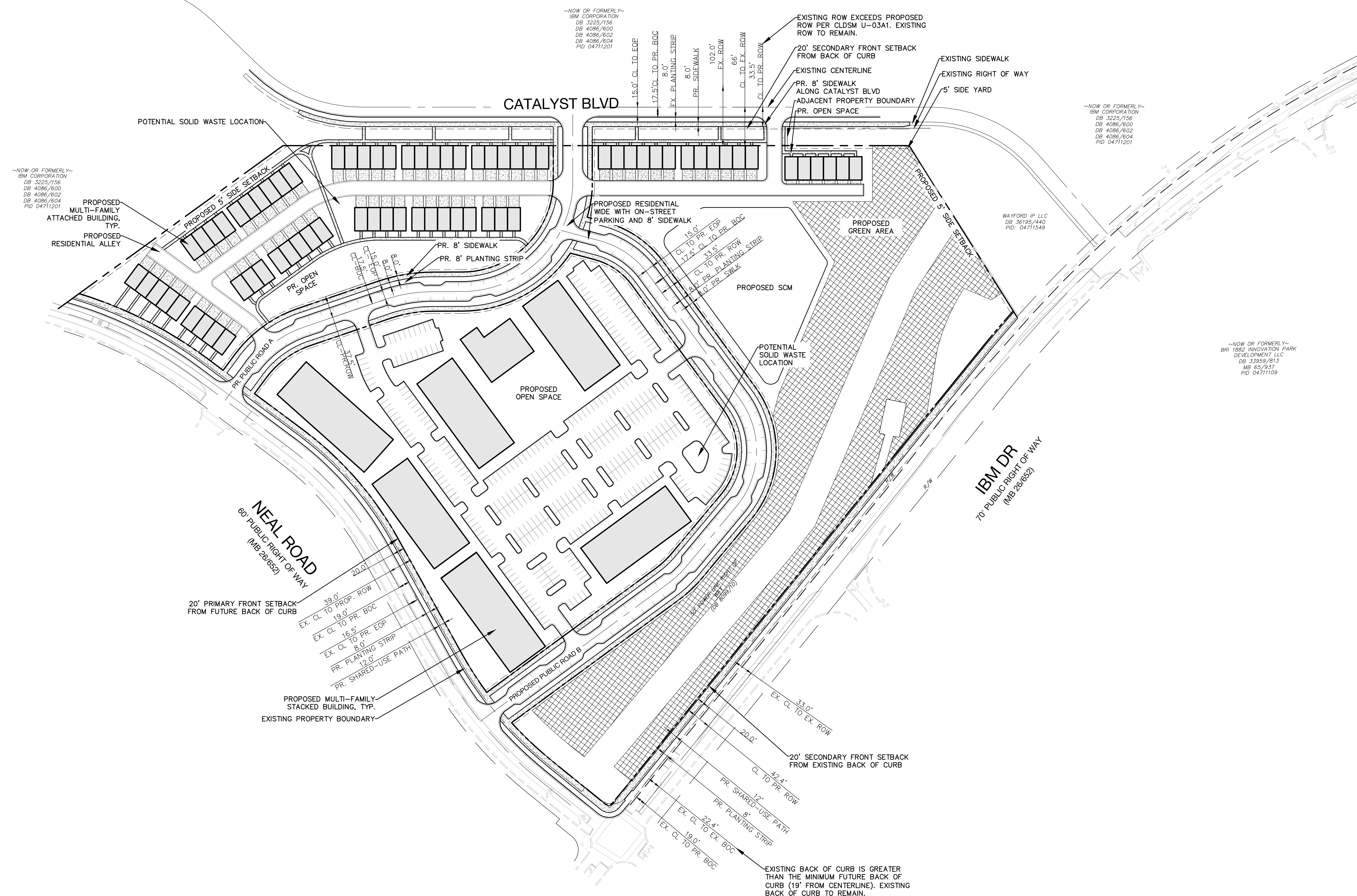
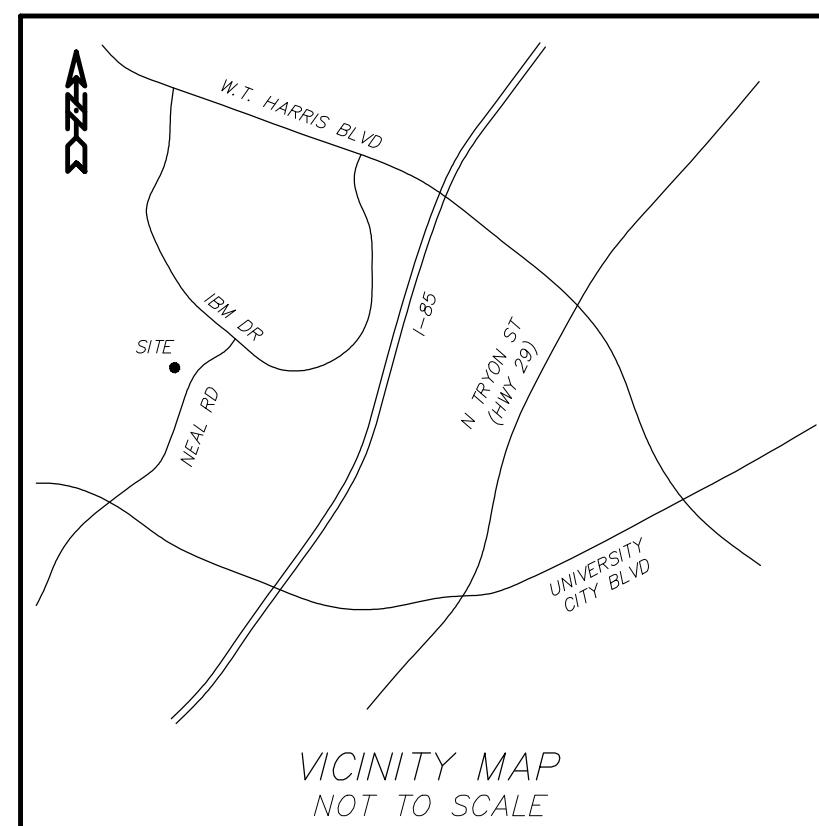




