

DATE	ISSUED FOR	REV
09/26/17	Initial Submittal to SCDHEC	0

Engineer:




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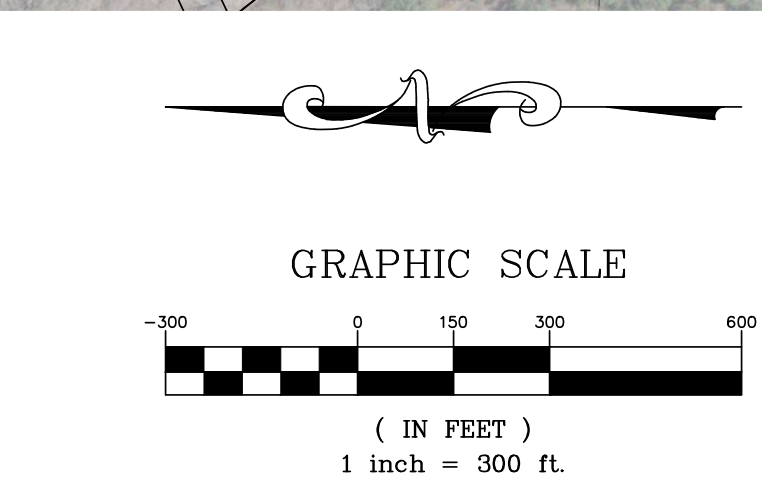


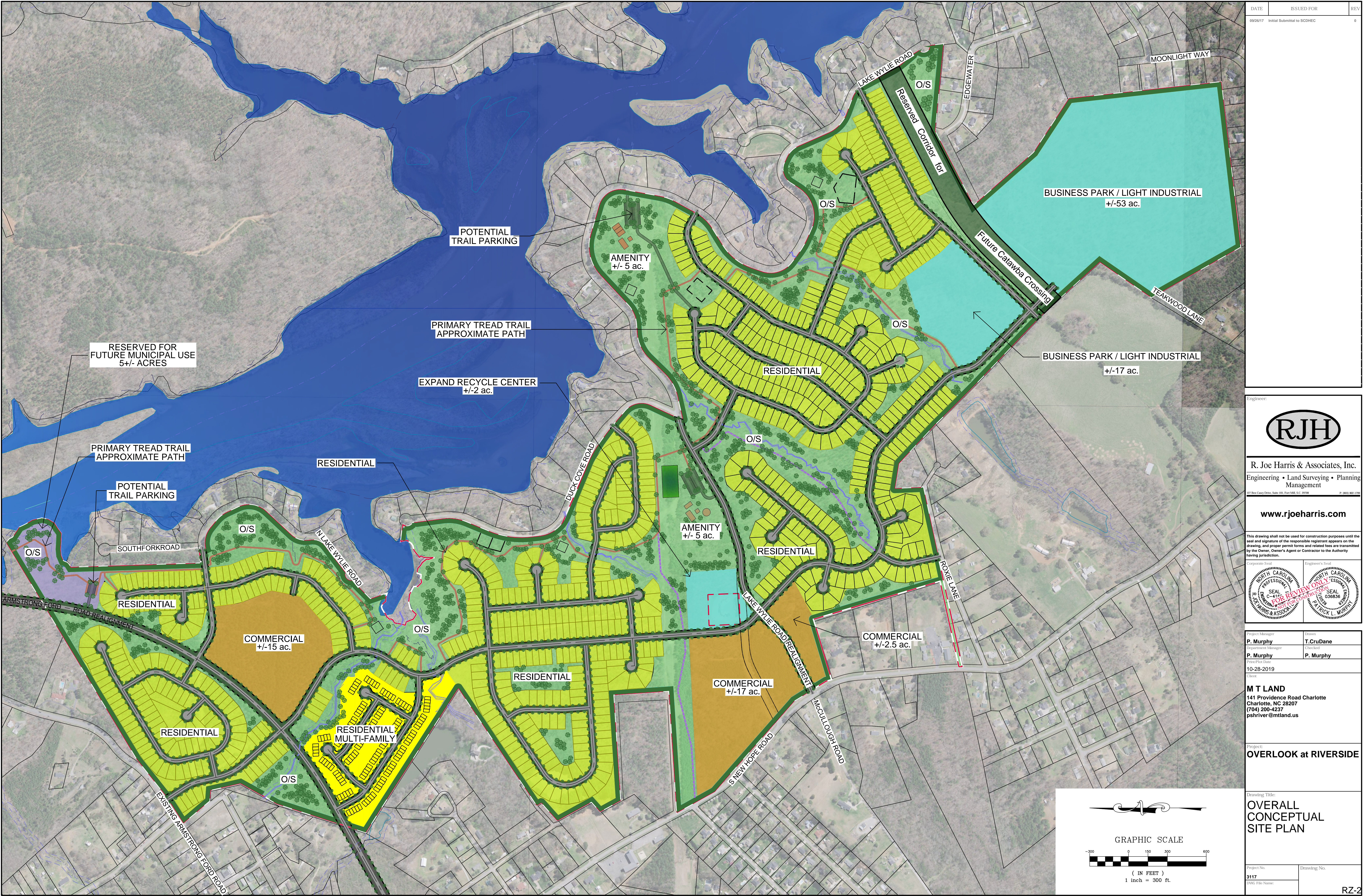
Project Manager P. Murphy	Drawn T. CruDane
Department Manager P. Murphy	Checked P. Murphy
Print/Plot Date 10-28-2019	
Client M T LAND 141 Providence Road Charlotte Charlotte, NC 28207 (704) 200-4237 pshriverr@mtland.us	

Project:
OVERLOOK at RIVERSIDE

Drawing Title:
**TECHNICAL
DATA
SHEET**

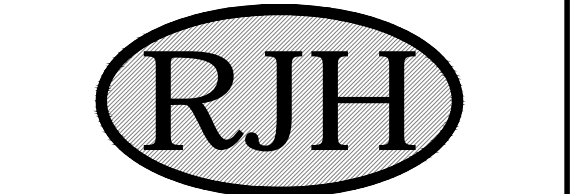
Project No. 3117	Drawing No. RZ-1
DWG File Name:	





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Engineer:

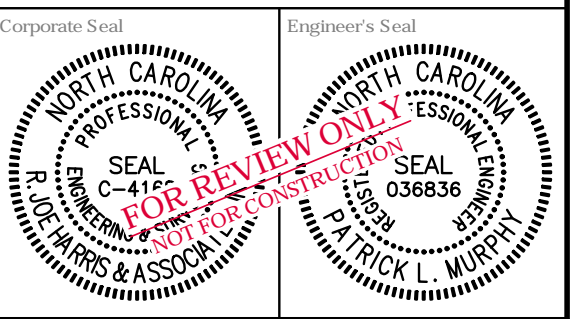


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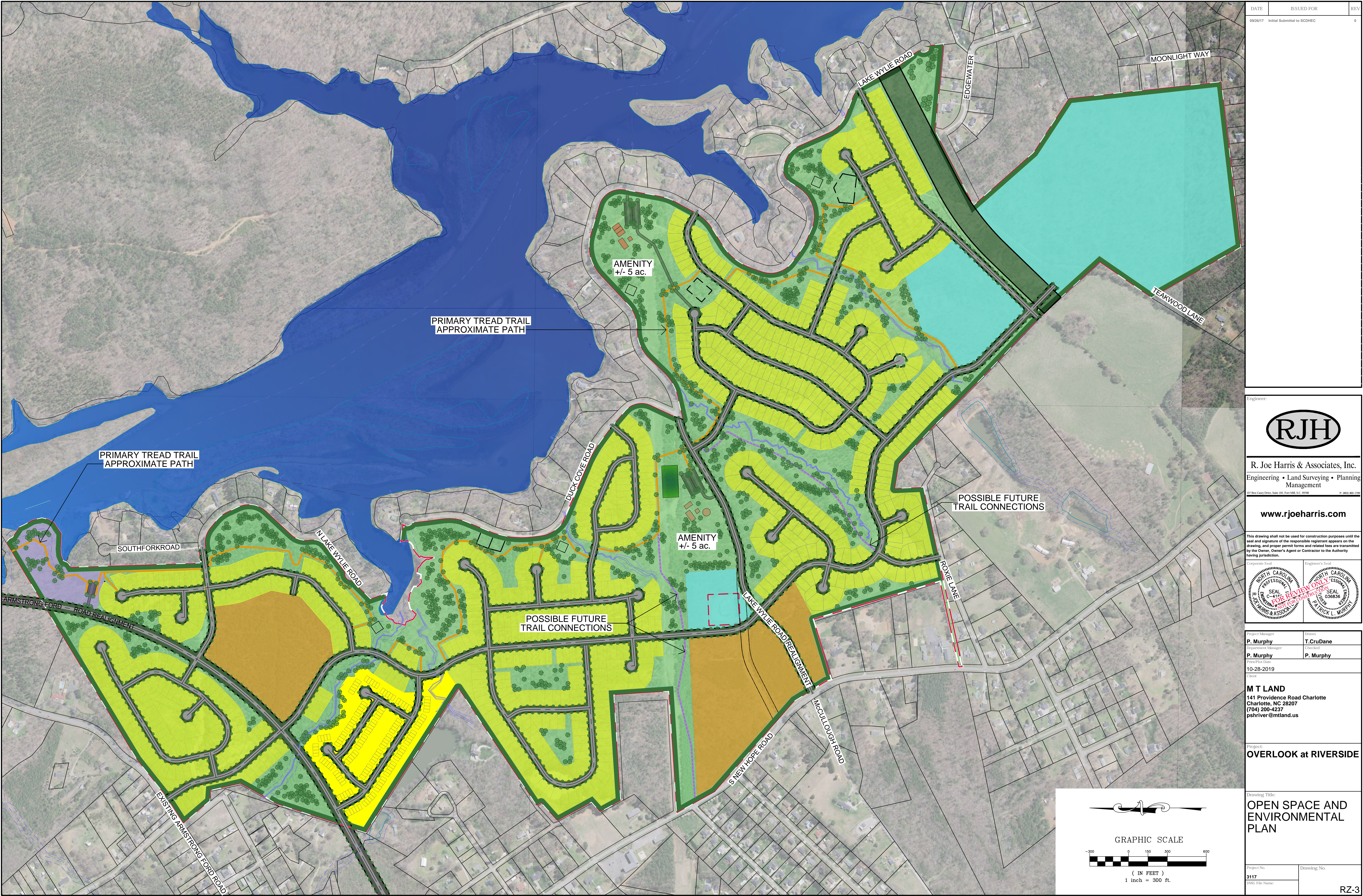
Project Manager	Drawn
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Department Manager	Checked
P. Murphy	P. Murphy
Print/Plot Date	
10-28-2019	

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Project:
OVERLOOK at RIVERSIDE

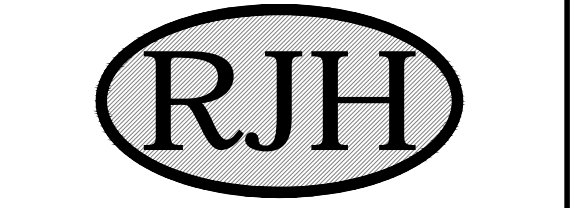
Drawing Title:
**OVERALL
CONCEPTUAL
SITE PLAN**

Project No.	Drawing No.
3117	RZ-2
DWG File Name:	



DATE	ISSUED FOR	REV
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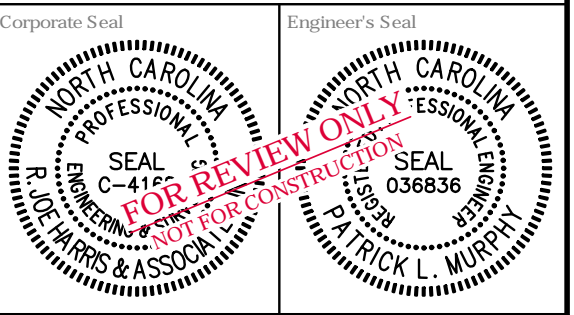


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Project:
OVERLOOK at RIVERSIDE

