

[illegible]

NOT APPROVED FOR
CONSTRUCTION

PROJECT No.:	NCC152096
DRAWN BY:	PMK
CHECKED BY:	GPP
DATE:	2/26/19
SCALE:	1" = 60'
CAD I.D.:	RZ

PROJECT:
COMMERCIAL
REZONING PLAN

FOR
SELWYN
PROPERTY
GROUP

 **BOHLER**
ENGINEERING NC, PLLC
NCBELS P-1132

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SunCap
PROPERTY GROUP

SHEET TITLE:	
DEVELOPMENT STANDARDS	
SHEET NUMBER:	
RZ-1	

EASTSIDE CONNECTIONS JV, LLC
DEVELOPMENT STANDARDS
2/26/19
REZONING PETITION NO. 2019-041

EXISTING PROPERTY/PROJECT BOUNDARY COORDINATES											
Line #/Curve #	Length	Direction	Radius	Line #/Curve #	Length	Direction	Radius	Line #/Curve #	Length	Direction	Radius
L1	243.558	S79° 11' 47.60"E		C4	92.954	N76° 55' 54.55"W	1527.500	L17	65.201	S40° 30' 45.66"W	170.000
L2	8.000	N09° 27' 23.40"E		L8	4.534	N11° 19' 29.48"E		L18	85.145	S40° 23' 39.91"W	
L3	116.491	S80° 32' 36.60"E		L9	250.396	N35° 24' 10.16"W		L19	148.548	S50° 47' 49.38"E	
C1	0.065	N09° 40' 17.03"E	13.500	L10	150.216	N35° 18' 45.19"W		L20	41.199	S50° 48' 56.11"E	
L4	20.102	N04° 02' 18.40"E		L11	149.950	N35° 21' 33.95"W		L21	618.231	S40° 19' 01.14"W	
C2	272.227	N17° 05' 59.05"W	297.500	L12	73.265	N35° 22' 58.38"W		C5	22.882	S07° 50' 17.99"E	15.000
C3	95.408	N59° 15' 04.34"W	171.500	L13	0.602	N07° 52' 25.73"W		L22	36.300	S50° 12' 23.35"E	
L5	52.315	N75° 11' 18.58"W		L14	221.364	N07° 36' 23.17"W		L23	3.887	N35° 51' 03.22"E	
L6	37.113	N76° 43' 57.02"W		L15	71.804	S40° 42' 32.02"W		L24	35.524	S44° 32' 01.12"E	
L7	99.098	N75° 11' 18.58"W		L16	59.809	S40° 28' 04.73"W		L25	130.088	S50° 12' 23.35"E	

SITE DEVELOPMENT DATA:

-ACREAGE: ± 13.18 ACRES
-TAX PARCEL: 163-032-42, 163-032-48, 163-032-47, 163-032-49, 163-032-55, 163-032-54, 163-032-54, 163-032-54
-EXISTING ZONING: MUDD-O AND NS
-EXISTING USES: RETAIL, COMMERCIAL AND OFFICE
-PROPOSED ZONING: MUDD-O SPA AND NS SPA
-PROPOSED USES: USES PERMITTED BY RIGHT AND UNDER PRESCRIBED CONDITIONS TOGETHER WITH ACCESSORY USES, AS ALLOWED IN THE MUDD-O ZONING DISTRICT FOR DEVELOPMENT AREAS A, B & C AND AS DEPICTED ON THE TECHNICAL DATA SHEET RZ-1 (COLLECTIVELY THE "MUDD-O AREA"), AND THE NS ZONING DISTRICT FOR DEVELOPMENT AREA D AS DEPICTED ON THE TECHNICAL DATA SHEET RZ-1 (THE "NS AREA") (AS MORE SPECIFICALLY DESCRIBED AND RESTRICTED BELOW IN SECTION 3).
-MAXIMUM BUILDING HEIGHT: AS ALLOWED BY THE ORDINANCE IN DEVELOPMENT AREAS B AND C AND LIMITED TO 65' IN DEVELOPMENT AREAS A AND C.
-PARKING: PARKING WILL BE PROVIDED AS REQUIRED BY THE ORDINANCE.

1. GENERAL PROVISIONS:

- SITE LOCATION.** THESE DEVELOPMENT STANDARDS FORM A PART OF THE REZONING PLAN ASSOCIATED WITH THE REZONING PETITION FILED BY EASTSIDE CONNECTIONS JV, LLC ("PETITIONER"), AS AMENDED, TO ACCOMMODATE THE REDEVELOPMENT OF CERTAIN LAND AND IMPROVEMENTS THEREON CONSTITUTING APPROXIMATELY 13.18 ACRES LOCATED AT THE INTERSECTION OF IDELVOLD ROAD AND MONROE ROAD TO PERMIT A NEW MIXED-USE DEVELOPMENT (THE "SITE"). IT IS UNDERSTOOD THAT THE SITE INCLUDES BOTH THE MUDD-O AREA AND THE NS AREA, EACH AS GENERALLY DEPICTED ON THE TECHNICAL DATA SHEET RZ-1. AS DESCRIBED IN THE SITE DEVELOPMENT DATA ABOVE, THE MUDD-O AREA SHALL CONSIST COLLECTIVELY OF DEVELOPMENT AREAS A, B, C AND D AS DEPICTED AND THE NS AREA SHALL CONSIST COLLECTIVELY OF DEVELOPMENT AREA D AS GENERALLY DEPICTED ON THE TECHNICAL DATA SHEET RZ-1. EACH OF THE REFERENCED DEVELOPMENT AREAS MAY BE REFERRED TO AS A DEVELOPMENT AREA OR COLLECTIVELY AS THE "DEVELOPMENT AREAS".
- 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") FOR THE APPLICABLE DISTRICTS. UNLESS THE REZONING PLAN ESTABLISHES MORE STRINGENT STANDARDS THE REGULATIONS ESTABLISHED UNDER THE ORDINANCE FOR THE MUDD-O ZONING CLASSIFICATION SHALL GOVERN THE MUDD-O AREA AND THOSE WITHIN THE NS ZONING CLASSIFICATION SHALL GOVERN THE NS AREA, EACH AS GENERALLY DEPICTED ON THE TECHNICAL DATA SHEET RZ-1.
- GRAPHICS AND ALTERATIONS.** THE SCHEMATIC DEPICTIONS OF THE USES, PARKING AREAS, SIDEWALKS, STRUCTURES AND BUILDINGS, DRIVEWAYS, 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 FORMS/LAYOUTS OF THE DEVELOPMENT SITE ELEMENTS DEPICTED ON THE REZONING PLAN ARE DEEMED TO BE 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.

- THE PETITIONER 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 THAT: A. 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 B. MINOR AND DO NOT MATERIALLY CHANGE THE OVERALL DESIGN INTENT DEPICTED ON THE REZONING PLAN; OR C. MODIFICATIONS TO MOVE STRUCTURES GRAPHICALLY DEPICTED ON THE REZONING PLAN CLOSER TO ADJACENT PROPERTIES BUT NO CLOSER THAN THE "EXTERNAL BUILDING LINE" (IN THIS CASE THE "YARDS") INDICATED ON THE REZONING PLAN; OR D. MODIFICATIONS TO ALLOW MINOR INCREASES IN THE MASS OF THE BUILDINGS THAT DO NOT MATERIALLY CHANGE THE DESIGN INTENT DEPICTED ON OR DESCRIBED IN 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.

