

Development Summary

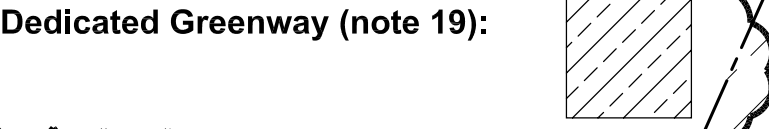
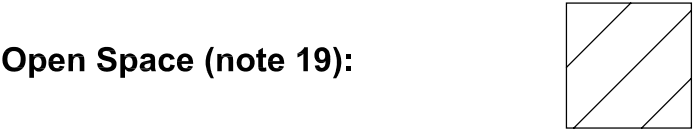
Tax Parcel ID#’s: 025-221-01,025-221-02, & 025-221-03
Total Site Acreage: 23.96 acres
Site Development Area: 7.0 acres
Existing Zoning: R-3
Proposed Zoning: NS
Existing Use: Two single family structures
Proposed Use: Mixed use commercial development
Residential Density: n/a
Maximum Square Footage of Non-Residential Uses: 62,000
Development Totals:
• Office: 26,200 sf
• Retail: 12,900 sf
• Restaurant (sit down): 9,000 sf
• Restaurant (Drive-Thru): 4,300 sf
• Financial / Bank: 9,000 sf (See Note 4)
• Daycare: 10,000 sf
Maximum Bldg Height: A combination of one to two stories
Parking Required: 104 Spaces
Minimum Parking Provided: 275 Spaces

Legend:

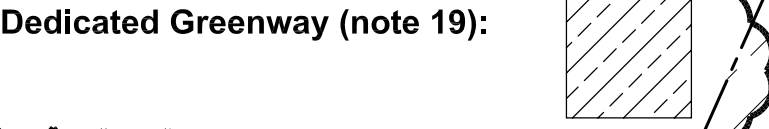
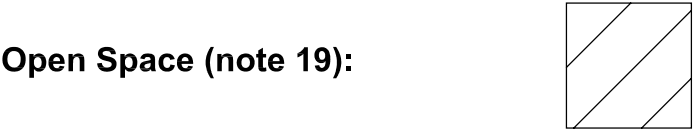
Open Space (note 19):

Dedicated Greenway (note 19):

