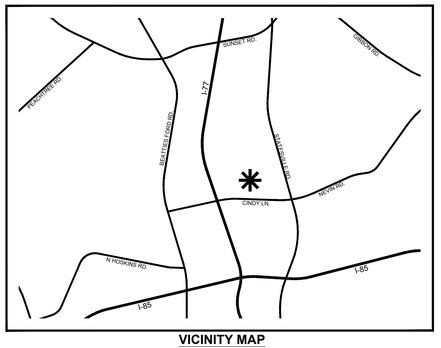


VICINITY MAP

NTS

SITE DEVELOPMENT DATA

ACREAGE: ± 65.30 AC

TAX PARCEL #S: 041-156-04, 041-156-02, 041-141-01, 041-131-93, 041-153-01

EXISTING ZONING: UR-2(CD) & R-4

PROPOSED ZONING: UR-2(CD) SPA & UR-2(CD)

EXISTING USES: SINGLE FAMILY RESIDENTIAL, VACANT

PROPOSED USES: MULTI-FAMILY TOWNHOUSES, SINGLE FAMILY RESIDENTIAL

1	N/F DONNA JOHNSON-MCNEIL DB 29735 PG 438 Parcel: 04113236 Mecklenburg Co. Registry	13	N/F 2015-3 IH2 BORROWER LP C/O INVITATION HOMES DB 30095 PG 796 Parcel: 04113223 Mecklenburg Co. Registry	25	N/F WILLIAM A. & TERESA M. BELLAMY DB 17950 PG 141 Parcel: 04113211 Mecklenburg Co. Registry	7	N/F DORIS WILSON DB 19663 PG 639 Parcel: 04113230 Mecklenburg Co. Registry	19	N/F TEISHA L. MILLER DB 23986 PG 876 Parcel: 04113217 Mecklenburg Co. Registry	31	N/F DEVONYA MICHELLE DAVIS DB 21182 PG 142 Parcel: 04113205 Mecklenburg Co. Registry
2	N/F CASEY MCCOY & JOEL CAMPBELL DB 30120 PG 99 Parcel: 04113235 Mecklenburg Co. Registry	14	N/F HEATHER C. BURNS DB 16433 PG 197 Parcel: 04113222 Mecklenburg Co. Registry	26	N/F JACKIE G. KNUCKLES DB 18595 PG 771 Parcel: 04113210 Mecklenburg Co. Registry	8	N/F ALFONSO BELTRAN DB 18421 PG 620 Parcel: 04113229 Mecklenburg Co. Registry	20	N/F CARMA C. BENNETT DB 18162 PG 918 Parcel: 04113216 Mecklenburg Co. Registry	32	N/F CECELIA STITH CURTIS DB 30840 PG 690 Parcel: 04113204 Mecklenburg Co. Registry
3	N/F REGINALD EUGENE DOUGLAS DB 30846 PG 883 Parcel: 04113234 Mecklenburg Co. Registry	15	N/F LASHON P. ROSS DB 15535 PG 770 Parcel: 04113221 Mecklenburg Co. Registry	27	N/F JOHNEVA V. LEA DB 16603 PG 290 Parcel: 04113209 Mecklenburg Co. Registry	9	N/F DESIDERIO RAMIREZ VASQUEZ & LUZ ELENA SOTO DB 15641 PG 280 Parcel: 04113227 Mecklenburg Co. Registry	21	N/F KAREN ELIZABETH & OTONIEL SOLARES ORTIZ DB 19375 PG 907 Parcel: 04113215 Mecklenburg Co. Registry	33	N/F JOEROTHA LAFAYETTE DB 25183 PG 1 Parcel: 04113203 Mecklenburg Co. Registry
4	N/F TRACY A. WORTHEY DB 21223 PG 344 Parcel: 04113233 Mecklenburg Co. Registry	16	N/F TOMAS & ROSA ELBA TINEO DB 29814 PG 281 Parcel: 04113220 Mecklenburg Co. Registry	28	N/F KYLE LORENZO CUNNINGHAM DB 29791 PG 522 Parcel: 04113208 Mecklenburg Co. Registry	10	N/F MIJE I. & CHUBA NWANGWU DB 24260 PG 780 Parcel: 04113226 Mecklenburg Co. Registry	22	N/F ARTHUR S. GENTILE, JR. & TRACY T. GENTILE DB 17265 PG 525 Parcel: 04113214 Mecklenburg Co. Registry	34	N/F PERNICE S. MEANS DB 17450 PG 286 Parcel: 04113202 Mecklenburg Co. Registry
5	N/F RONG SU DB 30373 PG 295 Parcel: 04113232 Mecklenburg Co. Registry	17	N/F LATONDA MONTGOMERY DB 19548 PG 317 Parcel: 04113219 Mecklenburg Co. Registry	29	N/F TA-MIA G. BROWN DB 16383 PG 86 Parcel: 04113207 Mecklenburg Co. Registry	11	N/F 2014-1 IH BORROWER LP C/O INVITATION HOMES DB 29217 PG 507 Parcel: 04113225 Mecklenburg Co. Registry	23	N/F THOMAS E. & CHRISTINE COXE GASQUE DB 27886 PG 79 Parcel: 04113213 Mecklenburg Co. Registry	35	N/F JOYCE CRAWFORD DB 19930 PG 126 Parcel: 04113201 Mecklenburg Co. Registry
6	N/F LEON L. NICKS DB 19875 PG 62 Parcel: 04113231 Mecklenburg Co. Registry	18	N/F AQUILA T. MAHATHA DB 25273 PG 438 Parcel: 04113218 Mecklenburg Co. Registry	30	N/F GEORGE BRIDGERS DB 26899 PG 809 Parcel: 04113206 Mecklenburg Co. Registry	12	N/F KIMBERLY HODGES DB 15508 PG 586 Parcel: 04113224 Mecklenburg Co. Registry	24	N/F TAMMY A. BROWN DB 28328 PG 316 Parcel: 04113212 Mecklenburg Co. Registry		

