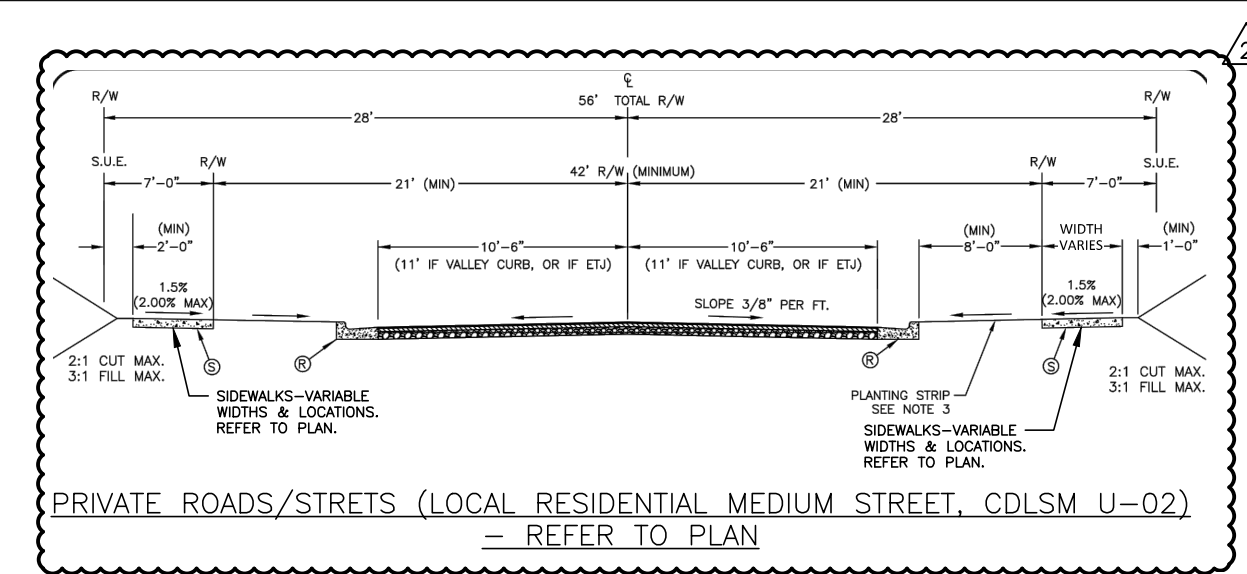


SITE DATA	
DEVELOPER/APPLICANT RD UNIVERSITY OAKS LLC 101 S. TRYON STREET, SUITE 2700 CHARLOTTE, NORTH CAROLINA 28280	
PID:	04739101
EXISTING ZONING:	RE-2
PROPOSED ZONING:	R-12MF (CD)
DEVELOPMENT AREA ± 64.085 AC	
EXISTING USE:	VACANT
PROPOSED USE:	RESIDENTIAL
NUMBER OF RESIDENTIAL UNITS BY HOUSING TYPE	
MULTI-FAMILY UNITS: (DEVELOPMENT AREA A)	450 UNITS MAX (FINAL UNIT COUNT TO BE DETERMINED DURING DESIGN AND CONSTRUCTION PHASE)
TOWNHOMES: (DEVELOPMENT AREA B)	150 UNITS MAX (FINAL UNIT COUNT TO BE DETERMINED DURING DESIGN AND CONSTRUCTION PHASE)
TOTAL UNITS:	600 UNITS MAX
PROPOSED DENSITY:	+ 9.36 UNITS/AC
PARKING REQUIREMENTS	
PARKING:	1.5 SPACES PER UNIT AS SET FORTH IN THE ORDINANCE
TREE SAVE:	15% OF TOTAL SITE AREA, MINIMUM AS SET FORTH IN THE ORDINANCE
OPEN SPACE REQUIRED:	50% OF TOTAL SITE AREA PER THE ORDINANCE

