

SITE DEVELOPMENT DATA

- ACREAGE: ± 10.82
- TAX PARCEL NOS.: 169-042-24, 169-042-25, 169-042-27, 169-042-28, 169-042-29, 169-042-30 AND 169-042-01
- EXISTING ZONING: B-2, B-1 AND I-1 (CD)
- PROPOSED ZONING: MUDD (CD)
- EXISTING USES: COMMERCIAL
- PROPOSED USES: UP TO 350 MULTI-FAMILY DWELLING UNITS AND UP TO 5,000 SQUARE FEET OF SPECIFIED NON-RESIDENTIAL USES TOGETHER WITH ACCESSORY USES AS ALLOWED BY THE MUDD ZONING DISTRICT

1. GENERAL PROVISIONS

A. SITE LOCATION: THESE DEVELOPMENT STANDARDS FORM A PART OF THE ZONING PLAN ASSOCIATED WITH THE ZONING PETITION FILED BY GREYSTAR DEVELOPMENT EAST, LLC (THE PETITIONER) TO ACCOMMODATE THE DEVELOPMENT OF A MULTI-FAMILY RESIDENTIAL COMMUNITY ON AN APPROXIMATELY 10.82 ACRE SITE LOCATED ON THE EAST SIDE OF THE INTERSECTION OF SOUTH TRYON STREET AND NATIONS FORD ROAD, WHICH SITE IS MORE PARTICULARLY DEPICTED ON THE REZONING PLAN (THE "SITE"). THE SITE IS COMPRISED OF TAX PARCEL NOS. 169-042-24, 169-042-25, 169-042-27, 169-042-28, 169-042-29, 169-042-30 AND 169-042-01.

B. ZONING DISTRICTS/ORDINANCE: THE DEVELOPMENT AND USE OF THE SITE WILL BE GOVERNED BY THE ZONING PLAN, THESE DEVELOPMENT STANDARDS AND THE APPLICABLE PROVISIONS OF THE CITY OF CHARLOTTE ZONING ORDINANCE (THE "ORDINANCE"). THE REGULATIONS ESTABLISHED UNDER THE ORDINANCE FOR THE MUDD ZONING DISTRICT SHALL GOVERN THE DEVELOPMENT AND USE OF THE SITE.

C. GRAPHICS AND ALTERATIONS: THE SCHEMATIC DEPICTIONS OF THE USES, PARKING AREAS, SIDEWALKS, BUILDINGS, INTERNAL DRIVES AND OTHER DEVELOPMENT MATTERS AND SITE ELEMENTS (COLLECTIVELY THE "DEVELOPMENT/SITE ELEMENTS") SET FORTH ON THE REZONING PLAN SHOULD BE REVIEWED IN CONJUNCTION WITH THE PROVISIONS OF THESE DEVELOPMENT STANDARDS. THE LAYOUT, LOCATIONS, SIZES AND FORMULATIONS OF THE DEVELOPMENT/SITE ELEMENTS DEPICTED ON THE REZONING PLAN ARE CONCEPTUAL GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS PROPOSED. CHANGES TO THE REZONING PLAN NOT ANTICIPATED BY THE REZONING PLAN WILL BE REVIEWED AND APPROVED AS ALLOWED BY SECTION 6.207 OF THE ORDINANCE.

D. SINCE THE PROJECT HAS NOT UNDERGONE THE DESIGN DEVELOPMENT AND CONSTRUCTION PHASES, IT IS INTENDED THAT THIS REZONING PLAN PROVIDE FLEXIBILITY IN ALLOWING SOME ALTERATIONS OR MODIFICATIONS FROM THE CONCEPTUAL GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS. THEREFORE, THERE MAY BE INSTANCES WHERE ALTERATIONS AND/OR MODIFICATIONS WILL BE ALLOWED WITHOUT REQUIRING THE ADMINISTRATIVE AMENDMENT PROCESS PER SECTION 6.207 OF THE ORDINANCE. THESE INSTANCES WOULD INCLUDE CHANGES IF THEY ARE:

