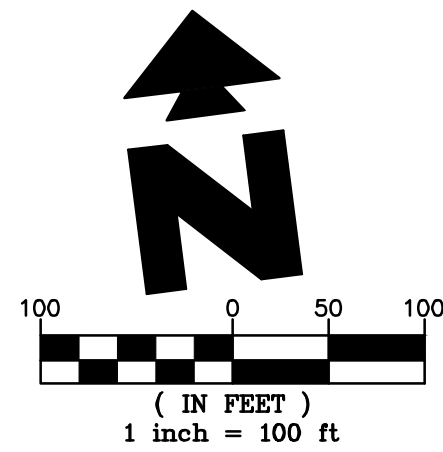




CHARLOTTE WEST
COMMERCIAL DEVELOPMENT



MURPHY OIL USA, INC.

MURPHY 200 PEACH STREET
P.O. BOX 7000
USA

GreenbergFarrow

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DWG NAME: CHARLOTTE, NORTH CAROLINA
JOB NO.20140314.0

SHEET NO.

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REV-1

06-19-15

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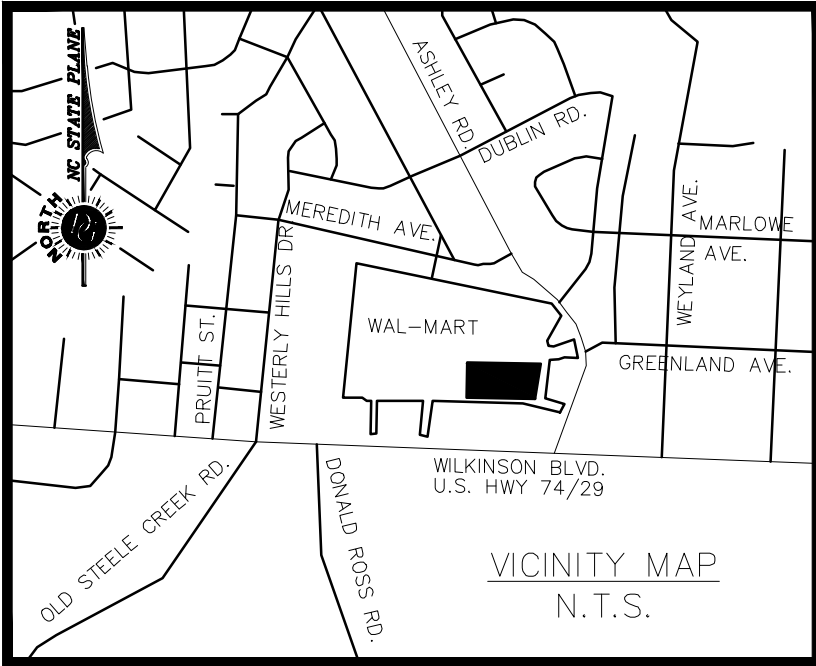
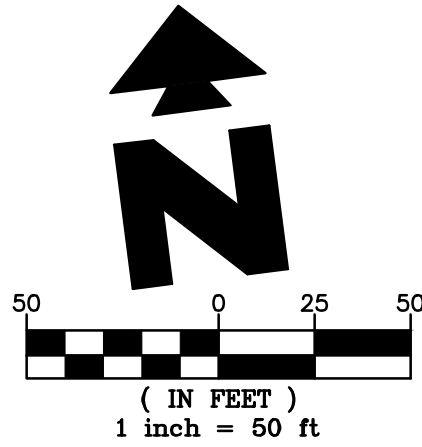
DRW

