordinance. d. For land disturbing activities occurring on the Site that exceed 10% built-upon area, peak control sha the 10-year and 25-year, 6-hour storm and additional peak control provided for the appropriate storm frequ 100-year, 6-hour) as determined by the Stormwater Administrator based on a downstream flood analysis
 Phase 3 Conditions No suggested improvements. 	II. <u>Access, Street Exception, Traffic Calming, Streetscape and Setbacks.</u>	Petitioner.
4. <u>Providence Road & Ardrey Kell Road (Signalized)</u>	a. 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 Site from adjoining properties as generally depicted on the Rezoning Plan.	
 <u>Phase 2 Conditions</u> Extend the existing southbound left turn lane from 275 to 400 feet of storage (Remove the negative offset). 	b. The Petitioner has received approval of a Subdivision Street Exception as allowed by Section 20-23(d) of the Subdivision regulations to allow the conversion of the extension of Camp Verde Ln. from a public street extension to a connection of Camp Verde Ln. into the Site via a 12-foot shared-use path.	
 <u>Phase 3 Conditions</u> No additional suggested improvements. 	c. The extension of Camp Verde Ln. from Golf Links Dr. to Flat Branch creek (the proposed street located between Development Area A and Development Area E) may be constructed as network required private street. The street	Development Area D which shall include approximately 12-acres of natural preserve areas to include trails
 5. <u>Ardrey Kell Road & Sandy Rock Place (Signalized)</u> 	cross-section will be constructed to meet local residential street standards. If this street is constructed as a network required private street a public access easement will be recorded over the street.	minimum of 25 % of the Site will be provided as passive open space areas and a minimum of 17% of the provided and improved as active open space areas (this will include middle school fields and open space area and attached dwelling unit Development Areas). Active open space areas will be areas improved with sea
Phase 2 Conditions	d. The Petitioner will fund up to six speed humps or equivalent traffic calming measures on the existing public streets within Stone Creek Ranch or just inside the Site that will be extended into the Site (i.e., Del Rio Rd., Turning Hawk Rd., Kyrene Rd. Mesa Verde Rd. and Raffia Rd.). The funding of the proposed traffic calming measures is based on Stone Creek.	recreation fields, tennis courts, playgrounds, swimming pools, amenitized ponds (i.e. water quality ponds/are trails, seating areas and other amenities), a club house or other amenity areas designed to be used and enjoyed and guests of the community. Passive open space areas will be environmental areas such as tree save are
No suggested improvements. <i>Phase 3 Conditions</i>	Kyrene Rd., Mesa Verde Rd. and Raffia Rd.). The funding of the proposed traffic calming measures is based on Stone Creek (Ranch HOA securing approval from the City to install the proposed traffic calming measures as required by adopted City Policies and Procedures for the installation of traffic calming measures on existing public streets, such compliance to be achieved within 270 days of full build-out contemplated by the Rezoning as described in Section 3.a.	buffers, slopes, tree save areas, water quality areas or other open space areas of the community. It is underst spaces within the tree save area shall adhere to the tree save standards.
No suggested improvements.	e. The extension of Turning Hawk Rd. and Kyrene Rd. into the Site will be designed and constructed as choker road (connections. The design will follow CDOT design standards.)	b. The approximately 12-acres of natural preserve area set forth as a portion of Development Area D whe include the trails and other natural area related amenities as described and subject to the provisions of substances.
6. <u>Red Rust Lane & Golf Links Drive (Unsignalized)</u>	 f. The new internal network required public streets will be designed and built to the Residential Wide Street standards. 	When developed these trails and related amenities shall be privately owned and maintained but shall be public for enjoyment subject to customary repair and maintenance needs, security and public safety needs reasonable use guidelines. The trail entrances to this 12-acre natural preserve area will be signed to indicate open to the public subject to the rules and policies established by the Petitioner. As part of the development
 Phase 2 Conditions No suggested improvements. 	g. 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.	Area D the Petitioner shall record a public access easement that will ensure that 12-acre natural preserve area to the public subject to the rules and policies established by the Petitioner.
Phase 3 Conditions	h. A 16-foot setback as measured from the back of the proposed curb will be established along the internal network required public streets for all the proposed uses.	 c. As part of the Site's improved open space areas the Petitioner will construct a playground for children. 9. <u>Signage:</u>
• Install a traffic signal if warrants are met per SWA to be completed by Phase 3.	i. 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) for Development Area A a 30-foot setback as measured from	a. Signage as allowed by the Ordinance may be provided.10. Lighting:
7. Red Rust Lane & Ardrey Kell Road (Signalized)		
Phase 2 Conditions	the future back of curb will be provided.	a. All new lighting shall be capped, and downwardly directed.
 Phase 2 Conditions No suggested improvements. 	 the future back of curb will be provided. j. 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 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 approval from appropriate 	
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• Eastbound - A combined thru-right turn lane and a separate left turn lane with 650 feet of storage (the extended left turn lane should serve as the turn lane into the bus lot). • Westbound - A combined thru-right turn lane and a separate left turn lane with 100 feet of storage. • Northbound - A combined left-thru-right turn lane.

