

Charlotte Planning Department

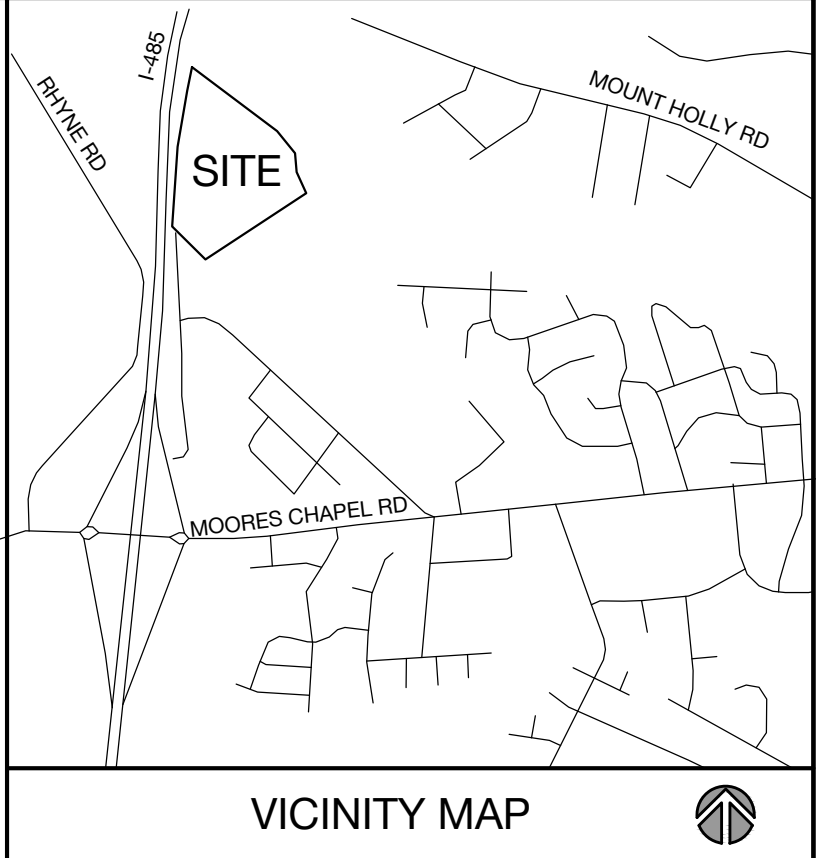
Site Development Data:
APPROVED BY CITY COUNCIL
 Acreage: 35.98 AC
 R-12MF(CD) Zoning Use: 34.45 AC
 Approved: 04/18/2022
 NS Zoning Use: 1.53 AC

Hatch Legend:

Tree Save Area:

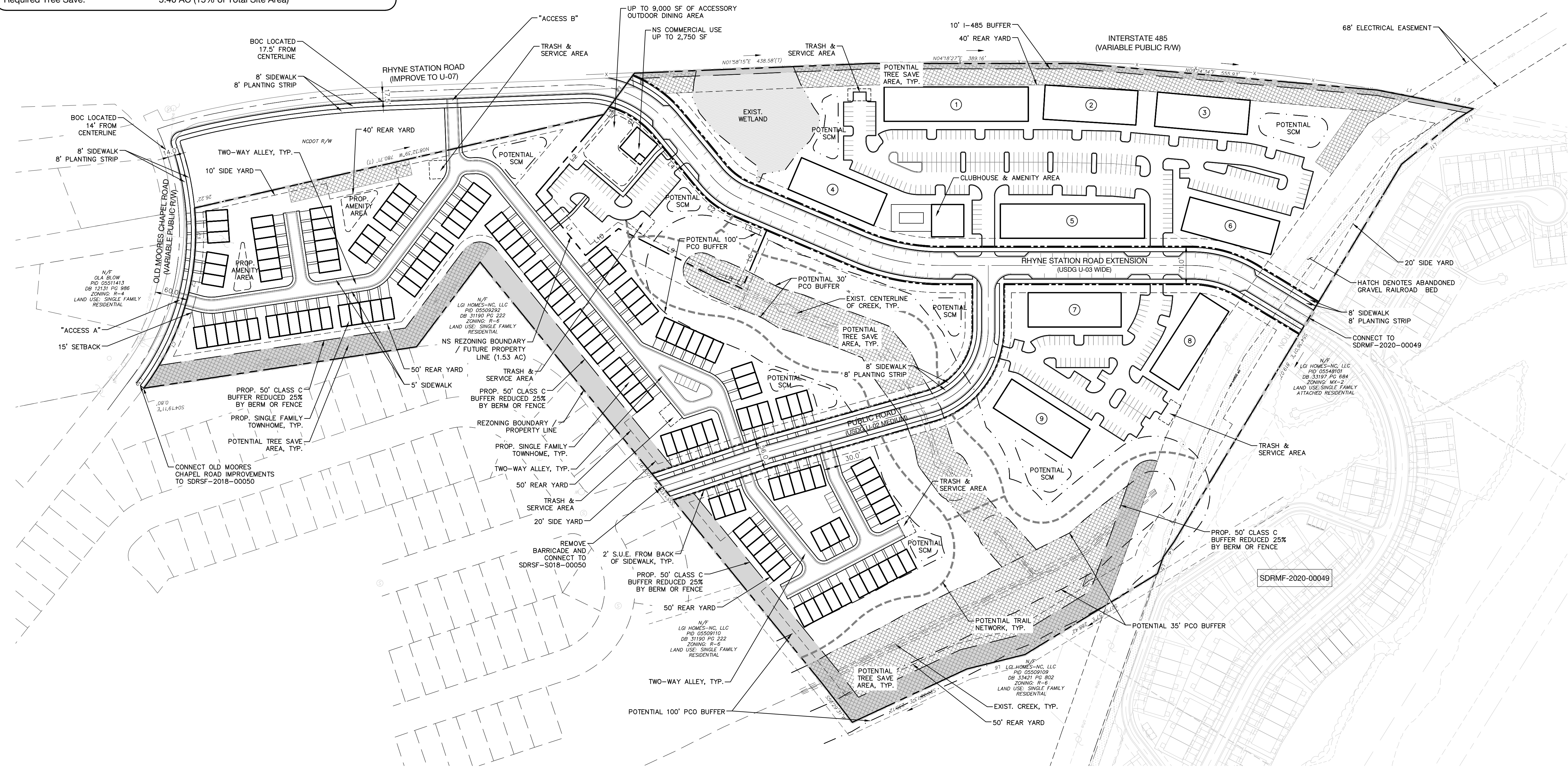
Zoning Buffer Area:

Line #/Curve #	Length	Direction/Delta	Radius
L1	146.311	N55° 13' 06.14"E	
L2	194.893	S45° 21' 22.89"E	
L3	17.170	S49° 04' 32.88"E	
C1	99.585	034.6859	164.500
L4	127.194	S54° 44' 39.69"W	
C2	88.699	027.3967	185.500
L5	64.352	S27° 20' 51.57"W	
L6	117.376	N62° 39' 08.43"W	
L7	13.457	N30° 27' 41.71"E	
L8	32.607	N24° 21' 44.78"E	
L9	209.199	N31° 07' 20.43"E	
L10	79.347	N34° 46' 53.86"W	



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 nc firm no: P-0418 sc coa no: C-03044



PDC Land Acquisition, LLC

3715 Northside Pkwy
 Building 200 Suite 175
 Atlanta, GA 30327

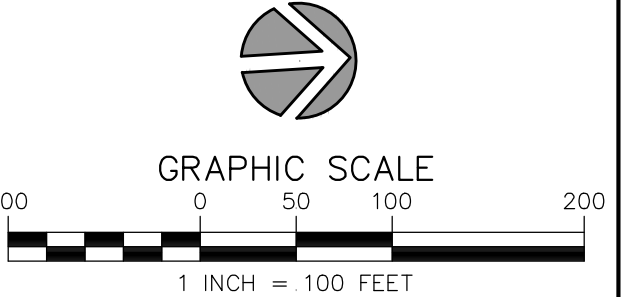
Rhyne Station Road

Rezoning Site Plan
 Charlotte, NC

NO.	DATE	BY	REVISIONS:
1	11/15/2021	UDP	PER PLANNING COMMENTS
2	01/17/2022	UDP	PER PLANNING COMMENTS
3	02/14/2022	UDP	PER PLANNING COMMENTS
4	03/24/2022	UDP	PER PLANNING COMMENTS