SCHEMATIC SITE PLAN

WAL-MART SUPERCENTER #3371

3240 WILKINSON BLVD

CHARLOTTE, NORTH CAROLINA



SITE DATA	
PARCEL #S	061-01-134
ACREAGE	0.814 AC
OWNERS	WAL-MART
PETITIONER	WAL-MART
EXISTING ZONING	CC
PROPOSED ZONING	CCSPA
EXISTING USES	PARKING LOT
PROPOSED USES	GAS STATION
MAXIMUM GROSS SF OF DEVELOPMENT	0.814 AC
PROVIDED PARKING	AS REQUIRED BY ORDINANCE
MAX. BUILDING HEIGHT	AS ALLOWED BY ORDINANCE

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OVERALL SITE PLAN

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DWG NAME: CHARLOTTE, NORTH CAROLINA

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REZONING CONDITIONAL NOTES

1. GENERAL

DEVELOPMENT TAKING PLACE ON THE SITE IS SUBJECT TO THESE DEVELOPMENT STANDARDS, THE NOTES AND DETAILS SHOWN ON THE TECHNICAL DATA SHEET (SHEET RZ-1), SCHEMATIC SITE PLAN (SHEET RZ-2), ACCOMPANYING EXHIBIT SHEETS AND ALL DEVELOPMENT REGULATIONS ESTABLISHED UNDER THE CITY OF CHARLOTTE ZONING ORDINANCE (THE "ORDINANCE") FOR THE COMMERCIAL CENTER (CC) ZONING DISTRICT CLASSIFICATION. THE TOTAL OF ALL IMPROVEMENTS ON THE SITE SHALL NOT EXCEED A TOTAL OF 350,000 SQUARE FEET OF WHICH NOT MORE THAN 230,000 SQUARE FEET SHALL BE LOCATED IN PHASE I AND NOT MORE THAN 120,000 SQUARE FEET SHALL BE LOCATED ON THE OUTPARCELS DEPICTED ON THE SCHEMATIC SITE PLAN. ALL OF THE DRIVES, SIDEWALKS (INCLUDING THE SIDEWALKS FOR THE OUTPARCELS), PEDESTRIAN AMENITIES, SCREENING AND OTHER IMPROVEMENT ILLUSTRATED OR DESCRIBED HEREIN SHALL BE CONSTRUCTED SIMULTANEOUSLY WITH THE CONSTRUCTION OF THE WAL-MART SUPER CENTER (PHASE I).

2. PERMITTED USES

THE SITE MAY BE DEVELOPED FOR OFFICE, RESIDENTIAL (PROVIDED THAT SUCH RESIDENTIAL SHALL BE DEVELOPED AT A DENSITY OF UP TO 22 UNITS PER ACRE), RETAIL ESTABLISHMENTS, SHOPS, RESTAURANTS, SERVICES, AND OTHER USES PERMITTED IN THE CC DISTRICT, SPECIFICALLY TO INCLUDE A WAL-MART SUPERCENTER AND THE DEVELOPMENT OF OUTPARCELS WITHIN THE GENERAL LOCATIONS DEPICTED ON THE SCHEMATIC SITE PLAN. THE WAL-MART SUPERCENTER HAS BEEN IDENTIFIED AS PHASE I ON THE SCHEMATIC SITE PLAN. THE DEVELOPMENT OF OUTPARCELS MAY OCCUR CONCURRENTLY WITH OR FOLLOWING THE DEVELOPMENT OF PHASE I. OUTPARCEL STORAGE AND/OR SEASONAL SALES ON SIDEWALKS OR PARKING AREAS SHALL NOT BE PERMITTED USES AT ANT LOCATION EXCEPT THE PALLET AND BALE STORAGE AREA AS INDICATED ON THE SITE PLAN.

3. SETBACK, SIDE AND REAR YARDS

ALL BUILDINGS CONSTRUCTED ON THE SITE SHALL SATISFY OR EXCEED THE SETBACK, SIDE AND REAR DIMENSIONS ESTABLISHED UNDER THE ORDINANCE FOR THE CC DISTRICT. THE PETITIONER RESERVES THE RIGHT TO SUBDIVIDE THE SITE AND CREATE LOTS IN THE AREAS INDICATED AS PHASE II WITH NO SIDE AND/OR REAR YARDS AS PART OF A UNIFIED DEVELOPMENT PLAN.

