

Development Summary

• TRACT I
 Total Site Area: 9.87 AC.
 Existing Zoning: R-3
 Proposed Zoning: NS
 Proposed Maximum Square Footage: 70,000 SF

• TRACT II
 Total Site Area: 46.64 AC.
 Existing Zoning: R-3
 Proposed Zoning: MX-2
 No. of Units: UPTO 229 UNITS
 Required Open Space: 4.66 AC
 Provided Open Space: 8.0 AC MIN.

• TRACT III
 Total Site Area: 3.00 AC.
 Existing Zoning: R-3
 Proposed Zoning: O-1 CD
 Proposed Maximum Square Footage: 30,000 SF

DEVELOPMENT STANDARDS
 Petition No. 2001-003(c)
 As Modified May 31, 2001

Unless more stringent standards are established by this Technical Data Sheet or these Development Standards, all development standards established under the Mecklenburg County Zoning Ordinance (the "Ordinance") for the NS zoning district classification shall be followed in connection with development taking place on Tract I of the Site. All development standards established under the Ordinance for the MX-2 Innovative zoning district classification shall be followed in connection with development taking place on Tract II of the Site and all development standards established under the Ordinance for the O-1 zoning district classification shall be followed in connection with development taking place on Tract III of the Site. The configurations, placements and sizes of the buildings outlined on the Schematic Site Plans accompanying this Rezoning Petition are schematic in nature and subject only to the provisions set forth below under Architectural Controls, may be altered or modified during design development and construction document phases within the maximum building envelope lines established on this Technical Data Sheet. Parking and street layouts may also be modified to accommodate final building locations.

PERMITTED USES

Tract I may be devoted only to the following NS uses:

- General office
- Financial institution
- Sit-down type restaurants with no drive through facilities
- Bakeries
- Florist, retail
- Barber/beauty salon
- Dry cleaner - drop-off only
- Medical, dental and optical clinics and offices
- Retail jewelry
- A mailbox or kiosk's type operation
- Automotive service stations
- Post Offices
- Retail establishments
- Universities, colleges and junior colleges
- Government buildings
- Child care center
- Vocational schools
- Dwellings, detached, duplex, triplex or quadruplex
- Dwellings, multi-family and attached up to 12 units in a building

Tract II

- That portion of Tract II designated as the "Historic Landmark Parcel" contains an existing farmhouse that may be devoted to general office uses, including medical and dental offices, pursuant to Section 11.203 of the Ordinance. Ownership of the existing farmhouse shall be conveyed to the Historic Landmarks Commission. The "Historic Landmark Parcel" may also be devoted to a maximum of 6 for sale single family detached dwelling units.
- That portion of Tract II that is not located within the Historic Landmark Parcel may be devoted to a maximum of 223 for sale single family dwelling units together with any tract or accessory structures permitted in the MX-2 Innovative zoning district. Up to 171 of these dwelling units may be for sale single family attached dwelling units.
- All single family dwellings located within the Mountain Island Lake Watershed Overlay District Critical Area will be single family detached dwelling units, and the remaining portion of Tract II that is not located within the Historic Landmark Parcel may contain a mixture of detached and attached single family dwelling units. Only single family detached dwelling units will be located within the building envelope limited to such use on the Technical Data Sheet. Either single family detached or attached dwelling units may be located within the building envelope designated for such uses on the Technical Data Sheet.

Tract III may be devoted to any uses allowed by right or under prescribed conditions in the O-1 zoning district, including, without limitation, residential uses, provided, however, the hotel and motel uses shall not be permitted within Tract III. The gross floor area of all buildings constructed within Tract III may not exceed, in the aggregate, 30,000 square feet.

