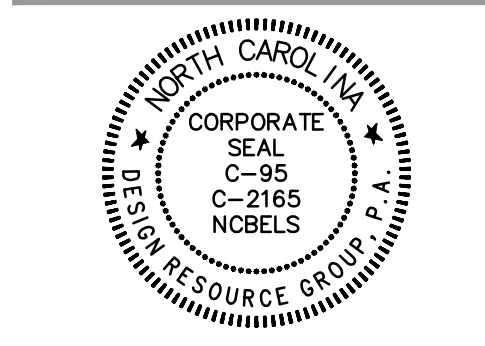


SITE DATA

TAX MAP NO:	06125107 & 06125108
MUNICIPALITY:	CHARLOTTE
GROSS SITE AREA:	11.532 ACRES (±502,334 SF)
EXISTING ZONING:	N1-A, N2-B, & MUDD-0
EXISTING USE:	SINGLE-FAMILY RESIDENTIAL & COMMERCIAL
PROPOSED ZONING:	N2-C (CD)
PROPOSED USE:	MULTI-FAMILY STACKED RESIDENTIAL
NUMBER OF UNITS PROPOSED:	306 (26.53 DUA)
PARKING TIER DESIGNATION:	TIER 2
PARKING MAXIMUM:	1 PER BEDROOM/STUDIO
PARKING MINIMUM:	1 PER UNIT
PARKING PROVIDED:	306 SPACES
LOADING SPACE REQUIRED:	1 (10'X25') SPACE
LOADING SPACE PROVIDED:	1 (10'X25') SPACE
COMMON OPEN SPACE REQUIRED:	10% = 1.15 ACRES (50,233 SF)
OPEN SPACE PROVIDED:	10%
GREEN AREA TIER DESIGNATION:	TIER 2
GREEN AREA REQUIRED:	15% = 1.72 ACRES (75,350 SF)
GREEN AREA PROVIDED:	15%
WATERSHED AREA:	PARCEL 06125107 WITHIN THE LOWER LAKE WYLIE WATERSHED PA
MAXIMUM BUILT UPON AREA (BUA):	70% = 2.39 ACRES x 0.70 = 1.67 ACRES (72,745 SF)
PROPOSED BUA:	70% OF PARCEL 06125107
MINIMUM LOT AREA:	N/A
MINIMUM LOT WIDTH:	N/A
MAXIMUM BUILDING COVERAGE:	N/A
FRONT SETBACK (PERIMETER):	20' FROM BOC
FRONT BUILD-TO-ZONE:	0-20' FROM SETBACK LINE
BUILD-TO-ZONE PERCENTAGE:	80%
SIDE SETBACK:	5'
REAR SETBACK:	10' NOT ABUTTING N1 PLACE TYPES 20' ABUTTING N1 PLACE TYPES
MAXIMUM BUILDING HEIGHT:	65'
PROPOSED BUILDING HEIGHT:	48'
TRASH AREA REQUIRED:	1 8CY COMPACTOR PER 90 UNITS
TRASH AREA PROVIDED:	4 8CY COMPACTORS
RECYCLING STATIONS REQUIRED:	4x144 SF (576 SF TOTAL)
RECYCLING STATIONS PROVIDED:	4x144 SF (576 SF TOTAL)

SITE DEVELOPMENT DATA - COMPREHENSIVE TRANSPORTATION REVIEW SUMMARY

Proposed Trip Generation		
Land Uses	Density	Daily Trips/Peak Hour Trips
1) Multi-Family (Mid-Rise) Housing	306	1413 Daily/123 AM Peak Hour/120 PM Peak Hour
2)		
3)		
4)		
5)		
		Total: 1413 Daily/123 AM Peak Hour/120 PM Peak Hour
Multimodal Mitigation		Tier: Tier 1
		Required Points: 3 Mitigation Points
List of Mitigations:		
1)		
2)		
3)		
4)		
5)		
Transportation Demand Management Mitigation		Tier: Not Required
		Required Points: N/A
List of Mitigations:		
1)		
2)		
3)		
4)		
5)		
TIS Required (Yes/No): Not Required		
CO Phasing (list CO phasing of CTR mitigations and/or TIS improvements if applicable):		
1)		
2)		
3)		
4)		
5)		