• Southbound - A combined thru-left turn lane and a separate right turn lane that terminates at the proposed middle school

streets;

nearest street;

The following configurations are recommended and shall be installed in connection with Phase 2 or Phase 3 residentia

x. Meter banks will be screened from adjoining properties and from the abutting public streets; and

from view with materials and design to be compatible with principal structures.;

vii. Walkways shall be provided to connect all residential entrances to sidewalks along public and private

viii. Roof top HVAC and related mechanical equipment will be screened from public view at grade from the

ix. Service Area Screening - service areas such as dumpsters, refuse areas, recycling and storage shall be screened

xi.Townhome units with garages will not be allowed to have individual driveways from network required streets

(public or private). Townhome units with garages may have access and front on an alley or non-network public or private street.

i. 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; ii. 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; **h.** Usable porches and stoops shall form a predominate feature of the building design and be located on the front and/or side of the building. Usable front porches are covered and are at least 4 feet deep. Stoops and entry-level porches may be covered but not be enclosed;

i. All corner/end units that face a public or private street shall have a porch or stoop that wraps a portion of the front and side of the unit or blank wall provisions shall be implemented that limit the maximum blank wall expanse to 10 feet on all building levels and/or allows acceptable landscaping treatments along such areas; Sidewalks shall be provided to connect one residential entrances to sidewalks along public and private streets; and

k. Buildings may orient to open space in lieu of a public street. Garage doors proposed along public or private streets shall minimize the visual impact by providing one or more of the following: i. Architectural treatments such as translucent windows and projecting elements over the garage door opening;

a. Setbacks and yards as required by the MX-2 (Innovative) zoning district and as allowed by the Innovative Provisions above will be provided.

b. The Petitioner shall dedicate 46 feet of right-of-way from the existing centerline of Tom Short Road and shall provide for the cross-section improvements as generally depicted on the Rezoning Plan.

c. An eight (8) foot planting strip and twelve (12) foot multi-use path shall be provided along the Site's frontage on Tom Short Road.

d. The extension of Golf Links Drive will be improved with either: (i) eight (8) foot planting strips and 12-foot Shared Use Paths; or (ii) an eight (8) foot planting strip and eight (8) foot sidewalks, and two 5-foot bike lanes. The determination as ⁵ to which pedestrian and bicycle improvements will be made will be determined in conjunction with CDOT and Planning c during the land development approval process for the Site. See sheet RZ-4 of the Rezoning Plan for the specific proposed

e. Along the Site's internal public streets, the Petitioner shall provide a sidewalk and a crosswalk network that links all of the principal buildings on the Site with one another by way of links to sidewalks along the abutting public or private streets and/or other pedestrian features. The minimum width for these internal sidewalks shall be a minimum of six (6') feet.

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 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.

7. Environmental Features:

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 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.

b. The Site shall comply with the requirements of the City of Charlotte Tree Ordinance and the City Post Construction Stormwater Ordinance.

d. For land disturbing activities occurring on the Site that exceed 10% built-upon area, 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 provided by the

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 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.

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 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 17% of the Site area will be ζ provided and improved as active open space areas (this will include middle school fields and open space areas within the MF and attached dwelling unit Development Areas). Active open space areas will be areas improved with seating areas, trails, recreation fields, tennis courts, playgrounds, swimming pools, amenitized ponds (i.e. water quality ponds/areas improved with trails, seating areas and other amenities), a club house or other amenity areas designed to be used and enjoyed by the residents and guests of the community. Passive open space areas will be environmental areas such as tree save areas, water quality buffers, slopes, tree save areas, water quality areas or other open space areas of the community. It is understood passive open spaces within the tree save area shall adhere to the tree save standards.

b. The approximately 12-acres of natural preserve area set forth as a portion of Development Area D when developed shall include the trails and other natural area related amenities as described and subject to the provisions of subsection 8.a. above. When developed these trails and related amenities shall be privately owned and maintained but 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. The trail entrances to this 12-acre natural preserve area will be signed to indicate that the trails are open to the public subject to the rules and policies established by the Petitioner. As part of the development of Development Area D the Petitioner shall record a public access easement that will ensure that 12-acre natural preserve area will remain open to the public subject to the rules and policies established by the Petitioner.

10. Lighting:

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.

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 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 conveved.

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 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 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, personal representatives, successors in interest or assigns.



