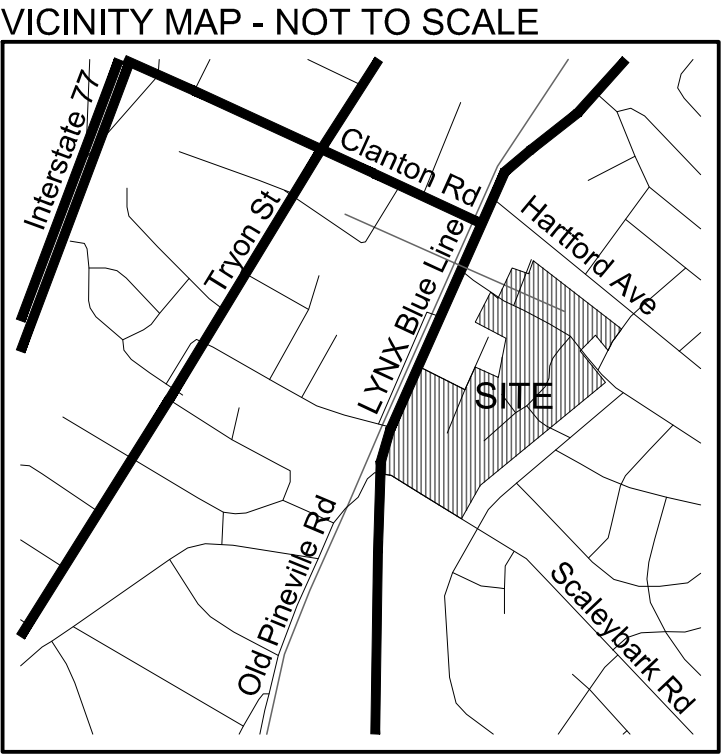
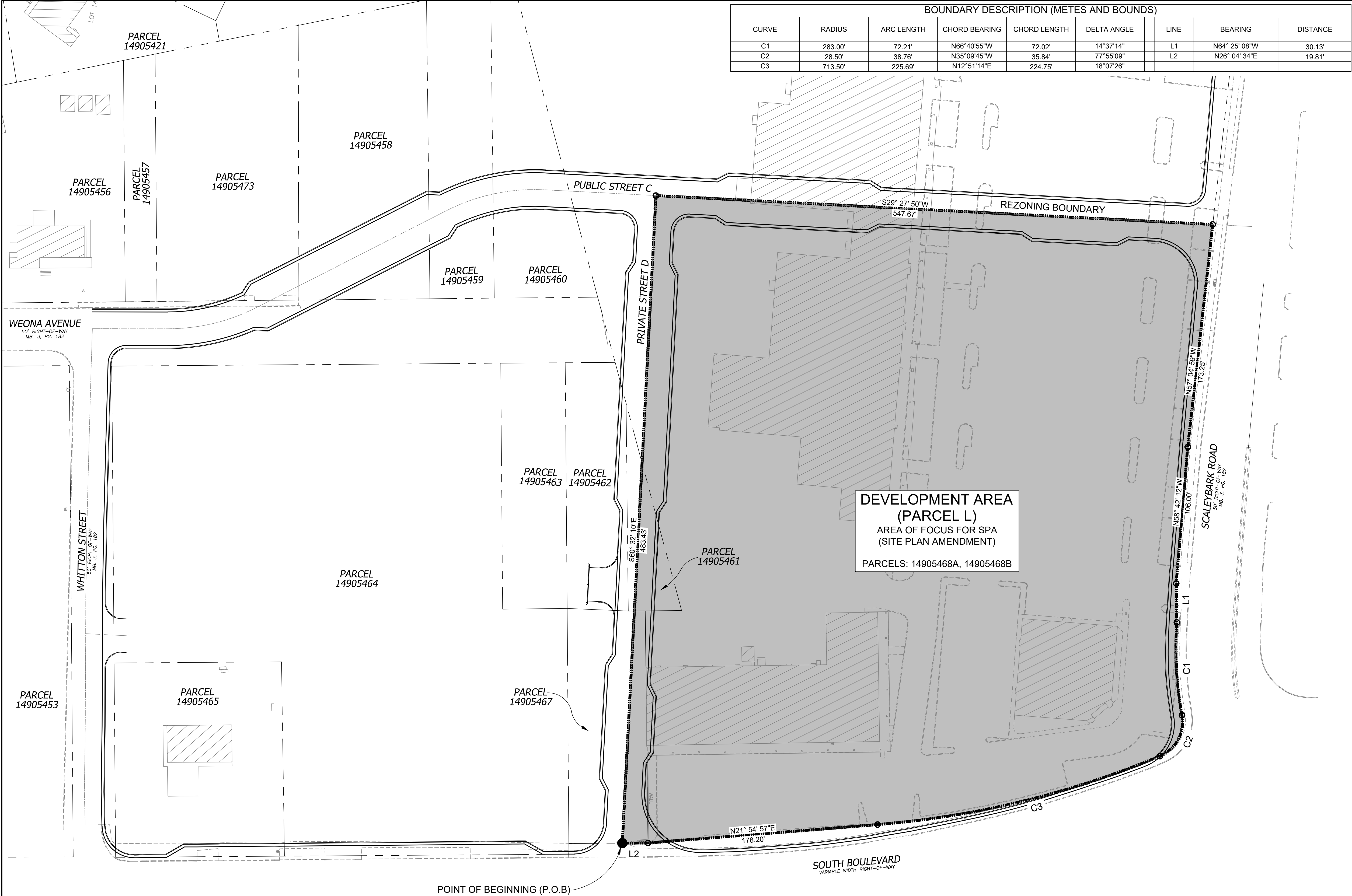
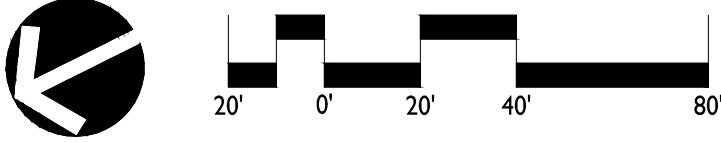
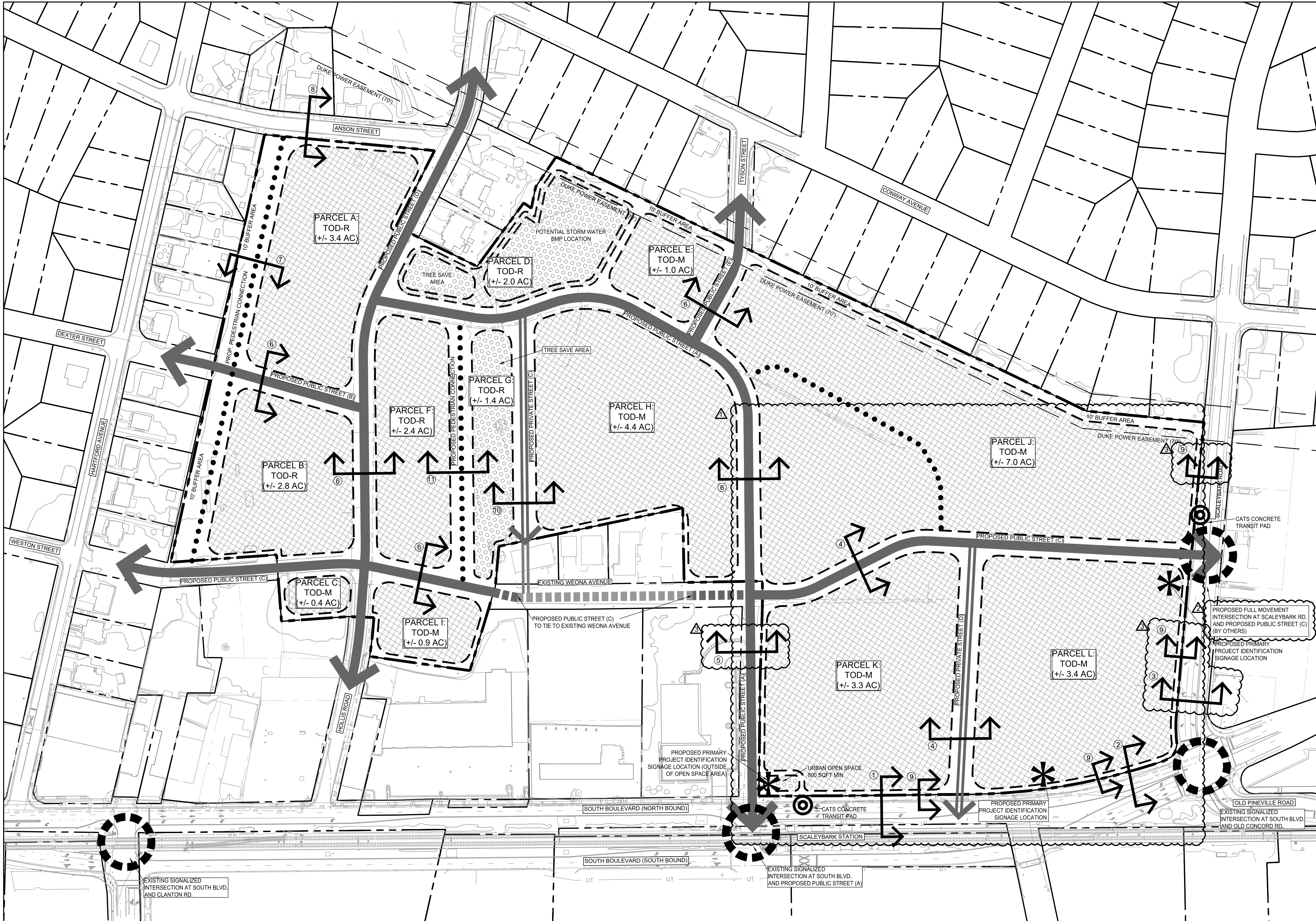




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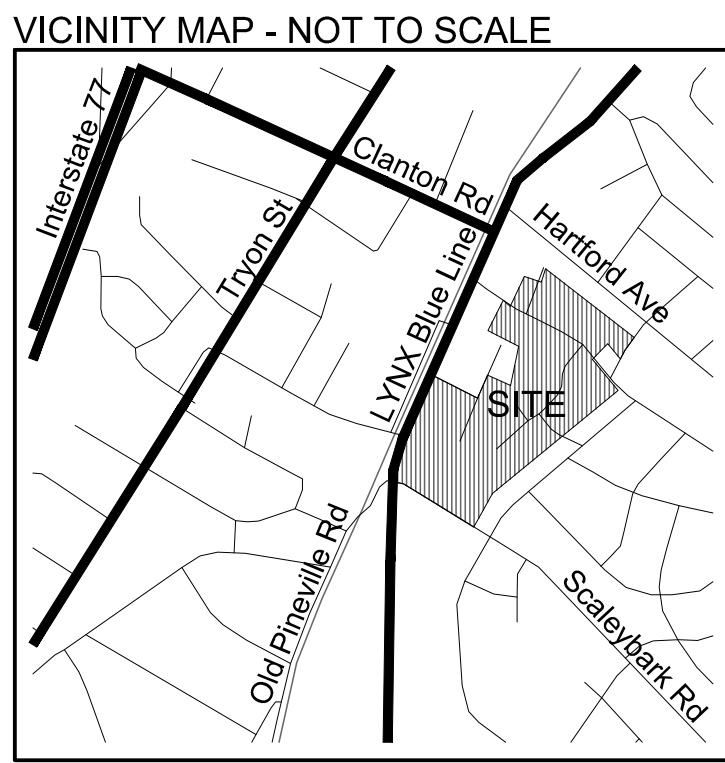


CONTEXT/STATEMENT OF PURPOSE FOR SITE PLAN AMENDMENT (SPA):
THE SPA RELATES PRIMARILY TO THE TECHNICAL ZONING ASPECTS FOR A SMALLER FORMAT RETAIL USER PREVIOUSLY DEFINED AS 25,000 SF AND REDUCED TO 12,000 SF. IN ADDITION, MINOR TRANSPORTATION ADJUSTMENTS TO ROAD CROSS SECTIONS AND PROPOSED SIGNALIZATION IN COORDINATION WITH CDOT. THE AMENDMENT IS LIMITED ONLY TO PARCEL L BOUNDARIES AS DEPICTED ON THIS SHEET.

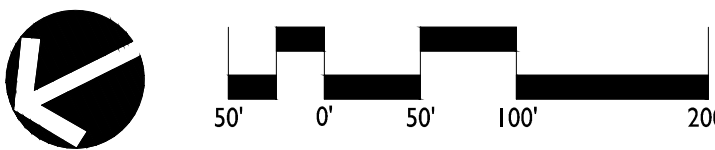


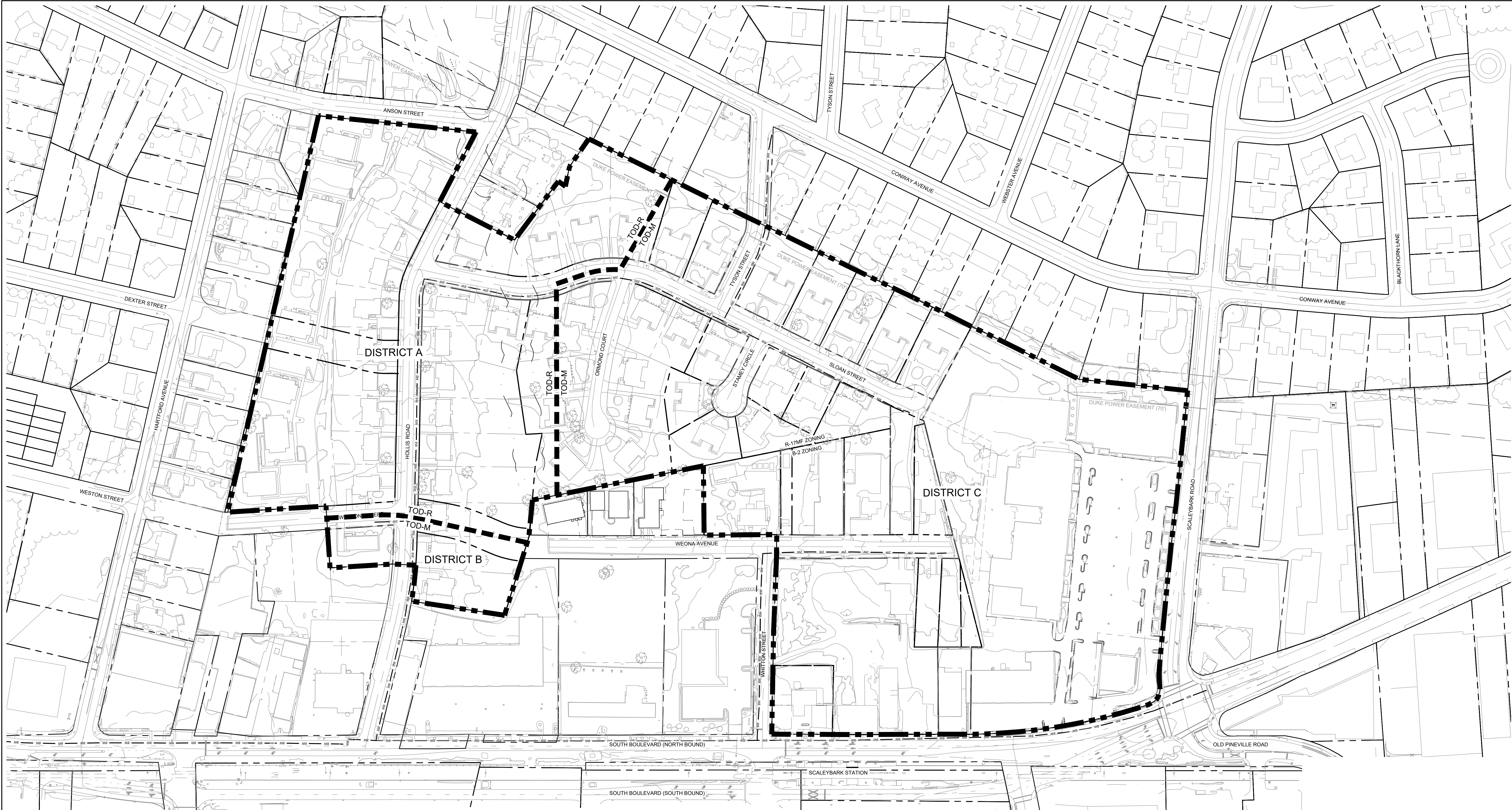
- △ SITE DEVELOPMENT SUMMARY:**
- 1) TAX PARCEL ID #:
14905101, 14905111, 14905115, 14905201, 14905304, 14905413, 14905414, 14905415, 14905416, 14905417, 14905418, 14905419, 14905420, 14905421, 14905422, 14905423, 14905424, 14905227, 14905456, 14905457, 14905458, 14905459, 14905460, 14905461, 14905462, 14905463, 14905464, 14905465, 14905467, 14905468, 14905473, 14905474, 14905475, 14905476, 14908602
- 2) DEVELOPMENT IS LOCATED WITHIN THE FOLLOWING DISTRICTS:
SCALEYBARK STATION AREA PLAN (2008)
- 3) TOTAL SITE SF (ACREAGE): +/- 1,585,396 SF (36.4 AC)
- 4) EXISTING ZONING & USES: GENERAL BUSINESS DISTRICT "B-2"
MULTI-FAMILY RESIDENTIAL DISTRICT
- "R-17MF"
- 5) PROPOSED ZONING & PERMITTED USES:
TRANSIT ORIENTED DEVELOPMENT (OPTIONAL) "TOD-MO" AND "TOD-RO"
- OFFICE
- RETAIL
- CIVIC
- MULTI-FAMILY RESIDENTIAL
- SINGLE-FAMILY DETACHED RESIDENTIAL
- 6) PARCELS:
- | | | | |
|--------|-------|------------------|-----------|
| A: | TOD-R | +/- 150,095 SF | (3.4 AC) |
| B: | TOD-R | +/- 120,519 SF | (2.8 AC) |
| C: | TOD-M | +/- 17,591 SF | (0.4 AC) |
| D: | TOD-R | +/- 85,711 SF | (2.0 AC) |
| E: | TOD-M | +/- 44,766 SF | (1.0 AC) |
| F: | TOD-R | +/- 102,580 SF | (2.4 AC) |
| G: | TOD-R | +/- 62,819 SF | (1.4 AC) |
| H: | TOD-M | +/- 190,109 SF | (4.4 AC) |
| I: | TOD-M | +/- 39,435 SF | (0.9 AC) |
| J: | TOD-M | +/- 350,543 SF | (7.0 AC) |
| K: | TOD-M | +/- 234,719 SF | (3.3 AC) |
| L: | TOD-M | +/- 140,974 SF | (3.4 AC) |
| TOTAL: | | +/- 1,585,396 SF | (36.4 AC) |
- 7) DIMENSIONAL REQUIREMENT:
- | | |
|---------------------------------|--|
| MINIMUM SETBACK REQUIREMENTS: | |
| ALONG SOUTH BLVD: | 24 FEET FROM BACK OF CURB |
| ALONG ALL OTHER STREETS: | 16 FEET FROM BACK OF CURB |
| MINIMUM SIDE YARD REQUIREMENTS: | 0 FEET |
| MINIMUM REAR YARD REQUIREMENTS: | 0 FEET |
| BUILDING HEIGHT REQUIREMENTS: | |
| BASE HEIGHT: | 40 FEET |
| MAXIMUM HEIGHT: | 120 FEET |
| HEIGHT INCREASE: | ONE ADDITIONAL FOOT OF HEIGHT FOR EVERY 10 FEET OF ADDITIONAL DISTANCE THE PORTION OF THE BUILDING IS FROM THE EDGES OF NEARBY SINGLE-FAMILY ZONING DISTRICTS. |
- 8) PROPOSED DWELLING UNITS PER ACRE:
MINIMUM DENSITY SHALL COMPLY WITH THE ORDINANCE
- 9) PROPOSED FLOOR AREA RATIO:
MINIMUM DENSITY SHALL COMPLY WITH THE ORDINANCE
- 10) PROPOSED URBAN OPEN SPACE:
MINIMUM URBAN OPEN SPACE FOR PUBLIC AND PRIVATE AREAS SHALL COMPLY WITH SECTION 9-1208(12) OF THE ZONING ORDINANCE AS APPROVED AND AMENDED MARCH 19, 2009
- PARKING REQUIREMENTS:
MINIMUM PARKING PER THE ORDINANCE
- GENERAL NOTES:
* PROPERTY BOUNDARY SURVEY PROVIDED BY:
ESP ASSOCIATES, PA
P.O. BOX 7030
CHARLOTTE, NC 28241
803.802.2440
- TREE SURVEY PROVIDED BY:
FREELAND & ASSOCIATES, INC.
323 WEST STONE AVENUE
GREENVILLE, SC 29609
864.271.4924
- ADJACENT PARCEL INFORMATION & TREE COVER PROVIDED BY:
2004 MECKLENBURG COUNTY DELD DATA.
- * THE INFORMATION WAS RECEIVED IN NOVEMBER 2006.