THE FENCE ILLUSTRATED ALONG THE NORTHERLY PROJECT EDGE MAY MEANDER AS NECESSARY FOR THE PRESERVATION OF EXISTING TREES. THE DESIGN OF THE FENCE AS SHOWN ON THE EXHIBIT SHEET HAS BEEN REQUESTED BY ADJACENT RESIDENTS BUT DOES NOT MEET THE REQUIREMENTS OF CODE SECTION 12.303(2) (A)IN THAT MORE THAN 25% OF THE FENCE SURFACE IS OPEN. TO PROVIDE ADDITIONAL SCREENING, THE PETITIONER AGREES TO PLANT SHRUBS AS REQUIRED FOR A CLASS B BUFFER (WHICH WOULD OTHERWISE NOT BE REQUIRED UNDER CODE SECTION 12.302(8) (E). IF THE ZONING ADMINISTRATOR SHALL NOT APPROVE PETITIONER’S PROPOSED SCREENING, PETITIONER RESERVES THE RIGHT TO SEEK A VARIANCE FOR SAME FROM THE ZONING BOARD OF ADJUSTMENT.

4. TRAFFIC AND CIRCULATION PLANS

(A) PARKING SHALL BE PROVIDED IN ACCORDANCE WITH THE ORDINANCE.

(B) ACCESS TO THE SITE SHALL BE AS GENERALLY DEPICTED ON THE TECHNICAL DATA SHEET. THE PETITIONER SHALL ESTABLISH DRIVEWAY CONNECTIONS TO AND ACROSS THE PROPERTY WEST OF THE SITE AS DEPICTED ON THE SCHEMATIC SITE PLANS. THESE CONNECTIONS INCLUDE AN OFF-SITE DRIVEWAY ENTRANCE FROM WILKINSON TO THE REAR OF WAL-MART SUPERCENTER AND A CONNECTION TO A DRIVE RUNNING ACROSS THE ADJACENT PROPERTY TO WESTERLY HILLS DRIVE. EXISTING DRIVEWAY CUTS AND DRIVEWAYS SHALL BE CLOSED AT THE LOCATIONS INDICATED ON THE SCHEMATIC SITE PLAN AND REPLACED AS APPROPRIATE WITH CURB AND GUTTER.

(C) PETITIONERS, FOR THEMSELVES AND THEIR SUCCESSORS IN INTEREST, AND UPON RECEIPT OF AN Y NECESSARY APPROVALS BY CDOT AND NCDOT, AGREE TO CAUSE TO BE CONSTRUCTED/INSTALLED THE FOLLOWNG ROADWAY IMPROVEMENTS:

WILKINSON BOULEVARD AND ASHLEY ROAD

INCREASE STORAGE LENGTH FOR EASTBOUND (WILKINSON BOULEVARD) LEFT-TURN LANE UP TO 520 FEET. THE FINAL DETERMINATION OF STORAGE WILL BE MADE BY THE CITY.

ADD AN EXCLUSIVE LEFT-TURN LANE ON THE SOUTHBOUND (ASHLEY ROAD) APPROACH PROVIDING 360’ OF STORAGE. THE ULTIMATE SOUTHBOUND LANEAGE FOR PLANNING PURPOSES IS DUAL LEFT-TURN LANES, A THROUGH LANE, AND A RIGHT-TURN LANE WITH BAY TAPER BEGINNING JUST SOUTH OF THE GREENLAND INTERSECTION. RIGHT-OF-WAY NECESSARY TO ACCOMPLISH THE ULTIMATE LANEAGE WILL BE DEDICATED BY THE PETITIONER.