- NUMBER OF BUILDINGS PRINCIPAL AND ACCESSORY.** THE TOTAL NUMBER OF PRINCIPAL BUILDINGS TO BE DEVELOPED ON THE SITE SHALL NOT EXCEED SEVEN (7). ACCESSORY BUILDINGS AND STRUCTURES LOCATED ON THE SITE SHALL NOT BE CONSIDERED IN ANY LIMITATION ON THE NUMBER OF BUILDINGS ON THE SITE. ACCESSORY BUILDINGS AND STRUCTURES WILL BE CONSTRUCTED UTILIZING SIMILAR BUILDING MATERIALS, COLORS, ARCHITECTURAL ELEMENTS AND DESIGNS AS THE PRINCIPAL BUILDING LOCATED ON DEVELOPMENT AREA TO WHICH SUCH IMPROVEMENTS RELATE.

- PLANNED/UNIFIED DEVELOPMENT.** THE SITE SHALL BE VIEWED AS A PLANNED/UNIFIED DEVELOPMENT PLAN AS TO THE ELEMENTS AND PORTIONS OF THE SITE GENERALLY DEPICTED ON THE REZONING PLAN, AS SUCH, SIDE AND REAR YARDS, BUFFERS, BUILDING HEIGHT SEPARATION STANDARDS, FAR REQUIREMENTS, AND OTHER SIMILAR ZONING STANDARDS WILL NOT BE REQUIRED INTERNALLY BETWEEN IMPROVEMENTS AND OTHER DEVELOPMENT SITE ELEMENTS LOCATED WITHIN THE SITE. FURTHERMORE, THE PETITIONER AND/OR OWNER OF THE PORTION OF THE SITE RESERVE THE RIGHT TO SUBORDINATE THE PORTIONS OR ALL OF THE SITE WITHIN THE DEVELOPMENT AREAS AND CREATE LOTS WITHIN THE INTERIOR OF THE PORTION OF THE SITE WITHIN SUCH DEVELOPMENT AREAS WITHOUT REGARD TO ANY SUCH INTERNAL SEPARATION STANDARDS. HOWEVER, ALL SUCH SEPARATION STANDARDS, PROVIDED, HOWEVER, ALL SUCH SEPARATION STANDARDS SHALL BE PROVIDED IN THE MANNER SHOWN ALONG WITH SEATING AREAS AND A PUBLIC ART FEATURE, AND BY A ROW OF TREES EXTENDING ALONG MONROE ROAD FROM ITS INTERSECTION WITH IDELVOLD ROAD TO ITS INTERSECTION WITH LONG AVENUE SHALL BE INSTALLED IN THE MANNER GENERALLY DEPICTED ON THE REZONING PLAN.

- PERSONAL SERVICES.** THE TERMS "PERSONAL SERVICE USES" AND/OR "PERSONAL SERVICES" (WHETHER CAPITALIZED OR NOT) SHALL MEAN AND REFER TO USES THAT PRIMARILY PROVIDE OR SELL A SERVICE TO CUSTOMERS VERSUS THE SELLING OF GOODS. A PERSONAL SERVICE USE MAY ALSO SELL PRODUCTS OR MERCHANDISE BUT THE SALE OF PRODUCTS AND MERCHANDISE IS TYPICALLY ANCILLARY. EXAMPLES OF PERSONAL SERVICE USES INCLUDE BUT ARE NOT LIMITED TO: BEAUTY SALONS AND BARBER SHOPS, SPAS, YOGA AND EXERCISE STUDIOS, FITNESS AND WELLNESS FACILITIES, NAIL SALONS, MARTIAL ART TRAINING STUDIOS, LAUNDRIES AND DRY CLEANING ESTABLISHMENTS, LOOKSMITHS, FUNERAL HOMES AND THE LIKE.

- EDEE USES.** REFERENCES TO THE TERM "EDEE" SHALL MEAN "EATING DRINKING ENTERTAINMENT ESTABLISHMENTS" AS DEFINED IN THE ORDINANCE AND SHALL INCLUDE WITHOUT LIMITATION RESTAURANTS.

- LIMITED SERVICE RESTAURANT.** A "LIMITED SERVICE RESTAURANT" (WHETHER CAPITALIZED OR NOT) SHALL MEAN A RESTAURANT WITH NO MORE THAN 3,000 SQUARE FEET OF GROSS FLOOR AREA SERVING PRIMARILY ITEMS SUCH AS COFFEE, ICE CREAM, YOGURT, JUICES, BAGELS, MUFFINS, PASTRIES, SANDWICHES AND SIMILAR FOODS THAT DO NOT REQUIRE ON-PREMISE COOKING OF FOOD (OTHER THAN HEATING AND THE BAKING OF PREMIXED DOUGH).

2. OPTIONAL PROVISIONS.

THE FOLLOWING OPTIONAL PROVISIONS SHALL APPLY TO THE MUDD-O AREA PORTION OF THE SITE ONLY:

- TO ALLOW WALL SIGNS TO HAVE UP TO 220 SQUARE FEET OF SIGN SURFACE AREA PER WALL OR 10% OF THE WALL AREA TO WHICH THEY ARE ATTACHED, WHICHEVER IS LESS.
- TO ALLOW ONE DETACHED GROUND MOUNTED SIGN PER STREET FRONT WITH A MAXIMUM HEIGHT OF 20 FEET AND CONTAINING UP TO 150 SQUARE FEET OF SIGN AREA.
- TO ALLOW, FREE-STANDING SINGLE-USE BUILDINGS, TO HAVE A DETACHED SIGN UP TO FOUR (4) FEET HIGH WITH UP TO 32 SQUARE FEET OF SIGN AREA.

- TO ALLOW UP TO TWO USES WITH ACCESSORY DRIVE-THROUGH WINDOWS IN THE CONFIGURATION AND WITH APPROPRIATE VEHICULAR STORAGE IN THE MUDD-O AREA AS GENERALLY DEPICTED ON THE REZONING PLAN, PROVIDED, HOWEVER, NO MORE THAN ONE (1) EDEE WITH AN ACCESSORY DRIVE-THROUGH WINDOW WILL BE ALLOWED IN THE MUDD-O AREA, EXCEPT THAT SUCH LIMITATION SHALL NOT APPLY TO A LIMITED SERVICE RESTAURANT (AS DEFINED ABOVE) (NOTE: THESE PROVISIONS DO NOT APPLY TO THE NS AREA).

- TO NOT REQUIRE DOORWAYS TO BE RECESSED INTO THE FACE OF THE BUILDINGS) WHEN THE WIDTH OF THE SIDEWALK IS AT LEAST 10 FEET OR TO NOT REQUIRE DOORWAYS TO BE RECESSED WHEN EMERGENCY EXITS, TO NOT REQUIRE OPERATIONAL CUSTOMER DOORWAYS IN DEVELOPMENT AREA A TO BE RECESSED.

- TO NOT REQUIRE SURFACE AND STRUCTURE PARKING AREAS, OUTDOOR DINING AREAS (AT GRADE OR OTHERWISE), AND LOADING DOCK AREAS (OPEN OR ENCLOSED) TO BE COUNTED AS PART OF THE ALLOW GROSS FLOOR AREA (FLOOR AREA AS DEFINED BY THE ORDINANCE) FOR THE SITE.

