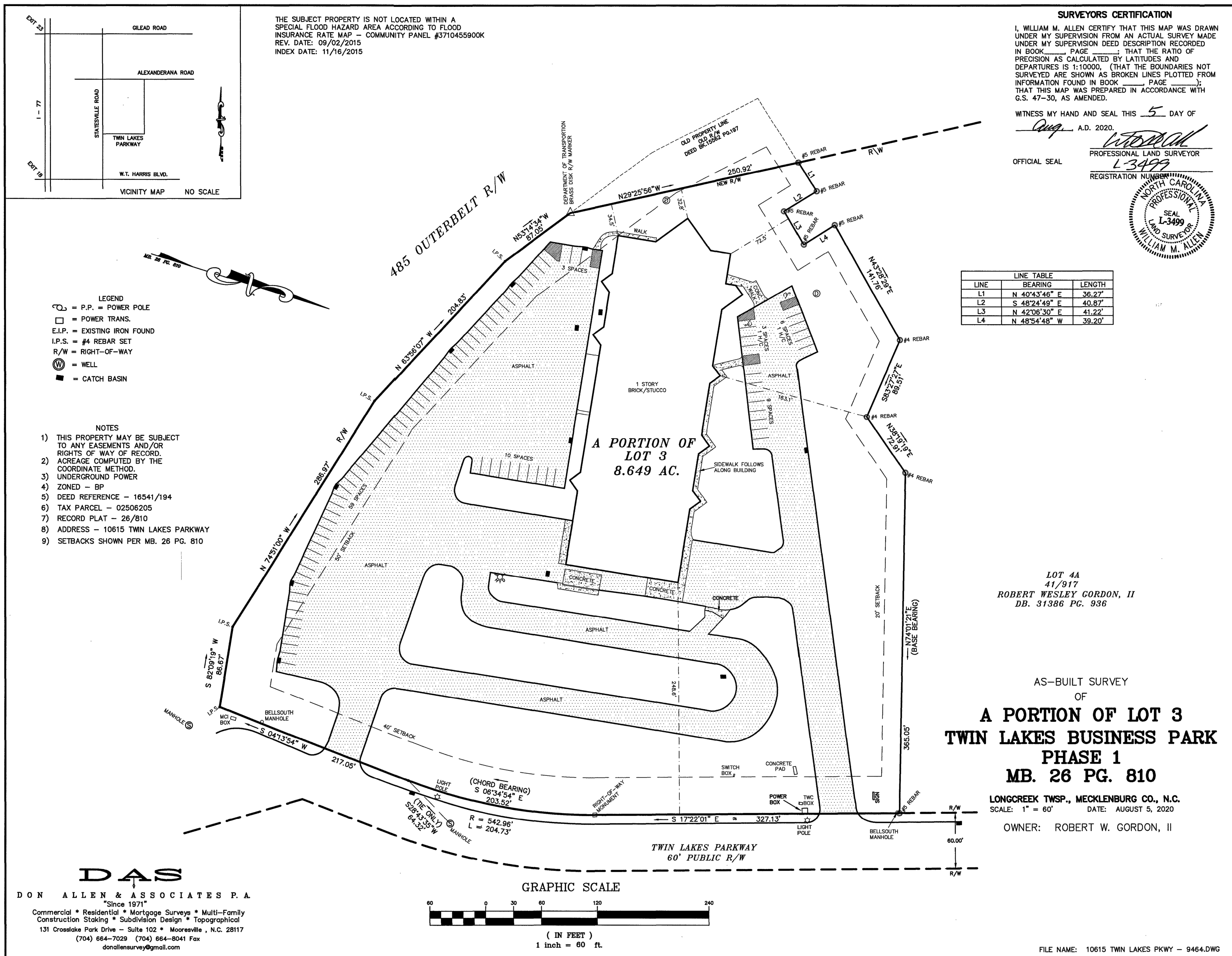




RZP-2022-215

Approved: 04/17/2023



FOR REFERENCE ONLY

Kimley»Horn

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200 SOUTH TRYON ST, SUITE 200, CHARLOTTE, NC 28202
PHONE: 704-333-5131