- MINOR AND DO NOT MATERIALLY CHANGE THE OVERALL DESIGN INTENT DEPICTED ON THE REZONING PLAN.
- THE PLANNING DIRECTOR WILL DETERMINE IF SUCH ALTERATIONS AND/OR MODIFICATIONS ARE ALLOWED PER THIS AMENDED PROCESS, AND IF IT IS DETERMINED THAT THE ALTERATION OR MODIFICATION DOES NOT MEET THE CRITERIA DESCRIBED ABOVE, THE PETITIONER SHALL THEN FOLLOW THE ADMINISTRATIVE AMENDMENT PROCESS PER SECTION 6.207 OF THE ORDINANCE; IN EACH INSTANCE, HOWEVER, SUBJECT TO THE PETITIONER'S APPEAL RIGHTS SET FORTH IN THE ORDINANCE.

E. NUMBER OF UNITS: THE TOTAL NUMBER OF PRINCIPAL NON-RESIDENTIAL BUILDINGS TO BE DEVELOPED ON THE SITE SHALL NOT EXCEED 12. THE TOTAL NUMBER OF PRINCIPAL NON-RESIDENTIAL BUILDINGS TO BE DEVELOPED ON THE SITE SHALL NOT EXCEED 12. THE TOTAL NUMBER OF PRINCIPAL NON-RESIDENTIAL BUILDINGS TO BE DEVELOPED ON THE SITE SHALL NOT EXCEED 12. THE TOTAL NUMBER OF PRINCIPAL NON-RESIDENTIAL BUILDINGS TO BE DEVELOPED ON THE SITE SHALL NOT EXCEED 12.

F. ACCESSORY DRIVE-IN AND DRIVE-THROUGH SERVICE LANES/WINDOWS ARE PROHIBITED ON THE SITE.

2. ACCESS AND TRANSPORTATION IMPROVEMENTS

A. VEHICULAR ACCESS SHALL BE AS GENERALLY DEPICTED ON THE REZONING PLAN. THE PLACEMENT AND CONFIGURATION OF THE VEHICULAR ACCESS POINTS ARE SUBJECT TO ANY MINOR MODIFICATIONS REQUIRED TO ACCOMMODATE THE SITE DEVELOPMENT AND CONSTRUCTION AND TO ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY THE CHARLOTTE DEPARTMENT OF TRANSPORTATION ("CDOT") AND/OR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION ("NCDOT") IN ACCORDANCE WITH APPLICABLE PUBLISHED STANDARDS.

B. THE ALIGNMENTS OF THE INTERNAL PRIVATE DRIVES AND INTERNAL VEHICULAR CIRCULATION AREAS MAY BE MODIFIED BY PETITIONER TO ACCOMMODATE CHANGES IN TRAFFIC PATTERNS AND PARKING LAYOUTS AND TO ACCOMMODATE ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY CDOT AND/OR NCDOT IN ACCORDANCE WITH APPLICABLE PUBLISHED STANDARDS.

C. SUBJECT TO THE APPROVAL OF CDOT, NCDOT AND ANY OTHER GOVERNMENTAL AGENCIES, PETITIONER SHALL, PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON THE SITE, CONSTRUCT AN ADA COMPLIANT BUS WAITING PAD IN ACCORDANCE WITH CATS DETAIL 80.030 ON THE SITE'S FRONTAGE ON NATIONS FORD ROAD. THE EXACT LOCATION OF THE BUS WAITING PAD SHALL BE DETERMINED DURING THE SITE DESIGN AND PERMITTING PROCESS. AND THE BUS WAITING PAD SHALL BE LOCATED ENTIRELY WITHIN RIGHT-OF-WAY. IN THE EVENT THAT PETITIONER CANNOT OBTAIN ALL APPROVALS AND PERMITS REQUIRED TO CONSTRUCT THE BUS WAITING PAD, THEN PETITIONER SHALL HAVE NO OBLIGATION TO CONSTRUCT THE BUS WAITING PAD. CATS SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF A BENCH OR SHELTER ON THE BUS WAITING PAD.

D. PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON THE SITE, PETITIONER SHALL DEDICATE AND CONVEY TO THE CITY OF CHARLOTTE OR TO NCDOT AS APPLICABLE (SUBJECT TO A RESERVATION FOR ANY NECESSARY UTILITY EASEMENTS) THOSE PORTIONS OF THE SITE LOCATED IMMEDIATELY ADJACENT TO SOUTH TRYON STREET AS REQUIRED TO PROVIDE RIGHT OF WAY MEASURING 50 FEET FROM THE EXISTING CENTERLINE OF SOUTH TRYON STREET, TO THE EXTENT THAT SUCH RIGHT OF WAY DOES NOT ALREADY EXIST.

E. PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON THE SITE, PETITIONER SHALL DEDICATE AND CONVEY TO THE CITY OF CHARLOTTE OR TO NCDOT AS APPLICABLE (SUBJECT TO A RESERVATION FOR ANY NECESSARY UTILITY EASEMENTS) THOSE PORTIONS OF THE SITE LOCATED IMMEDIATELY ADJACENT TO NATIONS FORD ROAD AS REQUIRED TO PROVIDE RIGHT OF WAY MEASURING 35 FEET FROM THE EXISTING CENTERLINE OF NATIONS FORD ROAD, TO THE EXTENT THAT SUCH RIGHT OF WAY DOES NOT ALREADY EXIST.

F. PETITIONER SHALL INSTALL A NORTHBOUND RIGHT TURN LANE ON SOUTH TRYON STREET AT THE VEHICULAR ACCESS POINT INTO THE SITE FROM SOUTH TRYON STREET AS GENERALLY DEPICTED ON THE REZONING PLAN.

G. A RIGHT-OF-WAY ENDEORCHMENT AGREEMENT IS REQUIRED FOR THE INSTALLATION OF ANY NON-STANDARD ITEM(S) (IRRIGATION SYSTEMS, DECORATIVE CONCRETE PAVEMENT, BRICK PAVERS, ETC.) WITHIN A PROPOSED EXISTING CITY-MAINTAINED STREET RIGHT-OF-WAY BY A PRIVATE INDIVIDUAL, GROUP, BUSINESS, OR HOMEOWNER'S/BUSINESS ASSOCIATION. AN ENDEORCHMENT AGREEMENT MUST BE APPROVED BY CDOT PRIOR TO CONSTRUCTION/INSTALLATION. CONTACT CDOT FOR ADDITIONAL INFORMATION CONCERNING COST, SUBMITTAL, AND LIABILITY INSURANCE COVERAGE REQUIREMENTS.

H. PETITIONER SHALL REMOVE ALL EXISTING DRIVEWAYS FROM THE SITE TO THE ADJACENT PUBLIC STREETS THAT WILL NOT BE UTILIZED BY THE DEVELOPMENT AND RESTORE THE CURB LINE WITH STANDARD 2 FOOT, 4 INCH CURB AND GUTTER.

I. PETITIONER SHALL RE-STRIPE NATIONS FORD ROAD TO REMOVE THE EXISTING LEFT TURN LANE THAT WILL NOT BE UTILIZED BY THIS DEVELOPMENT AND TO PROVIDE A FULL WIDTH LEFT-TURN LANE ON NATIONS FORD ROAD AT THE VEHICULAR ACCESS POINT INTO THE SITE FROM NATIONS FORD ROAD.