BUFFERS AND OPEN SPACE

- All buffer areas required by the Ordinance shall conform to the standards of Section 12.202 of the Ordinance; subject, however, to the provisions of Section 12.204 thereof.
- As more particularly depicted on the Technical Data Sheet and the Schematic Site Plan for Tract II, the exterior 75 feet of the 100 foot common open space located along the northern boundary line of Tract II will remain an undisturbed buffer, provided, however, that Petitioner may install and locate utility lines within that portion of this 75 foot undisturbed buffer that is situated at the northwestern corner of Tract II and located within the area designated as the "Utility Corridor" on this Technical Data Sheet and the Schematic Site Plan for Tract II. The interior 25 feet of the 100 foot common open space located along the northern boundary line of Tract II may be graded, landscaped and maintained by Petitioner or its successors in interest, and it may be improved only with utility lines and utility facilities and a pedestrian path that is between three and six feet in width.
- Except as otherwise provided in paragraph 2 above with respect to the 100 foot common open space located along the northern boundary line of Tract II and the 75 foot undisturbed buffer contained therein, Petitioner reserves the right to grade and install pedestrian sidewalks or pathways, walls, berms, fences, and utility lines and facilities within the buffer areas.
- Petitioner commits to providing connectivity to all Tracts through the use of sidewalks.
- No buildings, parking spaces or maneuvering areas may be located within buffer areas.
- Internal buffers shall not be required between any single family attached and single family detached dwelling units.
- A 35-foot building separation shall be provided along the common property line of the attached homes and the Historic Property Site. This 35 foot area to include a 25-foot landscape strip with plantings similar in nature to a Class C buffer which may be widened in selective areas at Petitioner's option. In addition to this 25-foot landscape strip, a minimum 10-foot yard or setback shall be provided on the Historic Property Site in order to create a total building separation of 35 feet.
- Where existing trees and natural vegetation have been cleared within buffer areas to accommodate pedestrian sidewalks or pathways or the installation of utilities, the cleared, unimproved areas will be landscaped in accordance with the requirements of the Ordinance.
- A minimum of 4.66 acres of common open space is required on Tract II. However, Petitioner shall set aside a minimum of 8 acres on Tract II as common open space. In calculating the amount of common open space, the buffer areas shall be included in the calculations.
- The proposed improvements to the common open space located on Tract II will consist, at a minimum, of a pedestrian path and a swimming pool.
- That portion of Tract II labeled as "Natural Area" will not be graded by Petitioner and will remain in its natural state; provided, however, that Petitioner reserves the right to supplement this area by planting additional trees, grass and shrubs, and Petitioner reserves the right to remove trees and other vegetation less than 2 inches in caliper.
- With the exception of the 100 foot common open space located along the northern boundary line of Tract II, buffers may be reduced or eliminated in the event that an adjacent parcel is either rezoned to a zoning district or devoted to a use which would not require a buffer or would require a lesser buffer under the Ordinance.

SETBACKS, SIDE YARDS AND REAR YARDS

- Unless wider areas are established on this Technical Data Sheet, all buildings constructed within Tract I shall satisfy or exceed the setback, rear yard and side yard requirements established under the Ordinance for the NS zoning district, and all buildings constructed within Tract III shall satisfy or exceed the setback, rear yard and side yard requirements established under the Ordinance for the O-1 zoning district.
- Building setbacks and side and rear yards within Tract II shall conform to the standards of Section 11.205(c) of the Ordinance, except as noted in the Innovative Development Standards set out below.
- Building setbacks and parking setbacks from Rozzelles Ferry Road, Tema Circle and Highway 16 will be established in the manner depicted on this Technical Data Sheet.
- As more particularly depicted on this Technical Data Sheet, a 75 foot building setback and a 30 foot parking setback and landscaped area will be established along the southeastern property line of Tract I. As more particularly depicted on this Technical Data Sheet, a 50 foot building setback and a 30 foot parking setback and landscaped area will be established along a portion of Tract I that abuts Highway 16, and a 50 foot building setback and a 20 foot parking setback and landscaped area will be established along the remaining portion of Tract I that abuts Highway 16 (excluding the Natural Area). The parking setback and landscaped areas on Tract I will be planted to Class B buffer standards.
- Buildings built along Rozzelles Ferry Road and Tema Circle within Tract I shall be to the setback line. The number and locations of the buildings on the Schematic Site Plan for Tract I are conceptual and may be reconfigured, reduced or increased subject only to the build-to requirement set forth above.

