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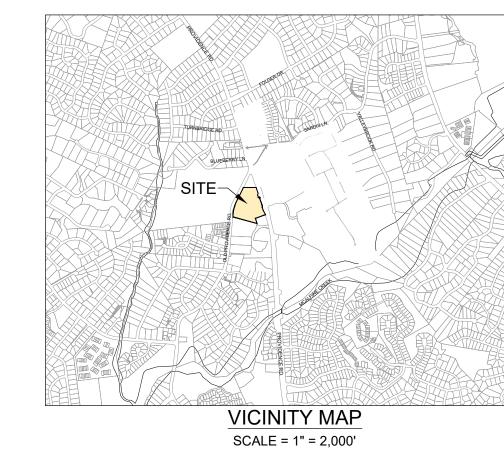


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REZONING PETITION NO. RZP-2023-023

LandDesign.

223 NORTH GRAHAM STREET CHARLOTTE, NC 28202 704.333.0325 WWW.LANDDESIGN.COM

NOT FOR

HORIZON OLD PROVIDENCE ROAD REZONING

CONSTRUCTION

HORIZON DEVELOPMENT PROPERTIES

400 EAST BOULEVARD

CHARLOTTE, NC 28203

1022364 REVISION / ISSUANCE			
1	REZONING SUBMITTAL	01.31.2023	
2	REZONING RESUBMITTAL	11.13.2023	
3	REZONING RESUBMITTAL	02.12.2024	
4	REZONING RESUBMITTAL	03.11.2024	
5	REZONING RESUBMITTAL	09.19.2024	
6	REZONING RESUBMITTAL	10.24.2024	
7	REZONING RESUBMITTAL	11.08.2024	
8	REZONING RESUBMITTAL	12.10.2024	
DF:	SIGNED BY: LD	1	

DESIGNED BY: LD
DRAWN BY: MH
CHECKED BY: AM

VERT: N/A HORZ: 1" = 200'

CONTEXT MAP

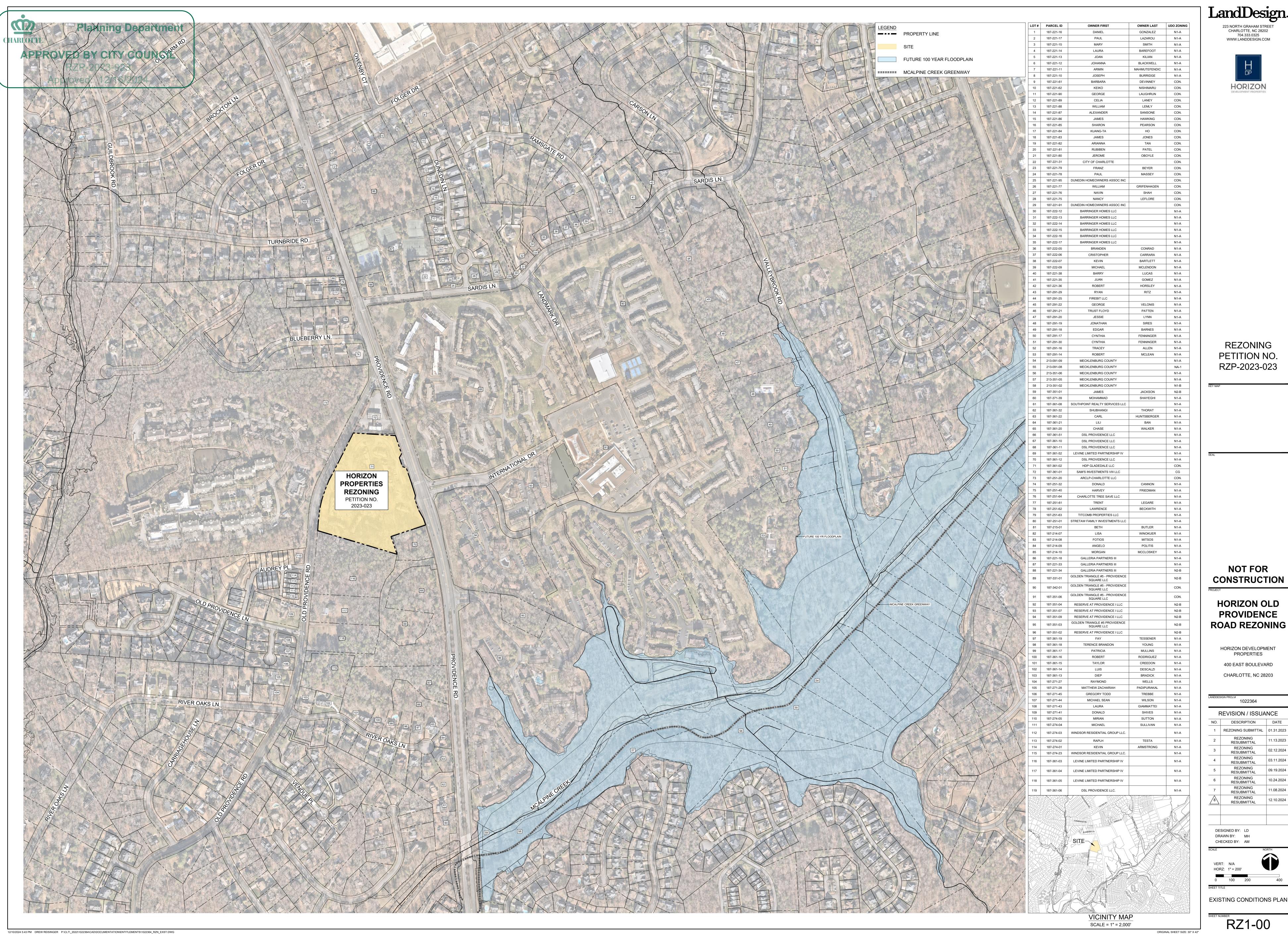
ORIGINAL SHEET SIZE: 30" X 42"