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

KEY MAP

SEAL

NOT FOR CONSTRUCTION

PROJECT

DILLON LAKE REZONING

PEITION No. 2018-015
CHARLOTTE, NC

LANDDESIGN PROJ.# 1017368

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE

DESIGNED BY: KST
DRAWN BY: JRY
CHECKED BY: KST

SCALE

VERT: NA
HORZ: 1"=100'
0 50' 100' 200'

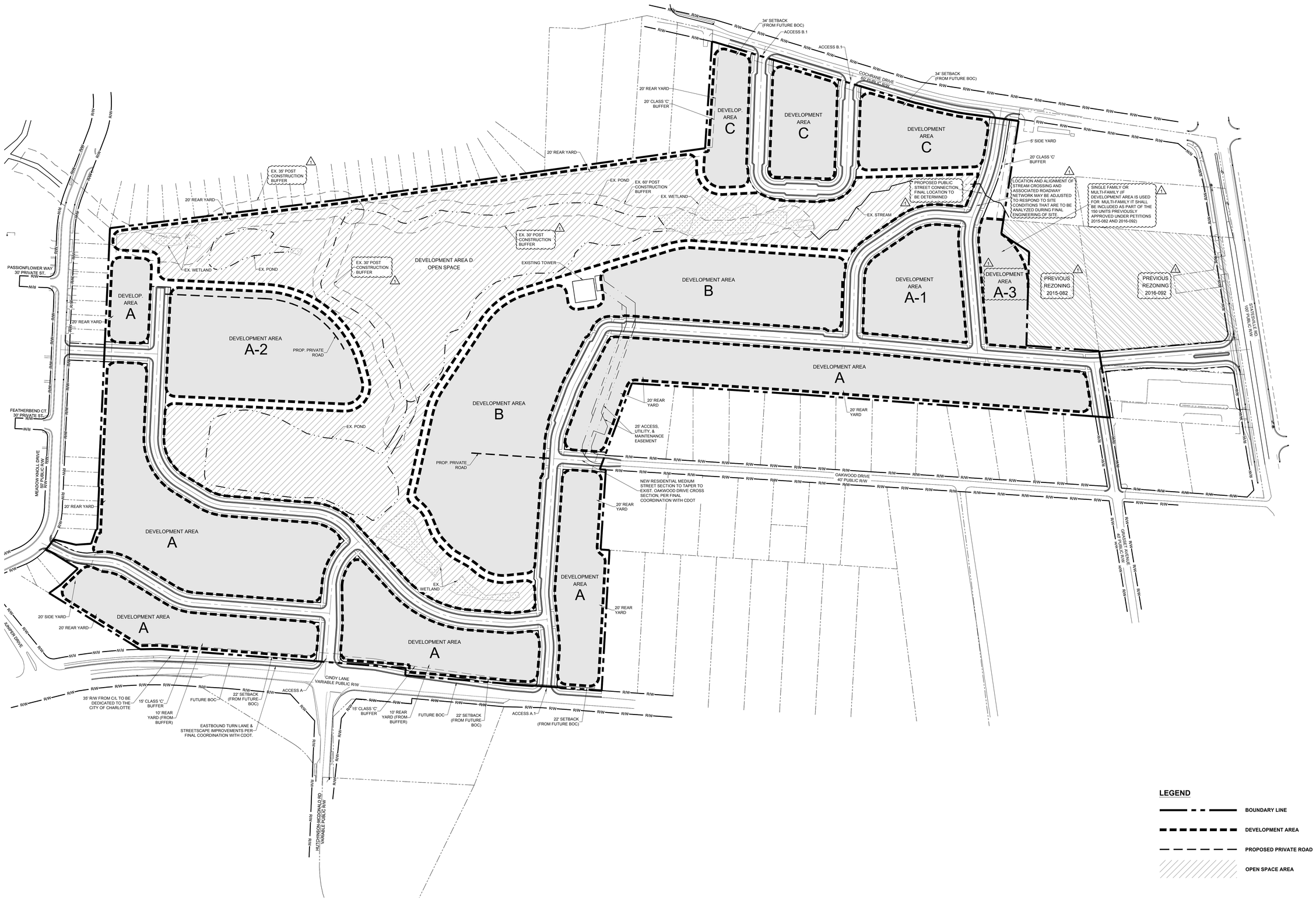
NORTH

SHEET TITLE

TECHNICAL DATA SHEET

SHEET NUMBER

RZ-1



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SCALE
VERT: NA
HORZ: 1"=100'
0 50' 100' 200'

NORTH

SHEET TITLE
SCHEMATIC SITE PLAN

SHEET NUMBER
RZ-2

NVR Inc.
Development Standards
03/11/18
Rezoning Petition No. 2018-015

Site Development Data:

--**Acreage:** ± 65.30 acres
--**Tax Parcel #s:** 041-131-93, 041-141-01, 041-153-01, 041-156-02(portion of) and 041-156-04
--**Existing Zoning:** UR-2(CD) and R-4
--**Proposed Zoning:** UR-2(CD) SPA & UR-2(CD)
--**Existing Uses:** Vacant, single family homes, and a cell tower.
--**Proposed Uses:** Residential uses permitted by right and under prescribed conditions, a cell tower, together with accessory uses as allowed in the UR-2 zoning district (as more specifically described and restricted below in Section 3).
--**Maximum Development:** Up to 348 residential dwellings units, a combination of single-family detached units/lots, attached dwelling units plus a portion of the 150 multi-family residential dwelling units approved as part of Rezoning Petition No. 2016-092 for Development Area B-2, (limited to Development Area A-3, number of units allowed based on number of multi-family units approved as part of Rezoning Petition No. 2016-092 for Development Area B-1 and B-2), and a cell tower, subject to the limitations described below.
--**Maximum Building Height:** Building height on the Site will be limited to three (3) stories except for Development Area A-3 which may have a multi-family building with up to four (4) stories. Building height will be measured as defined by the Ordinance.
--**Parking:** As required by the Ordinance for the UR-2 zoning district.

1. General Provisions:

a. **Site Location**. These Development Standards, the Technical Data Sheet and Schematic Site Plan, and related graphics form the Rezoning Plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by NVR, Inc. ("Petitioner") to accommodate development of residential community (e.g. a mix of single-family detached units, attached dwelling units and multi-family dwelling units) on an approximately 65.30 acre site located off Cindy Lane and Statesville Road in Charlotte (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 (the "Ordinance"). Unless the Rezoning Plan establishes more stringent standards, the regulations established under the Ordinance for the UR-2 zoning classification shall govern all development taking place on the Site.

c. **Graphics and Alterations**. The schematic depictions of the uses, parking areas, sidewalks, structures and buildings, building elevations, driveways, streets 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 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. minor and don't materially change the overall design intent depicted on the Rezoning Plan.