Drawing Title:
OPEN SPACE AND ENVIRONMENTAL PLAN

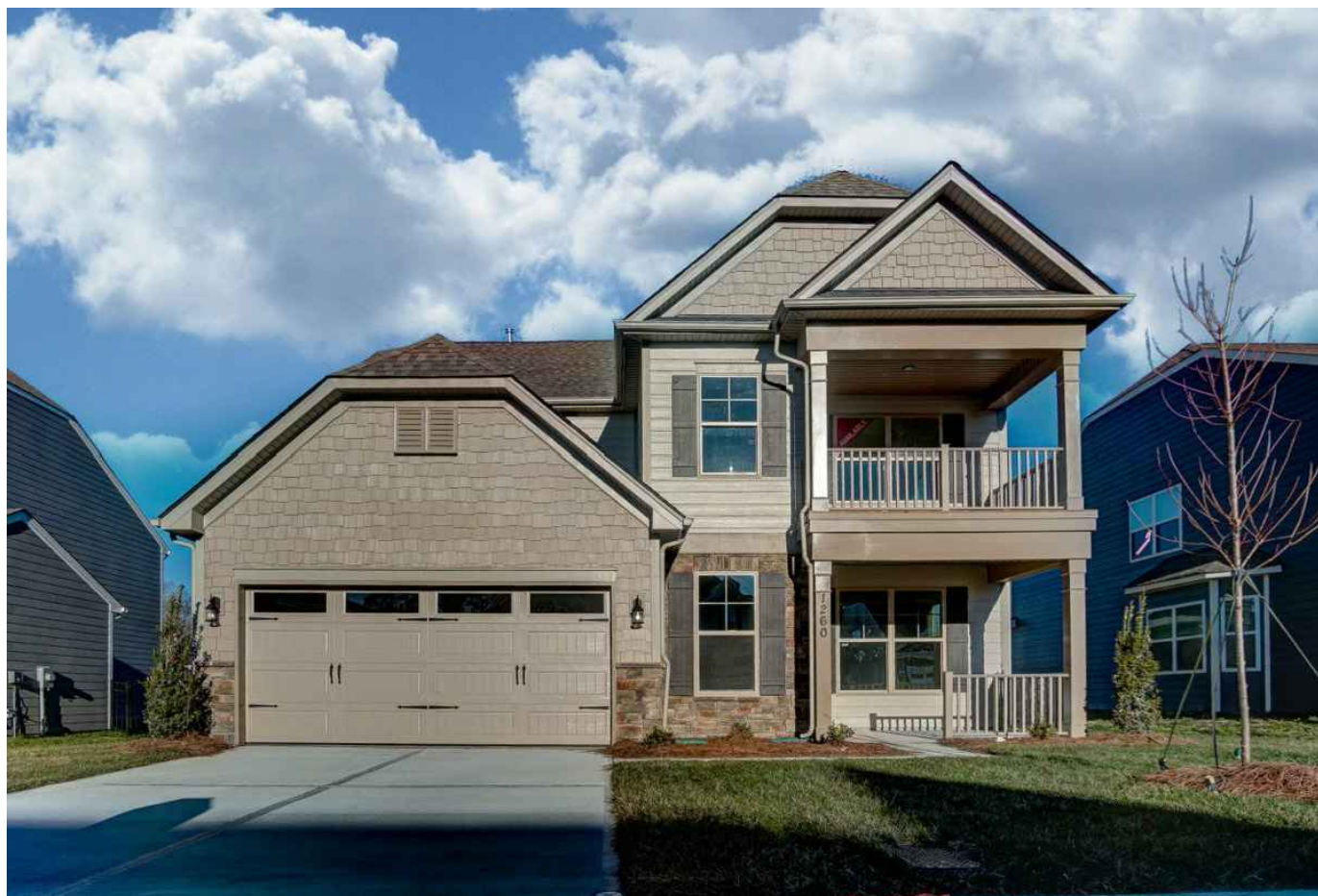
Project No. 3117	Drawing No. RZ-3
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DWG File Name:

			DATE	ISSUED FOR	REV
			09/26/17	Initial Submittal to SCDHEC	0
<div><div>MT LAND CRAMERTON</div><div>Development Standards</div><div>10/21/2019</div><div>Rezoning Petition No. 2019-</div></div>					
<div>Site Development Data:</div> <div><div>→Acreage: ± 479 acres</div><div>→Tax Parcel #s: 222767 AND 216850</div><div>→Existing Zoning: Town of Cramerton & Gaston County: R-1</div><div>→Proposed Zoning: Conditional Zoning (CZ)</div><div>→Existing Uses: vacant</div><div>→Proposed Uses: Uses permitted by right and under prescribed conditions together with accessory uses as more specifically described below in Section 3.</div><div>→Maximum Gross Square feet of Development: Up to 1,070 single family residential dwelling units of which no more than 140 can be developed as single family attached dwelling units, 80,000 square feet of retail/commercial uses and 100,000 square feet of office uses as allowed by right and under prescribed conditions, together with accessory uses and subject to the conversion rights all as more specifically described below in Section 3.</div><div>→Parking: As required by the Ordinance.</div></div>					
<div>I. General Provisions:</div> <div><div>a. Site Location. These Development Standards, the Technical Data Sheet, Schematic Site Plan, and related graphics form the Rezoning Plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by MT Land ("Petitioner") to accommodate development of a residential community, as well as office, retail, business park, and light industrial uses on the approximately ± 479 acre site located off of Armstrong Ford Road and South New Hope Road (the "Site").</div><div>b. Zoning Districts/Ordinance. Development of the Site will be governed by the Rezoning Plan as well as the applicable provisions of the Town of Cramerton Zoning Ordinance (the "Ordinance"). Unless the Rezoning Plan establishes more stringent standards, the regulations established under the Ordinance for the Conditional Zoning (CZ) zoning classification shall govern all development taking place on the Site.</div><div>c. Development Areas. For ease of reference and as an organizing principal associated with the master planned community, the Rezoning Plan sets forth four (4) development areas as generally depicted on the Technical Data Sheet as Development Areas A, B, C, and D (each a "Development Area" and collectively the "Development Areas"). The exact boundaries of the Development Areas may be subject to modifications to account for Development/Site Elements (as defined below) and other modifications needed to fulfill the design and development intent of the Rezoning Plan.</div><div>d. 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 should be reviewed in conjunction with the provisions of these Development Standards. The layout, locations, sizes and formulations of the Development/Site Elements depicted on the Rezoning Plan are graphic representations of the Development/Site elements proposed. Changes to the Rezoning Plan not anticipated by the Rezoning Plan will be reviewed and approved as allowed by Section 19.10 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 19.10 of the Ordinance. These instances would include changes to graphics if they are:</div><div><div>i. expressly permitted by the Rezoning Plan (it is understood that if a modification is expressly permitted by the Rezoning Plan it is deemed a minor modification for the purposes of these Development Standards); or</div><div>ii. minor and don't materially change the overall design intent depicted on the Rezoning Plan; or</div><div>iii. 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 setbacks, rear yards or buffer areas) indicated on Sheet RZ-2.</div></div><div>The Planning Director will determine if such minor modifications are allowed per this amended process, and if it is determined that the alteration does not meet the criteria described above, the Petitioner shall then follow the Administrative Amendment Process per Section 19.10 of the Ordinance; in each instance, however, subject to the Petitioner's appeal rights set forth in the Ordinance.</div></div>					
<div>e. Number of Buildings Principal and Accessory: Accessory Building Design. Notwithstanding the number of buildings or lots shown on the Rezoning Plan, the total number of principal buildings to be developed: (i) on the portion of the Site designated as Development Area A on the Rezoning Plan and to be developed for detached and/or attached single family residential dwellings, shall not exceed 1,070 principal buildings or residences; (ii) on the portion of the Site designated as Development Area B on the Rezoning Plan and to be developed for retail, commercial, and office use, shall not exceed ten (10) principal buildings; and (iii) on the portion of the Site designated as Development Area C and to be developed for business park and/or light industrial use, shall not exceed ten (10) principal buildings; (iv) on the portion of the Site designated as Development Area D and to be developed for municipal service use, shall not exceed three (3) principal buildings. Accessory buildings and structures located on the Site, including, without limitation, the community clubhouse, picnic/gathering pavilions, recreation and related uses, equipment storage structures and the like shall not be considered in any limitation on the number of buildings on the Site. Accessory buildings and structures will be constructed utilizing generally similar building materials, colors, architectural elements and designs as the principal building(s) located within the same Development Area as the accessory structure/building.</div>					
<div>f. Planned/Unified Development. The Site shall be viewed as a planned/unified development 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, FAR requirements, and other similar 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 the right to subdivide the portions or all of the Site and create lots within the interior of the Site without regard to any such internal separation standards, public/private street frontage requirements and FAR requirements, provided, however, all such separation standards along the exterior boundary of the Site shall be adhered to and all FAR requirements will be regulated by any development limitations set forth in Section 3 below as to the Site as a whole and not individual portions, Development Areas or lots located therein.</div>					
<div>g. Five Year Vested Rights. Pursuant to the provisions of N.C.G.S. Section 160A-385.1, due to the master planned large scale nature of the development, the level of investment, the timing of development and certain infrastructure improvements, economic cycles and market conditions, this Petition includes vesting of the approved Rezoning Plan and conditional zoning districts associated with the Petitioner for a five (5) year period, but such provisions shall not be deemed a limitation on any other vested rights whether at common law or otherwise.</div>					
<div>2. Permitted Uses, Development Area Limitations, and Transfer & Conversion Rights:</div> <div><div>a. Development Area A may be developed with up to 1,070 single family residential units, of which no more than 140 can be developed as single family attached dwelling units as allowed by right and under prescribed conditions, together with accessory uses as permitted in the R-4 zoning district and in accordance with the design standards set forth in Section 6 below, 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 typically associated with residential communities).</div><div>b. Development Area B may be developed with up to 80,000 square feet of retail/commercial uses and 100,000 square feet of office uses as allowed by right and under prescribed conditions, together with accessory uses as permitted in the O-1/NB and B-3 zoning districts.</div><div>c. Development Area C may be developed with up to 1 million square feet of gross floor area of business park and/or light industrial uses, as allowed by right and under prescribed conditions, together with accessory uses as permitted in the O-1/NB and I zoning districts. In the event the Catawba Crossing is not developed as set forth in Section 3.II.f below, the uses in Development Area C may converted and developed with all uses and a density permitted by right and under prescribed conditions, together with accessory uses as permitted in the R-4 zoning district and subject to Section 6a (below).</div><div>d. Development Area D may be developed with municipal service uses together with accessory uses as permitted in the O-1/NB zoning district.</div></div>					
