

SITE DATA

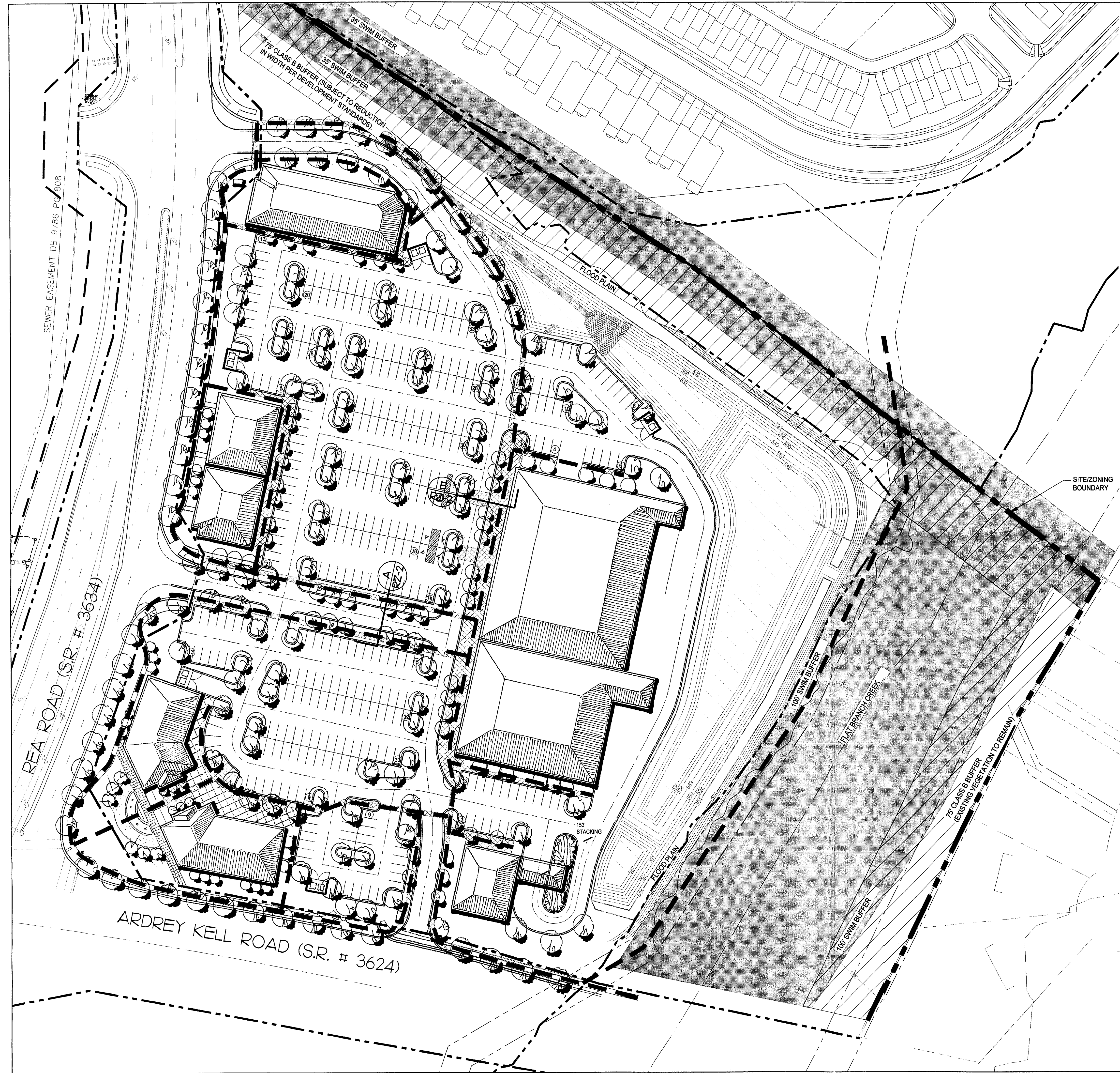
Existing Zoning CC
Proposed Zoning CC-SPA
Proposed S.F. 95,000 s.f.
Total Site Area: ± 15.8 Acres

 SWIM BUFFER

BLAKENEY CROSSING
Rezoning - Site Plan Amendment 2007-033
Crosland, Inc. Charlotte, NC
Technical Data Sheet