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RZ0-00

THE REZONING PLAN IS ILLUSTRATIVE IN NATURE
 AND IS INTENDED TO DEPICT OVERALL CIRCULATION
 AND DEVELOPMENT PATTERNS ONLY.

 FOR ADJACENT PARCEL INFO SEE TABLE ON SHEET RZ1-00



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REZONING PETITION NO. RZP-2023-023

CONSTRUCTION **HORIZON OLD**

PROVIDENCE

NOT FOR

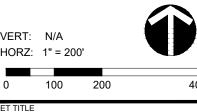
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CHARLOTTE, NC 28203

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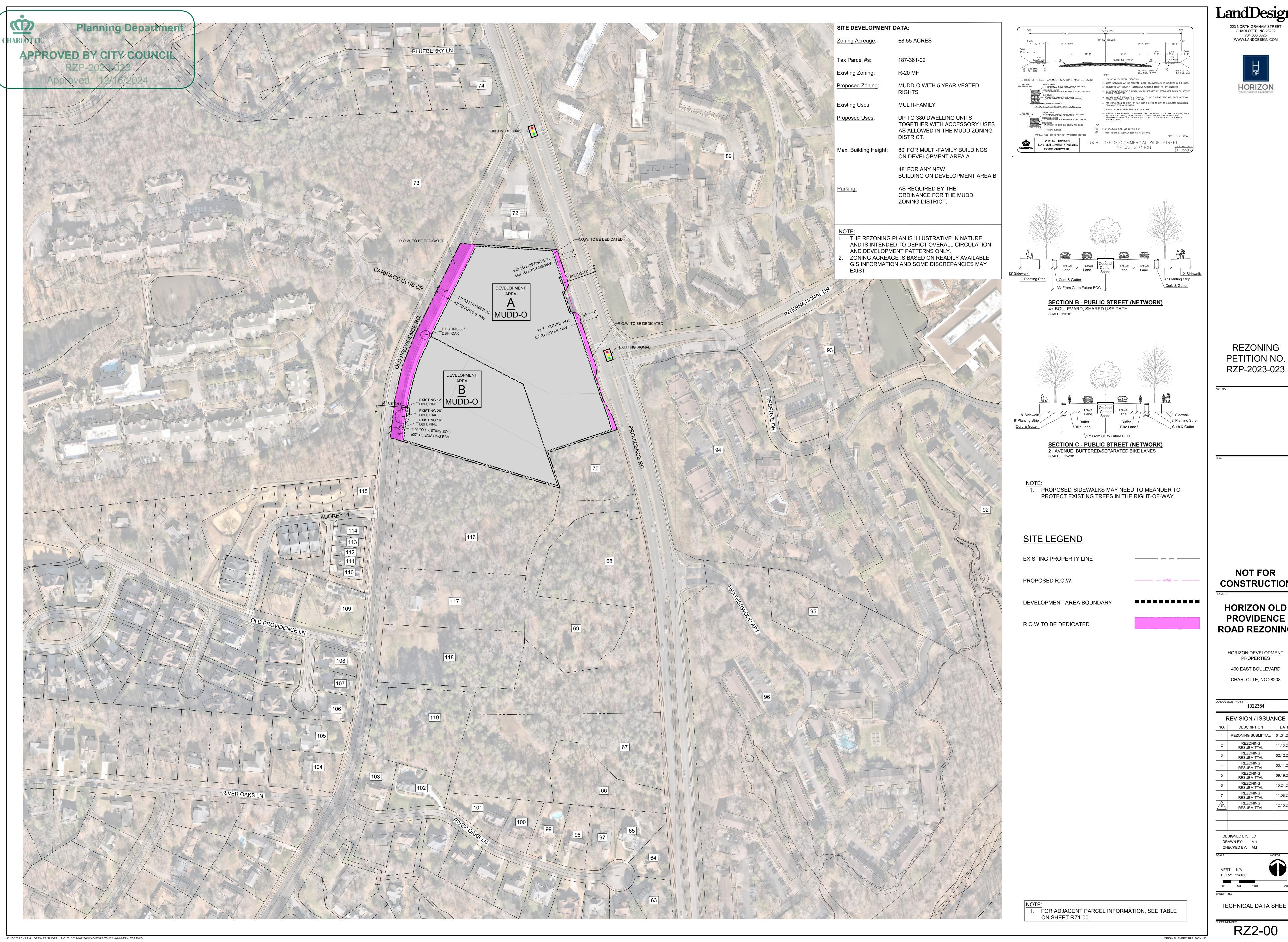
DRAWN BY: MH CHECKED BY: AM

