

SURVEY DISCLAIMER
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 PROVIDED BY A.G. ZOUTEWELLE SURVEYORS, 1418 EAST
 FIFTH STREET, CHARLOTTE, NC 28204, (704) 372-9444.

LEGEND

SYMBOL	DESCRIPTION
[Pattern]	GREENWAY DEDICATION AREA
[Pattern]	CREEK EASEMENT
[Pattern]	DUKE RIGHT-OF-WAY
[Arrow]	FUTURE SITE ACCESS
[Pattern]	DEDICATED TREE SAVE
[Pattern]	PROPOSED SIDEWALK CONNECTION
[Pattern]	PROPOSED CURB & GUTTER

REZONING SUMMARY

PETITIONER:	NR PINEHURST PROPERTY OWNER, LLC 1057 E. MOREHEAD STREET SUITE 300 CHARLOTTE, NC 28204
PROPERTY OWNER:	NR PINEHURST PROPERTY OWNER, LLC 1057 E. MOREHEAD STREET SUITE 300 CHARLOTTE, NC 28204
REZONING SITE AREA (GROSS):	±36.10 AC
AREA TO BE DEDICATED (PROVIDENCE ROAD TRANSITIONAL R/W):	±1.89 AC
REZONING SITE AREA (NET):	±34.21 AC
TAX PARCEL #:	183-121-11
EXISTING ZONING:	R-17MF (CD)-SPA-5 YEAR VESTED RIGHTS
PROPOSED ZONING:	MUDD-O
EXISTING USE:	MULTI-FAMILY RESIDENTIAL
PROPOSED USE:	MULTI-FAMILY RESIDENTIAL
MINIMUM SETBACK:	14' FROM THE FUTURE BACK OF CURB
MINIMUM SIDE YARD:	10' FOR SITE BOUNDARY ABUTTING SINGLE FAMILY RESIDENTIAL 5' FOR SITE BOUNDARY ABUTTING PROPOSED MIXED-USE DEVELOPMENT
MINIMUM REAR YARD:	50'
MAXIMUM BUILDING HEIGHT:	5 STORIES
PARKING RATIO:	1.50/UNIT MINIMUM
DEDICATED TREE SAVE:	REQUIRED: 5.13 AC (15%) PROVIDED: 5.19 AC
APPROVED DENSITY:	580 UNITS PER APPROVED REZONING PETITION #2013-023 & #2015-052
PROPOSED DENSITY:	580 UNITS

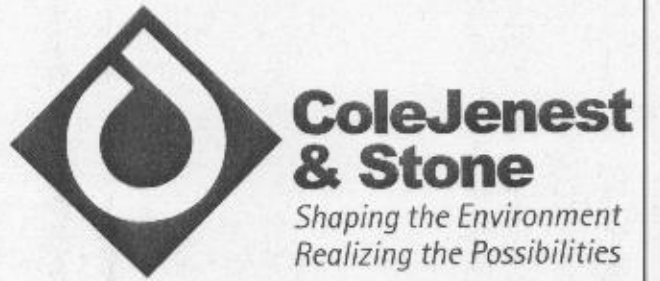
- SEE SHEET RZ-200 FOR DEVELOPMENT STANDARDS
- SEE SHEET RZ-200 FOR ZONING EXHIBIT
- SEE SHEET RZ-200 FOR PROJECT PHASING EXHIBIT
- SEE SHEET RZ-200 FOR TYPICAL STREET SECTION
- SEE SHEET RZ-300 FOR CONCEPTUAL WALL SECTIONS
- SEE SHEET RZ-300 FOR ARCHITECTURAL PERSPECTIVES



NORTHWOOD RAVIN, LLC
 1057 EAST MOREHEAD STREET
 SUITE 300
 CHARLOTTE, NC 28204

PINEHURST MULTIFAMILY REZONING

4100 PROVIDENCE ROAD
 CHARLOTTE, NC 28204



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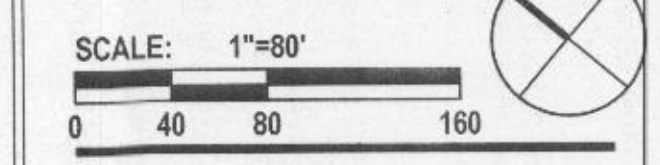
CONDITIONAL REZONING PLAN

Project No. 4403

Issued 11/23/15

- Revised
- 01/15/16 - CITY COMMENTS
 - 02/29/16 - PUBLIC HEARING
 - 03/14/16 - ZONING COMMITTEE WORK SESSION

APPROVED BY CITY COUNCIL
 MAR 2 1 2016



RZ-100

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PETITION #: 2016-032

Pinehurst on Providence Development Standards

March 14, 2016

Site Development Data:

- Acreage: ± 36.10 acres
-Tax Parcel #: 183-121-11
-Existing Zoning: R-17MF (CD) Site Plan Amendment with 5 Year Vested Rights
-Proposed Zoning: MUDD-O with 5 Year Vested Rights
-Permitted Uses
-Under Existing Zoning: Up to 580 multi-family dwelling units and accessory uses
-Proposed Uses: Up to 580 multi-family dwelling units together with accessory uses, as allowed in th MUDD zoning district
-Parking: 1.5 spaces per unit minimum
-Open Space: A minimum of 15% of the Site will be established as tree save/open space areas as defined by the Ordinance