DEVELOPMENT SUMMARY

TAX PARCEL ID #:	047-11-202,047-11-206
TOTAL SITE AREA:	23.369 (1,017,954 SF)
EXISTING ZONING:	R-8 MF (CD)
PROPOSED ZONING:	N2-B (CD)
PROPOSED USES:	MULTI-FAMILY STACKED; MULTI-FAMILY ATTACHED

UNIT COUNT:
MULTI-FAMILY ATTACHED: 73 UNITS
MULTI-FAMILY STACKED: 324 UNITS

VEHICULAR PARKING:	
REQUIRED:	397 SPACES
MULTI-FAMILY ATTACHED:	73 (1 SPACE/DU)
MULTI-FAMILY STACKED:	324 (1 SPACE/DU)
PROPOSED:	
MULTI-FAMILY ATTACHED:	PER ORDINANCE
MULTI-FAMILY STACKED:	PER ORDINANCE

OPEN SPACE:	
REQUIRED:	
MULTI-FAMILY ATTACHED:	10,950 SF (150 SF / UNIT)
MULTI-FAMILY STACKED:	2.34 AC (10% OF SITE AREA)
PROPOSED:	
MULTI-FAMILY ATTACHED:	PER ORDINANCE
MULTI-FAMILY STACKED:	PER ORDINANCE

GREEN AREA:
REQUIRED: 3.21 AC (139,720 SF)
15% OF SITE AREA*

*GREEN AREA CALCS:	
PROJECT SITE AREA =	23.4 AC (1,017,954 SF)
- UTILITY EASEMENTS	1.44 AC (62,922 SF)
- NEAL RD DEDICATED ROW	0.26 AC (11,197 SF)
- IBM DR DEDICATED ROW	0.28 AC (12,367 SF)
	21.4 AC (931,468 SF)

PROPOSED: _____ PER ORDINANCE _____



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PRELIMINARY DRAWING
FOR REVIEW PURPOSES ONLY

11/20/2025

James Scruggs
Kingdom Development Partners, LLC.