J. PETITIONER WILL DEDICATE TO THE CITY OF CHARLOTTE OR TO NCDOT AS APPLICABLE VIA FEE SIMPLE CONVEYANCE ANY ADDITIONAL RIGHT-OF-WAY INDICATED ON THE REZONING PLAN AS RIGHT-OF-WAY TO BE DEDICATED, AND THE ADDITIONAL RIGHT-OF-WAY WILL BE DEDICATED PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON THE SITE. THE PETITIONER WILL PROVIDE A PERMANENT SIDEWALK EASEMENT FOR ANY OF THE PROPOSED SIDEWALKS LOCATED ALONG THE PUBLIC STREETS LOCATED OUTSIDE OF THE RIGHT-OF-WAY. THE PERMANENT SIDEWALK EASEMENT WILL BE LOCATED A MINIMUM OF TWO (2) FEET BEHIND THE SIDEWALK WHERE FEASIBLE.

K. ALL TRANSPORTATION IMPROVEMENTS REQUIRED TO BE CONSTRUCTED BY PETITIONER UNDER THIS SECTION 3 OF THE DEVELOPMENT STANDARDS WILL BE APPROVED AND CONSTRUCTED PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON THE SITE.

L. ALL PUBLIC ROADWAY IMPROVEMENTS WILL BE SUBJECT TO THE STANDARDS AND CRITERIA OF CDOT AND NCDOT, AS APPLICABLE, TO THE ROADWAY IMPROVEMENTS WITHIN THEIR RESPECTIVE ROAD SYSTEM AUTHORITY. IT IS UNDERSTOOD THAT SUCH IMPROVEMENTS MAY BE UNDERTAKEN BY PETITIONER ON ITS OWN OR IN CONJUNCTION WITH OTHER DEVELOPMENT OR ROADWAY PROJECTS TAKING PLACE WITHIN THE BROAD SOUTHWESTERN MECKLENBURG AREA, BY WAY OF A PRIVATE/PUBLIC PARTNERSHIP EFFORT OR OTHER PUBLIC SECTOR PROJECT SUPPORT.

3. ARCHITECTURAL STANDARDS

A. THE MAXIMUM HEIGHT OF ANY BUILDING LOCATED ON THE SITE SHALL BE 50 FEET AS MEASURED UNDER THE ORDINANCE.

B. THE MINIMUM FLOOR TO FLOOR HEIGHT IN EACH BUILDING SHALL BE 10 FEET, 6 INCHES.

C. THE ARCHITECTURAL STANDARDS SET OUT BELOW SHALL APPLY TO THE MULTI-FAMILY BUILDINGS CONSTRUCTED ON THE SITE.

(1) EXTERIOR BUILDING MATERIALS. ALL PRINCIPAL AND ACCESSORY BUILDINGS ABUTTING A NETWORK REQUIRED PUBLIC OR PRIVATE STREET SHALL COMPRISE A MINIMUM OF 30% OF THAT BUILDING'S ENTIRE FACADE FACING SUCH NETWORK STREET USING BRICK, NATURAL STONE (OR ITS SYNTHETIC EQUIVALENT), STUCCO OR OTHER MATERIAL APPROVED BY THE PLANNING DIRECTOR.

(2) PROHIBITED EXTERIOR BUILDING MATERIALS.

- VINYL SIDING (BUT NOT VINYL HAND RAILS, WINDOWS, DOORS OR DOOR TRIM).
- CONCRETE MASONRY UNITS NOT ARCHITECTURALLY FINISHED.

(3) BUILDING PLACEMENT AND SITE DESIGN SHALL FOCUS ON AND ENHANCE THE PEDESTRIAN ENVIRONMENT THROUGH THE FOLLOWING:

- BUILDINGS SHALL BE PLACED SO AS TO PRESENT A FRONT OR SIDE FACADE TO ALL NETWORK REQUIRED STREETS (PUBLIC OR PRIVATE).
- BUILDINGS SHALL FRONT A MINIMUM OF 50% OF THE TOTAL NETWORK REQUIRED STREET FRONTAGE ON THE SITE (EXCLUSIVE OF DRIVEWAYS, PEDESTRIAN ACCESS POINTS, ACCESSIBLE OPEN SPACE, TREE SAVES, TREE PLANTING AREAS, AND STORM WATER FACILITIES). THIS REQUIREMENT SHALL NOT APPLY TO THE NEW PUBLIC STREET TO BE CONSTRUCTED WITHIN THE SITE (ROAD A).
- PARKING LOTS SHALL NOT BE LOCATED BETWEEN ANY BUILDING AND ANY NETWORK REQUIRED PUBLIC OR PRIVATE STREET.
- DRIVEWAYS INTENDED TO SERVE SINGLE UNITS SHALL BE PROHIBITED ON ALL NETWORK REQUIRED STREETS.
- BUILDING MASSING AND HEIGHT SHALL BE DESIGNED TO BREAK UP LONG MONOLITHIC BUILDING FORMS AS FOLLOWS:
 - BUILDINGS EXCEEDING 120 FEET IN LENGTH SHALL INCLUDE MODULATIONS OF THE BUILDING MASSING/FACADE PLANE (SUCH AS RECESSES, PROJECTIONS, AND ARCHITECTURAL DETAILS). MODULATIONS SHALL BE A MINIMUM OF 10 FEET WIDE AND SHALL PROJECT OR RECESS A MINIMUM OF 6" EXTENDING THROUGH THE BUILDING.
 - BUILDINGS EXCEEDING 120 FEET IN LENGTH NOT ABLE TO PROJECT A 6" RECESS SHALL BE ABLE TO BREAK UP THE MONOLITHIC FORM OF THE FACADE USING DIFFERENT MATERIALS, PATTERNS AND/OR COLORS. THESE BREAK UPS SHALL ALSO BE A MINIMUM OF 10 FEET WIDE EXTENDING THROUGH THE BUILDING.
- ARCHITECTURAL ELEVATION DESIGN - ELEVATIONS SHALL BE DESIGNED TO CREATE VISUAL INTEREST AS FOLLOWS:
 - BUILDING ELEVATIONS SHALL BE DESIGNED WITH VERTICAL BAYS OR ARTICULATED ARCHITECTURAL FACADE FEATURES WHICH MAY INCLUDE BUT NOT BE LIMITED TO A COMBINATION OF EXTERIOR WALL OFFSETS, PROJECTIONS, RECESSES, PLASTERS, HANDS, AND CHANGES IN MATERIALS OR COLORS.
 - BUILDINGS SHALL BE DESIGNED WITH A RECOGNIZABLE ARCHITECTURAL BASE ON ALL FACADES FACING NETWORK REQUIRED PUBLIC OR PRIVATE STREETS. SUCH BASE MAY BE EXECUTED THROUGH THE USE OF THE EXTERIOR BUILDING MATERIALS DESCRIBED ABOVE IN PARAGRAPH 4.C.(1) OR ARTICULATED ARCHITECTURAL FACADE FEATURES AND COLOR CHANGES.
 - BUILDING ELEVATIONS FACING NETWORK REQUIRED PUBLIC OR PRIVATE STREETS SHALL NOT HAVE EXPANSES OF BLANK WALLS GREATER THAN 20 FEET IN ALL DIRECTIONS AND ARCHITECTURAL FEATURES SUCH AS BUT NOT LIMITED TO BANDING, MEDALLIONS OR DESIGN FEATURES OR MATERIALS WILL BE PROVIDED TO AVOID A STERILE, UNARTICULATED BLANK TREATMENT OF SUCH WALLS.
- ROOF FORM AND ARTICULATION - ROOF FORM AND LINES SHALL BE DESIGNED TO AVOID THE APPEARANCE OF A LARGE MONOLITHIC ROOF STRUCTURE AS FOLLOWS:
 - LONG PITCHED OR FLAT ROOF LINES SHALL AVOID CONTINUOUS EXPANSES WITHOUT VARIATION BY INCLUDING CHANGES IN HEIGHT AND/OR ROOF FORM, TO INCLUDE BUT NOT BE LIMITED TO GABLES, HIPs, DORMERS OR PARAPETS.
 - FOR PITCHED ROOFS, THE MINIMUM ALLOWED IS 4:12 EXCLUDING BUILDINGS WITH A FLAT ROOF AND PARAPET WALLS.
 - ROOF TOP HVAC AND RELATED MECHANICAL EQUIPMENT WILL BE SCREENED FROM PUBLIC VIEW AT GRADE FROM THE NEAREST STREET.