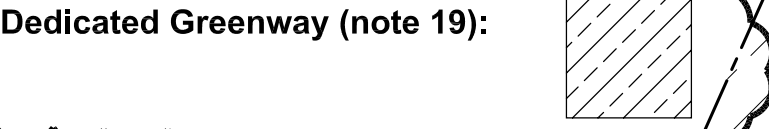
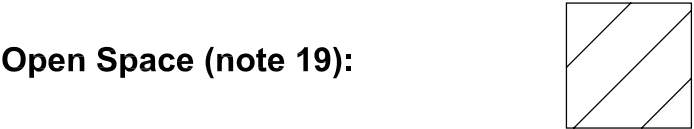
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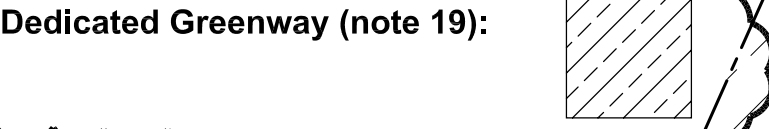
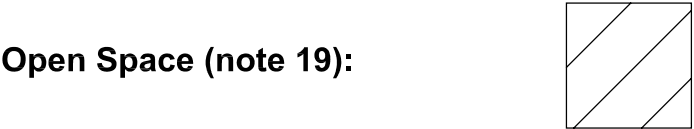
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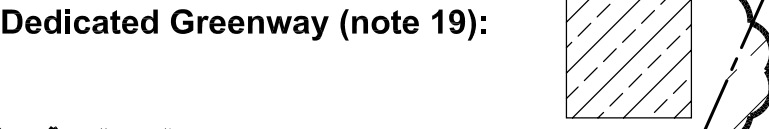
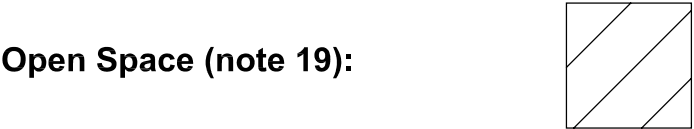
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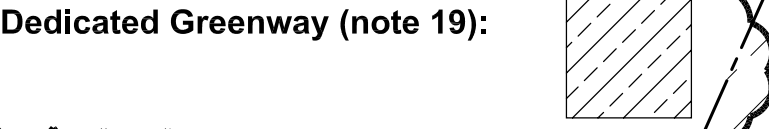
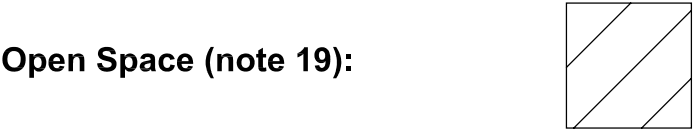
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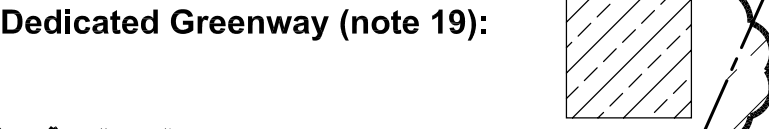
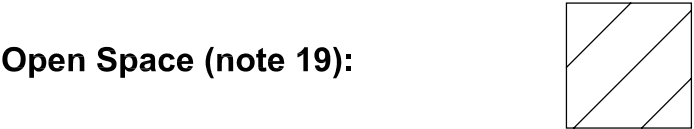
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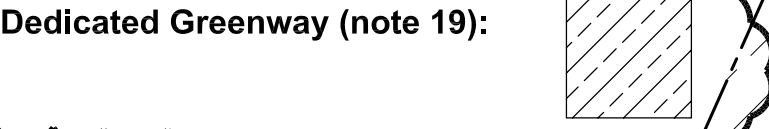
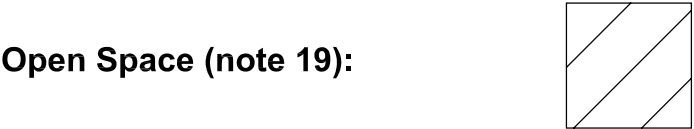
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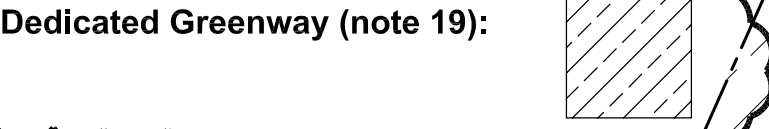
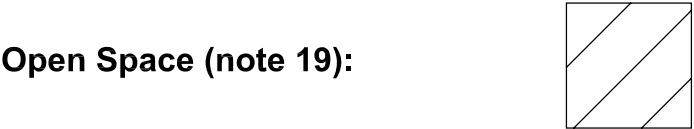
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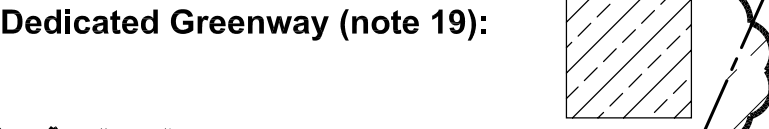
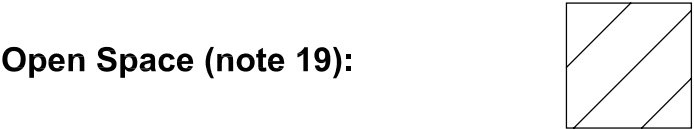
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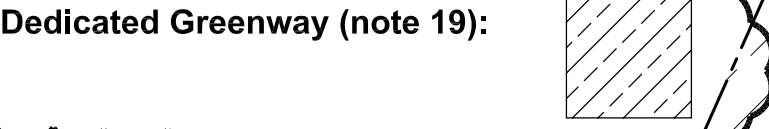
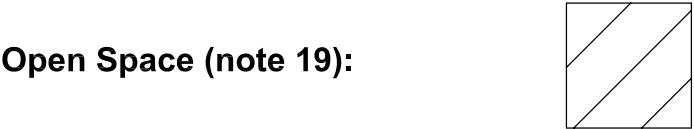
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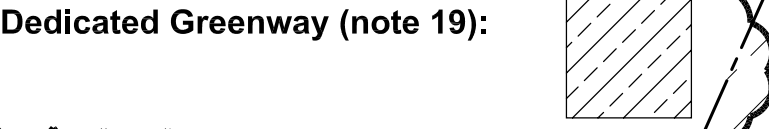
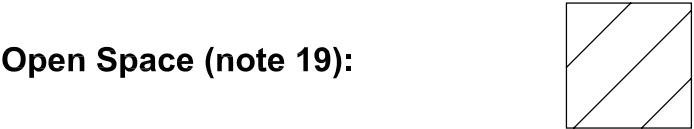
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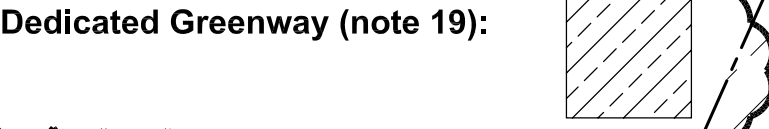
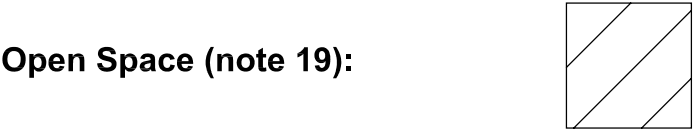
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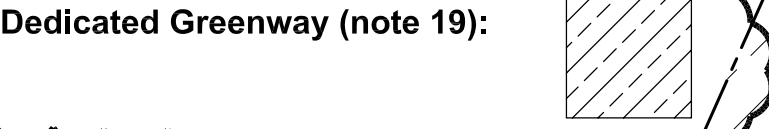
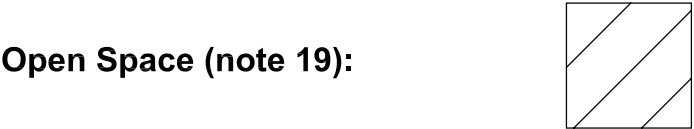
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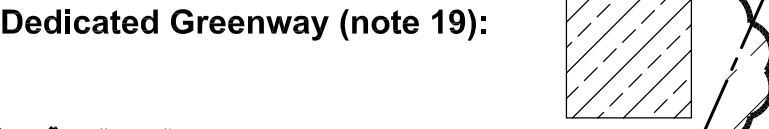
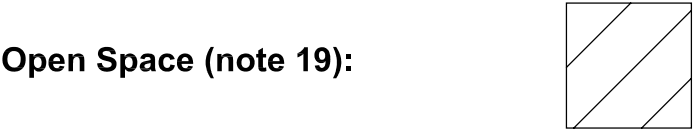
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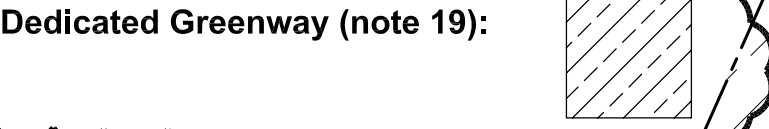
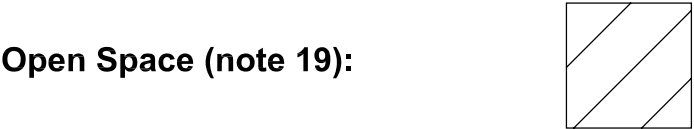
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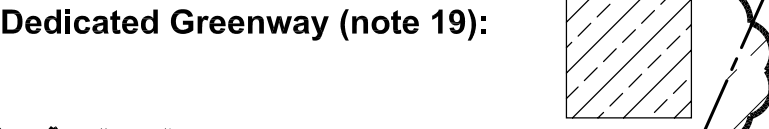
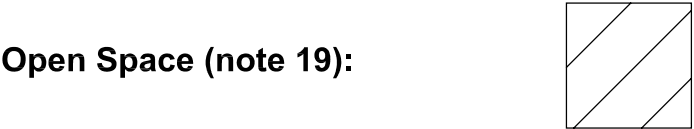
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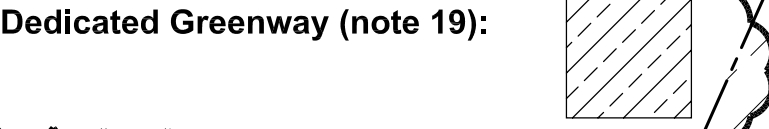
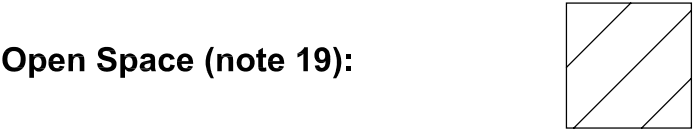
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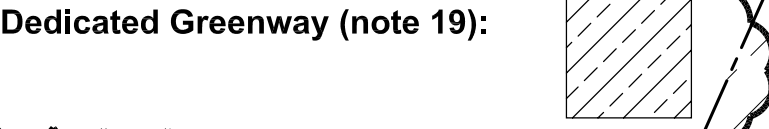
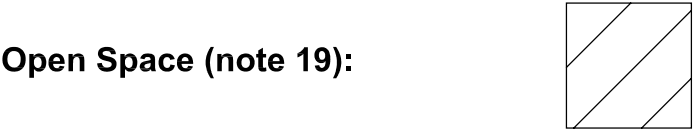
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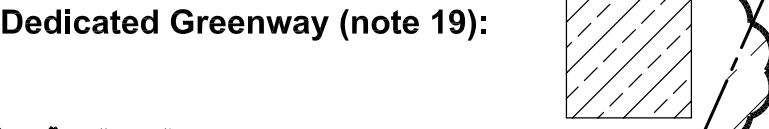
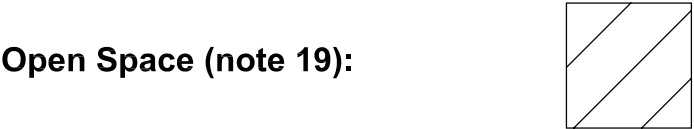
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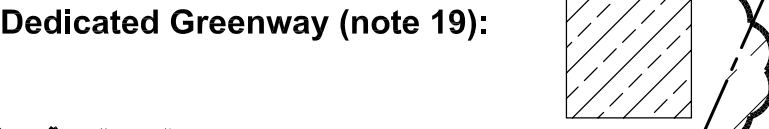