3338 Sharon Amity Rd, PMB 263
Charlotte, NC 28211

Neal Road Residential

Rezoning Site Plan

3001 Neal Road Charlotte, NC 28262

NO.	DATE.	BY:	REVISIONS:
1	5.12.25	UDP	PER RZ #1 COMMENTS
2	10.13.25	UDP	PER RZ #2 COMMENTS
3	11.20.25	UDP	PER RZ #3 COMMENTS

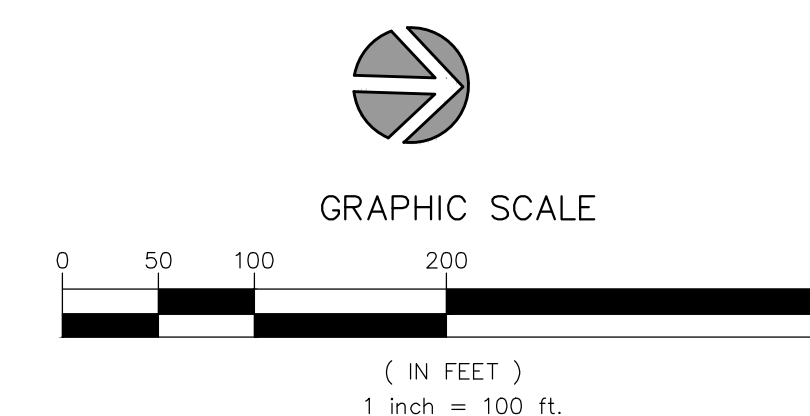
Project No: 24-CLT-260

Date: 03.13.2025

Sheet No:

RZ-1.0

REZONING PETITION #2025-031



General Provisions:

- These Development Standards form part of the Rezoning Plan associated with the Rezoning Petition filed by Kingdom Development Partners, LLC (the "Petitioner") to accommodate a residential development on an approximate 23.369-acre site located on Neal Road, west of IBM Drive and south of Catalyst Drive, which is more particularly depicted on the Rezoning Plan (the "Site"). The Site is comprised of Tax Parcel Numbers 04712202 and 04712206, located in the City of Charlotte.
- Development of the Site shall be governed by the Rezoning Plan, these Development Standards and the applicable provisions of the City of Charlotte Unified Development Ordinance (the "Ordinance").
- Unless the Rezoning Plan or these Development Standards establish more stringent standards, the regulations established under the Ordinance for the N2-B Zoning District shall govern all development taking place on the Site.
- The development and street layout depicted on the Rezoning Plan are schematic in nature and are intended to depict the general arrangement of such uses and improvements on the Site. Accordingly, the final layout, location and sizes of the development and site elements depicted on the Rezoning Plan are graphic representation of the proposed development and site elements, and they may be altered or modified in accordance with the setback, yard(s), landscaping and green area requirements set forth on the Rezoning Plan and the Development Standards, provided, however, that any such alterations and modification shall be minor in nature and not materially change the overall design intent depicted on the Rezoning Plan.
- Future amendments to the Rezoning Plan and/or these Development Standards may be applied for by the then owner(s) of the Site in accordance with the provisions of Article 37 of the Unified Development Ordinance. Minor alterations to the Rezoning Plan are subject to Article section 37.3 of the Ordinance.

Permitted Uses:

- Uses allowed within the rezoning area included in this Petition are those uses that are permitted within the N2-B zoning district, including a maximum of (73) Multi-Family Attached residential dwelling units and (324) Multi-Family Stacked residential dwelling units, along with any incidental and accessory uses relating to and allowable within the associated zoning district. Multi-Family Attached residential dwelling units shall also include duplex, triplex, and quadplex.

