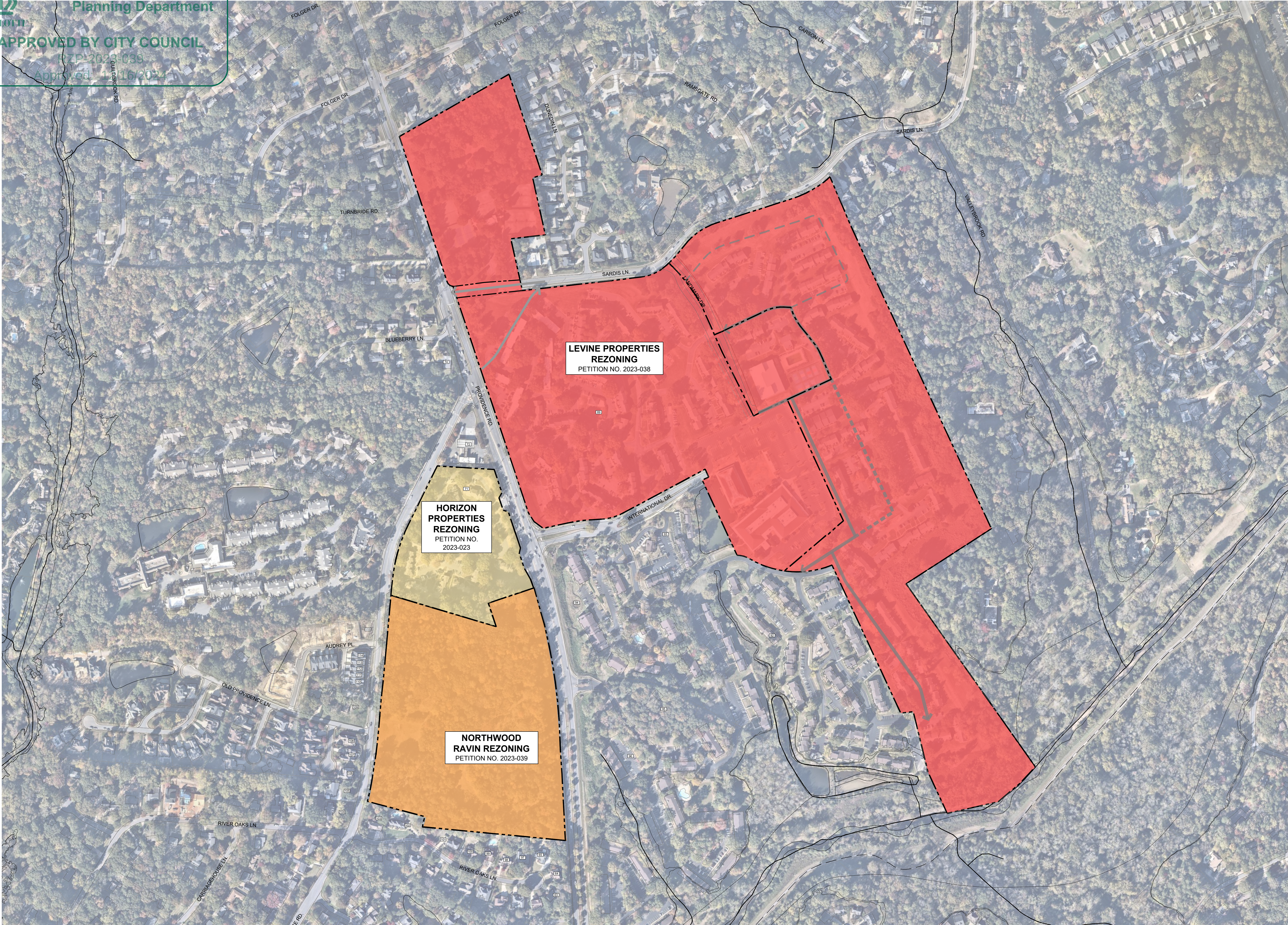




VISION FOR PROVIDENCE RD JOINT REDEVELOPMENT

THIS REZONING AND THOSE LISTED FOR OTHER PARCELS GENERALLY DEPICTED HEREIN PROVIDES AN EXCITING REDEVELOPMENT OPPORTUNITY FOR PORTIONS OF AN EXISTING OVER 55 YEAR OLD MULTI-FAMILY RESIDENTIAL NODE IN THE PROVIDENCE RD, SARDIS LANE AND OLD PROVIDENCE RD AREA.

THE THREE COORDINATED, SEPARATE REZONING PETITIONS WILL COLLECTIVELY REVITALIZE AN AREA BY REPLACING A PORTION OF THE OVER 55 YEAR OLD OBSOLETE RESIDENTIAL UNITS WITH A VARIETY OF HOUSING TYPES AND A MIXED-USE NEIGHBORHOOD CENTER.

THIS REVITALIZATION WILL CREATE NEW AFFORDABLE/WORKFORCE HOUSING UNITS AND UPGRADE/EXTEND THE USEFUL LIFE OF OTHERS.

IT WILL BRING SMALLER FORMAT RETAIL AND AN EXCITING NEW GROCERY STORE OPPORTUNITY AS WELL AS CREATE AN IMPROVED STREET NETWORK AND PEDESTRIAN WALKABILITY.

OPPORTUNITIES FOR FURTHER AND BROADER OUTREACH INTO THE COMMUNITY WILL TAKE PLACE SHORTLY IN ADVANCE OF THE FULL GEAR UP OF THE REZONINGS UNDER THE CITY REZONING PROCESS TO TAKE PLACE IN SEVERAL MONTHS.