**NOT FOR
CONSTRUCTION**

KH PROJECT	DATE
016051000	01/30/2022
SCALE	AS SHOWN
DESIGNED BY	
DRAWN BY	
CHECKED BY	

EXISTING CONDITIONS

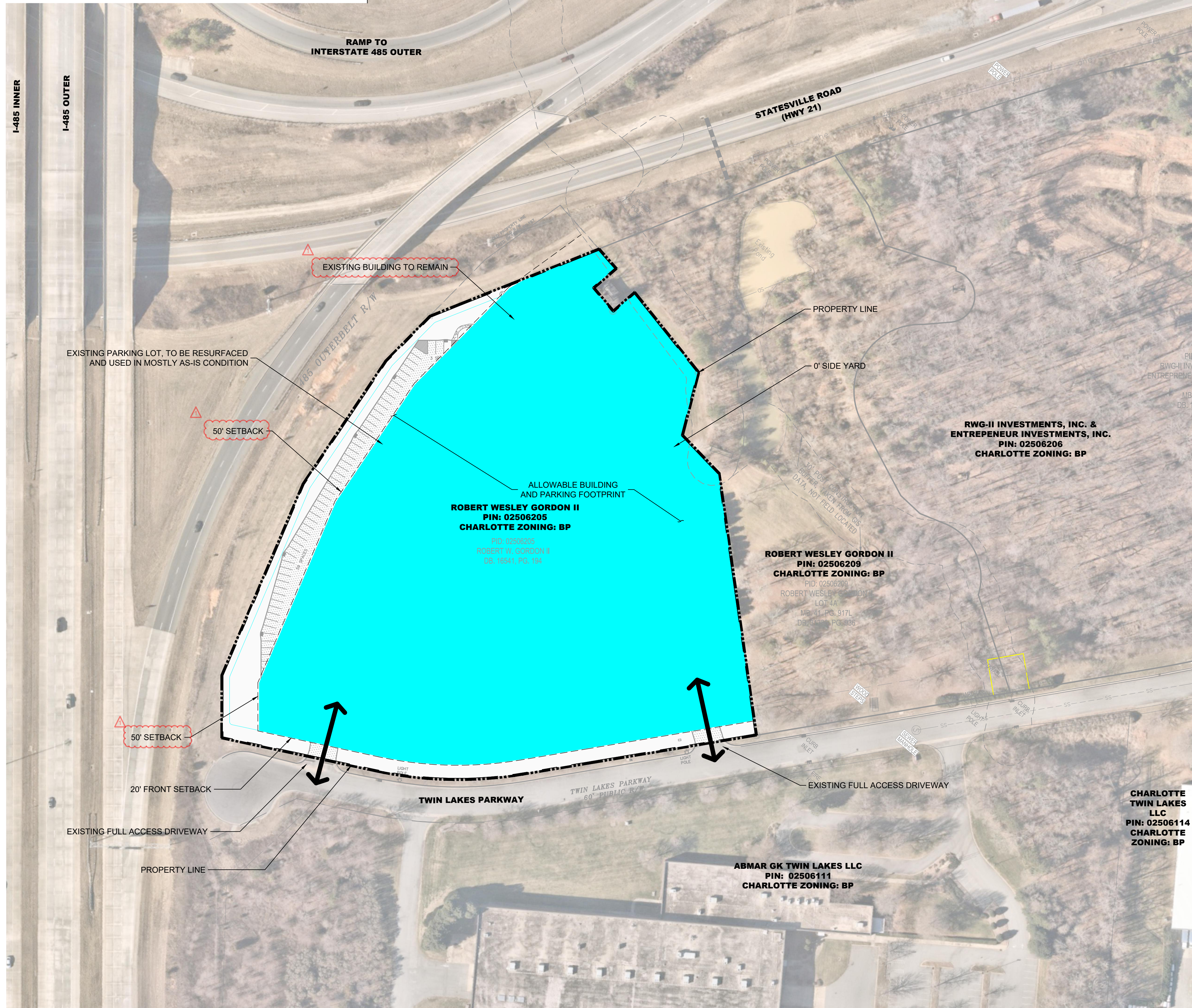
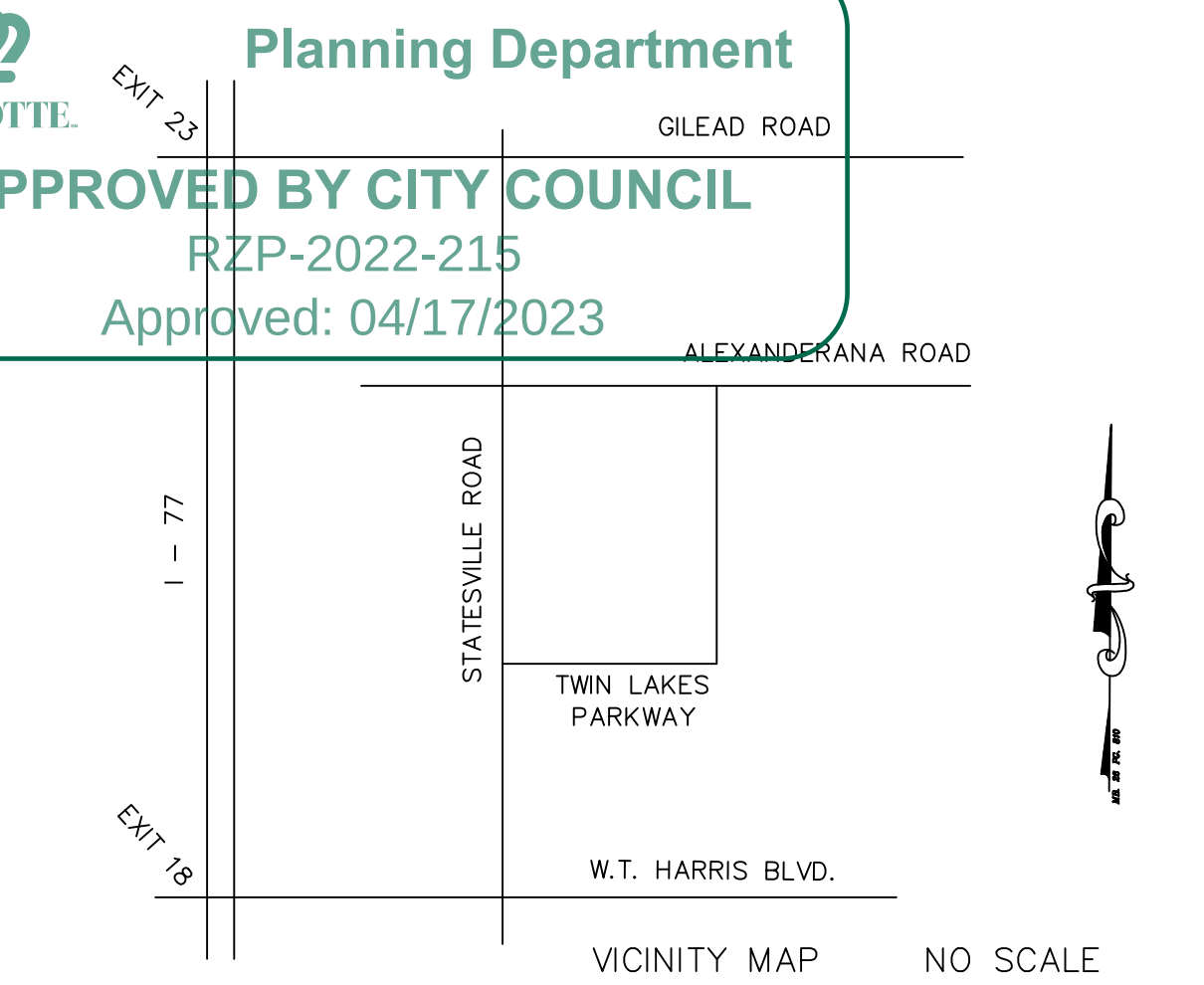
10615 TWIN LAKES PARKWAY
REZONING
PREPARED FOR
SHOREWOOD PROPERTY GROUP
LOTTE
NORTH CAROLINA

SHEET NUMBER
RZ-00

PER CITY COMMENTS	2/13/2023	RBD
REVISIONS	DATE	BY



Know what's below.
Call before you dig.