- LEGEND:**
- | | |
|---------------------------------|-----|
| PROPERTY BOUNDARY | --- |
| PROPOSED PUBLIC STREET | == |
| PROPOSED PRIVATE STREET | --- |
| PROPOSED PEDESTRIAN CIRCULATION | ... |
| PARCEL ENVELOPE | ▨ |
| OPEN SPACE ENVELOPE | ▨ |



FOR PUBLIC HEARING
PETITION NO. 2009-036
AS REVISED PER 2025-069





LEGAL DESCRIPTION FOR DISTRICT A:

BEGINNING AT A POINT; THENCE North 14 degrees 41 minutes 07 seconds East for a distance of 53.70 feet to a point; THENCE North 59 degrees 34 minutes 27 seconds West for a distance of 7.31 feet to a point; THENCE North 58 degrees 24 minutes 28 seconds West for a distance of 73.49 feet to a point; THENCE North 45 degrees 40 minutes 21 seconds West for a distance of 11.28 feet to a point; THENCE with a curve to the right having an arc length of 18.76 feet, a radius of 300.00 feet, and a chord bearing of North 36 degrees 46 minutes 39 seconds East for a distance of 18.76 feet to a point; THENCE North 38 degrees 34 minutes 08 seconds East for a distance of 223.27 feet to a point; THENCE with a curve to the left having an arc length of 83.79 feet, a radius of 300.00 feet, and a chord bearing of North 30 degrees 34 minutes 03 seconds East for a distance of 83.52 feet to a point; THENCE North 22 degrees 33 minutes 58 seconds East for a distance of 110.20 feet to a point; THENCE South 67 degrees 36 minutes 30 seconds East for a distance of 26.12 feet to a point; THENCE North 22 degrees 25 minutes 27 seconds East for a distance of 211.15 feet to a point; THENCE South 51 degrees 07 minutes 38 seconds East for a distance of 871.85 feet to a point; THENCE South 36 degrees 01 minutes 39 seconds West for a distance of 3.31 feet to a point; THENCE South 31 degrees 53 minutes 36 seconds West for a distance of 336.15 feet to a point; THENCE North 36 degrees 29 minutes 30 seconds West for a distance of 168.16 feet to a point; THENCE South 53 degrees 31 minutes 12 seconds West for a distance of 50.11 feet to a point; THENCE South 52 degrees 57 minutes 20 seconds West for a distance of 91.96 feet to a point; THENCE South 52 degrees 51 minutes 38 seconds West for a distance of 38.26 feet to a point; THENCE South 27 degrees 20 minutes 51 seconds East for a distance of 76.95 feet to a point; THENCE South 27 degrees 18 minutes 56 seconds East for a distance of 46.09 feet to a point; THENCE South 27 degrees 10 minutes 23 seconds East for a distance of 33.72 feet to a point; THENCE South 61 degrees 12 minutes 59 seconds West for a distance of 18.48 feet to a point; THENCE South 52 degrees 04 minutes 00 seconds East for a distance of 43.11 feet to a point; THENCE South 29 degrees 22 minutes 21 seconds East for a distance of 42.00 feet to a point; THENCE South 29 degrees 20 minutes 51 seconds East for a distance of 30.40 feet to a point; THENCE South 52 degrees 19 minutes 08 seconds West for a distance of 31.08 feet to a point; THENCE South 52 degrees 18 minutes 36 seconds West for a distance of 48.91 feet to a point; THENCE South 52 degrees 16 minutes 17 seconds West for a distance of 72.07 feet to a point; THENCE South 52 degrees 17 minutes 18 seconds West for a distance of 46.40 feet to a point; THENCE North 34 degrees 06 minutes 46 seconds West for a distance of 222.04 feet to a point; THENCE with a curve to the left having an arc length of 78.04 feet, a radius of 200.01 feet, and a chord bearing of North 18 degrees 26 minutes 53 seconds East for a distance of 77.55 feet to a point; THENCE North 07 degrees 16 minutes 14 seconds East for a distance of 62.99 feet to a point; THENCE North 64 degrees 10 minutes 31 seconds West for a distance of 452.81 feet the POINT OF BEGINNING. Said area containing 12.0 Acres, more or less.

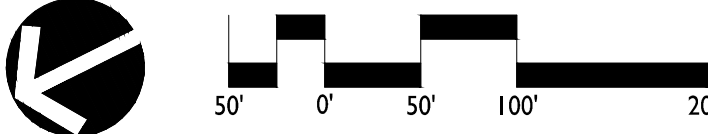
LEGAL DESCRIPTION FOR DISTRICT B:

BEGINNING AT A POINT; THENCE North 46 degrees 40 minutes 21 seconds West for a distance of 163.16 feet to a point; THENCE North 34 degrees 36 minutes 19 seconds East for a distance of 201.29 feet to a point; THENCE South 55 degrees 23 minutes 41 seconds East for a distance of 4.36 feet to a point; THENCE South 56 degrees 02 minutes 47 seconds East for a distance of 36.17 feet to a point; THENCE South 58 degrees 38 minutes 43 seconds East for a distance of 32.67 feet to a point; THENCE South 59 degrees 27 minutes 53 seconds East for a distance of 4.43 feet to a point; THENCE North 28 degrees 55 minutes 48 seconds East for a distance of 49.99 feet to a point; THENCE North 22 degrees 26 minutes 34 seconds East for a distance of 134.38 feet to a point; THENCE South 67 degrees 48 minutes 02 seconds East for a distance of 82.84 feet to a point; THENCE South 67 degrees 36 minutes 30 seconds East for a distance of 23.88 feet to a point; THENCE South 22 degrees 33 minutes 58 seconds West for a distance of 110.20 feet to a point; THENCE with a curve to the right having an arc length of 83.79 feet, a radius of 300.00 feet, and a chord bearing of South 30 degrees 34 minutes 03 seconds West for a distance of 83.52 feet to a point; THENCE South 38 degrees 34 minutes 08 seconds West for a distance of 223.27 feet to a point; THENCE with a curve to the left having an arc length of 18.76 feet, a radius of 300.00 feet, and a chord bearing of South 36 degrees 46 minutes 39 seconds West for a distance of 18.76 feet to the POINT OF BEGINNING. Said area containing 1.3 Acres, more or less.

LEGAL DESCRIPTION FOR DISTRICT C:

BEGINNING AT A POINT; THENCE South 64 degrees 10 minutes 31 seconds East for a distance of 452.81 feet to a point; THENCE South 07 degrees 16 minutes 06 seconds West for a distance of 62.99 feet to a point; THENCE with a curve to the right having an arc length of 78.04 feet, a radius of 200.01 feet, and a chord bearing of South 18 degrees 26 minutes 53 seconds West for a distance of 77.55 feet to a point; THENCE South 34 degrees 06 minutes 46 seconds East for a distance of 222.03 feet to a point; THENCE South 52 degrees 03 minutes 33 seconds West for a distance of 971.97 feet to a point; THENCE South 31 degrees 57 minutes 26 seconds West for a distance of 233.80 feet to a point; THENCE North 58 degrees 10 minutes 57 seconds West for a distance of 577.52 feet to a point; THENCE with a curve to the left having an arc length of 57.32 feet, a radius of 271.25 feet, and a chord bearing of North 63 degrees 08 minutes 41 seconds West for a distance of 57.21 feet to a point; THENCE with a curve to the right having an arc length of 52.54 feet, a radius of 38.07 feet, and a chord bearing of North 32 degrees 53 minutes 42 seconds West for a distance of 48.47 feet to a point; THENCE with a curve to the right having an arc length of 373.04 feet, a radius of 1242.77 feet, and a chord bearing of North 16 degrees 13 minutes 01 seconds East for a distance of 371.64 feet to a point; THENCE North 25 degrees 47 minutes 31 seconds East for a distance of 205.85 feet to a point; THENCE North 26 degrees 09 minutes 06 seconds East for a distance of 234.55 feet to a point; THENCE South 62 degrees 57 minutes 18 seconds East for a distance of 220.48 feet to a point; THENCE South 62 degrees 10 minutes 38 seconds East for a distance of 207.20 feet to a point; THENCE North 25 degrees 35 minutes 37 seconds East for a distance of 155.68 feet to a point; THENCE South 64 degrees 36 minutes 00 seconds East for a distance of 148.48 feet to a point; THENCE North 14 degrees 40 minutes 15 seconds East for a distance of 320.05 feet to a point; to the POINT OF BEGINNING. Said area containing 23.1 Acres, more or less.

FOR PUBLIC HEARING
PETITION NO. 2009-036
AS REVISED PER 2025-069



REVISIONS:
DATE: 06/15/25
DESIGNED BY: WFB
DRAWN BY: WFB
CHECKED BY: RJP
SCALE: 1" = 100'
PROJECT #: 1024391
SHEET #:

CROSLAND GREENS
TRANSIT ORIENTED DEVELOPMENT
NORTHWOOD RAVIN; CHARLOTTE, NC
PROPOSED DISTRICTS PLAN

CROSLAND GREENS MIXED-USE VILLAGE DEVELOPMENT STANDARDS

I. GENERAL PROVISIONS

1. THESE DEVELOPMENT STANDARDS FORM A PART OF THE TECHNICAL DATA SHEET ASSOCIATED WITH THE REZONING PETITION FILED BY CROSLAND GREENS, LLC (THE "PETITIONER" OR "DEVELOPER") TO ACCOMMODATE DEVELOPMENT OF A MIXED USE, PEDESTRIAN-FRIENDLY VILLAGE TYPE COMMUNITY TO BE KNOWN AS CROSLAND GREENS ON AN APPROXIMATELY 36.4 ACRE SITE GENERALLY LOCATED AT THE NORTHEASTERLY CORNER OF THE INTERSECTION FORMED BY SOUTH BOULEVARD AND SCALEYBARK ROAD (THE "SITE"). DEVELOPMENT OF THE SITE WILL BE GOVERNED BY THE TECHNICAL DATA SHEET, THESE DEVELOPMENT STANDARDS AND THE APPLICABLE PROVISIONS OF THE CITY DATA SHEET. THESE DEVELOPMENT STANDARDS ARE AMENDED BY CITY COUNCIL ON MARCH 19TH 2009 (THE "ORDINANCE"). UNLESS THE TECHNICAL DATA SHEET OR THESE DEVELOPMENT STANDARDS ESTABLISH MORE STRINGENT STANDARDS, THE REGULATIONS ESTABLISHED UNDER THE ORDINANCE FOR THE TRANSIT ORIENTED MIXED USE (TOD-M) AND TRANSIT ORIENTED RESIDENTIAL DISTRICT (TOD-R) ZONING CLASSIFICATIONS, SUBJECT TO THE OPTIONAL PROVISION PROVIDED BELOW, SHALL GOVERN DEVELOPMENT TAKING PLACE ON THOSE PORTIONS OF THE GENERALLY DEPICTED ON THE TECHNICAL DATA SHEET.

II. PERMITTED USES AND BUILDING AREA RESTRICTIONS.

1. THIS PROPOSAL IS INTENDED TO ACCOMMODATE A MIXED USE DEVELOPMENT PRINCIPALLY OF RESIDENTIAL, RETAIL, RESTAURANT, CIVIC AND OFFICE USES WHICH WILL BE INTERCONNECTED WITH OPEN SPACE, PEDESTRIAN FEATURES AND VEHICULAR LINKAGES.

2. THE SITE MAY BE DEVOTED TO ANY OF THE FOLLOWING USES:

- NON-RESIDENTIAL USES AS ALLOWED IN THE TOD-M AND TOD-R ZONING DISTRICTS;
- RESIDENTIAL USES AS ALLOWED IN THE TOD-M AND TOD-R ZONING DISTRICTS;
- ASSOCIATED SURFACE AND STRUCTURED PARKING FACILITIES; AND
- ACCESSORY USES AND STRUCTURES ALLOWED IN THE TOD-M AND TOD-R ZONING DISTRICT.

3. THE SITE WILL CONSIST OF 12 PARCELS AS GENERALLY DEPICTED ON THE TECHNICAL DATA SHEET AS PARCELS A, B, C, D, E, F, G, H, I, J, K, AND L (EACH A "PARCEL" OR "COMPONENT", AND COLLECTIVELY THE "PARCELS" OR "COMPONENTS").

4. IT IS UNDERSTOOD THAT THE COMMON BOUNDARIES BETWEEN EACH OF THE PARCELS (AND THE RIGHTS AND RESTRICTIONS PERTAINING TO ALL SUCH PARCELS), MAY BE ADJUSTED UPON THE MUTUAL AGREEMENT OF THE OWNERS OF SUCH PARCELS, SUBJECT TO THE APPROVAL OF THE PLANNING DIRECTOR. THE ZONING BOUNDARIES IDENTIFIED MAY NOT SHIFT AND WILL BE MAINTAINED, UNLESS AMENDED AS ALLOWED FOR BY CHAPTER SIX (6) OF THE ORDINANCE.

5. THE FOLLOWING USES WILL BE PERMITTED ON PARCELS A, B, D, AND F:

- RESIDENTIAL USES AND OPEN SPACE; AND
 - ACCESSORY USES AND STRUCTURES ASSOCIATED WITH THE ALLOWED PRINCIPLE RESIDENTIAL AND OPEN SPACE USES IN THE TOD-R ZONING DISTRICT.
6. THE FOLLOWING USES WILL BE PERMITTED ON AND ALLOCATED TO PARCELS C, E, H, AND I:
- RESIDENTIAL, RETAIL, RESTAURANT, OFFICE AND CIVIC; AND
 - ACCESSORY USES AND STRUCTURES ASSOCIATED WITH THE ALLOWED PRINCIPLE USES IN THE TOD-M ZONING DISTRICT.

7. THE FOLLOWING USES WILL BE PERMITTED ON AND ALLOCATED TO PARCEL G:

- PUBLIC OPEN SPACE; AND
- ACCESSORY USES AND STRUCTURES ASSOCIATED WITH THE ALLOWED PRINCIPLE OPEN SPACE USES IN THE TOD-R ZONING DISTRICT.

8. THE FOLLOWING USES WILL BE PERMITTED ON AND ALLOCATED TO PARCELS J, K AND L:

- RESIDENTIAL, OFFICE, RETAIL, RESTAURANT, CIVIC, AND PUBLIC OPEN SPACE USES;
- ASSOCIATED STRUCTURED AND SURFACE PARKING FACILITIES; AND
- ACCESSORY USES AND STRUCTURES ASSOCIATED WITH THE ALLOWED PRINCIPLE USES IN THE TOD-M ZONING DISTRICT.

9. THE FOLLOWING ADDITIONAL PROVISIONS SHALL GOVERN USES ON THE SITE:

- THE FOLLOWING USES WILL NOT BE PERMITTED ON THE SITE: GASOLINE SALES FACILITIES, AUTOMOBILE SERVICE STATIONS, AUTOMOBILE SALES, BOARDING HOUSES, COMMERCIAL ROOMING HOUSES, SINGLE ROOM OCCUPANCY RESIDENCES (SRO), AND CAR WASHES.

III. UNIFIED DEVELOPMENT; SETBACKS; YARDS; OPEN SPACE AREAS AND PARKING.

1. EXCEPT AS SET FORTH IN SECTION IV, BELOW, SETBACKS AND YARDS SHALL BE PROVIDED IN ACCORDANCE WITH THE ORDINANCE AND THE ADOPTED SCALEYBARK TRANSIT STATION AREA PLAN. THE PROPOSED SETBACKS ARE ALSO SPECIFIED ON THE SHEET Z-3.0 TYPICAL STREET CROSS SECTIONS.

2. PARKING MAY BE PROVIDED BY WAY OF SURFACE OR STRUCTURED PARKING FACILITIES LOCATED ON THE SITE, SUBJECT TO COMPLIANCE WITH THE MAXIMUM AND MINIMUM PARKING RATIO REQUIREMENTS FOR RETAIL AND/OR RESTAURANT, RESIDENTIAL, OFFICE, CIVIC AND OTHER NON-RESIDENTIAL USES AS SET FORTH IN SECTION 9.1208(6) OF THE ORDINANCE. PARALLEL AND ANGLED PARKING WILL BE PROVIDED ALONG INTERNAL STREETS AS INDICATED ON THE SHEET Z-3.0 TYPICAL STREET CROSS SECTIONS.

3. SINCE DEVELOPMENT OCCURRING ON THE SITE IS PART OF A UNIFIED MASTER PLANNED DEVELOPMENT, THE URBAN OPEN SPACE REQUIREMENTS ESTABLISHED AND DEFINED UNDER SECTION 9.1208(12) OF THE ORDINANCE MAY BE SATISFIED WITH REFERENCE TO ALL PARCELS OF THE SITE TAKEN TOGETHER. BY WAY OF EXAMPLE, OPEN SPACE LOCATED ON PARCEL G MAY BE USED TO SATISFY THE URBAN OPEN SPACE REQUIREMENTS ASSOCIATED WITH PARCEL A.

4. TO THE EXTENT NECESSARY THE PROVISIONS OF THIS SECTION III SHALL CONSTITUTE A PORTION OF THE OPTIONAL PROVISIONS UNDER THE TOD-RO AND TOD-MO APPLICATION SET FORTH IN SECTION IV BELOW.

IV. OPTIONAL DEVELOPMENT PROVISIONS

1. SIGNAGE STANDARDS (SECTION 9.1209(7)). THE PETITIONER SEEKS THE OPTIONAL PROVISION TO ALLOW MODIFICATIONS TO THE TOD-M AND TOD-R SIGNAGE STANDARDS TO PERMIT AN EXCITING AND UNIQUE SIGNAGE SYSTEM ON THE SITE. ACCORDINGLY, AS PART OF THIS TOD-OPATIONAL APPLICATION, THE PETITIONER REQUESTS THE FOLLOWING MODIFICATIONS FROM THE TOD-M SIGNAGE PROVISIONS:

- IN ADDITION TO THE OTHER SIGNS PERMITTED UNDER THIS SECTION IV, THE PETITIONER SHALL BE ENTITLED TO ONE (1) ROOF MOUNTED PROJECT IDENTIFICATION SIGN ON PARCEL L AT THE CORNER OF SOUTH BOULEVARD AND SCALEYBARK ROAD. THE MAXIMUM HEIGHT OF THE SIGN WILL BE NO GREATER THAN 12 FEET ABOVE THE PARAPET OF THE BUILDING; THE EXPOSED STRUCTURAL SUPPORTS FOR THE SIGN WILL NOT EXTEND MORE THAN THREE (3) FEET ABOVE THE PARAPET OF THE BUILDING. THE LOCATION OF THE SIGN MAY BE ON THE ROOFTOP OF A NON-RESIDENTIAL STRUCTURE WITHIN PARCEL L. THE MAXIMUM SIGN SURFACE AREA WILL BE LIMITED TO 10% OF THE AREA OF THE BUILDING WALL TO WHICH THE SIGN IS ORIENTED OR 200 SQUARE FEET WHICHEVER IS LESS. THIS ROOF SIGN MAY ONLY BE USED TO IDENTIFY THE NAME OF PROJECT WITH NO ADDITIONAL REFERENCE TO AMENITIES WITHIN THE PROJECT OR OTHER MARKETING RELATED MESSAGING (I.E. PHONE NUMBERS, WEBSITE, ETC.). TENANT IDENTIFICATION SIGNAGE FOR INDIVIDUAL TENANTS OR USES WILL NOT BE ALLOWED ON THIS SIGN. AT LEAST 50% OF THE PROPOSED SIGNAGE AREA WILL BE COMPOSED OF INDIVIDUAL LETTERING; THE OTHER 50% WILL BE COMPOSED OF GRAPHICS INCLUDING IDENTIFICATION ART AS WELL AS THREE DIMENSIONAL ELEMENTS. THE INDIVIDUAL LETTERING AND ACCOMPANYING GRAPHICS MUST BE MOUNTED ON A FRAME THAT IS OPEN AND DOES NOT HAVE A SOLID BACKGROUND. MATERIALS WHICH MAY BE INCLUDED AS PART OF THESE SIGNS INCLUDE: FREE STANDING METAL BRACING/STRUCTURE (ENGINEER STAMPED) AND SIGNAGE LIGHTING (BACK LIGHTING, UP LIGHTING, SPOT LIGHTING, NEON LIGHTING, ETC.).
- IF A UNIQUE THREE-DIMENSIONAL ROOF SIGN IS UTILIZED THE PLANNING DIRECTOR MAY ALTER THE SIGN DIMENSIONS BEYOND THE MINIMUMS.
- THE PROPOSED ROOF SIGN MAY BE INTEGRATED INTO THE SCREENING OF THE ROOF TOP MECHANICAL EQUIPMENT.
- THE PROPOSED ROOF SIGN WILL COMPLEMENT THE ARCHITECTURE OF THE BUILDING ON WHICH IT IS PLACED.