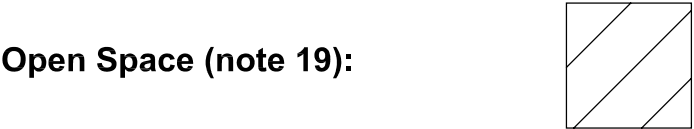
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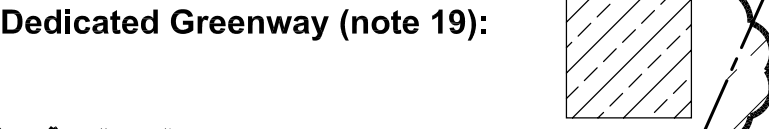
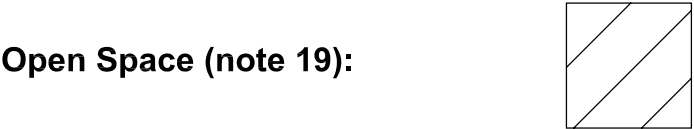
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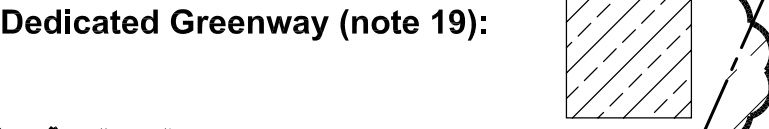
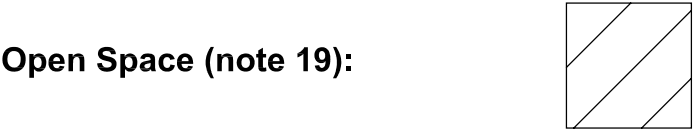
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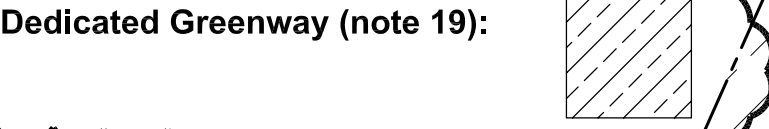
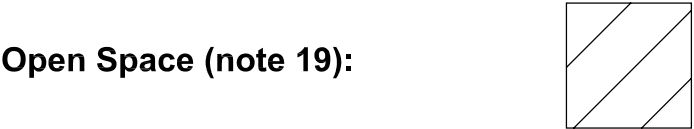
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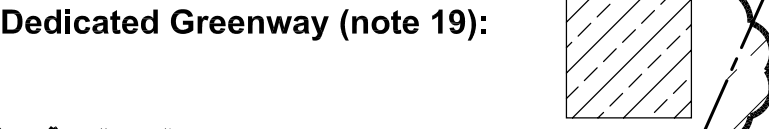
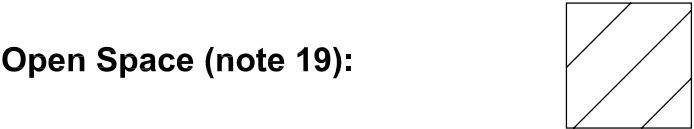
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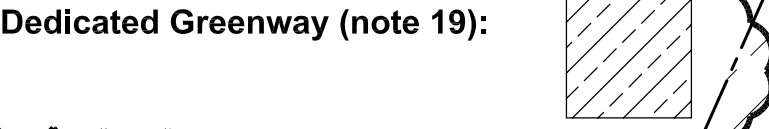
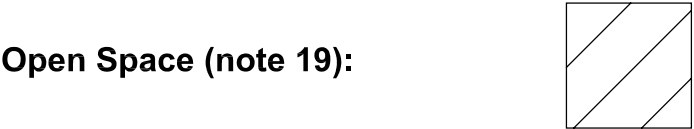
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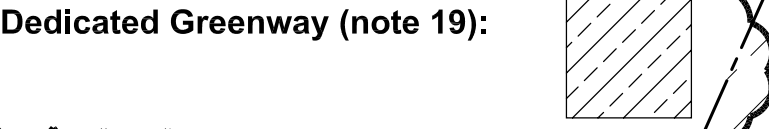
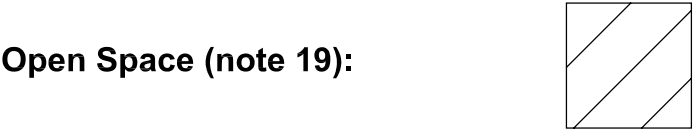
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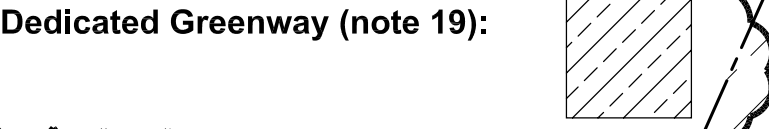
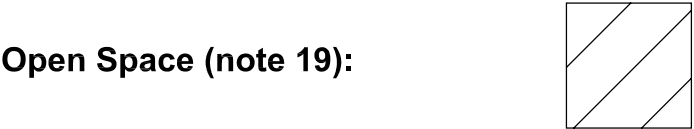
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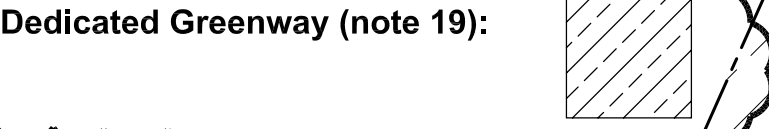
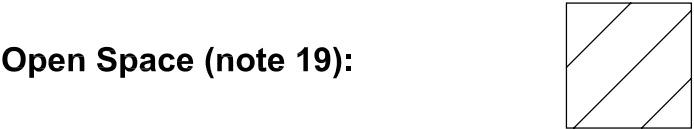
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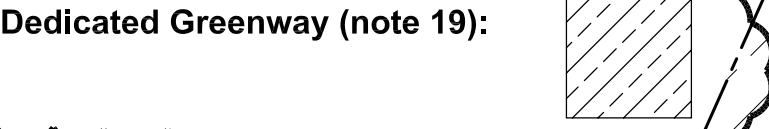
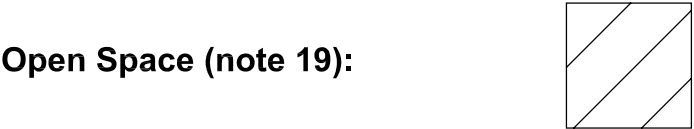
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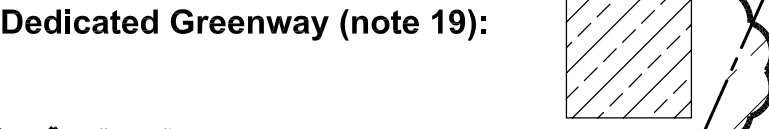
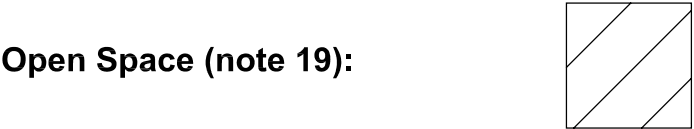
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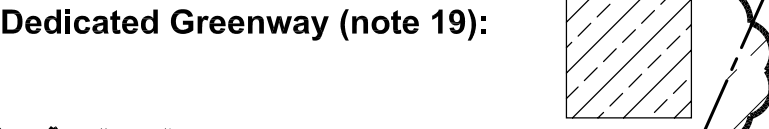
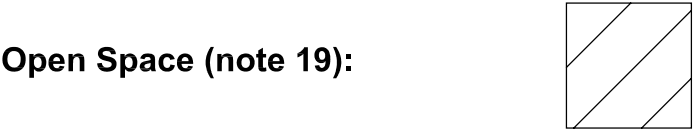
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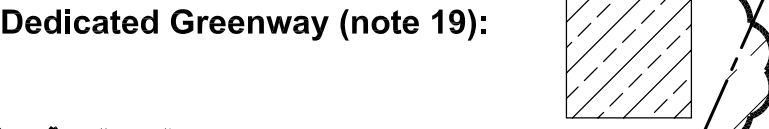
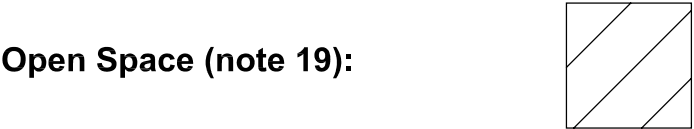
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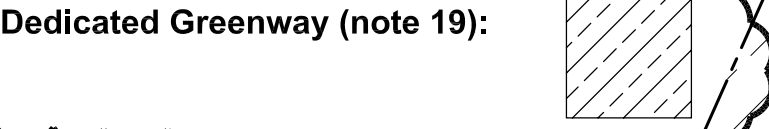
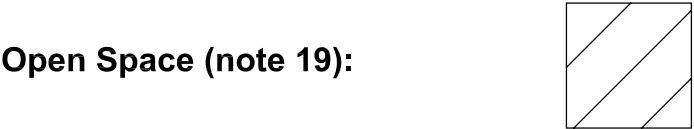
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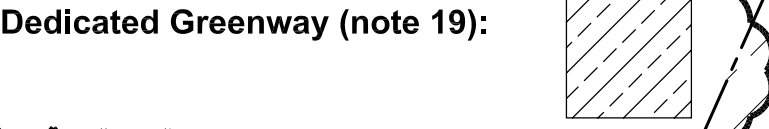
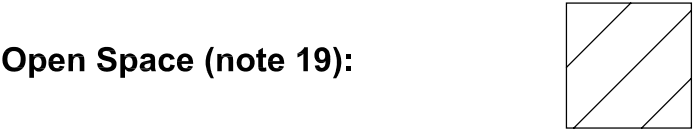
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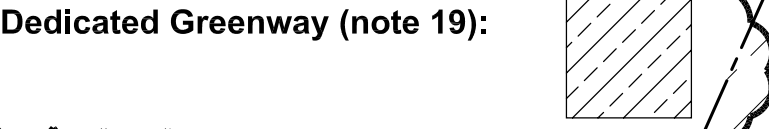
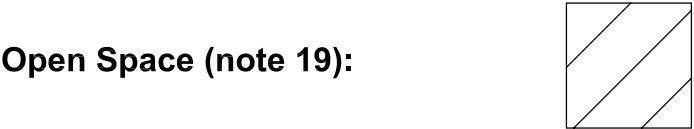
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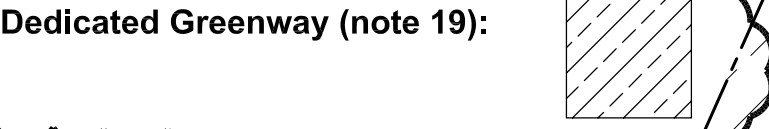
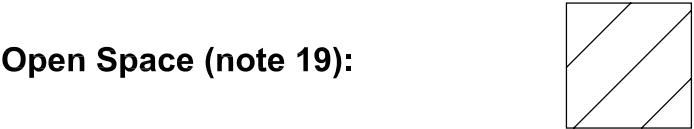
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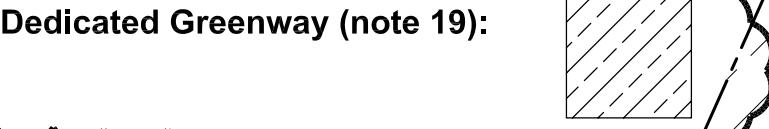
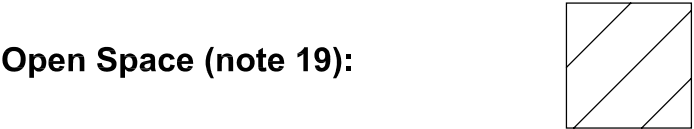
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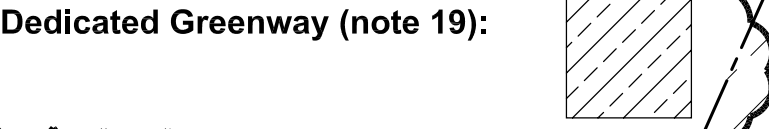
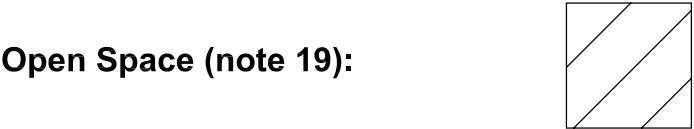