- TO ALLOW PARKING AND MANUEVERING BETWEEN THE BUILDINGS LOCATED IN DEVELOPMENT AREA B AND IDELVOLD ROAD AND MONROE ROAD, AS GENERALLY DEPICTED ON THE REZONING PLAN, PARKING MAY BE TO THE SIDE OF BUILDINGS WITHIN DEVELOPMENT AREAS A AND B AS GENERALLY DEPICTED ON THE REZONING PLAN.

- TO ALLOW WINDOWS AND WINDOW BOXES LOCATED ON THE BUILDING WITHIN DEVELOPMENT AREA A THAT FACES MONROE AND IDELVOLD ROAD TO HAVE GRAPHIC IMAGES (NOT SIGNS) APPLIED TO 100% OF THE GLAZING OF THE WINDOW OR WINDOW BOX. THESE WINDOWS AND GRAPHIC IMAGES MAY BE USED TO MEET THE STREET WALL REQUIREMENTS OF THE ORDINANCE AND WILL BE GENERALLY LOCATED AT THE GROUND FLOOR LEVEL OF THE BUILDING TO HELP ENHANCE THE PEDESTRIAN ENVIRONMENT AT THE BASE OF THE BUILDINGS. THIS OPTIONAL PROVISION DOES NOT PROHIBIT THE INSTALLATION OF WINDOW SIGNS AS ALLOWED BY ORDINANCE AS PART OF THE IMAGES APPLIED TO THE WINDOWS OR WINDOW BOXES.

NOTE: THE OPTIONAL PROVISIONS REGARDING SIGNS ARE ADDITIONS/MODIFICATIONS TO THE STANDARDS FOR SIGNS IN THE MUDD-O AREA AND ARE TO BE USED WITH THE REMAINDER OF MUDD STANDARDS FOR SIGNS NOT MODIFIED BY THESE OPTIONAL PROVISIONS.

3. PERMITTED USES & DEVELOPMENT AREA LIMITATION

- THE MUDD-O AREA IDENTIFIED AS DEVELOPMENT AREAS A, B, AND C MAY BE DEVELOPED WITH UP TO 83,000 SQUARE FEET OF GROSS FLOOR AREA OF USES ALLOWED IN THE MUDD-O ZONING DISTRICT, TOGETHER WITH ACCESSORY USES AS ALLOWED IN THE MUDD-O ZONING DISTRICT. IN ADDITION, DEVELOPMENT AREA E WITHIN THE MUDD-O AREA MAY BE DEVELOPED FOR TREE SAVE AREAS, STORM WATER/COOL FACILITIES AND LANDSCAPED AREAS.
- ONLY TWO (2) USES WITH ACCESSORY DRIVE-THROUGH WINDOWS WHICH MAY INCLUDE EDEE USES, BANK FACILITIES AND THE LIKE) WILL BE ALLOWED IN THE MUDD-O AREA, AND ONLY ONE OF SUCH ACCESSORY USES MAY BE ALLOWED WITH AN EDEE USE, EXCEPT THAT SUCH LIMITATION SHALL NOT APPLY TO A LIMITED SERVICE RESTAURANT (AS DEFINED ABOVE).
- THE NS AREA (I.E. DEVELOPMENT AREA D) MAY BE DEVELOPED WITH UP TO 12,000 SQUARE FEET OF GROSS FLOOR AREA OF USES ALLOWED IN THE NS ZONING DISTRICT, TOGETHER WITH ACCESSORY USES AS ALLOWED IN THE NS ZONING DISTRICT.
- ONLY ONE GAS/CONVENIENCE STORE USE MAY BE PERMITTED ON THE SITE AND IT SHALL BE LOCATED ONLY IN THE NS AREA. AS INDICATED, THE NS AREA (I.E. DEVELOPMENT AREA D) MAY BE DIVIDED INTO TWO (2) PARCELS TO PERMIT MULTIPLE USES, INCLUDING WITHOUT LIMITATION "CO-BRANDED" USES, IN LIEU OF THE SINGLE USE GENERALLY DEPICTED ON THE GRAPHICS ON SHEET RZ-5. ONLY TWO (2) USES WITH ACCESSORY DRIVE-THROUGH WINDOWS (WHICH MAY INCLUDE EDEE USES, BANK FACILITIES AND THE LIKE) WILL BE ALLOWED IN THE NS AREA (I.E. DEVELOPMENT AREA D).

4. ACCESS & TRANSPORTATION/DEVELOPMENT IMPROVEMENTS:

THE TRANSPORTATION IMPROVEMENTS SET FORTH BELOW AND REQUIRED AS PART OF PETITION 2017-016 HAVE BEEN SATISFIED.