IV. OPTIONAL DEVELOPMENT PROVISIONS (CONT)

- IMAGES OF EXISTING ROOF SIGNS AS WELL AS AN ARTIST RENDERING OF A CONCEPT OF THE PROPOSED SIGN ARE ATTACHED ON SHEET Z-3.1. THESE IMAGES AND THE ABOVE STANDARDS WILL BE USED BY THE PLANNING DIRECTOR TO REVIEW AND APPROVE THE DRAWINGS FOR THE PROPOSED ROOF SIGN FOR THE PURPOSE OF ASSURING THAT THE SIGN IS SIMILAR IN STYLE AND THEME AS THE ATTACHED IMAGES.
- CONCEPTUAL ILLUSTRATIVE ELEVATIONS OF THE PROPOSED ROOF SIGN AND THE OVER STREET PROJECT IDENTIFICATION SIGNS HAVE BEEN INCLUDED ON SHEET Z-3.1 AND Z-3.2 CONCEPTUAL SIGNAGE AND BUILDING ELEVATIONS AS EXAMPLES OF THE PROPOSED SIGNS. THESE ILLUSTRATIVE ELEVATIONS ARE SCHEMATIC IN NATURE AND MAY BE ALTERED AND MODIFIED AS PART OF THE DEVELOPMENT PROCESS.
- ADDITION TO THE OTHER SIGNS PERMITTED UNDER THIS SECTION IV, THE PETITIONER SHALL BE ENTITLED TO ONE GROUND MOUNTED OR MONUMENT STYLE IDENTIFICATION SIGN FOR EACH OF THE PARCELS. THESE SIGNS WILL COMPLY WITH THE HEIGHT AND SIZE REQUIREMENTS OF THE TOD-R AND TOD-M ZONING DISTRICTS. IN ADDITION, WAY FINDING AND DIRECTIONAL SIGNS MAY BE PERMITTED IN ACCORDANCE WITH ORDINANCE REQUIREMENTS FOR THE TOD-M AND TOD-R DISTRICTS.
- IN ADDITION TO THE OTHER SIGNS PERMITTED UNDER THIS SECTION IV, THE PETITIONER SHALL BE ALLOWED TO PLACE PROJECT IDENTIFICATION SIGNS OVER THE INTERIOR PUBLIC AND PRIVATE STREETS. NO MORE THAN 5 OF THESE TYPE SIGNS MAY BE INSTALLED ON THE SITE. THESE PROPOSED SIGNS WILL BE SUBJECT TO THE APPROVAL OF AN ENCROACHMENT AGREEMENT AND THE APPROVAL OF THE CITY DEPARTMENT OF TRANSPORTATION.

THE SIGN LOCATIONS GENERALLY DEPICTED ON THE REZONING PLAN ARE CONCEPTUAL IN NATURE; THE LOCATIONS OF THE SIGNS MAY BE ALTERED.

2. PROJECTING WALL SIGNS (SECTION 9.1209(7)). THE PETITIONER SEEKS THE OPTIONAL PROVISION TO ALLOW THREE (3) PROJECTING WALL SIGNS AS FOLLOWS: (I) A PROJECTING WALL SIGN ON EITHER PARCEL L OR J AT THE INTERSECTION OF SCALEYBARK ROAD AND PUBLIC STREET C OF UP TO 100 SQUARE FEET, (II) A PROJECTING WALL SIGN ON PARCEL K AT THE CORNER OF SOUTH BOULEVARD AND WHITTEN STREET OF UP TO 125 SQUARE FEET, AND (III) A PROJECTING WALL SIGN ON PARCEL L AT THE CORNER OF SOUTH BOULEVARD AND PRIVATE STREET D OF UP TO 75 SQUARE FEET. THESE THREE (3) PROJECTING WALL SIGNS WILL BE ALLOWED TO PROJECT UP TO SEVEN (7) FEET INTO THE REQUIRED SETBACK. THESE PROJECTING WALL SIGNS MAY BE USED TO IDENTIFY THE PROJECT AS WELL AS TENANTS AND USES LOCATED THROUGH OUT THE SITE. THESE PROJECTING WALL SIGNS ARE IN ADDITION TO THE NORMALLY ALLOWED WALL SIGNS FOR THE TOD-M DISTRICT.

3. STREET WALLS (SECTION 9.1209(1)). THE PETITIONER SEEKS THE OPTIONAL PROVISION TO ALLOW THE PROPOSED BUILDINGS WITHIN PARCEL K OR L, THAT INCLUDE A RETAIL, PERSONAL SERVICE OR INDOOR RECREATION TENANT OR USER/OWNER WITH MORE THAN 12,000 SQUARE FEET OF GROSS FLOOR AREA (AS DEFINED BELOW), TO HAVE BUILDING WALLS ALONG SOUTH BOULEVARD AND SCALEYBARK ROAD THAT PROVIDE LESS THAN 50% OF THE LENGTH OF THE BUILDING FRONTAGE WITH USES THAT ARE VISIBLE FROM THE STREET. THE PETITIONER WILL TREAT THESE BUILDING FACADES WITH OTHER DESIGN ELEMENTS TO ENLIVEN AND ANIMATE THE STREETScape. ONE SUCH TREATMENT COULD BE A "GREEN WALL". THESE WALLS WILL MEET THE REQUIREMENTS OF SECTION 9.1209(1)(D) OF THE ORDINANCE REGARDING "BLANK WALLS". IN THE EVENT THAT THE TENANT, USER/OWNER OF THE BUILDING OR FOOT SPACE IS NOT OCCUPYING SUCH SPACE THE RE-USE OF THE SPACE WITH A NEW USER OR USERS THAT OCCUPY LESS THAN 12,000 SQUARE FEET WILL BE ALLOWED WITHOUT MODIFICATION TO THE STREET WALLS.

4. BUILDING ENTRANCES AND ORIENTATION (SECTION 9.1209(4)). THE PETITIONER SEEKS THE OPTIONAL PROVISION TO ALLOW BUILDINGS WITHIN PARCEL K OR L, THAT INCLUDE A RETAIL, PERSONAL SERVICE OR INDOOR RECREATION TENANT OR USER/OWNER WITH MORE THAN 12,000 SQUARE FEET OF GROSS FLOOR AREA (AS DEFINED BELOW), TO NOT HAVE AN OPERABLE PEDESTRIAN ENTRANCE ALONG SCALEYBARK ROAD OR SOUTH BOULEVARD. IN THE EVENT THAT THE TENANT, USER/OWNER OF THE 12,000 SQUARE FOOT SPACE IS NOT OCCUPYING SUCH SPACE THE RE-USE OF THE SPACE WITH A NEW USER OR USERS THAT OCCUPY LESS THAN 12,000 SQUARE FEET WILL BE ALLOWED WITHOUT THE ADDITION OF OPERABLE PEDESTRIAN ENTRANCES ALONG SCALEYBARK ROAD OR SOUTH BOULEVARD.

5. STRUCTURED PARKING FACILITIES (SECTION 9.1208(6)(L)). THE PETITIONER SEEKS THE OPTIONAL PROVISION TO ALLOW STRUCTURED PARKING FACILITIES LOCATED ON EITHER PARCEL K OR L WITH FRONTAGE ON PRIVATE STREET D AND ASSOCIATED WITH A RETAIL, PERSONAL SERVICE OR INDOOR RECREATION TENANT OR USER/OWNER WITH MORE THAN 12,000 SQUARE FEET OF GROSS FLOOR AREA (AS DEFINED BELOW) TO PROVIDE LESS THAN 50% OF THE LINEAR STREET LEVEL FRONTAGE WITH RETAIL, OFFICE, CIVIC, INSTITUTIONAL OR RESIDENTIAL USES. AT A MINIMUM, 35% OF THE LINEAR STREET LEVEL FRONTAGE OF A STRUCTURED PARKING FACILITY CONSTRUCTED ON EITHER PARCEL K OR L WILL BE OCCUPIED WITH RETAIL, OFFICE, CIVIC, INSTITUTIONAL OR RESIDENTIAL USES. IN THE EVENT THAT THE TENANT, USER/OWNER OF THE 12,000 SQUARE FOOT SPACE IS NOT OCCUPYING SUCH SPACE THE RE-USE OF THE SPACE WITH A NEW USER OR USERS THAT OCCUPY LESS THAN 12,000 SQUARE FEET WILL BE ALLOWED WITHOUT HAVING TO MODIFY THE STRUCTURE PARKING FACILITIES TO PROVIDE THE REQUIRED 50% OF THE LINEAR STREET FRONTAGE WITH RETAIL, OFFICE, CIVIC, INSTITUTIONAL OR RESIDENTIAL USES. SEE SHEET Z-3.1 AND Z-3.2 FOR CONCEPTUAL ELEVATIONS OF THIS PROPOSED TREATMENT.

6. PARKING STANDARDS: PARKING BETWEEN STREET AND BUILDINGS (SECTION 9.1208(6)(C)). DUE TO THE SIZE OF THE PROJECT AND THE TIMING AND COST ASSOCIATED WITH THE CONSTRUCTION OF PARKING STRUCTURES CONTEMPLATED UPON FULL BUILD-OUT, THE PETITIONER SEEKS THE OPTIONAL PROVISIONS TO ALLOW INTERIM SURFACE PARKING LOTS TO BE LOCATED IN AN ESTABLISHED SETBACK OR BETWEEN (I) A PERMITTED USE AND BUILDING AND (II) A STREET. SURFACE PARKING AREAS WILL MEET ALL REQUIRED MINIMUM STANDARDS ESTABLISHED BY THE SCALEYBARK TRANSIT STATION AREA PLAN. IN ADDITION, AN INTERIM SURFACE PARKING LOT WITH FRONTAGE ON SOUTH BOULEVARD OR SCALEYBARK ROAD WILL PROVIDE A SETBACK OF 54 FEET FROM THE BACK OF THE FUTURE CURB OF SOUTH BOULEVARD OR SCALEYBARK ROAD. THESE INTERIM SURFACE PARKING LOTS MAY ONLY BE ESTABLISHED ON PARCELS J, K, AND L.

THE TERM "INTERIM" FOR THE PURPOSES OF THIS REQUEST SHALL BE DEFINED TO MEAN A MINIMUM OF FIVE (5) YEARS AND A MAXIMUM OF 15 YEARS FROM THE DATE THE SURFACE PARKING AREA IS COMPLETED IN ACCORDANCE WITH THE FOLLOWING PROVISIONS. PRIOR TO THE PASSAGE OF FIVE (5) YEARS FROM COMPLETION OF AN APPLICABLE SURFACE PARKING AREA, THE PETITIONER MAY REQUEST A FIVE YEAR EXTENSION FROM THE PLANNING DIRECTOR WHICH SHALL BE GRANTED IF THE PETITIONER CAN DEMONSTRATE AND PROVIDE REASONABLE EVIDENCE THAT DUE TO MARKET CONDITIONS THE ELIMINATION OF SURFACE PARKING AREAS IS NOT ECONOMICALLY FEASIBLE. A MAXIMUM OF TWO FIVE (5) YEAR EXTENSIONS MAY BE REQUESTED AND GRANTED. EACH FIVE YEAR EXTENSION MUST BE REQUESTED SEPARATELY TOGETHER WITH REASONABLE EVIDENCE JUSTIFYING THE EXTENSION. AFTER THE TIME PERIOD DEFINED ABOVE HAS EXPIRED, INCLUDING APPROVED EXTENSIONS, THE PETITIONER WILL BRING THE SURFACE PARKING AREAS INTO COMPLIANCE WITH THE ORDINANCE.

7. PARKING STANDARDS: PARKING AREAS THAT COVER MORE THAN 35% OF THE TOTAL LOT WIDTH (SECTION 9.1208(6)(G)). THE PETITIONER SEEKS THE OPTIONAL PROVISION TO ALLOW SURFACE PARKING TO THE SIDE OF THE PRIMARY STRUCTURES ON PARCEL H AND PARCEL L TO COVER MORE THAN 35% OF THE TOTAL LOT WIDTH ALONG PROPOSED PUBLIC STREET A AND PUBLIC STREET C. THE SURFACE PARKING LOT WILL NOT EXCEED 60% OF THE TOTAL LOT WIDTH ALONG PROPOSED PUBLIC STREET A.

8. MANEUVERING FOR LOADING SPACE IN RIGHT-OF-WAY OF PROPOSED PRIVATE STREET D (SECTION 9.1208(7)). THE PETITIONER SEEKS THE OPTIONAL PROVISION TO ALLOW LOADING DOCKS "TO BE DESIGNED THAT REQUIRE VEHICLES TO MANEUVER WITHIN THE RIGHT-OF-WAY OF PROPOSED PRIVATE STREET D FOR BUILDINGS LOCATED ON PARCEL L AND K THAT INCLUDE A RETAIL, PERSONAL SERVICE OR INDOOR RECREATION TENANTS OR USER/OWNER WITH MORE THAN 12,000 SQUARE FEET OF GROSS FLOOR AREA (AS DEFINED BELOW). MANEUVERING FOR THE LOADING DOCKS MAY NOT OCCUR WITHIN 150 FEET OF THE RIGHT-OF-WAY OF SOUTH BOULEVARD. IN THE EVENT THAT THE TENANT, USER/OWNER OF THE 12,000 SQUARE FOOT SPACE IS NOT OCCUPYING SUCH SPACE THE RE-USE OF THE SPACE WITH A NEW USER OR USERS THAT OCCUPY LESS THAN 12,000 SQUARE FEET WILL BE ALLOWED WITHOUT THE REMOVAL OF THE LOADING SPACE THAT MANEUVERS IN PRIVATE STREET D.

IV. OPTIONAL DEVELOPMENT PROVISIONS (CONT)

9. FLOOR AREA RATIO (FAR) (SECTION 9.1208(5)(B)). THE PETITIONER SEEKS THE OPTIONAL PROVISION TO ALLOW INDIVIDUAL PHASES OF THE PROJECT TO NOT MEET THE MINIMUM FAR AND/OR DENSITY REQUIREMENTS OF THE TOD-M OR TOD-R ZONING DISTRICTS AS LONG AS THE PETITIONER CAN DEMONSTRATE VIA A PROPOSED MASTER PLAN HOW THE ENTIRE PROJECT WILL MEET THE MINIMUM FAR AND/OR DENSITY REQUIREMENTS WHEN CONSTRUCTION OF THE SITE IS COMPLETED. THE AREA OF DEVELOPMENT AREAS D AND G WILL NOT BE INCLUDED IN THE MINIMUM DENSITY REQUIREMENTS OF THE TOD-M AND TOD-R ZONING DISTRICTS IF THESE DEVELOPMENT AREAS ARE DEVELOPED AS OPEN SPACE AREAS, TREE SAVE AREAS, AND WATER QUALITY AND/OR STORM WATER DETENTION AREAS. THE AREA OF THE FOLLOWING SITE ELEMENTS WILL NOT BE INCLUDED WHEN CALCULATING THE MINIMUM DENSITY REQUIREMENTS OF THE TOD-M AND TOD-R ZONING DISTRICTS: EXISTING AND PROPOSED PUBLIC AND (PRIVATE) STREET RIGHT-OF-WAYS, OPEN SPACE AREAS, TREE SAVE AREAS, AND WATER QUALITY AND STORM WATER DETENTION AREAS.

10. FRONT-LOADED GARAGES, PARKING PADS AND DRIVEWAYS FOR INDIVIDUAL UNITS (SECTION 9.1208(6)). THE PETITIONER SEEKS THE OPTIONAL PROVISION TO ALLOW INDIVIDUAL UNITS WITH FRONT LOADED GARAGES ONLY WITHIN PARCEL A AND B BETWEEN ALONG PROPOSED PRIVATE STREET A AT THE NORTHERN BOUNDARY OF THE SITE AS MORE SPECIFICALLY INDICATED ON THE TECHNICAL DATA SHEET. THE LENGTH OF THESE DRIVEWAYS TO THESE UNITS WILL MEET THE REQUIREMENTS OF THE ORDINANCE BE A MINIMUM OF 20 FEET OR LESS THAN 7 FEET IN LENGTH. WHERE POSSIBLE THE PETITIONER WILL CONSOLIDATE AND PROVIDE SHARED DRIVEWAYS. THE GARAGES FOR THESE UNITS DWELLINGS WHEN POSSIBLE WILL BE DESIGNED TO BE FLUSH WITH THE UNIT OR RECESSED BEHIND THE DWELLING UNITS PRINCIPAL BUILDING WALL.

11. RETAIL SALES ESTABLISHMENTS WITH MORE THAN 12,000 SQUARE FEET OF GROSS FLOOR AREA PER FLOOR PER SINGLE TENANT (SECTION 9.1206(9)). THE PETITIONER SEEKS THE OPTIONAL PROVISION TO ALLOW ONE SINGLE TENANT RETAIL SALES ESTABLISHMENT WITH MORE THAN 12,000 BUT LESS THAN 60,000 SQUARE FEET OF GROSS FLOOR AREA TO BE ESTABLISHED ON PARCEL K OR L AND SUCH ESTABLISHMENT SHALL NOT BE REQUIRED TO HAVE AT LEAST 75% OF THE FIRST FLOOR STREET FRONTAGE OF THE BUILDING CONSTRUCTED WITH CLEAR GLASS WINDOWS AND DOORS NOR TO HAVE AT LEAST ONE ENTRANCE PER STREET FRONTAGE. IN ADDITION TO THE SINGLE TENANT RETAIL ESTABLISHMENT DESCRIBED ABOVE, A SINGLE TENANT RETAIL ESTABLISHMENT OF 12,000 OR MORE SQUARE FEET OF GROSS FLOOR AREA SHALL BE PERMITTED PROVIDED THAT IT COMPLIES WITH THE DESIGN STANDARDS AND REQUIREMENTS OF THE ORDINANCE.

FOR PURPOSES OF THE DEVELOPMENT LIMITATIONS SET FORTH ABOVE, THE TERM "GROSS FLOOR AREA" OR "GFA" SHALL MEAN AND REFER TO THE SUM OF THE GROSS HORIZONTAL AREAS OF EACH FLOOR OF A BUILDING, INCLUDING ANY ACCESORY BUILDINGS OR STRUCTURES, MEASURED BY THE MEASUREMENT FROM THE OUTSIDE OF THE EXTERIOR WALLS OR FROM THE CENTER LINE OF PARTY WALLS PROVIDED, HOWEVER, SUCH TERM SHALL EXCLUDE ANY SURFACE OR STRUCTURED PARKING FACILITIES, OR RELATED ACCESS AREAS, AREAS USED FOR BUILDING AND EQUIPMENT ACCESS (SUCH AS STAIRS, ELEVATOR SHAFTS AND MAINTENANCE CRAWL SPACES) PROVIDED, AREAS DEVOTED TO OUTDOOR DINING ARE NOT INTENDED TO BE INCLUDED IN THE CALCULATION OF GROSS FLOOR AREA (BUT ANY SUCH OUTDOOR DINING AREAS SHALL BE CONSIDERED FOR PARKING PURPOSES).