DATE: 12/20/06 MRC
DESIGNED BY: MRC
DRAWN BY: KST
CHECKED BY: MRC
O.C. BY: MRC/JST
SCALE: 1"=50'
PROJECT #: 1005197
SHEET #:
RZ-1

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SITE TABULATIONS

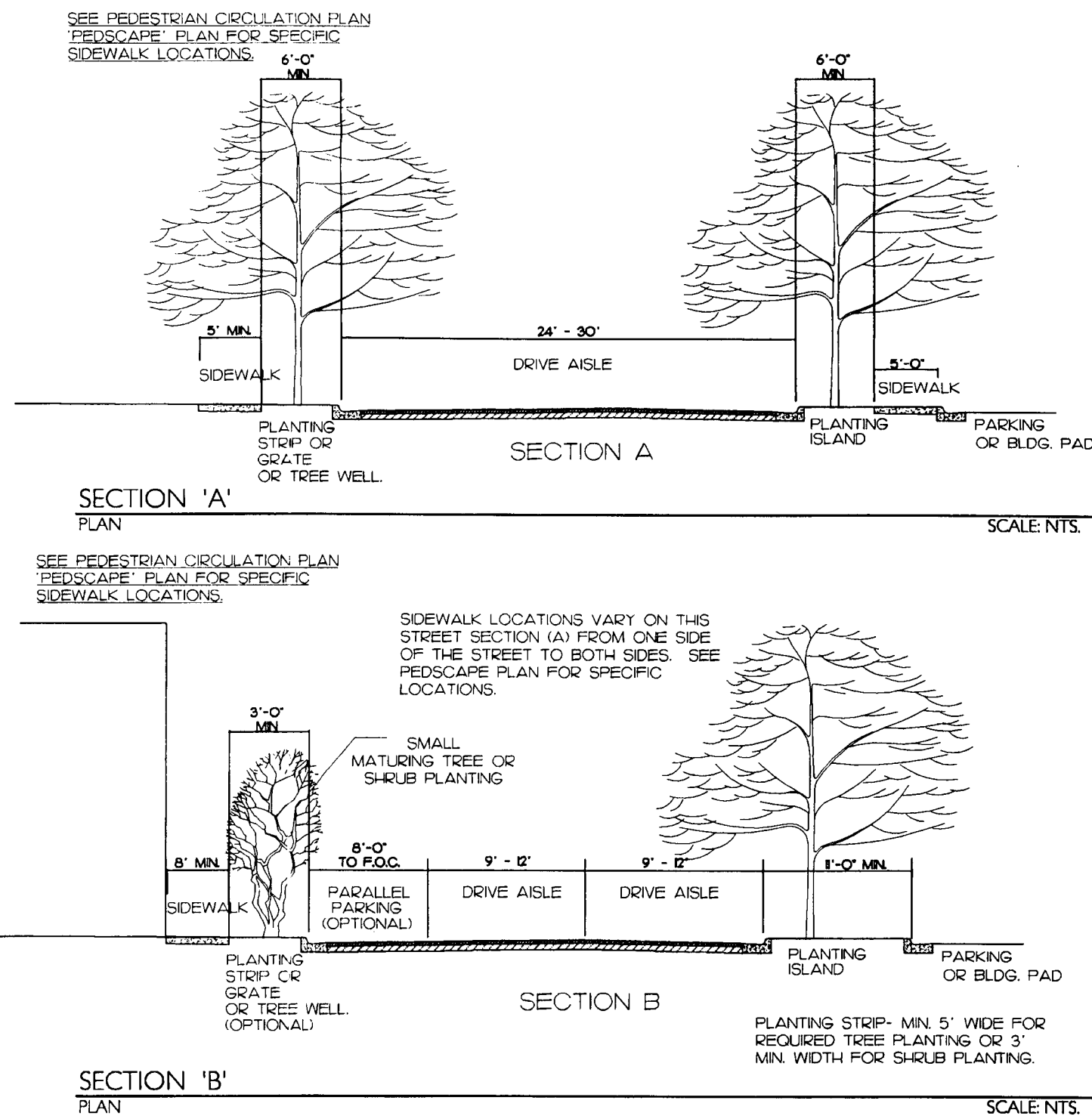
± 50,000 s.f. JUNIOR ANCHORS
± 38,280 s.f. SMALL SHOPS
± 88,280 s.f. TOTAL

PARKING COUNTS:
398 PARKING SPACES (SURFACE)
±4.5 SPACES/1000 s.f.