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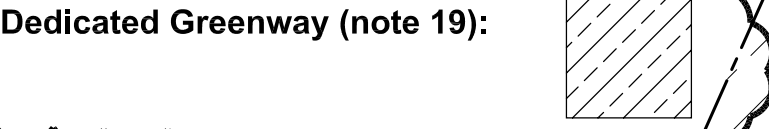
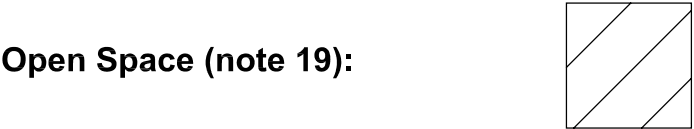
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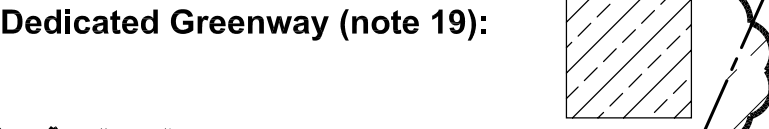
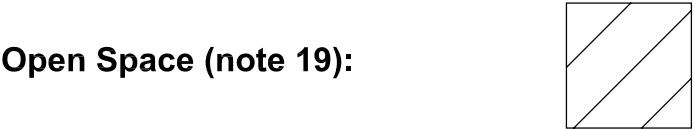
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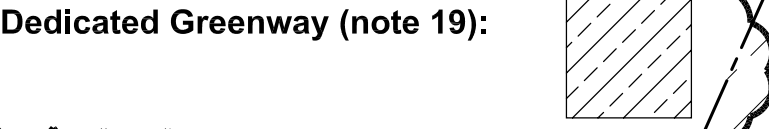
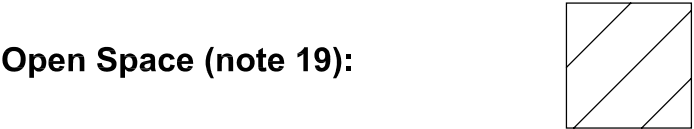
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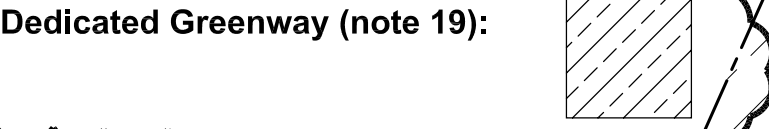
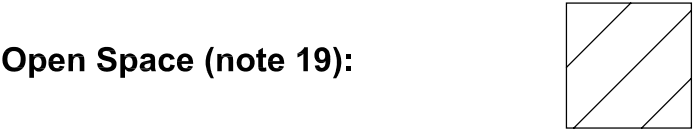
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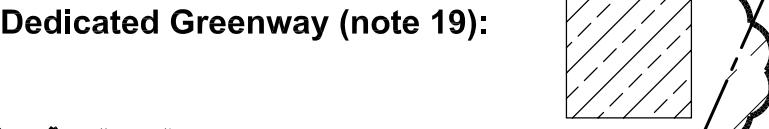
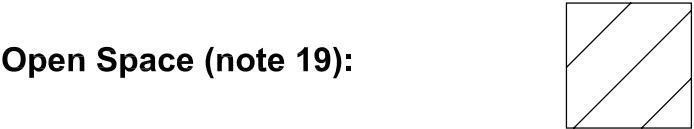
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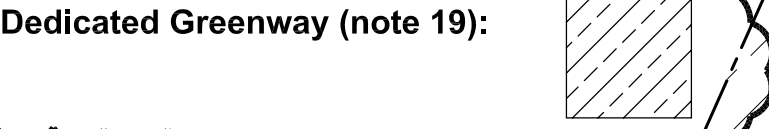
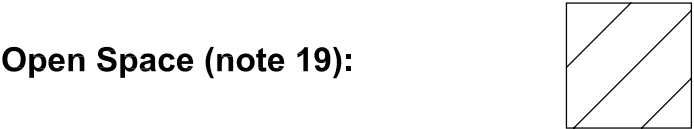
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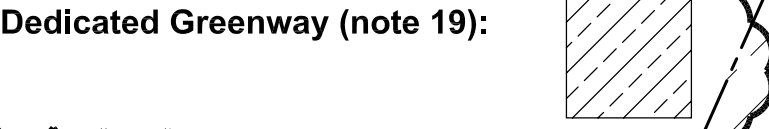
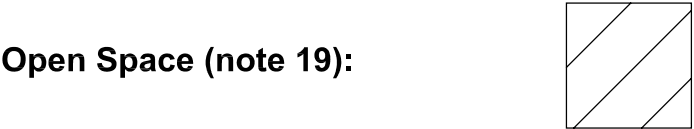
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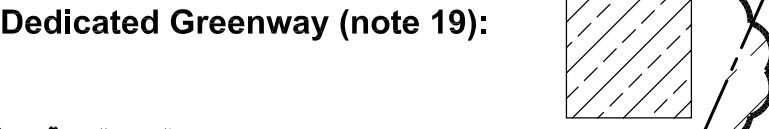
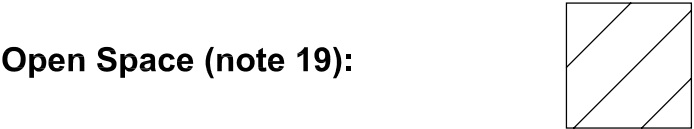
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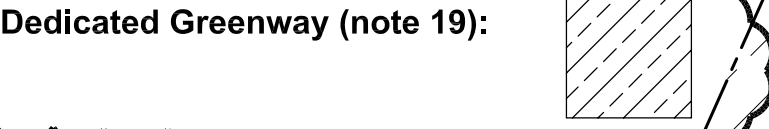
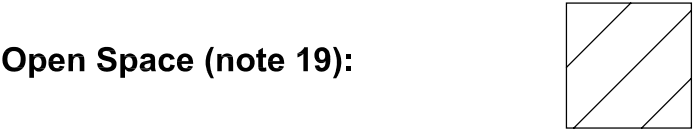
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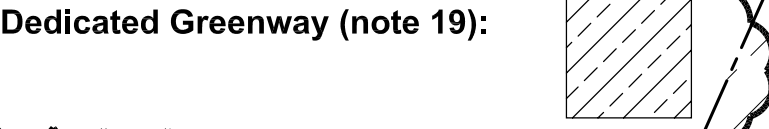
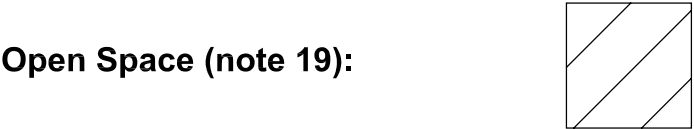
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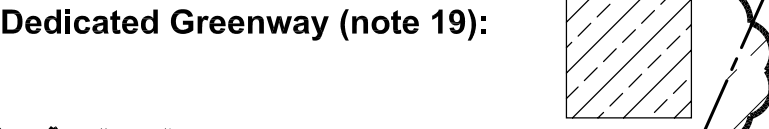
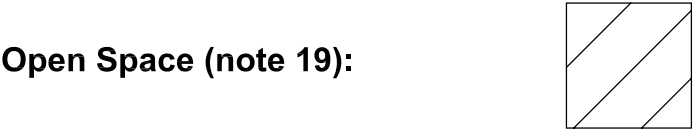
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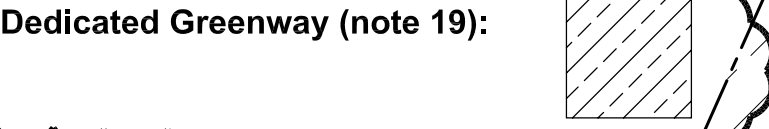
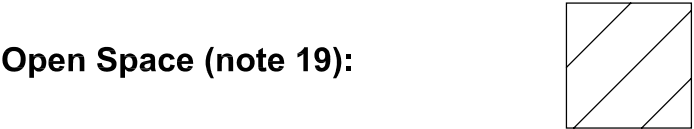
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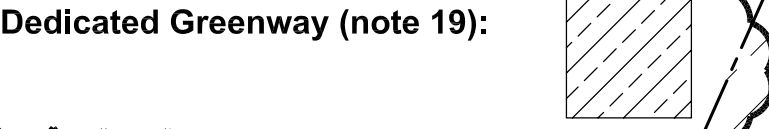
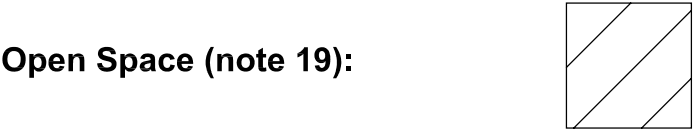
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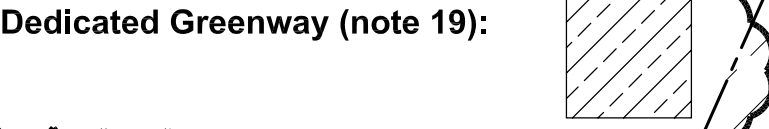
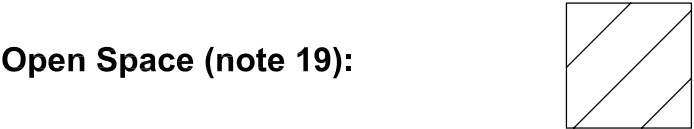
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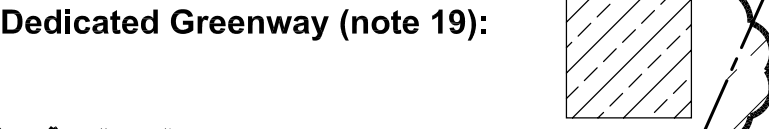
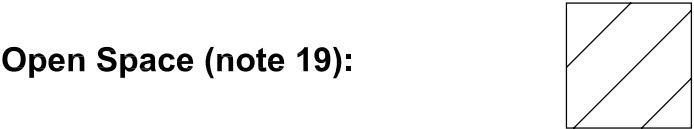
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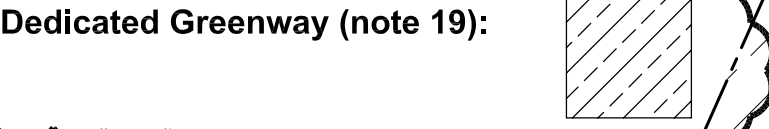
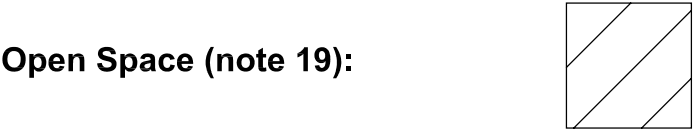
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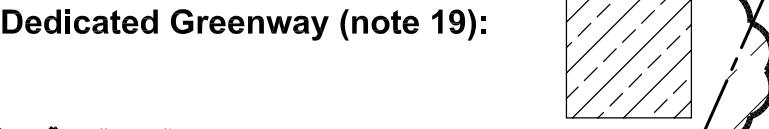
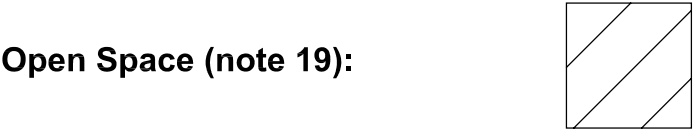
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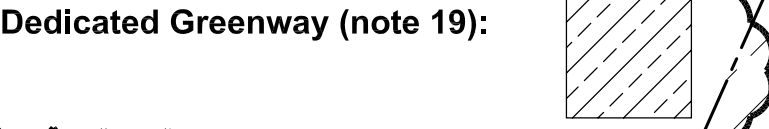
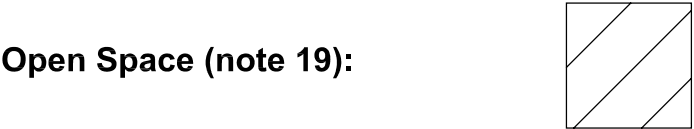