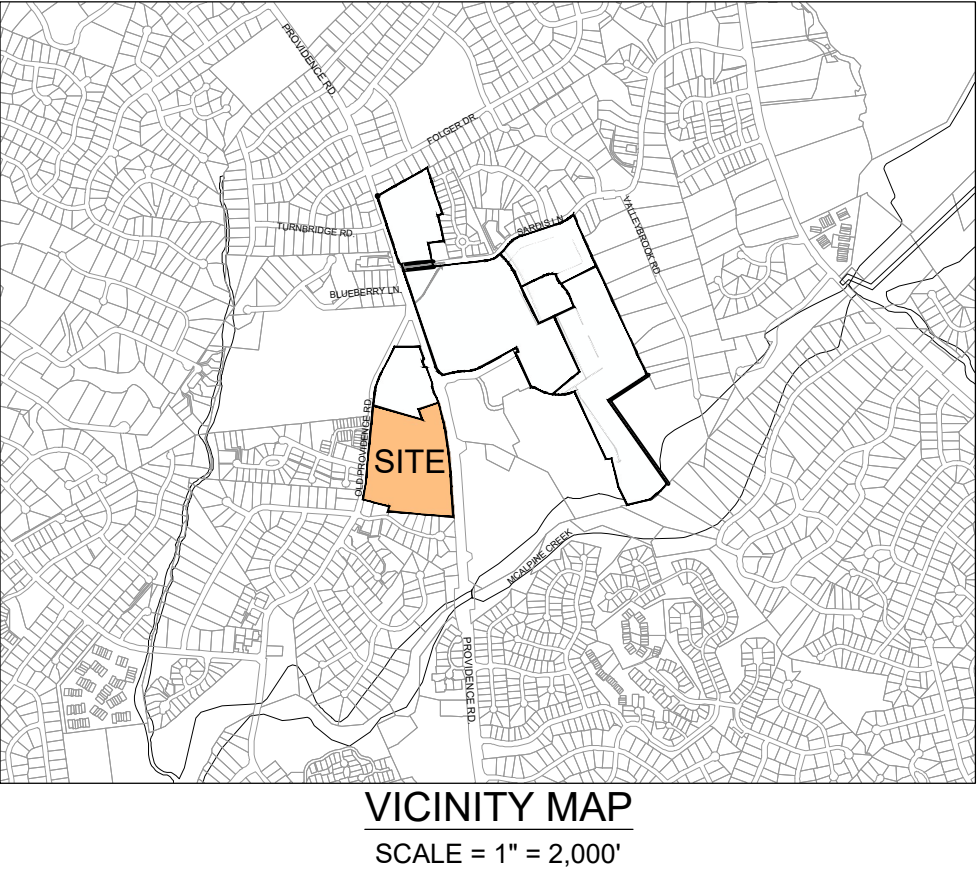


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REZONING
PETITION NO.
RZP-2023-039

REVISED:

SEAL:

NOT FOR
CONSTRUCTION

PROJECT:

NORTHWOOD
RAVIN OLD
PROVIDENCE
ROAD REZONING

NORTHWOOD RAVIN
558 E. BROOKLYN VILLAGE AVE.
SUITE 120

LANDDESIGN PROJ.#
1022210

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
1	REZONING SUBMITTAL	01.31.2023
2	REZONING SUBMITTAL	11.13.2023
3	REZONING SUBMITTAL	02.12.2024
4	REZONING SUBMITTAL	03.11.2024
5	REZONING SUBMITTAL	09.19.2024
6	REZONING SUBMITTAL	10.24.2024
7	REZONING SUBMITTAL	11.08.2024
8	REZONING SUBMITTAL	12.16.2024

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

SCALE:

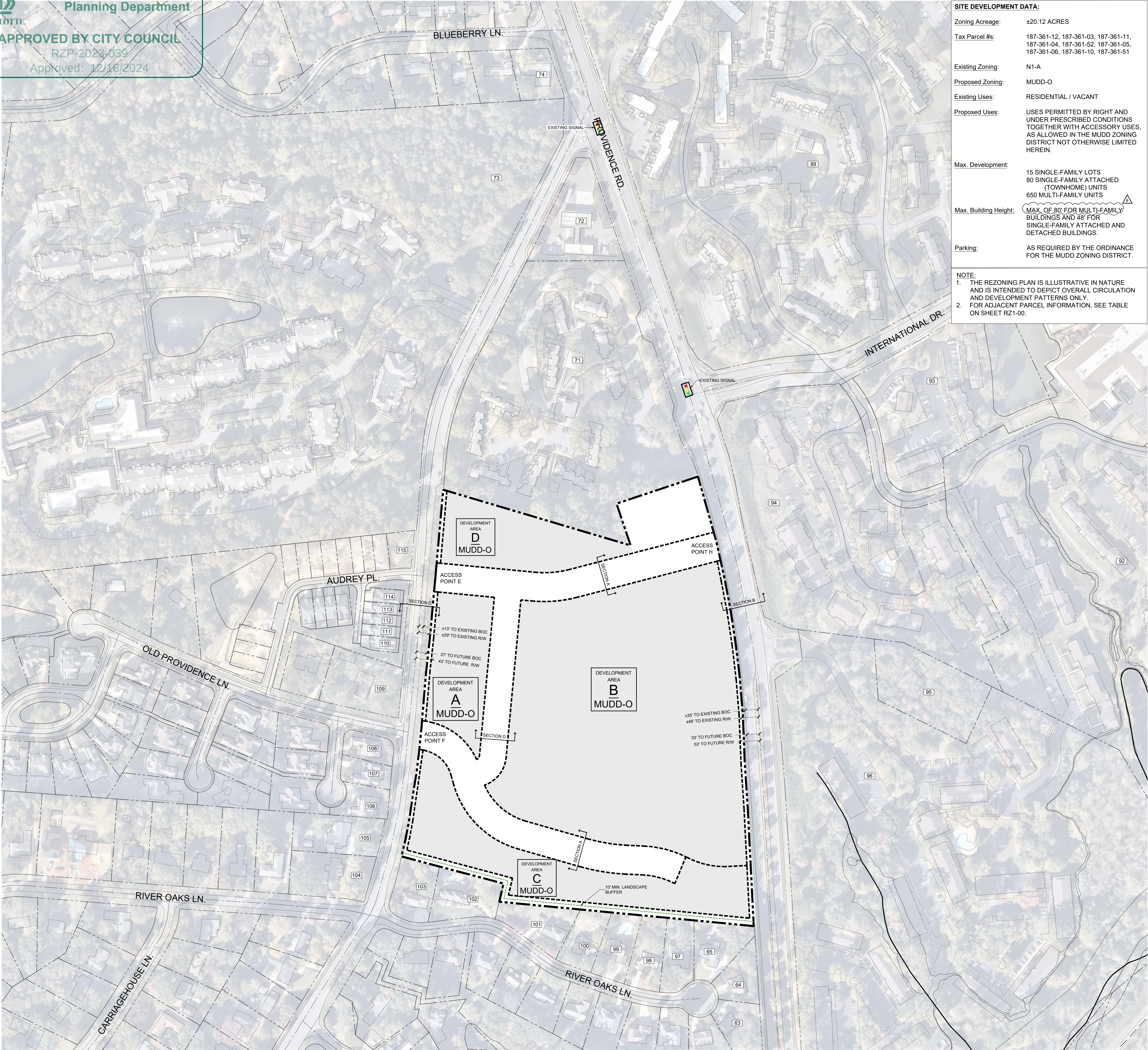
VERT: N/A
HORZ: 1"=200'
0 100 200 400

SHEET TITLE

VISION STATEMENT

SHEET NUMBER

RZ0-00



SITE DEVELOPMENT DATA:

Zoning Acreage: ±20.12 ACRES

Tax Parcel #s: 187-361-12, 187-361-03, 187-361-11, 187-361-04, 187-361-52, 187-361-05, 187-361-06, 187-361-10, 187-361-51