INSTALL A 6’ WIDE (MINIMUM) RAISED CONCRETE MEDIAN ON ASHLEY ROAD FROM WILKINSON BOULEVARD TO GREENLAND AVENUE.
WILKINSON BOULEVARD AND ACCESS 1
PROVIDE A LEFT-OVER WITH 240 FEET OF STORAGE AND 1 15:1 TAPER.
ASHLEY ROAD AND GREENLAND AVENUE/ACCESS 4
INSTALL TRAFFIC SIGNAL.
PROVIDE AND EXCLUSIVE LEFT-TURN LANE WITH 150 FEET OF STORAGE AND A 15:1 TAPER ON THE NORTHBOUND (ASHLEY ROAD) APPROACH.
PROVIDE AN EXCLUSIVE LEFT-TURN LANE WITH 150’ OF STORAGE ON THE SOUTHBOUND (ASHLEY ROAD) APPROACH. THE FINAL LANEAGE IS AN EXCLUSIVE LEFT-TURN LANE AND A THROUGH LANE.
ADD AN EXCLUSIVE RIGHT-TURN LANE WITH CHANNELIZING ISLAND ON EASTBOUND (ACCESS 4) APPROACH. THE FINAL EASTBOUND LANEAGE IS A SHARED THROUGH/LEFT-TURN LANE AND EXCLUSIVE RIGHT-TURN LANE.
ASHLEY ROAD AND LUMINA AVENUE/ACESS 5
SEE NOTE 4(G)BELOW

THE DESIGN AND ENGINEERING WORK ASSOCIATED WITH THE ROADWAY IMPROVEMENTS WILL BE HANDLES BY A REGISTERED PROFESSIONAL ENGINEER WITH ROADWAY DESIGN EXPERIENCE. THE PETITIONER SHALL DEDICATE ADDITIONAL RIGHT OF WAY ALONG ASHLEY ROAD AND WILKINSON BOULEVARD AS REQUIRED TO CONSTRUCT THE ABOVE IMPROVEMENTS.

(D) ALL ROADWAY IMPROVEMENTS WILL BE MADE IN ACCORDANCE WITH REGULATIONS, STANDARDS AND POLICIES ESTABLISHED BY THE CITY OF CHARLOTTE AND THE NCDOT. THE DEVELOPER WILL BE RESPONSIBLE FOR THE COSTS ASSOCIATED WITH THE DESIGN AND CONSTRUCTION OF THESE IMPROVEMENTS, AND ALL OTHER ASSOCIATED INTERSECTION AND ROADWAY MODIFICATIONS NECESSARY AS A RESULT OF THESE IMPROVEMENTS AS DETERMINED BY CDOT AND NCDOT, TO INCLUDE BUT NOT BE LIMITED TO: LANE REALIGNMENTS, MEDIAN MODIFICATIONS, UTILITY RELOCATION, TRAFFIC SIGNAL MODIFICATIONS AND INTERCONNECT, PAVEMENT MARKINGS, AND RIGHT-OF-WAY ACQUISITION/DEDICATION.

(E) ACCESS WILL NOT BE ESTABLISHED BETWEEN THE SITE AND THE TERMINUS OF HEYWORTH AVENUE AS A PART OF THIS DEVELOPMENT. IT IS ANTICIPATED THAT THIS PARTICULAR ACCESS TO THE SITE WILL BE FURTHER EVALUATED BY THE CITY OF CHARLOTTE IN THE FUTURE AND PETITIONER SHALL NOT CREATE ANY PHYSICAL IMPEDIMENT TO THE FUTURE ESTABLISHMENT OF SUCH ACCESS (EXCEPT THE FENCE ILLUSTRATED ON THE TECHNICAL DATA SHEET). PETITIONER AGREES TO BUILD A SMALL GATE IN THE FENCE ADJACENT TO THE HEYWOTH AVENUE CONNECTION, PROVIDED THAT PETITIONER SHALL HAVE THE RIGHT TO KEEP SUCH GATE LOCKED AT ANY OR ALL TIMES AS PETITIONER MAY DETERMINE IN ITS ABSOLUTE DISCRETION. PETITIONERS, FOR THEMSELVES AND THEIR SUCCESSORS IN INTEREST, AGREE TO CONSTRUCT A VEHICULAR ACCESS FROM THE EXISTING TERMINUS OF HEYWORTH AVENUE TO THE SITE UPON A MAJORITY VOTE OF THE CHARLOTTE CITY COUNCIL DIRECTING THEM TO DO SO WITHIN 3 YEARS OF THE ADOPTION OF THIS ZONING PETITION.