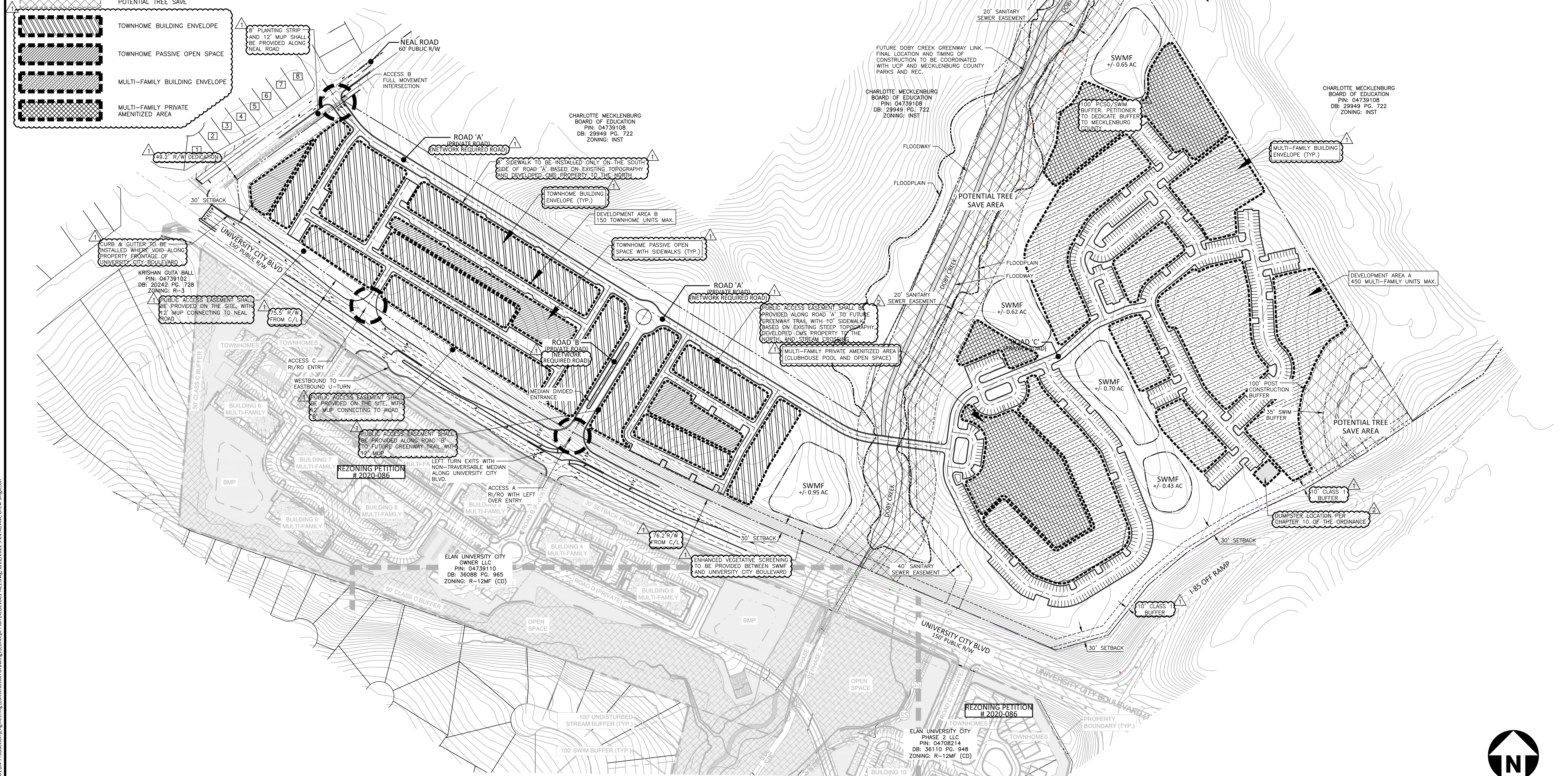
ADJACENT PROPERTY OWNERS			
PARCEL	DEED	OWNER	ZONING
1	04707208	33883-578 SONIA ELIZABETH GARCIA DE RECINOS	R-6
2	04707207	21867-782 CAROLYN BULLOCK	R-6
3	04707206	20824-210 CASSANDRA CUNNINGHAM	R-6
4	04707205	33304-591 RON & KATHY NORRIS	R-6
5	04707204	19564-475 DWIGHT L TOLLIVER	R-6
6	04707203	29320-828 SPRING PARK REALTY LLC	R-6
7	04707202	34373-900 CRAIG BROWN & MARY H RIGGINS	R-6
8	04707201	17450-963 EYESHA LENNARD	R-6