Existing Zoning: N1-A

Proposed Zoning: MUDD-O

Existing Uses: RESIDENTIAL / VACANT

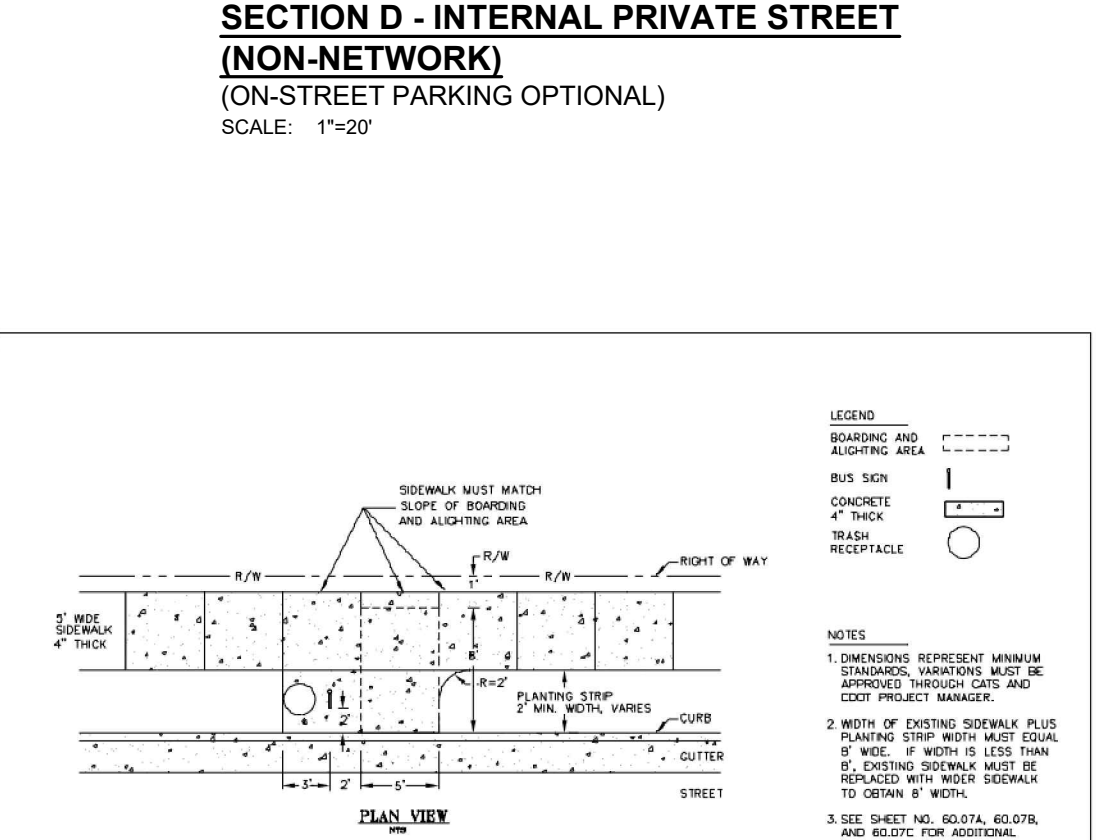
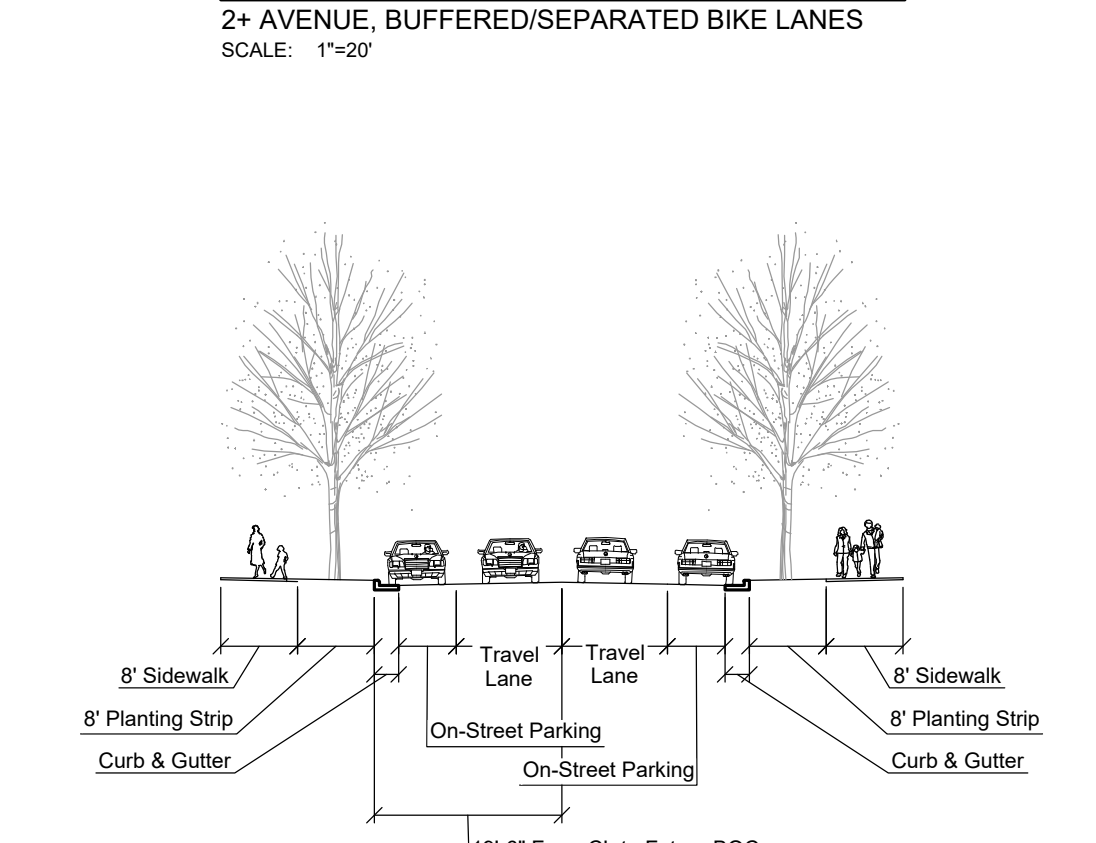
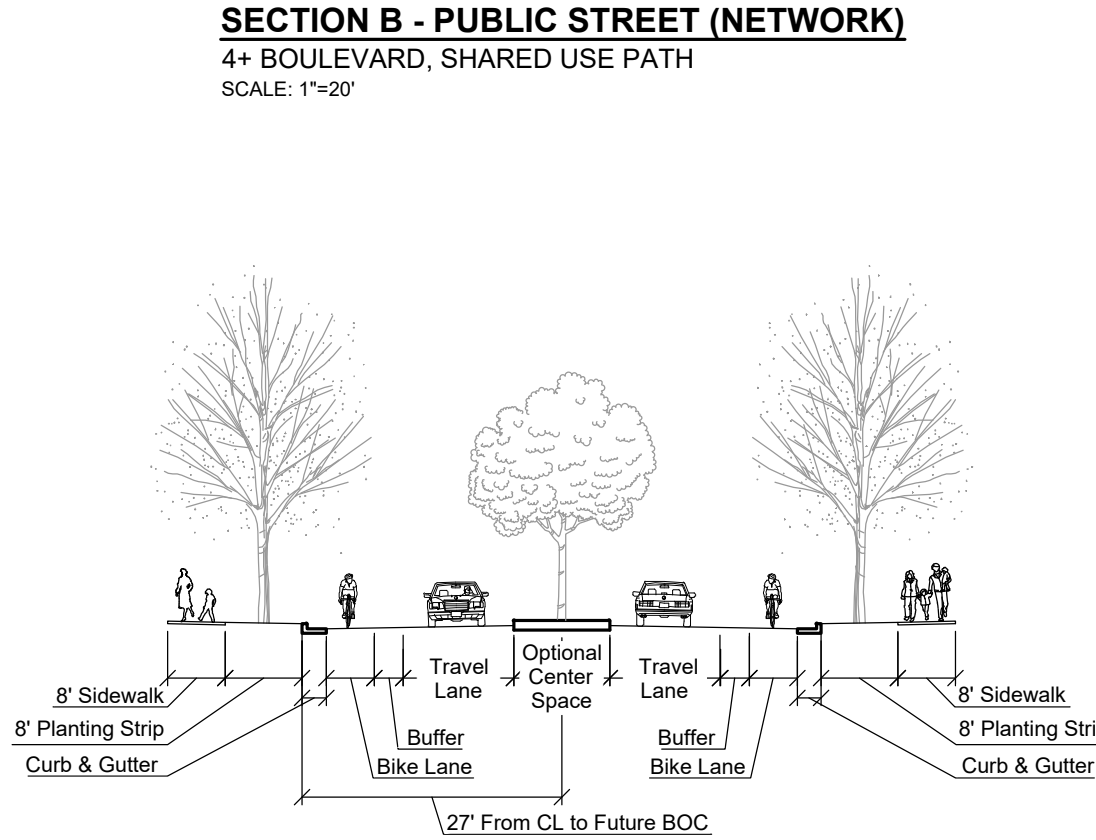
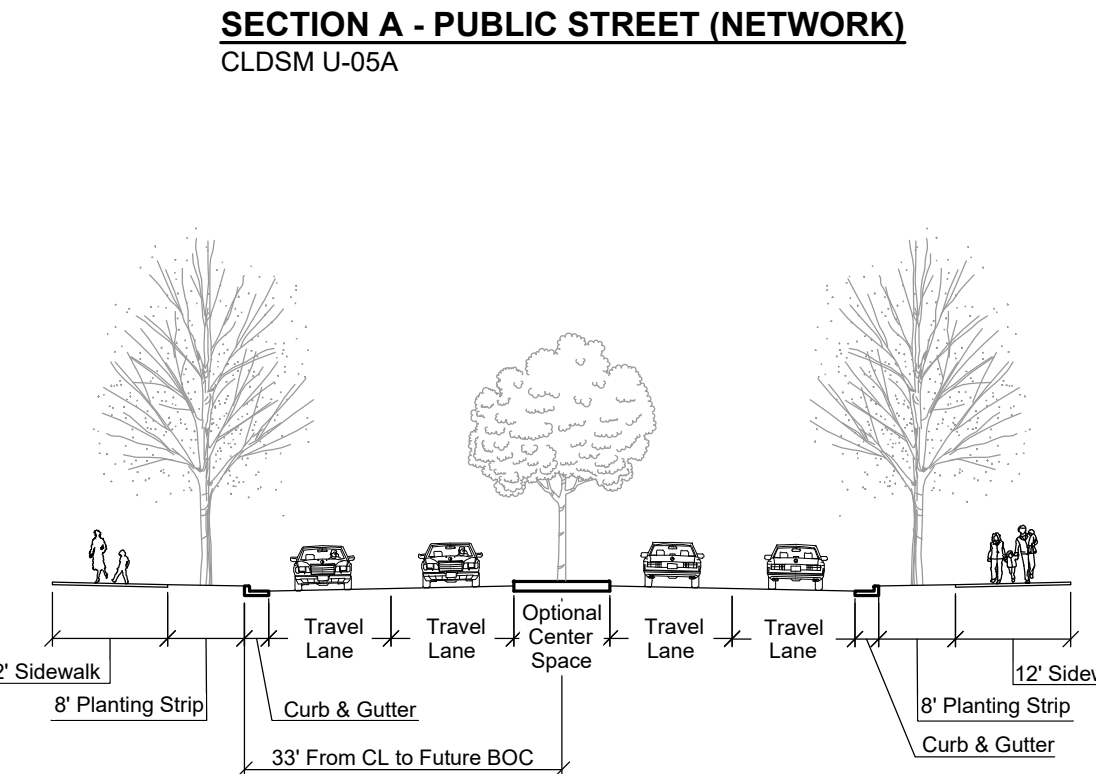