1. GENERAL PROVISIONS

- A. SITE. THESE DEVELOPMENT STANDARDS FORM A PART OF THE REZONING PLAN ASSOCIATED WITH THE REZONING PETITION FILED BY GREYSTAR DEVELOPMENT EAST, LLC...
B. ZONING DISTRICT/ORDINANCE. THE DEVELOPMENT AND USE OF THE SITE WILL BE GOVERNED BY THE REZONING PLAN, THESE DEVELOPMENT STANDARDS AND THE APPLICABLE PROVISIONS OF THE CITY OF CHARLOTTE UNIFIED DEVELOPMENT ORDINANCE...
C. GRAPHICS AND ALTERATIONS. THE SCHEMATIC DEPICTIONS OF THE USES, BUILDINGS, SIDEWALKS, DRIVEWAYS, STREET AND OTHER DEVELOPMENT MATTERS AND SITE ELEMENTS...

SINCE THE PROJECT HAS NOT UNDERGONE THE DESIGN DEVELOPMENT AND CONSTRUCTION PHASES, IT IS INTENDED THAT THIS REZONING PLAN PROVIDE FOR FLEXIBILITY IN ALLOWING SOME ALTERATIONS OR MODIFICATIONS FROM THE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS...

- (1) MINOR AND DO NOT MATERIALLY CHANGE THE OVERALL DESIGN INTENT DEPICTED ON THE REZONING PLAN.

THE PLANNING DIRECTOR WILL DETERMINE IF SUCH MINOR MODIFICATIONS ARE ALLOWED PURSUANT TO THIS AMENDMENT PROCESS, AND IF IT IS DETERMINED THAT THE ALTERATION DOES NOT MEET THE CRITERIA DESCRIBED ABOVE, PETITIONER SHALL THEN FOLLOW THE ADMINISTRATIVE AMENDMENT PROCESS PURSUANT TO SECTION 6.207 OF THE ORDINANCE...

- D. AMENDMENTS. FUTURE AMENDMENTS TO THE REZONING PLAN AND/OR THESE DEVELOPMENT STANDARDS MAY BE APPLIED FOR BY THE THEN OWNER OR OWNERS OF THE SITE IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 37 OF THE ORDINANCE.

2. PERMITTED USES/DEVELOPMENT LIMITATIONS

- A. SUBJECT TO THE LIMITATIONS SET OUT BELOW, THE SITE MAY ONLY BE DEVOTED TO A RESIDENTIAL COMMUNITY CONTAINING MULTI-FAMILY STACKED DWELLING UNITS, TOGETHER WITH ANY INCIDENTAL OR ACCESSORY USES ASSOCIATED THEREWITH THAT ARE PERMITTED UNDER THE ORDINANCE IN THE N2-C ZONING DISTRICT...
B. A TOTAL MAXIMUM OF 306 MULTI-FAMILY STACKED DWELLING UNITS MAY BE DEVELOPED ON THE SITE.

- C. THE MULTI-FAMILY LEASING/AMENITY BUILDING MAY CONTAIN A MAXIMUM OF 10,000 SQUARE FEET OF GROSS FLOOR AREA.

3. TRANSPORTATION

- A. VEHICULAR ACCESS SHALL BE AS GENERALLY DEPICTED ON THE REZONING PLAN. NOTWITHSTANDING THE FOREGOING, THE PLACEMENT AND CONFIGURATION OF THE VEHICULAR ACCESS POINTS MAY BE MODIFIED BY PETITIONER DURING THE PERMITTING PROCESS TO ACCOMMODATE CHANGES IN TRAFFIC PATTERNS, CHANGES IN BUILDING AND PARKING LAYOUTS AND SITE CONSTRAINTS AND TO ACCOMMODATE ANY MODIFICATIONS REQUIRED BY THE CHARLOTTE DEPARTMENT OF TRANSPORTATION ('CDOT') AND/OR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION ('NCDOT').

- B. THE ALIGNMENTS AND LOCATIONS OF THE INTERNAL PUBLIC STREETS, INTERNAL PRIVATE DRIVES AND VEHICULAR CIRCULATION AREAS DEPICTED ON THE REZONING PLAN MAY BE MODIFIED BY PETITIONER DURING THE PERMITTING PROCESS TO ACCOMMODATE CHANGES IN TRAFFIC PATTERNS, CHANGES IN BUILDING AND PARKING LAYOUTS AND SITE CONSTRAINTS, AND TO ACCOMMODATE ANY MODIFICATIONS REQUIRED FOR APPROVAL BY CDOT AND/OR NCDOT IN ACCORDANCE WITH APPLICABLE PUBLISHED STANDARDS.