<div>3. Transportation Improvements and Access:</div> <div>I. Proposed Improvements:</div> <div>The Petitioner plans to provide or cause to be provided on its own or in cooperation with other parties who may implement portions of the improvements, the improvements set forth below in accordance with the phasing described below:</div> <div><div>a. Phase I.A.Improvements:</div><div>The following roadway improvements shall be substantially completed prior to the first plats to be released for the Site, and upon substantial completion of such improvements up to 500 residential dwelling units may be developed prior to completion of additional improvements:</div><div><div>i. Internal Road Improvements</div><div><div>• Realign Lake Wylie Road to intersect with McCullough Road</div><div>• Construct a roundabout at the intersection of Lake Wylie Road and Public Street A</div><div>• Construct Public Street A from Lake Wylie Road to Armstrong Ford Road</div></div></div><div><div>ii. Armstrong Ford Road & Public Street A</div><div><div>• Signalize the intersection</div><div>• Construct a southbound turn lane with 175' of storage on Armstrong Ford Road</div><div>• Construct a westbound turn lane with 100' of storage on Public Street A.</div></div></div><div><div>iii. Lake Wylie Road & South New Hope Road (Hwy 274)</div><div><div>• Signalize the intersection</div><div>• Construct a northbound turn lane with 250' of storage on Lake Wylie Road</div><div>• Construct an eastbound turn lane with 125' of storage on South New Hope Road</div></div></div><div><div>b. Phase I.B.Improvements:</div><div>The following roadway improvements shall be substantially completed prior to the 501 st plats to be released for the Site, and upon substantial completion of such improvements up to an additional 570 residential dwelling units may be developed prior to completion of additional improvements:</div><div><div>i. Armstrong Ford Road & South New Hope Road</div><div><div>• Construct a northbound turn lane with 250' of storage on Armstrong Ford Road</div><div>• Construct a westbound turn lane with 100' of storage on Public Street A.</div></div></div><div><div>ii. South New Hope Road & Roxie Lane</div><div><div>• Construct an eastbound turn lane with 100' of storage on South New Hope Road</div></div></div><div><div>iii. South New Hope Road & Armstrong Road</div><div><div>• Construct a northbound turn lane with 100' of storage on Armstrong Road</div><div>• Restripe the center lane on Armstrong Road</div></div></div><div><div>c. Phase 2.A.Improvements:</div><div>The following roadway improvements shall be substantially completed prior to the issuance of the first certificate of occupancy for the first building associated with the Development Area B1 along South New Hope Road prior to completion of additional improvements:</div><div><div>i. Commercial Site Access A & South New Hope Road</div><div><div>• Construct a northbound turn lane on Commercial Site Access A</div><div>• Construct and eastbound turn lane with 100' of storage on South New Hope Road.</div></div></div><div><div>ii. South New Hope Road & Lake Wylie Road</div><div><div>• Extend the westbound turn lane to a total of 325' of storage on South New Hope Road</div></div></div><div><div>iii. Lake Wylie Road and Duck Cove Road</div><div><div>• Construct a northbound turn lane with 100' of storage on Lake Wylie Road</div></div></div><div><div>d. Phase 2.B.Improvements – Full Build Out:</div><div>The following roadway improvements shall be substantially completed prior to the issuance of the first certificate of occupancy for the first building associated with the Development Area B2 along the realigned Armstrong Ford Road:</div><div><div>i. Realigned Armstrong Ford Road & Public Street A</div><div><div>• Signalize the intersection</div><div>• Construct and eastbound turn lane with 100' of storage on South New Hope Road.</div></div></div></div></div></div></div>					
<div>II. Standards, Phasing and Other Provisions.</div> <div><div>a. Cramerton Standards. All of the foregoing public roadway improvements will be subject to the standards and criteria of Cramerton and/or NCDOT (as it relates 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 Cramerton, by way of a private/public partnership effort or other public sector project support.</div><div>b. Phasing. Phasing of the roadway improvements is set forth in Section I above but can be altered with mutual written consent of the Petition, the Town of Cramerton and as applicable NCDOT on an administrative basis.</div><div>c. Substantial Completion. Reference to "substantial completion" for certain improvements as set forth in the provisions of Section 4.II above shall mean completion of the roadway improvements in accordance with the standards set forth in Section 4.II.a above provided, however, in the event certain non-essential roadway improvements (as reasonably determined by the Town of Cramerton) are not completed at the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in connection with related development phasing described above, then the Town of Cramerton will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings, and in such event the Petitioner may be asked to post a letter of credit or a bond for any improvements not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvements.</div><div>d. Right-of-way Availability. It is understood that some of the public roadway improvements referenced in subsection a. above may not be possible without the acquisition of additional right of way. If after the exercise of diligent good faith efforts over a minimum of a 60 day period, the Petitioner is unable to acquire any land necessary to provide for any such additional right of way upon commercially reasonable terms and at market prices, then the Town of Cramerton 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 agency, department or governmental body for any such land and the expenses of such proceedings. Furthermore, in the event public roadway improvements referenced in subsection a. above are delayed because of delays in the acquisition of additional right-of-way as contemplated herein and such delay extends beyond the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in connection with related development phasing described above, then the Town of Cramerton will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings; provided, however, the 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.</div><div>e. Alternative Improvements. Changes to the above referenced roadway improvements can be approved through the Administrative Amendment process upon the determination and mutual agreement of Petitioner, and the Planning Director; provided, however, the proposed alternate transportation improvements provide (in the aggregate) comparable transportation network benefits to the improvements identified in this Petition.</div><div>f. The Petitioner will reserve a one hundred eighty (180) foot wide right-of-way for the proposed "Catawba Crossing" as generally depicted on RZ-01.</div><div>In as much as the Catawba Crossing is in the conceptual stage, it is acknowledged that the right of way width for the Catawba Crossing and the accompanying improvements may be modified to result in a reduced or eliminated right of way width. The right of way for the Catawba Crossing and any adjustments to its width shall be determined in coordination with the Town of Cramerton and in connection with the final design/alignment of the Catawba Crossing. Any reduction or elimination in the right of way width may occur either before or after completion of the building(s) contemplated by the development. Petitioner shall provide for dedication of the Catawba Crossing after receipt of written notice of the final design/alignment of the Catawba Crossing and the resulting right of way.</div><div>The Petitioner shall reserve, for the sole benefit of the Town of Cramerton and solely for the purpose of the Catawba Crossing, a one hundred eighty (180) foot wide corridor (the "Reserved Corridor") along the south east property boundary as generally depicted on the Rezoning Plan to provide a possible future Catawba Crossing which shall be constructed by and at the cost of others; such reservation shall be subject to the provisions set forth below:</div><div><div>i. The Petitioner may conduct site work, including but not limited to grading and utility work, and install and maintain pavement, driveways, sidewalks, parking areas, landscaping and similar improvements within the Reserved Corridor until such time that the possible future Catawba Crossing connection within the Reserved Corridor is developed by others (but subject to the provisions and time limits set forth below); but in no event shall building footprints be located within the Reserved Corridor.</div><div>ii. The Reserved Corridor is to be reserved for the sole benefit of the Town of Cramerton and solely for installation of the Catawba Crossing therein for a period of twenty (20) years from the approval of the Rezoning, and (x) upon the passage of such 20 year period, (y) the earlier issuance by the Town of Cramerton written notice that the Catawba Crossing will not be installed, or (z) the Catawba Crossing is not prioritized on a STIP list prior to December 31, 2035, such Reserved Corridor shall automatically be withdrawn and Petitioner may use the Reserve Corridor for any purpose and use allowed by the provisions set forth below.</div><div>iii. The Petitioner shall not bear any costs or expenses associated with the construction of the proposed Catawba Crossing within the Reserved Corridor or any other implications derived therefrom, and the related construction shall not interfere in any material respect with the operations and activities taking place on the Site, including without limitation parking, access, facilities operations, and the like. Further, all development, processes, permits, and land preparation, including but not limited to the removal of any Development/Site Elements located within the Reserved Corridor, shall be the responsibility of the Town of Cramerton and/or NCDOT.</div><div>iv. Development associated with the Catawba Crossing within the Reserved Corridor will not result or cause the Site, its uses, any Development/Site Elements located or future buildings on the Site to become non-compliant or non-conforming with the Ordinance, the Rezoning Plan or any other applicable regulations or laws, and to ensure such compliant status the Town of Cramerton alone would be required, to the extent needed, to secure variances and/or other alternative compliance measures without cost or expense to Petitioner, its successors and assigns, and otherwise in accordance with the provisions of this Section.</div><div>v. The Petitioner shall dedicate the Reserved Corridor in fee simple to the Town of Cramerton and at no land value cost to the Town of Cramerton if and when the Town of Cramerton and/or NCDOT has secured all necessary permits, easements, and/or construction easements to construct the Catawba Crossing, as evidenced in writing to Petitioner.</div></div></div>					