SITE DEVELOPMENT DATA:

- ACREAGE: ± 8.65 ACRES
- TAX PARCEL #S: 025-062-05
- EXISTING ZONING: BP
- PROPOSED ZONING: I-1 (CD)
- PROPOSED USES: COMMERCIAL
- PROPOSED USES: AUTO SALES, REPAIRS, AND OFFICE USES AS PERMITTED BY RIGHT AND UNDER PRESCRIBED CONDITIONS, TOGETHER WITH ACCESSORY USES
- ALL AS ALLOWED IN THE I-1 ZONING DISTRICT (AS MORE SPECIFICALLY DESCRIBED AND RESTRICTED IN THE DEVELOPMENT STANDARDS BELOW).
- MAXIMUM GROUND FLOOR DEVELOPMENT: UP TO 65,000 SQ. ARE FEET OF GROUND FLOOR AREA
- MAXIMUM BUILDING HEIGHT: HEIGHT AS PERMITTED BY ORDINANCE AND WILL BE MEASURED AS DEFINED BY THE ORDINANCE.
- PARKING: AS REQUIRED BY THE ORDINANCE FOR THE PROPOSED USES.

1. GENERAL PROVISIONS:

a. SITE LOCATION. THESE DEVELOPMENT STANDARDS, SCHEMATIC SITE PLAN AND OTHER GRAPHICS SET FORTH ON SHEET RZ-1 FORM THIS REZONING PLAN (COLLECTIVELY REFERRED TO AS THE "REZONING PLAN") ASSOCIATED WITH THE REZONING PETITION FILED BY SHOREWOOD DEVELOPMENT GROUP, INC. ("PETITIONER") TO ACCOMMODATE THE DEVELOPMENT OF INDUSTRIAL USES ON AN APPROXIMATELY 8.65 ACRE SITE LOCATED ALONG TWIN LAKES PARKWAY ("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 I-1 ZONING CLASSIFICATION SHALL GOVERN ALL DEVELOPMENT ON THE SITE.

c. **GRAPHICS AND ALTERATIONS.** ANY SCHEMATIC DEPICTIONS OF THE BUILDING ENVELOPES, PARKING AREAS, SIDEWALKS, 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, ANY LAYOUTS, 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 UNDONE THE DESIGN DEVELOPMENT AND CONSTRUCTION PHASES, IT IS INTENDED THAT THIS REZONING PLAN PROVIDE 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 PERMITTED 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; SUCH AS MINOR MODIFICATIONS TO THE CONFIGURATIONS OF ANY BUILDING ENVELOPE, DRIVEWAYS AND PARKING AREA DIMENSIONS AND THE LIKE AS LONG AS THE MODIFICATIONS MAINTAIN THE GENERAL BUILDING/PARKING ORIENTATION AND CHARACTER OF THE DEVELOPMENT GENERALLY 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.

e. NUMBER OF BUILDINGS PRINCIPAL AND ACCESSORY.

2. **PERMITTED USES, DEVELOPMENT AREA LIMITATIONS:**

9. THE SITE MAY BE DEVELOPED WITH UP TO 65,000 SQUARE

AND UNDER PRESCRIBED CONDITIONS TOGETHER WITH ACCESSORY USES, ALL AS ALLOWED IN THE F-1 ZONING DISTRICT. IT IS UNDERSTOOD THE EXISTING BUILDING ON THE SITE MAY REMAIN, BE EXPANDED, AND/OR NEW BUILDINGS MAY BE CONSTRUCTED ON THE SITE.