- C. PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON THE SITE, PETITIONER SHALL A 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 QUEEN CITY DRIVE AS REQUIRED TO PROVIDE RIGHT OF WAY MEASURING 33.5 FEET FROM THE EXISTING CENTERLINE OF QUEEN CITY DRIVE, TO THE EXTENT THAT SUCH RIGHT OF WAY DOES NOT ALREADY EXIST.

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

- E. 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.

- F. ALL TRANSPORTATION IMPROVEMENTS SHALL BE CONSTRUCTED AND APPROVED PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR THE SITE.

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

- H. A WESTBOUND LEFT TURN LANE SHALL BE INSTALLED ON TUCKASEEGERE ROAD AT THE ACCESS POINT INTO THE SITE FROM TUCKASEEGERE ROAD AS GENERALLY DEPICTED ON THE REZONING PLAN.

- I. IT IS UNDERSTOOD THAT THE PUBLIC ROADWAY IMPROVEMENT REFERENCED IN PARAGRAPH 3.H ABOVE MAY NOT BE POSSIBLE WITHOUT THE ACQUISITION OF ADDITIONAL RIGHT OF WAY. IF, AFTER THE EXERCISE OF DILIGENT GOOD FAITH EFFORTS OVER A MINIMUM OF A 60 DAY PERIOD, THE PETITIONER IS UNABLE TO ACQUIRE ANY LAND NECESSARY TO PROVIDE FOR ANY SUCH ADDITIONAL RIGHT OF WAY UPON COMMERCIALY REASONABLE TERMS AND AT MARKET PRICES, THEN CDOT, THE CITY OF CHARLOTTE ENGINEERING DIVISION OR OTHER APPLICABLE AGENCY, DEPARTMENT OR GOVERNMENTAL BODY MAY AGREE TO PROCEED WITH ACQUISITION OF ANY SUCH LAND. IN SUCH EVENT, THE PETITIONER SHALL REIMBURSE THE APPLICABLE AGENCY, DEPARTMENT OR GOVERNMENTAL BODY FOR THE COST OF ANY SUCH ACQUISITION INCLUDING COMPENSATION PAID BY THE APPLICABLE AGENCY, DEPARTMENT OR GOVERNMENTAL BODY FOR ANY SUCH LAND AND THE EXPENSES OF SUCH PROCEEDINGS. FURTHERMORE, IN THE EVENT THE PUBLIC ROADWAY IMPROVEMENT REFERENCED IN PARAGRAPH 3.H ABOVE IS DELAYED BECAUSE OF DELAYS IN THE ACQUISITION OF ADDITIONAL RIGHT-OF-WAY AS CONTEMPLATED HEREIN OR FOR OTHER SIMILAR REASONS AND SUCH DELAY EXTENDS BEYOND THE TIME THAT THE PETITIONER SEEKS TO OBTAIN A CERTIFICATE OF OCCUPANCY FOR BUILDING(S) ON THE SITE IN CONNECTION WITH RELATED DEVELOPMENT PHASING DESCRIBED ABOVE, THEN CDOT (WITH THE CONCURRENCE OF NCDOT, AS APPLICABLE), UPON A REVIEW OF THE CURRENT STATUS AND SCHEDULED PROGRESS OF THE TRANSPORTATION IMPROVEMENT, MAY INSTRUCT APPLICABLE AUTHORITIES TO ALLOW THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR THE APPLICABLE BUILDINGS, PROVIDED, HOWEVER, PETITIONER CONTINUES TO EXERCISE GOOD FAITH EFFORTS TO COMPLETE THE APPLICABLE ROAD-WAY IMPROVEMENT; IN SUCH EVENT THE PETITIONER MAY BE ASKED TO POST A LETTER OF CREDIT OR A BOND FOR THE IMPROVEMENT NOT IN PLACE AT THE TIME SUCH A CERTIFICATE OF OCCUPANCY IS ISSUED TO SECURE COMPLETION OF THE APPLICABLE IMPROVEMENT.