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 6.207 of the Ordinance; in each instance, however, subject to the Petitioner's appeal rights set forth in the Ordinance.

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

a. The Rezoning Plan sets forth seven (7) development areas as generally depicted on the Technical Data Sheet as Development Areas A, A-1, A-2, A-3, B, C and D (each a "Development Area" and collectively the "Development Areas"). The Development Areas may be developed with a variety of residential dwelling types, and a cell tower as allowed in the UR-2 zoning district and further restricted below in Section b.

b. Up to 348 residential dwelling units may be constructed on the Site plus a portion of the 150 multi-family residential dwelling units approved as part of Rezoning Petition No. 2016-092 for Development Area B-2, as well as a cell tower. The following restrictions will apply to the allowed residential dwelling units:

i. Development Areas A, A-1, A-2, and A-3 may be developed with up to 168 detached dwelling units (single family detached units/lots).

ii. Development Areas B and C may be developed with up to 180 one-family attached dwelling units (townhomes for sale) or single-family detached dwelling units.

iii. Development Area A-3 may be developed with any of the following residential dwelling unit types, detached dwelling units, or multi-family residential dwelling units. The number of multi-family residential dwellings units will be limited to a portion of the 150 multi-family residential dwelling units approved by Rezoning Petition No. 2016-092 for Development Area B-2. The number of detached dwelling units will be a portion of the allowed 168 units subject to the transfer rights listed below.

c. The Petitioner may transfer up to 25 dwelling units between the Development Areas as long as the total number of dwelling units does not exceed 348 residential dwelling units in the aggregate, and any units transferred to Development Area A, A-1 and A-2 must be developed as single-family detached dwelling units.

d. Development Area D shall be devoted to park areas, recreation areas, tree save, natural areas, lakes, open space, water quality and detention, a cell tower, amenity buildings/structures and similar uses.

3. Transportation Improvements and Access:

I. Proposed Improvements.

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 to benefit overall traffic patterns throughout the area in accordance with the following implementation provisions:

The following Transportation Improvements are also illustrated on Figure INT#1&2 on Sheet RZ-02 of the Rezoning Plan. The figure on Sheet RZ-02 is to be used in conjunction with the following notes to determine the extent of the proposed improvements (reference to a number or letter when describing an improvement corresponds to the number or letter found on figure INT#1&2 for the proposed improvement).

a. Statesville Road & Cochrane Drive/Arvin Drive.
i. Install a crosswalk on the Cochrane Drive leg of the intersection.
b. Cindy Lane & Hutchinson McDonald Road/Proposed Access "A".
i. Construct an eastbound left turn lane on Cindy Lane with 150 feet of storage and appropriate bay and thru lane tapers.
ii. Construct a westbound left lane on Cindy Lane with 100 feet of storage and appropriate bay and thru lane tapers (de-facto left turn lane for the eastbound left turn lane).
iii. Construct a westbound right turn lane on Cindy Lane with 100 feet of storage and an appropriate bay taper.
iv. Construct proposed Access "A" with one entering lane and two exit lanes (a lane that terminates as a left turn lane and a combined thru-right lane with 100 feet of storage and appropriate bay taper).
v. Modify (pavement re-mark) the leg of Hutchinson McDonald Road to include a northbound left turn lane with 100 feet of storage and appropriate bay taper and a combined thru-right turn lane (to mirror the southbound left turn lane on Proposed Access "A"). This improvement should not require any roadway widening (wide pavement throat at Cindy Lane), however, the existing median on Hutchinson McDonald Road at Cindy Lane may need to be removed.
vi. Install a crosswalk on the proposed Access "A" leg of the intersection.
c. Beatties Ford Road & Cindy Lane/Griers Grove Road (signalized).
i. Install a cross walk with pedestrian signal heads and pushbuttons on the north side of the intersection.
d. Cochrane Drive & Proposed Access "B" & B.1.
i. Install a pedestrian crosswalks on the Proposed Access "B" "B.1" leg of the intersections.