1.General Provisions:

a.These Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by NR Pinehurst Property Owner L.L.C (the "Petitioner") to accommodate the redevelopment of an approximately 36.10 acre site located at 4100 Providence Road (the "Site") with a multi-family residential community that could contain up to 580 multi-family dwelling units.
b.On March 18, 2013, the Charlotte City Council rezoned the Site to the R-17MF (CD) zoning district pursuant to Rezoning Petition No. 2013-023 to accommodate the redevelopment of the Site with up to 580 multi-family dwelling units.
c.On June 15, 2015, the Charlotte City Council rezoned the Site to the R-17MF(CD) Site Plan Amendment zoning district with 5 Year Vested Rights pursuant to Rezoning Petition No. 2015-052 to amend the conditional rezoning plan relating to Rezoning Petition No. 2013-023, which amended conditional rezoning plan allows the redevelopment of the Site with up to 580 multi-family dwelling units.
d.Pursuant to this Rezoning Petition, Petitioner is requesting that the Site be rezoned to the MUDD-O zoning district for the purpose of revising the layout and design of the proposed multi-family residential community. This rezoning request does not seek to increase the maximum number of multi-family dwelling units that may be developed on the Site over the 580 multi-family dwelling units that were approved pursuant to Rezoning Petition Nos. 2013-023 and 2015-052.
e.Development of the Site will be governed by the attached Rezoning Plan and these Development Standards (collectively referred to as the "Rezoning Plan") as well as the applicable provisions of the City of Charlotte Zoning Ordinance (the "Ordinance"). Subject to the optional provisions set out below, the regulations established under the Ordinance for the MUDD zoning district classification shall govern development taking place on the Site.

f.The schematic depictions of the uses, parking areas, sidewalks, structures and buildings, and other site elements set forth on the Rezoning Plan should be reviewed in conjunction with the provisions of these Development Standards. The ultimate layout, locations and sizes of the development and site elements depicted on the Rezoning Plan are graphic representations of the development and site elements proposed, and they may be altered or modified in accordance with the setback, yard and buffer requirements set forth on this Rezoning Plan and the Development Standards, provided, however, any such alterations and modifications shall not materially change the overall design intent depicted on the Rezoning Plan. Changes to the Rezoning Plan not permitted by the Rezoning Plan will be reviewed and approved as allowed by Section 6.207 of the Ordinance.

g.The redevelopment of the Site is planned to occur in two phases, which phases are designated as "Phase 1" and "Phase 2" on the Rezoning Plan. The redevelopment of that portion of the Site designated as Phase 1 is planned to occur first. Except as specifically provided below, the improvements depicted on that portion of the Site designated as Phase 2 shall not be required to be constructed and installed until such time that Phase 2 is developed. Notwithstanding the foregoing, at the option of Petitioner, both phases of the proposed multi-family residential community may be developed concurrently.

2.Optional Provisions:

a.The following optional provisions shall apply to the development of the Site:
(i) As generally depicted on the Rezoning Plan, parking and maneuvering space shall be allowed between the rear of the Phase 1 building and the internal street only along the private drive that extends through the center of the Phase 1 building, and up to one recessed loading space along the internal street.

(ii) The existing buildings, parking and maneuvering areas, amenities and other improvements located on the Site may remain in place and be utilized until such time that the relevant portions of the Site on which these improvements are located are redeveloped.

(iii) Sidewalk and planting strip widths, near culvert at northern property line, will be determined during construction plan review and approved by CDOJ and Engineering and Property Management.

3.Permitted Uses & Development Area Limitations:

a.The Site may be redeveloped with up to 580 multi-family dwelling units together with accessory uses allowed in the MUDD zoning district.
b.As noted above, the redevelopment of the Site is planned to occur in two phases, which phases are designated as "Phase 1" and "Phase 2" on the Rezoning Plan. The maximum number of multi-family dwelling units that may be developed in Phase 1 shall be 350 dwelling units.

c.Surface parking areas will not be allowed between Providence Road and the buildings that abut Providence Road, provided, however, surface parking areas may be located to the side of the buildings abutting Providence Road as generally depicted on the Rezoning Plan.

d.Structured parking facilities may be located on the Site.

e.Those buildings designated as Building Nos. 1,2,5,6,12,13 and 14 on the Rezoning Plan are each located in a building envelope that is formed by the relevant adjacent internal streets and/or parking areas, and each of these buildings may rotate and/or change locations within their respective building envelopes at the option of Petitioner.

4.Transportation/Access Notes:

a.Except as described below in this subsection, access to the Site will be from Providence Road as generally depicted on the Rezoning Plan. The Rezoning Plan, however, references a possible vehicular/pedestrian connection from the Site to that certain parcel located adjacent and to the south of the Site and known as Tax Parcel No. 183-121-10 (the "Southern Adjacent Parcel"). In order to promote such a possible future vehicular/pedestrian connection between the Site and the Southern Adjacent Parcel, Petitioner agrees to the following provisions:

(i) Petitioner shall design the Site in such a manner to allow for one vehicular and pedestrian connection by way of a private driveway or private street to permit pedestrians and automobiles between the Site and the Southern Adjacent Parcel (but not commercial truck traffic);

(ii) as part of the development contemplated by this Rezoning Plan, such connection will be installed by Petitioner to the common property line in substantially the location and containing substantially the same design as depicted on the Rezoning Plan, including sidewalk improvements consisting of a 6 foot wide sidewalk and 8 foot wide planting strip on both sides of such private street.

(iii) minor adjustments in the location of the possible connection can be made in consultation with the Planning Department during the Planned Multi-Family review and approval process;

(iv) to the extent that development of the portion of the Site over which the possible connection is to be made occurs prior to the redevelopment of the Southern Adjacent Parcel, the portion of the connection on the Site will be designed and constructed at the property line within 42 feet above or below the existing grade of the Southern Adjacent Parcel to facilitate the connection;

(v) the connection shall be opened only upon the redevelopment of the Southern Adjacent Parcel in such a manner as to require, either by conditional rezoning conditions, subdivision requirements or other regulatory requirements, a vehicular and pedestrian connection from the Southern Adjacent Parcel to the Site;

(vi) once such connection is made it shall remain open to the public for pedestrians and automobiles (but not commercial truck traffic) by way of a private driveway/street connection; and