NOTE: PROPERTY INFORMATION BASED ON MECKLENBURG COUNTY GIS



SITE LEGEND	
[Symbol]	PROPERTY LINE
[Symbol]	RIGHT-OF-WAY LINE
[Symbol]	LOT LINE
[Symbol]	EASEMENT LINE
[Symbol]	BUFFER LINE
[Symbol]	CENTERLINE
[Symbol]	FUTURE GREENWAY LINK
[Symbol]	POTENTIAL TREE SAVE
[Symbol]	TOWNHOME BUILDING ENVELOPE
[Symbol]	TOWNHOME PASSIVE OPEN SPACE
[Symbol]	MULTI-FAMILY BUILDING ENVELOPE
[Symbol]	MULTI-FAMILY PRIVATE AMENITIZED AREA

- NOTES:
- ALL BUILDINGS WILL MEET THE REQUIRED SETBACK AND YARDS AS DESCRIBED IN THE ORDINANCE FOR THE R-12MF DISTRICT FOR PLANNED MULTIFAMILY.
 - SOLID WASTE FOR THE SITE SHALL COMPLY WITH CHAPTER 10 OF THE CITY CODE.
 - ALL DWELLINGS TO MEET SECTION 9.303.191(c).
 - PETITIONER TO COORDINATE LOCATION OF ADA COMPLIANT CATS BUS WAITING PAD ALONG NEAL ROAD PER LAND DEVELOPMENT STANDARD 60.10B. FINAL LOCATION OF THE PAD WILL BE COORDINATED WITH THE DEVELOPER THROUGH THE PERMITTING PROCESS.



McADAMS
The John R. McAdams Company, Inc.
3430 Torridon Way
Suite 110
Charlotte, NC 28277
phone 704.527.0800
fax 919.361.2269
license number: C-0293, C-187
www.mcadamsco.com

CLIENT
RD UNIVERSITY OAKS, LLC
101 S. TRYON ST, SUITE 2700
CHARLOTTE, NORTH CAROLINA 28280

UNIVERSITY OAKS
REZONING PETITION # 2021-258
CORNER OF UNIVERSITY CITY BLVD AND
NEAL RD
CHARLOTTE, NORTH CAROLINA, 28262

REVISIONS

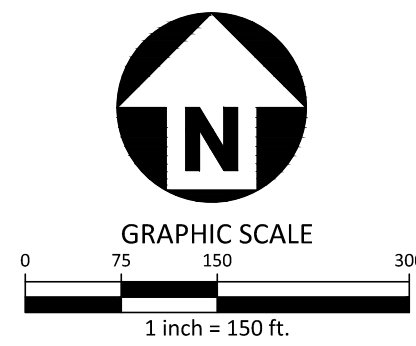
NO.	DATE	DESCRIPTION
1	05.16.2022	PER CITY/CDOT COMMENTS
2	06.23.2022	PER CITY/CDOT COMMENTS

PLAN INFORMATION

PROJECT NO. RLG-21001
FILENAME RLG21001-R21
CHECKED BY EM
DRAWN BY JDS
SCALE 1"=150'
DATE 03.28.2022

REZONING SITE PLAN

RZ.01



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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DEVELOPMENT STANDARDS

June 23, 2022

A. General Provisions

- 1. These Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by RD University Oaks, LLC (the "Petitioner") to accommodate the development of a residential community on that approximately 64,048 acre site located on the northwest quadrant of the University City Boulevard - Interstate 85 interchange, which site is more particularly depicted on the Rezoning Plan (the "Site"). The Site is comprised of Tax Parcel No. 047-391-01.
2. The development of the Site will be governed by the Rezoning Plan, these Development Standards and the applicable provisions of the City of Charlotte Zoning Ordinance (the "Ordinance").
3. Unless the Rezoning Plan or these Development Standards establish more stringent standards, the regulations established under the Ordinance for the R-12 MF zoning district shall govern the development and use of the Site. Notwithstanding the foregoing, Petitioner reserves the right to pursue variances from the Board of Adjustment.
4. For entitlement purposes, the Site is divided into two development areas that are designated on the Rezoning Plan as Development Area A and Development Area B.