12. BUFFER STANDARDS (SECTION 9.1208(9)). AS A RESULT OF THE DUKE POWER DESIGN CRITERIA FOR PROTECTING THE ENVIRONMENT, THE PETITIONER DOES NOT ALLOW SHRUBS AND TREES WITHIN 50 FEET OF UTILITY TRANSMISSION TOWERS. THE PETITIONER SEEKS THE OPTIONAL PROVISION TO OMIT THE REQUIRED SHRUBS AND TREES WITHIN 50 FEET OF THE DUKE POWER TRANSMISSION TOWERS. THESE UTILITY LINES AND TRANSMISSION TOWERS ARE LOCATED ALONG THE EASTERN BOUNDARY OF THE SITE AS INDICATED ON THE TECHNICAL DATA SHEET.

13. BUFFER STANDARDS (SECTION 9.1208(9)). THE PETITIONER SEEKS THE OPTIONAL PROVISION TO REDUCE THE REQUIRED 10 FOOT BUFFER ALONG THE NORTHERN BOUNDARY OF PARCELS A AND B TO TWO FEET WITH A FIVE FOOT BUFFER ALONG THE WESTERN BOUNDARY OF PARCELS A AND B. THE SINGLE-FAMILY DETACHED HOMES ARE DEVELOPED ON PARCEL A OR B. THE FENCE OR WALL USED IN THIS BUFFER WILL BE CONSTRUCTED IN A DURABLE FASHION OF BRICK, STONE, OTHER MASONRY MATERIALS, BRICK COLUMNS WITH WOOD PLANKS, METAL, VINYL OR OTHER MATERIALS SPECIFICALLY DESIGNED AS FENCING MATERIALS OR ANY COMBINATION THEREFORE. THE FINISHED SIDE OF THE FENCE OR WALL MUST FACE THE ABUTTING PROPERTY. UP TO 25% OF THE WALL OR FENCE SURFACE MAY BE LEFT OPEN.

14. MINIMUM REAR YARD (SECTION 9.1208(4)(A)). THE PETITIONER SEEKS THE OPTIONAL PROVISION TO REDUCE THE REQUIRED 30 FOOT REAR YARD TO 10 FEET ALONG THE NORTHERN BOUNDARY OF PARCEL A AND B WHEN SINGLE-FAMILY DETACHED HOMES ARE DEVELOPED ON PARCELS A OR B.

15. ENCROACHMENTS INTO REQUIRED SETBACKS (SECTION 9.1208(1)(A) 2). THE PETITIONER WILL PROVIDE A 2 FOOT SETBACK ALONG ALL STREETS CLASSIFIED AS LOCAL RESIDENTIAL STREET WIDE BY THE APPROVED SCALEYBARK TRANSIT STATION AREA PLAN, BUT IN ACCORDANCE WITH THE SCALEYBARK STATION AREA PLAN, PETITIONER SEEKS THE OPTIONAL PROVISION TO ALLOW THE FOLLOWING ITEMS TO ENCRACH INTO THE LAST SIX (6) FEET OF THIS SETBACK, INCLUDING STEPS, OPEN PORCHES AND BAY WINDOWS AS LONG AS SUCH ENCROACHMENTS AT GRADE DO NOT REDUCE THE WIDTH OF THE REQUIRED SIDEWALK. THIS OPTIONAL PROVISION IS IN ADDITION TO THE ALLOWED ENCROACHMENTS ALLOWED BY SECTION 9.1208(1)(G) OF THE ORDINANCE.

16. REQUIRED SETBACK OF 30 FEET WHEN ABUTTING SINGLE-FAMILY ZONING (SECTION 9.1208(1)(A) 1). THE PETITIONER SEEKS THE OPTIONAL PROVISION TO REDUCE THE 30 FOOT SETBACK REQUIRED ALONG A PORTION OF ANSON STREET TO 22 FEET FROM THE BACK OF CURB.

17. SCALEYBARK AVENUE STREETScape REQUIREMENTS (SECTION 9.1209(8)(A)). THE PETITIONER SEEKS THE OPTIONAL PROVISION TO MODIFY THE WIDTH OF THE AMENITY ZONE ALONG SCALEYBARK AVENUE FROM 16 FEET TO 8 FEET. THE 8 FEET REMOVED FROM THE AMENITY ZONE WILL BE ADDED TO AREA BETWEEN THE SIDEWALK AND THE BUILDING SETBACK LINE. THE PROPOSED 24 FOOT SETBACK WILL NOT BE REDUCED. THIS PROPOSED STREETScape TREATMENT IS SPECIFICALLY SHOWN ON SHEET Z-3.0 TYPICAL STREET CROSS SECTIONS IN CROSS SECTION NUMBER 3.

18. REQUIRED STREET TREES AND SIDEWALKS. THE PETITIONER SEEKS THE OPTIONAL PROVISION TO REQUEST A DELAY IN THE INSTALLATION OF REQUIRED STREET TREES AND SIDEWALKS ON EACH PARCEL AS DEVELOPMENT OCCURS ON THE PARCEL. THE DELAY IN THE INSTALLATION WILL ALLOW CONSTRUCTION TO OCCUR WITHIN THE PARCELS WITHOUT DAMAGING SIDEWALKS AND STREET TREES THAT WOULD HAVE BEEN PREVIOUSLY INSTALLED. THE PETITIONER WILL COORDINATE THE TIMING OF THE INSTALLATION OF THESE REQUIRED STREETScape ELEMENTS WITH URBAN FORESTRY, CITY ENGINEERING AND THE PLANNING DEPARTMENT. ALL REQUIRED STREET TREES AND SIDEWALKS WILL BE INSTALLED ON EACH PARCEL PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR THE FIRST BUILDING ON THE APPLICABLE PARCEL.

19. THE PROVISIONS OF SECTION III TO EXTENT NECESSARY CONSTITUTE ACCEPTABLE VARIATIONS (AND OPTIONAL PROVISIONS) FROM THE TOD-M AND TOD-R MINIMUM STANDARDS.

V. DESIGN AND PERFORMANCE STANDARDS

1. BUILDINGS LOCATED WITHIN EACH PARCEL WILL MEET THE MAXIMUM HEIGHT REQUIREMENTS OF THE TOD-M AND TOD-R ZONING DISTRICTS. BUILDING HEIGHT WILL BE MEASURED AS DEFINED IN THE ORDINANCE PROVIDED THE FOLLOWING WILL NOT BE INCLUDED IN THE CALCULATION OF MAXIMUM BUILDING HEIGHT SKYLIGHTS, AND ROOF STRUCTURES FOR ELEVATORS, STAIRWAYS, TANKS, HEATING, VENTILATION AND AIR-CONDITIONING EQUIPMENT, OR SIMILAR EQUIPMENT FOR THE OPERATION AND MAINTENANCE OF A BUILDING AND ANY DEVICE USED TO SCREEN SUCH STRUCTURES AND EQUIPMENT.

2. STREETS WITHIN THE SITE MAY BE EITHER PUBLIC OR PRIVATE AS INDICATED ON THE TECHNICAL DATA SHEET. REGARDLESS OF WHETHER THE INTERNAL STREETS ARE PUBLIC OR PRIVATE, THEY SHALL REMAIN OPEN AND ACCESSIBLE TO THE PUBLIC. THIS DOES NOT PRECLUDE THE PETITIONER FROM TEMPORARILY CLOSING A PRIVATE STREET FOR, BUT NOT LIMITED TO, SPECIAL EVENTS, FARMERS MARKETS, FESTIVALS, CONCERTS, BLOCK PARTIES OR OTHER SIMILAR EVENTS.

3. A BUFFER AS PER THE REQUIREMENT OF SECTION 9.1208(9) OF THE ORDINANCE WILL BE PROVIDED ALONG THE NORTHERN AND EASTERN BOUNDARIES OF THE SITE ABUTTING THE EXISTING SINGLE-FAMILY HOMES AS GENERALLY DEPICTED ON THE TECHNICAL DATA SHEET, SUBJECT TO THE OPTIONAL PROVISIONS IN SECTION IV ABOVE.

4. THE PETITIONER SHALL MAKE GOOD FAITH DILIGENT EFFORTS TO SAVE THE EXISTING TREES LOCATED WITHIN THE TREE SAVE AREAS IDENTIFIED ON THE TECHNICAL DATA SHEET. ADDITIONAL TREE SAVE AREAS, TO THE EXTENT REQUIRED BY THE ORDINANCE, WILL BE IDENTIFIED DURING THE DESIGN DEVELOPMENT PHASES OF THE PROJECT. TREES WITHIN THESE ADDITIONAL TREE SAVE AREAS WILL ALSO BE PRESERVED.

5. A UNIFIED STREETScape TREATMENT WILL BE IMPLEMENTED THROUGHOUT THE SITE, INCLUDING THE SITES FRONTAGE ON SOUTH BOULEVARD AND SCALEYBARK ROAD. THE PROPOSED STREETScape TREATMENT IS SPECIFIED ON SHEET Z-3.0 TITLED TYPICAL STREET CROSS SECTIONS, SUBJECT, HOWEVER, TO ANY CONFLICTS WITH EXISTING UTILITY EASEMENTS LOCATED WITHIN SUCH AREAS.

6. ON A PORTION OF PROPOSED PRIVATE STREET D THE PETITIONER MAY HAVE A GAP IN THE SPACING OF STREET TREES. THIS GAP WILL OCCUR ON ONE SIDE OF THE STREET FOR A LENGTH OF 120 FEET. ON STREET PARKING ALONG PRIVATE STREET D MAY EITHER BE PARALLEL OR ANGLED PARKING.

V. DESIGN AND PERFORMANCE STANDARDS (CONT)

7. THE PETITIONER WILL CONSTRUCT PUBLIC STREET C (WEONA AVENUE) TO THE MAIN STREET DEVELOPMENT CALLED FOR IN THE SCALEYBARK STATION AREA PLAN (FROM SCALEYBARK ROAD TO PUBLIC STREET A).

8. THE PETITIONER RESERVES THE RIGHT TO SUBSTITUTE A BIO-SWALE/RAIN GARDEN FOR THE TYPICAL EIGHT FOOT PLANTING STRIP ALONG BOTH SIDES OF ANY OF THE PROPOSED PRIVATE STREETS. THE PETITIONER WILL CONSULT WITH CITY ENGINEERING STORM WATER SERVICES ON THE DESIGN OF THE PROPOSED BIO-SWALE/RAIN GARDEN DURING THE LAND DEVELOPMENT REVIEW PROCESS.

9. AS THE PROJECT DEVELOPS, PEDESTRIAN SCALE LIGHTING WILL BE INSTALLED ALONG BOTH INTERIOR STREETS AND STREETS THAT BORDER THE SITE.

10. ALL FREESTANDING LIGHTING AND ALL EXTERIOR LIGHTING ON BUILDINGS WILL BE FULLY SHIELDED AND FULL CUT-OFF TYPE FIXTURES DOWNWARDLY DIRECTED. NO WALL "PAK" TYPE LIGHTING SHALL BE USED, BUT ATTACHED DECORATIVE LIGHTING FIXTURES SUCH AS SCENES MAY BE USED. THE MAXIMUM HEIGHT OF ANY FREESTANDING LIGHTING FIXTURES, INCLUDING ITS BASE, SHALL NOT EXCEED 20 FEET.

11. ALL DUMPSTERS, LOADING AREAS AND SERVICE AREAS WILL BE SCREENED IN ACCORDANCE WITH SECTION 12.303 OF THE ORDINANCE.

12. OFF-STREET VEHICULAR AND BICYCLE PARKING WILL BE PROVIDED WHICH MEETS OR EXCEEDS THE RATIO REQUIREMENTS OF THE ORDINANCE.

13. SIDEWALK AND PLANTING STRIPS ALONG INTERNAL STREETS MAY BE INSTALLED IN PHASES IN ASSOCIATION WITH NEARBY DEVELOPMENT AND AS THE PROJECT DEVELOPS.

14. AREAS GENERALLY DEPICTED ON THE TECHNICAL DATA SHEET AS "OPEN SPACE" WILL INCLUDE DECORATIVE PAVING, BENCHES AND SEATING AREAS, LANDSCAPING FEATURES AND/OR OTHER AMENITIES SUCH AS FOUNTAINS OR DECORATIVE ARCHITECTURAL FEATURES.

15. AT LEAST ONE ACRE, IN THE AGGREGATE, OF PUBLIC OPEN SPACE AS DEFINED BY THE TOD PROVISIONS OF THE ORDINANCE WILL BE PROVIDED WITHIN PARCELS J, K AND L. THIS PUBLIC OPEN SPACE MAY INCLUDE THE LAND UNDER THE DUKE POWER UTILITY EASEMENT LOCATED ALONG THE EASTERN BOUNDARY OF THE SITE. THIS ONE ACRE OF PUBLIC OPEN SPACE WILL BE IMPROVED IN ACCORDANCE THE PROVISIONS OF THE ORDINANCE.

16. THE PETITIONER WILL PROVIDE A MINIMUM OF 800 SQUARE FEET OR URBAN OPEN SPACE ON PARCEL K ALONG SOUTH BOULEVARD ACROSS FROM THE EXISTING RAPID TRANSIT STATION, AS GENERALLY DEPICTED ON SHEET Z-1.0.

17. THE PETITIONER SHALL INSTALL TWO (2) CONCRETE WAITING PADS ON THE SITE: ONE ALONG SOUTH BOULEVARD AND ONE ALONG SCALEYBARK ROAD IN THE AREAS GENERALLY INDICATED THE TECHNICAL DATA SHEET. THESE PROPOSED WAITING PADS WILL BE CONSTRUCTED PER THE CHARLOTTE-MECKLENBURG LAND DEVELOPMENT STANDARDS (60.02A OR 60.02B). THE APPROPRIATE STANDARD AND FINAL LOCATIONS OF SUCH PADS WILL BE COORDINATED WITH CHARLOTTE AREA TRANSIT SYSTEM DURING THE PLAN REVIEW PROCESS.

18. THE PETITIONER WILL EXPLORE OPPORTUNITIES TO CONSOLIDATE AND PLACE UNDERGROUND EXISTING OVERHEAD UTILITIES WITH EACH OF THE RESPECTIVE UTILITY COMPANIES THAT OWN AND OPERATE THESE EXISTING UTILITIES IN A MANNER AND CIRCUMSTANCES WHERE THE PETITIONER FINDS THE COSTS AND FEASIBILITY OF CONSOLIDATING OR PLACING EXISTING UTILITIES UNDERGROUND REASONABLE. THE UTILITIES WILL BE PLACED UNDERGROUND OR CONSOLIDATED. ALL NEW UTILITY LINES WILL BE PLACED UNDERGROUND AS REQUIRED BY SECTION 12.509 OF THE CITY ZONING REGULATIONS.

VI. ACCESS POINTS

1. THE TOTAL NUMBER OF INGRESS/EGRESS POINTS TO THE SITE SHALL BE LIMITED TO THE NUMBER SHOWN ON THE TECHNICAL DATA SHEET, EXCEPT TO THE EXTENT MORE ACCESS POINTS ARE PERMITTED BY CDOT. THE EXACT LOCATIONS MAY VARY SOMEWHAT FROM THOSE DEPICTED BASED UPON FINAL DESIGN AND LOCALATIONAL REQUIREMENTS AS REGULATED BY CDOT.

2. THE EXISTING ACCESS POINTS TO THE SITE MAY CONTINUE TO BE USED UNTIL THE NEW ACCESSSES HAVE BEEN COMPLETED. AS EACH PARCEL WITH EXISTING DRIVEWAYS IS REDEVELOPED EXISTING DRIVEWAYS WILL BE REMOVED OR RECONSTRUCTED TO MEET CURRENT DRIVEWAY STANDARDS AND THE CONDITIONS OF THIS CONDITIONAL PLAN.

VII. ROADWAY IMPROVEMENTS AND PHASING

1. PUBLIC STREET C MUST BE CONSTRUCTED AND OPEN TO TRAFFIC BETWEEN SCALEYBARK ROAD AND ITS INTERSECTION WITH PROPOSED PUBLIC STREET A BEFORE A CERTIFICATE OF OCCUPANCY IS ISSUED FOR THE SECOND BUILDING CONSTRUCTED ON PARCEL J.

2. PUBLIC STREET C WILL BE CONSTRUCTED FROM HOLLS TO EXISTING WEONA AVENUE AS PART OF THE DEVELOPMENT OF DEVELOPMENT AREA B, F, OR I.

3. IF DEVELOPMENT ON PARCEL K OR L PRECEDES THE DEVELOPMENT OF THE SECOND BUILDING ON PARCEL J THE PETITIONER WILL CONSTRUCT PUBLIC STREET C FROM SCALEYBARK ROAD TO ITS INTERSECTION WITH PROPOSED PUBLIC STREET A CONCURRENTLY WITH THE DEVELOPMENT OCCURRING ON PARCEL K OR L. THIS PORTION OF PUBLIC STREET C WILL BE CONSTRUCTED AND OPEN TO TRAFFIC BEFORE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY FOR THE FIRST BUILDING CONSTRUCTED ON PARCEL K OR L.

IT IS UNDERSTOOD THAT A PORTION OF THE PUBLIC STREET C MAY UTILIZE A PORTION OF EXISTING WEONA AVENUE AT THE PETITIONER'S DISCRETION AND SUBJECT TO CDOT'S APPROVAL.

TO THE EXTEND CONSISTENT WITH PETITIONERS DEVELOPMENT AND BUILDING PLANS, THE PETITIONER (A) WILL DURING THE SUBDIVISION AND TOD REVIEW PROCESS WORK WITH THE CITY DEPARTMENT OF TRANSPORTATION ON AN ACCEPTABLE SOLUTION TO THE ALIGNMENT OF PROPOSED PUBLIC STREET C AND EXISTING WEONA AVENUE AND (B) AGREE TO DESIGN AND CONSTRUCT THE INTERSECTION OF PUBLIC STREET C WITH SCALEYBARK AVENUE TO IMPROVE THE ALIGNMENT WITH THE EXISTING OPPOSING DRIVEWAY ON THE SOUTH SIDE OF SCALEYBARK AVENUE.

4. AS PART OF THE DEVELOPMENT OF PARCELS A AND B, THE PETITIONER WILL CONSTRUCT OR IMPROVE PUBLIC STREET B AND A PORTION OF PUBLIC STREET C TO THE PROPERTY LINE. IF (I) THE CITY AND THE PETITIONER HAVE A DEVELOPMENT AGREEMENT IN PLACE THAT CALLS FOR THE EXTENSION OF THESE ROADS TO HARTFORD AVENUE AND (II) GENERAL OBLIGATION TRANSPORTATION BONDS FOR THE REIMBURSEMENT OF CERTAIN INFRASTRUCTURE COSTS HAVE BEEN APPROVED, THEN THE PETITIONER WILL ALSO CONSTRUCT THE EXTENSION OF THESE ROADS FOR A RIGHT-OF-WAY OF 50 FEET TO THE EXTENT APPROPRIATE. RIGHT-OF-WAY IS THERE IS SUFFICIENT EXISTING RIGHT-OF-WAY AVAILABLE TO CONSTRUCT THESE PUBLIC STREET EXTENSIONS TO HARTFORD AVENUE.

5. THE PORTION OF PUBLIC STREET A FROM ITS INTERSECTION WITH PUBLIC STREET C TO PROPOSED PUBLIC STREET E WILL BE CONSTRUCTED AS DEVELOPMENT OCCURS ON THE PORTION OF PARCEL J THAT FRONTS ON PUBLIC STREET A, OR WHEN DEVELOPMENT OCCURS ON PARCEL H, WHICH EVER OCCURS FIRST.

6. THE OTHER STREETS SHOWN ON THE SITE PLAN WILL BE CONSTRUCTED OR IMPROVED AS DEVELOPMENT OCCURS ON THE ABUTTING PARCELS.