SCREENING AND LANDSCAPED AREAS

- Screening shall conform with the standards and treatments specified in Section 12.203 of the Ordinance.
- All roof mounted mechanical equipment will be screened from view.
- Any dumpsters located within Tracts I, II or III that are visible from a public street or from an external adjoining property will be screened from view by a solid-enclosure with gates.
- Landscaping shall be installed along the frontage of Rozzelles Ferry Road and Old Rozzelles Ferry Road on Tract II. Such landscaping shall consist of twenty 3-gallon shrubs, three large maturing trees (minimum of 10 feet in height at installation and six small maturing trees a minimum of five feet in height at installation per 100 linear feet). In the alternative and at Petitioner's option, Petitioner may install a board on board fence of five to six feet in height in this area in lieu of landscaping. In the event Petitioner opts for the fencing treatment rather than the landscaping, three large maturing trees per 100 linear feet shall be installed on the exterior side of the fence.
- Landscaping shall be installed along the frontage of the internal public street on Tract II in those locations in which the rear of an attached housing unit adjoins and faces such street. Such landscaping shall consist of ten 3-gallon shrubs, five 5-foot in height evergreen or accent trees and two 10-foot in height large maturing trees per 100 linear feet to be installed in a minimum 15-foot in width landscape strip. The landscape strip may be located either on the right-of-way associated with the street or on private property or a combination of the two.

ARCHITECTURAL CONTROLS

- All buildings constructed on Tracts I and III will be architecturally compatible in appearance and quality through the use of similar building materials, accent features and colors.
- No building construction on Tracts I or III may contain more than three stories (above ground), or be more than 45 feet in height (above ground).
- The floor elevation of any building to be constructed on Tract II may not exceed two stories in height above grade.
- Those buildings located on Tract I that abut Rozzelles Ferry Road will be designed and constructed so that each building has windows that face Rozzelles Ferry Road, and those buildings located on Tract I that abut Tema Circle will be designed and constructed so that each building has windows that face Tema Circle.
- A minimum of 80% of the sum total of the exterior surface area of each building (with doors and windows to be excluded from such calculation) located on Tract I or on Tract III shall consist of brick materials, with no single elevation containing less than 50% brick materials.
- All buildings located on Tract I that directly abut Rozzelles Ferry Road or Tema Circle shall be built to the relevant setback line, however, the number, placements, configurations and sizes of such buildings depicted in the Schematic Site Plan for Tract I are conceptual and the same may be altered or modified during design development and construction document phases subject to the requirement that such buildings be built to the relevant setback line.
- Through the design and placement of the proposed conveniences center on Tract I, Petitioner will endeavor to minimize the visibility of any gas pumps or utility associated with the convenience center proposed for Tract I from Rozzelles Ferry Road. The proposed convenience center building will be architecturally compatible with other buildings located on Tract I, and it will be constructed with an exposed roof with either a standing seam or slate roofing materials.

PARKING

Off street parking spaces will satisfy the minimum standards established under the Ordinance. Parking shall be permitted within all building envelopes established for Tracts I and III.

LIGHTING

- All freestanding lighting fixtures installed within Tract I and II will be uniform in design. The final spacing of lighting fixtures is to be determined by Petitioner.
- All freestanding lighting fixtures installed within Tract II will be uniform in design. The final spacing of lighting fixtures is to be determined by Petitioner.
- The maximum height of any freestanding lighting fixture, including its base, installed within Tracts I or III shall not exceed 30 feet, and the maximum height of any freestanding lighting fixture, including its base, installed within Tract II shall not exceed 20 feet.
- All free standing lighting fixtures installed within Tracts I, II or III, except street lights which may be erected along Rozzelles Ferry Road, Tema Circle and Highway 16, shall be designed such that direct illumination does not extend past any exterior property line. Consideration will be given to the impact of lighting both within and without the perimeter of the site. Items for consideration will include intensity, cutoff angles, color, energy efficiency and shielding of sources of light, the intent being to eliminate glare towards the adjacent roads and properties.
- Wall pack lighting will not be allowed.

SIGNS

- All signs placed on the Site will be erected in accordance with the requirements of the Ordinance.
- Detached signs may not exceed 7 feet in height and the copy area on either side of any such sign located along Rozzelles Ferry Road, Tema Circle and Highway 16 may not exceed 100 square feet, and the copy area on either side of any sign installed along an internal road may not exceed 50 square feet.