PRELIMINARY -FOR REVIEW ONLY-THESE DOCUMENTS ARE FOR DESIGN REVIEW ONLY AND NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSE. THEY ARE PREPARED BY, OR

UNDER THE SUPERVISION OF: XXXXX XXXXXXXX ##### 1/25/23 ENGINEER REG. #

NOT FOR CONSTRUCTION

CATO TRAILS

CHILDRESS KLIEN RZ #2023-046 CHARLOTTE, NC

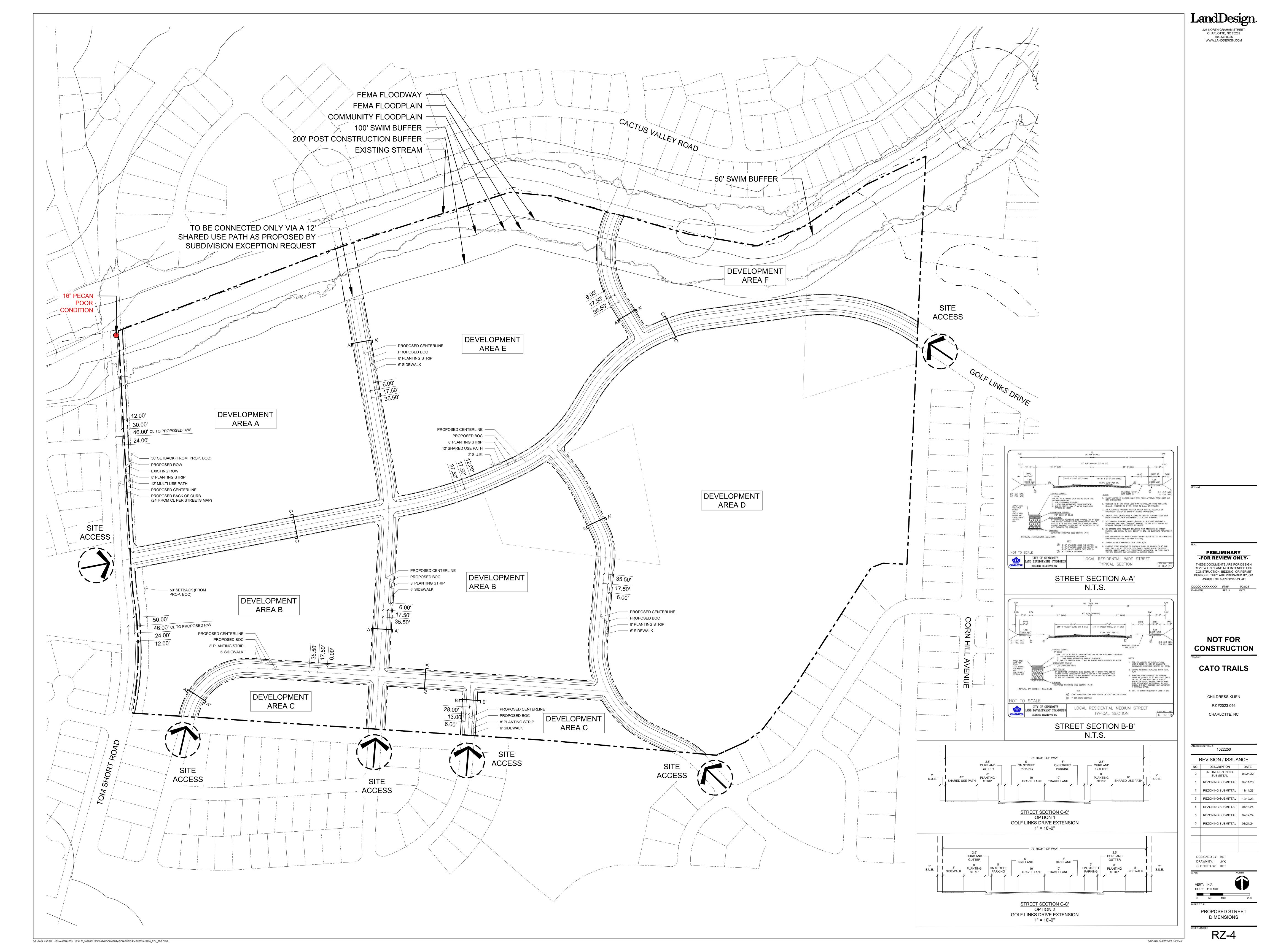
1022250				
REVISION / ISSUANCE				
NO.	DESCRIPTION	DATE		
0	INITIAL REZONING SUBMITTAL	01/24/22		
1	REZONING SUBMITTAL	09/11/23		
2	REZONING SUBMITTAL	11/14/23		
3	REZONING- S UBMITTAL	12/12/23		
4	REZONING SUBMITTAL	01/16/24		
5	REZONING SUBMITTAL	02/12/24		
6	REZONING SUBMITTAL	03/21/24		
DE	DESIGNED BY: KST			
DRAWN BY: JYK				
CHECKED BY: KST				
SCALE NORTH				

VERT: N/A HORZ: AS NOTED

ORIGINAL SHEET SIZE: 36" X 48'