Project No: 21-CLT-054
 Date: 06.07.2021
 Designed By: UDP
 Checked By: BDS
 Sheet No:

REZONING PETITION #2021-142



RZ-1.0

General Provisions:

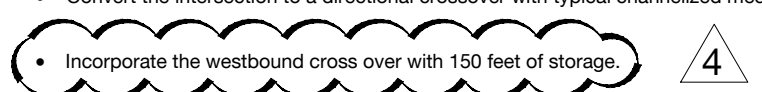
- These Development Standards form part of the Rezoning Plan associated with the Rezoning Petition filed by PDC Land Acquisition, LLC (the "Petitioner") to accommodate the development of a mix of single-family attached townhomes, multi-family residential units and commercial uses on an approximate 36.23 acre site located to the north of Old Moores Chapel Road and East of I-485, which is more particularly depicted on the Rezoning Plan (the "Site"). The Site is comprised of Tax Parcel Numbers 055-081-20, 055-091-06 & 055-091-07.
- Development of the Site shall be governed by the Rezoning Plan, these Development Standards and the applicable provisions of the City of Charlotte Zoning Ordinance (the "Ordinance").
- Unless the Rezoning Plan or these Development Standards establish more stringent standards, the regulations established under the Ordinance for the "R-12MF" and "NS" Zoning District shall govern all development taking place on the Site.
- The development and street layout depicted on the Rezoning Plan are schematic in nature and are intended to depict the general arrangement of such uses and improvements on the Site. Accordingly, the final layout, location and sizes of the development and site elements depicted on the Rezoning Plan are graphic representation of the proposed development and site elements, and they may be altered or modified in accordance with the setback, yards, landscaping and tree save requirements set forth on the Rezoning Plan and the Development Standards, provided, however, that any such alterations and modification shall be minor in nature and not materially change the overall design intent depicted on the Rezoning Plan.
- Future amendments to the Rezoning Plan and/or these Development Standards may be applied for by the then owner(s) of the Site in accordance with the provisions of Chapter 6 of the Zoning Ordinance. Minor alterations to the Rezoning Plan are subject to Section 6.207 of the Ordinance.

Permitted Uses:

- Uses allowed within the rezoning area included in this Petition are those uses that are permitted within the R-12MF and NS zoning district, in areas as indicated on the Rezoning Plan, together with any incidental or accessory uses associated with except for the following:
 - Automobile service stations
 - Convenience stores and gasoline sales
 - Car washes
 - Automobile drive through windows
- The total number of residential units on site shall not exceed 404 units. The petitioner may transfer single-family attached residential units to the total unit count of multi-family apartment units to their discretion. The total number of apartment buildings on site shall not exceed nine (9) as illustrated on the site plan.

Transportation:

- Vehicular access to public rights of way will be as generally depicted on the Rezoning Plan. Final locations, placements and configurations of the vehicular access points shown on the Rezoning Plan are subject to minor modification required to accommodate final permitting and construction plan adjustments as required by NCDOT and CDOT for approval.
- The site shall be served by a combination of public roads and private alleys as depicted on the Rezoning Plan. Final locations of these drives are subject to minor modifications and adjustments to accommodate final permitting and construction plans as required to obtain final approval.
- The petitioner agrees to provide accessible sidewalk ramps at each corner of Public Road 1 and Rhyne Station Road Extension as generally depicted on the Rezoning Plan. The petitioner shall also provide sidewalk and planting strip along Old Moores Chapel Road and existing Rhyne Station Road adjacent the Site. As illustrated, the sidewalk may meander adjacent the property and final location shall be coordinated with NCDOT and CDOT.
- The petitioner shall commit to the following transportation improvements, in coordination with NCDOT and CDOT:
 - Moores Chapel Road & I-485 Outer Ramps (Unsignalized)
 - No suggested improvements
 - Moores Chapel Road & I-485 Inner Ramps (Roundabout)
 - No suggested improvements
 - Rhyne Station Road & Old Moores Chapel Road (Unsignalized)
 - No suggested improvements
 - Moores Chapel Road & Kendal Drive (Unsignalized)
 - Install a traffic signal (to be designed in accordance with the latest NCDOT/CDOT standards and approved by NCDOT/CDOT)
 - Provide wide radius for westbound U-turning vehicles
 - Moores Chapel road & Old Moores Chapel Road (Unsignalized)
 - Convert the intersection to a directional crossover with typical channelized median section on Moores Chapel Road
 - Incorporate the westbound cross over with 150 feet of storage
 - Extend the eastbound left turn lane storage on Moores Chapel Road from 150 feet to 300 feet
 - Coordination will be required with the Moores Chapel Townhomes development for the intersection improvements for whichever development is completed first, or if one of the developments does not go forward