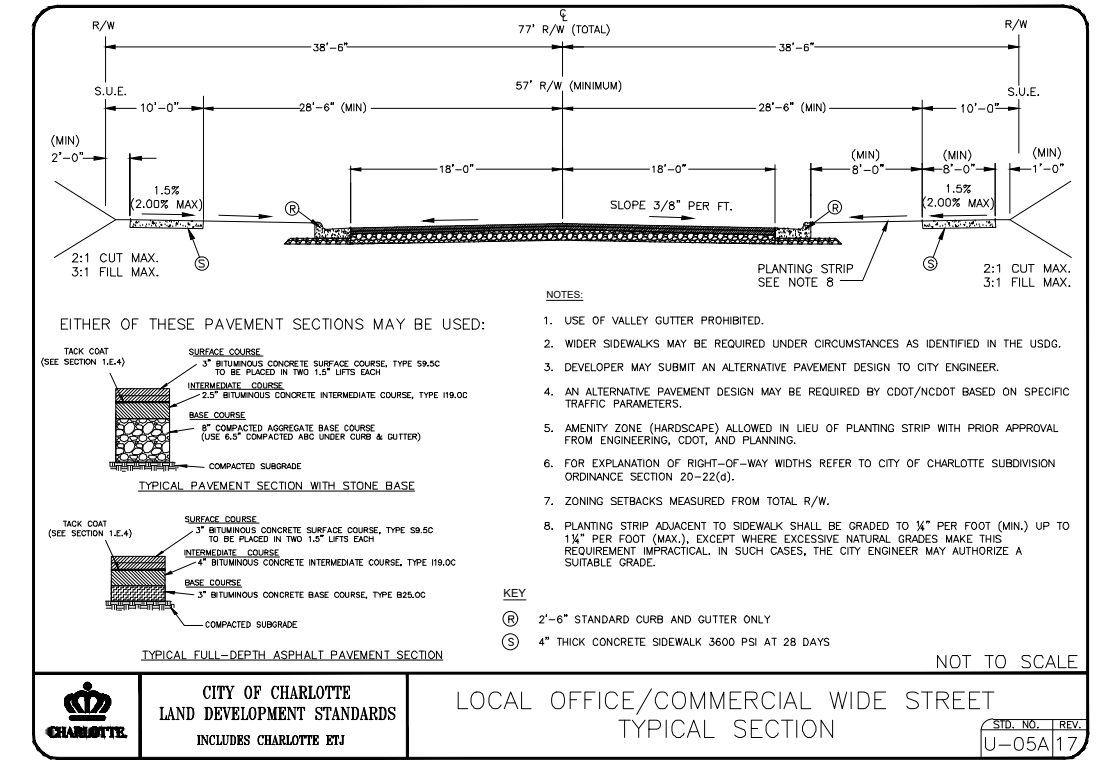
Proposed Uses: USES PERMITTED BY RIGHT AND UNDER PRESCRIBED CONDITIONS TOGETHER WITH ACCESSORY USES, AS ALLOWED IN THE MUDD ZONING DISTRICT NOT OTHERWISE LIMITED HEREIN.