7. THE PETITIONER WILL RELOCATE THE EXISTING CURB AND GUTTER ALONG THE SITE'S PARCEL L FRONTAGE ON SOUTH BOULEVARD TO ALLOW THE CONSTRUCTION OF A FIVE (5) FOOT BIKE LANE.

8. THE PETITIONER WILL RELOCATE THE EXISTING CURB ALONG THE SITES FRONTAGE ON ANSON STREET AS NECESSARY TO PROVIDE PROTECTED PARKING.

VIII. SCREENING, LANDSCAPING, AND OPEN SPACE AREAS

1. SCREENING WILL CONFORM TO THE APPLICABLE STANDARDS OF THE ORDINANCE.

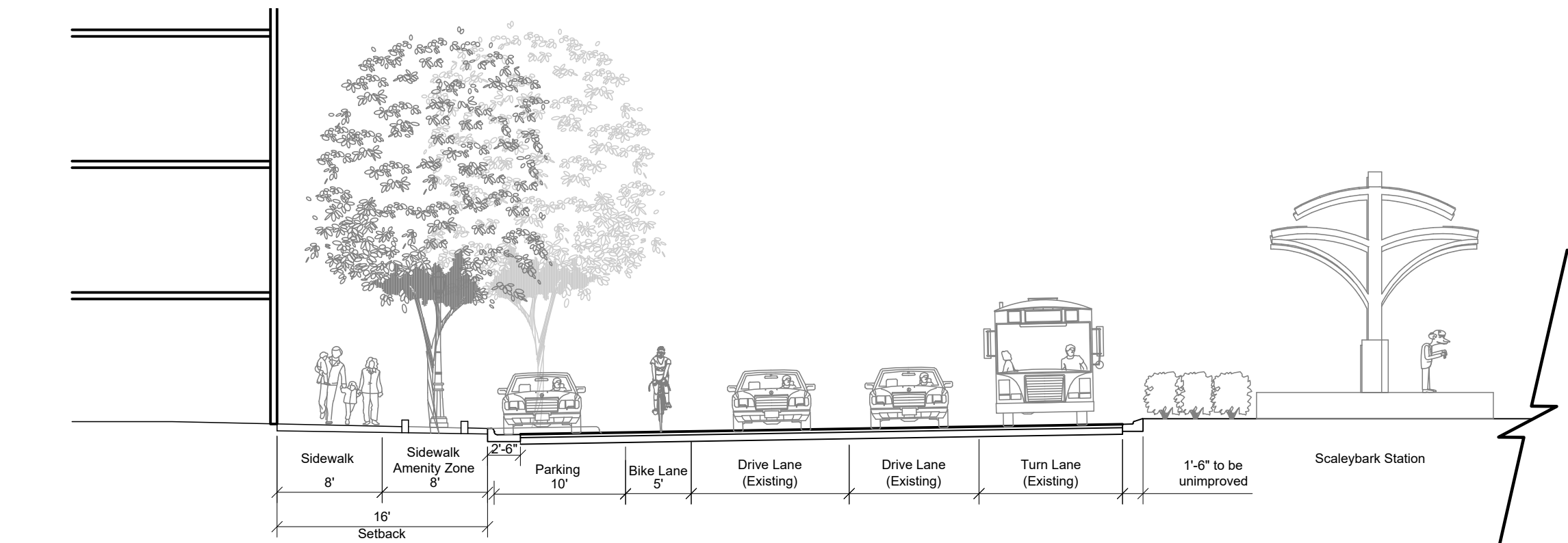
2. LANDSCAPING SHALL SATISFY THE REQUIREMENTS OF THE ORDINANCE FOR THE TOD-MO AND TOD-RO ZONING DISTRICTS AND THE CITY OF CHARLOTTE TREE ORDINANCE.

3. THE PROPOSED INTERIM SURFACE PARKING AREAS WILL BE SCREENED FROM ABUTTING PROPERTY AND FROM PUBLIC VIEW FROM A PUBLIC STREET WITH A MINIMUM OF TWO ROWS OF EVERGREEN SHRUBS PLANTED PER THE REQUIREMENTS OF SECTION 12.303.(2)(G) OF THE ORDINANCE.

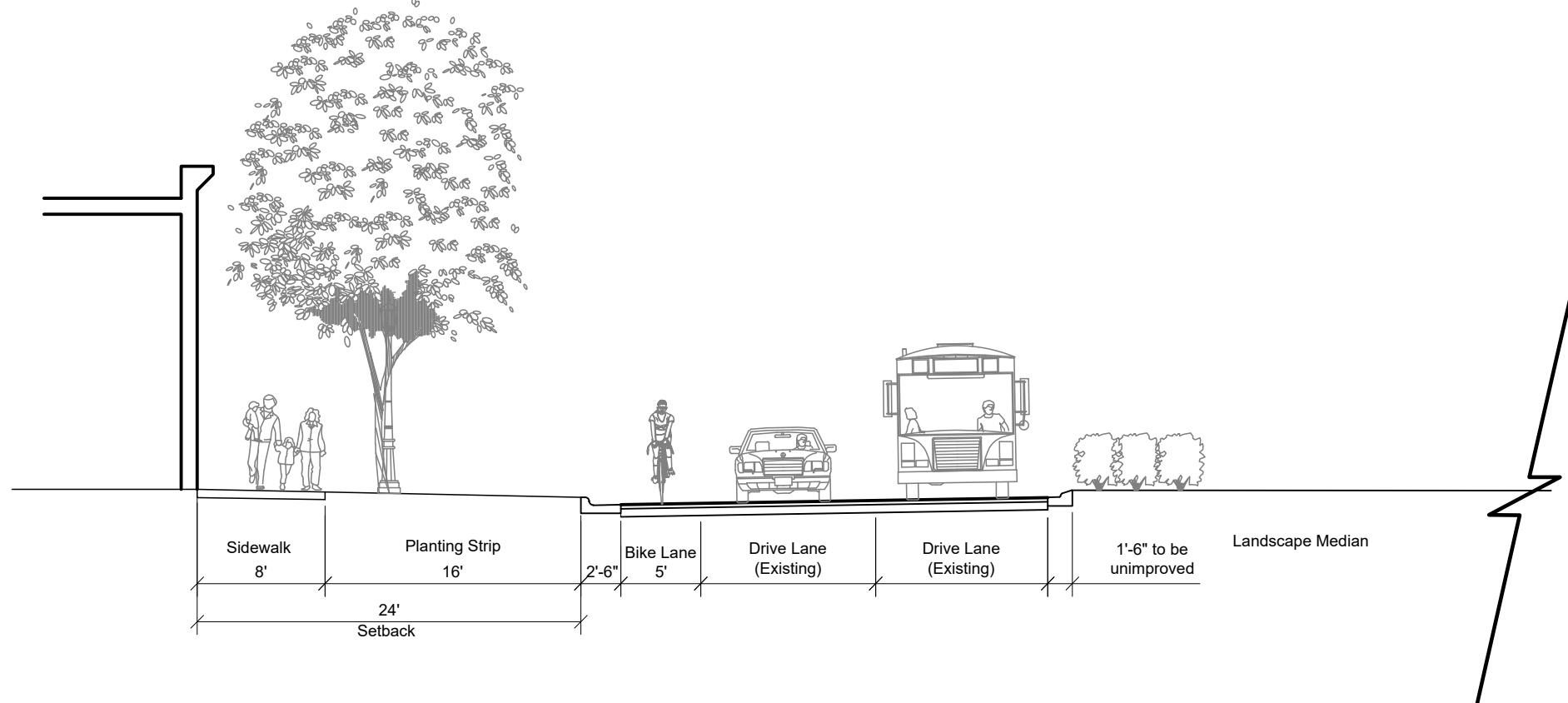
VIII. SCREENING, LANDSCAPING, AND OPEN SPACE AREAS

4. SINCE DEVELOPMENT OCCURRING ON THE SITE IS PART OF A UNIFIED MASTER PLANNED DEVELOPMENT, THE URBAN OPEN SPACE REQUIREMENTS ESTABLISHED AND DEFINED UNDER SECTION 9.1208(12) OF THE ORDINANCE WILL BE SATISFIED WITH REFERENCE TO ALL PARCELS OF THE SITE TAKEN TOGETHER. BY WAY OF EXAMPLE, OPEN SPACE LOCATED ON PARCEL J THAT EXCEEDS THE URBAN OPEN SPACE REQUIREMENTS FOR PARCEL J MAY BE USED TO SATISFY THE URBAN OPEN SPACE REQUIREMENTS ASSOCIATED WITH PARCEL K. TO THE EXTENT NECESSARY THE PROVISIONS OF THIS SUBSECTION SHALL CONSTITUTE A PORTION OF THE OPTIONAL PROVISIONS UNDER THE TOD-MO OR TOD-RO APPLICATION SET FORTH IN SECTION IV ABOVE.

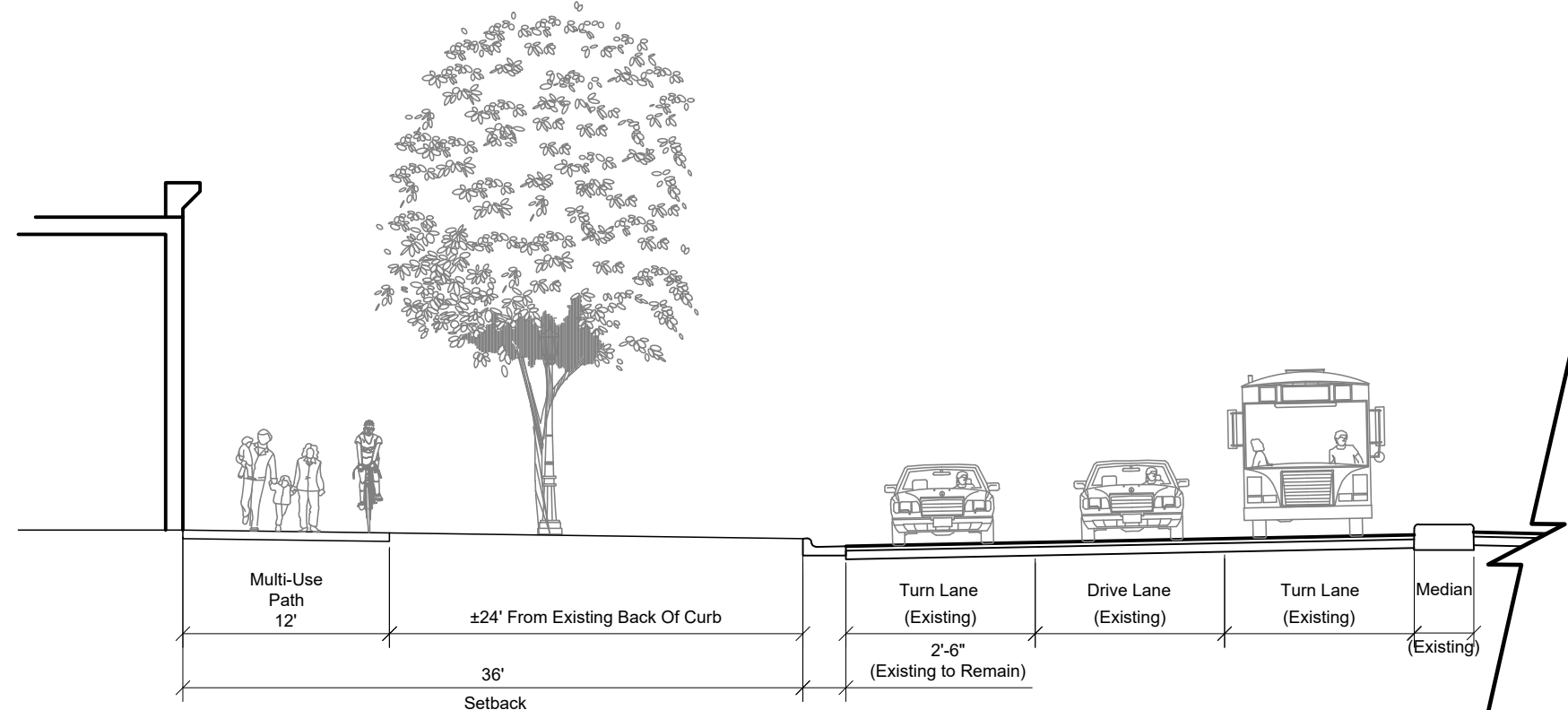
5. URBAN OPEN SPACE WILL BE PROVIDED THROUGHOUT THE SITE AND CENTRALLY LOCATED.



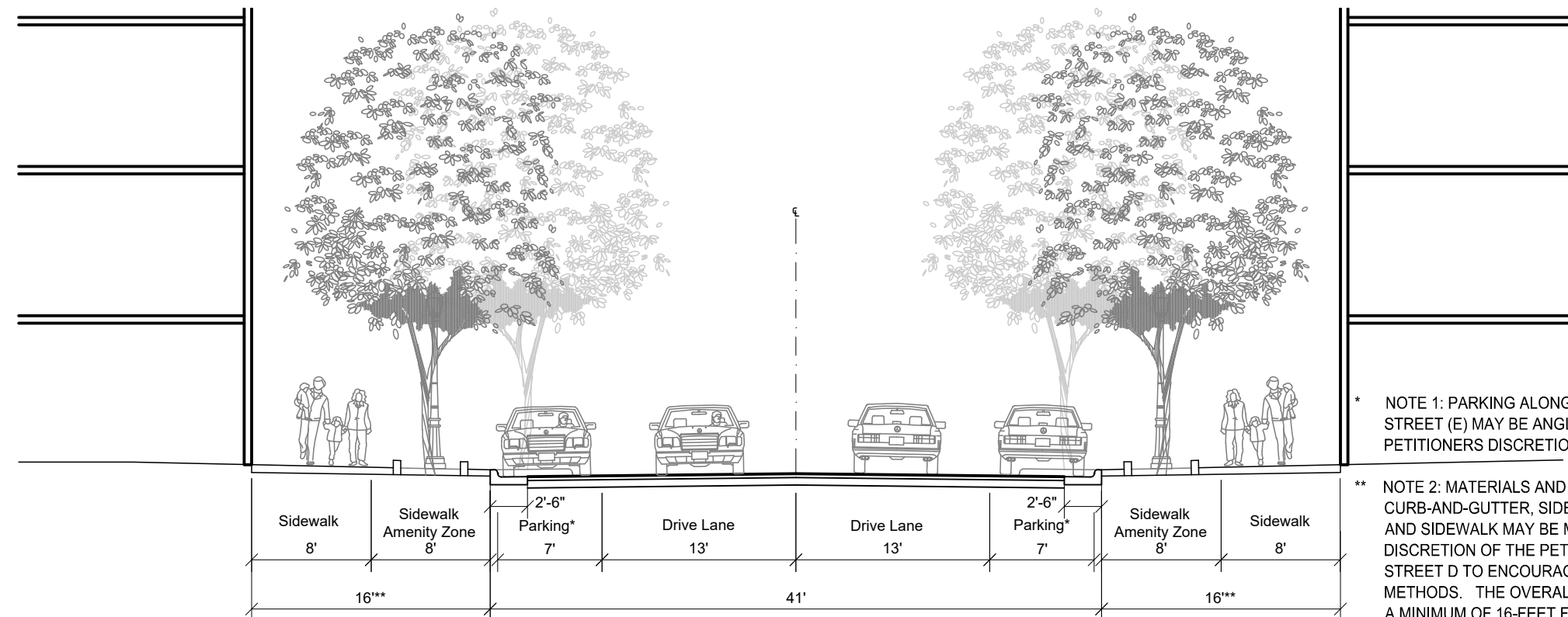
CROSS SECTION 1 - PROPOSED STREET IMPROVEMENTS ALONG SOUTH BOULEVARD @ SCALEYBARK STATION



CROSS SECTION 2 - PROPOSED STREET IMPROVEMENTS ALONG SOUTH BOULEVARD

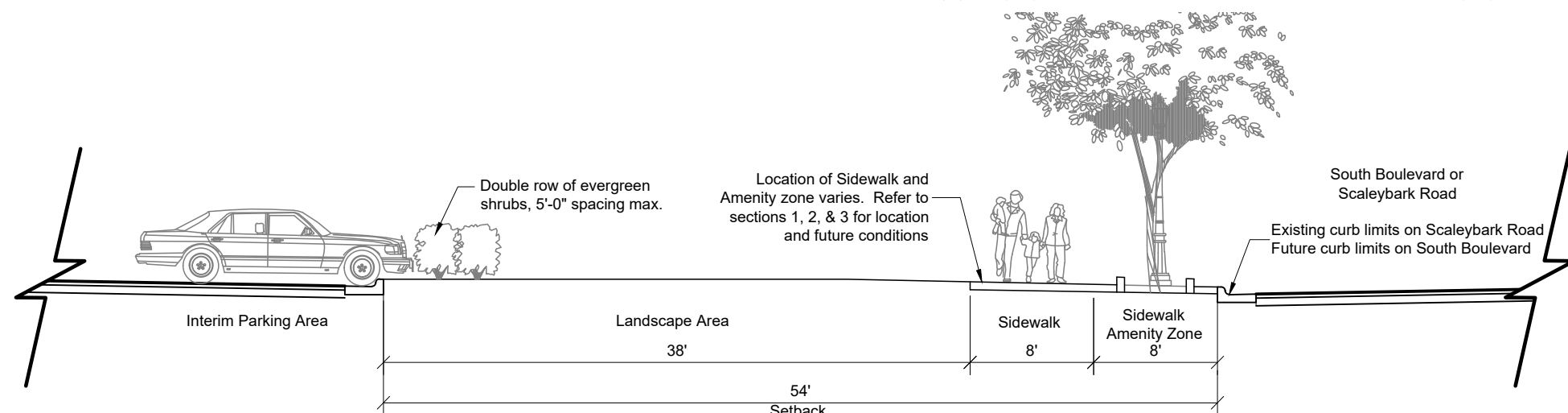


CROSS SECTION 3 - PROPOSED STREET IMPROVEMENTS ALONG SCALEYBARK ROAD



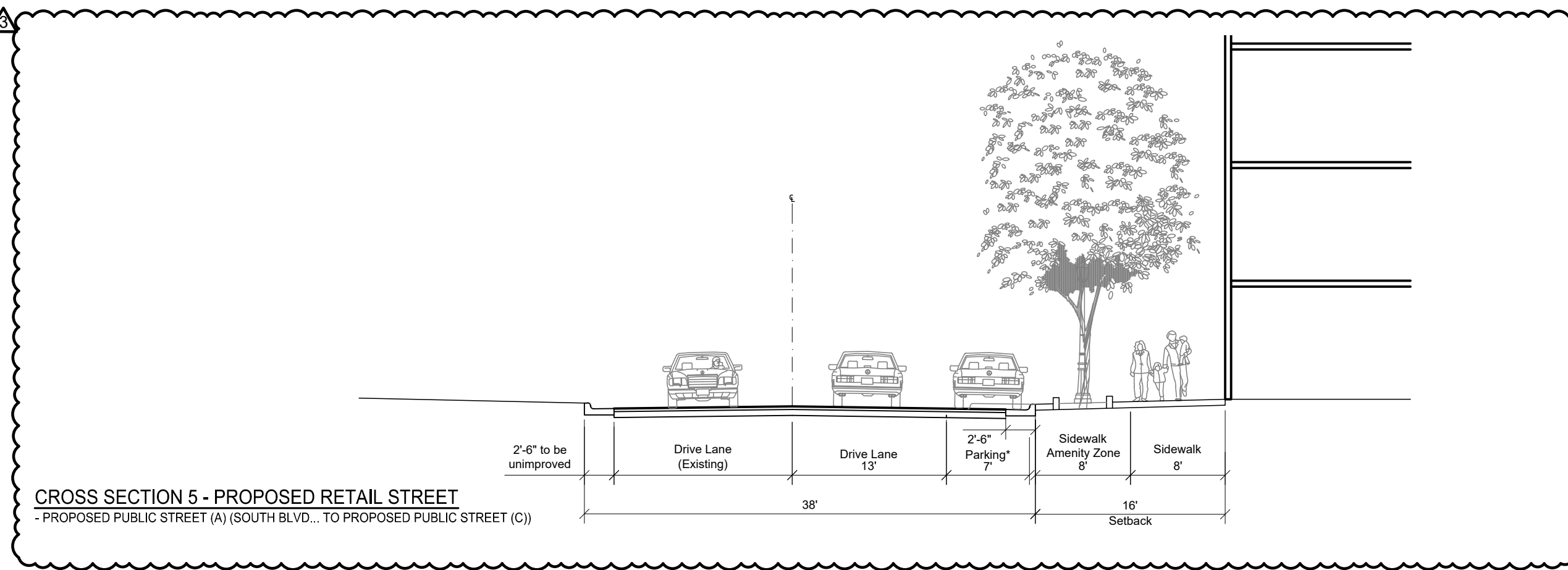
CROSS SECTION 4 - PROPOSED RETAIL STREET