DESIGNED BY: LD



EXISTING CONDITIONS PLAN

RZ1-00



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REZONING

NOT FOR CONSTRUCTION

HORIZON OLD PROVIDENCE ROAD REZONING

> HORIZON DEVELOPMENT **PROPERTIES** 400 EAST BOULEVARD CHARLOTTE, NC 28203

DESCRIPTION	DATE
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REZONING SUBMITTAL	01.31.202
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REZONING RESUBMITTAL	11.08.202
REZONING RESUBMITTAL	12.10.202
SIGNED BY: LD	
AWN BY: MH	
	REZONING RESUBMITTAL

TECHNICAL DATA SHEET

RZ2-00

1. General Provisions

a. Site. These Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by Horizon Development Properties, Inc. (the "Petitioner") to accommodate the development of a residential community on an approximately 8.55 acre site located on the east side of Old Providence Road and the west side of Providence Road, across Providence Road from International Drive, which site is more particularly depicted on the Rezoning Plan (the "Site"). The Site is comprised of Tax Parcel No. 187-361-02, and it is currently developed with 49 dwelling units.

b. Zoning. The development and use of the Site will be governed by the Rezoning Plan, these Development Standards and the applicable provisions of the City of Charlotte Zoning Ordinance (the "Ordinance") in effect as of January 31, 2023. Subject to the optional provisions set out below, the regulations established under the Ordinance for the Mixed Use Development District ("MUDD") zoning district shall govern the development and use of the Site.
c. Graphics and Alterations. The schematic depictions of the uses, parking areas, sidewalks, buildings, internal drives and other development matters and site elements (collectively the "Development/Site Elements") set forth on the Rezoning Plan should be reviewed in conjunction with the provisions of these Development Standards. The layout, locations, sizes and formulations of the Development/Site Elements depicted on the Rezoning Plan are conceptual graphic representations of the Development/Site elements proposed. Changes to the Rezoning Plan not anticipated by the Rezoning Plan will be reviewed and approved as allowed by Section 6.207 of the Ordinance.

Since the project has not undergone the design development and construction documentation phases, it is intended that this Rezoning Plan provide for flexibility in allowing some alterations or modifications from the conceptual graphic representations of the Development/Site Elements. Therefore, there may be instances where alterations and/or modifications will be allowed without

requiring the Administrative Amendment Process per Section 6.207 of the Ordinance. These instances would include changes if they are:

i. minor and don't materially change the overall design intent depicted on the Rezoning Plan.