- Old Mt. Holly Road & Freedom Drive (Signalized)
 - No suggested improvements
- Moores Chapel Road & Freedom Drive (Signalized)
 - No suggested improvements
- Old Moores Chapel Road & Access "A" (Unsignalized)

We propose the following access configuration:

 - One ingress and one egress lane (a combined southbound left-right turn lane) on proposed Access "A"
- Rhyne Station Road & Access "B" (Unsignalized)

We propose the following access configuration:

 - One ingress and one egress lane (a combined westbound left-right turn lane) on proposed Access "B"

- Installation of the road wearing/surface course for Public Road 1 and Rhyne Station Road Extension must be completed prior to first certificate of occupancy being issued associated with the final 80% of the single family attached townhome units on site.
- The petitioner agrees to install an 8' sidewalk and minimum 8' wide landscape strip adjacent Public Road 1, Old Moores Chapel Road adjacent the site, the east side Rhyne Station Road and Rhyne Station Road Extension. A sidewalk utility easement (SUE) shall be provided between the proposed right of way to 2' behind proposed sidewalk along all internal public roads as generally depicted on the Rezoning Plan.
- Adjacent Old Moores Chapel Road, the back of curb location shall be placed 14' from the existing road centerline and the petitioner shall commit to dedicate right-of-way measured 30' measured from the existing road centerline.
- Adjacent existing Rhyne Station Road, the back of curb location shall be placed 17.5' from the existing road centerline in accordance with CLDSM USDG Cross Section U-07. The petitioner shall improve the existing portion of Rhyne Station Road with curb and gutter on both side of the existing road and an 8 foot sidewalk and 8 foot planting strip on the east side of Rhyne Station Road. Pavement sections shall be reviewed and subject to NCDOT standards during the permit approval process.
- Proposed Rhyne Station Road Extension shall include and dedicate 71' of total right of way in accordance with CLDSM USDG U-03.
- Proposed Public Road 1 shall include and dedicate 56' of total right of way in accordance with CLDSM USDG U-02.
- Proposed two-way alleys shall provide a minimum 5' wide sidewalk located back of curb or concrete ribbon.
- The proposed roadway network along with sidewalk and landscape strip, as generally depicted on the site plan, shall commit to connect to the adjacent proposed developments commonly referred to as Creedmore Hills and Villages at Creedmore currently in development and undergoing land development permit review. In addition, existing roadway barricades shall be removed upon completion of construction of the proposed roadway network noted within this Site plan.
- Dedication of proposed roadway improvements and fee simple conveyance of right-of-way to the City of Charlotte and NCDOT specifically related to Old Moores Chapel Road and existing Rhyne Station Road shall be approved and constructed prior to the first certificate of occupancy being issued on site.
- Dedication of proposed improvements and fee simple conveyance of right-of-way to the City of Charlotte related to proposed Public Road 1 shall be approved and constructed prior to the 68th single-family attached townhome unit certificate of occupancy being issued.
- Dedication of proposed improvements and fee simple conveyance of right-of-way to the City of Charlotte related to proposed Rhyne Station Road Extension shall be approved and constructed prior to the 134th multi-family apartment unit certificate of occupancy being issued.
- 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 project taking place within the broad north central Mecklenburg area, by way of a private/public partnership effort or other public sector project support.
- Network required proposed streets are illustrated on the Site Plan and are labeled as "Rhyne Station Road Extension" and "Public Road 1".