ACCESS POINTS (DRIVEWAYS)

- The number of vehicular access points to the Site shall be limited to the number depicted on this Technical Data Sheet.
- The placement and configuration of each access point are subject to any minor modifications required to accommodate final site and architectural construction plans and designs and to any adjustments required or approved by the County Engineering Department and the North Carolina Department of Transportation.
- Petitioner reserves the right to use both public and private streets within the Site, and all private streets shall be maintained by a Property Owners Association.
- One stub street shall be provided at the southern portion of Tract I as more particularly depicted on this Technical Data Sheet.
- TRACT I: Petitioner agrees to install a left turn lane into Tract I with a minimum of 150 feet of storage and a 15:1 bay taper. If off-site right-of-way is not required to accommodate this left turn lane in its entirety, Petitioner will complete the left turn lane in its entirety by the date on which the first certificate of occupancy is issued for Tract I. If off-site right-of-way is required to accommodate this left turn lane in its entirety, Petitioner will make good faith efforts (which shall include the use of an independent appraiser to assess property values) to secure the necessary off-site right-of-way. In the event Petitioner successfully acquires the necessary off-site right-of-way, Petitioner will cause the left turn lane improvement to be completed in its entirety by the later of: (1) 6 months after the necessary off-site right-of-way is acquired, or (2) the issuance of the first certificate of occupancy for Tract I. In the event Petitioner cannot acquire the necessary off-site right-of-way to accommodate the left turn lane in its entirety, then Petitioner will, on or before the issuance of the first certificate of occupancy for Tract I, contract that portion of the left turn lane that is adjacent to Tract I and make a cash payment to Mecklenburg County in an amount equal to the reasonable costs of acquiring the off-site right-of-way and constructing the remaining portion of the left turn lane. Petitioner may obtain plan approvals, building permits, and certificates of occupancy for any buildings associated with this rezoning while the process outlined herein is in progress. Petitioner agrees to dedicate the Rozzelles Ferry Road and Tema Circle right-of-way required along Tract I prior to the issuance of any certificate of occupancy for Tract I.
- TRACT II: Petitioner agrees to install a left turn lane into Tract II with a minimum of 150 feet of storage and a 15:1 bay taper. If off-site right-of-way is not required to accommodate this left turn lane in its entirety, Petitioner will complete the left turn lane in its entirety by the date on which the 50th certificate of occupancy is issued for Tract II. If off-site right-of-way is required to accommodate this left turn lane in its entirety, Petitioner will make good faith efforts (which shall include the use of an independent appraiser to assess property values) to secure the necessary off-site right-of-way. In the event Petitioner successfully acquires the necessary off-site right-of-way, Petitioner will cause the left turn lane improvement to be completed in its entirety by the later of: (1) 6 months after the necessary off-site right-of-way is acquired, or (2) the issuance of the 50th certificate of occupancy for Tract II. In the event Petitioner cannot acquire the necessary off-site right-of-way to accommodate the left turn lane in its entirety, then Petitioner will, on or before the issuance of the first certificate of occupancy for Tract II, contract that portion of the left turn lane that is adjacent to Tract II and make a cash payment to Mecklenburg County in an amount equal to the reasonable costs of acquiring the off-site right-of-way and constructing the remaining portion of the left turn lane. Petitioner may obtain plan approvals, building permits, and certificates of occupancy for any buildings associated with this rezoning while the process outlined herein is in progress. Petitioner agrees to dedicate the Rozzelles Ferry Road and Tema Circle right-of-way required along Tract II prior to the issuance of any certificate of occupancy for Tract II.
- TRACT III: Petitioner agrees to install a left turn lane into Tract III from Rozzelles Ferry Road with a minimum of 150 feet of storage and a 15:1 bay taper. If off-site right-of-way is not required to accommodate this left turn lane in its entirety, Petitioner will complete the left turn lane in its entirety by the date on which the first certificate of occupancy is issued for Tract III. If off-site right-of-way is required to accommodate this left turn lane in its entirety, Petitioner will make good faith efforts (which shall include the use of an independent appraiser to assess property values) to secure the necessary off-site right-of-way. In the event Petitioner successfully acquires the necessary off-site right-of-way, Petitioner will cause the left turn lane improvement to be completed in its entirety by the later of: (1) 6 months after the necessary off-site right-of-way is acquired, or (2) the issuance of the first certificate of occupancy for Tract III. In the event Petitioner cannot acquire the necessary off-site right-of-way to accommodate the left turn lane in its entirety, then Petitioner will, on or before the issuance of the first certificate of occupancy for Tract III, contract that portion of the left turn lane that is adjacent to Tract III and make a cash payment to Mecklenburg County in an amount equal to the reasonable costs of acquiring the off-site right-of-way and constructing the remaining portion of the left turn lane. Petitioner may obtain plan approvals, building permits, and certificates of occupancy for any buildings associated with this rezoning while the process outlined herein is in progress. Petitioner agrees to dedicate the Rozzelles Ferry Road and Tema Circle right-of-way required along Tract III prior to the issuance of any certificate of occupancy for Tract III.