DEVELOPMENT STANDARDS





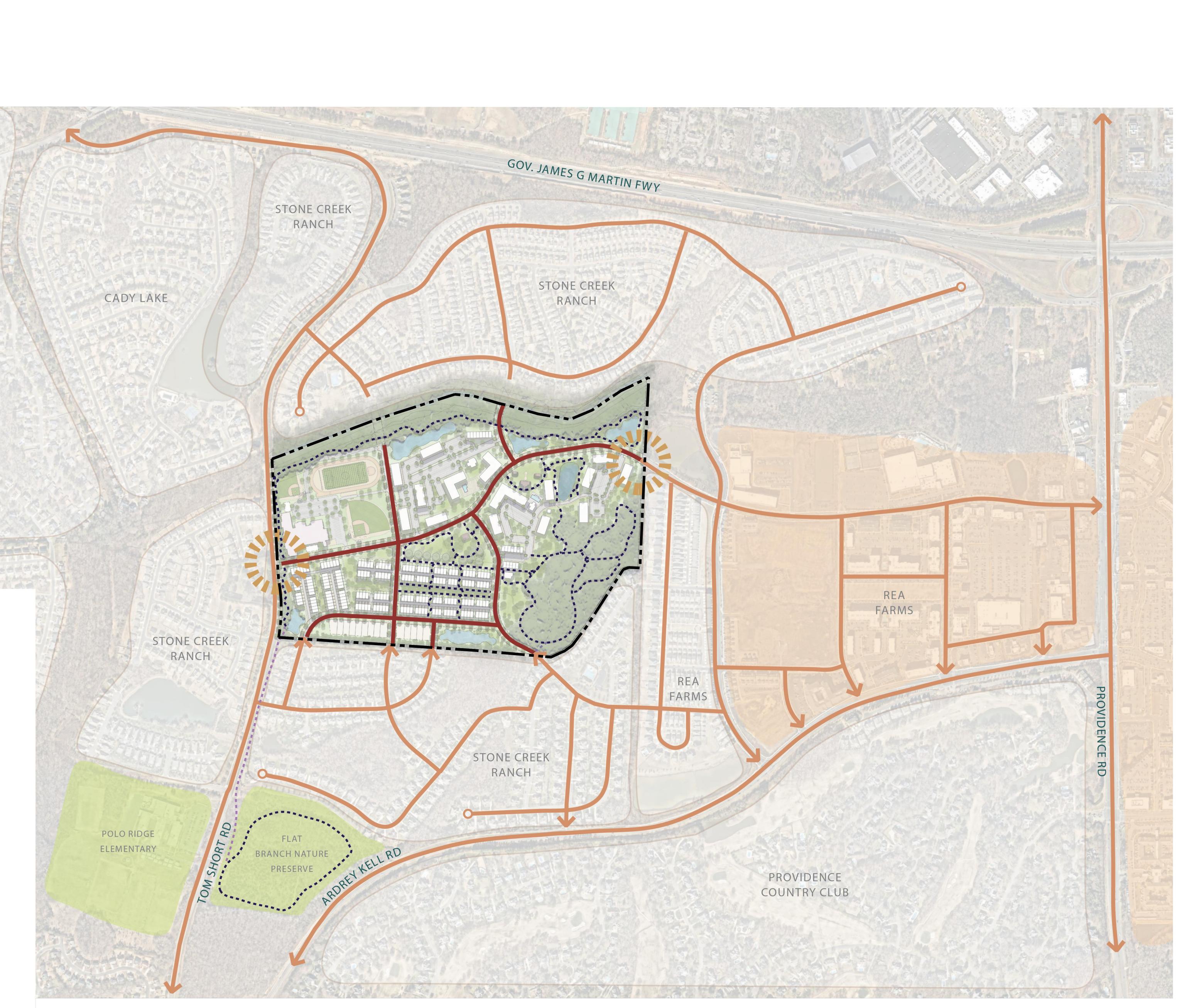
DROVINCETOWNE

CONCEPTUAL CONNECTIVITY

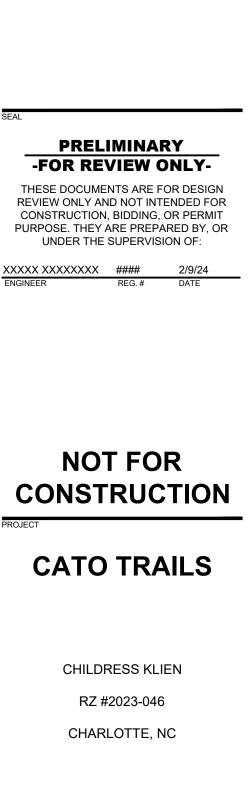
- MAIN ACCESS POINTS
- ----- INTERNAL/EXISTING TRAIL CONNECTION
- POTENTIAL MULTI USE PATH
- PROPOSED SITE STREET NETWORK
- EXISTING STREET NETWORK
- RESIDENTIAL NEIGHBORHOOD
- COMMERCIAL USE

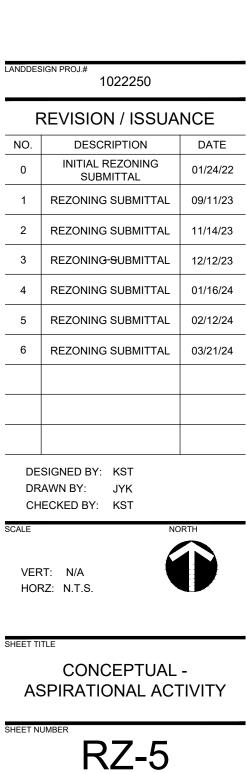
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PUBLIC OPEN SPACE



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.