Max. Development: 15 SINGLE-FAMILY LOTS
80 SINGLE-FAMILY ATTACHED (TOWNHOME) UNITS
650 MULTI-FAMILY UNITS

Max. Building Height: MAX. OF 80' FOR MULTI-FAMILY BUILDINGS AND 48' FOR SINGLE-FAMILY ATTACHED AND DETACHED BUILDINGS.

Parking: AS REQUIRED BY THE ORDINANCE FOR THE MUDD ZONING DISTRICT.

NOTE:
1. THE REZONING PLAN IS ILLUSTRATIVE IN NATURE AND IS INTENDED TO DEPICT OVERALL CIRCULATION AND DEVELOPMENT PATTERNS ONLY.
2. FOR ADJACENT PARCEL INFORMATION, SEE TABLE ON SHEET RZ1-00.



NOTE:
1. FOR ADJACENT PARCEL INFORMATION, SEE TABLE ON SHEET RZ1-00.

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

SCALE:
VERT: N/A
HORZ: 1"=100'

TECHNICAL DATA SHEET

RZ2-00

NO.	DESCRIPTION	DATE
1	REZONING SUBMITTAL	01.31.2023
2	REZONING SUBMITTAL	11.13.2023
3	REZONING SUBMITTAL	02.12.2024
4	REZONING SUBMITTAL	03.11.2024
5	REZONING SUBMITTAL	09.19.2024
6	REZONING SUBMITTAL	10.24.2024
7	REZONING SUBMITTAL	11.08.2024
8	REZONING SUBMITTAL	12.16.2024



CHARLOTTE

Planning Department

APPROVED BY CITY COUNCIL

REZ-2023-039

APPROVED: 12/16/2024

DEVELOPMENT STANDARDS
Petitioner: Northwood Ravin
Rezoning Petition No. 2023-039
12/16/2024

8. Maximum Building Height: Maximum of thirty (30) feet for multi-family buildings and forty-eight (48) feet for single-family attached and detached buildings
Parking: As required by the Ordinance for the MUDD zoning district

- I. General Provisions:**
- a. **Site Description.** These Development Standards and the Technical Data Sheet from the rezoning plan (hereafter collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by Northwood Ravin ("Petitioner") to accommodate development of a mixed residential community on an approximately 20.12-acre site located south of the intersection of Old Providence Road and Providence Road, north of River Oaks Lane, more particularly described as Mecklenburg County Tax Parcel Numbers 187-361-12, 187-361-03, 187-361-11, 187-361-04, 187-361-52, 187-361-05, 187-361-06, 187-361-10, 187-361-51 (the "Site").
 - b. **Intent.** This Rezoning is intended to accommodate development on the Site of a mixture of residential uses as permitted under the MUDD zoning district.
 - c. **Zoning Districts/Ordinance.** Development of the Site will be governed by the Rezoning Plan as well as the applicable provisions of the Mecklenburg County Zoning Ordinance (the "Ordinance"). Unless the Rezoning Plan establishes more stringent standards, or as otherwise stated in the Optional Provisions below, the regulations established under the Ordinance for the MUDD zoning district shall govern all development taking place on the Site.
 - d. **Planned/Unified Development.** The Site shall be viewed as a planned/unified development plan as to the elements and portions of the Site generally depicted on the Rezoning Plan. As such, setbacks, side and rear yards, buffers, building height separation standards, and other similar zoning standards will not be required internally between improvements and other site elements located on the Site. Furthermore, the Petitioner and/or owner of the Site reserve the right to subdivide portions or all of the Site and create lots within the interior of the Site without regard to any such internal separation standards, and public/private street frontage requirements, provided, however, that all such separation standards along the exterior boundary of the Site shall be adhered to and treated as the Site as a whole and not individual portions or lots located therein.
- II. Optional Provisions**
- 1. Petitioner requests the ability to provide parking and maneuvering between buildings and streets where generally depicted on the Rezoning Plan. Any such parking/maneuvering will include enhanced landscaping screening.
 - 2. Petitioner requests the ability to provide one parking space per public street for visitor drop off and parking.
- III. Permitted Uses & Maximum Development**
- 1. Maximum Development: The principal buildings constructed may be developed with up to: 15 Single-family lots; 80 Single-family attached (townhome) units; and 650 Multi-family units.
 - 2. Development Areas A, C, and D shall be limited to single-family attached and detached units. Multi-family units shall only be permitted in Area B.
 - 3. Each Development Area shall contain the following maximum development potential, with a permitted deviation of 10% unless otherwise noted, not to exceed the overall Maximum Development in Section III.1.:
 - a. Development Area A may contain up to thirty (30) single-family attached (townhome) units;
 - b. Development Area B shall not exceed six hundred fifty (650) multi-family residential units;
 - c. Development Area C may contain up to thirty (30) single-family attached (townhome) units and fifteen (15) single-family detached units; and
 - d. Development Area D may contain up to twenty (20) single-family attached (townhome) units.

- IV. Transportation**
- a. Vehicular access will be as generally depicted on the Rezoning Plan. Temporary construction access may be provided in addition to the vehicular access points as shown. The placements and configurations of the vehicular access points shown on the Rezoning Plan are subject to any minor modifications required to accommodate final site and construction plans and designs and to any adjustments required by CDOT for approval. Access points shall be a minimum of seventy-five (75) feet from unsignalized intersections.
 - b. Petitioner shall dedicate 53 feet of right-of-way from the Providence Road centerline.
 - c. Petitioner shall dedicate 43 feet of right-of-way from the Old Providence road centerline.
 - d. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City-maintained street right-of-way by a private individual, group, business, or homeowner's business association. An encroachment agreement must be approved by CDOT prior to construction/installation.
 - e. The Petitioner shall construct an 8-foot planting strip, and 8-foot sidewalk, or as otherwise coordinated with CDOT/NCDOT during permitting to accommodate site environmental constraints, as approved by CDOT, on Old Providence Road per the Council-adopted Charlotte Streets map and the Council-adopted Charlotte BIKES Policy. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements.
 - f. The Petitioner shall extend the streetcape of the 8-foot planting strip and 12-foot multi-use path, or as otherwise coordinated with CDOT/NCDOT during permitting to accommodate site environmental constraints, as approved by CDOT, along the subject property frontage on Providence Road. In addition, Petitioner shall extend the 12-foot multi-use path and 8-foot planting strip to the north from the Site along a portion of the frontage of parcel 187-361-12 currently owned by HDP Gladstone LLC (Rezoning Petition 2023-023 by Horizon Development Properties, Inc.) to the crosswalk at International Drive on Providence Road to ensure access to the development across Providence Road (Rezoning Petition 2023-038 by Levine Properties) and the McAlpine Creek Greenway, subject to a reasonable agreement with HDP Gladstone LLC or otherwise to Petitioner and to the City of Charlotte (or applicable authority) for such extension of the path and planting strip.
 - g. The petitioner shall construct an ADA compliant bus stop compliant with bus stop standard 60.01.A to replace the existing stop at 3524 Providence Road. The final location will be coordinated with the developer during the permitting process.
 - h. Where necessary, the Petitioner shall dedicate and convey in fee simple all rights-of-way to the City of Charlotte before the Site's first building certificate of occupancy is issued for the associated phase of development. CDOT requests right-of-way set at two (2) feet from the back of sidewalk where feasible.
 - i. Unless otherwise stated herein, all above on-site transportation improvements shall be substantially completed prior to the issuance of the first building certificate of occupancy for the Site or as otherwise coordinated directly with CDOT to identify any phasing of on-site associated phase of development improvements.
 - j. The Petitioner needs to complete and submit the Right of Way Abandonment Petition form to CDOT for review. The Right of Way Abandonment process is controlled by North Carolina General Statutes and is independent of this rezoning process.
 - k. All public roadway improvements will may 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.
 - l. Right-of-way Availability. IF APPLICABLE BUT ONLY TO THE EXTENT APPLICABLE, it is understood that some of the Transportation Improvements 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 60-days, the Petitioner is unable to provide for any such additional right of way upon commercially reasonable terms and at market prices, then the City of Charlotte, 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 (not to exceed fair market value). Furthermore, in the event any of the Transportation Improvements are delayed because of delays in the acquisition of additional right-of-way as contemplated herein 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, then the CDOT or NCDOT will 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 Transportation Improvement(s), 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 the CDOT or NCDOT, as applicable to either (i) identify alternative improvements to implement traffic mitigation in lieu of the Transportation Improvements required by the lack of right of way as described in subsection c. 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 such alternative roadway improvements in the general area of the Site in a manner reasonable agreeable to the Petitioner, the CDOT or NCDOT as applicable.