(vii) it is understood that no financial payment shall be due to either Petitioner nor the owner of the Southern Adjacent Parcel for the connection except that in the event that the connection is opened as provided in subparagraph (v) above, such parties shall agree to bear the cost of the maintenance and repair of their respective portions of the connection pursuant to a reciprocal cross-easement agreement to be recorded in the Mecklenburg County Public Registry.

b.Petitioner will dedicate in fee-simple to the City of Charlotte that portion of the Site's frontage on Providence Road that is more particularly depicted on the Rezoning Plan as right-of-way. This right-of-way dedication will occur prior to the issuance of the first certificate of occupancy for the first new building completed on the Site.

c.Petitioner will design the primary driveway into the Site on Providence Road across from Strawberry Hill Drive as a full movement potentially signalized driveway as generally depicted on the Rezoning Plan. The estimated cost of installing a traffic signal at this location is \$80,000. Prior to the issuance of a building permit for the first new building constructed on the Site, Petitioner shall submit the sum of \$80,000 to CDOT for the potential traffic signal. This \$80,000 payment shall be held by CDOT for the 3 year period commencing on the date of the issuance of the building permit for the first new building constructed on the Site. If CDOT/NCDDOT approves the installation of the traffic signal within this 3 year period, then the \$80,000 will be applied to the cost of installing the traffic signal. If CDOT/NCDDOT does not approve the installation of the traffic signal within this 3 year period, then the \$80,000 payment shall be returned to Petitioner. CDOT and Petitioner shall enter into an Escrow Agreement to document this agreement. Notwithstanding the foregoing, in the event that CDOT and/or NCDDOT determine prior to the expiration of the 3 year period that a traffic signal will not be installed at this location, then CDOT shall return the \$80,000 payment to Petitioner upon making such determination.

d.Petitioner will extend, from 65 feet to 150 feet, the northbound left turn lane from Providence Road to the Site's new northern driveway.

e.Subject to the provisions and design described in Section 3.d. above, the placements and configurations of vehicular access points are subject to any minor modifications, as approved by CDOT/NCDDOT, required to accommodate final site development and construction plans and to any adjustments required for approval by the CDOT/NCDDOT in accordance with applicable published standards.

f.The alignment of the internal vehicular circulation and driveways may be modified by Petitioner to accommodate changes in traffic patterns, parking layouts and any adjustments required for approval by CDOT in accordance with published standards.

g.The southernmost vehicular access point into the Site from Providence Road shall be a private drive that extends from Providence Road, through the structured

parking facility to the internal private street. A schematic design of this private drive is set out on the Rezoning Plan. This private drive will be open to the public for vehicular ingress and egress to and from the Site.

5.Architectural Standards:

a.The exterior building materials used on the new buildings to be constructed on Site will be a combination of portions of the following: brick, stone, precast stone, precast concrete, synthetic stone, cementitious siding (such as hard-plank), stucco, and/or wood. At least 35% of the exterior of each building, exclusive of windows, doors and roofs, will be constructed of brick, stone, synthetic stone, precast stone or precast concrete. Vinyl as a building material on the new buildings to be constructed on the Site may only be used on windows, soffits, trim and railings.

b.The maximum height in stories of each multi-family apartment building to be constructed on the Site is designated on the Rezoning Plan.

c. Attached to the Rezoning Plan are conceptual, architectural perspectives of portions of the Providence Road elevation of the building to be constructed on that portion of the Site adjacent to Providence Road that is designated as Phase 1 on the Rezoning Plan. These conceptual, architectural perspectives are intended to reflect the architectural style and character of the Providence Road elevation of the building to be constructed in Phase 1, however, the actual Providence Road elevation of such building may vary from the attached conceptual architectural perspectives provided that the design intent is satisfied.

d.In addition to the design flexibility provided in paragraph c above, the exterior design and footprint of the building to be constructed on that portion of the Site designated as Phase 1s subject to minor modifications provided that the design intent of the building is satisfied.

e.The buildings to be constructed on that portion of the Site designated as Phase 2 on the Rezoning Plan may have a variety of architectural styles, however, such buildings shall be compatible to and complementary with the building to be constructed in Phase 1 in terms of architectural style and character and exterior building materials.

f.The Rezoning Plan illustrates a number of accessory structures (garages) along the western property boundary. The number of these accessory structures (garages) that may be constructed along this western property boundary may vary from what is depicted. The garages shall have a maximum height of one story, and the garages shall be consistent with the principal buildings in terms of building materials, texture and color, but may have simplified architectural detailing and features.

g. Attached as Sheet RZ -500 of the Rezoning Plan is the Providence Road Wall Exhibit (the "Wall Exhibit"). The Wall Exhibit is included solely for the purpose of conveying the design intent of screen walls (highlighted in green) that shall be installed along the Site's frontage on Providence Road as generally depicted on the Wall Exhibit, and retaining walls (highlighted in purple) that may be installed along the Site's frontage on Providence Road if required in connection with the development of the Site. The screen walls and any retaining walls installed along the Site's frontage on Providence Road shall be constructed as masonry or masonry veneer walls, and landscape elements shall be installed to break up the Providence Road side of such walls. The depths and heights of the landscape elements may vary to create visual interest in the pedestrian level and to respond to streetscape elements and architectural features of the Phase 1 building. The landscape elements are not intended to completely screen the walls, and some portions of the walls may not be screened with landscape elements to highlight the masonry walls. Nevertheless, landscape elements shall be used to break up large spans of exposed walls.