- PROPOSED PUBLIC STREET (C) (SCALEYBARK RD. TO PROPOSED PUBLIC STREET (A))
- PRIVATE STREET (D)



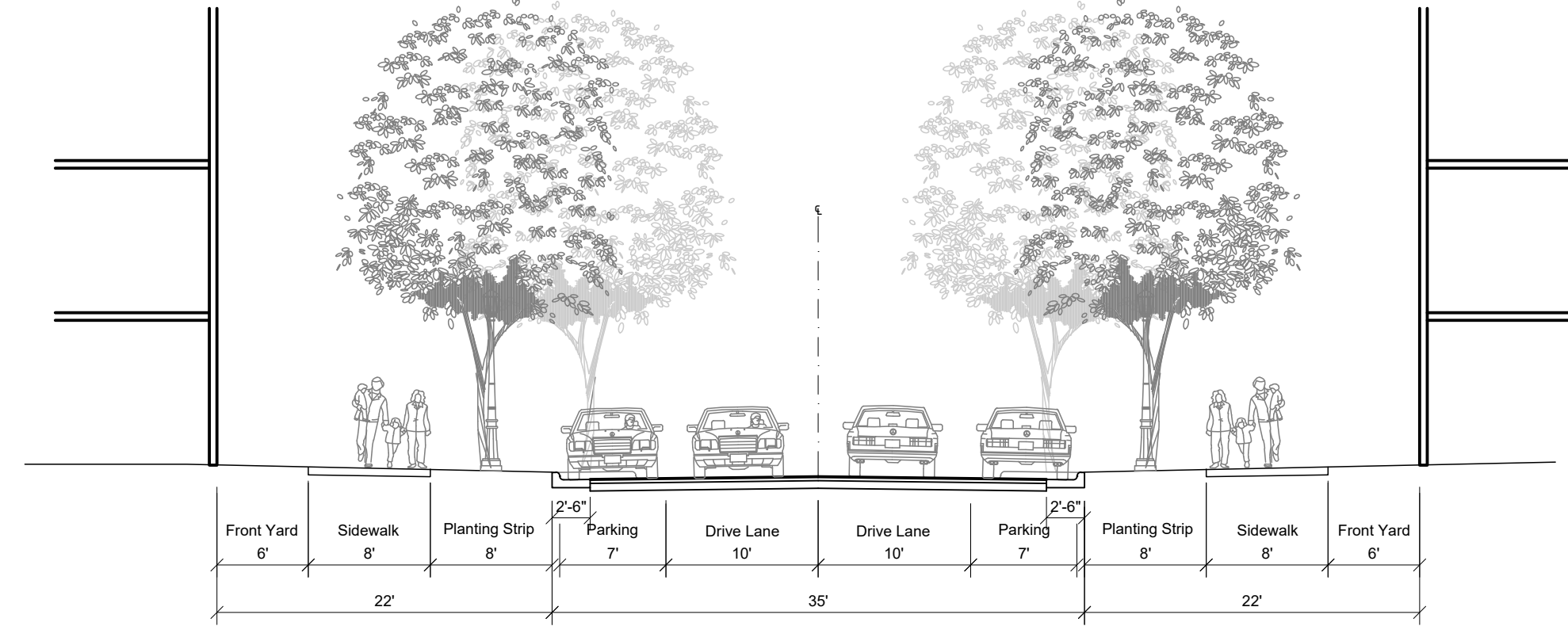
CROSS SECTION 9 - PROPOSED INTERIM PARKING AREAS

- APPLICABLE TO SOUTH BOULEVARD AND SCALEYBARK ROAD ONLY
- ALL LOWER FOR PARCELS J, K AND L ONLY
- PERMANENT SURFACE PARKING IN DEVELOPMENT AREAS SHALL MEET THE TOD-M ORDINANCE REQUIREMENTS



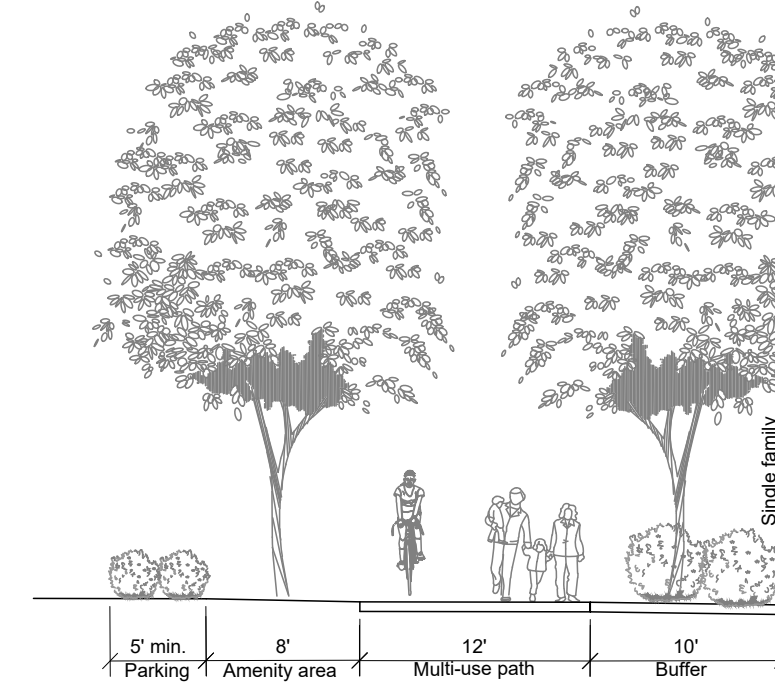
CROSS SECTION 5 - PROPOSED RETAIL STREET

- PROPOSED PUBLIC STREET (A) (SOUTH BLVD... TO PROPOSED PUBLIC STREET (C))



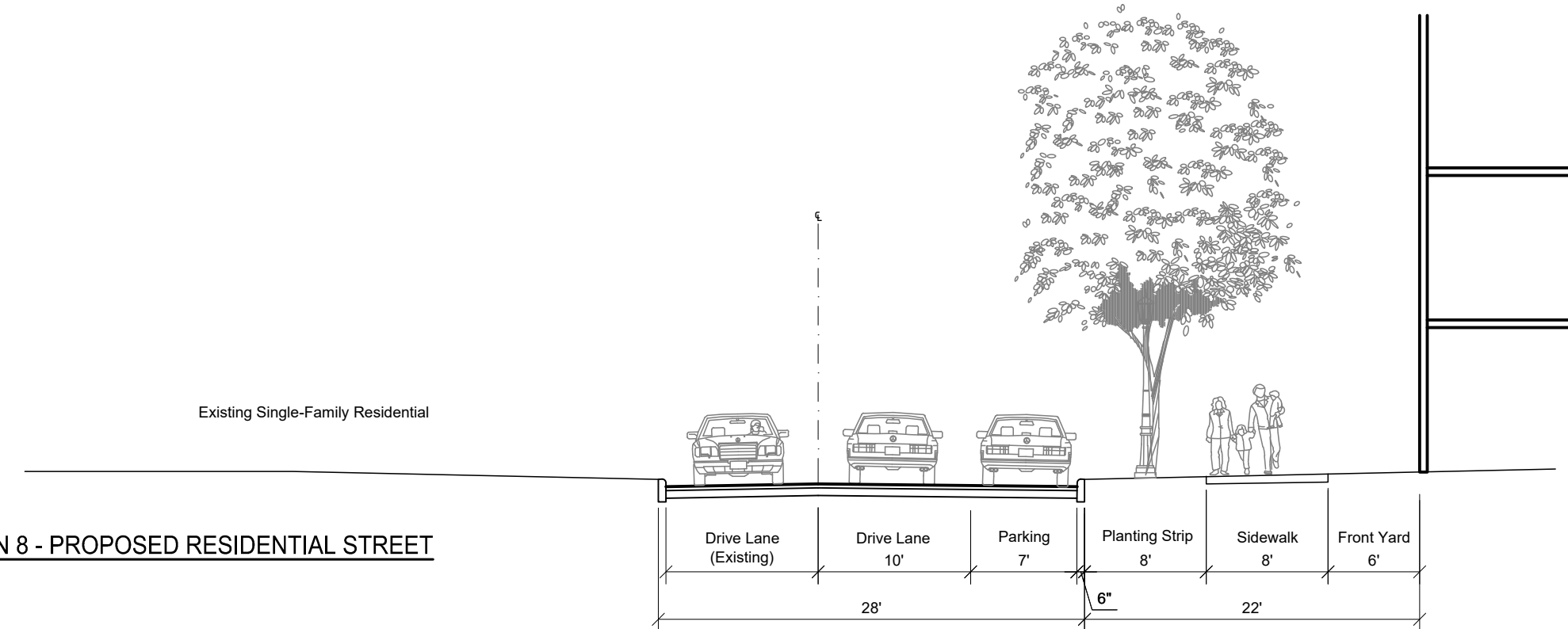
CROSS SECTION 6 - PROPOSED RESIDENTIAL STREET

- PROPOSED PUBLIC STREET (A) (PUBLIC STREET (C) TO (D))
- PROPOSED PUBLIC STREET (B)
- PROPOSED PUBLIC STREET (C) (PUBLIC STREET (A) TO HARTFORD AVE.)
- PROPOSED PUBLIC STREET (D)
- PROPOSED PUBLIC STREET (E)



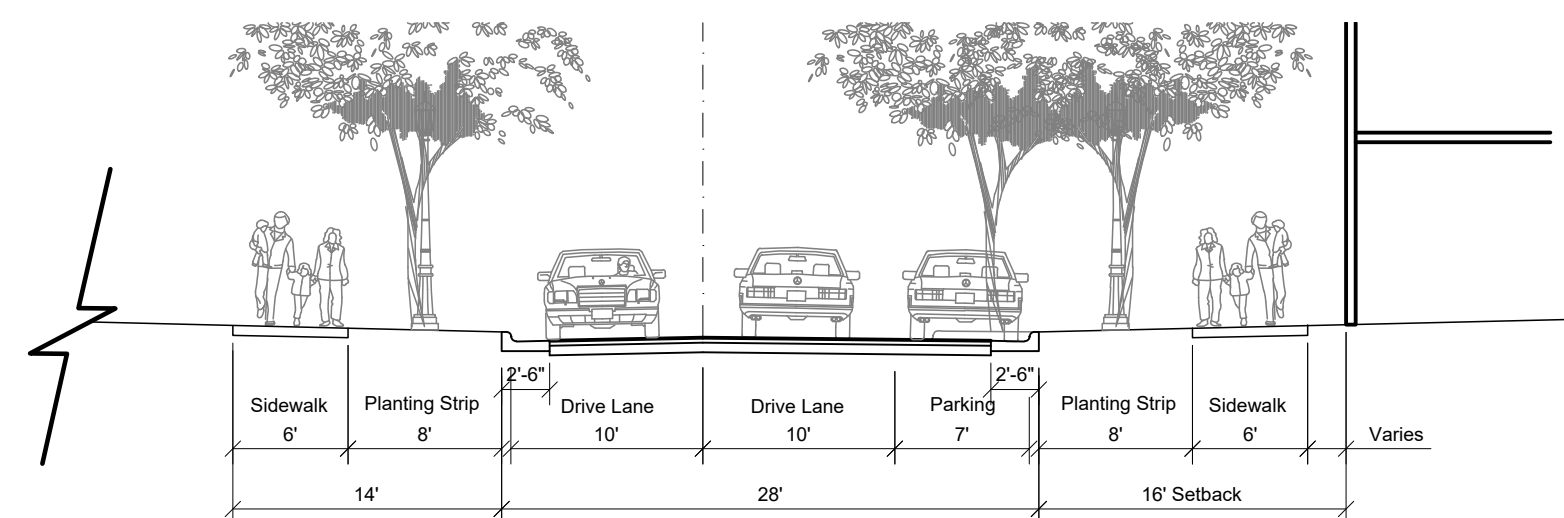
CROSS SECTION 7 - PROPOSED PEDESTRIAN CONNECTION

PROPOSED MULTI-USE PATH



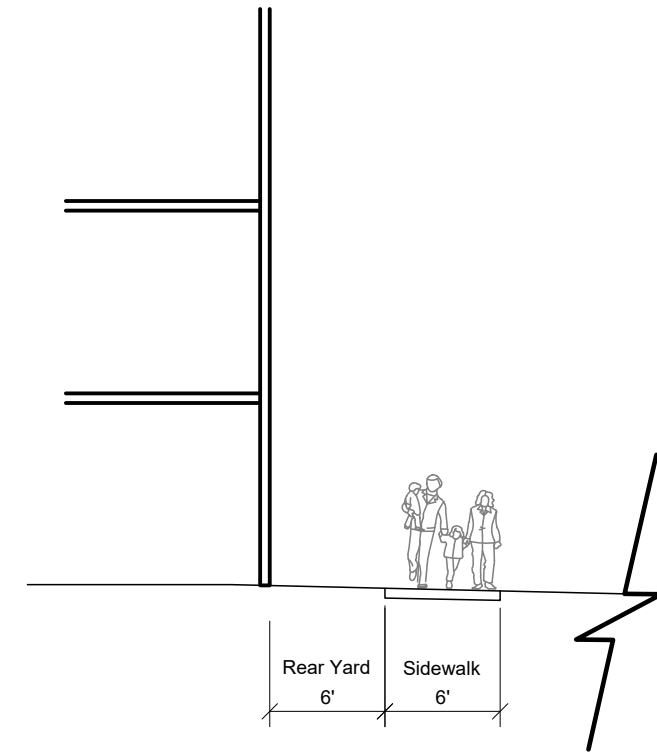
CROSS SECTION 8 - PROPOSED RESIDENTIAL STREET

- ANSON STREET



CROSS SECTION 10 - PROPOSED RESIDENTIAL STREET

- PROPOSED PRIVATE STREET (C)



CROSS SECTION 11 - PROPOSED PEDESTRIAN CONNECTION

NOTE:
ITEMS WHICH MAY BE INCLUDED WITHIN THE FRONT YARD AREA INCLUDE ADDITIONAL LANDSCAPING, STEPS, OPEN PORCHES, BAY WINDOWS, AND BALCONIES. ENCROACHMENTS FOR FEATURES AT GRADE MAY NOT REDUCE THE CLEAR SIDEWALK TO LESS THAN THE REQUIRED WIDTH.

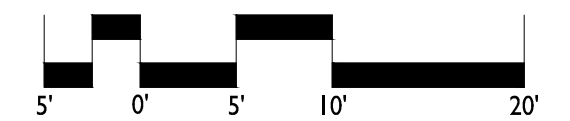
NOTE 1: 5-FOOT DRIVEWAYS AND ABUTTING DWELLINGS MAY BE PLACED ON BOTH SIDES OF ROADWAY (IN LIEU OF SIDEWALK AND PLANTING STRIP) IN AREAS WHERE PEDESTRIAN CONNECTION DIVERGES FROM PRIVATE STREET A IN PARCEL B, AS INDICATED ON Z-1.0.