(F) THE INTERNAL DRIVES WITHIN THE SITE SHALL INCLUDE TRAFFIC-CALMING DEVICES KNOWN AS RAISED "SPEED TABLES" TO BE LOCATED AT THE LOCATIONS INDICATED ON THE SCHEMATIC SITE PLAN.

(G) PETITIONER SHALL CONSTRUCT A DRIVE TO THE NORTHEAST CORNER OF THE SITE, AS ILLUSTRATED ON THE SCHEMATIC SITE PLAN. IN ORDER TO DO SO, IT IS NECESSARY FOR THE PETITIONER TO ACQUIRE A STRIP OF PROPERTY (AS SHOWN ON THE SCHEMATIC SITE PLAN) NOW EXISTING BETWEEN THE SITE AND ASHLEY ROAD FROM A THIRD PARTY AND THE PETITIONER PRESENTLY HAS THE STRIP OF PROPERTY UNDER CONTRACT.

(H) PETITIONER SHALL BUILD CERTAIN INTERNAL DRIVES TO STANDARDS ADEQUATE FOR FULL SIDE BUS TRAVEL, RESERVE AN AREA IN PHASE ONE FOR A CHARLOTTE AREA TRANSIT STOP AND CONSTRUCT AN ADJACENT CART CORRAL ALL AS ILLUSTRATED ON THE SCHEMATIC SITE PLAN. THE PETITIONER SHALL CONVEY TO CARTS FOR THE BENEFIT OF CATS AND ITS EMPLOYEES AND CUSTOMERS; (1) A NON-EXCLUSIVE EASEMENT FOR INGRESS AND EGRESS OVER THE PRIVATE DRIVES AS ILLUSTRATED IN THE SCHEMATIC SITE PLAN TO ASHLEY DRIVE; (2) AN EASEMENT FOR THE LOCATION OF APPROPRIATE CATS SIGNAGE AT THE LOCATION(S) INDICATED ON THE TECHNICAL DATA SHEET (SUCH SIGNAGE TO BE SUBJECT TO THE APPROVAL OF PETITIONER WHICH SHALL NOT BE UNREASONABLY WITHHELD); (3) AN EASEMENT FOR THE LOCATION OF A BUS SHELTER AT THE LOCATION INDICATED ON THE TECHNICAL DATA SHEET. THE FORM AND CONTENT OF EACH OF THE EASEMENTS DESCRIBED ABOVE SHALL BE MUTUALLY SATISFACTORY WITH COUNSEL FOR CATS AND COUNSEL FOR THE PETITIONER.

5. PEDESTRIAN AND BICYCLE AMENITIES ARCHITECTURAL DESCRIPTION AND COMMENTS

(A)WALKWAYS AND PEDESTRIAN CROSSINGS WILL BE INSTALLED THROUGHOUT THE SITE IN THE AREAS GENERALLY DEPICTED ON THE PEDESTRIAN CIRCULATION PLAN (SHEET RZ-4). THESE IMPROVEMENTS WILL BE INSTALLED IN PHASES KEYED TO DEVELOPMENT TAKING PLACE ON THE SITE.