The principal multi-family buildings shall be located within the multi-family building envelopes in Development Area A, and the principal single family attached buildings shall be located within the townhome building envelopes in Development Area B. Parking and accessory structures may also be located within the multi-family building envelopes and the townhome building envelopes. Amenity buildings and structures may be located in the amenity areas.

Subject to paragraphs B.1.(a) and B.2.(a) below, the number of principal buildings, accessory structures and parking areas that may be located on the Site shall be governed by the applicable provisions of the Ordinance

- 5. The schematic depictions of the uses, sidewalks, driveways, parking areas, streets, development area boundaries 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 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.

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. Therefore, there may be instances where modifications will be allowed without requiring the administrative amendment process per Section 6.207 of the Ordinance. These instances would include changes to graphics if they are:

- (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 in each instance, however, subject to Petitioner's appeal rights set forth in the Ordinance.

- 6. 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 Section 6.207 of the Ordinance.

B. Permitted Uses/Development Limitations

1. Development Area A

- (a) That portion of the Site designated as Development Area A on the Rezoning Plan may only be devoted to a residential community containing a maximum of 450 multi-family dwelling units and to any incidental or accessory uses associated therewith that are permitted under the Ordinance in the R-12 MF zoning district. Incidental and accessory uses may include, without limitation, a leasing and management office and amenities such as a fitness center, clubhouse, swimming pool, docks, dog parks and outdoor cooking areas.

2. Development Area B

- (a) That portion of the Site designated as Development Area B on the Rezoning Plan may only be devoted to a residential community containing a maximum of 150 single family attached dwelling units and to any incidental or accessory uses associated therewith that are permitted under the Ordinance in the R-12 MF zoning district.

- 3. Accessory structures, such as freestanding garages associated with the multi-family dwelling units, may be developed on the Site.

C. Transportation

- 1. Vehicular access to the Site 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 final site and construction plans and designs and to any adjustments required for approval by the Charlotte Department of Transportation ("CDOT") and/or the North Carolina Department of Transportation ("NCDOT").

2. The Site will be served by internal private streets, drives and alleys. Minor adjustments to the locations of the internal private streets, drives and alleys (but not to the locations of the Site's access points) shall be allowed during the construction permitting process. Minor adjustments to the locations of the Site's access points are governed by paragraph C.1 above.

- 3. Subject to the approval of CDOT 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 per land development standard 60.01B on the Site's frontage on Neal Road. The exact location of the waiting pad shall be determined during the site design and permitting process, and the 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 waiting pad, then Petitioner shall have no obligation to construct the waiting pad. CATS shall be responsible for the installation and maintenance of a bench or shelter on the waiting pad.

- 4. 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 (subject to a reservation for any necessary utility easements) those portions of the Site located immediately adjacent to Neal Road as required to provide right of way measuring 35 feet from the existing centerline of Neal Road, to the extent that such right of way does not already exist.

- 5. Curb and gutter shall be installed along that portion of the Site's frontage on University City Boulevard that is more particularly depicted on the Rezoning Plan.

6. Access A shall either be a right-in, right-out, left-in vehicular access point (defined as Scenario 1 in the Traffic Impact Study) or a right-in, right-out vehicular access point (defined as Scenario 2 in the Traffic Impact Study). As set out below in paragraph 11, in some instances the required transportation improvements are different under each scenario

- 7. Access A shall be a median divided entrance.

- 8. Access B on Neal Road shall be a full movement vehicular access point.

- 9. Access C shall be a right-in, right-out vehicular access point.

- 10. Any reference to the term "substantially complete" in this Section C of the Development Standards shall mean a determination by CDOT and/or NCDOT that the applicable roadway improvements are deemed "substantially complete" for the purpose of the issuance of certificates of occupancy for building(s) on the Site. However, in the event that certain non-essential roadway improvements (as reasonably determined by CDOT) are not completed at the time that Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site, then CDOT will instruct applicable authorities to allow the

issuance of certificates of occupancy for the applicable buildings, and in such event Petitioner may be required to post a letter of credit or a bond for any improvements not in place at the time such certificates of occupancy are issued to secure the completion of the relevant improvements.