Affordable Housing:

- The Petitioner shall reserve a minimum of thirty percent (30%) of the total multi-family attached dwelling units (townhomes) within the development as affordable housing. For the purposes of this condition, "affordable" shall mean housing that is affordable to households earning 80% to 110 % of the Area Median Income (AMI) or less for the Charlotte-Concord-Gastonia, NC-SC as published and periodically updated by the US Department Housing and Urban Development (HUD) for the year the units are sold. In addition to this commitment, Ascension Community Development Corporation's (Ascension CDC) unique model allows for the creation of attainable homes by providing deed-restricted accelerated equity to qualified homeowners. These homeowners will have access to one-third (1/3) of the accelerated equity every five years. This mechanism is designed to empower households at the 80% AMI level to build wealth at a faster rate compared to traditional homeownership. Should a mortgage default occur, Ascension shall have the first right to purchase the home. In this scenario, the mortgage term will reset, and the new attainable/affordable homeowner will have a 15-year period before receiving 100% equity, ensuring long-term sustainability for both the homeowner and the broader community. These affordable units shall remain income-restricted for a period of not less than fifteen (15) years from the date of initial occupancy. Petitioner will execute an administrative agreement with the city of Charlotte to provide a deed restriction for the duration of the affordability period on the identified affordable units.

Transportation:

- Vehicular access to public rights of way will be as generally depicted on the Rezoning Plan. Final locations, placements and configurations of the vehicular access points shown on the Rezoning Plan are subject to minor modification required to accommodate final permitting and construction plan adjustments as required by NCDOT and CDOT for approval.
- The site shall be served by a combination of public roads, network required private streets, and/or non-network required private alleys as depicted on the Rezoning Plan. Final locations of these drives are subject to minor modifications and adjustments to accommodate final permitting and construction plans as required to obtain final approval.
- A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City-maintained street right-of-way by a private individual, group, business, or homeowner/s/business association. An encroachment agreement must be approved by CDOT prior to construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
- Dedication of transportation rights of way within the Site Plan shall be conveyed fee simple prior to the site's first certificate of occupancy being issued.
- All transportation improvements must be installed before the site's first certificate of occupancy is issued.
- 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 northeastern Mecklenburg area, by way of a private/public partnership effort or other public sector project support.

- All proposed public streets shall follow the Local Residential Wide Street typical section with 8' sidewalk.

- The petitioner commits to the following streetscape improvements:

- Construction and placement of an 8' sidewalk along Catalyst Boulevard frontage.
- Construction and placement of a 12' shared-use path along Neal Road and IBM Drive frontages. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements.
- Dedication of 39' of right-of-way from the road centerline along Neal Road.
- Dedication of 42.4' of right-of-way from the road centerline along IBM Drive.

9. Transportation Improvements per Traffic Impact Study

Build Suggested Improvements:

IBM Drive & Catalyst Boulevard/University Oaks Drive (Signalized)

- No suggested improvements

IBM Drive & Neal Road (Signalized)

- No suggested improvements

IBM Drive & University Pointe Boulevard (Roundabout)

- No suggested improvements

Neal Road & Chambers Driveway/Access "A" (Signalized)

We propose the following full movement access configuration:

- One ingress lane and two egress lanes (an eastbound shared thru/right turn lane and a left turn lane with 100 feet of storage) on proposed Access "A"
- Restripe the existing painted median to include a northbound left turn lane with 100 feet of storage on Neal Road
- Update signal phasing and timings to include the 4th leg of the intersection
- Upgrade pedestrian accommodations to the latest CDOT standards (APS, curb ramps, etc.)
- Appropriate signal head configurations and other signal modifications to be determined in permitting.

Neal Road & Catalyst Boulevard/School Driveway (Exit Only) (Unsignalized)

- No suggested improvements

Neal Road & Access "B" (Unsignalized)

We propose the following full movement access configuration:

- One ingress lane and one egress lane (an eastbound terminating left/right turn lane) on proposed Access B
- Restripe the existing painted median to extend the existing northbound shared thru/left turn lane from 300 feet of storage to at least 400 feet of storage on Neal Road

Catalyst Boulevard & Access "C" (Unsignalized)

We propose the following full movement access configuration:

- One ingress lane and one egress lane (a westbound terminating left/right turn lane) on proposed Access "C" Catalyst Boulevard & Access "D" (Unsignalized)
- We propose the following full movement access configuration:
- One ingress lane and one egress lane (a westbound terminating left/right turn lane) on proposed Access "D"

Multimodal Assessment (MA) – Low Intensity Development Area (LIDA)

Per the CTR guidelines, the developer is required to review and assess the publicly accessible pedestrian network within ¼ mile walking distance of the site to identify multimodal infrastructure. Since the development's estimated daily trips exceed 2,000 trips per day, the site meets the criteria for the Tier 3 multimodal mitigation assessment.