SIDEWALKS

Sidewalks will be installed on the Site as generally depicted on the Schematic Site Plans, provided, however, the sidewalk associated with each building constructed on Tract I, Tract II or Tract III will not be required to be installed until such time as the relevant building has been completed.

FIRE PROTECTION

Adequate fire protection in the form of fire hydrants will be provided to the Mecklenburg County Fire Marshal's specifications. Plans for each building to be located on Tract I or Tract III will be submitted to the Fire Marshal's office for approval before the construction of that building commences.

WATERSHED REGULATIONS

- Development occurring on Tracts I, II and III within the Mountain Island Lake Watershed Overlay District Critical Area shall comply with the requirements of this overlay district as set forth in the Ordinance.
- Development occurring on Tracts I, II and III within the Catawba River/Lake Wylie Watershed Overlay District Protected Area shall comply with the requirements of this overlay district as set forth in the Ordinance.
- Petitioner reserves the right to develop under the High Density Option for development taking place on Tracts I, II and III within the Catawba River/Lake Wylie Watershed Overlay District Protected Area pursuant to Section 10.609 of the Ordinance.

1. In the event that a convenience center / gas station is development

- double wall storage tanks
- double wall piping
- an automated leak detection system with an alarm system that is continuously monitored both on-site and off-site by an independent service whose business is to monitor and respond to alarms on a 24-hour basis.

2. Prior to the installation of the above described underground fuel storage facility on Tract I, Petitioner shall submit plans for such facility to the Mecklenburg County Department of Environmental Protection for its review and approval.

STORM WATER MANAGEMENT MEASURES

- Storm water runoff from the Site will be managed through proven techniques which satisfy the standards, if any, imposed by the Mecklenburg County Engineering Department.
- Storm water detention will not be located in buffer areas.
- The existing pond on Tract II may be rehabilitated and used for storm water detention.
- Petitioner will install a storm water treatment pond on Tract I or the general location depicted on the Technical Data Sheet and outside of the Mountain Island Lake Watershed. This storm water treatment pond will be constructed with a baffle at the outlet weir structure that will restrict the direct flow through of water in the event of a floating spill, and include a pond sizing an additional volume equal to the size of the largest anticipated fuel delivery truck.
- Petitioner shall revise the existing grades of Tract I of the Site such that all surface drainage from the convenience center site will be diverted to the on-site stormwater management pond located thereon. Petitioner will also install a storm drain pipe that will extend from the driveway into the convenience center site to the existing roadway culvert under Rozzelles Ferry Road to drain the surface runoff from the driveway into the Lake Wylie watersheds.
- Petitioner shall provide for a certification by a registered engineer or land surveyor accompanied by an as built field survey of Tract I certifying that Tract I as built directs all surface water runoff from the convenience center/gas station site into the storm water treatment pond located on Tract I. Such certification shall be reviewed and approved by the Mecklenburg County Department of Environmental Protection prior to the issuance of any Certificate of Occupancy for Tract I.
- The design of the storm water treatment pond to be installed on Tract I shall be sized on the basis of limiting the post development runoff to the pre-development runoff for the 25 year storm event for the contributing area drained from the Mountain Island Lake Drainage Basin to the Lake Wylie Drainage Basin. Future amendments to this Technical Data Sheet and 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.