- ACCESS TO THE SITE WILL BE FROM LONG AVENUE AND IDELVOLD ROAD IN THE MANNER GENERALLY DEPICTED ON THE REZONING PLAN.
- PETITIONER SHALL PROVIDE FOR THE IMPROVEMENTS TO LONG AVENUE IN PHASES EXTENDING FROM ITS INTERSECTION WITH MONROE ROAD TO THE INTERSECTION OF SUCH EXTENDED LONG AVENUE WITH THE NORTHERNMOST DRIVEWAY WITHIN DEVELOPMENT AREA C, AS GENERALLY DEPICTED ON THE REZONING PLAN. SUCH IMPROVEMENTS AS EXTENSION OF LONG AVENUE SHALL CONTAIN A "COMMERCIAL NARROW STREET SECTION" BUT WITHIN (A) FOOT WIDE SIDEWALKS, SUCH EXTENSION OF LONG AVENUE (B) FROM ITS INTERSECTION WITH MONROE ROAD TO ITS INTERSECTION WITH NEW PUBLIC STREET A SHALL BE COMPLETED PRIOR TO ISSUANCE OF THE FIRST CO FOR A BUILDING WITHIN DEVELOPMENT AREAS A OR B AND (C) FROM ITS INTERSECTION WITH PUBLIC STREET A TO THE NORTHERNMOST DRIVEWAY WITHIN DEVELOPMENT AREA C (I.E. PRIVATE STREET A) PRIOR TO THE FIRST CO FOR A BUILDING WITHIN DEVELOPMENT AREA C. PETITIONER SHALL PROVIDE FOR RIGHT OF WAY DEDICATIONS FOR THAT PORTION OF THE SITE GENERALLY DEPICTED ON SHEET RZ-1 TO SUPPORT SUCH IMPROVEMENTS AND EXTENSION OF LONG AVENUE PRIOR TO COMPLETION OF SUCH IMPROVEMENTS AND EXTENSIONS.
- PETITIONER, AT ITS ELECTION IN ITS SOLE DISCRETION, MAY PROVIDE FOR ADDITIONAL IMPROVEMENTS TO LONG AVENUE EXTENDING LONG AVENUE BEYOND ITS TERMINUS AT THE NORTHERNMOST DRIVEWAY WITHIN DEVELOPMENT AREA C (I.E. PRIVATE STREET A) ACROSS THE SITE PROPERTY TO THE WESTERLY RIGHT-OF-WAY MARGIN OF INDEPENDENCE BLVD. IN THE MANNER GENERALLY DEPICTED ON THE REZONING PLAN. IF PETITIONER SO ELECTS IN ITS SOLE DISCRETION TO EXTEND LONG AVENUE BEYOND SUCH TERMINUS OR THE EXTENSION IS COMPLETED BY OTHERS, THE PETITIONER SHALL PROVIDE FOR RIGHT OF WAY DEDICATION REQUIRED FOR SUCH EXTENSION OF LONG AVENUE PRIOR TO COMPLETION OF SUCH IMPROVEMENTS AND EXTENSION.
- PETITIONER, AT ITS ELECTION IN ITS SOLE DISCRETION, MAY PROVIDE FOR CONSTRUCTION OF A DRIVEWAY WITHIN DEVELOPMENT AREA D AS WELL AS AN OFF-SITE STREET/DRIVEWAY TO ALLOW FOR AN ADDITIONAL ACCESS TO THE SITE FROM THE ADJACENT PARCELS ALONG INDEPENDENCE BOULEVARD IN THE MANNER GENERALLY DEPICTED ON THE REZONING PLAN. IF PETITIONER SO ELECTS IN ITS SOLE DISCRETION TO PROVIDE FOR SUCH STREET/DRIVEWAY, PETITIONER SHALL PROVIDE FOR ANY RIGHT OF WAY DEDICATION THAT MAY BE REQUIRED FOR SUCH ACCESS PRIOR TO COMPLETION OF SUCH IMPROVEMENTS AND ACCESS.
- PETITIONER SHALL INSTALL "PUBLIC STREET A" IN THE LOCATION GENERALLY DEPICTED ON THE SITE TO A "COMMERCIAL/NARROW STREET SECTION" BUT WITH SIX (6) FOOT SIDEWALKS AND WITH AN EXPANDED SECTION AS DESCRIBED ABOVE. PETITIONER SHALL PROVIDE FOR THE RIGHT OF WAY DEDICATIONS FOR THAT PORTION OF THE SITE GENERALLY DEPICTED ON SHEET RZ-1 TO SUPPORT SUCH IMPROVEMENTS AND INSTALLATION OF "PUBLIC STREET A".
- THE PLACEMENT AND CONFIGURATION OF THE VEHICULAR ACCESS POINTS ALONG IDELVOLD ROAD ARE FIXED WITH SPECIFIC BREAKS IN THE CONTROLLED ACCESS ALONG IDELVOLD ROAD. THE LONG AVENUE CONNECTION TO MONROE ROAD AND THE EXTENSION OF LONG AVENUE ARE SUBJECT TO ANY MINOR MODIFICATIONS REQUIRED TO ACCOMMODATE FINAL SITE DEVELOPMENT AND CONSTRUCTION PLANS AND TO ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY CDOT IN ACCORDANCE WITH APPLICABLE PUBLISHED STANDARDS.
- PETITIONER SHALL INSTALL THE STREETScape IMPROVEMENTS GENERALLY DEPICTED ON THE REZONING PLAN WITHIN THE CURRENTLY EXISTING CURB LINE OF IDELVOLD ROAD (COMPATIBLE WITH THE CURRENT CITY COMMUNITY INVESTMENT PLAN FOR MONROE/IDELVOLD ROAD) TO PROVIDE FOR A 12 FOOT WIDE MULTIPURPOSE SIDEWALK ALONG IDELVOLD ROAD. IF BEING UNDERSTOOD THAT THE CDOT WILL CONSIDER "PINCH POINT" CONSTRAINTS THAT MAY NECESSITATE MINOR AND LIMITED DEVIATIONS FROM THE 12 FOOT WIDTH, THE ABOVE-REFERENCED STREETScape IMPROVEMENTS SHALL BE INSTALLED PRIOR ISSUANCE OF THE FIRST CO FOR THE FIRST BUILDING WITHIN DEVELOPMENT AREAS A, B OR D.
- PETITIONER SHALL INSTALL THE STREETScape IMPROVEMENTS, AS PERMITTED BY CDOT, GENERALLY DEPICTED ON THE REZONING PLAN WITHIN THE CURRENTLY EXISTING CURB LINE OF MONROE ROAD (COMPATIBLE WITH THE CURRENT CITY COMMUNITY INVESTMENT PLAN FOR MONROE/IDELVOLD ROAD) TO PROVIDE FOR A 12 FOOT WIDE MULTIPURPOSE SIDEWALK EXTENDING TO THE INTERSECTION WITH LONG AVENUE AND THE PEDESTRIAN GATHERING PLACE AND OTHER SIDEWALK FEATURES. THE ABOVE-REFERENCED STREETScape IMPROVEMENTS SHALL BE INSTALLED PRIOR ISSUANCE OF THE FIRST CO FOR THE FIRST BUILDING WITHIN DEVELOPMENT AREAS A, B OR D.
- PETITIONER SHALL INSTALL, TO THE EXTENT REQUIRED BY CDOT OR CDOT, A TEMPORARY MEDIAN ON MONROE ROAD AT THE INTERSECTION WITH LONG AVENUE AND ON IDELVOLD AT THE INTERSECTION WITH THE BIRO PRIVATE DRIVEWAY ACCESS TO ENSURE ON AN APPROPRIATE INTERIM BASIS THE BIRO MOVEMENTS.
- 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 CDOT IN ACCORDANCE WITH PUBLISHED STANDARDS.
- PETITIONER AGREES TO ALLOW FUTURE VEHICULAR CONNECTIONS ONTO PUBLIC STREET A OR PRIVATE STREET A AND FROM THOSE ADJACENT PARCELS FRONTING INDEPENDENCE BOULEVARD PROVIDED, HOWEVER, (A) SUCH CONNECTIONS RESULT FROM A LIMITED DEVELOPMENT OF ALL OF SUCH INDEPENDENCE BOULEVARD PARCELS AFTER SUCH PARCELS HAVE LOST THEIR ACCESS TO INDEPENDENCE BOULEVARD, (B) SUCH CONNECTIONS DO NOT RESULT IN CHANGES TO THE DEVELOPMENT PLAN CONTEMPLATED OR IMPLEMENTED BY THE REZONING PLAN (AS MAY BE AMENDED) NOR ACCESS CONFIGURATIONS ONTO PUBLIC OR PRIVATE STREETS, AND (C) THE COSTS OF ANY SUCH VEHICULAR CONNECTIONS ARE BORNE BY OTHERS.
- THE PETITIONER WILL DEDICATE OR CONVEY SUCH PORTION OF THE SITE AS MAY BE NEEDED FOR THE ULTIMATE CROSS-SECTION RESULTING FROM THE WORK DONE IN CONNECTION WITH THE CURRENT CITY COMMUNITY INVESTMENT PLAN FOR MONROE/IDELVOLD PER EXISTING PLANS OR REASONABLE CHANGES THERETO THAT DO NOT ADVERSELY IMPACT THE DEVELOPMENT CONTEMPLATED HEREIN.
- THE PETITIONER IS RESPONSIBLE FOR ANY INCIDENTAL SIGNAL MODIFICATIONS THAT MAY BE INCURRED BY CREATING THE FOURTH LEG OF THE INTERSECTION AT IDELVOLD ROAD AND PROPOSED STREET A PER THE PETITIONER'S COORDINATION WITH APPLICABLE AGREEMENT WITH CDOT IN CONNECTION WITH RELATED IMPROVEMENTS.
- EXCEPT AS EXPRESSLY SET FORTH ABOVE IN THIS SECTION 4, PETITIONER SHALL HAVE NO FURTHER OBLIGATIONS TO UNDERTAKE OR BEAR THE COST OF ANY ROADWAY/STREETScape OR OTHER IMPROVEMENTS OR RIGHT OF WAY DEDICATIONS RELATED TO MONROE ROAD, IDELVOLD ROAD, LONG AVENUE OR OTHER EXTENSIONS OF ROADS UNLESS PETITIONER ELECTS TO DO SO IN ITS SOLE DISCRETION (AS DESCRIBED ABOVE), IT BEING UNDERSTOOD THAT ANY OTHER SUCH IMPROVEMENTS ASSOCIATED WITH MONROE ROAD OR IDELVOLD ROAD, FOR EXAMPLE, MAY BE UNDERTAKEN BY THE CITY OR OTHER PARTIES.
- PETITIONER AGREES TO GRANT TO THE CITY LIMITED TEMPORARY CONSTRUCTION EASEMENTS) ALONG THE FRONTAGE OF THE SITE WITH MONROE ROAD AND IDELVOLD ROAD SOLELY IN CONNECTION WITH THE CITY'S MONROE/IDELVOLD CAPITAL IMPROVEMENT PROGRAM PROJECT, PROVIDED THAT (A) THE LIMITED EASEMENT AREAS FOR SUCH TEMPORARY CONSTRUCTION EASEMENTS SHALL