3. ACCESS AND TRANSPORTATION:

a. ACCESS TO THE SITE WILL BE FROM TWIN LAKES PARKWAY AS GENERALLY DEPICTED ON THE REZONING PLAN

b. ANY REQUIRED ROADWAY IMPROVEMENT WILL BE APPROVED AND CONSTRUCTED PRIOR TO THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY FOR THE FIRST BUILDING ON THE SITE SUBJECT TO THE PETITIONER ABILITY TO POST A BOND FOR ANY IMPROVEMENTS NOT IN PLACE AT THE TIME OF THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY.

c. THE PETITIONER SHALL DEDICATE AND CONVEY IN FEE SIMPLE ALL RIGHTS-OF-WAY, AS APPLICABLE, TO THE CITY BEFORE THE SITE'S FIRST BUILDING CERTIFICATE OF OCCUPANCY IS ISSUED. THE RIGHTS-OF-WAY SHALL BE SET AT 2' BEHIND BACK OF SIDEWALK WHERE FEASIBLE.

d. THE EXACT ALIGNMENT, DIMENSIONS AND LOCATION OF THE ACCESS POINTS TO THE SITE, THE DRIVEWAYS ON THE SITE MAY BE MODIFIED FROM THE ELEMENTS SHOWN ON THE REZONING PLAN.

e. IT IS UNDERSTOOD THAT 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.

f. ALL TRANSPORTATION IMPROVEMENTS WILL BE APPROVED AND CONSTRUCTED BEFORE THE SITE'S FIRST BUILDING CERTIFICATE OF OCCUPANCY IS ISSUED.

g. 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 NORTH WESTERN MECKLENBURG AREA, BY WAY OF A PRIVATE/PUBLIC PARTNERSHIP EFFORT OR OTHER PUBLIC SECTOR PROJECT SUPPORT.

4. STREETSCAPES, BUFFERS AND SCREENING:

a. A TWENTY (20) FOOT SETBACK SHALL BE PROVIDED AS DEFINED BY ORDINANCE FROM PUBLIC STREETS

b. THE PETITIONER SHALL CONSTRUCT AND MAINTAIN AN EIGHT (8) FOOT PLANTING STRIP AND A SIX (6) FOOT SIDEWALK ALONG THE SITE'S FRONTAGE ON TWIN LAKES PARKWAY. THE SIDEWALK SHALL BE OUTSIDE OF THE RIGHT-OF-WAY AND WITHIN A PUBLIC ACCESS EASEMENT.

c. SIDE AND REAR YARDS SHALL BE PROVIDED AS GENERALLY DEPICTED ON THE REZONING PLAN

3. ENVIRONMENTAL FEATURES:

a. THE SITE 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. DEVELOPMENT WITHIN ANY SWIMMING 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. THE EXISTING POND ON SITE MAY REQUIRE A BUFFER DEPENDING ON RESULTS OF THE DELINEATION REPORT.

c. THE SITE WILL COMPLY WITH TREE ORDINANCE. A TREE SURVEY AS REQUIRED BY THE TREE ORDINANCE WILL BE SUBMITTED WITH THE PROPOSED LAND DEVELOPMENT PLANS FOR THE SITE AS APPLICABLE.

61 EIGHTH

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.

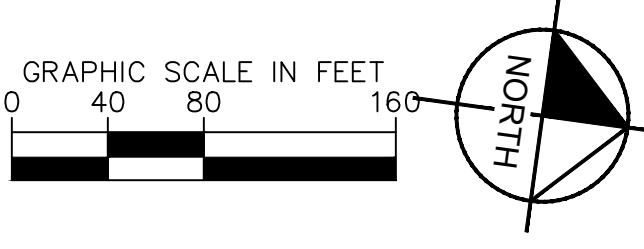
7. AMENDMENTS TO THE REZONING PLAN.

a. FUTURE AMENDMENTS TO THE REZONING PLAN (WHICH INCLUDES THESE DEVELOPMENT STANDARDS) MAY BE APPLIED FOR BY THE THEN OWNER OR OWNER(S) OF ANY OF THE APPLICABLE PARCELS WITHIN THE SITE IN ACCORDANCE WITH THE PROVISIONS HEREIN AND OF CHAPTER 6 OF THE ORDINANCE.