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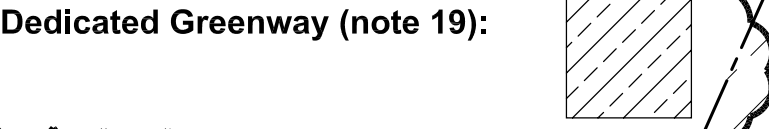
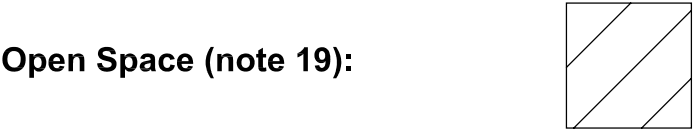
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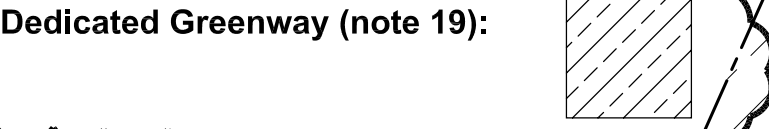
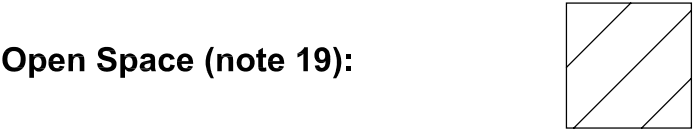
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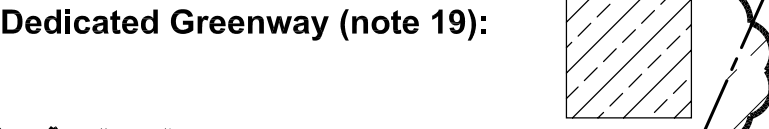
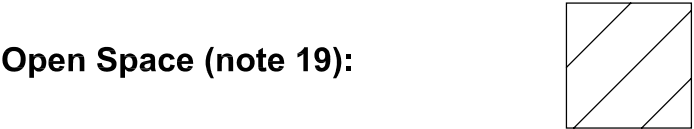
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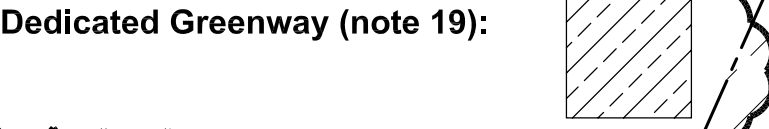
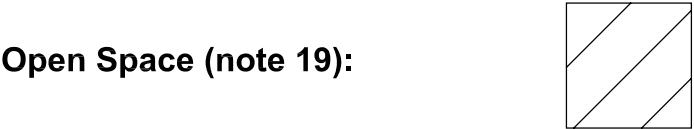
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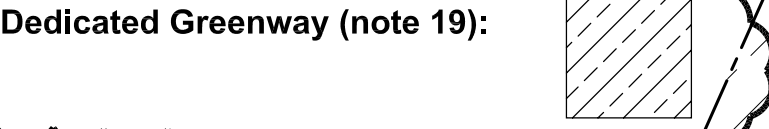
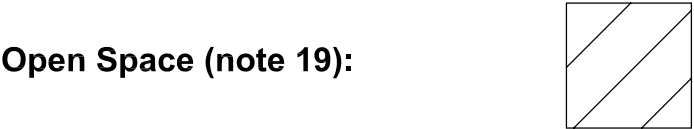
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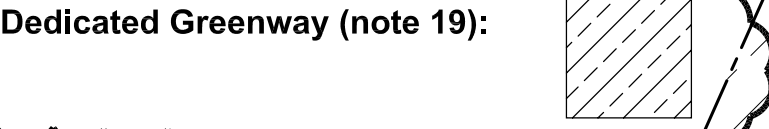
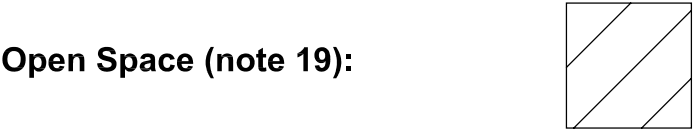
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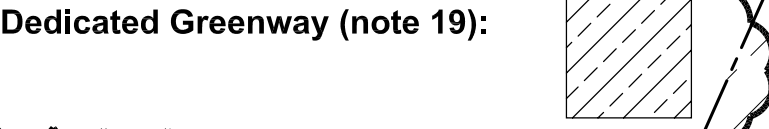
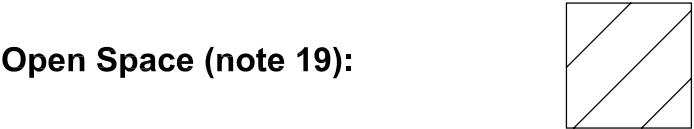
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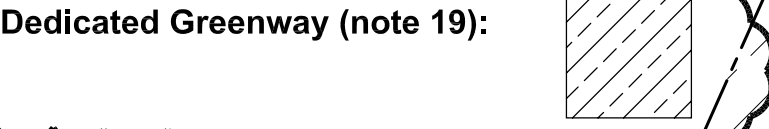
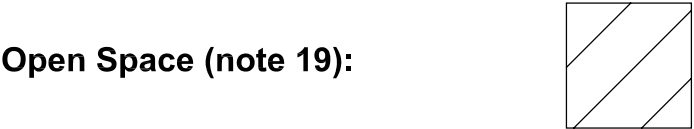
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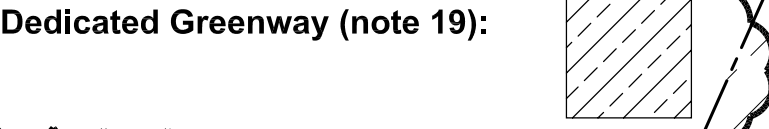
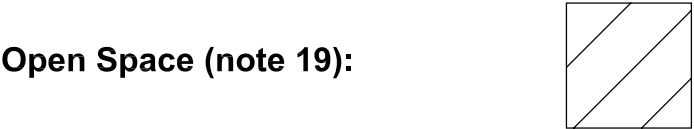
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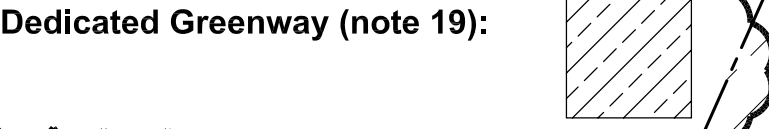
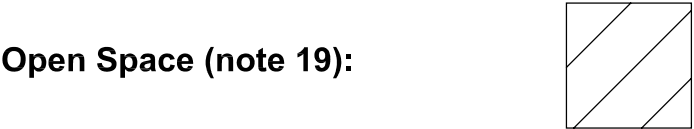
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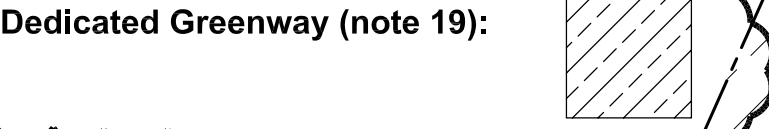
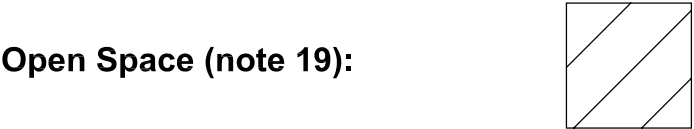
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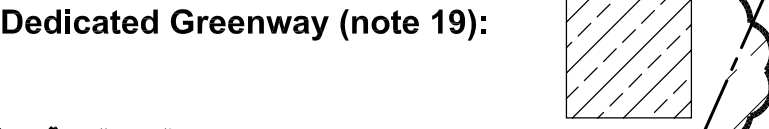
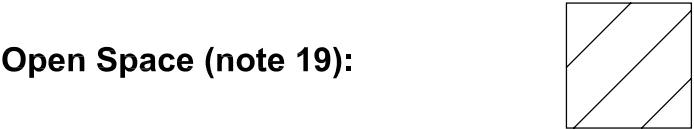
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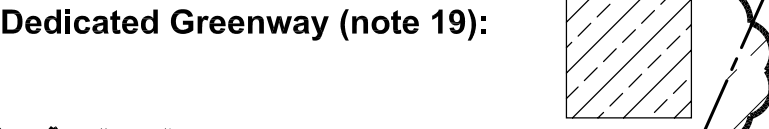
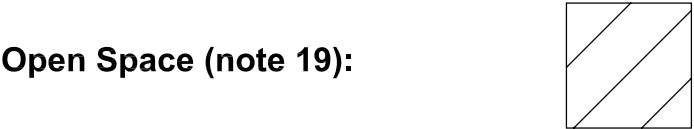
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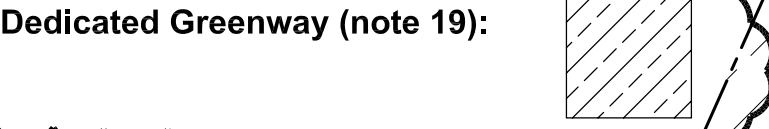
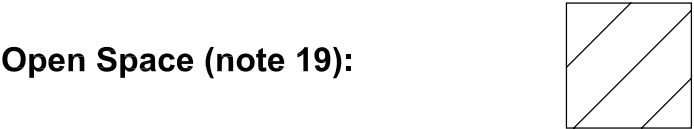
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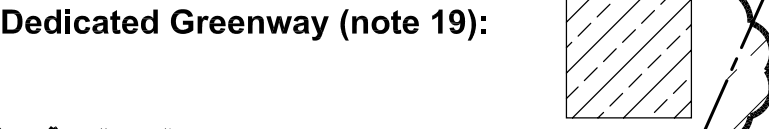
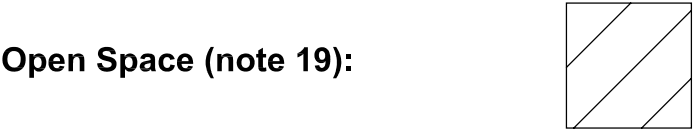
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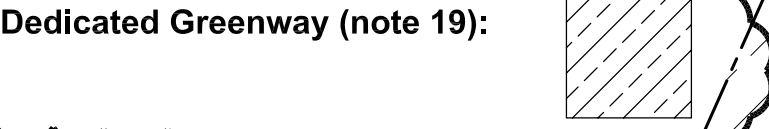
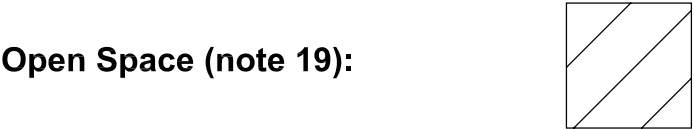
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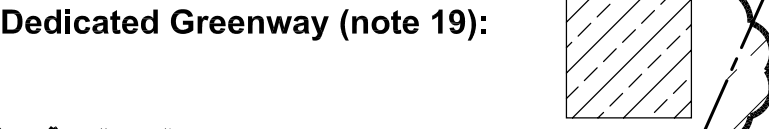
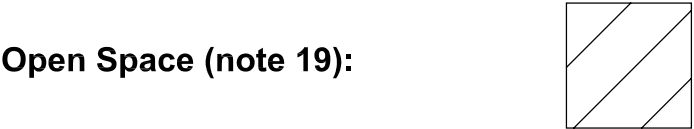
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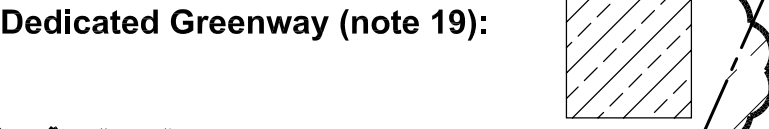
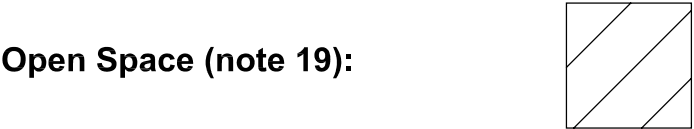
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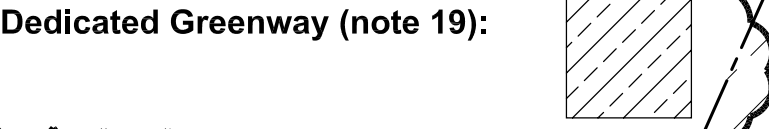