NOT EXCEED AN ENCROACHMENT ONTO THE SITE FROM THE RIGHT OF WAY OF GREATER THAN TEN (10) FEET. (B) IN NO EVENT SHALL THE LIMITED EASEMENT AREAS OR THE GRANT OF SUCH TEMPORARY CONSTRUCTION EASEMENTS ADVERSELY AFFECT VEHICULAR OR PEDESTRIAN ACCESS TO THE SITE, BUILDINGS, PARKING AREAS OR OTHER PLACES ON THE SITE, NOR ADVERSELY AFFECT THE TENANT OPERATIONS AND RELATED ACTIVITIES TAKING PLACE ON THE SITE; AND (C) THE CITY WILL SEEK TO CONSOLIDATE ITS REQUESTS FOR SUCH TEMPORARY CONSTRUCTION EASEMENTS AS MUCH AS IS PRACTICABLE.

5. ARCHITECTURAL AND SITE DESIGN STANDARDS:

- BUILDING MATERIALS GENERALLY.** THE BUILDING MATERIALS USED ON THE PRINCIPAL BUILDINGS CONSTRUCTED ON SITE WILL BE A COMBINATION OF PORTIONS OF THE FOLLOWING: BRICK, STONE, PRECAST STONE, PRECAST CONCRETE, SYNTHETIC STONE, CEMENTITIOUS FIBER BOARD, STUCCO, GFRC, DECORATIVE BLOCK AND/OR WOOD, VINYL, OR ALUMINUM AS A BUILDING MATERIAL MAY ONLY BE USED ON WINDOWS, SODPITS, ANNINGS AND ON HANDRAILS/RAILINGS, HOWEVER STANDING SEAM METAL IS PERMITTED AS A DECORATIVE ARCHITECTURAL ELEMENT. FURTHERMORE, THE BUILDING ELEVATIONS ON PUBLIC STREETS SHALL BE CONSTRUCTED SO THAT AT LEAST 40% OF THE ELEVATION FRONTING PUBLIC STREETS, EXCLUSIVE OF WINDOWS, DOORS, AND ROOFS, WILL BE CONSTRUCTED UTILIZING THE FOLLOWING MATERIALS: BRICK, SYNTHETIC BRICK, STONE, PRECAST STONE, PRECAST CONCRETE, SYNTHETIC STONE, AND DECORATIVE BLOCK. THE USE OF DECORATIVE BLOCK WILL BE LIMITED TO A MAXIMUM OF 20% OF ANY BUILDING ELEVATION.

- RENDERING.** THE ATTACHED PERSPECTIVE RENDERING IS INCLUDED TO REFLECT THE LOCATION OF BUILDINGS, WITH THE EXCEPTION OF THE BUILDING IN DEVELOPMENT A, WHICH SHALL NOT HAVE PARKING BETWEEN THE BUILDING AND THE STREET, AND OPEN SPACE THAT MAY BE CONSTRUCTED ON THE SITE (THE ACTUAL BUILDINGS CONSTRUCTED ON THE SITE MAY VARY FROM THESE ILLUSTRATIONS PROVIDED THAT THE DESIGN INTENT IS PRESERVED). THE USE OF COLORS (RED LINES) THAT ARE TYPICALLY ASSOCIATED WITH BRICK MATERIALS ON THE ATTACHED ELEVATIONS DOES NOT IMPLY THAT THE MATERIAL ILLUSTRATED IS A BRICK MATERIAL.

- BLANK WALLS IN DEVELOPMENT AREAS A, B & C.** IN DEVELOPMENT AREAS A, B AND C, EXPANSES OF BLANK WALLS MAY NOT EXCEED 20 FEET IN LENGTH ALONG PUBLIC STREET FRONTAGES. A BLANK WALL IS A FACADE THAT DOES NOT ADD TO THE CHARACTER OF THE BUILDING AND DOES NOT CONTAIN TRANSPARENT WINDOWS OR DOOR OR SUFFICIENT ORNAMENTATION, DECORATION OR ARTICULATION. WHEN THE APPROACH IS NOT FEASIBLE, THREE OF THE FOLLOWING ARCHITECTURAL ELEMENTS MUST BE USED ON THE BUILDING FACADE AT STREET LEVEL. ELEMENTS MAY INCLUDE, BUT ARE NOT LIMITED TO: 1) MOLING, STRING COURSES; BELT COURSES; CHANGES IN MATERIAL, OR COLOR; ARCHITECTURAL LIGHTING, 3) WORKS OF ART; 4) DISPLAY AREAS; 5) BUILDING OFF-SETS OR 6) WINDOWS WITH SPANDREL GLASS. BLANK WALLS IN DEVELOPMENT AREAS A, B AND C, EXPANSES OF BLANK WALLS MAY NOT EXCEED 20 FEET IN LENGTH ALONG PUBLIC STREET FRONTAGES. A BLANK WALL IS A FACADE THAT DOES NOT ADD TO THE CHARACTER OF THE BUILDING AND DOES NOT CONTAIN TRANSPARENT WINDOWS OR DOOR OR SUFFICIENT ORNAMENTATION, DECORATION OR ARTICULATION. WHEN THE APPROACH IS NOT FEASIBLE, THREE OF THE FOLLOWING ARCHITECTURAL ELEMENTS MUST BE USED ON THE BUILDING FACADE AT STREET LEVEL. ELEMENTS MAY INCLUDE, BUT ARE NOT LIMITED TO: 1) MOLING, STRING COURSES; BELT COURSES; CHANGES IN MATERIAL, OR COLOR; ARCHITECTURAL LIGHTING; WORKS OF ART; DISPLAY AREAS; BUILDING OFF-SETS OR WINDOWS WITH SPANDREL GLASS. IF THE BUILDINGS IN DEVELOPMENT AREA C FRONT FOLLOW AVENUE, THEY SHALL BE DESIGNED TO BE IDENTICAL TO THE BUILDING WITHIN DEVELOPMENT AREA C.

- MULTITENANT BUILDING IN DEVELOPMENT AREA B.** WITH RESPECT TO S.D. ABOVE, THE POTENTIAL MULTITENANT BUILDING IN DEVELOPMENT AREA B SHALL BE DESIGNED WITH A MINIMUM OF ONE (1) OPERABLE PEDESTRIAN ENTRANCES (DEFINED AS AN ENTRANCE DESIGN TO PROVIDE CUSTOMERS ACCESS) TO THE PROPOSED USES) DESIGNED TO BE CLEARLY IDENTIFIABLE AND PROMINENT ELEMENTS FRONTING IDELVOLD ROAD. PARKING, MANUEVERING, AND LOADING BETWEEN THE STREET AND THE POTENTIAL MULTITENANT BUILDING IS NOT PERMITTED.