- J. IN THE EVENT THAT A PUBLIC STREET CONNECTION FROM THE SITE TO QUEEN CITY DRIVE THROUGH THE ADJACENT PARCELS OF LAND LOCATED TO THE EAST OF THE SITE (TAX PARCEL NOS. 061-251-16 AND 061-251-12) AND BY WAY OF GRAND LAKE DRIVE, (THE 'PUBLIC STREET CONNECTION') IS NOT OPEN TO VEHICULAR TRAFFIC PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR THE 155TH MULTI-FAMILY STACKED DWELLING UNIT CONSTRUCTED ON THE SITE, THEN PETITIONER SHALL, SUBJECT TO THE APPROVAL OF CDOT AND/OR NCDOT AND ANY OTHER APPLICABLE GOVERNMENTAL AGENCIES, PROVIDE A PRIVATE DRIVEWAY VEHICULAR ACCESS POINT TO QUEEN CITY DRIVE. PETITIONER SHALL EXERCISE DILIGENT AND GOOD FAITH EFFORTS TO OBTAIN THE NECESSARY APPROVALS AND PERMITS. IN THE EVENT THAT PETITIONER CANNOT OBTAIN ALL REQUIRED APPROVALS AND PERMITS, THEN PETITIONER SHALL HAVE NO OBLIGATION TO PROVIDE THE PRIVATE DRIVEWAY VEHICULAR ACCESS POINT TO QUEEN CITY DRIVE.

IF NEITHER THE PUBLIC STREET CONNECTION NOR THE PRIVATE DRIVEWAY VEHICULAR ACCESS POINT TO QUEEN CITY DRIVE CAN BE PROVIDED, THEN AN EMERGENCY FIRE ACCESS SHALL BE PROVIDED TO QUEEN CITY DRIVE.

4. ARCHITECTURAL STANDARDS

- A. THE MAXIMUM HEIGHT OF ANY BUILDING DEVELOPED ON THE SITE SHALL BE 48 FEET.
B. THE ARCHITECTURAL AND DESIGN STANDARDS SET OUT BELOW SHALL APPLY TO THE MULTI-FAMILY STACKED DWELLING UNIT BUILDINGS DEVELOPED ON THE SITE.

- (1) PROHIBITED EXTERIOR BUILDING MATERIALS:
(a) VINYL SIDING (BUT NOT VINYL HANDRAILS, WINDOWS, SOFFITS, TRIM, DOORS AND/OR GARAGE DOORS).
(b) CONCRETE MASONRY UNITS NOT ARCHITECTURALLY FINISHED.
(2) BUILDING PLACEMENT AND SITE DESIGN SHALL FOCUS ON AND ENHANCE THE PEDESTRIAN ENVIRONMENT THROUGH THE FOLLOWING:
(a) BUILDINGS SHALL BE PLACED SO AS TO PRESENT A FRONT OR SIDE FACADE TO ALL NETWORK REQUIRED STREETS (PUBLIC OR PRIVATE).
(b) PARKING LOTS SHALL NOT BE LOCATED BETWEEN ANY BUILDING AND ANY NETWORK REQUIRED PUBLIC OR PRIVATE STREET.
(c) DRIVEWAYS INTENDED TO SERVE SINGLE UNITS SHALL BE PROHIBITED ON ALL NETWORK REQUIRED STREETS.
(3) ARCHITECTURAL ELEVATION DESIGN - ELEVATIONS SHALL BE DESIGNED TO CREATE VISUAL INTEREST AS FOLLOWS:
(a) BUILDING ELEVATIONS FACING NETWORK REQUIRED PUBLIC OR PRIVATE STREETS SHALL NOT HAVE EXPANSIONS OF BLANK WALLS GREATER THAN 20 FEET IN ALL DIRECTIONS AND ARCHITECTURAL FEATURES SUCH AS BUT TO LIMITED TO BANDING, MEDALLIONS OR DESIGN FEATURES OR MATERIALS WILL BE PROVIDED TO AVOID A STERILE, UNARTICULATED BLANK TREATMENT OF SUCH WALLS.
(4) ROOF FORM AND ARTICULATION - ROOF FORM AND LINES SHALL BE DESIGNED TO AVOID THE APPEARANCE OF A LARGE MONOLITHIC ROOF STRUCTURE AS FOLLOWS:
(a) LONG PITCHED OR FLAT ROOF LINES SHALL AVOID CONTINUOUS EXPANSIONS WITHOUT VARIATION BY INCLUDING CHANGES IN HEIGHT AND/OR ROOF FORM, TO INCLUDE BUT NOT BE LIMITED TO GABLES, HIPs, DORMERS OR PARAPETS.
(b) FOR PITCHED ROOFS, THE MINIMUM ALLOWED IS 4:12 EXCLUDING BUILDINGS WITH A FLAT ROOF AND PARAPET WALLS.
(c) ROOF TOP HVAC AND RELATED MECHANICAL EQUIPMENT WILL BE SCREENED FROM PUBLIC VIEW AT GRADE FROM THE NEAREST PUBLIC STREET.
(5) FOR SOUND MITIGATION PURPOSES, THE WINDOWS INSTALLED ON THE SOUTHERN ELEVATIONS OF THE TWO MULTI-FAMILY STACKED DWELLING UNIT BUILDINGS LOCATED ON THE SOUTHERN PORTION OF THE SITE ADJACENT TO THE TREE SAVE AREA SHALL HAVE A MINIMUM STC (SOUND TRANSMISSION CLASS) RATING VALUE OF 35.