- 11. Those transportation improvements set out below designated as Phase 1 Transportation Improvements shall be substantially complete prior to the issuance of the first certificate of occupancy for a new building containing multi-family dwelling units constructed in Development Area A. Those transportation improvements set out below designated as Phase 2 Transportation Improvements shall be substantially complete prior to the issuance of the first certificate of occupancy for a new building containing single family attached dwelling units constructed in Development Area B.

(a) University City Boulevard & I-85 Northbound Ramps (Signalized)

Phase 1 Improvements (Scenario 1 and Scenario 2)

- (1) No improvements.

Phase 2 Improvements (Scenario 1 and Scenario 2)

- (1) No improvements.

(b) University City Boulevard & I-85 Southbound Ramps (Signalized)

Phase 1 Improvements (Scenario 1 and Scenario 2)

- (1) No improvements.

Phase 2 Improvements (Scenario 1 and Scenario 2)

- (1) No improvements.

(c) University City Boulevard & Neal Road (Signalized)

Phase 1 Improvements (Scenario 1 and Scenario 2)

- (1) No improvements.

Phase 2 Improvements (Scenario 1 and Scenario 2)

- (1) Construct an additional southbound left turn lane on Neal Road with 190 feet of storage utilizing the existing pavement width where available and ensure the northbound and southbound left turn signal phasing run concurrently.

(d) University City Boulevard & Offsite Access/Access A (Unsignalized)

Phase 1 Improvements (Scenario 1)

- (1) One ingress and one egress lane (a terminating southbound right turn lane on proposed Access A).

- (2) Construct a westbound right turn lane on University City Boulevard with 100 feet of storage.

- (3) 100-foot internal protected stem.

Phase 2 Improvements (Scenario 2)

- (1) One ingress and one egress lane (a terminating southbound right turn lane on proposed Access A).

- (2) Construct a westbound right turn lane on University City Boulevard with 100 feet of storage.

- (3) Construct an eastbound left turn lane on University City Boulevard with 250 feet of storage

- (4) 100-foot internal protected stem.

Phase 2 Improvements (Scenario 1 and Scenario 2)

- (1) The intersection configurations remain the same as noted above for Phase 1 (Scenarios 1 and 2).

(e) Neal Road & Rumstone Lane/Access B (Unsignalized)

Phase 1 Improvements (Scenario 1 and Scenario 2)

- (1) One ingress and two egress lanes (a combined westbound thru-right turn lane and a separate westbound left turn lane with 100 feet of storage on Access B).

- (2) Remark existing painted median for southbound left turn lane on Neal Road and maximize storage.

- (3) 100-foot internal protected stem.

Phase 2 Improvements (Scenario 1 and Scenario 2)

- (1) The intersection configurations remain the same as noted above for Phase 1 (Scenarios 1 and 2).

(f) University City Boulevard & U-Turn Bulb (Unsignalized) [Scenario 2 Only]

Phase 1 Improvements (Scenario 2)

- (1) Construct an adequate westbound U-turn lane on University City Boulevard with 225 feet of storage designed to accommodate an SU-30 at the minimum.

Phase 2 Improvements (Scenario 2)

- (1) The intersection configurations remain the same as Phase 1

(g) University City Boulevard & Offsite Access/Access C (Unsignalized)

Phase 1 Improvements (Scenario 1 and Scenario 2)

- (1) No improvements.

Phase 2 Improvements (Scenario 1 and Scenario 2)

- (1) One ingress and one egress lane (a terminating southbound right turn lane on proposed Access C).

- (2) Construct a westbound right turn lane on University City Boulevard with 100 feet of storage.

- (3) 100-foot internal protected stem.

- 12. Subject to the approval of CDOT, NCDOT and any other applicable governmental agencies and prior to the issuance of a certificate of occupancy for the 300th dwelling unit constructed on the Site, Petitioner shall install a traffic signal with a two-stage z-crossing for pedestrians at the intersection of University City Boulevard and Access A. In the event that CDOT, NCDOT or any other applicable governmental agencies do not approve the installation of the foregoing traffic signal, Petitioner shall not be required to install the traffic signal.

- 13. A sidewalk shall be provided on the south side of Private Road A only.