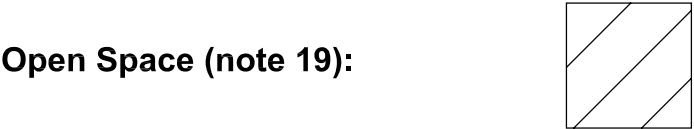
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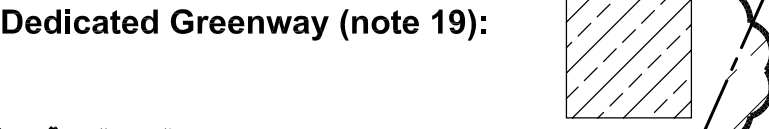
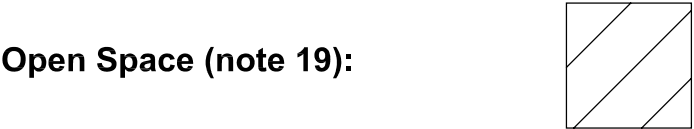
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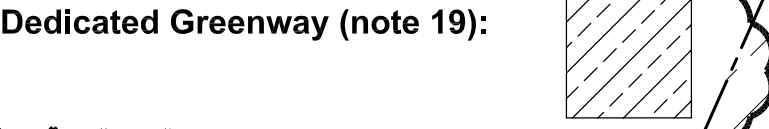
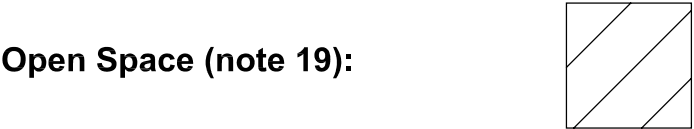
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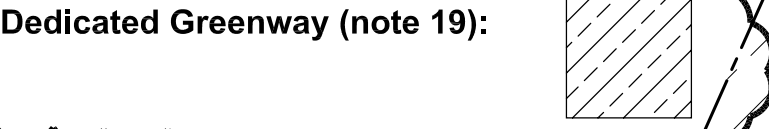
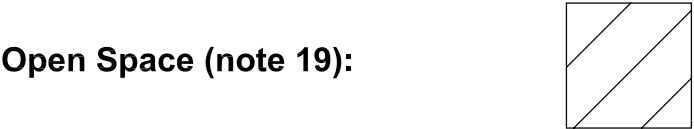
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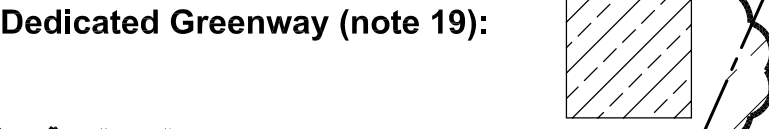
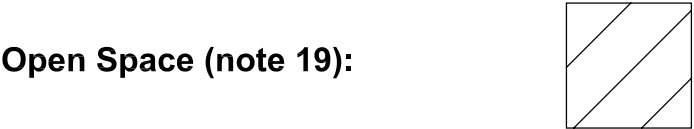
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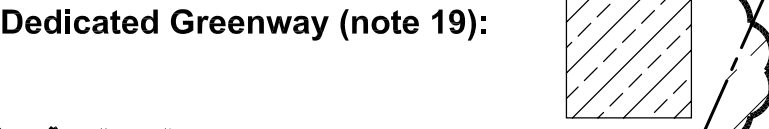
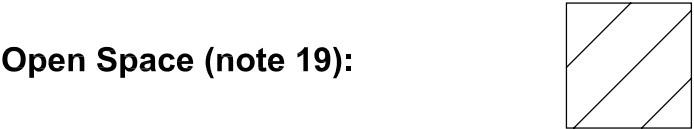
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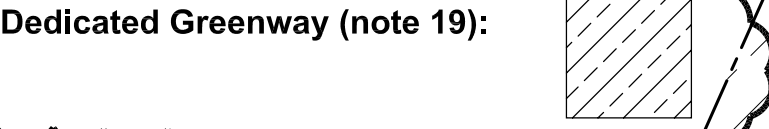
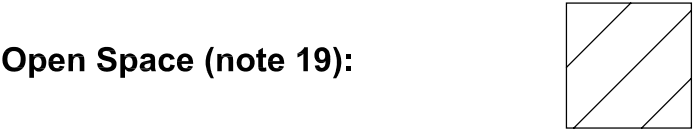
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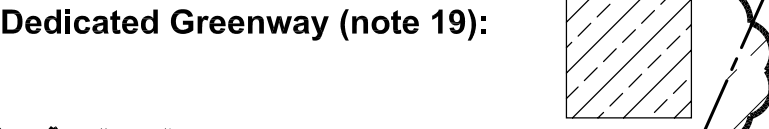
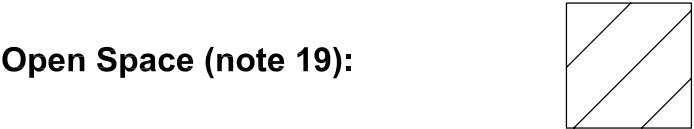
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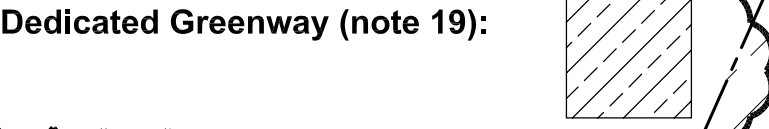
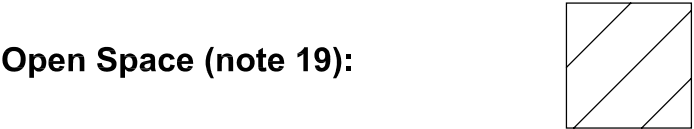
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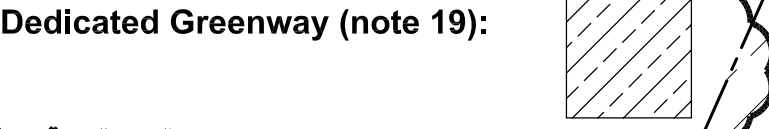
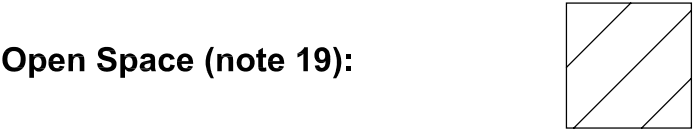
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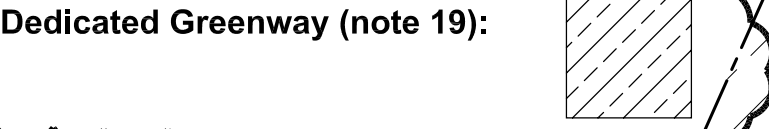
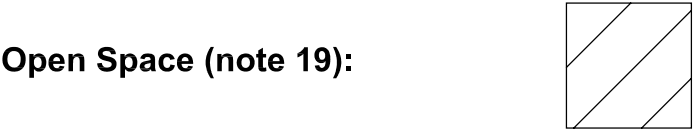
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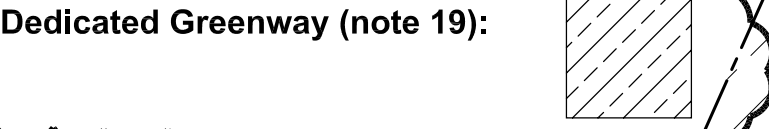
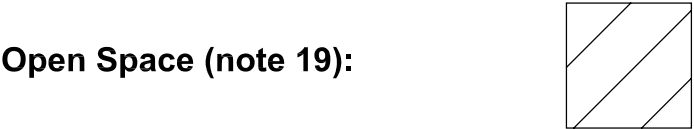
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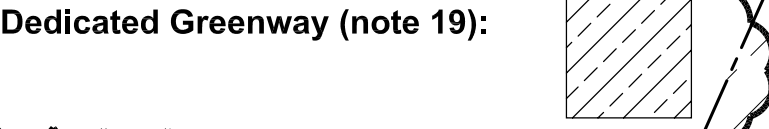
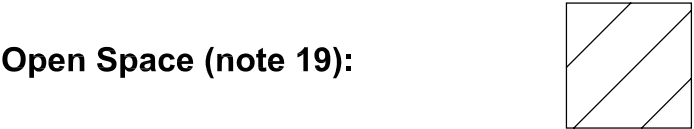
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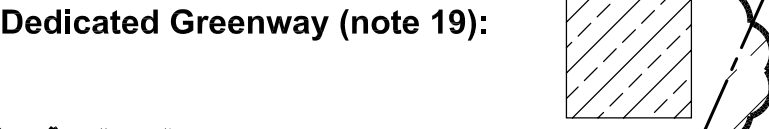
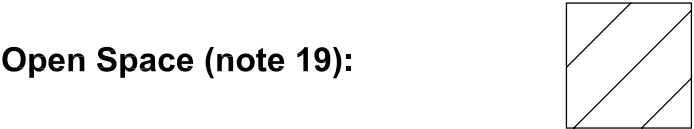
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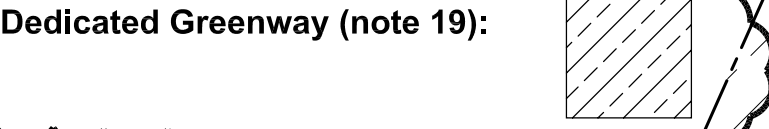
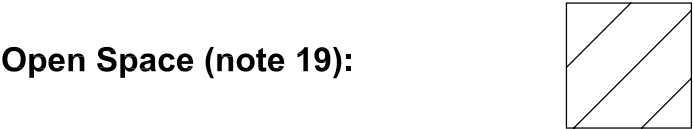
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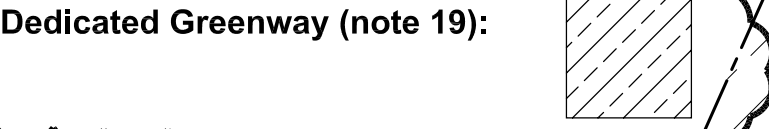
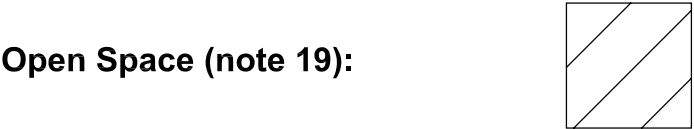
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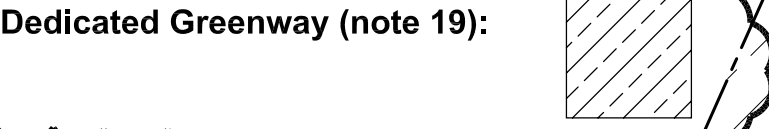
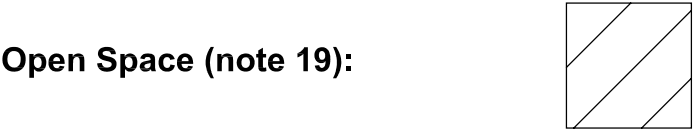
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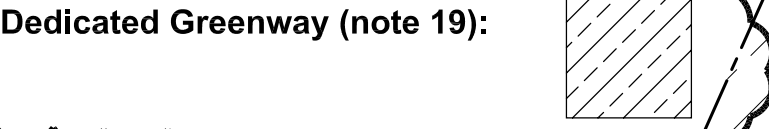
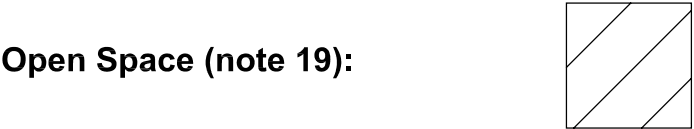
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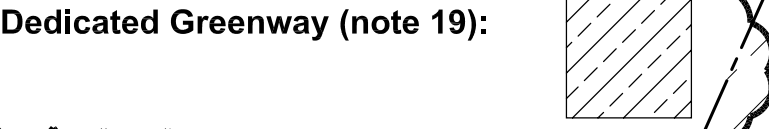
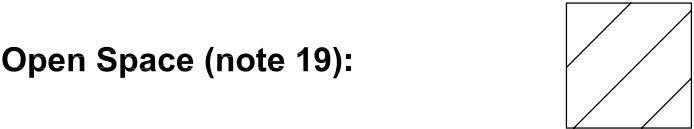