(7) SERVICE AREA SCREENING - SERVICE AREAS SUCH AS DUMPSTERS, REFUSE AREAS, RECYCLING AND STORAGE SHALL BE SCREENED FROM VIEW WITH MATERIALS AND DESIGN TO BE COMPATIBLE WITH PRINCIPAL STRUCTURES. SUCH DESIGN SHALL INCLUDE A MINIMUM 20 PERCENT EXTERIOR BUILDING MATERIALS SET OUT IN PARAGRAPH 4.C.(1) OR A CLASS B BUFFER NOT LESS THAN 10 FEET IN DEPTH AT ALL ABOVE GRADE PERIMETER NOT PAVED FOR ACCESS.

5. STREETS/CURBS

A. A MINIMUM 8 FOOT WIDE PLANTING STRIP AND A MINIMUM 12 FOOT WIDE MULTI-USE PATH SHALL BE INSTALLED ALONG THE SITE'S FRONTAGE ON SOUTH TRYON STREET AS GENERALLY DEPICTED ON THE REZONING PLAN.

B. A MINIMUM 8 FOOT WIDE PLANTING STRIP AND A MINIMUM 8 FOOT WIDE SIDEWALK SHALL BE INSTALLED ALONG THE SITE'S FRONTAGE ON NATIONS FORD ROAD AS GENERALLY DEPICTED ON THE REZONING PLAN.

C. THE MINIMUM 12 FOOT WIDE MULTI-USE PATH AND THE MINIMUM 8 FOOT WIDE SIDEWALK DESCRIBED ABOVE (OR PORTIONS THEREOF) MAY BE LOCATED IN A PERMANENT SIDEWALK EASEMENT.

6. ENVIRONMENTAL FEATURES

A. DEVELOPMENT OF THE SITE SHALL COMPLY WITH THE CITY OF CHARLOTTE TREE ORDINANCE.

B. PETITIONER SHALL COMPLY WITH THE CHARLOTTE CITY COUNCIL APPROVED AND ADOPTED POST CONSTRUCTION STORMWATER ORDINANCE.

C. 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 ZONING. ADJUSTMENTS MAY BE NECESSARY IN ORDER TO ACCOMMODATE ACTUAL STORM WATER TREATMENT REQUIREMENTS AND NATURAL SITE DISCHARGE POINTS.