- CORNER BUILDING IN DEVELOPMENT AREA A.** THE BUILDING IN DEVELOPMENT AREA A WILL BE DESIGNED AND CONSTRUCTED WITH A CORNER FEATURE ON THE FRONT FACADE CORNER OF THE BUILDING CLOSEST TO MONROE ROAD THAT EXTENDS SPANDELOPAQUE OR CLEAR GLAZING 20% OF THE LENGTH OF THE MONROE ROAD FRONTAGE.

- DEVELOPMENT AREA A & C PARKING & MANUEVERING.** PARKING, MANUEVERING AND LOADING BETWEEN THE BUILDINGS) AND THE STREET IS NOT PERMITTED IN DEVELOPMENT AREA A ON EITHER LONG AVENUE OR MONROE ROAD. PARKING, MANUEVERING AND LOADING ARE PERMITTED TO THE SIDE OF BUILDINGS FOR DEVELOPMENT AREA A AND C. PARKING AND MANUEVERING WILL NOT BE PERMITTED BETWEEN THE PRIMARY BUILDING FACADE AND THE STREET, EITHER LONG AVENUE OR PROPOSED PUBLIC STREET A IN DEVELOPMENT AREA A. EXCEPT THAT PARKING, MANUEVERING AND LOADING ARE PERMITTED TO THE SIDE. FURTHERMORE, THE BUILDING GENERALLY DEPICTED IN DEVELOPMENT AREA A ON SHEET RZ-5 MAY BE ORIENTED TO EITHER LONG AVENUE OR PROPOSED PUBLIC STREET A, AND NOTWITHSTANDING THE GRAPHICS SHOWN ON SHEET RZ-5, MORE THAN ONE BUILDING WITHIN DEVELOPMENT AREA A MAY BE DEVELOPED PROVIDED THAT THE DESIGN REQUIREMENTS OF THIS SECTION ARE MET.

- SERVICE LOCATIONS DEVELOPMENT AREAS A & B.** THE SERVICE SIDE OF THE BUILDINGS WITHIN DEVELOPMENT AREAS A AND B MAY NOT BE DIRECTLY ORIENTED TO OR FRONT MONROE ROAD OR IDELVOLD ROAD. SERVICE AREAS ARE PERMITTED AS GENERALLY DEPICTED ON SHEET RZ-5 FOR DEVELOPMENT AREA A.

- OPEN SPACE AREA CORNER OF MONROE/IDELVOLD.** THE PROPOSED OPEN SPACE/AMENITY AREA LOCATED AT THE CORNER OF MONROE ROAD AND IDELVOLD ROAD SHALL BE A MINIMUM OF 2,500 SQUARE FEET OF HARDSCAPE AND LANDSCAPE AREA AND MAY INCLUDE DECORATIVE PLANTING, SEATERS, SEATING AREAS, ART, SPECIALTY PAVING, LAWN OR SIMILAR FEATURES. THE SIZE OF THE OPENSPACE AMENITY AREA SET OUT ABOVE MAY BE DECREASED AS IMPACTED BY THE CITY'S STREETScape AND/OR ROAD IMPROVEMENT PROJECTS.

- ACCESSORY DRIVE-THROUGH USES, C-STORE.** IF AN ACCESSORY DRIVE-THROUGH WINDOW ASSOCIATED WITH AN ALLOWED USE (OTHER THAN A BANK) IS CONSTRUCTED ON THE SITE, THE ACCESSORY DRIVE-THROUGH WINDOW MAY NOT BE LOCATED BETWEEN THE PROPOSED BUILDING AND MONROE ROAD OR IDELVOLD ROAD BUT MAY BE LOCATED TO THE REAR OR SIDE OF SUCH BUILDING. EXCEPT THAT THE MANUEVERING LANE ALONG FOR ANY SUCH FACILITIES MAY BE LOCATED BETWEEN THE BUILDING AND THE APPLICABLE STREET AND PARKING MAY BE LOCATED TO THE SIDE AND BETWEEN THE BUILDING FACADE AND THE STREET, AS GENERALLY DEPICTED FOR THE FACILITY SHOWN WITHIN DEVELOPMENT B ON THE REZONING PLAN (IT BEING UNDERSTOOD THAT A DRIVE-THROUGH FACILITY FOR A FAST FOOD RESTAURANT WITHIN DEVELOPMENT AREA D WOULD FOLLOW THE SAME DESIGN FEATURES). IN ADDITION, LANDSCAPING AND A LOW WALL TREATMENT ALONG IDELVOLD ROAD AND MONROE ROAD WILL BE INSTALLED IN CONNECTION WITH AND IN FRONT OF ANY ACCESSORY DRIVE-THROUGH WINDOW USES (OTHER THAN A BANK) IN WHICH MANUEVERING IS BETWEEN THE BUILDING AND SUCH ROAD. PROVIDED THAT SUCH LOW WALL TREATMENT SHALL NOT BE REQUIRED ALONG THE ENTIRE FRONTAGE OF SUCH ROADS BUT RATHER ONLY TO PROVIDE A DECORATIVE SCREENING FEATURE FOR SUCH ACCESSORY DRIVE-THROUGH WINDOW USES. LANDSCAPING AND/OR A LOW WALL TREATMENT ALONG IDELVOLD ROAD WILL BE INSTALLED IN CONNECTION WITH A CONVENIENCE STORE/GAS FACILITY.

- UTILITIES.** METER BANKS WILL BE SCREENED FROM VIEW FROM MONROE ROAD AND IDELVOLD ROAD AT GRADE. HVAC AND RELATED MECHANICAL EQUIPMENT WILL BE SCREENED FROM PUBLIC VIEW AT GRADE. HVAC AND RELATED MECHANICAL EQUIPMENT MAY NOT BE LOCATED BETWEEN THE PROPOSED BUILDINGS.

6. STREETScape, BUFFERS, YARDS AND LANDSCAPING

- ALONG THE SITES FRONTAGE ON MONROE ROAD AND IDELVOLD ROAD, THE PETITIONER WILL PROVIDE THE STREETScape IMPROVEMENTS SET FORTH IN SECTION 4 ABOVE.

- REFERENCE IS MADE TO SHEET RZ-5 FOR A CONCEPTUAL RENDERING OF THE STREETScape TREATMENT INTENDED FOR THE PORTION OF DEVELOPMENT AREA A APPROXIMATING THE IDELVOLD ROAD AND MONROE ROAD INTERSECTION AND THE PORTION OF DEVELOPMENT AREA LOCATED ALONG MONROE ROAD. FINAL DESIGN FEATURES MAY VARY FROM THOSE SET FORTH ON SHEET RZ-5 PROVIDED THAT (A) THE BUILDING FRONTING IDELVOLD ROAD WITHIN DEVELOPMENT AREA B SHALL ORIENT TO IDELVOLD ROAD SUBSTANTIALLY IN THE MANNER SHOWN, (B) DRINK AND/OR OUTDOOR SEATING AREAS SHALL BE INCLUDED IN THE AREA IN FRONT OF SUCH BUILDING FRONTING IDELVOLD ROAD WITHIN DEVELOPMENT AREAS B, (C) SIDEWALKS SHALL BE PROVIDED IN THE AREA AS GENERALLY DEPICTED ON THE REZONING PLAN, (D) THE PUBLIC GATHERING AREA DEPICTED AT THE CORNER OF IDELVOLD ROAD AND MONROE ROAD SHALL BE INSTALLED SUBSTANTIALLY IN THE MANNER SHOWN ALONG WITH SEATING AREAS AND A PUBLIC ART FEATURE, AND (E) A ROW OF TREES EXTENDING ALONG MONROE ROAD FROM ITS INTERSECTION WITH IDELVOLD ROAD TO ITS INTERSECTION WITH LONG AVENUE SHALL BE INSTALLED IN THE MANNER GENERALLY DEPICTED ON THE REZONING PLAN.