The final design and location of the screen walls, any required retaining walls and landscape elements shall be determined during design development and permitting.

h. A prominent pedestrian entry into building three (the phase 1 building) shall be provided at a grade differing from the grade of the public sidewalk along Providence Road, and shall be highly visible and architecturally treated as a prominent pedestrian entrance through a combination of at least five (5) of the following features: (i) decorative pedestrian lighting/soffits; (ii) architectural details carried through to the upper stories; (iii) covered porches, canopies, awnings or sunshades; (iv) archways; (v) transom windows; (vi) terraced or raised planters that can be utilized as seat walls; (vii) common outdoor seating enhanced with specialty details, paving, landscaping or water features; (viii) double doors; (ix) stoops or stairs; and/or (x) contrasting pavement from the primary sidewalk; (xi) other elements to be determined during the urban plan review.

i.Meter banks will be screened.

j.HVAC and related mechanical equipment will be screened from public view at grade.

k.Exterior dumpster areas and recycling areas will be enclosed by a solid wall with one side being a decorative gate. The wall used to enclose the dumpster will be architecturally compatible with the building materials and colors used on the buildings. If one or more sides of a dumpster area adjoin a side or rear wall of a building, then the side or rear wall may be substituted for a side. Additionally, dumpster and recycling areas may be located within structured parking facilities or within the interior of a building located on the Site, and any such dumpster and recycling areas may have roll up doors and containers can be moved outside to be emptied and then returned to the interior of the structured parking facility or a building.

6.Streetscape, Buffers and Landscaping:

a.Setbacks and yards shall be provided as depicted on the Rezoning Plan.

b.Petitioner will provide an eight (8) foot planting strip and a six (6) foot sidewalk along the Site's frontage on Providence Road as generally depicted on the Rezoning Plan.

c.As generally depicted on the Rezoning Plan, Petitioner will provide a sidewalk and cross-walk network that links the buildings on the Site with one another and links the buildings to the sidewalks along the abutting public street. The minimum width for this internal sidewalk will be five (5) feet.

d.Upon the demolition of the existing buildings located on the western boundary of the Site and a portion of the southern boundary of the Site adjacent to the existing single family homes on Columbine Circle (which is expected to occur in Phase 2), Petitioner shall provide and establish a 50 foot rear yard and a 50 foot Class C buffer along the western boundary of the Site and a 50 foot Class C buffer along a portion of the southern boundary of the Site as generally depicted on the Rezoning Plan. This 50 foot Class C buffer will be landscaped with a combination of trees and shrubs that will exceed the buffer requirements of the Ordinance. The width of the 50 foot Class C buffer may not be reduced. Accessory structures will not be allowed in the 50 foot Class C buffer.

e.The screening requirements of the Ordinance will be met.

f.Notwithstanding anything contained herein to the contrary and notwithstanding that the redevelopment of the Site is expected to occur in two phases, prior to the issuance of a certificate of occupancy for the first new building to be constructed on the Site, Petitioner shall install a minimum 6 foot tall masonry wall along a portion of the western boundary of the Site and along a portion of the southern boundary of the Site as generally depicted on the Rezoning Plan. The exact location of the 6 foot tall masonry wall shall be determined in conjunction with Duke Energy. The installation of this 6 foot tall masonry wall shall not permit the width of the 50 foot Class C buffer to be reduced when such buffer is established as provided above.

g.Above ground backflow preventers will be screened from public view and will be located outside of the required setbacks.

7.Environmental Features:

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

b.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.

c.The Site will comply with the Tree Ordinance. Tree save areas are generally depicted on the Rezoning Plan but may be relocated to other portions of the Site during the design development and construction phases.

8.Open Space/Tree Save Areas/Greenway Conveyance/Amenities:

a.Open space/tree save areas equaling 15% of the Site area will be provided. The open space/tree save areas depicted on the Rezoning Plan may be relocated to other locations on the Site. The area of the Site to be dedicated to County Parks and Recreation for a greenway may be used to meet this requirement.

b.Prior to the issuance of a certificate of occupancy for the first new building constructed on that portion of the Site designated as Phase 2 on the Rezoning Plan, Petitioner will dedicate and convey to Mecklenburg County Parks and Recreation for greenway purposes the area and access easement as generally depicted on the Rezoning Plan along McMullen Creek.

c.The new amenity areas for the proposed multi-family residential community to be developed on the Site shall be located generally in those areas depicted on the Rezoning Plan. The existing amenity areas located on that portion of the Site designated as Phase 2 may remain in place until such time that Phase 2 is developed.

9.Signage:

a.Signage as allowed by the Ordinance will be provided.

b.Signage may be installed on the screen walls located at or in proximity to the Site's frontage on Providence Road.

10.Lighting:

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.

b.Newly installed detached lighting on the Site will be limited to 20 feet in height.

11.CATS Passenger Waiting Pad:

a.Petitioner will provide a CATS passenger waiting pad (CMLD Sid. 60.01B) along Providence Road. The final location of the waiting pad to be coordinated with CATS during the Planned Multi-family review process.