Architectural and Design Standards:

- In addition to design provisions contained within the district regulations of the Zoning Ordinance for the R-12MF district, the development of the site will be governed by the following provisions and standards proposed by the Petitioner and which will be binding on the development of the site.
- The petitioner shall limit the base maximum average height of each residential structure on site as described by the zoning ordinance. 48' Maximum building heights shall be allowable as further described in the Ordinance.
- A variety of principal building materials may be utilized on site and may be a combination of the following: Masonry, brick, concrete, pre-cast concrete, stone, pressed stone, pre-finished metal, aluminum, steel, stucco, wood, ceramic tile, cementitious fiber board and glass fiber reinforced concrete. Traditional vinyl, as a building material, will only be allowed on windows, soffits and trim features. Composite "Everlast" vinyl or equal shall be permissible as a siding or cladding building material.
- The following design guidelines shall apply to multi-family apartment building placement and architectural design to enhance the built environment along public streets through the following:
 - Buildings directly adjacent a public right of way shall be placed so as to present a front or side facade to all public streets unless separated by tree save, environmental feature, post construction buffer or landscape buffer.
 - Multi-family apartment buildings and the community amenity clubhouse, fronting public streets, shall include a combination of windows and operable doors for a minimum of 20% of each frontage ground floor elevations. The maximum sill height shall not exceed 4'-0" above adjacent finished grade.
 - Building elevations shall not have expanses of blank walls greater than 20 feet in all direction and architectural banding, medallions or design features or materials will be provided to avoid a sterile, unarticulated blank treatment of such walls.
 - Building elevations shall be designed with vertical bays or articulated architectural features which shall include a combination of at least three of the following: a combination of exterior wall offsets (projections and recesses), columns, pilasters, change in materials or colors, awnings, arcades or other architectural elements.
 - Multi-story buildings shall have a minimum of 20% transparency on all upper stories.
- The following design guidelines shall apply to single-family attached townhome residential units on site to enhance the architectural design and built environment along public streets through the following:
 - Pitched roofs shall be symmetrically sloped no less than 5:12 except for roofs for porches that shall be no less than 2:12.
 - Porches and stoops shall form a predominant feature of the building design and be located on the front of the building when adjacent a public right of way. Usable front porches may be covered but not enclosed.
 - All HVAC and mechanical equipment shall be screened from public view.
 - Attached dwelling units shall be limited to a maximum of five (5) townhome units per building along public streets and limited to a maximum of six (6) along private streets and two-way alleys.
- Building placement and site design of the non-residential building proposed within the NS district on site shall focus on and enhance the architectural design and built environment along Rhyne station Road Extension.
 - The building shall be placed so as to present a front or side facade to all streets.
 - Direct pedestrian connections should be provided between street facing doors and corner entrance features to sidewalk on adjacent streets
 - Building elevations shall not have expanses of blank walls greater than 20 feet in all direction 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.
 - Commercial facades fronting public streets shall include a combination of windows and operable doors for a minimum of 40% of frontage ground floor elevations. The maximum sill height shall not exceed 4'-0" above adjacent street sidewalk.
- The Site shall comply with Section 12.403 of the Zoning Ordinance. Dumpster and recycling service areas associated with residential uses shall be as generally depicted on the Site plan and shall be screened from public view and described within the ordinance. Final locations of dumpster locations shall be determined during the land development review permit process.

Streetscape and Landscaping:

- The Petitioner shall comply with Chapter 21 of the City of Charlotte Code of Ordinances.

Environmental Features:

- The Petitioner shall comply with the City of Charlotte Post Construction Ordinance.
- 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 the rezoning. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and natural site discharge points.
- Development within any SWIM/PCSO Buffer shall be coordinated with and subject to approval by Charlotte-Mecklenburg Storm Water Services as mitigated if required by City ordinance. Petitioner acknowledges intermittent/perennial stream delineation reports are subject to review and approval upon submission of development plans for permitting and are not approved with rezoning decisions.

Signage:

- The Petitioner shall comply with the City of Charlotte Signage Ordinance.

Lighting:

- All attached and detached lighting will be full cutoff fixtures and downwardly directed. However, upward facing architectural and landscape accent lighting shall be permitted.
- Detached lighting on the site, except street lights located along public streets, will be limited to twenty-one (21) feet in height.

Amendments to Rezoning Plan:

Future amendments to these Development Standards may be applied for by the then Owner or Owners of the parcel or parcels within the Site involved in accordance with the provisions of Chapter 6 of the Ordinance.

Further alterations or modifications to the Rezoning Plan which, in the opinion of the Planning Director, substantially alter the character of the development or significantly alter the approved Technical Data Sheet or any of its conditions or which increase the intensity of development shall not be deemed to be minor and may only be made in accordance with the provisions of Subsections 6.207(1) or (2) of the Ordinance, as applicable.