BINDING EFFECT OF THE REZONING APPLICATION

In the event this Rezoning Petition is approved, all conditions applicable to development of the Site imposed under these Development Standards and this Technical Data Sheet will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of Petitioner and subsequent owners of the Site and their respective heirs, devisees, personal representatives, successors in interest or assigns.

INNOVATIVE DEVELOPMENT STANDARDS FOR TRACT I

Pursuant to Section 11.208 of the Ordinance, Petitioner seeks to obtain the approval of its use of the following Innovative Development Standards in connection with the development of Tract I concurrently with its approval of its Rezoning Petition.

- Single Family Detached Dwelling Units
- Public Street Rights of Way: 40 feet and 30 feet
- Private Street Clear of Obstructions: 30 feet
- Minimum Building Setback: 15 feet from public right of way
- Minimum Side Yard: 3 feet
- Minimum Rear Yard (Internal Lots): 10 feet
- Minimum Rear Yard (Exterior Lots): 45 feet
- Minimum Lot Width: 30 feet
- Internal Buffers: 0 feet
- Single Family Attached Dwelling Units
- Minimum Front Setback: 15 feet from back of curb
- Minimum Rear Yard: 10 feet
- Internal Buffer: 0 feet
- Minimum Building Separation: 16 feet

FILE

APPROVED BY COUNTY COMMISSION

DATE 2/12/01

01-03C
6-8-01

8/22/01 - as per planning staff comments

04/05/01 - as per planning staff comments

04/09/01 - as per planning staff comments

04/19/01 - as per planning staff comments

04/20/01 - added notes

05/09/01 - added notes

05/22/01 - as per planning staff comments

06/06/01 - additional notes

DATE: 01/22/01

DES: DWN

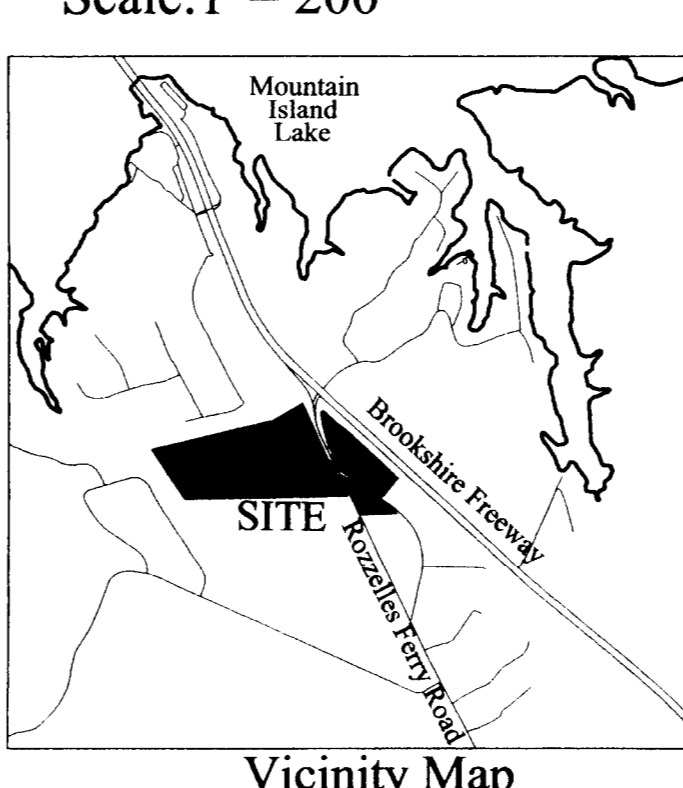
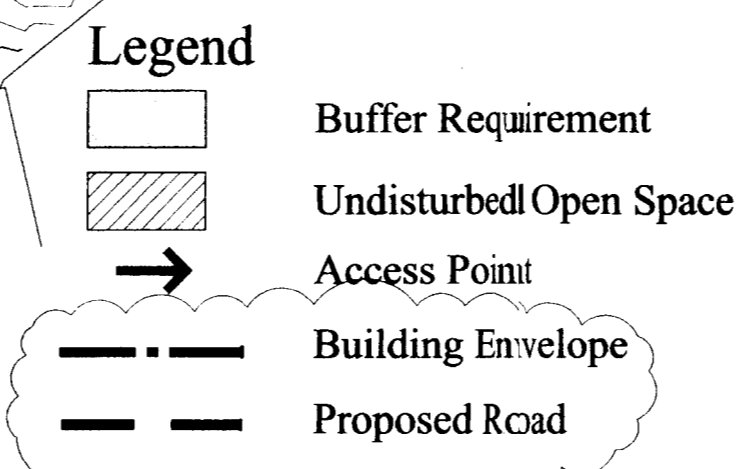
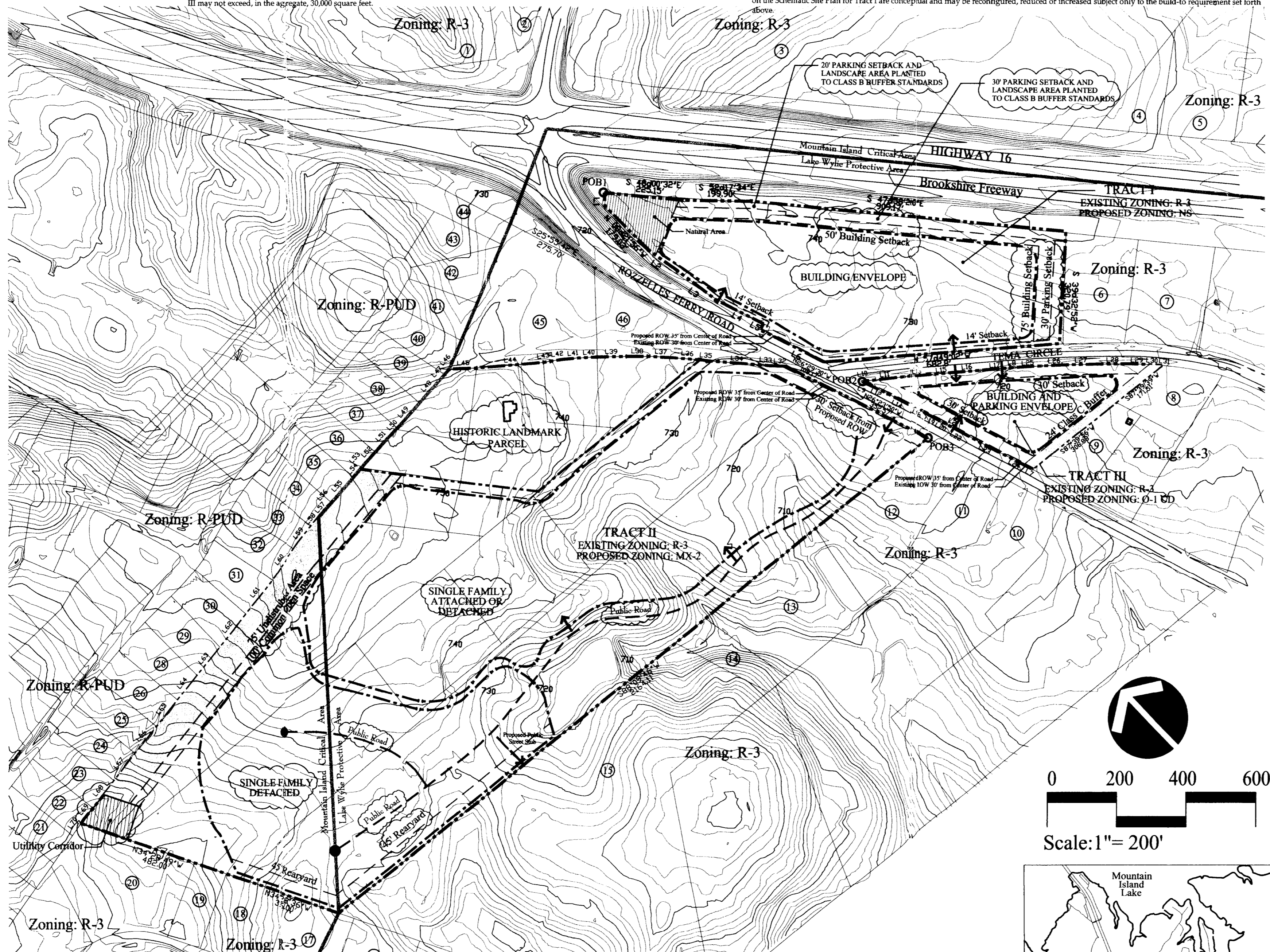
SCALE: 1" = 200'