5. STREETScape/INTERNAL SIDEWALKS

- A. A MINIMUM 8-FOOT-WIDE PLANTING STRIP AND A MINIMUM 8-FOOT-WIDE SIDEWALK SHALL BE INSTALLED ALONG THE SITE'S FRONTAGE ON TUCKASEEGERE ROAD 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 QUEEN CITY DRIVE AS GENERALLY DEPICTED ON THE REZONING PLAN.
C. A MINIMUM 8-FOOT-WIDE PLANTING STRIP AND A MINIMUM 8-FOOT-WIDE SIDEWALK SHALL BE INSTALLED ALONG PUBLIC STREET A AS GENERALLY DEPICTED ON THE REZONING PLAN.
D. A MINIMUM 8-FOOT-WIDE PLANTING STRIP AND A MINIMUM 8-FOOT-WIDE SIDEWALK SHALL BE INSTALLED ALONG PUBLIC STREET B AS GENERALLY DEPICTED ON THE REZONING PLAN.
E. THE MINIMUM WIDTH OF THE OTHER INTERNAL SIDEWALKS SHALL BE 5 FEET, EXCEPT THAT THE MINIMUM WIDTH SHALL BE 7 FEET WHEN SUCH SIDEWALKS ARE ADJACENT TO PARKING AREAS.
F. THE DEVELOPMENT OF THE SITE SHALL COMPLY WITH THE INTERNAL SIDEWALK REQUIREMENTS OF THE ORDINANCE.
G. POTENTIAL LOCATIONS OF INTERNAL SIDEWALKS ARE DEPICTED ON THE REZONING PLAN WITH DASHED LINES AND ARROWS; HOWEVER, THE ULTIMATE LOCATIONS OF THE INTERNAL SIDEWALKS SHALL BE DETERMINED DURING THE PERMITTING PROCESS.

6. OPEN SPACE/GREEN AREA

- A. DEVELOPMENT OF THE SITE SHALL COMPLY WITH THE OPEN SPACE AND GREEN AREA REQUIREMENTS OF THE ORDINANCE.
B. THE MINIMUM SIZE OF EACH OPEN SPACE AREA DEPICTED ON THE REZONING PLAN IS SET OUT ON THE REZONING PLAN.

7. ENVIRONMENTAL FEATURES

- A. DEVELOPMENT OF THE SITE SHALL COMPLY WITH THE REQUIREMENTS OF ARTICLE 20 OF THE ORDINANCE.
B. PETITIONER SHALL COMPLY WITH THE CHARLOTTE CITY COUNCIL APPROVED AND ADOPTED UNIFIED DEVELOPMENT ORDINANCE, STORMWATER ARTICLES 23 THROUGH 28. THE LOCATION, SIZE AND TYPE OF STORMWATER MANAGEMENT SYSTEMS THAT MAY BE 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 STORMWATER TREATMENT REQUIREMENTS AND NATURAL SITE DISCHARGE POINTS.

- C. NEITHER UTILITY LINES NOR EASEMENTS SHALL BE LOCATED WITHIN ANY TREE SAVE AREAS.

8. LANDSCAPE YARDS

- A. A 25-FOOT-WIDE TYPE B LANDSCAPE YARD WITH A MINIMUM 6-FOOT-TALL FENCE THAT COMPLIES WITH SECTION 20.9.I. OF THE ORDINANCE SHALL BE ESTABLISHED ALONG THE SITE'S WESTERN BOUNDARY LINE AS DEPICTED ON THE REZONING PLAN.