<div>III. Access, and Pedestrian Circulation.</div> <div><div>a. Access to the Site will be from Armstrong Ford Road and South New Hope Road as well as other public street extensions and connections made from the Site and into the Site from adjoining properties as generally depicted on Sheet RZ-01.</div><div>b. The number and location of access points 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 governmental authorities subject to applicable statutes, ordinances and regulations.</div><div>c. The alignment of the internal vehicular circulation and driveways may be modified by the Petitioner to accommodate changes in traffic patterns, parking layouts and any adjustments required for approval by the Town of Cramerton in accordance with published standards.</div><div>4. Design Intent Statement:</div><div><div>a. The Petitioner proposes to develop a walkable residential community where the residents of the community will have convenient and easy access to a series of passive and active open spaces that are interconnected by a network of streets, sidewalks, and trails. The emphasis of the design will be to provide alternative modes of transportation to the residents of the community which will allow them to access the community's amenity areas as well as the proposed Carolina Thread Trail located along the Site's [eastern property line] as generally depicted on Sheet RZ-01.</div></div><div>5. Residential Architectural Standards:</div><div><div>a. Architectural Materials. The principal buildings constructed on the Site (Development Areas A, B, C and D) may use a variety of building materials. The building materials used for buildings (other than structured parking facilities, if any) will be a combination of the following: glass, brick, stone, simulated stone, pre-cast stone, precast concrete, synthetic stone, stucco, cementitious siding (such as hardy-plank), EIFS or wood. Vinyl as a building material will not be allowed except on windows and soffits.</div><div>b. Architectural Variation. Every lot shall provide a different architectural model from the lot(s) adjacent to it. No two identical architectural elevations which include identical facades, roof lines, door and window placement and details, shall be built on lots adjacent to or directly across from each other with the exception of townhomes.</div><div>c. Architectural Features. All residential buildings on individual lots shall include at least four (4) of the following design features:</div><div><div>i. Bay or bow windows on the front facade (Note: the provision of one such window is sufficient);</div><div>ii. Dormers (Note: the provision of one such roof feature is sufficient);</div><div>iii. A roof pitch greater than or equal to a 6 to 12 (6:12) for primary roof;</div><div>i. Eaves with a minimum 10-inch projection on all sides of the building;</div><div>v. Decks or patios with a minimum size of 64 square feet per dwelling unit;</div><div>vi. Front porch and entry facing the front lot line (Note: entryway can be located on the long or short axis of the dwelling;</div><div>vii. Off-sets on building face with a minimum depth of 12 inches.</div><div>viii. Decorative pillars or posts. Square post or columns shall not be less than six (6) nominal inches on any side and round columns shall not be smaller than eight (8) nominal inches in diameter from the bottom of the masonry unless consistent with a distinct architectural style. (Note: requires at least one pair, decorative or plain, but finished in manner that is consistent with the dwelling exterior);</div><div>ix. Masonry (preferably brick) perimeter enclosure at base but also including poured concrete so that each home has the appearance of a raised foundation (Note: wood products covered with a treatment to appear as masonry do not qualify). Poured concrete shall be treated with brick, stone, or color and textured material appropriate foundation style per style of architecture.</div><div>x. Changes in the use of wall facing materials should occur at wall setbacks or projections, or to articulate the transition between the building base middle and top. Material changes should return to inside corners of front facade. Those materials however, are not required to wrap the outermost front corner of the home</div></div><div>d. Blank Walls. There shall be no blank walls on side elevations fronting common open space and/or on corner lots. Each side elevation fronting common open space and/or on a corner lot shall have a minimum of one window at each story.</div><div>e. Unit Size. The minimum single-family detached residential unit size shall be 1,600 square feet for a single story unit and 2,000 square feet for a 2-story unit. The minimum Active Adult residential unit shall be 1,300 square feet.</div><div>f. Prohibited Materials. The Petitioner agrees to restrict cladding materials for all buildings to cladding products other than vinyl siding.</div><div>g. Garage Doors. Garage doors visible from the public or private streets shall be staggered and protrude no more than five (5) feet from the front of the front facing facade of the building unless a front porch is used in which case the garage shall not extend further than five (5) feet from the front of the porch excluding side loading garages.</div><div>h. Rooflines. 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 roof architectural style is employed.</div></div><div><div>I. Porches. When provided, usable porches and stoops shall form a predominate feature of the unit design and may be located on the front and/or side of the building. Usable front porches are covered and are at least four (4) feet deep. Stoops and entry level porches may be covered but not be enclosed.</div><div>J. Building Orientation. Buildings may orient to open space in lieu of a public street.</div><div>k. Prominent Entrance. For townhome attached units, entrances shall contain one or more of the following features are considered a prominent entrance: porches, raised steps and stoops with or without roof overhangs, decorative railings.</div><div>L. Guest Parking. Two side-by-side parking spaces shall be provided for each townhome unit. Guest parking shall be provided at a rate of one space per four (4) townhome units.</div><div>6. Streetscape and Landscaping:</div><div><div>a. Setbacks and yards shall be provided as follows:</div><div>i. Development Area A shall adhere to the provisions of the R-4 zoning district subject to the following alternative innovative provisions:</div><div><div>Minimum Lot Size (Principal Uses)</div><div>Dwelling, Single Family – four thousand six hundred (4,600) square feet</div><div>Dwelling, Town-Home – one thousand eight hundred (1,800) square feet</div><div>Minimum Front Setback</div><div>Dwelling, Single Family – twenty (20) feet</div><div>Dwelling, Town-Home – twenty (20) feet</div><div>Minimum Front Setback (an additional five (5) feet shall be provided on all side yards which abut a public or private street)</div><div>Dwelling, Single Family – five (5) feet</div><div>Dwelling, Town-Home – seven and one half (7.5) feet or fifteen (15) feet between buildings</div><div>Minimum Rear Setback</div><div>Dwelling, Single Family – twenty (20) feet</div><div>Dwelling, Town-Home – twenty (20) feet</div><div>Maximum Building Height</div><div>All Uses - Thirty-five (35) feet as measured from the elevation at the front setback</div><div>Maximum Gross Density</div><div>Single Family Development - Less than four (4) units per acre as a permitted use;</div><div>Multi-Family Development - Less than eight (8) units per acre as a permitted use;</div><div>Minimum Lot Width (as measured at the required front setback)</div><div>Dwelling, Single Family – forty (40) feet</div><div>Dwelling, Town Home – twenty (20) feet</div></div></div></div><div><div>In the event Development Area C is converted to residential uses, the above provisions shall apply.</div><div>ii. Development Area B shall adhere to the site design and dimensional provisions of the O-1/NB zoning district</div><div>iii. Development Area C shall adhere to the site design and dimensional provisions of the I zoning district for uses permitted in the I zoning district and/or the site design and dimensional provisions of the O-1/NB zoning district for uses permitted in the O-1/NB zoning district.</div><div>iv. Development Area D shall adhere to the site design and dimensional provisions of the O-1/NB zoning district.</div><div>b. Along the Site's internal streets, the Petitioner will provide a sidewalk and a cross-walk network that links all of the principal buildings on the Site with one another by way of links to sidewalks along the abutting public and private streets and/or other pedestrian features. The minimum width for these internal sidewalks will be a minimum of five (5) feet.</div></div></div>					