PROJECT/FILE NO. 1000025

SHEET NO. SHEET 1 OF 3

FILE: G:\1000025\DU\1000025.dwg

LINE	LENGTH	BEARING
L.1	37.51	N13°08'27"E
L.2	100.58	N18°26'41"W
L.3	141.04	N16°57'11"W
L.4	149.98	N26°11'06"W
L.5	19.99	N63°45'56"E
L.6	204.77	N26°17'29"W
L.7	12.24	N26°01'15"W
L.8	12.46	S58°11'06"E
L.9	12.46	N26°51'10"W
L.10	6.88	S63°01'31"E
L.11	114.04	S59°36'36"E
L.12	88.42	N26°28'17"W
L.13	71.03	S58°47'14"E
L.14	82.01	N25°46'13"W
L.15	73.62	S58°28'08"E
L.16	76.80	S58°10'21"E
L.17	87.40	S57°51'20"E
L.18	37.57	N26°03'13"W
L.19	50.09	N26°13'02"W
L.20	23.20	N26°33'22"E
L.21	24.20	N26°01'31"W
L.22	41.71	N25°33'49"W
L.23	125.84	N25°58'58"W
L.24	75.58	N26°13'06"W
L.25	77.77	S57°02'00"E
L.26	72.07	S55°48'42"E
L.27	84.93	S54°55'10"E
L.28	94.23	S54°00'51"E
L.29	41.31	N78°17'00"E
L.30	47.61	S49°22'12"E
L.31	5.52	S48°13'43"E
L.32	47.01	S51°24'59"E
L.33	18.26	S46°33'52"E
L.34	150.10	S48°45'55"E
L.35	29.25	S46°30'19"E
L.36	77.67	S48°28'40"E
L.37	74.20	S50°11'40"E
L.38	62.97	S53°31'04"E
L.39	83.39	S54°20'07"E
L.40	45.07	S55°43'54"E
L.41	47.91	S58°32'46"E
L.42	42.01	S61°23'07"E
L.43	19.72	S63°15'19"E
L.44	194.93	S58°27'58"E
L.45	78.04	S55°54'00"E
L.46	2.19	N76°47'22"E
L.47	18.90	N78°09'18"E
L.48	109.42	N77°50'07"E
L.49	95.76	N77°51'54"E
L.50	6.09	N78°33'33"E
L.51	88.21	N77°53'38"E
L.52	31.83	N77°53'06"E
L.53	30.35	N78°35'15"E
L.54	34.21	N78°17'45"E
L.55	94.92	N78°27'12"E
L.56	21.44	N78°24'06"E
L.57	34.46	N75°34'05"E
L.58	31.15	N75°38'14"E
L.59	80.65	N75°38'30"E
L.60	113.37	N75°15'48"E
L.61	123.11	N75°19'47"E
L.62	103.36	N75°36'41"E
L.63	103.36	N75°36'32"E
L.64	90.59	N75°37'07"E
L.65	95.48	N75°38'22"E
L.66	98.19	N75°38'14"E
L.67	97.30	N75°36'40"E
L.68	98.39	N75°36'41"E
L.69	41.31	N75°31'59"E
L.70	15.51	N70°29'25"E



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LandDesign, Inc.
 Land Planning
 Civil Engineering
 114 Scalespark Road
 Charlotte, NC 28209

Petitioner:
 Crossland Commercial
 114 Scalespark Road
 Charlotte, NC 28209

Rozzelles Ferry Road Site
 Mecklenburg County, NC

Tech. Data Sheet
 Petition No. 2001-003(C)
 For Public Hearing

REVISIONS
 03/09/01 - as per planning staff comments
 04/05/01 - as per planning staff comments
 04/09/01 - as per planning staff comments
 04/19/01 - as per planning staff comments
 04/20/01 - added notes
 05/09/01 - added notes
 05/22/01 - as per planning staff comments
 06/06/01 - additional notes

2001-03(c)