(B) PEDESTRIAN AMENITIES WILL BE INSTALLED THROUGHOUT THE SITE AT LOCATIONS GENERALLY DEPICTED ON THE PEDESTRIAN CIRCULATION PLAN. THESE IMPROVEMENTS WILL BE INSTALLED IN PHASES KEYED TO DEVELOPMENT TAKING PLACE ON THE SITE.

(C) THE WAL-MART SUPERCENTER SHALL BE LOCATED WITHIN THE BUILDING AND PARKING AREAS INDICATED ON THE TECHNICAL DATA SHEET. THE ARCHITECTURAL ELEVATIONS INCLUDED IN THE EXHIBIT SHEETS DEPICT A "MAIN STREET" DESIGN FOR THE WAL-MART SUPERCENTER AND THE PETITIONER COMMITS TO THE CONSTRUCTION OF A BUILDING SUBSTANTIALLY CONSISTENT WITH THIS DEPICTION. THE BUILDING MATERIALS AND ARCHITECTURAL ELEMENTS INDICATED ARE INTENDED TO AVOID A "BIG BOX" LOOK FOR THE FRONT ELEVATION OF THE BUILDING AND TO CREATE PARTICULAR ARCHITECTURAL INTEREST FOR THE SOUTHEAST CORNER OF THE WAL-MART BUILDING.

(D) PETITIONER SHALL PROVIDE FOR THE INSTALLATION OF BICYCLE RACK(S) WITHIN THE GENERAL LOCATIONS DEPICTED ON THE PEDESTRIAN CIRCULATION PLAN (SHEET RZ-4). THESE RACKS SHALL HAVE THE CAPACITY FOR NOT LESS THAN 50 BICYCLES AND SHALL INCLUDE SECURED BIKE RACKS FOR EMPLOYEES.

6. SERVICE ZONES AND MECHANICAL AREAS

(A) BUILDING SERVICE AREAS, INCLUDING TRASH AND LOADING ZONES, WILL BE LOCATED WITH DUE REGARD FOR VISIBILITY ND ADJACENT USES. SUCH AREAS WILL BE APPROPRIATELY SCREENED FROM PUBLIC VIEW THROUGH THE USE OF WALLS, FENCES, RETAINING WALLS OR OTHER ELEMENTS. A PARCEL STORAGE AREA WILL BE CONSTRUCTED TO THE REAR OF THE WAL-MART SUPER CENTER AT THE SPECIFIC LOCATION AND UTILIZING THE DESIGN AND MATERIALS AS SET FORTH ON THE EXHIBIT SHEET.

(B) MECHANICAL EQUIPMENT OR OTHER UTILITY HARDWARE ON THE ROOFS OF BUILDINGS WILL BE SCREENED FROM ABUTTING PROPERTY AND FORM PUBLIC VIEW FROM A PUBLIC STREET. WHEN LOCATED ON THE GROUND, SUCH EQUIPMENT WILL BE SCREENED THROUGH THE USE OF WALLS, FENCES, RETAINING WALLS OR OTHER ELEMENTS.

(C) ALL SCREENING TECHNIQUES WILL BE EFFECTIVE DURING ALL SEASONS OF THE YEAR.

(D) SCREENING SHALL MEET OR EXCEED THE STANDARDS OF THE ORDINANCE.

7. TREE ORDINANCE

PETITIONER SHALL COMPLY WITH THE PROVISIONS OF THE CHARLOTTE TREE ORDINANCE.

8. SIGN AND LIGHTING

(A) ALL SIGNS PLACED ON THE SITE SHALL BE ERECTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ORDINANCE. SIGNAGE SHALL BE AS ILLUSTRATED IN THE ATTACHED ARCHITECTURAL ELEVATIONS AND ANY FREE-STANDNING SIGN SHALL BE GROUND MOUNTED (NO POLE SIGNS).

(B) THE MAXIMUM HEIGHT OF LIGHT POLES, (INCLUDING THEIR BASES) WITHIN PARKING AREAS MAY NOT EXCEED 42 FEET. ALL OUTDOOR LIGHT FIXTURES WILL BE CAPPED AS AS TO REDUCE ILLUMINATION OF THE NIGHT SKY.