PARKING COUNTS (NORTH AND SOUTH):
247 PARKING SPACES (NORTH)
151 PARKING SPACES (SOUTH)

PEDESTRIAN CIRCULATION

SWIM BUFFER



BLAKENEY CROSSING
Rezoning - Site Plan Amendment 2007-033

Crosland, Inc. Charlotte, NC

REVISIONS:
REVISION 2/1/07
REVISION 4/1/07

DATE: 02/15/07
DESIGNED BY: MRC
DRAWN BY: MRC
CHECKED BY: MRC
SCALE: 1"=50'
PROJECT #: 1003197
SHEET #:

RZ-2

DEVELOPMENT STANDARDS

A. GENERAL PROVISIONS

Unless more stringent standards are established by the Technical Data Sheet or these Development Standards, all development standards established under the City of Charlotte Zoning Ordinance (the "Ordinance") for the CC zoning district classification shall be followed in connection with development taking place on this approximately 15.8 acre site (the "Site".)

The development depicted on the attached Conceptual Schematic Site Plan (see sheets RZ-2 and RZ-3 which are collectively referred to as the "Schematic Site Plan") is schematic in nature, not to be considered as a specific development plan but rather as preliminary graphic representations of the types of development and alignments proposed for the Site, and intended to describe the general arrangement of uses on the Site. Accordingly, subject to the provisions set forth below under Design and Performance Standards, the configuration, placement, and size of the building footprints as well as the locations of the private streets and driveways outlined on the Schematic Site Plan is conceptual in nature, and, subject to the provisions set forth below under Design and Performance Standards, may be altered or modified during design development and construction phases within the Building/Parking Envelopes established on the Technical Data Sheet. Without limiting the generality of the foregoing, (i) buildings generally depicted on the Schematic Site Plan may be combined or separated provided that the maximum number of buildings may not be increased above the number of buildings depicted on the Schematic Site Plan (it being understood that structures such as ATMs, kiosks and the like shall not be considered in connection with the limitation on the number of buildings), and (ii) buildings generally depicted on the Schematic Site Plan for a specific location may be shifted to another location within the Building/Parking Envelopes established on the Technical Data Sheet (by way of example, the "bank" designed building located in the southeast corner of the Site may be relocated to the northwest corner of the Site) and buildings with drive-through facilities may be located in locations other than those shown on the Schematic Site Plan subject to the design requirements set forth in these Development Standards.

Parking layouts may be modified to accommodate final building locations and ancillary facilities, and subject to the provisions set forth below under Design and Performance Standards, surface parking spaces or parking structures may be located inside or outside the Building/Parking Envelopes or Parking Envelopes generally depicted on the Technical Data Sheet to the extent permitted by the Ordinance. Sidewalks generally depicted on the Schematic Site Plan are intended to reflect the general pedestrian circulation for the development on the Site but the specific locations of such sidewalks may be subject to minor variations that do not materially change the design intent generally depicted on the Schematic Site Plan. The dimensions and specific locations of the Building/Parking Envelopes and Parking Envelopes generally depicted on the Technical Data Sheet may be subject to minor variations that do not materially change the design intent generally depicted on the Schematic Site Plan.

B. PERMITTED USES AND DEVELOPMENT

- The Site may be devoted to any use (including any accessory use) which is permitted under the Ordinance by right or under prescribed conditions in the CC District; provided, however, gasoline sales shall not be permitted on the Site.
- The Conceptual Site Plan outlines one possible development scheme together with alternative development schemes for portions of the Site as shown by inset on the Conceptual Site Plan. Other potential development schemes not expressly set forth on the Conceptual Site Plan may be allowed, subject to the review and approval (if applicable) of the Charlotte Mecklenburg Planning Commission staff through the administrative site plan amendment process (Section 6.207 of the Ordinance) and subject to the provisions and standards outlined below.

- The Site may be developed with up to 95,000 square feet of building area but areas devoted specifically to outdoor dining shall not be included in the calculation of this square footage limitation.

C. DESIGN AND PERFORMANCE STANDARDS

- The Site may include freestanding buildings with either single tenants, "co-branded" uses or single fee ownership uses (each a "freestanding building" and collectively "freestanding buildings").