The Planning Director will determine if such alterations and/or modifications are allowed per this amended process, and if it is determined that the alterations and/or modifications do not meet the criteria described above, the Petitioner shall then follow the Administrative Amendment Process per Section 6.207 of the Ordinance; in each instance, however, subject to the Petitioner's appeal rights set forth in the Ordinance.

d. Development Areas/Building and Parking Envelopes. The Site is divided into two development area on the Rezoning Plan that are designated as Development Area B. The boundaries of each development area are the building and parking envelope (the "Building and Parking Envelope") for each development area (subject to tree save areas and setbacks). The gray boxes on the Rezoning Plan represent potential building footprints that are subject to minor adjustments during the permitting process. More than one building may be located within a potential building footprint located on Development Area

All principal buildings, accessory structures, structured parking facilities and surface parking areas developed on the Site shall be located within one of the Building and Parking Envelopes. The number of principal buildings, accessory structures, structured parking facilities and surface parking areas that may be located on the Site or within a Building and Parking Envelope shall be governed by the applicable provisions of the Ordinance or these development standards. Additionally, private drives and amenities may be located within a Building and Parking Envelope. Any reference herein to the Site shall be deemed to include Development Area A and Development Area B unless otherwise noted herein.

e. Vested Rights. Pursuant to Section 1.110 of the Ordinance and Section 160D-108.1 of the North Carolina General Statutes, the Rezoning Plan, if approved, shall be vested for a period of 5 years due to the size and phasing of the development, the level of investment, economic cycles and market conditions.
 f. Existing Buildings, Structures and Improvements. In accordance with Chapter 7 of the Ordinance, the existing buildings, structures, surface parking facilities and any other existing improvements on the Site may remain in place and continue to be utilized. To the extent that any existing buildings, structures, surface parking facilities and any other existing improvements on the Site do not comply with any requirement of the MUDD zoning district, the Ordinance or this Rezoning Plan, Petitioner shall not be required to bring any such existing buildings, structures, surface parking facilities and any other existing improvements on the Site or any portions thereof into compliance with the MUDD zoning district, the Ordinance or this Rezoning Plan.

New buildings, structures, structured parking facilities, surface parking facilities and other new improvements on the Site will be required to comply with the requirements of the Rezoning Plan and the MUDD zoning district (except as modified by the optional provisions set out below in Section 2).

2. Optional Provisions

The optional provisions set out below shall apply to the development of the Site.

by an awning, canopy, roof extension or other architectural feature chosen by Petitioner.

a. Parking, vehicular circulation, vehicular maneuvering space and visitor drop off areas may be located between any buildings/structures located on Development Area A or on Development Area B and the required setback from the internal private drive located between Development Area A and Development Area B

b. Each single family attached dwelling unit shall comply with the building entrance requirements of Section 9.8506(2)(h) of the Ordinance or, alternatively, each single family attached dwelling unit shall have a covered front stoop. The front stoop may be covered

3. Permitted Uses/Development Limitations

a. Subject to the limitations set out below, the Site may be devoted only to a residential community containing a total maximum of 380 dwelling units comprised of multi-family dwelling units and single family attached dwelling units together with any incidental and accessory uses relating thereto that are allowed in the MUDD zoning district. Incidental and accessory uses may include, without limitation, a leasing and management office and amenities such as a fitness center, clubhouse, co-working areas, swimming pool, dog park, playground and other gathering areas typically found in residential communities.

b. Of the total maximum of 380 dwelling units that may be developed on the Site, a maximum of 350 of such dwelling units may be multi-family dwelling units.

- c. Of the total maximum of 380 dwelling units that may be developed on the Site, a maximum of 50 of such dwelling units may be single family attached dwelling units.
- d. Only multi-family dwelling units may be developed on Development Area A.
- e. Multi-family dwellings units and single family attached dwelling units may be developed on Development Area B. A maximum of 70 total dwelling units (whether multi-family dwelling units or single family attached dwelling units) may be developed on

f. Any new buildings developed on Development Area B along and adjacent to Old Providence Road may only contain single family attached dwelling units.

g. A minimum of 20 percent of the dwelling units actually constructed on the Site shall maintain monthly rents that are income restricted to households earning between 30 percent (inclusive) of the area median income for a period of not less than 30 years from the date of the issuance of the first certificate of occupancy for the building in which the relevant dwelling units are located. In no event shall there be less than 49 dwelling units that are income restricted to households earning between 30 percent and 80 percent (inclusive) of the area median income for a period of not less than 30 years from the date of the issuance of the first certificate of occupancy for the building in which the relevant dwelling units are located.