(C) PEDESTRIAN SCALE LIGHTING FIXTURES WILL BE INSTALLED ALONG SIDEWALKS WITHIN THE AREAS GENERALLY DEPICTED ON THE PEDESTRIAN CIRCULATION PLAN.

(D) ANY LIGHTING FIXTURE ATTACHED TO A BUILDING SHALL BE DOWNWARDLY DIRECTED.

(E) ALL OUTDOOR LIGHTING FIXTURES ERECTED WITHIN THE SITE WILL BE DESIGNED SUCH THAT DIRECT ILLUMINATION DOES NOT EXTEND BEYOND THE OUTERMOST BOUNDARY OF THE SITE. LIGHTING FIXTURES SHALL INCLUDE FLAT LENSES, SHADES AND RELATED FEATURES INTENDED TO ACHIEVE "NIGHT SKY FRIENDLY" STANDARDS.

9. STORM WATER MANAGEMENT

THE SITE IS PRESENTLY COVERED WITH EXISTING BUILDINGS, PAVEMENT AND RELATED IMPERVIOUS SURFACES, MOST OF WHICH SHALL BE DEMOLISHED IN CONNECTION WITH THE RE-DEVELOPMENT OF THE SITE. PETITIONER SHALL BE ENTITLED TO USE THE EXISTING STORM WATER AND DRAINAGE FACILITIES LOCATED ON THE SITE AS PROVIDED UNDER APPLICABLE DEVELOPMENT STANDARDS. IF THE CITY OF CHARLOTTE STORM WATER SERVICES (CSWS) SHOULD DETERMINE THAT THE DEVELOPMENT OF THIS SITE WILL TAKE THE EXISTING STORM WATER SYSTEM OUT OF STANDARD, PETITIONER SHALL PROVIDE ADEQUATE DETENTION TO PREVENT THIS FROM OCCURRING. PETITIONER AGREES TO COORDINATE WATER QUALITY EFFORTS (BMP’S, WET DETENTION, LEVEL SPREADERS, ETC.) WITH CSWS IN ACCORDANCE WITH APPLICABLE DEVELOPMENT STANDARDS. UNDERGROUND DETENTION WILL BE UTILIZED TO ENSURE THAT PETITIONER’S STORM WATER SYSTEM IS WITHIN APPLICABLE STANDARDS. PETITIONER’S STORMWATER SYSTEM SHALL BE DEVELOPED TO ACCOMMODATE THE OUTPARCELS.

10. FIRE PROTECTION

PLANS FOR ADEQUATE FIRE PROTECTION IN THE FORM OF FIRE HYDRANTS WILL BE SUBMITTED TO THE FIRE MARSHAL FOR APPROVAL BEFORE THE CERTIFICATED OF OCCUPANCY IS ISSUED FOR THE BUILDING.

11. OUTPARCEL DEVELOPMENT

(A) DEVELOPMENT OF THE OUTPARCELS SHALL BE ACCORDANCE WITH THE STANDARDS SET FORTH IN THE ORDINANCE FOR THE COMMERCIAL CENTER ZONING DISTRICT CLASSIFICATION, PROVIDED THAT SUCH OUTPARCELS SHALL BE DEEMED PART OF A UNIFIED DEVELOPMENT PLAN WITH THE RIGHT TO DEVELOP SAME WITH NO SIDE AND/OR REAR YARDS.

(B) BUILDING CONSTRUCTED ON ANY OUTPARCEL SHALL NOT EXCEED FOUR STORIES IN HEIGHT.