No more than one independent freestanding building, with or without drive-through facilities, may be constructed on the area of land represented by the Site. For the purposes of these Development Standards, an "independent" freestanding building shall mean a building that is disconnected from the adjacent development by drive-through lanes, parking areas, alleys and/or driveways without well-defined pedestrian cross-walk(s). The remaining freestanding buildings, with or without drive-through facilities, shall be interconnected. For the purposes of these Development Standards, an "interconnected" freestanding building shall mean a building which has a pedestrian connection to the abutting public street or abutting internal private streets generally depicted on the Vehicular Circulation Plan attached hereto, and the closest building within the Site that does not crossover drive-through lanes or driveways except by way of well-defined pedestrian cross-walk(s). More than one freestanding building may be part of an independent cluster of freestanding buildings that are collectively treated as a single independent freestanding building for the purpose of the limitation set forth above, to the extent that the buildings within such cluster are interconnected by a pedestrian sidewalk/cross-walk and a plaza, fountain area, seating area or other similar site amenity.

It is acknowledged that the buildings and associated site elements (including, without limitation, buildings, streets, driveways, sidewalks, cross-walks and planting strips) generally depicted on the Schematic Site Plan satisfy the requirements for interconnected freestanding buildings (including interconnected buildings located within an independent cluster of freestanding buildings) as described in this Section, except for that building designated as independent by the letters "INDEP" on the Schematic Site Plan.

Drive-through window facilities will be allowed for those buildings with frontage on either or both of Ardrey Kell Road and Rea Road provided that such drive-through window facilities will be oriented away from adjacent entrance driveways.

- No parking or vehicular maneuvering shall be permitted **between** the Ardrey Kell Road or Rea Road right-of-way line and the buildings fronting on Ardrey Kell Road or Rea Road. Parking and vehicular maneuvering may be located to the side and rear of such buildings (the rear being the areas located away from Ardrey Kell Road and Rea Road) and any such parking and vehicular maneuvering to the side of such buildings may be located closer to the Ardrey Kell Road right-of-way line and Rea Road right-of-way line than such buildings.
- Buildings abutting Rea Road and Ardrey Kell Road will feature four-sided architecture that will avoid large expanses of blank, unarticulated walls through the introduction of articulated facades, reveals, blending or colors and materials and/or other architectural elements and/or landscaping.

D. Setbacks, Sideyards, and Rear Yards

All buildings constructed within the Site shall satisfy or exceed the setback, rear yard and side yard requirements established under the Ordinance for the Commercial Center (CC) District and Petitioner may utilize the 14 foot back of curb setback permitted within the CC District. The Site can be viewed as a unified development plan. As such, interior yards will not be required between buildings located on the Site. The Developer reserves the right to subdivide the Site and create lots within the interior of the development with no side and/or rear yards as part of a unified development plan, subject to the normal Staff review and approval process. Any outdoor dining and courtyard area may be located outside of the required setbacks and landscaped areas.

E. SCREENING, LANDSCAPED AREAS AND BUFFER

- Screening shall conform with the standards and treatments specified in Section 12.303 of the Ordinance. All landscaping installed on the Site will meet or exceed the requirements of the Ordinance.
- All roof mounted mechanical equipment will be screened from view from public streets as viewed from grade from such streets.
- Any dumpsters visible from a public street or from an adjoining parcel of land will be screened from view by a solid-enclosure with gates. If one or more sides of the dumpster area adjoin a rear wall of a building, the rear wall may be substituted for the fence along each such side. Trash pick-up from dumpsters located along the northerly and easterly boundaries of the Site will not occur between the hours of 11:30 PM and 6:30 AM.
- The landscape strips along Rea Road and Ardrey Kell Road will be planted to match the shopping center across Rea Road provided however the landscape strips shall not be required to extend more than 20 feet from the right of way lines of such roads and in certain areas near driveway entrances the landscape strips may be less than 20 feet, as generally depicted on the rezoning plans.

- The 75-foot Class C Buffer along the northerly and easterly boundaries of the Site as generally depicted on the Technical Data Sheet may be reduced in accordance with the provisions of Section 12.302 regarding installation of fences, walls or berms and Section 12.304 regarding alternative buffer treatments.