<div>7. Environmental Features</div> <div><div>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.</div><div>b. Storm water detention areas and water quality areas located along an interior public street will be landscaped to create an attractive street edge.</div><div>8. The Carolina Thread Trail and Open Space:</div><div><div>a. The Petitioner will provide a series of passive and active open space areas throughout the residential community as generally depicted on Sheet RZ-2 (the exact location and configuration of these open space areas may vary from what is illustrated; 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 10% of the Development Area A will be provided as passive open space areas and a minimum of 5% of the area will be provided and improved as active open space areas. Active open space areas will be areas improved with seating areas, trails, recreation fields, tennis courts, play grounds, 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.</div><div>b. The design of the club house amenity area located within Development Area A will emphasize walkability and pedestrian access.</div><div>c. The Petitioner shall reserve a twenty-five (25) foot easement as part of the future Carolina Thread Trail as generally depicted on Sheet RZ-02 and set forth in Section 10 below.</div><div>d. Secondary trails shall be provided as generally depicted on Sheet RZ-02 as development occurs.</div><div>f. Parking for the Carolina Thread Trail shall be provided upon completion of the Armstrong Ford Realignment.</div></div><div>9. Commitments regarding Infrastructure & Civic/Community Uses & Services</div><div><div>a. Petitioner Commitments to Infrastructure & Civic Uses/Services Generally. As set forth below in this Section 10 (and as set forth for roadway improvements in Section 3.1 above), Petitioner commits to:</div><div><div>1. Undertake certain roadway improvements associated with development of the Site (Section 3.1 above);</div><div>2. Work with Two Rivers regarding extension of water and sewer service to the Site (subsection b. below);</div><div>3. Work with Town of Cramerton to identify public parking areas, dedicate Carolina Thread Trail areas and other public benefit commitments (see subsection d. below); and</div><div>4. Work with Town of Cramerton in connection with supporting public safety needs regarding municipal services serving the area (subsection f. below).</div></div><div>b. Utility Infrastructure Extensions. Utility installations will take place over time as private development occurs and as warranted and supported by Two Rivers and the Petitioner, or assigns. Petitioner, or assigns commits to work with Two Rivers and other applicable agencies to ensure that acceptable levels of water and sewer service are made available to serve the Development. Petitioner, or assigns understands that it shall be responsible for extension of utilities within the Site in addition to the extensions contemplated by the Utility Plan. This excludes already identified public/private funding options that may be mutually agreed upon. The Petitioner, or assigns also recognizes that such water and sewer service needed to serve the Development may constitute an impediment on the level of such development that can take place.</div><div>c. Parks & Recreation Facilities. The Petitioner, or assigns, recognizes that transformative communities with exceptional livability are benefitted by quality public parks and recreation facilities. Accordingly the Petitioner, or assigns, provides the following commitments in connection with park and recreation facilities, open space and greenways:</div><div><div>1. Dedication of the Carolina Thread Trail. [Sheet RZ-2] sets forth the general proposed location of the Carolina Thread Trail areas, which are subject to adjustment during the land development permitting process. Petitioner, or assigns, will work with the Town of Cramerton to finalize the trail areas locations in a manner reasonably consistent with development plans for the Site; but it is understood that the easement will be a minimum of twenty-five 25 feet in width. Trails can be located in buffers where acceptable. The cost of such installation being borne by the Town of Cramerton or others. The Carolina Thread Trail land dedication will take place without compensation for land value prior to the last certificate of occupancy for Phase III Development, subject to the Town of Cramerton or other's commitment to bear the cost of the trail improvements and otherwise cooperate in a manner that incorporates the projects within future capital improvement plans.</div></div></div><div><div>e. Public Safety.</div><div>1. Municipal Services. In order to support master planning needs, Petitioner, or assigns, agree to reserve within the Site, 5.0 acres of land for future municipal services that could serve the broader community. The final location of the land for this station will be determined in good faith by the parties within 3 years of approval of the Rezoning by Town Council, and the location will be based on customary guidelines that reflect response times among other factors. The land so designated shall be reserved by Petitioner, or assigns, for the benefit of the Town of Cramerton for a period of 10 years from such approval.</div><div>f. Administrative Amendments regarding Commitments for Civic/Community Uses & Services. It is acknowledged that given the large master planned nature and long timeline of development for the Site, changes in the various civic services/community uses described in subsections 10. b. c., and d. above, may take place over time or commitments regarding the same may be met on property beyond the Site or by parties other than Petitioner, or assigns, with the approvals of the applicable governmental authorities authorized for such services/community uses. In such event, the Petitioner, or assigns, with the written approval by the applicable governmental authorities, may request an administrative amendment to the Rezoning Petition to address the changes associated with the civic services/community uses in question.</div></div><div><div>10. Signage:</div><div>a. Signage as allowed by the Ordinance for each respective Development Area may be provided as allowed by the associated zoning district. The Site will be viewed as a Planned/Unified Development as defined by the Ordinance; consequently uses located on the interior of the Site may be identified on the allowed signs for the use in Development Area B and C, and vice versa uses located on along Armstrong Ford Road or South New Hope Road may be identified on signs located on the interior of the Site.</div><div>11. Lighting:</div><div><div>a. All new lighting shall be full cut-off type lighting fixtures excluding lower, decorative lighting that may be installed along the driveways, sidewalks, and parking areas.</div><div>b. Detached lighting on the Site, except street lights located along public streets, will be limited to 25 feet in height in the portions of the Site used for non-residential uses and 15 feet in height in the portions of the Site used for residential uses.</div></div><div><div>12. Amendments to the Rezoning Plan:</div><div>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 Section 19.10 of the Ordinance.</div><div>13. Binding Effect of the Rezoning Application:</div><div><div>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.</div></div></div></div></div>					
<div>Engineer:</div> <div><div><div><div>RJH</div><div>R. Joe Harris & Associates, Inc.</div><div>Engineering • Land Surveying • Planning Management</div><div>227 Bas Camp Drive, Suite 101, Fort Mill, S.C. 29708 P: (803) 402-1700</div></div></div></div>					
<div>www.rjoeharris.com</div>					
<div>This drawing shall not be used for construction purposes until the seal and signature of the responsible registrant appears on the drawing, and proper permit forms and related fees are transmitted by the Owner, Owner's Agent or Contractor to the Authority having jurisdiction.</div>					
<div><div><div>Corporate Seal</div><div>Engineer's Seal</div></div><div><div><div><div>NORTH CAROLINA</div><div>PROFESSIONAL</div><div>SEAL</div><div>C-411</div><div>2018</div><div>JOE HARRIS & ASSOCIATES</div></div><div><div>FOR REVIEW ONLY</div><div>NOT FOR CONSTRUCTION</div></div></div><div><div><div>NORTH CAROLINA</div><div>PROFESSIONAL</div><div>SEAL</div><div>036836</div><div>2018</div><div>JOE HARRIS & ASSOCIATES</div></div><div><div>FOR REVIEW ONLY</div><div>NOT FOR CONSTRUCTION</div></div></div></div></div>					
<div><div><div>Project Manager</div><div>Drawn</div></div><div><div>P. Murphy</div><div>T. CruDane</div></div><div><div>Department Manager</div><div>Checked</div></div><div><div>P. Murphy</div><div>P. Murphy</div></div><div><div>Print/Plot Date</div><div>10-28-2019</div></div><div><div>Client</div><div></div></div></div>					
<div>MT LAND</div> <div>141 Providence Road Charlotte</div> <div>Charlotte, NC 28207</div> <div>(704) 200-4237</div> <div>psrhriv@mtland.us</div>					
<div>Project:</div> <div>OVERLOOK at RIVERSIDE</div>					
<div>Drawing Title:</div> <div>DEVELOPMENT STANDARDS</div>					
<div><div><div>Project No.</div><div>3117</div><div>DWG File Name:</div></div><div><div>Drawing No.</div><div>RZ-04</div></div></div>					