- B. A 25-FOOT-WIDE TYPE B LANDSCAPE YARD WITH A MINIMUM 6-FOOT-TALL FENCE THAT COMPLIES WITH SECTION 20.9.I. OF THE ORDINANCE SHALL BE ESTABLISHED ALONG THE SITE'S NORTHERN BOUNDARY LINE AS DEPICTED ON THE REZONING PLAN.

- C. A 10-FOOT-WIDE CLASS C LANDSCAPE YARD WITH A MINIMUM 6-FOOT-TALL OPAQUE FENCE SHALL BE ESTABLISHED ALONG A PORTION OF THE EASTERN EDGE OF PUBLIC STREET A ADJACENT TO TAX PARCEL NO. 061-251-06 AS GENERALLY DEPICTED ON THE REZONING PLAN. THE WIDTH OF THE 10-FOOT-WIDE CLASS C LANDSCAPE YARD SHALL TAPER DOWN AS GENERALLY DEPICTED ON THE REZONING PLAN.

- D. AS GENERALLY DEPICTED ON THE REZONING PLAN, A MINIMUM 6-FOOT-TALL BERM WITH A 6-FOOT-TALL OPAQUE FENCE INSTALLED ON TOP OF THE BERM SHALL BE ESTABLISHED ALONG A PORTION OF THE WESTERN EDGE OF PUBLIC STREET A AND WITHIN A PORTION OF THE 25-FOOT-WIDE TYPE B LANDSCAPE YARD. THE 6-FOOT-TALL OPAQUE FENCE SHALL BE A CONTINUATION OF THE FENCE REFERENCED ABOVE IN PARAGRAPH 8.A.

9. BINDING EFFECT OF THE REZONING DOCUMENTS AND DEFINITIONS

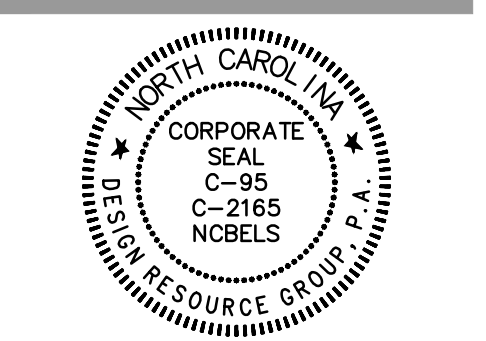
- A. IF THIS REZONING PETITION IS APPROVED, ALL CONDITIONS APPLICABLE TO THE USE AND DEVELOPMENT OF THE SITE IMPOSED UNDER THESE DEVELOPMENT STANDARDS AND THE REZONING PLAN WILL, UNLESS AMENDED IN THE MANNER PROVIDED UNDER THE ORDINANCE, BE BINDING UPON AND INURE TO THE BENEFIT OF PETITIONER AND THE CURRENT AND SUBSEQUENT OWNERS OF THE SITE AND THEIR RESPECTIVE SUCCESSORS IN INTEREST AND ASSIGNS.

- B. THROUGHOUT THESE DEVELOPMENT STANDARDS, THE TERM 'PETITIONER' SHALL BE DEEMED TO INCLUDE THE HEIRS, DEVISEES, PERSONAL REPRESENTATIVES, SUCCESSORS IN INTEREST AND ASSIGNS OF PETITIONER OR THE OWNER OR OWNERS OF THE SITE FROM TIME TO TIME WHO MAY BE INVOLVED IN ANY FUTURE DEVELOPMENT THEREOF.



LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
TRANSPORTATION PLANNING

1111 Hawthorne Lane, Charlotte, NC 28205
704.343.0608
www.drgpr.com



REZONING PETITION
FOR PUBLIC HEARING
2024-126

REZONING DOCUMENTS

QUEEN CITY DRIVE
CHARLOTTE, NORTH CAROLINA
GREYSTAR DEVELOPMENT EAST, LLC
521 E MOREHEAD STREET, SUITE 400
CHARLOTTE, NC 28202
704.332.0404

DEVELOPMENT
STANDARDS

SCALE:
PROJECT #: 613-030
DRAWN BY: SG
CHECKED BY: BG

OCTOBER 15, 2024

REVISIONS:
1. PER REVIEW COMMENTS-12.16.24
2. PER REVIEW COMMENTS-01.13.25
3. PER REVIEW COMMENTS-02.20.25

RZ2.00