4. Access and Transportation Improvements

a. Vehicular access shall be as generally depicted on the Rezoning Plan. The placement and configuration of the vehicular access points are subject to any minor modifications required to accommodate final site development and construction plans and to any adjustments required for approval by the Charlotte Department of Transportation ("CDOT") and/or the North Carolina Department of Transportation ("NCDOT") in accordance with applicable published standards.

b. The alignments of the internal private drive(s) and internal vehicular circulation areas may be modified by Petitioner to accommodate changes in traffic patterns and parking layouts and to accommodate any adjustments required for approval by CDOT and/or NCDOT in accordance with applicable published standards.

c. Prior to the issuance of the first certificate of occupancy for a new building constructed on the Site, Petitioner shall a dedicate and convey to the City of Charlotte or to NCDOT as applicable (subject to a reservation for any necessary utility easements) those portions of the Site located immediately adjacent to Providence Road as required to provide right of way measuring 55 feet from the existing centerline of Providence Road, to the extent that such right of way does not already exist.

d. Prior to the issuance of the first certificate of occupancy for a new building constructed on the Site, Petitioner shall a dedicate and convey to the City of Charlotte (subject to a reservation for any necessary utility easements) those portions of the Site located immediately adjacent to Old Providence Road as required to provide right of way measuring 43 feet from the existing centerline of Old Providence Road, to the extent that such right of way does not already exist.

e. A Right-of-Way Encroachment Agreement is required for the installation of any

non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City-maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

f. Petitioner will dedicate to the City of Charlotte via fee simple conveyance any additional right-of-way indicated on the Rezoning Plan as right-of-way to be dedicated, and the additional right-of-way will be dedicated prior to the issuance of the first certificate of occupancy for a new building constructed on the Site. The Petitioner will provide a permanent sidewalk easement for any of the proposed sidewalks located along the public streets located outside of the right-of-way. The permanent sidewalk easement will be located a minimum of two (2) feet behind the sidewalk where feasible.

g. Any reference to the term "substantially complete" in this Section 4 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 substantially complete 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.

Solventially complete at the time that Petitioner seeks to obtain a certificate 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.

Solventially complete at the time that Petitioner seeks to obtain a certificate 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 are deemed "substantially completed by Petitioner" 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 are deemed "substantially completed by Petitioner" 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 are deemed "substantially complete" occupancy for the applicable buildings, and in such event Petitioner may be required to post a letter of credit or a bond for any improvement

(1) Site Access

Remark Old Providence Road to provide a southbound left-turn lane with a 100' of storage at each access point into the Site from Old Providence Road.

Construct a southbound right turn lane on Providence Road with 100 feet of storage at the access point into the Site from Providence Road.

(3) Carmel Road and Sharon View Road (Signalized)

(aa) Construct an eastbound right turn lane with 100 feet of storage.

(bb) Install APS pushbuttons and upgrade any ramps that are out of PROWAG/ADA compliance.)

(cc) Add LPI+ for all existing and proposed right turn lanes (RT FYA and LED Blankout sign).

(dd) Construct a southbound right turn lane with 100 feet of storage with LPI+.)

i. It is understood that some of the public roadway improvements referenced in this Section 4 of the Development Standards may not be possible without the acquisition of additional right of way. If, after the exercise of diligent good faith efforts over a minimum of a 60 day period, the Petitioner is unable to acquire any land necessary to provide for any such additional right of way upon commercially reasonable terms and at market prices, then CDOT, the City of Charlotte Engineering Division or other applicable agency, department or governmental body may agree to proceed with acquisition of any such land. In such event, the Petitioner shall reimburse the applicable agency, department or governmental body for the cost of any such acquisition including compensation paid by the applicable agency, department or governmental body for any such land and the expenses of such proceedings. Furthermore, in the event public roadway improvements referenced in this Section 4 are delayed because of delays in the acquisition of additional right-of-way as contemplated herein or for other similar reasons and such delay extends beyond the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in connection with related development phasing described above, then CDOT (with the concurrence of NCDOT, as applicable), upon a review of the current status and scheduled progress of the transportation improvements, may instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings; provided, however, Petitioner continues to exercise good faith efforts to complete the applicable road-way improvements; in such event the Petitioner may be asked to post a letter of credit or a bond for any improvements not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvements.