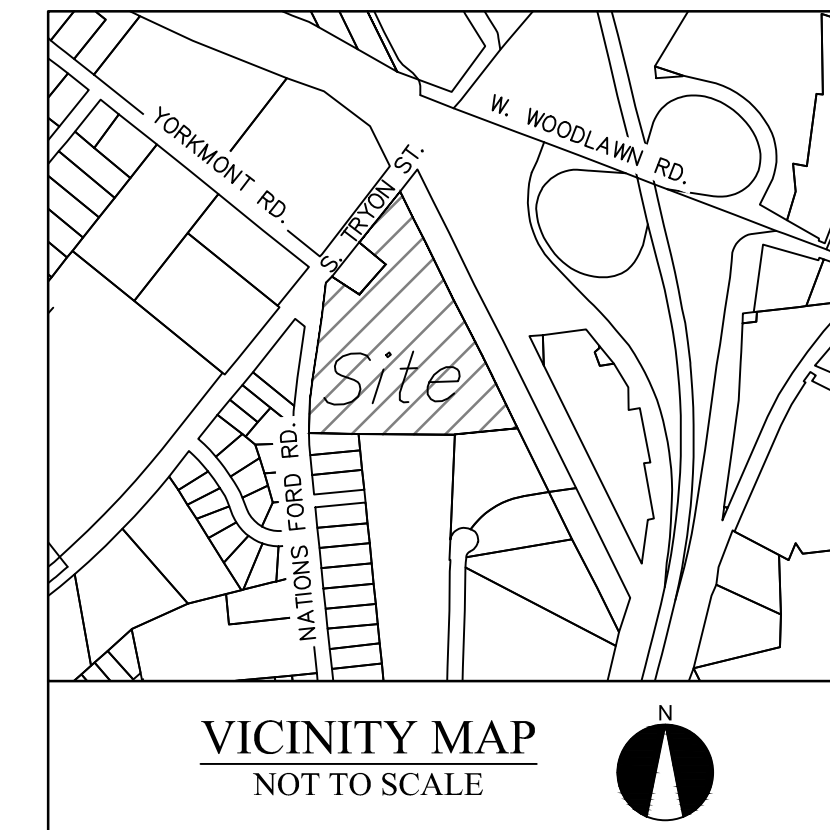
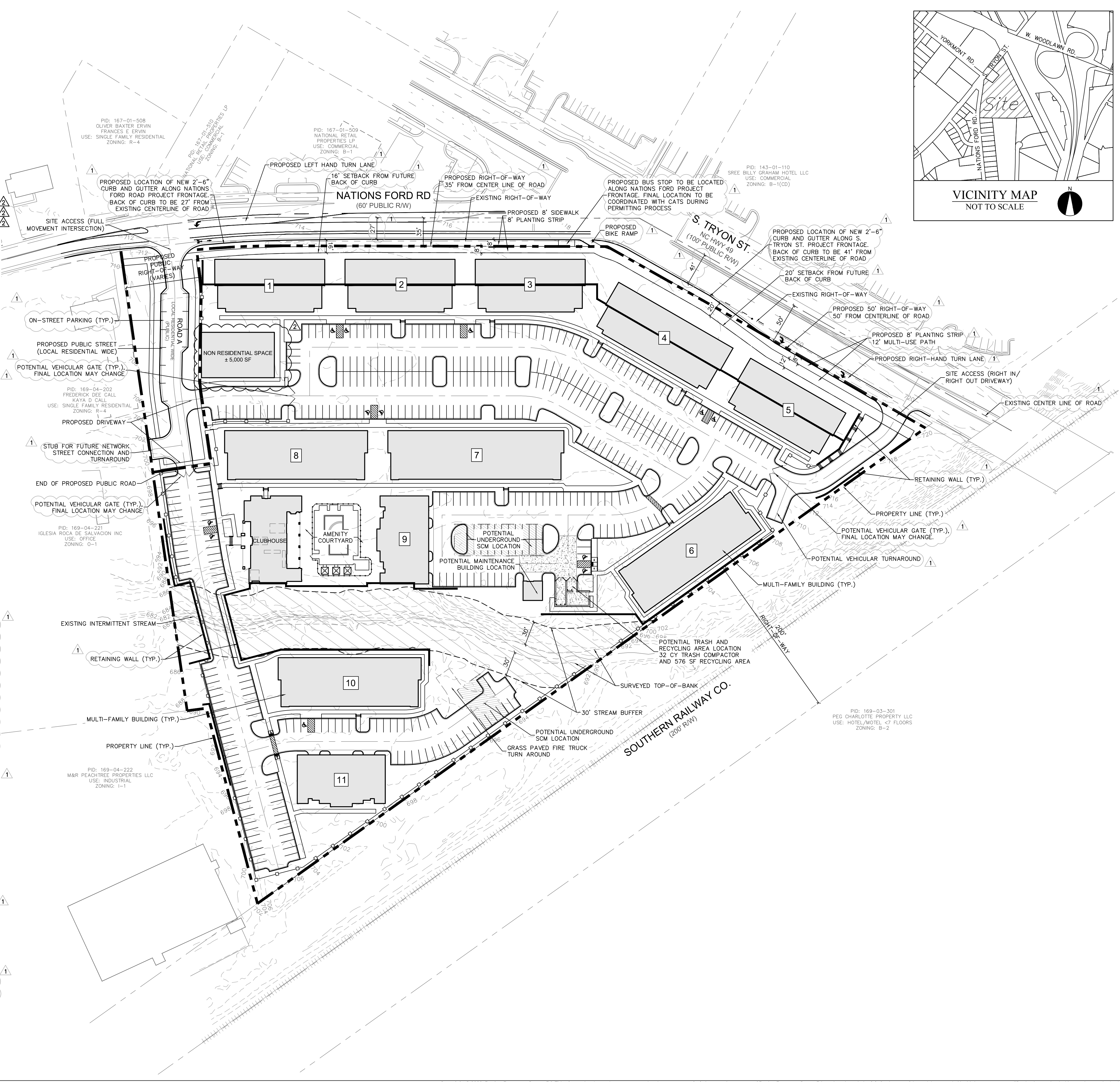
D. DEVELOPMENT WITHIN ANY SWM/PCSO BUFFER SHALL BE COORDINATED WITH AND SUBJECT TO APPROVAL BY CHARLOTTE-MECKLENBURG STORM WATER SERVICES AND MITIGATED IF REQUIRED BY CITY ORDINANCE. STREAM DELINEATION REPORTS ARE SUBJECT TO REVIEW AND APPROVAL BY CHARLOTTE STORM WATER SERVICES.