- 1a. Coordinated Offsite Transportation Improvements:**
- 1. **Transportation Improvements Generally.** A combined traffic impact study ("TIS") was completed for the Petitioner and Rezoning Petition #2023-038 and Rezoning Petition #2023-023 (the "Other Petition"), which TIS identifies certain transportation/pedestrian improvements and Providence Road corridor access management improvements (collectively, the "Transportation Improvements") to benefit overall traffic patterns and access management throughout the area. The Petitioner and the petitioners under the Other Petition plan to provide or cause to be provided the Transportation Improvements in accordance with the implementation provisions contained in this Petition and the respective Other Petitions, it being understood that such Transportation Improvements have been allocated by and among the Petitioner and the petitioners under the Other Petitions in accordance with an assessment of respective traffic impacts reviewed and approved by CDOT. This Section IV.m. and the Transportation Improvements (including the phases and subphases thereof) may be adjusted administratively in connection with further transportation impact assessment and/or analysis or technical transportation memorandum, as applicable, following customary standards supporting such adjustments or amendments and in connection with feasibility concerns and assessment of the overall benefit to the applicable transportation network.
 - 2. **Phasing Generally; Subphases; Phasing Development Levels.** All Transportation Improvements will be substantially completed and approved by CDOT and/or NCDOT, as applicable, in phases or subphases, that align with the development levels described below (the "Development Levels"). Prior to development proceeding in a subsequent phase, or subphase of development, for transportation purposes, the roadway improvements listed for the given phase (or subphase) shall be substantially completed prior to the issuance of the first certificate of occupancy for development to take place in such phase or subphase, subject to other provisions of this Section IV. The primary phases (each, a "Phase" and collectively the "Phases") for transportation purposes and accompanying improvements are set forth below in Section IV.m.3 as Phase I Improvements and Phase II Improvements.
- As indicated, Petitioner may seek to adjust the Phases set forth herein and the corresponding Development Levels to reflect variations in the nature and amount of development in the Phases and Development Levels set forth or by way of "sub-phases" within the Phases, administratively upon CDOT and/or NCDOT (as applicable) as described above.
- 3. Phasing for Improvements, Development Levels:**
- **Phase I:** Up to 353 new multi-family residential dwelling units and 48 new single family attached units;
 - **Phase II:** The development associated with Phase I Improvements Development Levels and up to 297 multi-family residential dwelling units, 32 single family attached units, and 15 single family detached units.
- 4. Off-site Improvements:**
- i. **Phase I Improvements:**
 - (1) **Providence Road & Folger Drive (Proposed Signal)**
 - Install a traffic signal.
 - Construct a northbound left turn lane with 150 feet of storage within the existing median.
 - (2) **Providence Road & Lansdowne Road (Unsignalized)**
 - Convert the intersection to an unsignalized crossover.
 - (3) **Old Providence Road & Andree Place/Access "E" (Unsignalized Site Access)**
 - One ingress lane and one egress lane (a combined westbound left-thru-right turn lane) on proposed Access "E".
 - Construct a northbound left turn lane with 100 feet of storage.
 - Construct a southbound left turn lane with 100 feet of storage.
 - (4) **Old Providence Road & Old Providence Lane/Access "F" (Unsignalized Site Access)**
 - One ingress lane and one egress lane (a combined westbound left-thru-right turn lane) on proposed Access "F".
 - Construct a northbound left turn lane with 100 feet of storage.
 - Construct a southbound left turn lane with 100 feet of storage.
 - (5) **Access "G" (Unsignalized Site Access) has been removed from the Rezoning Plan**
 - (6) **Providence Road & Access "H" (Unsignalized - Ravin Access)**
 - One ingress lane and one egress lane (a terminating eastbound right turn lane) on proposed Access "H".
 - Construct a southbound right turn lane with 100 feet of storage.
 - ii. **Phase II Improvements:**
 - (1) **Providence Road & Old Farm Road**
 - Construct a median to restrict Old Farm Road to right-in/right-out.
 - (1) **Providence Road & Brocton Lane**
 - Construct a median to restrict Brocton Lane to right-in/right-out.
 - (1) **Providence Road & Heatherwood Apartments**
 - Construct a median to restrict Heatherwood Apartment to right-in/right-out/left-in.
 - Remove a left turn lane from driveway and ramp to reflect new layout with right in/right-out/left-in.
 - (1) **Providence Road & Lynbridge Drive**
 - Convert to directional cross-over.