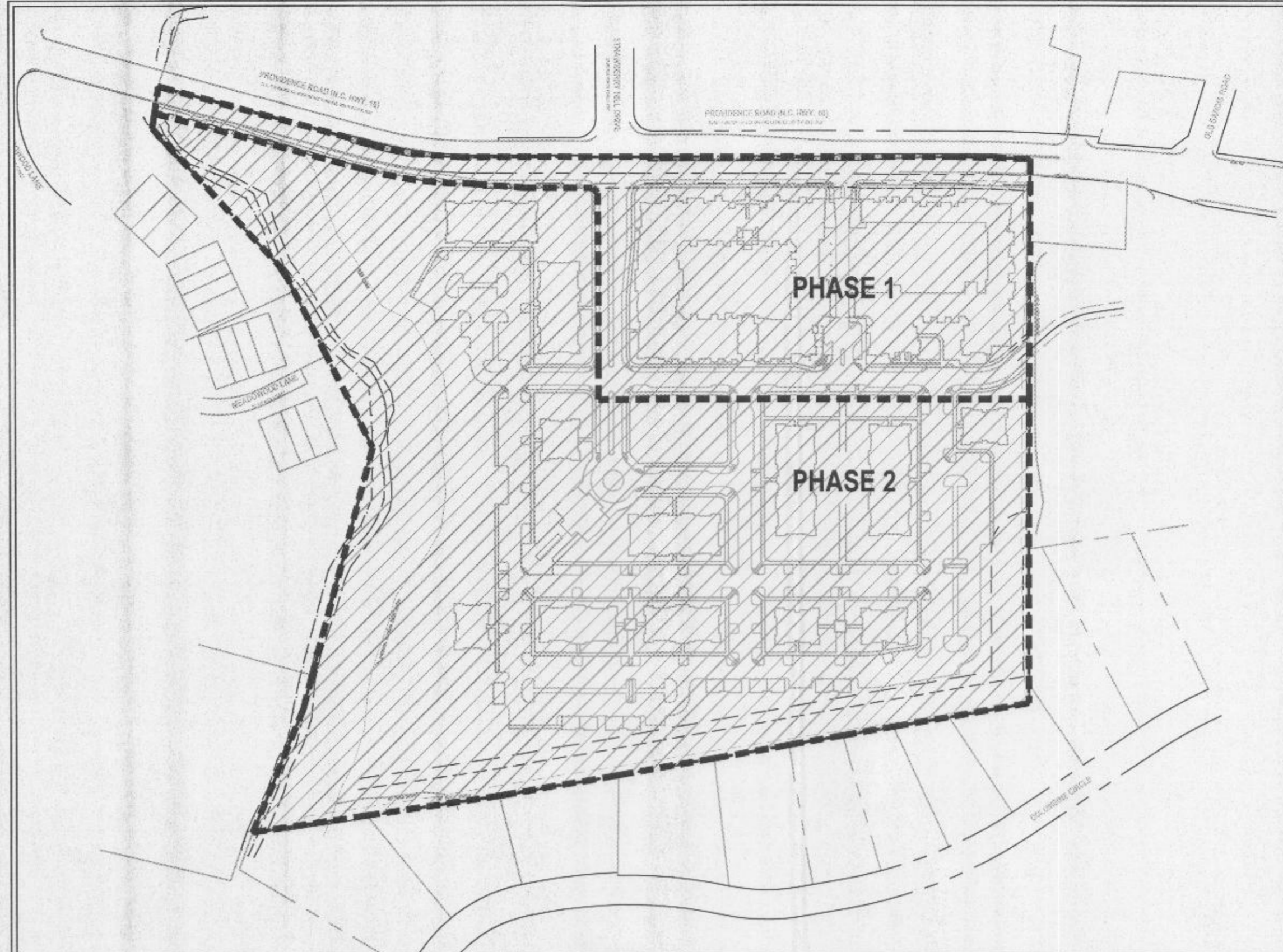
12.Amendments to the Rezoning Plan:

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 of Chapter 6 of the Ordinance.

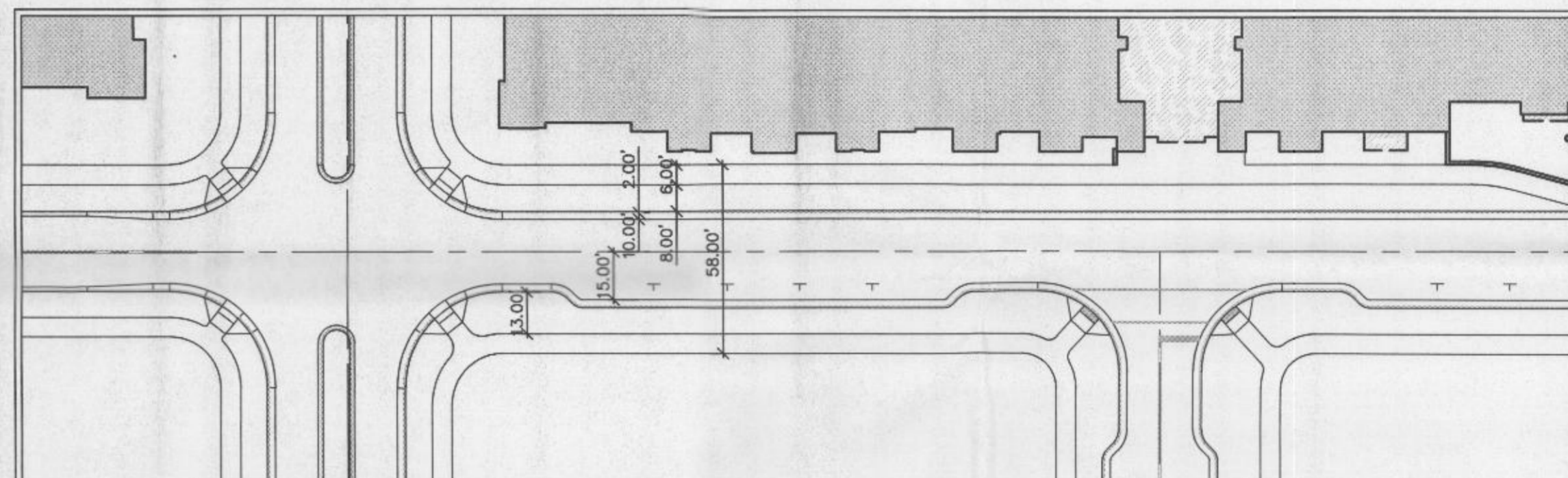
13.Binding Effect of the Rezoning Application:

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 under the Ordinance, be binding upon and inure to the benefit of Petitioner and subsequent owners of the Site and their respective heirs, devisees, personal representatives, successors in interest or assigns.