- 14. Petitioner shall dedicate and convey in fee simple all relevant right of way to the City of Charlotte prior to the issuance of the first certificate of occupancy for a new building constructed on the Site. The right of way shall be setback 2 feet behind the back of sidewalk where feasible. If it is not feasible, the sidewalks, or portions thereof, may be located in a sidewalk utility easement.

- 15. All public roadway improvements will be subject to the standards and criteria of CDOT 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 northeastern Mecklenburg area, by way of a private/public partnership effort or other public sector project support.

D. Architectural Standards

1. Multi-Family Buildings

- (a) The maximum height of the multi-family buildings constructed on the Site shall be governed by the Ordinance.

- (b) The architectural and design standards set out below shall apply to the multi-family buildings constructed on the Site.

- (1) Prohibited Exterior Building Materials:

- (aa) Vinyl siding (but not vinyl hand rails, windows, doors, garage doors or door trim).

- (bb) Concrete Masonry Units not architecturally finished.

- (2) Building Placement and Site Design shall focus on and enhance the pedestrian environment through the following:

- (aa) Driveways intended to serve single units shall be prohibited on all network required streets.

- (3) Building Massing and Height shall be designed to break up long monolithic building forms as follows:

- (aa) Buildings exceeding 120 feet in length shall include one or more 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 2 feet extending through the building.

- (4) Architectural Elevation Design - elevations shall be designed to create visual interest as follows:

- (aa) 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, pilasters, banding and change in materials or colors.

- (bb) 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 masonry or stone veneer, changes in material or articulated architectural facade features and color changes.

- (cc) 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.

- (5) Roof Form and Articulation - roof form and lines shall be designed to avoid the appearance of a large monolithic roof structure as follows:

- (aa) 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.

- (bb) For pitched roofs the minimum allowed is 4:12 including buildings with a flat roof and parapet walls.

- (cc) Roof top HVAC and related mechanical equipment will be screened from public view at grade from the nearest street.

- (6) 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 masonry veneer or a Class B buffer not less than 10' in depth at all above grade perimeters not paved for access.

2. Single Family Attached Dwelling Units

- (a) The maximum height of the single family attached dwelling units constructed on the Site shall be governed by the Ordinance.

- (b) The architectural and design standards set out below shall apply to the single-family attached dwelling units constructed on the Site.

- (1) The single family attached dwelling units adjacent to University City Boulevard shall front University City Boulevard, and the single family attached dwelling units adjacent to Neal Road shall front Neal Road.

- (2) The primary exterior building materials shall be some combination of the following: brick veneer or similar masonry products, stone, manufactured stone, stucco and cementitious siding.

- (3) Vinyl may not be used as an exterior building material. Notwithstanding the foregoing, vinyl may be utilized on windows, doors, garage doors, soffits, trim and railings.

- (4) Pitched roofs shall be provided.

- (5) All corner or end single family attached dwelling units that face a public or private street shall have a porch or stoop that wraps a portion of the front and side of the unit or provide blank wall provisions that limit the maximum blank wall exposure to 12 feet on all building levels.

- (6) Buildings containing single family attached dwelling units that are adjacent to University City Boulevard shall not contain more than 5 individual single family attached dwelling units, and buildings containing single family attached dwelling units that are adjacent to Neal Road shall not contain more than 5 individual single family attached dwelling units. This requirement shall not apply to buildings that are not adjacent to University City Boulevard or Neal Road.

- (7) Each single family attached dwelling unit shall have a garage.

- (8) Garage doors shall contain decorative features.

- (9) Walkways shall be provided to connect all residential entrances to sidewalks along public and private streets.

- (10) To provide privacy, all residential entrances within 15 feet of the sidewalk along Private Road A, 15 feet of the sidewalk along Private Road B, 15 feet of the sidewalk along Neal Road or 15 feet of the sidewalk along University City Boulevard shall be raised from the average sidewalk grade a minimum of 24 inches.

- (11) Each single family attached dwelling unit shall have a covered front stoop. The front stoop may be covered by an awning, canopy, roof extension or other architectural feature chosen by Petitioner.

E. Streetscape

- 1. Petitioner shall install a minimum 8 foot wide planting strip and a minimum 12 foot wide multi-use path along the Site's frontage on Neal Road as generally depicted on the Rezoning Plan.