- THE PETITIONER WILL PROVIDE A SIDEWALK NETWORK THAT LINKS EACH BUILDING ON THE SITE TO THE SIDEWALKS ALONG MONROE ROAD, IDELVOLD ROAD AND LONG AVENUE IN THE MANNER GENERALLY DEPICTED ON THE REZONING PLAN. THE MINIMUM WIDTH FOR THESE INTERNAL SIDEWALKS WILL BE FIVE (5) FEET.

- ABOVE-GROUND BACKFLOW PREVENTERS WILL BE SCREENED FROM PUBLIC VIEW AND WILL BE LOCATED OUTSIDE OF THE REQUIRED SETBACKS.

- DUMPSTER AREAS AND RECYCLING AREAS WILL BE ENCLOSED BY A SOLID WALL OR FENCE WITH ONE SIDE BEING A DECORATIVE GATE. THE WALL OR FENCE USED TO ENCLOSE THE DUMPSTER WILL BE ARCHITECTURALLY COMPATIBLE WITH THE BUILDING MATERIALS AND COLORS USED ON THE PRINCIPAL BUILDING.

7. ENVIRONMENTAL FEATURES:

- THE LOCATION, SIZE AND TYPE OF STORM WATER MANAGEMENT SYSTEMS DEPICTED ON THE REZONING PLANS OR REFERENCED IN THE DEVELOPMENT STANDARDS ON SHEET RZ-5 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.
- THE PETITIONER SHALL COMPLY WITH THE CHARLOTTE CITY COUNCIL APPROVED AND ADOPTED POST CONSTRUCTION ORDINANCE.
- THE SITE WILL COMPLY WITH THE TREE ORDINANCE.
- SIGNAGE.**
- LIGHTING.**

- SIGNAGE AS ALLOWED BY THE MUDD-O ZONING DISTRICT IN THE MUDD-O AREA MAY BE PROVIDED AND AS ALLOWED IN THE MUDD-O OPTIONAL PROVISIONS.

- ALL NEW DETACHED AND ATTACHED LIGHTING SHALL BE FULL CUTOFF TYPE LIGHTING FIXTURES EXCLUDING LOWER, DECORATIVE LIGHTING THAT MAY BE INSTALLED ALONG THE DRIVEWAYS, SIDEWALKS AND PARKING AREAS.
- DETACHED LIGHTING ON THE SITE WILL BE LIMITED TO 25 FEET IN HEIGHT.

8. AMENDMENTS TO THE REZONING PLAN

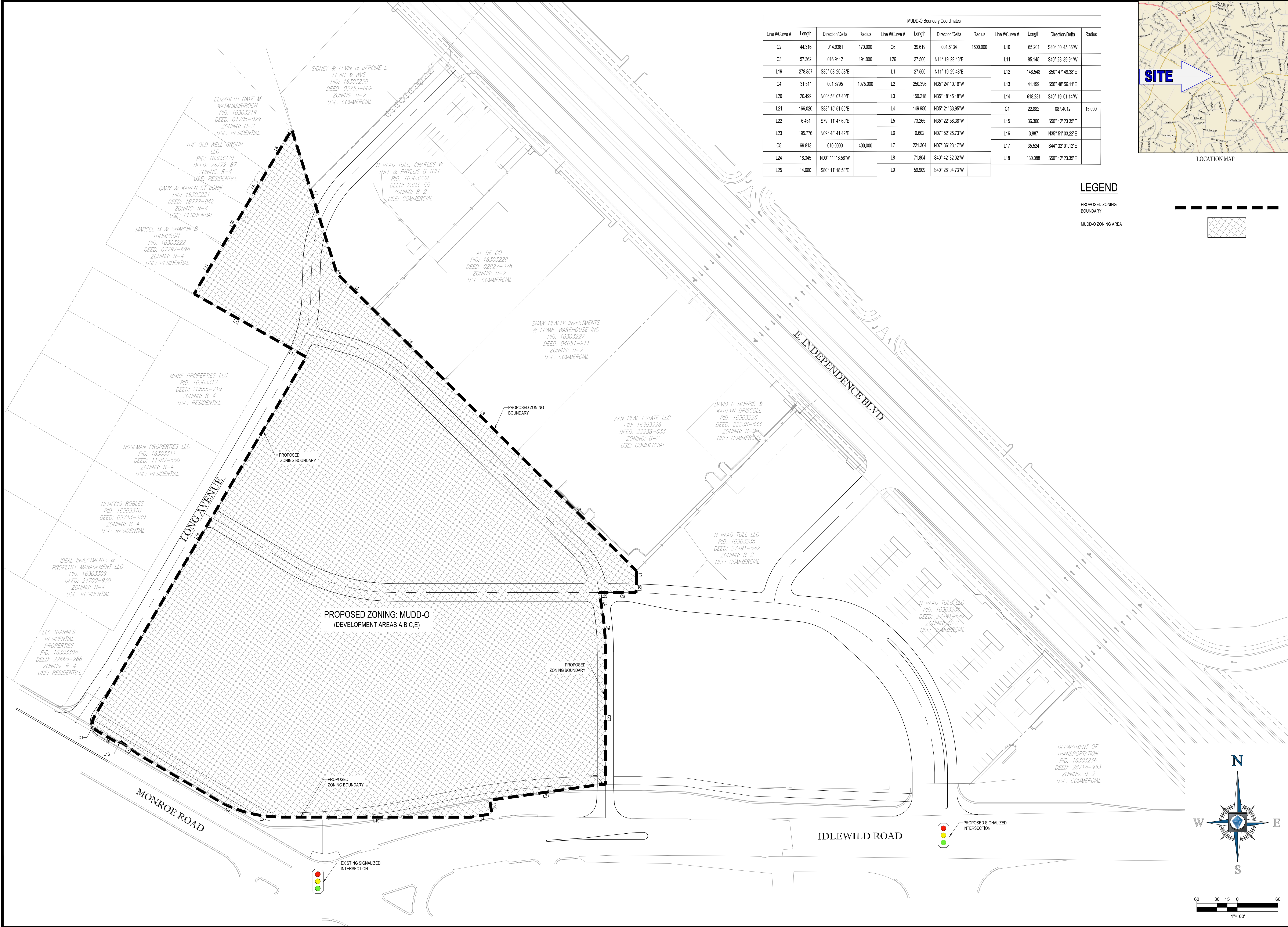
- FUTURE AMENDMENTS TO THE REZONING PLAN (WHICH INCLUDES THESE DEVELOPMENT STANDARDS) MAY BE APPLIED FOR BY THE THEN OWNER OR OWNERS OF THE PORTION OF THE DEVELOPMENT AREA (OR SUBDIVISION THEREOF) AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 6 OF THE ORDINANCE.