F. Lighting

- The maximum height of any freestanding light fixture erected on the Site (other than street lights on public rights-of-way) including its base, shall not exceed 35 feet. All lighting will be capped and fully shielded to direct lighting downward and/or away from adjoining residential properties.
- No wall-pack type lighting will be allowed. Wall-mounted decorative light fixtures such as sconces are permitted.
- Pedestrian scale lighting will be provided throughout the Site.

G. TRANSPORTATION

- Access points serving the Site will be generally as depicted on the Technical Data Sheet.

- The placement and configuration of each vehicular access point are subject to any minor modifications required to accommodate final site and architectural construction plans and designs and to any adjustments required for approval by the City of Charlotte Department of Transportation and/or the North Carolina Department of Transportation.

- Traffic calming devices such as raised crosswalks, speed tables and/or material changes shall be used internally to enhance the pedestrian environment and deter cut-through traffic.

- Prior to issuance of the first certificate of occupancy for the first building to be located on the Site, the Petitioner shall cause to be constructed a median within Ardrey Kell Road extending from the intersection of Ardrey Kell Road and Rea Road to a location within Ardrey Kell Road approximately in line with the easterly boundary of the Site. The median improvements shall be no greater than 4 feet in width and otherwise shall conform to customary standards for such similar medians issued by CDOT. Notwithstanding the foregoing, Petitioner reserves the right on its own or in conjunction with development taking place on property located across Ardrey Kell Road from the Site (the "Southeast Quadrant Site") to seek modifications to the road cross-section for Ardrey Kell Road that would permit left-over movement(s) into the Site and/or the Southeast Quadrant Site, said modifications to be subject to the approval of CDOT. It is understood that any such modifications shall not require a site plan amendment to this petition.

H. Signs

Signage will be permitted in accordance with applicable Zoning Ordinance standards.

I. STORM WATER MANAGEMENT

Storm water runoff from the Site will be managed off-site through proven techniques which satisfy the standards imposed by the City of Charlotte Ordinances and the Charlotte Mecklenburg Storm Water Design Manual. The off-site storm water runoff management system that will serve this Site is located adjacent to Flat Bridge Creek along the eastern boundary of Tract 1-B of the Blakeney/Landen Master Plan. During the permitting stage of the development, the Petitioner shall have such off-site receiving drainage system, located directly downstream from the Site at the next receiving channel and pipe abutting the Site, analyzed to insure that it will not be taken out of standard due to the development contemplated by this rezoning petition. If it is found that the development contemplated by this rezoning petition will cause such receiving storm drainage system to be taken out of standard, the Petitioner shall provide adequate detention on Site or otherwise take such reasonable steps as may be needed to prevent this from occurring. Should the existing receiving drainage system be deemed to be out of standard prior to the development of this Site, the Petitioner agrees to provide adequate detention to insure that such drainage system will not be additionally over burdened; it is expressly understood, however, that in no event shall the Petitioner be required to correct any current problems with the existing receiving drainage system. Any jurisdictional wetlands or streams, if present, need to be protected or proper environmental permits obtained prior to their disturbance. For 401 permits contact DEHNR. For 404 permits contact the Army Corps of Engineers.

J. SIDEWALKS WITHIN PUBLIC RIGHT-OF-WAY

Any required or non-required sidewalk and/or planting strips throughout the Site may be located inside or outside of the public right-of-way. In the event a required sidewalk is located on private property, an easement in favor of the applicable governmental entity shall be established for such sidewalk.

K. Fire Protection

Adequate fire protection in the form of fire hydrants will be provided to the Charlotte Fire Marshal's specifications. Plans for each building will be submitted to the Fire Marshal's office for approval before the construction of that building commences.

L. DESIGN REVIEW COMMITTEE

The Petitioner has previously established the Blakeney Town Center Owners I Association Design Review Committee. This Committee has responsibility for adopting and implementing guidelines for all development taking place within the Site. The Committee consists of at least three members, one member of which includes a member of the Charlotte-Mecklenburg Planning Commission Staff.

M. AMENDMENTS TO REZONING PLAN

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

N. BINDING EFFECT OF THE REZONING APPLICATION

- If this Rezoning Petition is approved, all conditions applicable to development of the Site imposed under these Development Standards and this rezoning plan will, unless amended in the manner provided under the Zoning 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.