8 BINDING EFFECT OF THE REZONING APPLICATION:

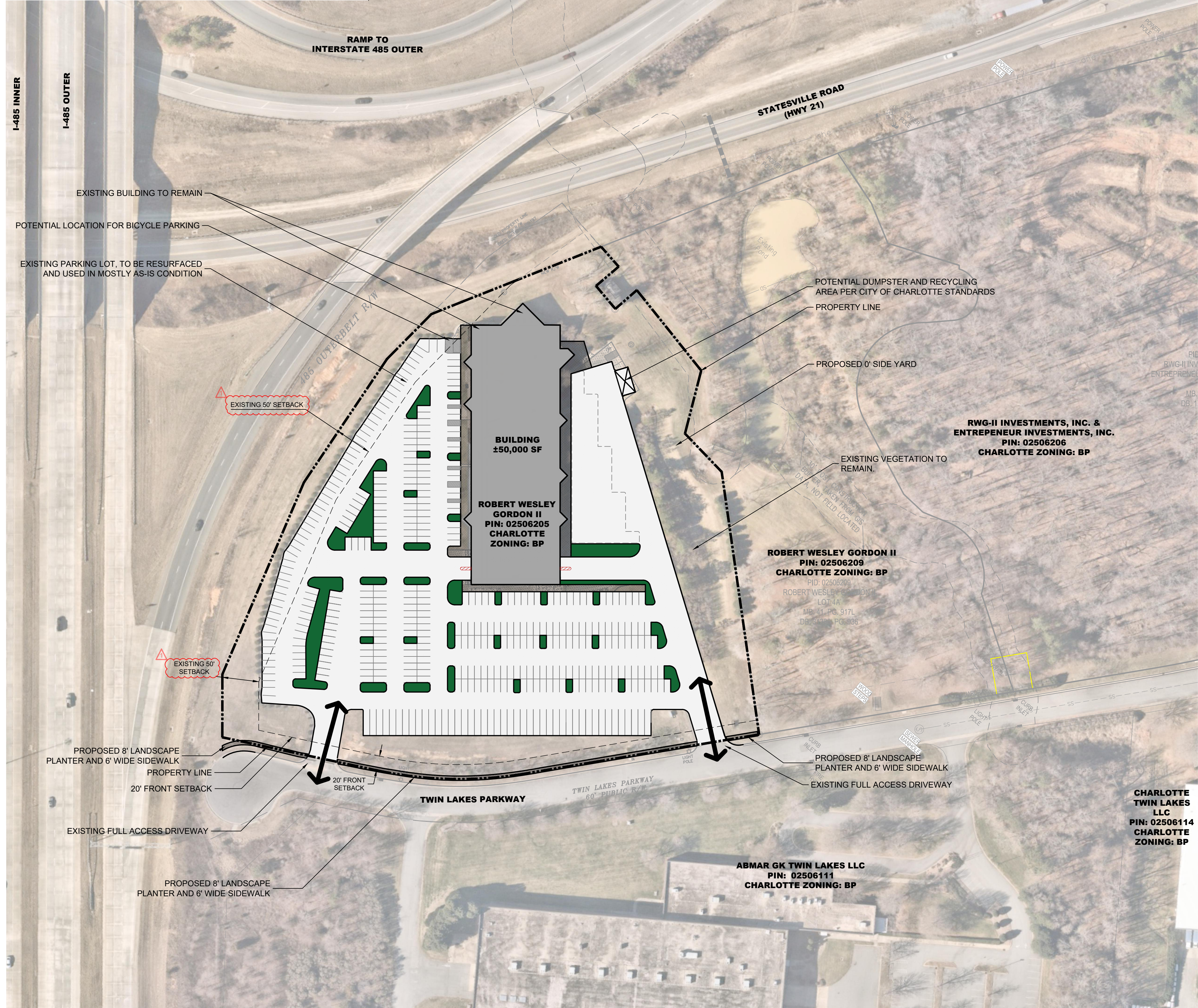
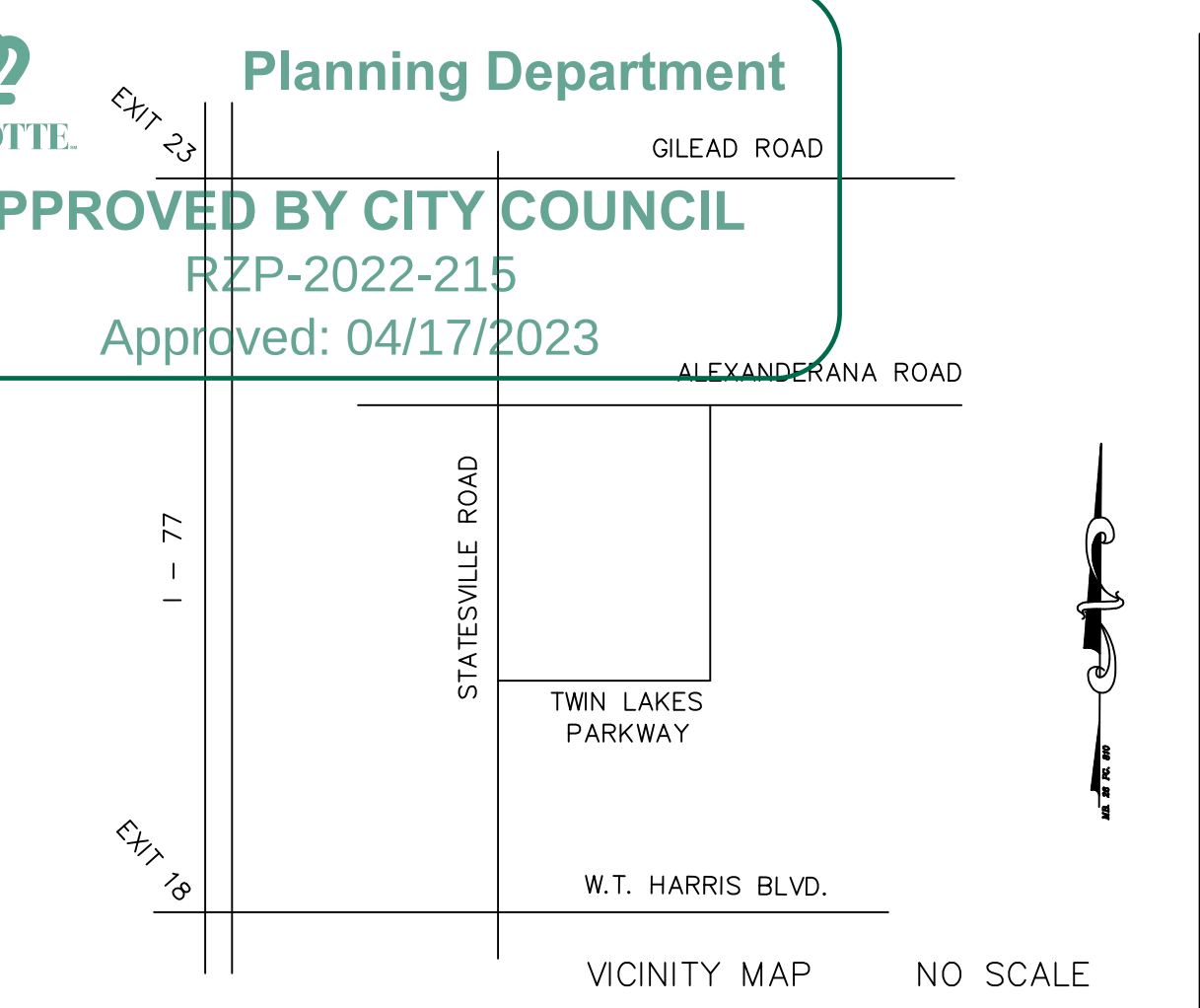
a. IF THIS REZONING PETITION IS APPROVED, ALL CONDITIONS APPLICABLE TO THE DEVELOPMENT OF THE SITE IMPOSED UNDER THE REZONING PLAN WILL UNLESS AMENDED IN THIS MANNER PROVIDED HEREIN AND IN THE ORDINANCE, BE BINDING UPON AND INURE TO THE BENEFIT OF THE PETITIONER AND SUBSEQUENT OWNERS OF THE SITE OR DEVELOPMENT AREAS, AS APPLICABLE, AND THEIR RESPECTIVE HEIRS, DEVISEES, PERSONAL REPRESENTATIVES SUCCESSORS IN INTEREST OR ASSIGNS.