Tier 3 indicates that 9 mitigation points must be met, options include:

- Updating existing bike/ped facilities
- Filling in sidewalk gaps (other than site frontage)
- Installing pedestrian crossings, unsignalized and signalized
- Pedestrian scale lighting etc.

For the Neal Road Residential site, the following improvements were determined to meet the 9-point mitigation requirement:

- Construct a 12-foot shared-use path (SUP) on the west side of Neal Road from IBM Drive for approximately 1,300 feet south to connect to the existing SUP. (26 points)

Architectural and Design Standards:

- In addition to design provisions contained within Article 5 & 18 of the Unified Development Ordinance for the N2-B district, the development of the site will be governed by the following provisions and standards produced by the Petitioner and which will be binding on the development of the site.
- A variety of principal building materials may be utilized on site and will be a combination of the following: Masonry, brick, concrete, pre-cast concrete, stone, precast stone, pre-finished metal, aluminum, steel, stucco, wood, ceramic tile, cementitious fiber board and glass fiber reinforced concrete. Prohibited building materials include: Vinyl siding except for windows, trim and soffits, exposed CMU, corrugated metal, EIFS/GFRG and t-111.
- Building placement and site design of the multi-family attached units on site shall focus on and enhance the pedestrian environment when located adjacent public streets through the following:
 - Buildings shall be placed so as to present a front or side facade to all public streets.
 - Usable porches or stoops may form an element of the building design. Dimensions of stoops and porches shall follow Article 18 of the Ordinance.
 - Direct pedestrian connections shall be provided from residential units to adjacent public streets.
 - All HVAC and mechanical shall be screened from public right of way view.
 - Multi-family attached buildings shall be limited to six (6) individual units or fewer. The number of individual units per building should be varied in adjacent buildings if multiple six (6) unit buildings are adjacent. The use of six (6) unit buildings shall be limited such that no more than five (5) buildings shall contain six (6) individual units.
- Pitched roofs, if provided, shall be symmetrically sloped no less than 5:12, except that roofs for porches and attached sheds may be no less than 2:12, unless a flat roof architectural style is employed. This applies to both Multi-Family Attached and Multi-Family Stacked buildings.
- All corner/end units that face a public or private street should have a porch or stoop that wraps a portion of the front or side of the building or provide blank wall provisions that limit the maximum blank wall exposure to 10 feet on all building levels. This applies to Multi-Family Attached dwelling units.
- Garage doors proposed along public or private streets should minimize the visual impact by providing a setback of 12 to 24 inches from the front wall plane and additional architectural treatments such as translucent windows or projecting elements over the garage door opening.
- 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. Usable front porches, when provided, should be covered and be at least 6 feet deep. Stoops and entry-level porches may be covered but should not be enclosed. This applies to Multi-Family Attached dwelling units.
- The Site shall comply with Article 21 of the Ordinance. Dumpster and recycling service areas associated with residential uses shall be as generally depicted on the Site plan and shall be screened from public view and described within the ordinance. Final locations of dumpster locations shall be determined during the land development review permit process.