SAMPLE RESIDENTIAL ARCHITECTURAL STYLES

SINGLE FAMILY HOMES

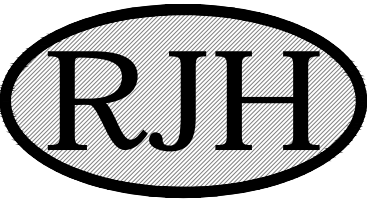


MULTI FAMILY / TOWNHOMES



DATE	ISSUED FOR	REV
09/26/17	Initial Submittal to SCDHEC	0

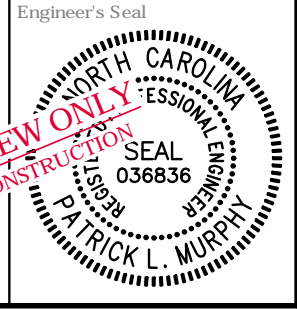
Engineer:



R. Joe Harris & Associates, Inc.
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127 Beaumont Drive, Suite 100, Fort Mill, SC 29708
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Project Manager P. Murphy	Drawn T. CruDane
Department Manager P. Murphy	Checked P. Murphy
Print/Plot Date 10-28-2019	
Client M T LAND 141 Providence Road Charlotte Charlotte, NC 28207 (704) 200-4237 pshriver@mtland.us	
Project: OVERLOOK at RIVERSIDE	
Drawing Title: RESIDENTIAL ARCHITECTURAL STYLES	
Project No. 3117 DWG File Name:	Drawing No. RZ-5

The images on this sheet are for illustrative purposes only and are intended to reflect the overall quality of the residential units to be built on the Site. The actual units constructed on the site may vary from these illustrations so long as they adhere to the provisions set forth in Section 5 of the Development Standards.

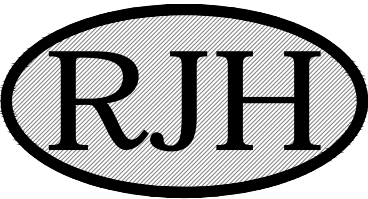
SAMPLE COMMERCIAL ARCHITECTURAL STYLES



The images on this sheet are for illustrative purposes only and are intended to reflect the overall quality of the residential units to be built on the Site. The actual units constructed on the site may vary from these illustrations so long as they adhere to the provisions set forth in Section 5 of the Development Standards.

DATE	ISSUED FOR	REV
09/26/17	Initial Submittal to SCDHEC	0

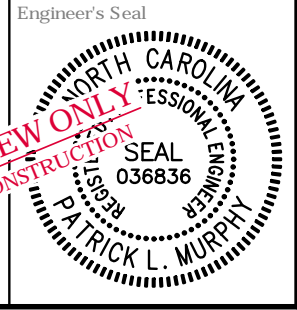
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Department Manager P. Murphy	Checked P. Murphy
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Client M T LAND 141 Providence Road Charlotte Charlotte, NC 28207 (704) 200-4237 pshriver@mtland.us	
Project: OVERLOOK at RIVERSIDE	
Drawing Title: COMMERCIAL ARCHITECTURAL STYLES	
Project No. 3117 DWG File Name:	Drawing No. RZ-6