Binding Effect of the Rezoning Documents and Definitions:

- If this Site Plan Amendment is approved, all conditions applicable to development of the Site imposed under the Technical Data Sheet will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the Petitioner and the current and subsequent owners of the Site and their respective successors in interest and assigns.
- Throughout these Development Standards, the terms, "Petitioner" and "owner" and "owners" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of the Petitioner or the owners of the Site from time to time who may be involved in any future development thereof.

NO.	DATE	BY:	REVISIONS:
1	11/15/2021	UDP	PER PLANNING COMMENTS
2	01/17/2022	UDP	PER PLANNING COMMENTS
3	02/14/2022	UDP	PER PLANNING COMMENTS
4	03/24/2022	UDP	PER PLANNING COMMENTS

Project No: 21-CLT-054
 Date: 06.07.2021
 Designed By: UDP
 Checked By: BDS
 Sheet No:

DEVELOPMENT STANDARDS
PETITION NO. 2021-142
Rhyme Station MF
11/15/2021

Site Development Data:

Acreage:	+/- 35.98 AC
Tax Parcels:	055-081-20, 055-091-06 & 055-091-07
Existing Zoning:	MX-2 & R-4
Proposed Zoning:	R-12MF(CD) & Neighborhood Services (NS)
Existing Uses:	Vacant
Proposed Uses:	Up to (136) Single-Family Attached Residential Units Up to (268) Multi-Family Residential Units 2,750SF of Commercial Uses

General Provisions:

1. These Development Standards form part of the Rezoning Plan associated with the Rezoning Petition filed by PDC Land Acquisition, LLC (the "Petitioner") to accommodate the development of a mix of single-family attached townhomes, multi-family residential units and commercial uses on an approximate 36.23 acre site located to the north of Old Moores Chapel Road and East of I-485, which is more particularly depicted on the Rezoning Plan (the "Site"). The Site is comprised of Tax Parcel Numbers 055-081-20, 055-091-06 & 055-091-07.
2. Development of the Site shall 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-12MF" and "NS" Zoning District shall govern all development taking place on the Site.
4. The development and street layout depicted on the Rezoning Plan are schematic in nature and are intended to depict the general arrangement of such uses and improvements on the Site. Accordingly, the final layout, location and sizes of the development and site elements depicted on the Rezoning Plan are graphic representation of the proposed development and site elements, and they may be altered or modified in accordance with the setback, yard(s), landscaping and tree save requirements set forth on the Rezoning Plan and the Development Standards, provided, however, that any such alterations and modification shall be minor in nature and not materially change the overall design intent depicted on the Rezoning Plan.
5. Future amendments to the Rezoning Plan and/or these Development Standards may be applied for by the then owner(s) of the Site in accordance with the provisions of Chapter 6 of the Zoning Ordinance. Minor alterations to the Rezoning Plan are subject to Section 6.207 of the Ordinance.

Permitted Uses:

1. Uses allowed within the rezoning area included in this Petition are those uses that are permitted within the R-12MF and NS zoning district, in areas as indicated on the Rezoning Plan, together with any incidental or accessory uses associated with except for the following:
 - Automobile service stations
 - Convenience stores and gasoline sales
 - Car washes
 - Automobile drive through windows

Transportation:

1. Vehicular access to public rights of way will be as generally depicted on the Rezoning Plan. Final locations, placements and configurations of the vehicular access points shown on the Rezoning Plan are subject to minor modification required to accommodate final permitting and construction plan adjustments as required by NCDOT and CDOT for approval.
2. The site shall be served by a combination of public roads and private alleys as depicted on the Rezoning Plan. Final locations of these drives are subject to minor modifications and adjustments to accommodate final permitting and construction plans as required to obtain final approval.
3. The petitioner agrees to provide accessible sidewalk ramps at each corner of Public Road 1 and Rhyne Station Road Extension as generally depicted on the Rezoning Plan. The petitioner shall also provide sidewalk and planting strip along Old Moores Chapel Road and existing Rhyne Station Road adjacent The Site. As illustrated. The sidewalk may meander adjacent the property and final location shall be coordinated with NCDOT and CDOT.
4. The petitioner shall commit to the following transportation improvements, in coordination with NCDOT and CDOT:
 - A. Reserved
 - B. Reserved
5. The Petitioner agrees to install Public Road 1 and Rhyne Station Road Extension prior to the sites first certificate of occupancy being issued.
6. Installation of the road wearing/surface course for Public Road 1 and Rhyne Station Road Extension must be completed prior to first certificate of occupancy being issued associated with the final 80% of the single family attached townhome units on site.
7. The petitioner agrees to install an 8' sidewalk and minimum 8' wide landscape strip adjacent Public Road 1, Old Moores Chapel Road adjacent the site, the east side Rhyne Station Road and Rhyne Station Road Extension. A sidewalk utility easement (SUE) shall be provided between the proposed right of way to 2' behind proposed sidewalk along all internal public roads as generally depicted on the Rezoning Plan.