9. BINDING EFFECT OF THE REZONING APPLICATION:

- 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 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.

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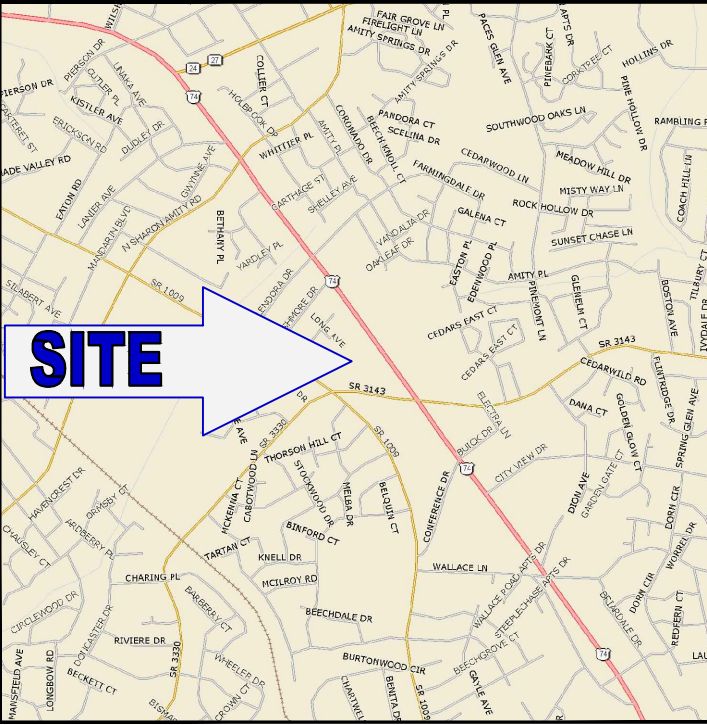
SITE SURVEYING, PHOTOGRAPHY, LAND SURVEYING



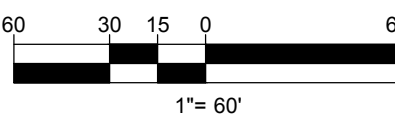
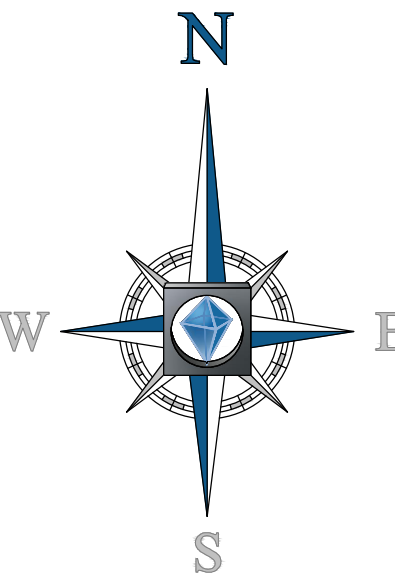
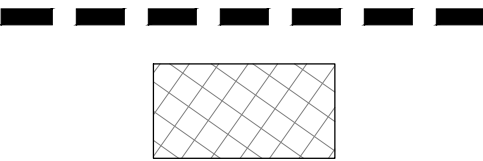
			MUDD-O Boundary Coordinates					
Line #/Curve #	Length	Direction/Delta	Radius	Line #/Curve #	Length	Direction/Delta	Radius	Line #/Curve #
C2	44.316	014.9361	170.000	C6	39.619	001.5134	1500.000	L10
C3	57.362	016.9412	194.000	L26	27.500	N11° 19' 29.48"E		L11
L19	278.857	S80° 08' 26.53"E		L1	27.500	N11° 19' 29.48"E		L12
C4	31.511	001.6795	1075.000	L2	250.396	N35° 24' 10.16"W		L13
L20	20.499	N00° 54' 07.40"E		L3	150.218	N35° 18' 45.18"W		L14
L21	166.020	S88° 15' 51.60"E		L4	149.950	N35° 21' 33.95"W		C1
L22	6.461	S79° 11' 47.60"E		L5	73.285	N35° 22' 58.38"W		L15
L23	195.776	N09° 48' 41.42"E		L6	0.602	N07° 52' 25.73"W		L16
C5	69.813	010.0000	400.000	L7	221.364	N07° 36' 23.17"W		L17
L24	18.345	N00° 11' 18.58"W		L8	71.804	S40° 42' 32.02"W		L18
L25	14.660	S80° 11' 18.58"E		L9	59.909	S40° 28' 04.73"W		

LEGEND

PROPOSED ZONING
BOUNDARY
MUDD-O ZONING AREA



LOCATION MAP



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SITE VISUALIZATION, LANDSCAPE ARCHITECTURE, LAND SURVEYING, PROGRAM MANAGER, PERMITTING SERVICES, SUSTAINABLE DESIGN

UPSTATE NEW YORK
● ALBANY, NY
● BOSTON, MA
● NEW YORK, NY
● PHILADELPHIA, PA

LANDSCAPE ARCHITECTURE
● BALTIMORE, MD
● BIRMINGHAM, AL
● CHICAGO, IL
● CINCINNATI, OH
● COLUMBIA, SC
● DALLAS, TX
● DENVER, CO
● HOUSTON, TX
● KANSAS CITY, MO
● LOS ANGELES, CA
● MEMPHIS, TN
● MIAMI, FL
● MINNEAPOLIS, MN
● NASHVILLE, TN
● NEW ORLEANS, LA
● NEW YORK, NY
● PHILADELPHIA, PA
● RICHMOND, VA
● SAN ANTONIO, TX
● SAN DIEGO, CA
● SEATTLE, WA
● TAMPA, FL
● WASHINGTON, DC
● WICHITA, KS

REVISIONS			
REV	DATE	COMMENT	BY

NOT APPROVED FOR
CONSTRUCTION

PROJECT No.: NOC152096
DRAWN BY: PMK
CHECKED BY: GPP
DATE: 2/26/19
SCALE: 1" = 60'
CAD I.D.: RZ

PROJECT:
**COMMERCIAL
REZONING PLAN**

FOR
**SELWYN
PROPERTY
GROUP**

BOHLER
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NCELS P-1132

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SunCap
PROPERTY GROUP

SHEET TITLE:
**MUDD-O
ZONING AREA**

SHEET NUMBER:
RZ-3



This perspective rendering is included to reflect the location of buildings, with the exception of the building and the street, and open space that may be constructed on the Site (the actual buildings constructed on the Site may vary from these illustrations provided that the design intent is preserved. The use of colors (red hues) that are typically associated with brick materials on the attached elevations does not imply that the material is a brick material.

BOHLER
ENGINEERING NC, PLLC

SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING PROGRAM MANAGEMENT LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN PERMITTING SERVICES TRANSPORTATION SERVICES

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• TEXAS
• UTAH
• VIRGINIA
• WASHINGTON
• WEST VIRGINIA
• WISCONSIN
• WYOMING

REVISIONS			
REV	DATE	COMMENT	BY

NOT APPROVED FOR
CONSTRUCTION

PROJECT No.: NCC1520986
DRAWN BY: GPP
DATE: 2/26/19
SCALE: NTS
CAD I.D.: RZ

PROJECT:
**COMMERCIAL
REZONING PLAN**
FOR
**SELWYN
PROPERTY
GROUP**
LOCATION OF SITE

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SunCap
PROPERTY GROUP

SHEET TITLE:
**CONCEPTUAL
RENDERING**
SHEET NUMBER:
RZ-6