

11. THE COMMON OPEN SPACE (AREA #1) ASSOCIATED WITH THE EXISTING HOME PLACE MAY BE IMPROVED WITH A POOL AND PARKING LOT AS GENERALLY SHOWN ON THIS PLAN. OTHERWISE, EXISTING TREES AS NOTED SHALL BE RETAINED. OTHER COMMON OPEN SPACE (AREA #2) SHALL BE GENERALLY PRESERVED AS NATURAL SPACE EXCEPT FOR À SMALL NEIGHBORHOOD GAZEBO AS GENERALLY SHOWN.

12. A CLASS "C" LANDSCAPE BUFFER SHALL BE INSTALLED IN THE 30 FOOT BUFFER

13. PETITIONER/DEVELOPER SHALL PROVIDE AN EASEMENT ADJACENT TO SOUTH TRYON STREET FOR THE CONSTRUCTION OF A BUS STOP/WAITING PAD FOR CATS.

LOCATION OF EASEMENT TO BE DETERMINED BY CATS.

15. IF MORE THAN 30 MULTIFAMILY UNITS ARE CONSTRUCTED, THEN SOLID WASTE/RECYCLING AREAS SHALL BE REQUIRED/PROVIDED.

16. ALL PRIVATE ALLEYS AND COMMON OPEN SPACE AREAS AND POOL SHALL BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION, WHICH SHALL BE ESTABLISHED AS

7. THE SOUTHERN MOST PUBLIC STREET CONNECTION TO SOUTH TRYON STREET WILL BE LIMITED TO A RIGHT IN AND RIGHT OUT MOVEMENT ONLY. THE

PETITIONER/DEVELOPER SHALL EXTEND THE EXISTING CONCRETE MEDIAN ON SOUTH TRYON STREET TO THE BEGINNING OF THE EXISTING 2 WAY LEFT TURN LANE ASSOCIATED WITH THE SOUTH TRYON/BEAM ROAD INTERSECTION.

18. THE PETITIONER/DEVELOPER IS RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH THE DESIGN AND CONSTRUCTION OF THE PUBLIC STREET CONNECTIONS. INCLUDING BUT NOT LIMITED TO AN EASTBOUND RIGHT TURN LANE ON BEAM ROAD, TRAFFIC SIGNAL MODIFICATIONS, AND PAVEMENT MARKING MODIFICATIONS TO PROVIDE A SOUTHBOUND TRYON STREET LEFT TURN LANE INTO THE SITE. THE RIGHT TURN LANE ON BEAM ROAD AND LEFT TURN LANE ON SOUTH TRYON STREET MUST EACH HAVE A MINIMUM OF 150 FEET OF STORAGE AND A BAY TAPER OF 15:1. THE ENGINEERING DESIGN AND CONSTRUCTION OF THESE IMPROVEMENT SHALL BE PERFORMED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF NORTH CAROLINA WHO HAS ROADWAY-DESIGN EXPERIENCE.

19. IN ASSOCIATION WITH THE POTENTIAL BED AND BREAKFAST USE, THE PETITIONER SHALL PROVIDE A DIRECT CURB CUT TO SOUTH TRYON STREET (LOCATION NOT

20. STORM WATER QUANTITY CONTROL:
THE PETITIONER SHALL TIE-IN TO THE EXISTING STORM WATER SYSTEM(S). THE PETITIONER SHALL HAVE THE RECEIVING DRAINAGE SYSTEM(S) ANALYZED TO ENSURE THAT IT WILL NOT BE TAKEN OUT OF STANDARD DUE TO THE DEVELOPMENT. IF IT IS FOUND THAT DEVELOPMENT WILL CAUSE THE STORM DRAINAGE SYSTEM(S) TO BE TAKEN OUT OF STANDARD, THE PETITIONER SHALL PROVIDE ALTERNATE METHODS TO PREVENT THIS FROM OCCURRING.

STORM WATER QUALITY TREATMENT:
FOR PROJECTS WITH DEFINED WATERSHEDS GREATER THAN 24% BUILT-UPON AREA,
CONSTRUCT WATER QUALITY BEST MANAGEMENT PRACTICES (BMPs) TO ACHIEVE 85% TOTAL SUSPENDED SOLID (TSS) REMOVAL FOR THE ENTIRE POST-DEVELOPMENT RUNOFF VOLUME FOR THE RUNOFF GENERATED FROM THE FIRST 1-INCH OF RAINFALL. BMPs MUST BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE N.C. DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES (NCDENR) BEST MANAGEMENT PRACTICES MANUAL, APRIL 1999, SECTION 4.0 (DESIGN STANDARDS SHALL BE MET ACCORDING TO THE CITY OF CHARLOTTE BEST MANAGEMENT PRACTICES MANUAL, WHEN AVAILABLE). USE OF LOW IMPACT DEVELOPMENT (LID)

VOLUME AND PEAK CONTROL:
FOR PROJECTS WITH DEFINED WATERSHEDS GREATER THAN 24% BUILT-UPON AREA,
CONTROL THE ENTIRE VOLUME FOR THE 1-YEAR, 24-HOUR STORM, RUNOFF VOLUME DRAW DOWN TIME SHALL BE A MINIMUM OF 24 HOURS, BUT NOT MORE THAN 120

FOR RESIDENTIAL PROJECTS WITH GREATER THAN 24% BUA, CONTROL THE PEAK TO 6-HOUR STORM OR PERFORM A DOWNSTREAM ANALYSIS TO DETERMINE WHETHER PEAK CONTROL IS NEEDED, AND IF SO, FOR WHAT LEVEL OF STORM FREQUENCY. 21. IF THE PROPOSED TOWN HOMES ARE DEVELOPED AS SINGLE FAMILY ATTACHED UNITS (FEE SIMPLE CONVEYANCE), THEN A MINIMUM OF 400 SF SHALL BE