8. Adjacent Old Moores Chapel Road, the back of curb location shall be placed 14' from the existing road centerline and the petitioner shall commit to dedicate right-of-way measured 30' measured from the existing road centerline.
9. Adjacent existing Rhyne Station Road, the back of curb location shall be placed 17.5' from the existing road centerline in accordance with CLDSM USDG Cross Section U-07. The petitioner shall improve the existing portion of Rhyne Station Road with curb and gutter on both side of the existing road and an 8 foot sidewalk and 8 foot planting strip on the east side of Rhyne Station Road. Pavement sections shall be reviewed and subject to NCDOT standards during the permit approval process.
10. Proposed Rhyne Station Road Extension shall include and dedicate 71' of total right of way in accordance with CLDSM USDG U-03.
11. Proposed Public Road 1 shall include and dedicate 56' of total right of way in accordance with CLDSM USDG U-02.
12. Proposed two-way alleys shall provide a minimum 5' wide sidewalk located back of curb or concrete ribbon in all locations where alley is double loaded with a residential townhome unit.
13. The proposed roadway network along with sidewalk and landscape strip, as generally depicted on the site plan, shall commit to connect to the adjacent proposed developments commonly referred to as Creedmore Hills and Villages at Creedmore currently in development and undergoing land development permit review. In addition, existing roadway barricades shall be removed upon completion of construction of the proposed roadway network noted within this Site plan.
14. Dedication of proposed roadway improvements and fee simple conveyance of right-of-way to the City of Charlotte and NCDOT specifically related to Old Moores Chapel Road, existing Rhyne Station Road and proposed Rhyne Station Road Extension shall be approved and constructed prior to the first certificate of occupancy being issued on site.
15. Dedication of proposed improvements and fee simple conveyance of right-of-way to the City of Charlotte related to proposed Public Road 1 shall be approved and constructed prior to the 56th single-family attached townhome unit certificate of occupancy being issued.
16. 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 project taking place within the broad north central Mecklenburg area, by way of a private/public partnership effort or other public sector project support.

Architectural and Design Standards:

1. In addition to design provisions contained within the district regulations of the Zoning Ordinance for the R-12MF district, the development of the site will be governed by the following provisions and standards produced by the Petitioner and which will be binding on the development of the site.

2. The petitioner shall limit the base maximum average height of each residential structure on site to 48'. Building height above the 48' maximum average height shall be allowable as further described in the Ordinance.
3. Building placement and architectural design shall focus on and enhance the pedestrian environment along public streets through the following:
 - a. Buildings shall be placed so as to present a front or side façade to all public streets.
 - b. Residential facades, including community amenity clubhouse, fronting streets shall include a combination of windows and operable doors for a minimum of 20% of each frontage ground floor elevations. The maximum sill height shall not exceed 4'-0" above adjacent finished grade.
 - c. Commercial facades fronting public streets shall include a combination of windows and operable doors for a minimum of 40% of frontage ground floor elevations. The maximum sill height shall not exceed 4'-0" above adjacent street sidewalk.
 - d. A variety of principal building materials may be utilized on site and will be a combination of the following: Masonry, "Everlast" vinyl siding, brick, concrete, pre-cast concrete, stone, precast stone, pre-finished metal, aluminum, steel, stucco, wood, ceramic tile, cementitious fiber board and glass fiber reinforced concrete. Traditional vinyl, as a building material, will only be allowed on windows, soffits and trim features
 - e. Direct pedestrian connection should be provided between street facing doors, corner entrance features to sidewalks on adjacent streets.
 - f. Building elevations shall not have expanses of blank walls greater than 20 feet in all direction and architectural banding, medallions or design features or materials will be provided to avoid a sterile, unarticulated blank treatment of such walls.
 - g. Building elevations shall be designed with vertical bays or articulated architectural features which shall include a combination of at least three of the following: a combination of exterior wall offsets (projections and recesses), columns, pilasters, change in materials or colors, awnings, arcades or other architectural elements.
 - h. Multi-story buildings should have a minimum of 20% transparency on all upper stories.
4. A variety of principal building materials may be utilized on site and will be a combination of the following: Masonry, brick, concrete, pre-cast concrete, stone, precast stone, pre-finished metal, aluminum, steel, stucco, wood, ceramic tile, cementitious fiber board and glass fiber reinforced concrete. Vinyl, as a building material, will only be allowed on windows, soffits and trim features
5. Placement and design of single-family attached townhome residential units on site shall adhere to the following guidelines to enhance the architectural character or the proposed structures.
 - a) Pitched roofs shall be symmetrically sloped no less than 5:12 except for roofs for porches that shall be no less than 2:12.