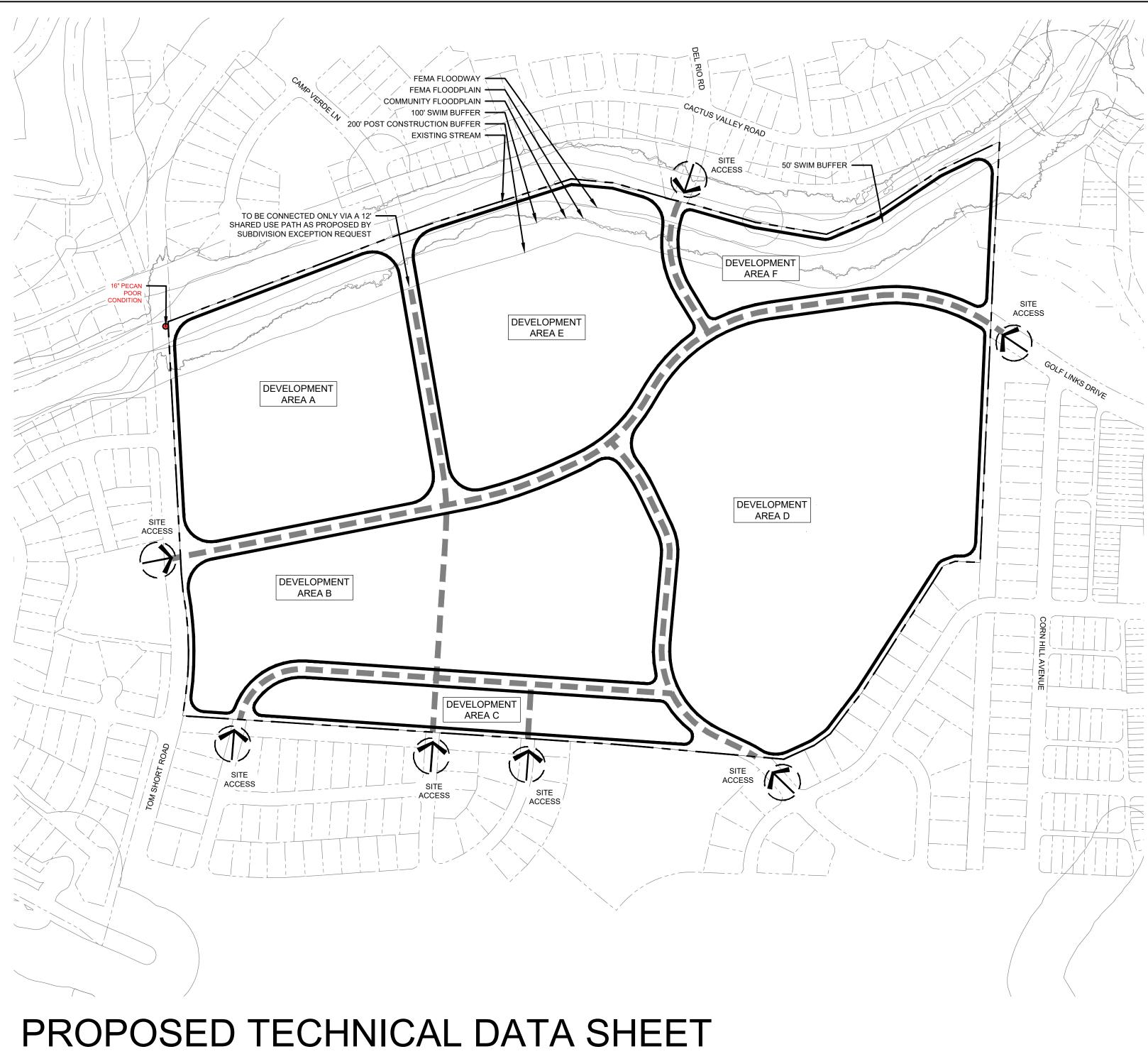
ORIGINAL SHEET SIZE: 36" X 48"