(C) NO MORE THAN THREE: OF THE OUTPARCELS SHALL FEATURE DRIVE -THROUGH WINDOWS OF WHICH NOT MORE THAN TWO OUTPARCELS SHALL HAVE DRIVE-THROUGH WINDOWS IN CONNECTION WITH OPERATION OF RESTAURANTS. DRIVE THROUGHS SHALL BE DESIGNED AS THAT VEHICULAR CIRCULATION IS INTERNAL TO THE SITE AND NOT ORIENTED TO THE STREET.

(D) THE INTERIOR SIDEWALKS SHALL BE COMPLETED AS A PART OF THE CONSTRUCTION OF IMPROVEMENTS TO BE LOCATED ON THE RESPECTIVE OUTPARCELS.

(E) THE TOTAL OF IMPROVEMENTS LOCATED ON THE OUTPARCELS SHALL NOT EXCEED 120,000 SQUARE FEET.

(F) BUILDINGS SHALL BE CONSTRUCTED TO THE "BUILD TO" LINES AS INDICATED ON THE TECHNICAL DATA SHEET. THE SIDE OF BUILDINGS FACING ASHLEY ROAD AND/OR WILKINSON BOULEVARD SHALL NOT INCLUDE LARGE EXPANSES OF BLANK WALLS, BUT SHALL INSTEAD FEATURE WINDOWS, DOORS, AND OTHER ARCHITECTURAL FEATURES; IT SHALL NOT BE A REQUIREMENT, HOWEVER, THAT SUCH DOORS ARE OPERABLE ENTRANCES TO THE BUILDING NOR SHALL FAUX WNDOWS BE PROHIBITED. PARKING AND VEHICULAR MANEUVERING SHALL NOT BE PERMITTED IN THE SETBACK BETWEEN BUILDING AND THE STREET.

(G) THE SCHEMATIC SITE PLAN INCLUDES A CONCEPTUAL PLAN ILLUSTRATING POSSIBLE LOCATIONS OF BUILDINGS, PARKING, DRIVE-THROUGHS, LANDSCAPING AND SIMILAR IMPROVEMENTS WITHIN THE: OUTPARCEL. THIS CONCEPTUAL PLAN IS INTENDED AS A GENERAL GUIDE IN THE BUILDING PERMIT PROCESS AND TO ILLUSTRATE THE REQUIRE RELATIONSHIP OFF SUCH IMPROVEMENTS TO EACH OTHER, PUBLIC STREETS AND OTHER FEATURES OF THE SITE. THIS CONCEPTUAL PLAN IS NOT INTENDED TO REQUIRE A SPECIFIC LANDSCAPING PLAN, PARKING LOT DESIGN OR REQUIRE THE LOCATION OF BUILDINGS AT THE SPECIFIC LOCATIONS INDICATED. THE BUILDINGS ILLUSTRATED ON THE SCHEMATIC SITE PLAN MAY BE INCREASED IN NUMBER UP TO A TOTAL OF TEN BUILDINGS.

12. BINDING EFFECT OF THE REZONING DOCUMENTS AND DEFINITIONS

(A) IF THE PETITIONER’S REZONING PETITION IS APPROVED, THE DEVELOPMENT PROGRAM ESTABLISHED UNDER THESE DEVELOPMENT STANDARDS, AND OTHER SUPPORTIVE DOCUMENTS SHALL, 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 HEIRS, DEVISES, PERSONAL REPRESENTATIVES, SUCCESSORS IN INTEREST AND ASSIGNS.

(B) THROUGHOUT THESE DEVELOPMENT STANDARDS, THE TERMS, "PETITIONER" AND"OWNES," SHALL BE DEEMED TO INCLUDE THE HEIRS, DEVISES, PERSONAL REPRESENTATIVES, SUCCESSORS IN INTEREST AND ASSIGNS OF THE PETITIONER OR THE CURRENT OWNER OR OWNERS OF THE PARTICULAR BUILDING AREA WITHIN THE SITE WHICH MAY BE INVOLVED IN ANY FUTURE USE OF DEVELOPMENT.

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NOTES SHEET

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