- b) Porches and stoops shall form a predominant feature of the building design and be located on the front of the building when adjacent a public right of way. Usable front porches may be covered but not enclosed.
 - d) All HVAC and mechanical equipment shall be screened from public view.
 - e) Attached dwelling units shall be limited to a maximum of five (5) townhome units per building along public streets and limited to a maximum of six (6) along private streets and two-way alleys.
 - f) Roof overhangs, eaves, cornices, chimneys, gutter, vents, bay windows, pilasters, pillars, open porches (if provided), and other architectural elements may project up to (24) inches into the required setbacks.
6. Building placement and site design of the non-residential building proposed within the NS district on site shall focus on and enhance the pedestrian environment along Rhyne Station Road Extension.
- a) The building shall be placed so as to present a front or side façade to all streets.
 - b) Direct pedestrian connections should be provided between street facing doors and corner entrance features to sidewalk on adjacent streets
 - c) Building elevations shall not have expanses of blank walls greater than 20 feet in all direction 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.
7. The Site shall comply with Section 12.403 of the Zoning Ordinance. Dumpster and recycling service areas associated with residential uses shall be as generally depicted on the Site plan and shall be screened from public view and described within the ordinance. Final locations of dumpster locations shall be determined during the land development review permit process.

Streetscape and Landscaping:

1. The Petitioner shall comply with Chapter 21 of the City of Charlotte Code of Ordinances.

Environmental Features:

1. The Petitioner shall comply with the City of Charlotte Post Construction 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 within any SWIM/PCSO Buffer shall be coordinated with and subject to approval by Charlotte-Mecklenburg Storm Water Services and mitigated if required by City ordinance. Petitioner acknowledges intermittent/perennial stream delineation reports are subject to review and approval upon submission of development plans for permitting and are not approved with rezoning decisions.

Signage:

1. The Petitioner shall comply with the City of Charlotte Signage Ordinance.

Lighting:

1. All attached and detached lighting will be full cutoff fixtures and downwardly directed. However, upward facing architectural and landscape accent lighting shall be permitted.
2. Detached lighting on the site, except street lights located along public streets, will be limited to twenty-one (21') feet in height.

Amendments to Rezoning Plan:

Future amendments to these Development Standards may be applied for by the then Owner or Owners of the parcel or parcels within the Site involved in accordance with the provisions of Chapter 6 of the Ordinance.

Further alterations or modifications to the Rezoning Plan which, in the opinion of the Planning Director, substantially alter the character of the development or significantly alter the approved Technical Data Sheet or any of its conditions or which increase the intensity of development shall not be deemed to be minor and may only be made in accordance with the provisions of Subsections 6.207(1) or (2) of the Ordinance, as applicable.

Binding Effect of the Rezoning Documents and Definitions:

1. If this Site Plan Amendment is approved, all conditions applicable to development of the Site imposed under the Technical Data Sheet will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the Petitioner and the current and subsequent owners of the Site and their respective successors in interest and assigns.
2. Throughout these Development Standards, the terms, "Petitioner" and "owner" and "owners" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of the Petitioner or the owners of the Site from time to time who may be involved in any future development thereof.