NEIGHBORHOOD STREETS WITH A 45' R/W. HOWEVER, IN THE EVENT THAT THE INNOVATIVE SETBACK STANDARD OF 14 FEET AS MEASURED FROM THE BACK OF CURB IS UTILIZED. THEN AN 8 FOOT PLANTING STRIP FOLLOWED BY A 6 FOOT

23. THE REAR LOT LINE FOR ALL UNITS SERVICED BY AN ALLEY, SHALL BE THE INTERIOR EDGE OF THE PAVEMENT OF THE ALLEY.

24. THE ALLEY WAY CONNECTIONS TO THE PROPOSED PUBLIC STREETS SHALL BE CONSTRUCTED AS TYPE II MODIFIED DRIVEWAYS WITH A RADIUS EQUAL TO THE WIDTH OF THE SIDEWALK AND PLANTING STRIP.

OF ARCHITECTURAL DESIGN AND THEME WHICH MAY BE UTILIZED FOR THE PROPOSED HOUSING. OTHER ARCHITECTURAL STYLES/DETAILS WHICH REFLECT VARIOUS TRADITIONAL TYPES OF ARCHITECTURE MAY ALSO BE USED. VINYL SIDING SHALL BE PROHIBITED AS A BUILDING MATERIAL, BUT THE FOLLOWING MATERIALS MAY BE USED: BRICK, STUCCO, AND/OR MANUFACTURED STONE, NATURAL STONE,

AND/OR PLANK, NATURAL WOOD OR MANUFACTURED SIDING. THE PETITIONER ACKNOWLEDGES THAT OTHER STANDARD DEVELOPMENT APPROPRIATE DESIGN MANUALS WILL EXIST. THOSE CRITERIA (FOR EXAMPLE, THOSE THAT REQUIRE BUFFERS, REGULATE STREETS, SIDEWALKS TREES, STORM WATER, AND SITE DEVELOPMENT, ETC.), WILL APPLY TO THE DEVELOPMENT SITE. THIS NCLUDES CHAPTERS 6, 9, 12, 17, 18, 19, 20, AND 21 OF THE CITY CODE. CONDITIONS SET FORTH IN THIS PETITION ARE SUPPLEMENTAL REQUIREMENTS IMPOSED ON THE DEVELOPMENT IN ADDITION TO OTHER STANDARDS. WHERE

APPROACHES IN EXISTENCE OR EXISTING REQUIREMENTS SHALL APPLY." ANY JURISDICTIONAL WETLANDS OR STREAMS, IF PRESENT, NEED TO BE PROTECTED OR PROPER ENVIRONMENTAL PERMITS OBTAINED PRIOR TO THEIR DISTURBANCE. FOR 401 PERMITS CONTACT NC DEHNR. FOR 404 PERMITS CONTACT THE ARMY CORPS

28. DURING THE CONSTRUCTION OF THE PROPOSED DEVELOPMENT, IT IS ANTICIPATED (BUT NOT REQUIRED) THAT THE CONSTRUCTION WILL OCCUR IN PHASES COMMENCING WITH THE AREAS ALONG AND NEAR SOUTH TRYON STREET AND EXTENDING INTERNALLY IN A PROGRESSIVE PATTERN TO THE REAR OF THE SITE ADJACENT TO CULLODEN MORE COURT. CONSTRUCTION TRAFFIC WILL UTILIZE ACCESS POINTS FROM SOUTH TRYON STREET UNTIL SUCH TIME AS THE PUBLIC STREET CUL-DE-SAC IS CONSTRUCTED TO CONNECT TO CULLODEN MORE COURT, AT WHICH TIME CONSTRUCTION TRAFFIC MAY UTILIZE THIS ACCESS POINT AS A

COMMON OPEN SPACE AREA #2 THAT WILL CONNECT FROM THE COUNTY GREENWAY TO CULLODEN MORE COURT. THE PRECISE ALIGNMENT OF THIS EASEMENT TO BE

O. AT THE DISCRETION OF THE PETITIONER/DEVELOPER, ALLEY #5 MAY BE EXTENDED TO INTERSECT WITH CULLODEN MORE COURT,

11. AT THE DISCRETION OF THE PETITIONER/DEVELOPER, THE FRONT SETBACK LINE

DEPENDENT UPON FINAL ARCHITECTURAL DESIGN, SITE CONSTRAINTS, ETC. , THE INTERNAL PUBLIC SIDEWALKS SHALL BE DESIGNED TO CROSS THE TOP OF THE

TYPE II MODIFIED DRIVEWAYS PER CMLDS.

, ADEQUATE SIGHT TRIANGLES SHALL BE RESERVED AT THE EXISITING/PROPOSED STREET INTERSECTION(S). TWO 35'x35' AND TWO 10'x70' SIGHT TRIANGLES ON

. THE PETITIONER/DEVELOPER WILL PRESERVE/MAINTAIN THE EXISTING HISTORICAL MARKER LOCATED AT THE EDGE OF SOUTH TRYON STREET. DEPENDENT UPON FINAL DESIGN AND CONSTRUCTION PLANS, THE MARKER MAY REMAIN IN ITS PRESENT LOCATION OR BE RELOCATED TO A NEW, CONVENIENT LOCATION ALONG THE

ILLUSTRATIVE REZONING

HORIZ: 1" = 50'

Y6021.00 JOB NO.