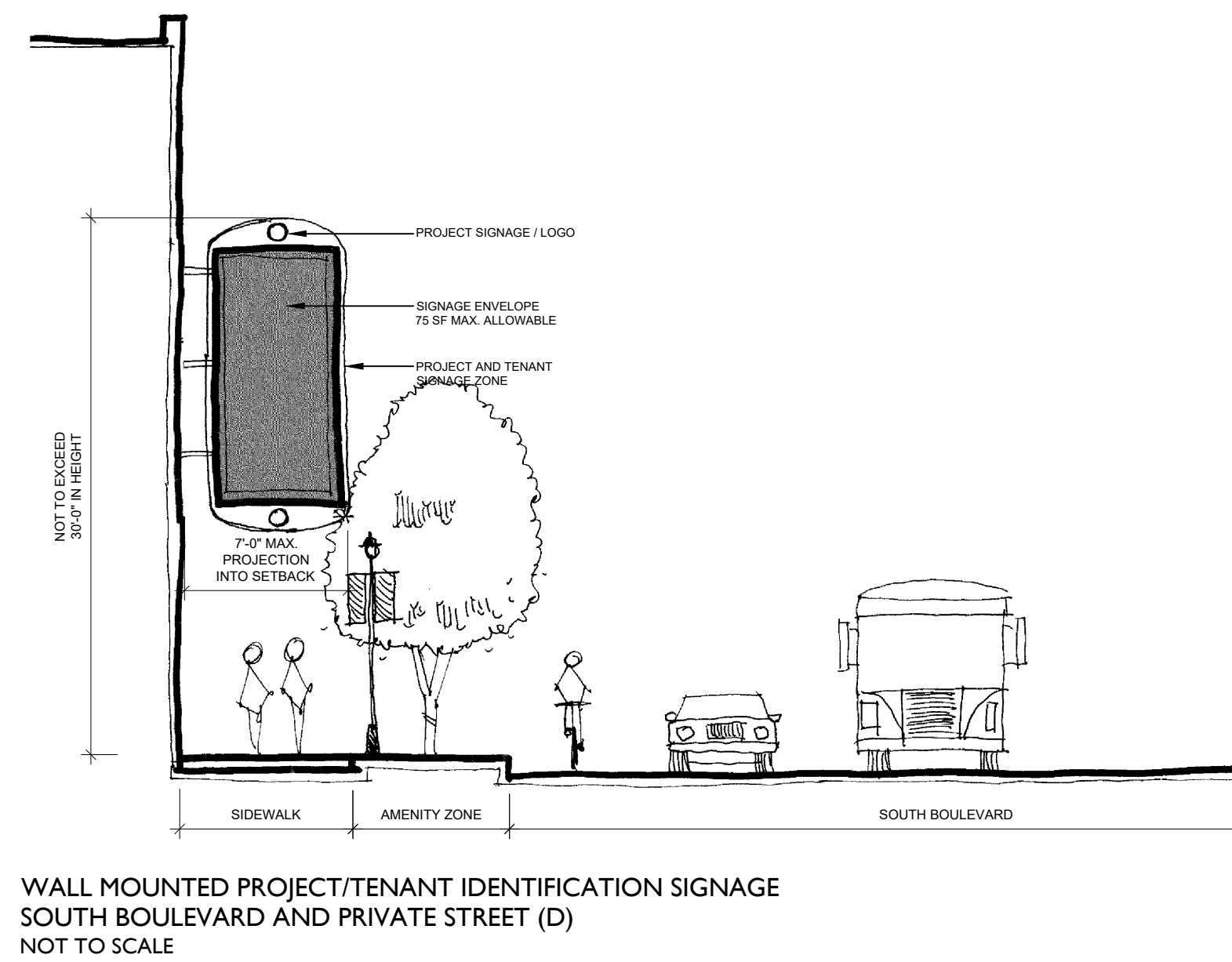
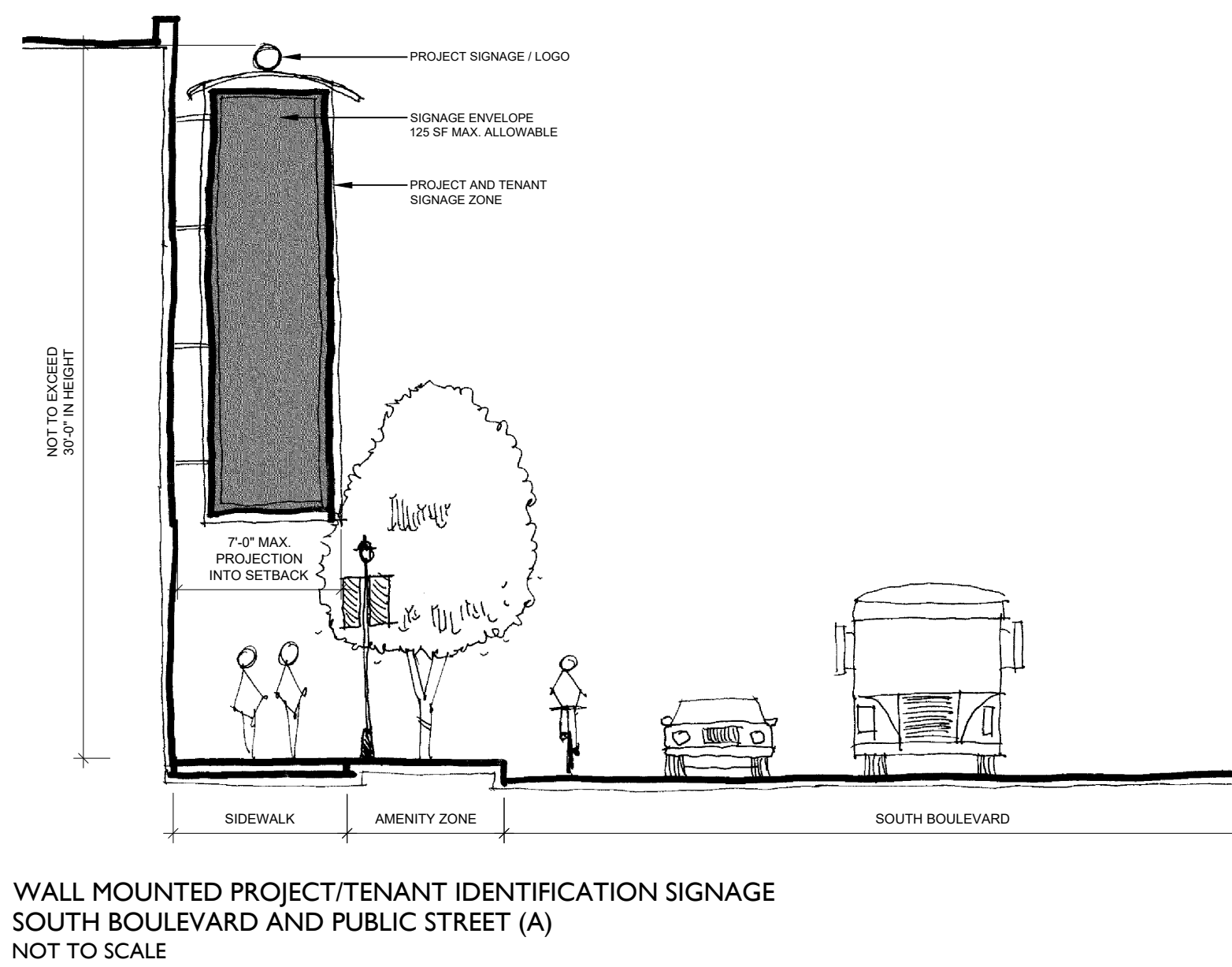
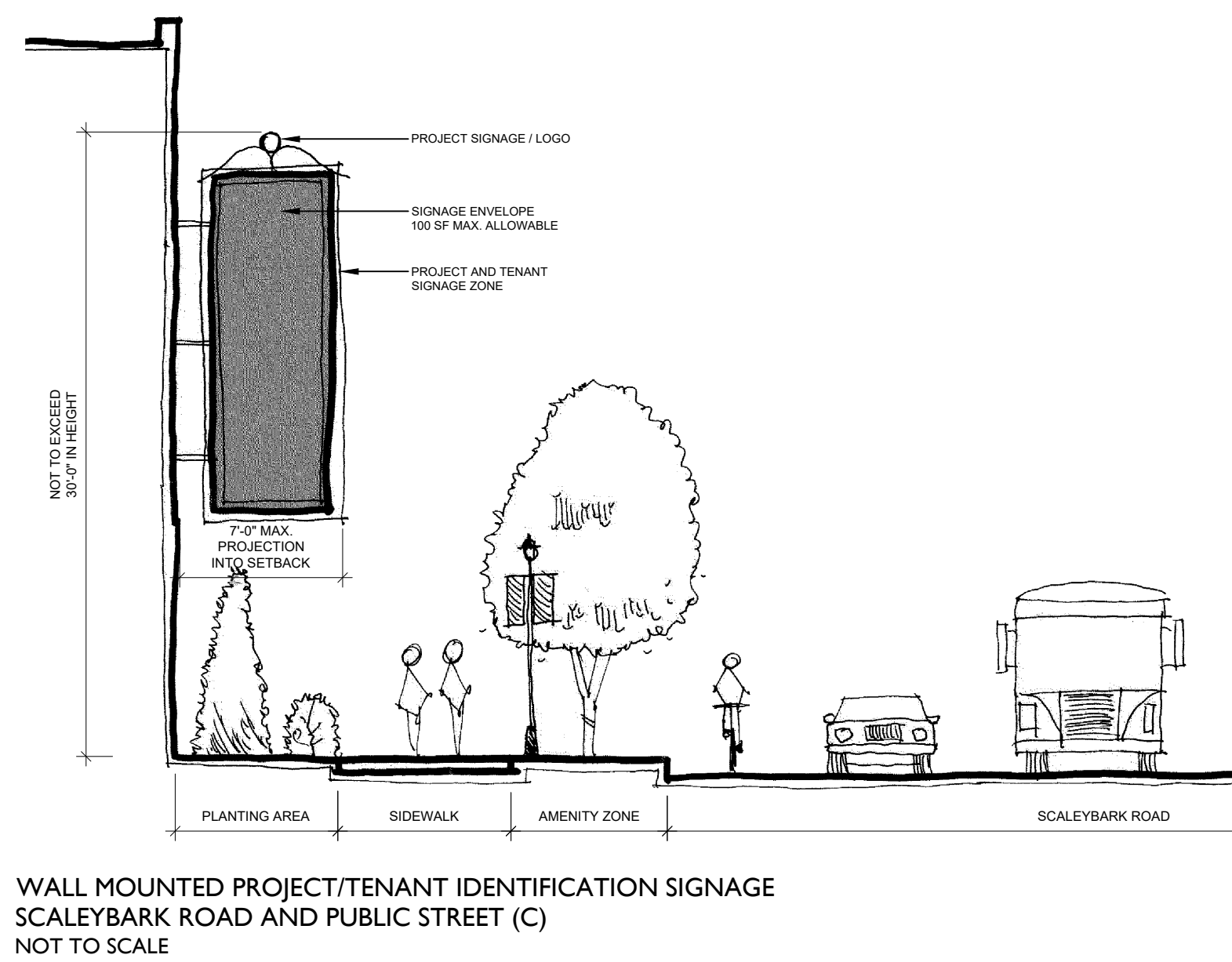
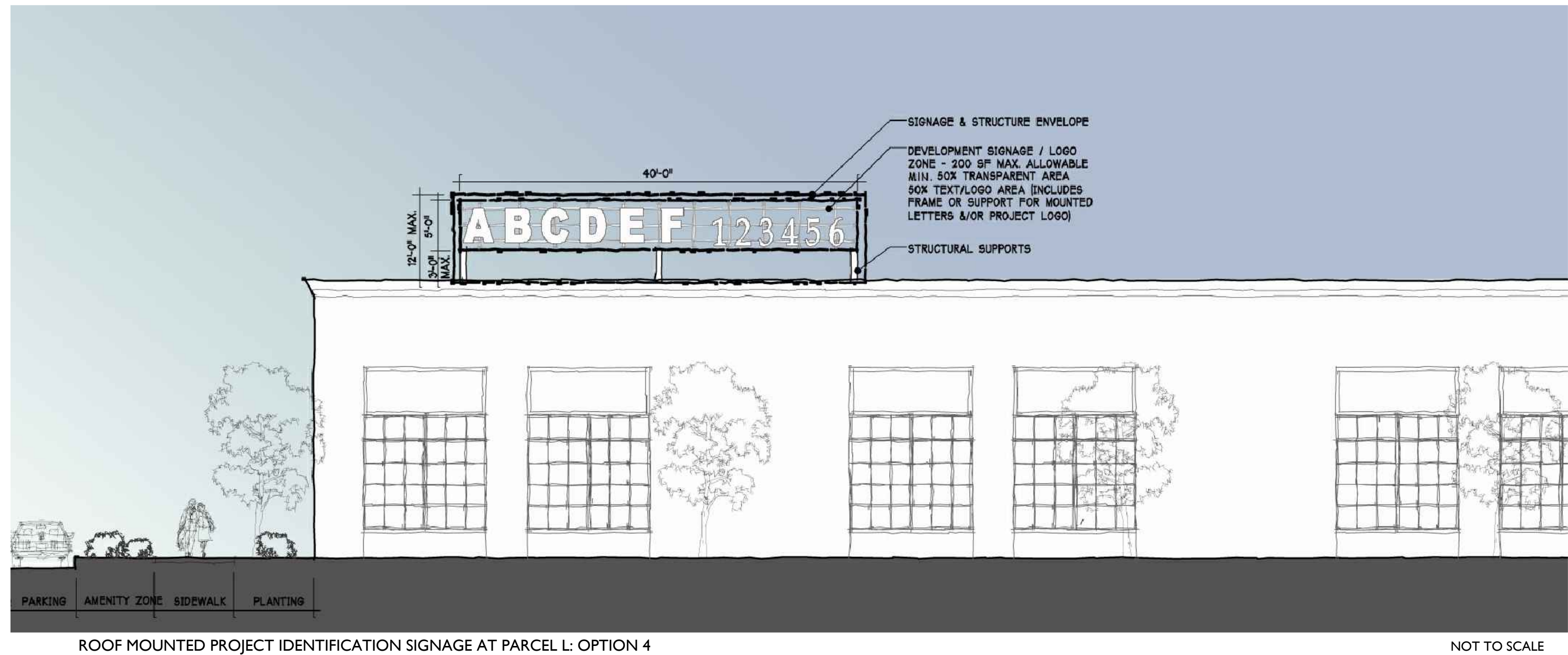
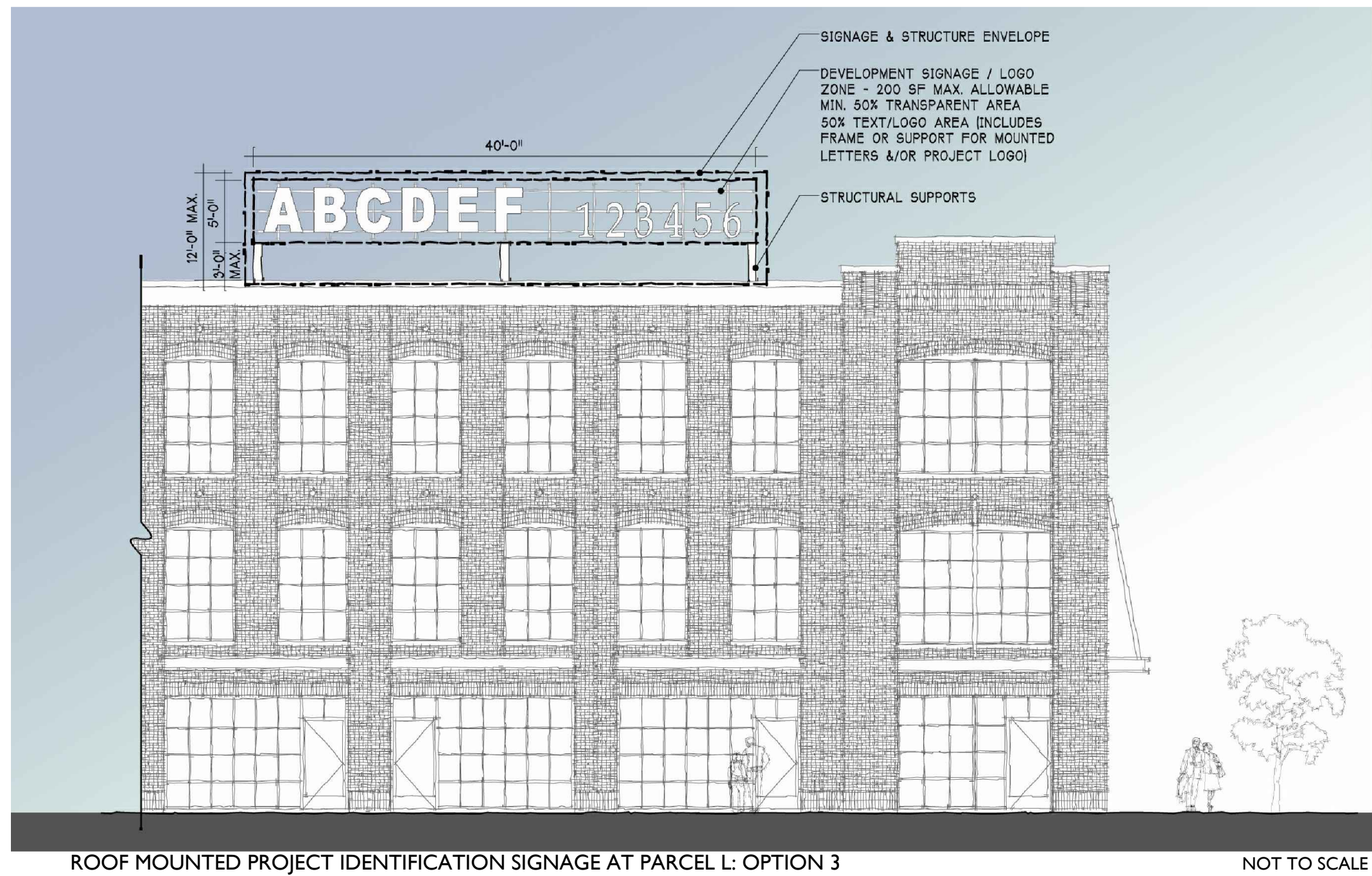
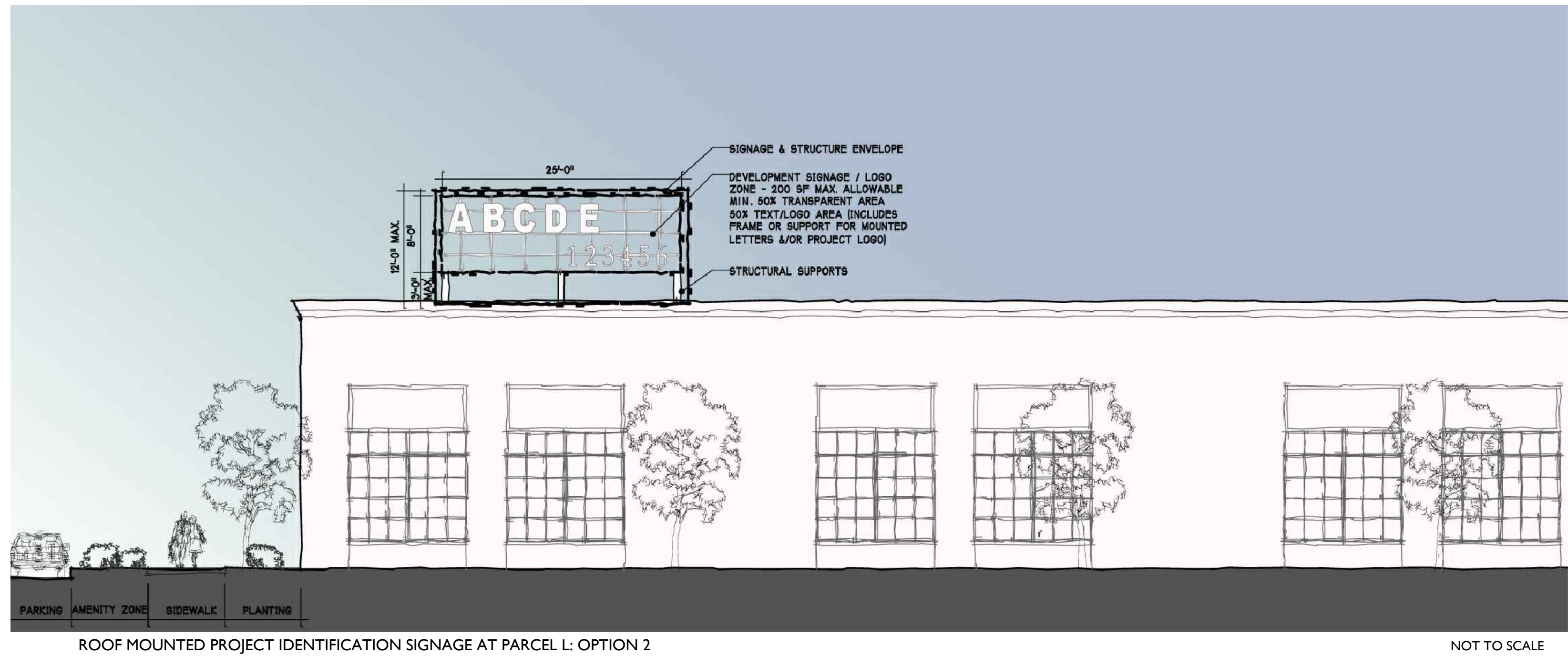
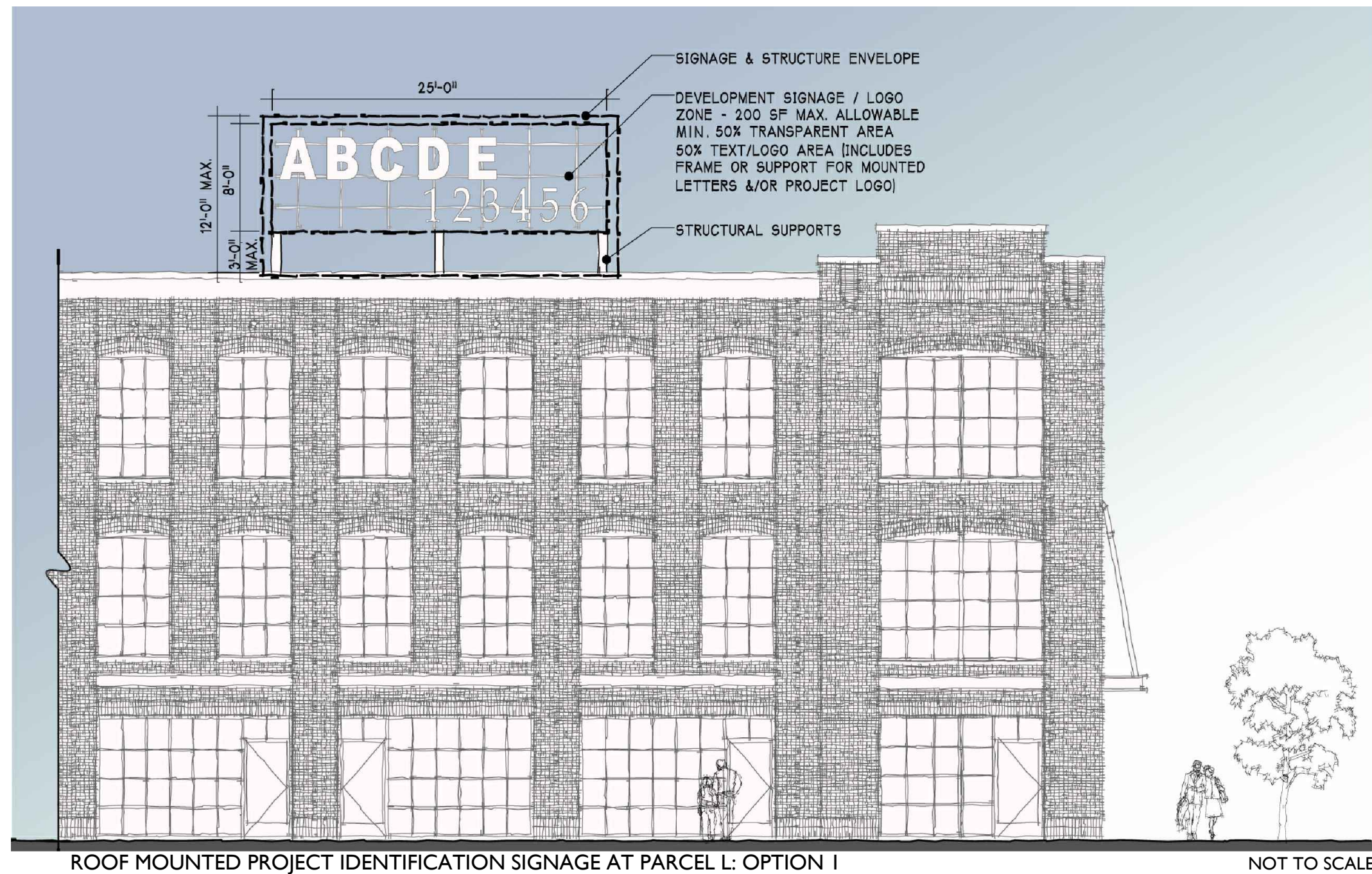
NOTE 2: MATERIALS AND DIMENSIONS FOR CURB-AND-GUTTER, PLANTING STRIP AREAS AND SIDEWALK MAY BE MODIFIED AT THE DISCRETION OF THE PETITIONER ALONG PRIVATE STREETS B AND C TO ENCOURAGE SUSTAINABLE METHODS. THE OVERALL SETBACK WILL REMAIN A MINIMUM OF 16 FEET FROM BACK-OF-CURB.