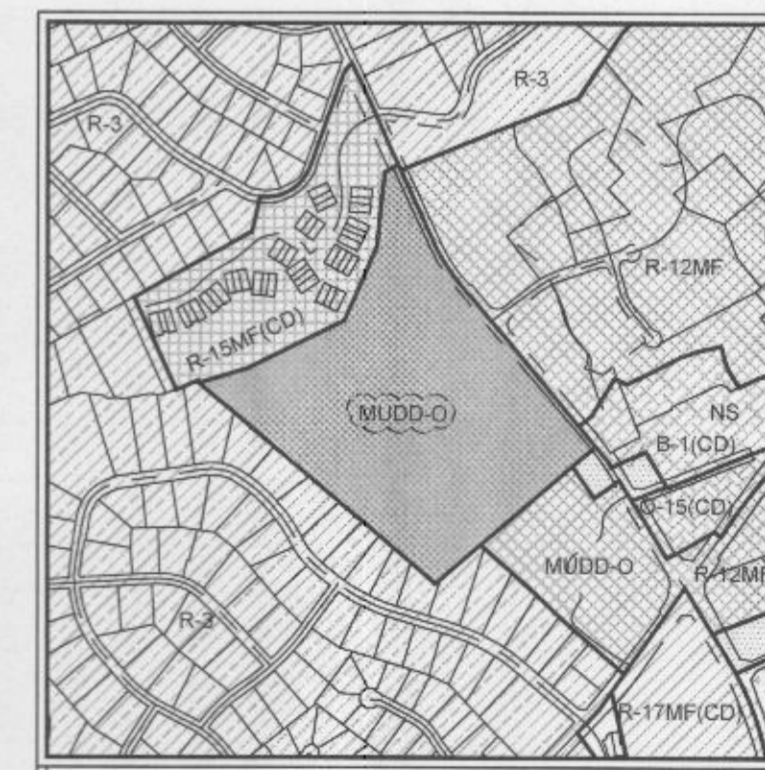
b.Pursuant to Section 1.110 of the Ordinance and Section 160A-385.1 of the North Carolina General Statutes, the Rezoning Plan, if approved, shall be vested for a period of 5 years due to the size and phasing of the development, the level of investment, economic cycles and market conditions.



PROJECT PHASING EXHIBIT



TYPICAL STREET SECTION "A" NOTE: THE PETITIONER HAS MODIFIED THE PROPOSED CROSS-SECTION TO UTILIZE SIX (6) FOOT SIDEWALKS, IN LIEU OF EIGHT (8) FOOT SIDEWALKS, AS PART OF THE CONSTRUCTION OF THIS PRIVATE STREET.



ZONING EXHIBIT



NORTHWOOD RAVIN, LLC
1057 EAST MOREHEAD STREET
SUITE 300
CHARLOTTE, NC 28204

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4100 PROVIDENCE ROAD
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DEVELOPMENT STANDARDS

- Project No. 4403
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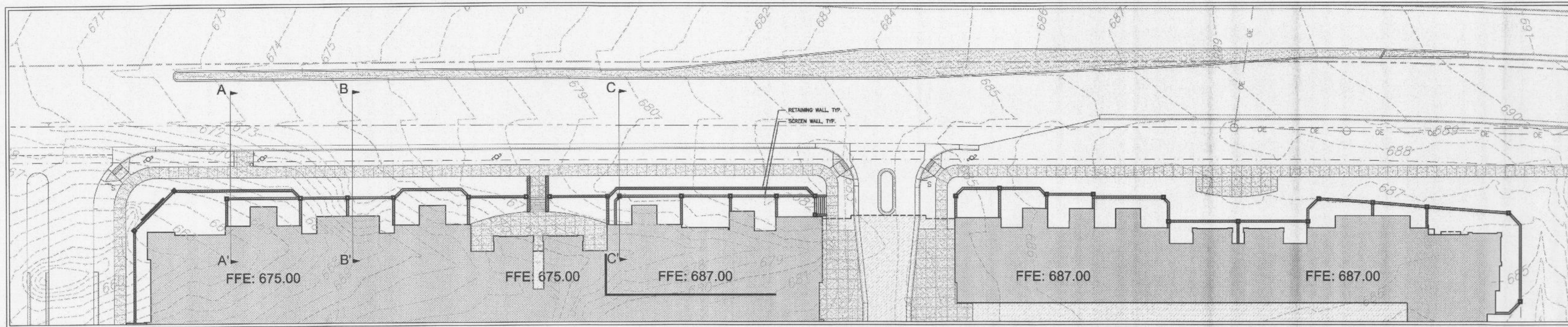
APPROVED BY
CITY COUNCIL
MAR 21 2016