II. Standards, Phasing and Other Provisions.

a. CDOT Standards. All of the foregoing public roadway improvements will be subject to the standards and criteria of CDOT and/or NCDOT, as applicable (as it relates to the roadway improvements within their applicable 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 north Charlotte area, by way of a private/public partnership effort or other public sector project support.

b. Substantial Completion. Reference to improvements as set forth in the provisions of Section 3.I above shall mean completion of the roadway improvements in accordance with the standards set forth in Section 3.II.a 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 related development phasing, then CDOT 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.

c. 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 CDOT, the City of Charlotte Engineering Division or other applicable agency, department or governmental body 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 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.

d. 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, CDOT and/or NCDOT, as applicable, 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.

e. Right-of-Way Dedication. 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. The permanent sidewalk easement will be located a minimum of two (2) feet behind the sidewalk where feasible.

III. Access, and Pedestrian Circulation.

a. Access to the Site will be from Cindy Lane, Cochrane Drive, Oakwood Drive, Meadow Knoll Drive, Grassest Avenue, and Statesville Road via a future public street to be constructed by others.

b. Individual driveway connections to Cindy Lane will not be allowed.

c. The number and location of access points to the internal public streets, other than the access locations indicated above, will be determined during the building permit process and thereafter additional or fewer driveways may be installed or removed with approval from appropriate governmental authorities subject to applicable statutes, ordinances and regulations.

e. The public streets generally depicted on the Technical Data Sheet will be designed to meet a public street cross-section as defined in City of Charlotte Subdivision Ordinance. The determination of which street cross-section will be used will be determined during the subdivision review process.

f. The new streets constructed on the Site will be a combination of Public Streets and Private Streets.

g. Due to the limited area of the Site that provides the Site access to Meadow Knoll Drive, the connection to Meadow Knoll Drive will be designed per the cross-section shown on Sheet RZ-02.

h. The alignment of the proposed internal roadway network may be modified to accommodate wetland areas or other environmentally sensitive areas, and to consolidate Development Areas. The changes to the internal roadway network must comply with the requirements of Subdivision regulations. The alignment of driveways may be modified by the Petitioner to accommodate changes in traffic patterns, parking layouts and any adjustments required for approval by CDOT in accordance with published standards.

4. Architectural Standards and Parking Location Restrictions:

a. The principal buildings used for multi-family residential uses constructed on the Site 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, cementatious siding (such as hardy-plank), EIFS or wood. Vinyl as a building material will not be allowed except on windows, soffits and on handrails/railings.

b. Buildings along Cindy Lane will be designed to have the front, side or the rear of the buildings oriented toward Cindy Lane. If a the rear of the units/lots are oriented toward Cindy Lane a 15 foot Class C Buffer will be provided between the back of the sidewalk and the rear property line (the buffer will be located in a common open space area). The required rear yard will be measured from the buffer.

c. A 22 foot setback as measured from the future back of curb will be provided along Cindy Lane, for units/lots that front on Cindy Lane or have side lot orientation. The location of the future back of curb to be determined during the subdivision approval process as part of the approval of the proposed roadway improvements along Cindy Lane.

d. A 20 foot side/rear yard will be provided adjacent to tax parcel #'s 141-131-61, 62, and 64 as generally depicted on the Rezoning Plan.

e. A 20 foot Class C Buffer will be provided where the Site abuts tax parcel # 041-156-03 as generally depicted on the Rezoning Plan. This buffer may be eliminated if the adjoining parcel is developed with residential uses.

f. A 34 foot setback as measured form the future back of curb will be provided along Cochrane Drive.

g. Where the Site abuts existing single-family homes a minimum of a 20 foot rear yard will be provided as generally depicted on the rezoning plan.

h. A 20 foot Class C Buffer will be provided between Development Area C and tax parcel # 041-156-11 as generally depicted on the Rezoning Plan.