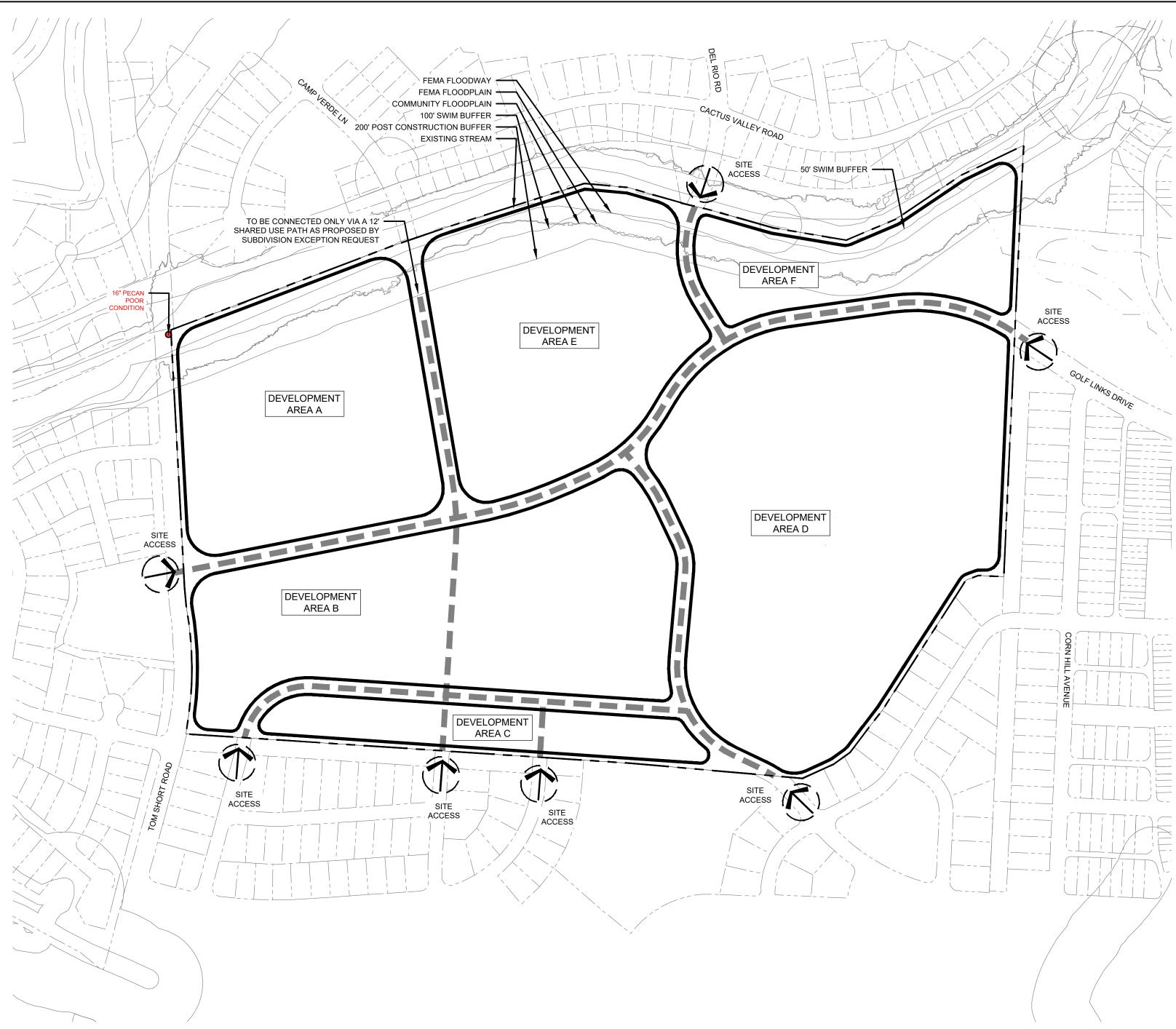
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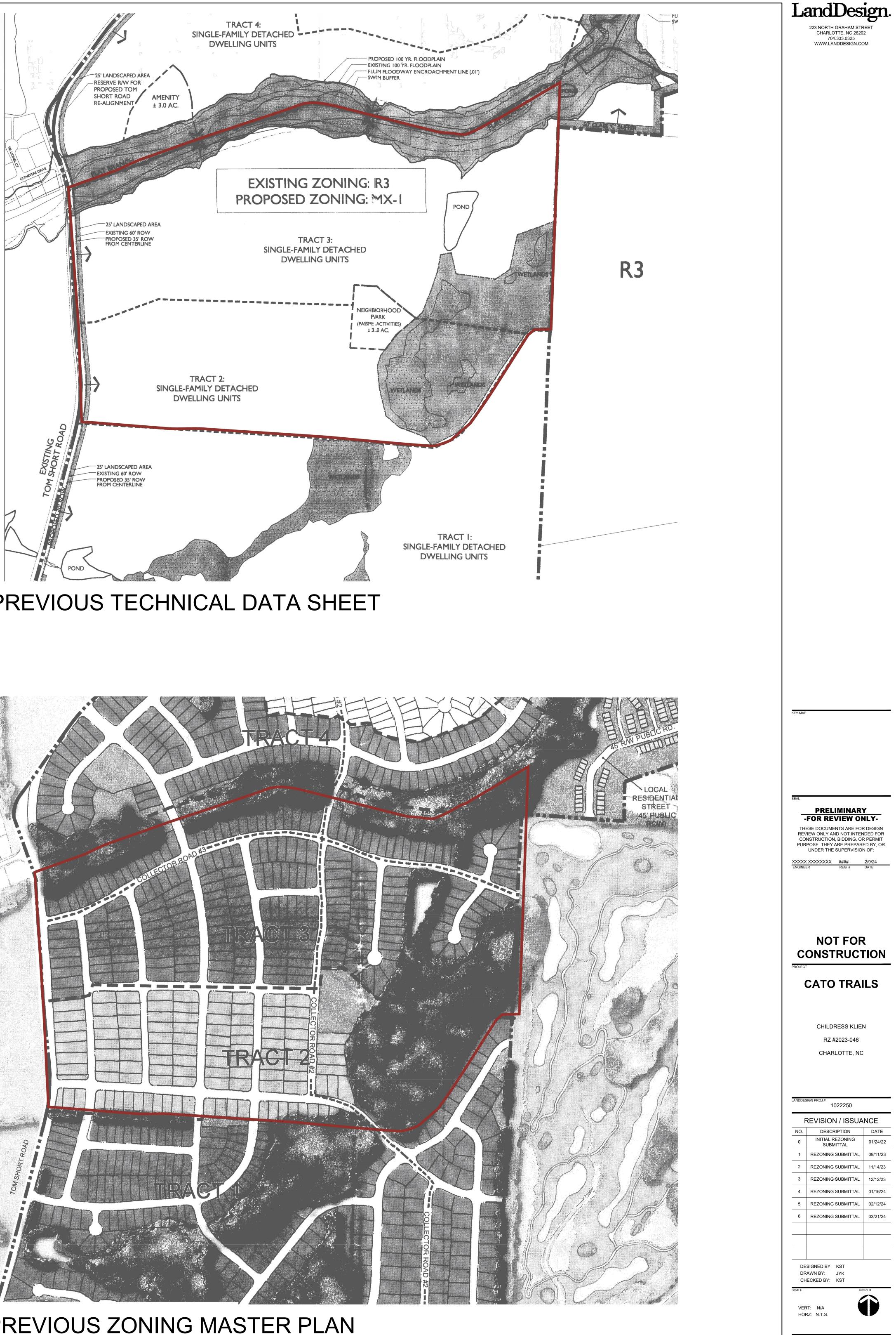