NOTE:
1. THE ILLUSTRATIVE SECTIONS ARE SCHEMATIC IN NATURE AND ARE INTENDED TO DEPICT BUILDING, PARKING AND CIRCULATION RELATIONSHIPS.

2. PROPOSED PUBLIC STREET CROSS SECTION WIDTHS ARE DESIGNED TO MEET THE CITY OF CHARLOTTE URBAN STREET DESIGN GUIDELINES ADOPTED OCTOBER 22, 2007.

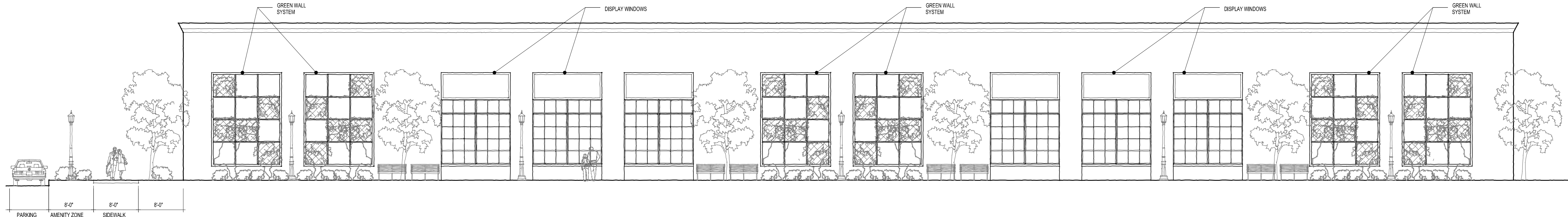
FOR PUBLIC HEARING
PETITION NO. 2009-036
AS REVISED PER 2025-069



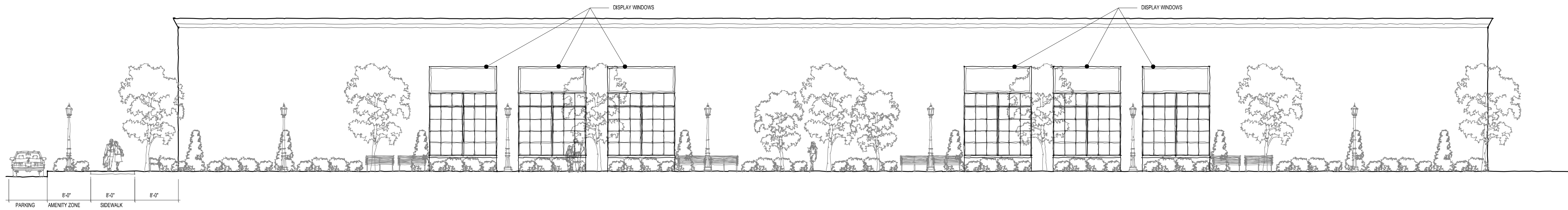


NOTE:
1. THE ILLUSTRATIVE ELEVATIONS ARE INTENDED TO DEPICT BUILDING AND SIGNAGE SCALE AND MASSING AS DESCRIBED WITHIN THE REZONING DEVELOPMENT NOTES. THESE ILLUSTRATIVE ELEVATIONS ARE SCHEMATIC IN NATURE AND MAY BE ALTERED AND MODIFIED AS PART OF THE DEVELOPMENT PROCESS.

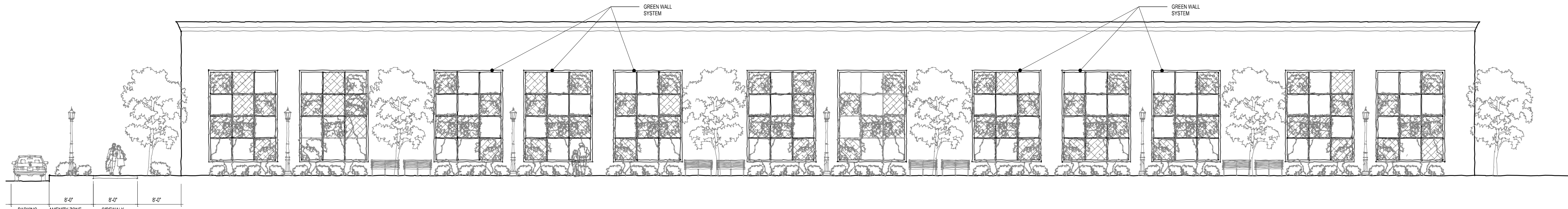
FOR PUBLIC HEARING
PETITION NO. 2009-036
AS REVISED PER 2025-069



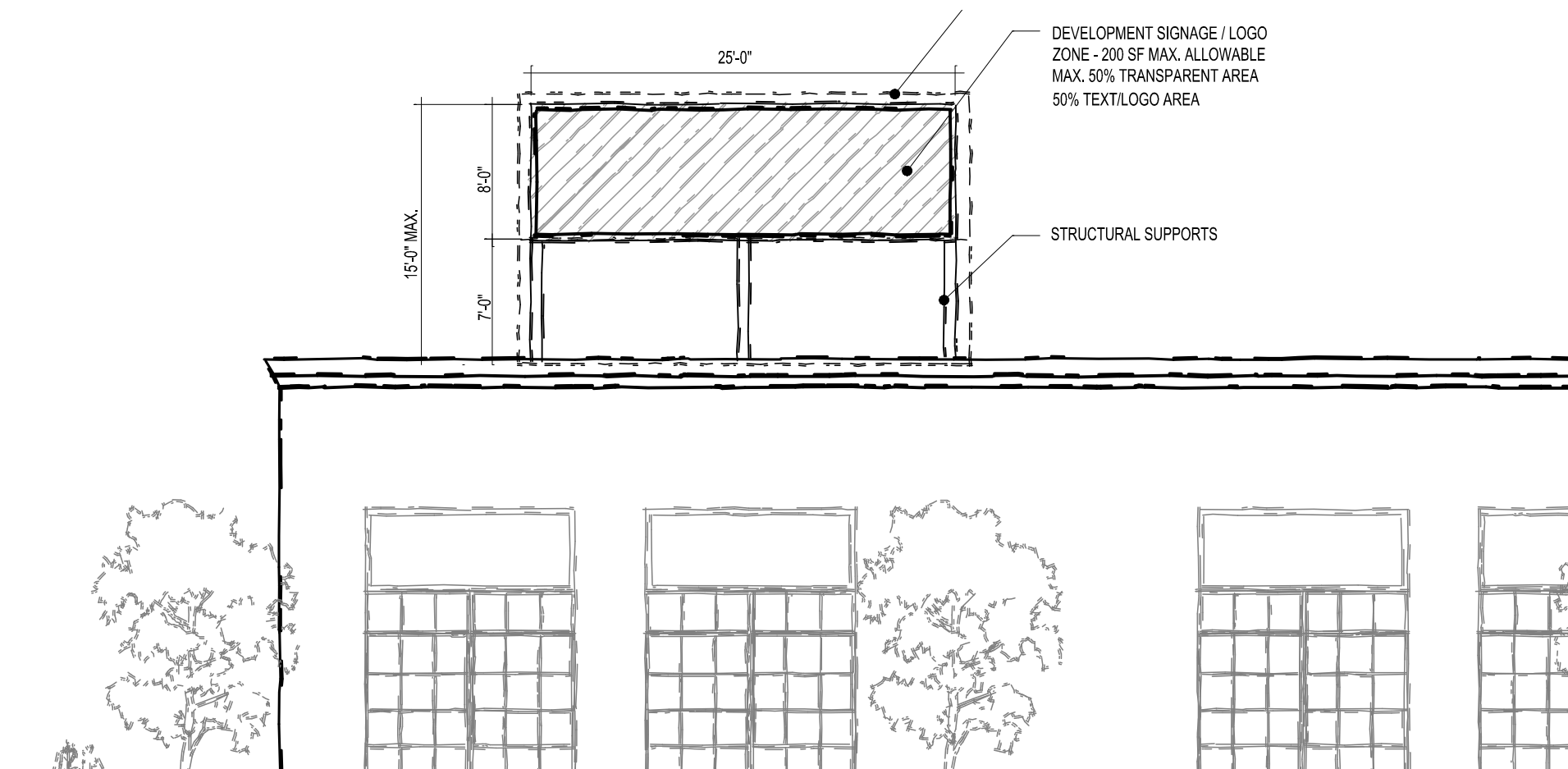
CONCEPTUAL BUILDING WALL FRONTAGE FOR BUILDINGS WITHIN PARCEL K OR L
ALONG SOUTH BOULEVARD AND SCALEYBARK ROAD: OPTION 1
NOT TO SCALE



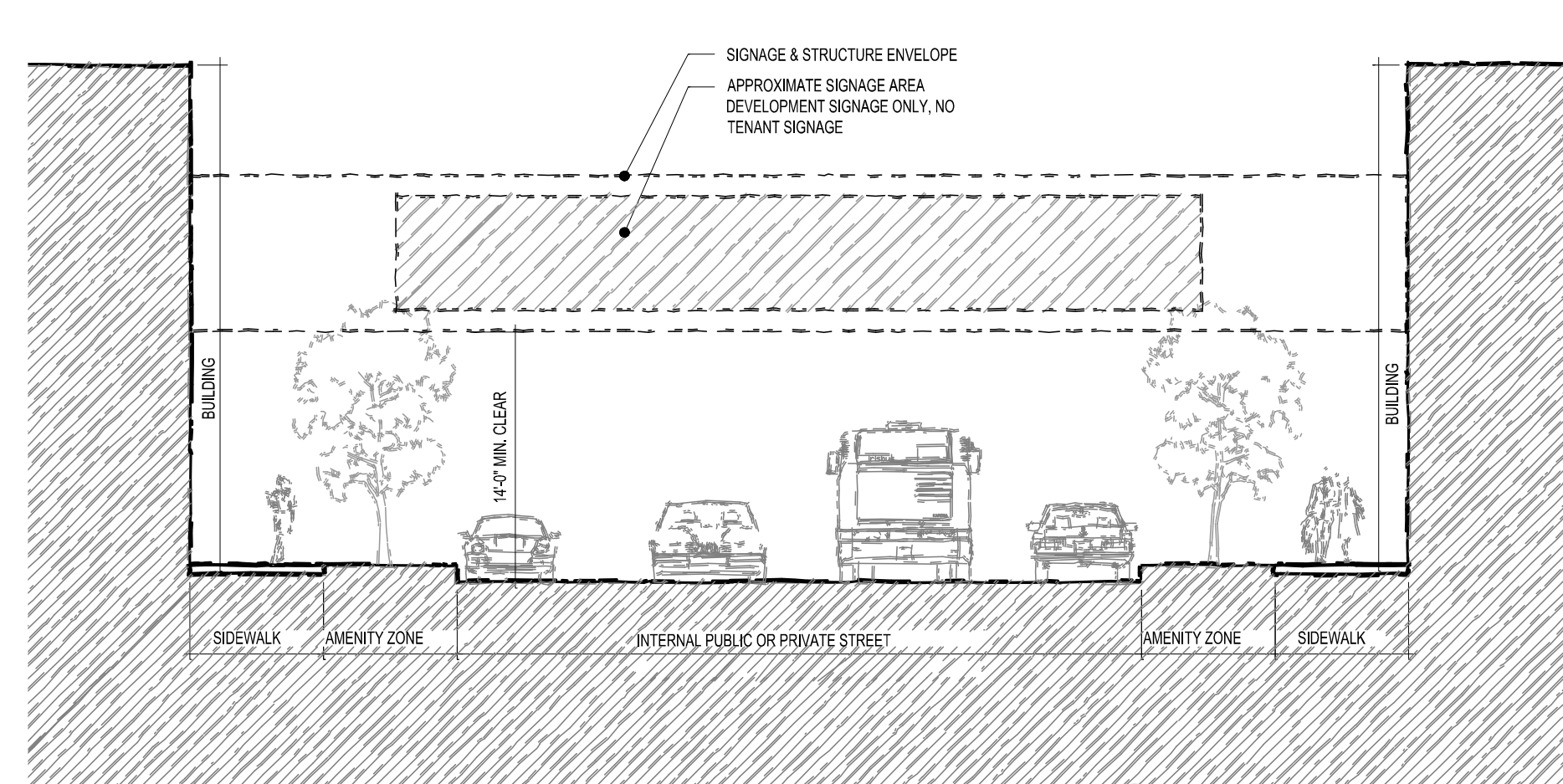
CONCEPTUAL BUILDING WALL FRONTAGE FOR BUILDINGS WITHIN PARCEL K OR L
ALONG SOUTH BOULEVARD AND SCALEYBARK ROAD: OPTION 2
NOT TO SCALE



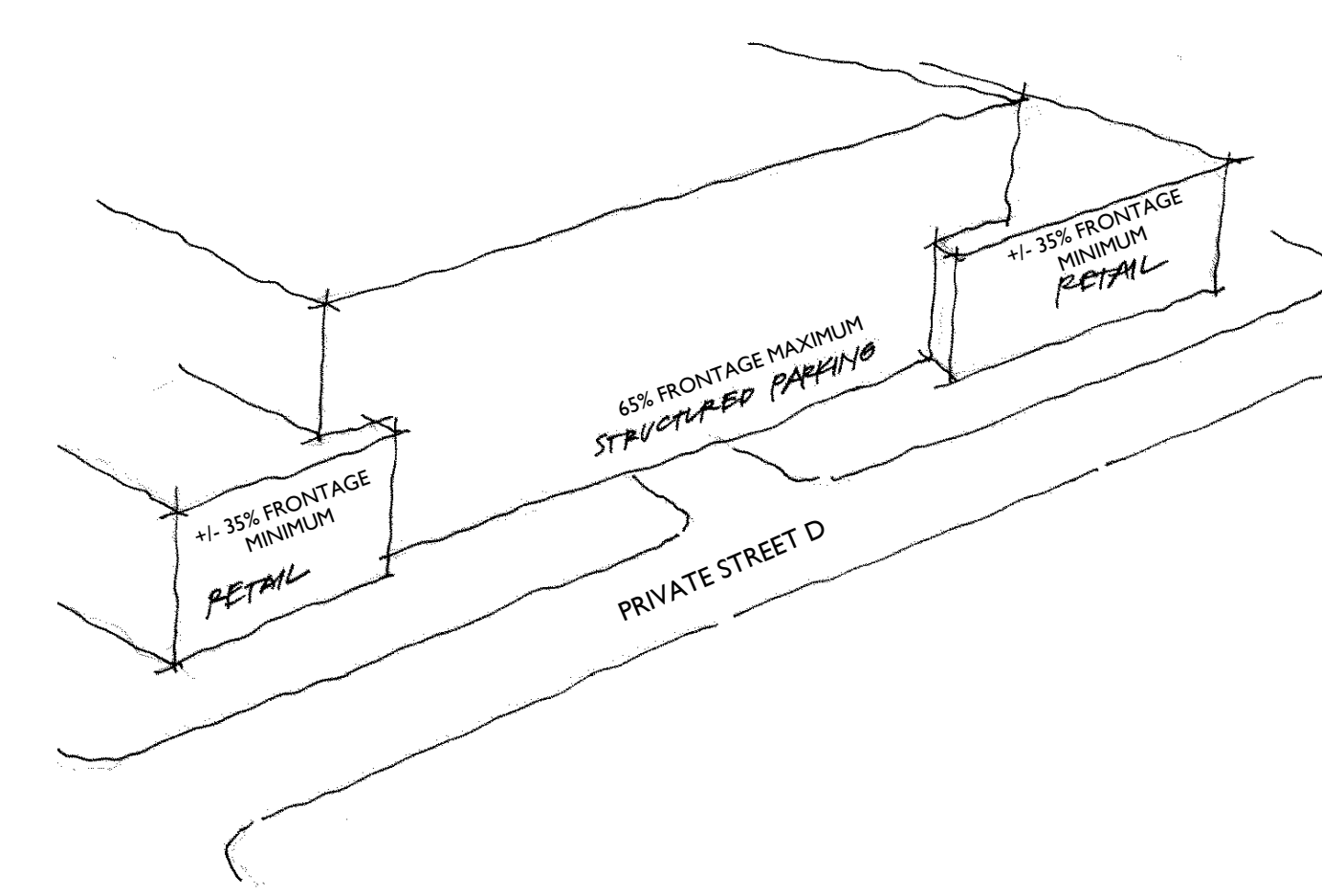
CONCEPTUAL BUILDING WALL FRONTAGE FOR BUILDINGS WITHIN PARCEL K OR L
ALONG SOUTH BOULEVARD AND SCALEYBARK ROAD: OPTION 3
NOT TO SCALE



PROJECT IDENTIFICATION SIGNAGE OVER INTERIOR PUBLIC AND PRIVATE STREETS: OPTION 1
NOT TO SCALE



PROJECT IDENTIFICATION SIGNAGE OVER INTERIOR PUBLIC AND PRIVATE STREETS: OPTION 2
NOT TO SCALE



STRUCTURED PARKING FRONTAGE WITHIN PARCEL K OR L ALONG "PRIVATE STREET D"
NOT TO SCALE

NOTE:
1. THE ILLUSTRATIVE ELEVATIONS ARE INTENDED TO DEPICT BUILDING AND SIGNAGE SCALE AND MASSING AS DESCRIBED WITHIN THE REZONING DEVELOPMENT NOTES. THESE ILLUSTRATIVE ELEVATIONS ARE SCHEMATIC IN NATURE AND MAY BE ALTERED AND MODIFIED AS PART OF THE DEVELOPMENT PROCESS.

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VICTORIA GARDENS - RANCHO CUCAMONGA, CALIFORNIA

ROOF MOUNTED PROJECT IDENTIFICATION SIGNAGE - IMAGERY
NOT TO SCALE



PRIME OUTLETS AT WAREHOUSE ROW - CHATTANOOGA, TENNESSEE



CONCEPTUAL SIGNAGE - CROSLAND GREENS, CHARLOTTE, NORTH CAROLINA



VILLAGE AT SOUTH END - CHARLOTTE, NORTH CAROLINA

WALL MOUNTED PROJECT/TENANT IDENTIFICATION SIGNAGE ON SCALEYBARK ROAD - IMAGERY
NOT TO SCALE



TAMPA THEATRE - TAMPA, FLORIDA



PERKIN ELMER SIGN - LOCATION UNKNOWN



NOTE:
1. THE CONCEPTUAL IMAGES ARE INTENDED TO DEPICT BUILDING AND SIGNAGE SCALE AND MASSING AS DESCRIBED WITHIN THE REZONING DEVELOPMENT NOTES. THESE ILLUSTRATIVE ELEVATIONS ARE SCHEMATIC IN NATURE AND MAY BE ALTERED AND MODIFIED AS PART OF THE DEVELOPMENT PROCESS.

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