Amenities, Streetscape and Landscaping:

- The Petitioner shall comply with Article 20 of the Unified Development Ordinance.
- The Petitioner may subdivide the Site and create sublots within the Site with no side or rear yards as part of the unified development plan.
- Publicly accessible open space shall be a dynamic and programmable open space centrally accessible to neighborhood residents that provide a layering of activities designed for multiple users. To accomplish this, the design of the open space shall consist of four (4) or more of the following potential components:
 - Enhanced plantings in excess of minimum planting standards required of the ordinance (this may be enhanced landscape yards, tree save, etc.). Enhanced plantings may also take the form of trees and/or planting beds (standard, raised and/or terraced with native species).
 - Specialty paving materials (not including standard finished concrete or asphalt). Primary or accent building materials may be used as specialty paver options.
 - Shading elements such as shade structures or additional trees planted in a manner to provide consistent shade in the space.
 - Seating options that include moveable tables and chairs. Other seating elements to be considered include seating walls, swings or interactive furniture, and immovable benches.
 - Seating requirements for publicly accessible open space shall be provided at 1 linear foot of seating per 30 square feet of public open space. Seating shall be a mixture of moveable and fixed.
 - Have a minimum dimension of 50 feet or more measured in all directions.
 - Public art/sculpture.
 - Interactive elements that users the enjoyment of sensory stimulation. These elements should include but not be limited to music, water, and light and play.
 - Decorative lighting elements that include uplighting of trees or other open space elements and additional ambient lighting elements to enhance the experience of the space.
 - At least one common open space area shall be accessible from all residential lots in the residential development within a 1,000 foot radius of the common open space area. This radius is measured in a straight line from the lot line, without regard for street, sidewalk or trail connections, to the nearest point of the open space. Multiple common open space areas may be needed to meet this requirement.

Note: Details on the size, location, application, and design of these open space elements will be determined in Land Development.

Environmental Features:

- The Petitioner shall comply with Part IX of the Unified Development Ordinance.
- The petitioner shall comply with the Charlotte City Council approve and adopted Unified Development Ordinance, Stormwater Articles 23 through 28.
- The location, size, and type of storm water management systems depicted on the Rezoning Plan are subject to review and approval as part of the full development plan submittal and are not implicitly approved with this rezoning. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and natural site discharge points.
- Development within any SWIM/PCSO Buffer shall be coordinated with and subject to approval by Charlotte-Mecklenburg Storm Water Services and mitigated if required by City ordinance. Petitioner acknowledges intermittent/perennial stream delineation reports are subject to review and approval upon submission of development plans for permitting and are not approved with rezoning decisions.

Signage:

- The Petitioner shall comply with the Article 22 of the Unified Development Ordinance.

Lighting:

- All exterior lighting shall comply with Article 16 of the Unified Development Ordinance.
- All attached and detached lighting will be full cutoff fixtures and downwardly directed. However, upward facing architectural and landscape accent lighting shall be permitted.
- Detached lighting on the site, except street lights located along public streets, will be limited to twenty-one (21') feet in height.

Amendments to Rezoning Plan:

- Future amendments to these Development Standards may be applied for by the then Owner or Owners of the parcel or parcels within the Site involved in accordance with the provisions of Article 37 of the Ordinance.
- Further alterations or modifications to the Rezoning Plan which, in the opinion of the Planning Director, substantially alter the character of the development or significantly alter the approved Site Plan or any of its conditions or which increase the intensity of development shall not be deemed to be minor and may only be made in accordance with the provisions of Article 37 of the Ordinance, as applicable.

Binding Effect of the Rezoning Documents and Definitions:

- If this Site Plan Amendment is approved, all conditions applicable to development of the Site imposed under the Site Plan will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the Petitioner and the current and subsequent owners of the Site and their respective successors in interest and assigns.
- Throughout these Development Standards, the terms, "Petitioner" and "owner" and "owners" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of the Petitioner or the owners of the Site from time to time who may be involved in any future development thereof.



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PRELIMINARY DRAWING
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338 Sharon Amity Rd, PMB 263
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Neal Road Residential

Conditional Notes

8001 Neal Road Charlotte, NC 28262

NO.	DATE:	BY:	REVISIONS:			
			PEER	RZ	#1	COMMENTS
1	5.12.25	UDP	PEER	RZ	#2	COMMENTS
2	10.13.25	UDP	PEER	RZ	#3	COMMENTS
3	11.20.25	UDP	PEER	RZ	#4	COMMENTS

Project No: 24-CLT-260

Date: 03.13.2025

Sheet No:

REZONING PETITION #2025-031

RZ-2.0