RZ-200

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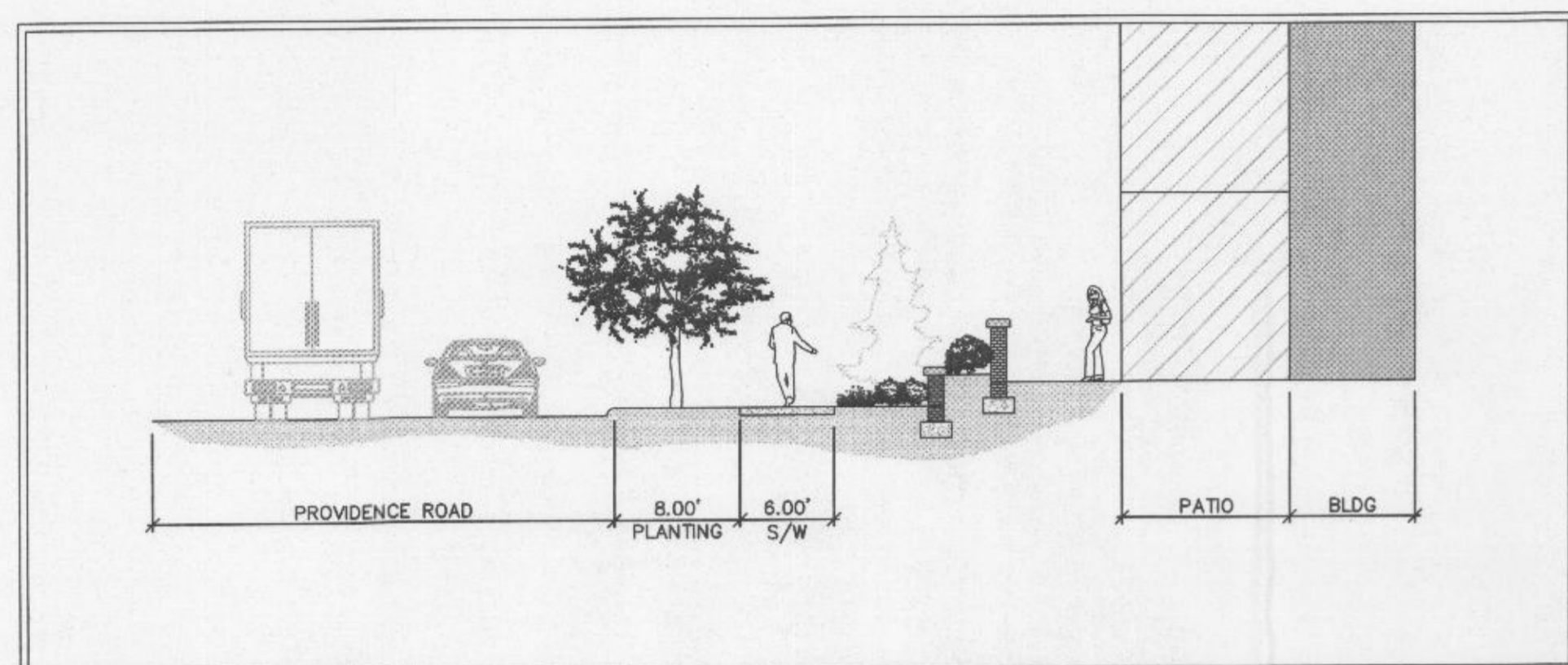
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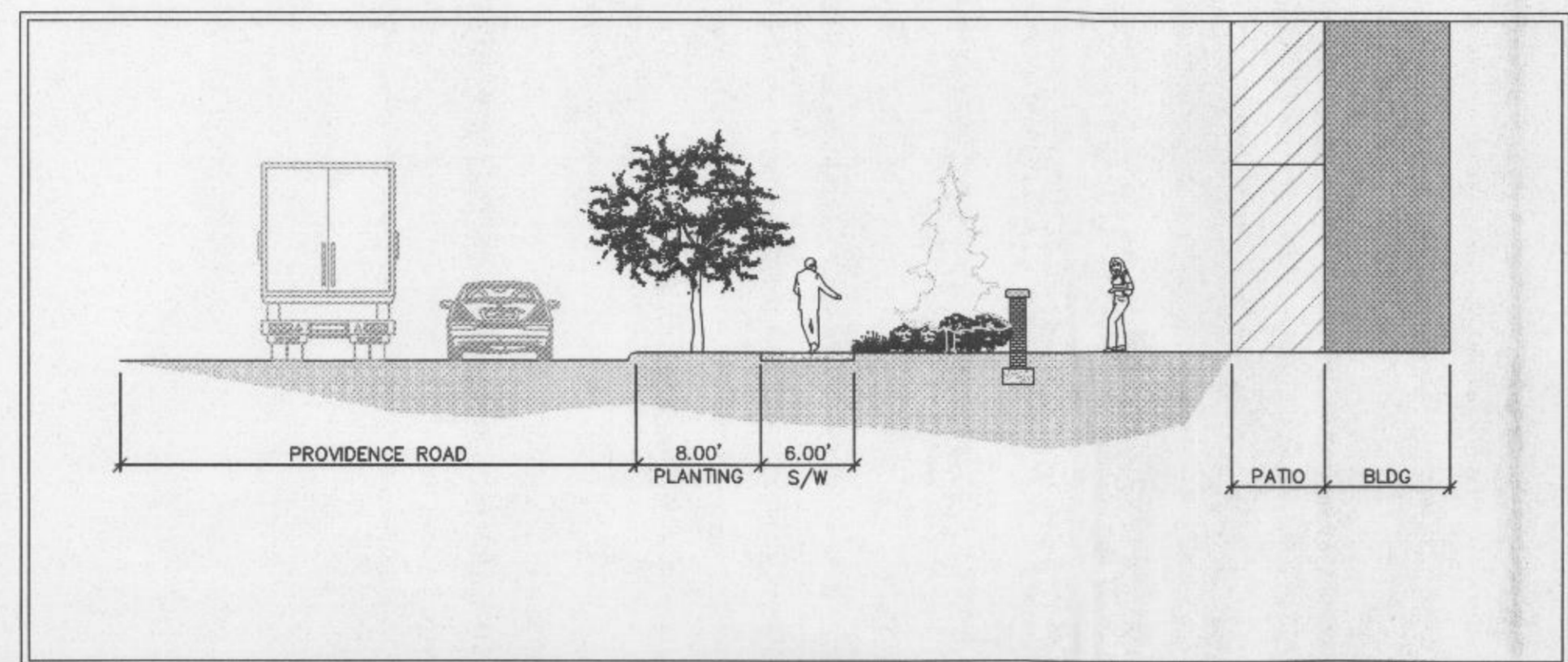
PROVIDENCE ROAD CONCEPTUAL WALL EXHIBIT - SEE SHEET RZ-100 FOR CORRESPONDING SECTIONS LINES N.T.S.