In addition to the foregoing, in the event the right of way is not available for any reason after the good faith efforts of the Petitioner, the Petitioner will work with CDOT or NCDOT as applicable to either (i) identify alternative improvements to implement traffic mitigation in lieu of the transportation improvements impacted by the lack of right of way as described in subparagraph m below; or (ii) contribute to CDOT or NCDOT as applicable, an amount equal to the estimated cost of the applicable transportation improvements not completed due to the lack of available right of way, such funds to be used to complete alternative roadway improvements in the general area of the Site in a manner reasonably agreeable to the Petitioner and CDOT or NCDOT as applicable.

[h.j.] All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the

Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad South Mecklenburg area, by way of a private/public partnership effort or other public sector project support.

(j-k.) Subject to the approval of CDOT, NCDOT, CATS 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, expand the existing bus stop waiting pad located on the Site's frontage on Providence Road to CATS shelter pad detail 60.03A. In the event that Petitioner cannot obtain all approvals and permits required to expand the existing bus stop waiting pad located on the Site's frontage on Providence Road to CATS shelter pad detail 60.03A, then Petitioner shall have no obligation to do so.

k.l. In the event that right of way abandonment is necessary or desired for any reason, Petitioner shall complete and submit a Right of Way Abandonment Petition form to CDOT and/or NCDOT for review. The Right of Way Abandonment process is controlled by the North Carolina General Statutes and is independent of the rezoning process.

m. Changes to the above referenced transportation improvements can be approved through the administrative amendment process upon the determination and mutual agreement of Petitioner, CDOT, NCDOT and the Planning Director; provided, however, the proposed alternate transportation improvements provide (in the aggregate) comparable transportation network benefits to the improvements set out in this Section 4.

5. Architectural Standards
a. The maximum height of the new multi-family building to be constructed on Development Area A shall be 80 feet.

b. The maximum height of any new building constructed on Development Area B shall be 48 feet.c. The architectural and design standards set out below shall apply to new multi-family buildings constructed on the Site.

(1) Required Exterior Building Materials: for principal and accessory buildings that abut a network required public or private street, a minimum of 30% of the facades of such buildings below the roofline that face a network required public or private street shall be comprised of brick, natural stone (or its synthetic equivalent), stucco or other material approved by the Planning Director. A facade below the roofline is defined as the entire exterior surface area of the facade below the roofline excluding windows, doors and trim and balconies, so that windows, doors and trim and balconies are not considered when calculating the minimum percentage of required exterior building materials.

(2) Prohibited Exterior Building Materials:

(aa) Vinyl siding (but not vinyl handrails, windows, eaves, trim, doors, garage doors or door trim).

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(bb) Concrete Masonry Units not architecturally finished.

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

(aa) Buildings shall be placed so as to present a front or side facade to all network required streets (public or private).

(bb) Buildings on Development Area A shall front a minimum of 50% of the total network required street frontage on Development Area A (exclusive of driveways, pedestrian access points, accessible open space, tree save or natural areas, tree replanting areas and storm water facilities).

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

(4) 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.

(5) 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 the Required Exterior Building Materials, changes in materials, articulated architectural facade features and/or 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.

(6) 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 excluding 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.

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.

d. The architectural and design standards set out below shall apply to new single family attached dwelling units constructed on the Site.
(1) The primary exterior building materials will be one or more of the following: brick veneer or similar masonry products, stone, precast stone, synthetic stone, stucco, cementitious siding and wood.

(2) Vinyl, EIFS or masonite 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.

(3) Pitched roofs, if provided, shall be symmetrically sloped no less than 4:12, except that roofs for porches and attached sheds may be no less than 2:12, unless a flat roof architectural style is employed.
 (4) Petitioner shall provide blank wall provisions that limit the maximum blank wall expanse to fifteen (15) feet on all building levels facing public streets, including but not limited to doors, windows, awnings, material, or color changes, and/or enhancements.