5. Attached Dwelling Unit (Townhome) Design Guidelines.

a. To provide privacy, all residential entrances within 15 feet of the sidewalk must be raised from the average sidewalk grade a minimum of 12 to 24 inches.

b. 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.

c. Usable porches or stoops shall form a predominant feature of the building design and be located on the front or side of the building. Usable front porches should be covered and be at least 6 feet deep. Stoops and entry-level porches may be covered but should not be enclosed.

d. All corner/end units that face a public or private street should have a porch or stoop that wraps a portion of the front and side of the unit or provide blank wall provisions that limit the maximum blank wall expanse to 10 feet on all building levels.

e. Garage doors visible from public 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.

f. Walkways should be provided to connect all residential entrances to sidewalks along public and private streets.

g. Townhouse buildings should be limited to 5 individual units or fewer. The number of individual units per building should be varied in adjacent buildings.

h. No front loaded attached dwelling units will be allowed along network required public streets.

6. Sidewalks, Streetscape & Buffers:

a. Along Cochrane Drive an eight (8) foot planting strip and a six (6) foot sidewalk will be provided. The streetscape treatments along the Site's interior streets will be in accordance with the Subdivision Regulations.

b. Along Cindy Lane a 12 foot multi-use path and an eight (8) planting strip will be provided.

7. Environmental Features:

a. The Petitioner shall comply with the Charlotte City Council approved and adopted Post Construction Controls Ordinance. 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.

b. Trees located in the City of Charlotte public street right-of-way are protected by the Tree Ordinance; Landscape Management must be contacted before any disturbance or removal of trees in the public street right-of-way occurs.

8. Open Space Areas:

a. The Petitioner will provide a series of passive and active open space areas throughout the Site as generally depicted on the Rezoning Plan (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 approval process). The proposed open space areas will be improved with trails, landscaping, seating areas, and structures appropriate to the proposed open space area. The existing ponds on the Site will be preserved. The existing ponds to be used to meet PCSO storm water requirements.

9. Lighting:

a. Detached lighting on the Site, except street lights located along public streets, will be limited to 21 feet in height.

10. CATS Passenger Waiting Pads Along Cindy Lane:

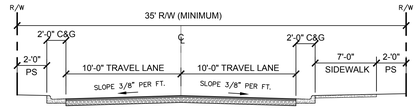
a. The Petitioner will construct a passenger waiting pad along the Site's frontage on Cindy Lane per CLDSM Standard Detail 60.01D. If the location of the waiting pad along the Site's frontage falls outside of the right-of-way a permanent easement will be provided. The Petitioner will also construct a passenger waiting pad, per CLDSM Standard Detail 60.01D, along the southern edge of Cindy Lane (an eastbound stop) if sufficient right-of-way exists along Cindy Lane.

11. Amendments to the Rezoning Plan:

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 portion of the Site affected by such amendment in accordance with the provisions herein and of Chapter 6 of the Ordinance.

12. 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.
b.
c.



PROPOSED MODIFIED FUTURE PUBLIC RIGHT OF WAY AT PROPOSED CONNECTION TO MEADOW KNOLL DRIVE
N.T.S.

CROSS SECTION NOTES
1. SIDEWALK TO BE CONSTRUCTED ON ONLY ONE SIDE OF THE STREET. THE SIDE AS TO WHICH THE SIDEWALK IS TO BE CONSTRUCTED WILL BE DETERMINED DURING FINAL DESIGN.
2. THE PROPOSED PLANTING STRIPS WILL BE VARIABLE IN WIDTH.
3. THE PROPOSED SIDEWALK WILL BE ALLOWED TO BE CONSTRUCTED AT BACK OF CURB IF AND/OR WHEN TOPOGRAPHY DOES NOT ALLOW FOR GRADING TO TIE OFF PRIOR TO THE PROPOSED RIGHT OF WAY LINES/ EXISTING PROPERTY LINES.
4. THE REFERENCED CROSS SECTION IN THIS REZONING WILL TRANSITION TO A STANDARD CROSS SECTION IF AND/ OR WHEN HORIZONTAL DIMENSION WILL ALLOW.

INT 2 - CONCEPT UR-2 (CD) STREET CONNECTION SECTION

NTS

INT 1 - PROPOSED TRAFFIC IMPROVEMENTS

NTS

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REVISION / ISSUANCE

NO.	DESCRIPTION	DATE

DESIGNED BY:
DRAWN BY:
CHECKED BY:

SCALE
VERT: NA
HORZ: N/A

NORTH

SHEET TITLE
DEVELOPMENT STANDARDS

SHEET NUMBER
RZ-3