- V. Design Guidelines:**
- a. The principal buildings constructed on the Site may use a variety of building materials. The building materials used for buildings will be a combination of any of the following: glass, brick, metal, stone, simulated stone, pre-cast stone, architectural precast concrete, synthetic stone, stucco/E.F.S., cementitious siding (such as hard-plank), or wood/composite wood. Vinyl, as a building material, will only be allowed on windows, soffits and trim features. Concrete masonry units not architecturally finished shall not be permitted.
 - b. Site lighting shall meet the requirements of the Zoning Ordinance.
 - c. Signage shall meet the requirements of the Zoning Ordinance.
 - d. Seating shall be provided as required by the Zoning Ordinance.
 - e. Meter banks shall be located outside of the setback and screened from view from all public rights-of-way and abutting properties.
 - f. Service Area Screening: All dumpster enclosure areas, refuse areas, recycling and storage shall be screened from network required public or private streets, common open spaces and any adjacent residential uses with materials complimentary to the principal structure. Such design shall include a minimum 20% Preferred Exterior Building Materials or Class B buffer 10' in depth or more at all above grade perimeter not paved for access.
 - g. **Design Standards Related to Stacked Multi-Family Residential Units:**
 - 1. Preferred Exterior Building Materials: All principal and accessory buildings abutting a network required public street shall comprise a minimum of 30% of that building's entire facade facing such public street using brick, natural stone (or its synthetic equivalent), stucco or other material approved by the Planning Director.
 - 2. Prohibited Exterior Building Materials: (a) vinyl siding (but not vinyl hand rails, windows or door trim) and (b) concrete masonry units not architecturally finished.
 - 3. Building Placement and Site Design: shall focus on and enhance the pedestrian environment through the following:
 - i. Buildings shall be placed so as to present a front or side facade to all public streets.
 - ii. Buildings shall front a minimum of 40% of the total public street frontage on the site (exclusive of driveways, pedestrian access points, accessible open space, tree save or natural areas, tree replanting areas and storm water facilities).
 - iii. Parking lots shall not be located between any building and network required public street.
 - 4. Driveways intended to serve single units shall be prohibited on public streets.
 - 5. Building Massing and Height shall be designed to break up long monolithic building forms as follows:
 - i. Building sides greater than 120 feet in length shall include modulations of the building massing/facade plane (such as recesses, projections, and architectural details). Modulations shall be a minimum of ten (10) feet wide and shall project or recess a minimum of five (5) feet extending through at least a full floor.
 - ii. Architectural Elevation Design - elevations shall be designed to create visual interest as follows:
 - i. 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.
 - ii. Buildings shall be designed with a recognizable architectural base on facades facing public streets. Such base may be executed through the use of Preferred Exterior Building Materials or articulated architectural facade features and/or color changes.
 - iii. Building elevations facing public streets shall not have blank wall exposures greater than twenty (20) feet in all directions and architectural feature such as but not limited to banding, medallions or design features or materials 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:
 - i. For pitched roofs the minimum allowed is 4:12 excluding buildings with a flat roof and parapet walls.
 - ii. Roof top HVAC and related mechanical equipment will be screened from public view at grade from the nearest public street.
 - 7. Direct pedestrian connections will be provided on all buildings for all public footpaths. The spacing of entrances shall not exceed 150 feet.
 - h. **Additional Design Standards for Townhome-Style Units:**
 - 1. Townhome units shall front the public/private streets. No garages or individual driveways of townhome units shall be directly accessed via public streets.
 - 2. 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.
 - 3. Usable porches or stoops shall form a predominant feature of the building design for units fronting public streets and shall be located on the front and/or side of the building. Stoops may be covered but shall not be enclosed.
 - 4. Corner/end units fronting public streets shall have enhanced side elevations with a front or rear stoop and/or porch or otherwise provide windows or other architectural details to limit the maximum blank wall exposure to ten (10) feet on each level of the unit. If a porch is utilized, it may be located on the second story of such unit.

- 5. For all units, Petitioner shall provide blank wall provisions that limit the maximum blank wall exposure to twenty (20) feet on all building levels, including but not limited to doors, windows, awnings, material or color changes, and/or architectural design elements.
- VI. Landscaping, Open Space, Parks, and Amenity Areas:**
- a. Petitioner shall provide a ten (10) foot minimum buffer planting to Class C standards along the southern property line as generally depicted on the Zoning Plan.
 - b. Petitioner shall provide a six (6) foot masonry wall along the southern property line as generally depicted on the Zoning Plan. A berm shall be provided as depicted on the Zoning Plan along a portion of the wall.
 - c. Petitioner shall provide open spaces throughout the Site per Ordinance standards. At a minimum, the Petitioner shall provide an amenity area, as generally depicted on the Rezoning Plan, which may include amenities, such as but not limited to, a combination of landscape and softscape, seating, landscaping, art, fountains, pool, cabana, garden, clubhouse, mail kiosk, dog park, and/or other similar amenities.
 - d. Petitioner shall provide a pedestrian/bicycle connection to the existing McAlpine Creek greenway through the twelve (12) foot multi-use path along the site's frontage on Providence Road northerly from the Site.
 - e. Petitioner dedicate and convey in fee simple approximately 0.75 acres in the northern portion of the Site, as generally depicted on the Rezoning Plan, to Mecklenburg County for a future park prior to the issuance of a certificate of occupancy for Area B (the multifamily portion of the Site).
- VII. Environmental Features:**
- a. The Petitioner shall comply with the Post Construction Controls Ordinance. The location, size, and type of storm water management systems that may be required 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.
 - b. The Petitioner shall comply with the Tree Ordinance.
- VIII. Amendments to the Rezoning Plan:**
- Future amendments to the Rezoning Plan may be applied for by the then Owner or Owners of the applicable Lot of the Site affected by such amendment in accordance with the provisions herein and of Section 6.207 of the Ordinance.
- IX. Binding Effect of the Rezoning Application:**
- 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 herein and under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site or Lot(s), as applicable, and their respective heirs, devisees, personal representatives, successors in interest or assigns.

LandDesign.

223 NORTH GRAHAM STREET
CHARLOTTE, NC 28202
704.333.0326
WWW.LANDDESIGN.COM



NORTHWOOD RAVIN

REZONING
PETITION NO.
RZP-2023-039

SEAL

PROJECT

NOT FOR
CONSTRUCTION

NORTHWOOD
RAVIN OLD
PROVIDENCE
ROAD REZONING

NORTHWOOD RAVIN
558 E. BROOKLYN VILLAGE AVE.
SUITE 120

REVISION / ISSUANCE		
NO.	DESCRIPTION	DATE
1	REZONING SUBMITTAL	01.31.2023
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8	REZONING SUBMITTAL	12.16.2024
DESIGNED BY: LD DRAWN BY: MM CHECKED BY: AM		
SCALE: NORTH		
VERT: N/A HORZ: AS NOTED		

SHEET TITLE
DEVELOPMENT STANDARD
NOTES

SHEET NUMBER
RZ3-00