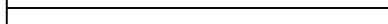
LEGEND	
	REZONING BOUNDARY
	PROPOSED SETBACK/YARD
	ALLOWABLE BUILDING AND PARKING AREA



Know what's below.
Call before you dig.

SHEET NUMBER		10615 TWIN LAKES PARKWAY REZONING		KH PROJECT 016051000		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT		KH PROJECT</	
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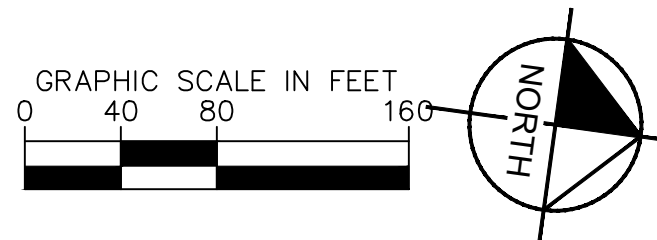
LEGEND	
	REZONING BOUNDARY
	PROPOSED SETBACK/YARD
	EXISTING BUILDING FOOTPRINT TO REMAIN.
	PROPOSED PARKING LOT RESURFACING/NEW PAVEMENT PLACEMENT.
	PROPOSED PARKING LOT PLANTER/LANDSCAPE ISLAND
	PROPOSED SIDEWALK

SITE DEVELOPMENT NOTES

1. SITE MAY BE REDEVELOPED IN ACCORDANCE WITH THE PARKING AND BUILDING ENVELOPE DEPICTED ON SHEET RZ-01
2. SITE PLAN CONFIGURATION SHOWN IS SCHEMATIC IN NATURE AND MAY CHANGE DURING SITE PLAN DESIGN AND PERTINENT
3. FIRE DEPARTMENT NOTES:
 - A. A FIRE DEPARTMENT ACCESS ROAD SHALL HAVE A MIN. 20' UNOBSTRUCTED CLEAR WIDTH AND SHALL BE LOCATED WITHIN 100' OF SUPPORTING 10,000 POUNDS
 - B. ANY FIRE DEPARTMENT ACCESS ROAD THAT EXCEEDS 150' SHALL PROVIDE AN APPROVED TURNAROUND.
 - C. THE REQUIRED FIRE TRUCK TURN RADIUS IS 30' INSIDE AND 42' OUTSIDE.
 - D. FOR NON-SPRINKLED BUILDING, FIRE DEPARTMENT MUST BE ABLE TO REACH 150' TO ALL EXTERIOR PORTION OF BUILDING.
 - E. FOR SPRINKLED BUILDINGS, FIRE DEPARTMENT MUST BE ABLE TO REACH 200' TO ALL EXTERIOR PORTION OF BUILDING.
 - F. FOR BUILDINGS THAT ARE EQUIPPED WITH A SPRINKLER SYSTEM, A FIRE DEPARTMENT CONNECTION SHALL BE LOCATED WITHIN 200' OF A FIRE HYDRANT FOR A NFPA 13 SPRINKLER SYSTEM AND 750' FOR A NFPA 13R SPRINKLER SYSTEM.
 - G. A FIRE HYDRANT SHALL BE LOCATED WITHIN 750' TO THE MOST REMOTE POINT OF THE BUILDING AS THE TRUCK TRAVELS FOR ALL BUILDINGS.

ZONING SUMMARY TABLE

PARCEL ID	025-062-05
PARCEL ACREAGE	± 8.65
FEMA PANEL	MAP 3710455900K
CURRENT ZONING	BP
PROPOSED ZONING	I-1 (CD)
EXISTING USE	COMMERCIAL
PROPOSED USE	AUTO SALES, REPAIRS, AND OFFICE
MINIMUM BUILDING SEPARATION	10 FEET
MAX. BUILDING HEIGHT ALLOWED	40 FEET
FRONT SETBACK	20 FEET
SIDE YARD	0 FEET
REAR YARD	10 FT
PROPOSED PARKING REQUIRED	AS REQUIRED PER THE ORDINANCE



Know what's below.
Call before you dig.

[illegible]