NOTE:

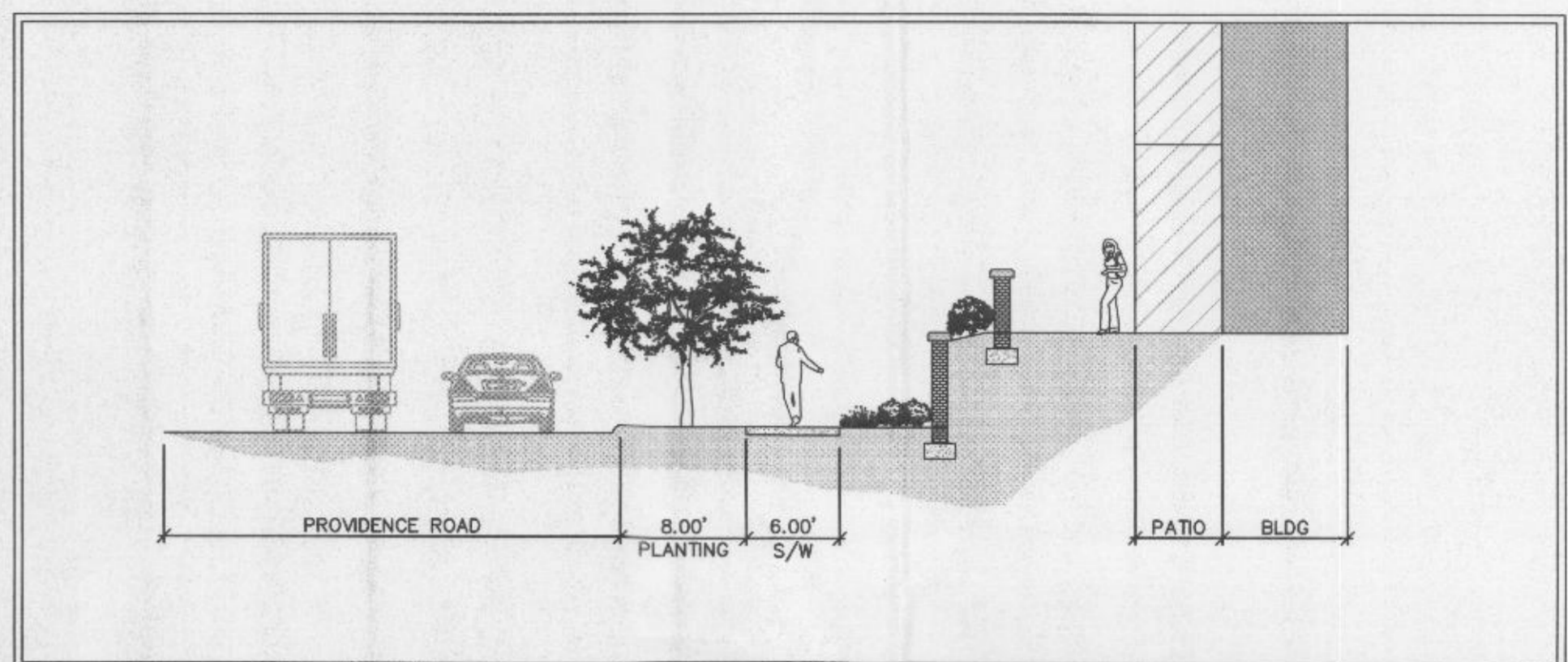
1. ALL PLANS AND SECTIONS DEPICTED ON THIS SHEET ARE CONCEPTUAL IN NATURE AND **ONLY** INTENDED TO CONVEY DESIGN INTENT. FINAL DESIGN AND LOCATION OF ALL SITE WALLS, RETAINING WALLS, SCREEN WALLS AND LANDSCAPE ELEMENTS SHALL BE DETERMINED DURING PROJECT DESIGN DEVELOPMENT, CONSTRUCTION DOCUMENTS AND PERMITTING.
2. ALL FINISHED FLOOR ELEVATIONS DEPICTED ON THIS SHEET ARE APPROXIMATE AND CONCEPTUAL IN NATURE AND **ONLY** INTENDED TO CONVEY DESIGN INTENT. FINAL FINISHED FLOOR ELEVATIONS TO BE DETERMINED DURING PROJECT DESIGN DEVELOPMENT, CONSTRUCTION DOCUMENTS AND PERMITTING.
3. ALL SITE WALLS ALONG THE PROVIDENCE ROAD FRONTAGE, BOTH RETAINING AND SCREEN, WILL BE CONSTRUCTED AS MASONRY OR MASONRY VENEER WALLS. LANDSCAPE ELEMENTS WILL BE USED TO BREAK UP THE FACADES OF ALL RETAINING AND SCREEN WALLS ALONG PROVIDENCE ROAD. THE DEPTH AND HEIGHT OF THE LANDSCAPING MAY VARY ALONG ALL WALL FACADES TO CREATE VISUAL INTEREST AT THE PEDESTRIAN SCALE, HOWEVER IS NOT INTENDED TO COMPLETELY SCREEN THE WALLS. THE HEIGHT OF THE PROPOSED LANDSCAPING WILL RESPOND TO THE VARYING WALL HEIGHTS, AND OTHER STREETSCAPE ELEMENTS OR ARCHITECTURAL FEATURES. IT IS POSSIBLE THAT SOME WALL FACADES MAY NOT BE SCREENED WITH LANDSCAPING, IN ORDER TO HIGHLIGHT THE MASONRY WALL, HOWEVER LANDSCAPE ELEMENTS WILL BE USED TO BREAK UP LARGE SPANS OF EXPOSED WALL FACADES.
4. ALL CONCEPTUAL ARCHITECTURAL PERSPECTIVES DEPICTED ON THIS SHEET ARE CONCEPTUAL IN NATURE AND **ONLY** INTENDED TO CONVEY DESIGN INTENT.



CONCEPTUAL SECTION A-A' N.T.S.



CONCEPTUAL SECTION B-B' N.T.S.



CONCEPTUAL SECTION C-C' N.T.S.



REPRESENTATIONAL PERSPECTIVE 1 - CORNER OF PROVIDENCE ROAD AND PRIVATE DRIVE CONNECTION FULL MOVEMENT INTERSECTION N.T.S.



REPRESENTATIONAL PERSPECTIVE 2 - NORTHERNMOST BUILDING RECESS ON PROVIDENCE ROAD N.T.S.



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ColeJenest & Stone
*Shaping the Environment
 Realizing the Possibilities*
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REPRESENTATIONAL SECTIONS & PERSPECTIVES

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