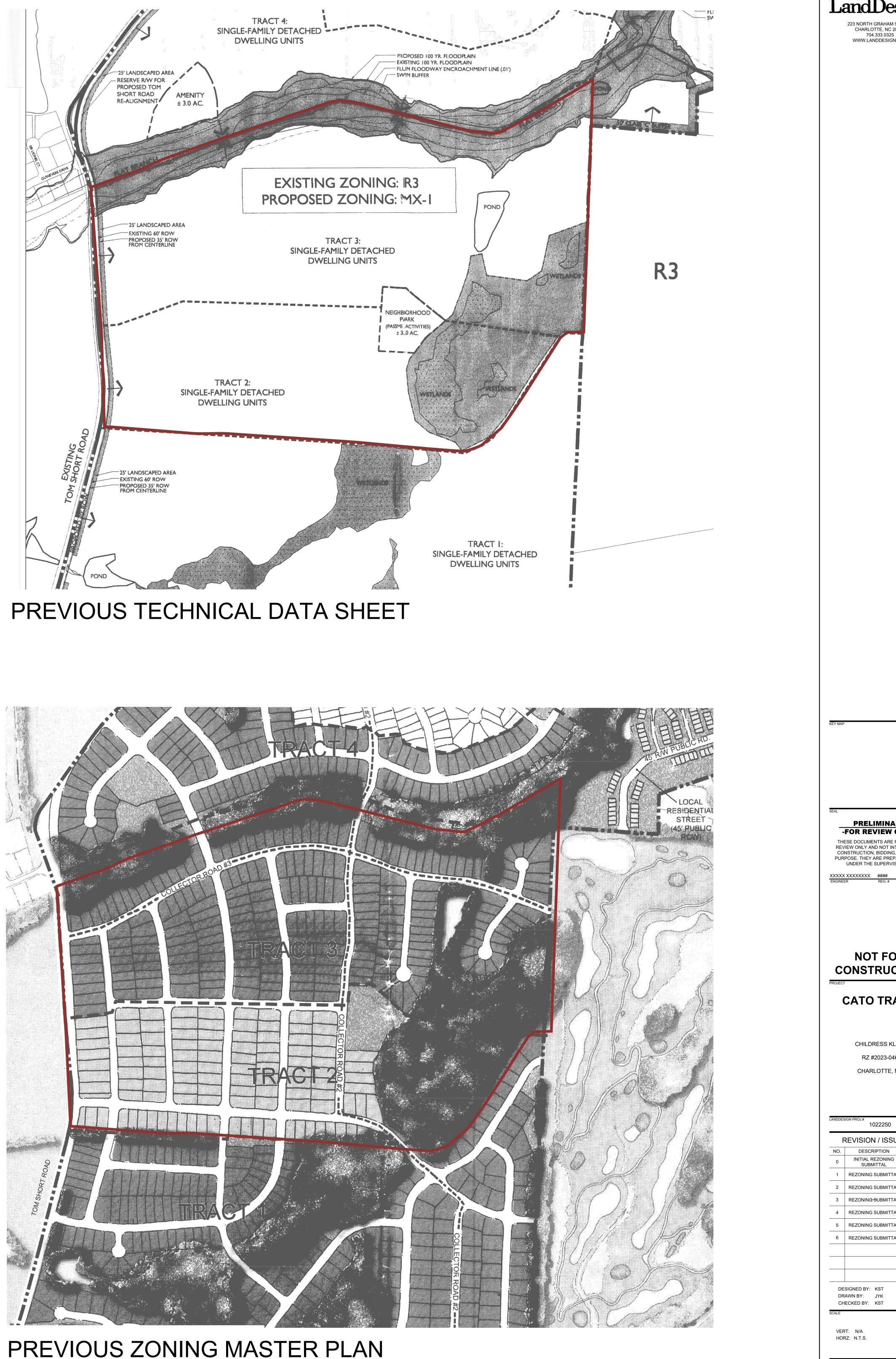
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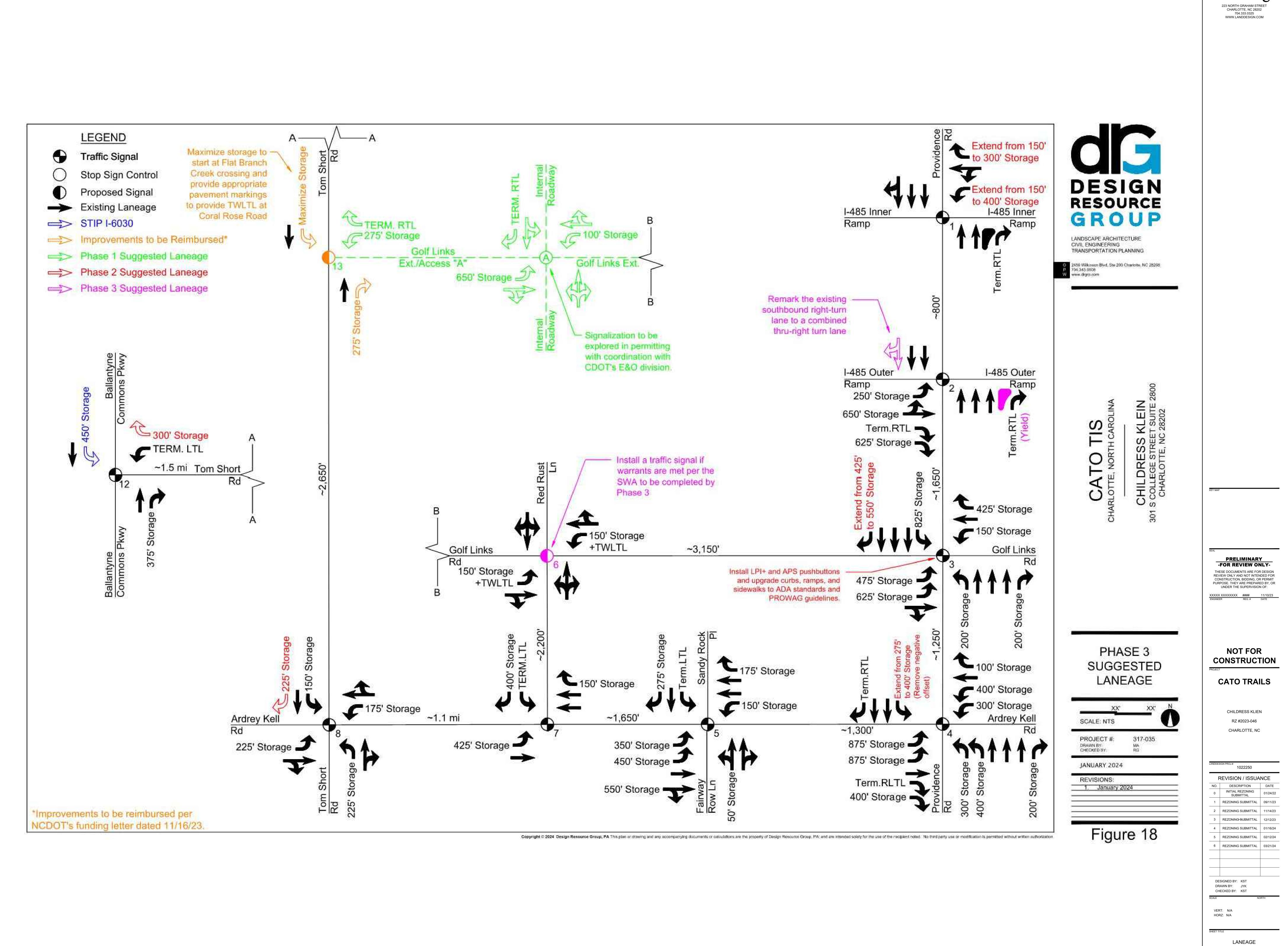




PREVIOUS ZONING MASTER PLAN

MISC. EXISTING ZONING

RZ-6



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LandDesign.

RZ-7