Porches and overhangs shall not be used in calculating the fifteen (15) foot expanses.

(5) Walkways shall be provided to connect all residential entrances to sidewalks along public streets.

(6) 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.

(7) The maximum number of single family attached dwelling units that may be located in a single building shall be 5.

6 Streetscane

a. A minimum 8-foot-wide planting strip and a minimum 8-foot-wide sidewalk shall be installed along the Site's frontage on Old Providence Road as generally depicted on the Rezoning Plan. The sidewalk may meander to protect existing trees. The Petitioner will provide a permanent sidewalk easement for any portion of the sidewalk located outside of the right-of-way. The permanent sidewalk easement will be located a minimum of two (2) feet behind the sidewalk where feasible.

b. A minimum 8-foot-wide planting strip and a minimum 12-foot-wide multi-use path shall be installed along the Site's frontage on Providence Road as generally depicted on the Rezoning Plan. The multi-use path may meander to protect existing trees. The Petitioner will provide a permanent sidewalk easement for any portion of the multi-use path located outside of the right-of-way. The permanent sidewalk easement will be located a minimum of two (2) feet behind the sidewalk where feasible.

c. The width of the planting strips referenced above may be reduced to accommodate environmental features as approved by CDOT.

d. The Site is adjacent to an approximately 20.12-acre site located along the southern boundary of the Site that is subject to Rezoning Petition No. 2023-039 (the "Adjacent Site"). Under the conditional rezoning plan relating to Rezoning Petition No. 2024-039, a future public park is proposed to be located on the Adjacent Site along the common boundary line between the Site and the Adjacent Site (the "Park"). Subject to the terms below, Petitioner shall install on the Site a minimum 8-foot-wide pedestrian connection from the Site to the Adjacent Site (the "Pedestrian Connection"). The Pedestrian Connection will be coordinated with the city and the owner of the Adjacent Site and determined during the permitting process for the development of the Site. The Pedestrian Connection shall be installed by the Petitioner prior to the issuance of the first certificate of occupancy for a new building constructed on the Site. If the Site is developed prior too the development of the Adjacent Site, the Pedestrian Connection shall be stubbed to the common boundary line between the Site and the Adjacent Site. A potential location for the Pedestrian Connection is depicted on the Rezoning Plan.

7 Environmental Factures

a. Development of the Site shall comply with the City of Charlotte Tree Ordinance.b. Petitioner shall comply with the Charlotte City Council approved and adopted Post Construction Stormwater Ordinance.

B. Amenity Area/Urban Open Spac

a. An amenity area shall be provided on the Site. At a minimum, the amenity area shall contain a clubhouse, fitness center and a swimming pool to be utilized by residents of the community. The clubhouse and fitness center may be located within a multi-family building.

b. The site shall comply with the urban open space requirements of Section 9.8506(4) of the Ordinancec. Seating will be provided in urban open space areas.

9. Lighting

a. The maximum height of any new freestanding lighting fixture installed on the Site shall be 21 feet.

All new freestanding lighting fixtures installed on the Site (excluding lower decorative lighting the

b. All new freestanding lighting fixtures installed on the Site (excluding lower, decorative lighting that may be installed along the driveways, sidewalks, parking areas and courtyards and landscape lighting) shall be fully capped and shielded and the illumination downwardly directed so that direct illumination does not extend past any property line of the Site.
c. Any lighting fixtures attached to a new building constructed on the Site shall be decorative, capped and downwardly directed. "Wall-pak" type lighting fixtures may not be installed on a new building constructed on the Site.

10. Amendments to the Rezon

a. Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners of the Site in accordance with the provisions of Chapter 6 of the Ordinance.

11. Binding Effect of the Rezoning Application

a. If this Rezoning Petition is approved, all conditions applicable to the development of the Site imposed under the Rezoning Plan will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the Petitioner and

subsequent owners of the Site and their respective heirs, devisees, personal representatives, successors in interest or assigns.

b. If this Rezoning Petition is approved, the existing use(s) located on the Site may continue as legal, non-conforming uses in accordance with the Ordinance until such time that the Site is redeveloped in accordance with the Rezoning Plan.

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CHARLOTTE, NC 28202

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VERT: N/A HORZ: AS NOTED

DEVELOPMENT STANDARD

ORIGINAL SHEET SIZE: 30" X 42"

R73-00