7. AMENDMENTS TO THE REZONING PLAN

A. FUTURE AMENDMENTS TO THE REZONING PLAN (WHICH INCLUDES THESE DEVELOPMENT STANDARDS) MAY BE APPLIED FOR BY THE THEN OWNER OR OWNERS OF THE SITE IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 6 OF THE ORDINANCE.

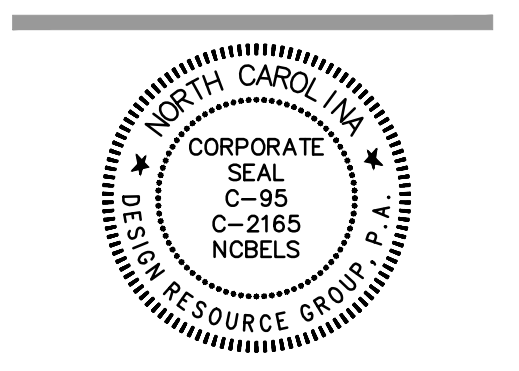
8. BINDING EFFECT OF THE REZONING APPLICATION

A. IF THIS REZONING PETITION IS APPROVED, ALL CONDITIONS APPLICABLE TO THE DEVELOPMENT OF THE SITE IMPOSED UNDER THE REZONING PLAN WILL, UNLESS AMENDED IN 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, PERSONS, REPRESENTATIVES, SUCCESSORS, IN INTEREST OR ASSIGNEES.



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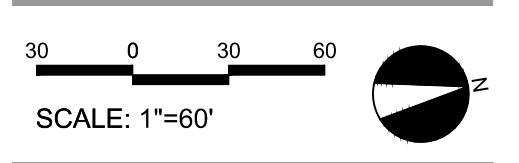
REZONING PETITION
FOR PUBLIC HEARING
2022-156

REZONING DOCUMENTS

NATIONS FORD ROAD
CHARLOTTE, NORTH CAROLINA

GREYSTAR DEVELOPMENT EAST, LLC
521 EAST MOREHEAD, SUITE 400
CHARLOTTE, NORTH CAROLINA 28202
704.370.1868

**SCHEMATIC
SITE PLAN**



PROJECT #: 613-013
DRAWN BY: BG
CHECKED BY: TH

APRIL 10, 2023

REVISIONS:
1/3/23 PER STAFF REVIEW COMMENTS
4/10/23 PER STAFF REVIEW COMMENTS

RZ1.00