- 2. Petitioner shall install a minimum 8 foot wide planting strip and a minimum 12 foot wide multi-use path along that portion of the Site's frontage on University City Boulevard located between Neal Road and Access A as generally depicted on the Rezoning Plan. This 12 foot wide multi-use path shall be located outside of the limits of the NCDOT controlled access/right of way and it shall be located in a sidewalk utility easement.

- 3. Petitioner shall install a minimum 8 foot wide planting strip and a minimum 12 foot wide multi-use path along the eastern side of Private Road B from University City Boulevard to Private Road A as generally depicted on the Rezoning Plan. This 12 foot wide multi-use path shall be located in a sidewalk utility easement.

- 4. Petitioner shall install a minimum 8 foot wide planting strip and a minimum 10 foot wide multi-use path along the southern side of Private Road A from Private Road B to the greenway trail as generally depicted on the Rezoning Plan. This 10 foot wide multi-use path shall be located in a sidewalk utility easement.

- 5. A sidewalk shall be installed on the south side of Private Road A only.

F. Environmental

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

- 2. 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.

- 3. Development of the Site shall comply with the Tree Ordinance.

G. Open Space/Amenities

- 1. Open space areas and amenity areas are depicted and described on the Rezoning Plan.

H. Greenway

- 1. Prior to the issuance of a certificate of occupancy for the 300th dwelling unit constructed on the Site, Petitioner shall dedicate and convey to Mecklenburg County for future greenway purposes the 100 foot PCSO Buffer on the Site (the "Greenway Area"), which Greenway Area is depicted on the Rezoning Plan. Prior to the dedication and conveyance of the Greenway Area to Mecklenburg County, Petitioner shall have the right to install and locate utility lines through such Greenway Area and to reserve such easements over such Greenway Area that are necessary to maintain, repair and replace such utility lines, and to reserve such other easements as may be reasonably necessary in connection with the development of the Site as long as these easements and utility lines do not interfere with the construction and maintenance of the greenway. Any easements must be reviewed by Mecklenburg County prior to the dedication of the Greenway Area to Mecklenburg County.

- 2. Subject to the approval of Mecklenburg County and any other applicable governmental agencies, Petitioner shall construct and install within and through the Greenway Area a greenway trail from Private Road A to the northern boundary of the Site as generally depicted on the Rezoning Plan (the "Greenway Trail"). Notwithstanding the foregoing, the actual and ultimate location of the Greenway Trail between Private Road A and the northern boundary of the Site shall be determined in conjunction with Mecklenburg County during the permitting process. The Greenway Trail shall be constructed in accordance with Mecklenburg County's greenway trail standards, and the Greenway Trail shall be constructed and installed prior to the issuance of a certificate of occupancy for the 400th dwelling unit constructed on the Site. In the event that Petitioner cannot obtain all approvals and permits required to construct and install the Greenway Trail, then Petitioner shall have no obligation to construct and install the Greenway Trail.

- 3. Public access easements shall be provided over and across Private Road A and Private Road B and the sidewalks along these private roads to provide pedestrian access from Neal Road and University City Boulevard to the Greenway Trail.

I. Binding Effect of the Rezoning Documents and Definitions

- 1. 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.

- 2. 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.

- 3. Any reference to the Ordinance herein shall be deemed to refer to the requirements of the Ordinance in effect as of the date this Rezoning Petition is approved.



CLIENT RD UNIVERSITY OAKS, LLC Suite 110 101 S. TRYON ST, SUITE 2700 CHARLOTTE, NORTH CAROLINA 28280

UNIVERSITY OAKS REZONING PETITION # 2021-258 CORNER OF UNIVERSITY CITY BLVD AND NEAL RD CHARLOTTE, NORTH CAROLINA, 28262

REVISIONS

Table with 3 columns: NO., DATE, PER CITY/CDOT COMMENTS. Row 1: 1, 05.16.2022, PER CITY/CDOT COMMENTS. Row 2: 2, 06.23.2022, PER CITY/CDOT COMMENTS.

PLAN INFORMATION

PROJECT NO. RLG-21001 FILENAME RLG21001-R21 CHECKED BY EM DRAWN BY JDS SCALE DATE 03.28.2022 SHEET

REZONING NOTES

RZ.02

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