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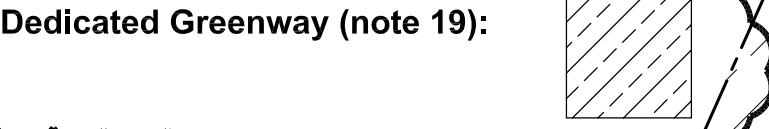
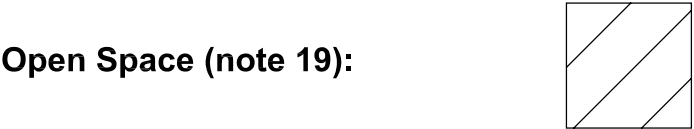
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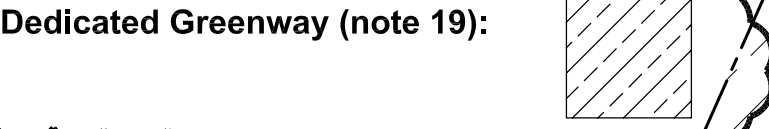
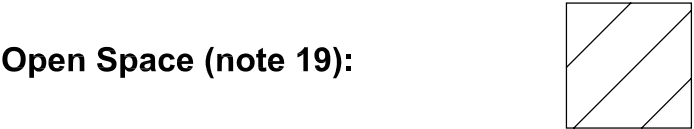
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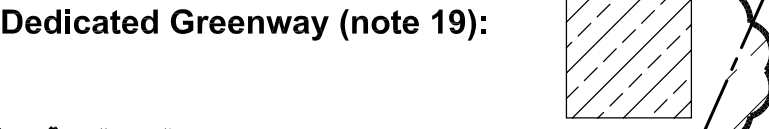
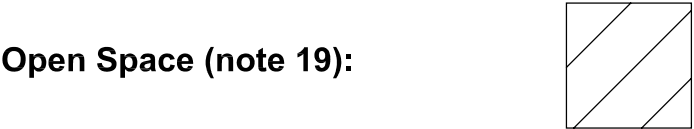
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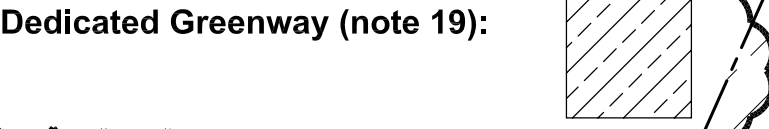
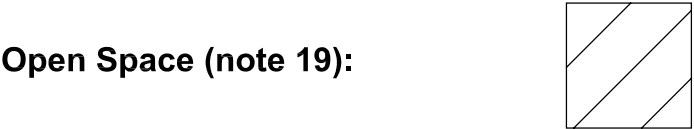
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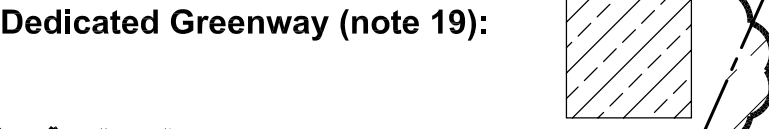
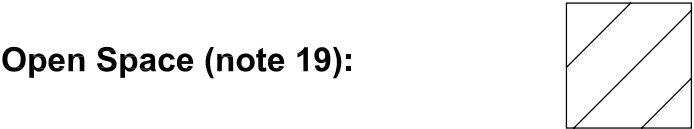
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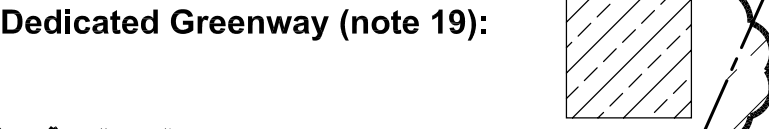
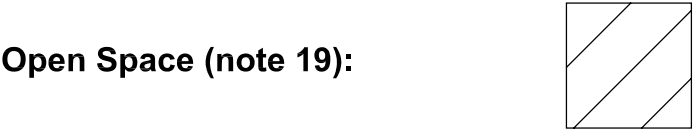
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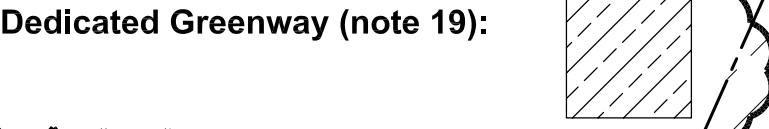
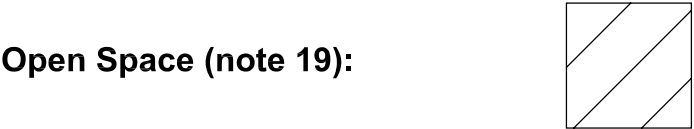
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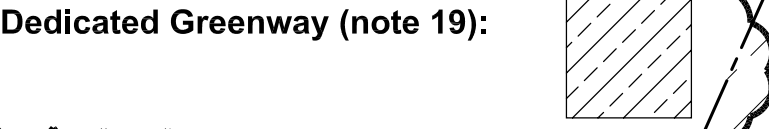
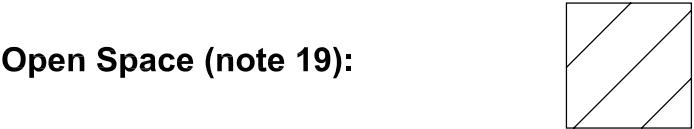
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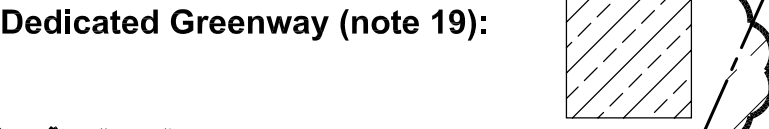
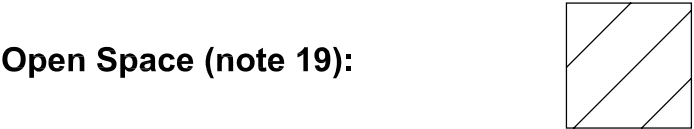
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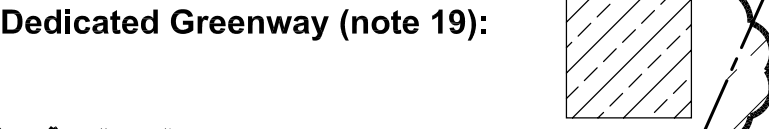
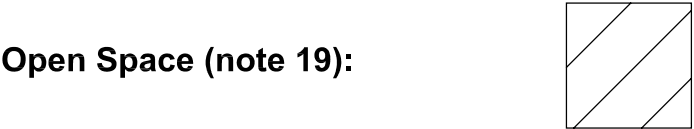
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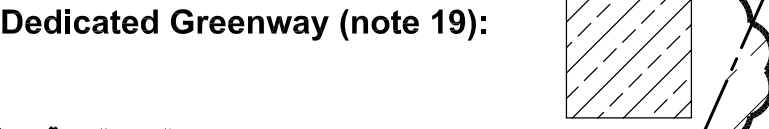
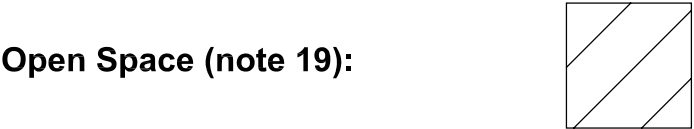
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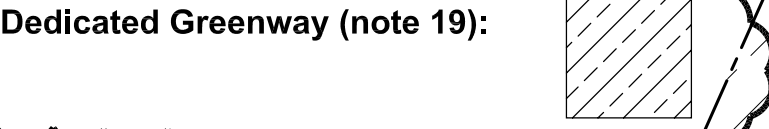
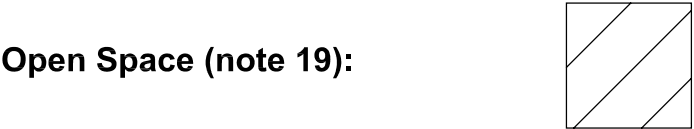
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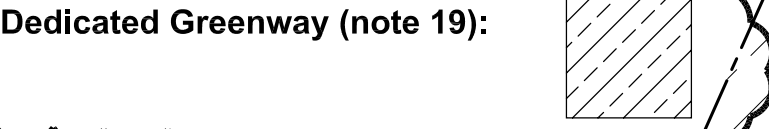
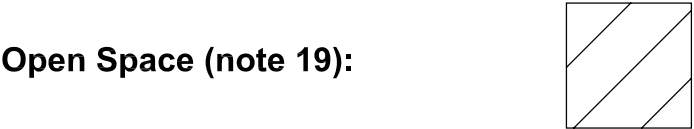
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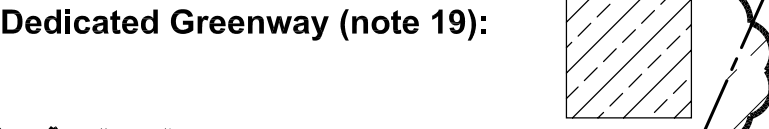
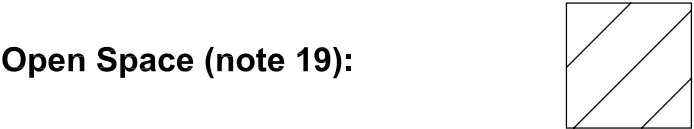
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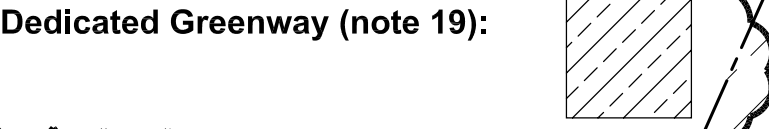
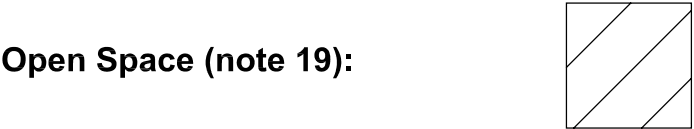
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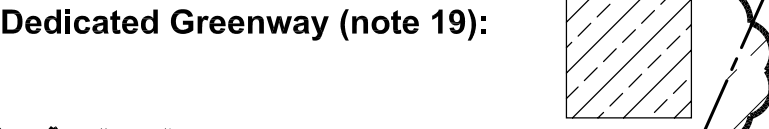
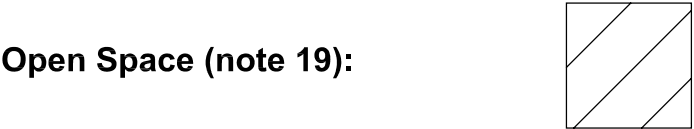
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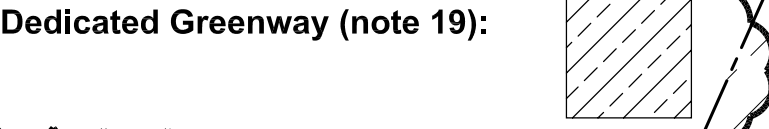
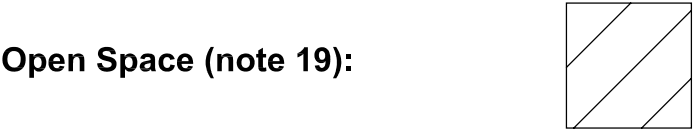
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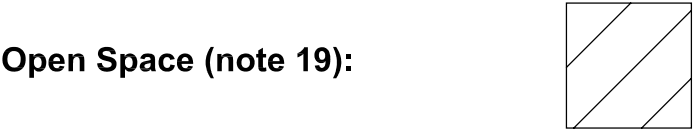
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General Provisions:

1. The development of the site will be controlled by the standards depicted on this site plan and by the standards of the City of Charlotte Zoning Ordinance. The development depicted by this plan is intended to reflect the general arrangement of proposed uses on the site, but the exact details of configuration, placement and size of individual buildings and/or site elements may be altered or modified within the limits prescribed by the ordinance as specified in Section 6.207.1s may be applicable. Minor and incidental changes of detail which do not alter the basic overall layout and/or relationships to abutting sites are permitted as a matter of right for the petitioner/developer.

2. Unless more stringent standards are established by this plan or the conditions established herein, applicable development standards and requirements under the City of Charlotte zoning ordinance shall be followed in connection with the proposed development of the site.

Optional Provisions:

N/A

Permitted Uses:

3. The development proposal will allow a mixed commercial development containing office, institutional, retail, general business, restaurants and/or personal service type uses. A maximum of two uses with drive thru windows will be allowed, but only one shall be permitted as a drive thru restaurant. The drive thru windows shall not front along W. T. Harris Boulevard.

4. It is anticipated that a "Sit Down Restaurant" as shown will be constructed on the site as shown. However, an alternative "Bank" is also an approved use as herein provided and may be constructed instead in the area designated for the Sit Down Restaurant (see Inset detail for Bank alternative illustration).

5. In the event that not all of the 9,000 square feet allocated to Building A is used to construct the building, then the remaining square footage balance may be used within Building C or Building D for additional office/retail space or small restaurant space.

In addition to the above, other small restaurant space may be constructed in either Building C or D by utilizing portions of the 12,500 sq feet of retail space allocated to the proposed development. Under this separate scenario any such restaurant space(s) shall not exceed a grand total of 3,500 sq feet.

6. It is anticipated that Building E will be developed as shown on the site plan. However, various public ordinances and requirements, site constraints and site plan conditions herein contained may impact the size, precise building placement, planned playground, etc. of the building such that the planned use is eliminated from the overall development project. In this event the 10,000 square feet of planned building space shall then be allocated to Buildings C and/or D as additional office and additional retail space, but the retail space shall be limited to a maximum of 2,500 sq feet. If necessary to accommodate the additional square footage said buildings may utilize a third story.

Transportation:

7. The following transportation improvements listed below shall be the responsibility of the petitioner/developer as outlined in the Traffic Impact Analysis (TIA) by Design Resource Group study dated January 2011.

Improvements by the Petitioner/Developer in order to satisfy CDOT's rezoning mitigation requirements:

- W. WT Harris Boulevard (NC 24) & Northcrest Shopping Center Drive (Target Access) - Proposed Access "A"
 - Allowing right turn on red (RTOR) movements on all legs of the intersection. In addition, the developer should be responsible for any signal upgrades at the intersection.
 - Construct dual westbound left turn lanes (protected signal phasing) on W WT Harris Boulevard with a minimum of 150 feet of storage each and a 200-foot bay taper (this improvement can be constructed within the existing raised median).
 - Construct a northbound left turn lane on Proposed Access "A" (protected signal phasing) with a minimum of 250 of storage (approximately to the proposed internal driveway).
 - Construct a combined northbound through-right turn lane on Proposed Access "A".
 - Construct dual southbound entering lanes on Proposed Access "A".
 - Construct a southbound through lane 50 feet in length on Northcrest Shopping Center Drive with the proposed painted island. Re-mark and sign the inner south bound right turn lane on Northcrest Shopping Drive to a combined through-right turn lane for a distance of 300 feet in advance of the stop bar at WT Harris Blvd.
 - The last 50 feet will be marked as a through lane as noted above.
 - Construct a combined eastbound through-right turn lane on W WT Harris Boulevard commencing a minimum of 320 feet west of Proposed Access "A" (120-foot taper and 200-foot full lane width) and terminating at the proposed right-in/right-out access location located midway between Proposed Access "A" and Reames Road.
- W. WT Harris Boulevard (NC 24) & Proposed Access "B" (RI/RO)
 - Construct Proposed Access "B" with one entering lane and one exiting lane (right turn movements only).

Improvements by the Petitioner/Developer in order to satisfy NCDOT's TIA requirements:

- W. WT Harris Boulevard (NC 24) & I-485 NB Ramps
 - Allowing right turn on red (RTOR) movements on the northbound leg of the I-485 NB Exit Ramp and the westbound leg of W. WT Harris Boulevard.
- W. WT Harris Boulevard (NC 24) & Northcrest Shopping Center Drive (Target Access) - Proposed Access "A"
 - Allowing right turn on red (RTOR) movements on all legs of the intersection. In addition, the developer should be responsible for any signal upgrades at the intersection.
 - Construct dual westbound left turn lanes (protected signal phasing) on W WT Harris Boulevard with a minimum of 175 feet of storage each and a 200-foot bay taper (this improvement can be constructed within the existing raised median island).
 - Construct a northbound left turn lane on Proposed Access "A" (protected signal phasing) with a minimum of 275 of storage (approximately to the proposed internal driveway)..
 - Construct a combined northbound through-right turn lane on Proposed Access "A".
 - Construct dual southbound entering lanes on Proposed Access "A".
 - Construct a southbound through lane 50 feet in length on Northcrest Shopping Center Drive with the proposed painted island. Re-mark and sign the inner south bound right turn lane on Northcrest Shopping Drive to a combined through-right turn lane for a distance of 300 feet in advance of the stop bar at WT Harris Blvd. The last 50 feet will be marked as a through lane as noted above.
 - Construct a combined eastbound through-right turn lane on W WT Harris Boulevard commencing a minimum of 320 feet west of Proposed Access "A" (120-foot taper and 200-foot full lane width) and terminating at the proposed right-in/right-out access location located midway between Proposed Access "A" and Reames Road.
- W. WT Harris Boulevard (NC 24) & Proposed Access "B" (RI/RO)
 - Construct Proposed Access "B" with one entering lane and one exiting lane (right turn movements only).

8. The number and location of proposed driveways shall be as generally depicted on the site plan. Such driveways shall conform to all requirements for design, construction, etc. of the City of Charlotte DOT and/or North Carolina DOT.

9. All proposed parking shall be provided as on site surface parking spaces as generally illustrated.

10. Bicycle parking shall be provided per the requirements of the City of Charlotte zoning ordinance.

11. The proposed right-in/right-out only access point ("Access B") shall be designed and constructed as a public street as required per the standards and regulations of the City of Charlotte Subdivision Ordinance. The street shall be a "Local office/commercial/narrow street" per the standards of version "U-04-6". It is anticipated as illustrated on the site plan that the 41 ft right-of-way standard/cross section shall be utilized along with the associated required easements. A "hammerhead" vehicular turn around shall be utilized to terminate the public right-of-way. The easternmost 7 feet of the easement section shall be located on tax parcel 025-221-04. The developer of tax parcel 025-221-04 shall be responsible for platting, recording and construction of the 7 ft easement requirements.

12. All internal vehicular circulation (Access A) shall be designed as a private street/driveway. This internal private street/parking shall remain open for public access (subject to typical owner/tenant rights to patrol/enforce and remove negligent or nuisance parking, abandoned vehicles, etc.).

13. A future vehicular connectivity point to tax parcel 025-221-04 is provided as generally shown. The exact location of this connectivity point is subject to final site planning and engineering/construction needs and requirements of the petitioner/developer. The connectivity point connecting to tax parcel 025-221-04 shall be required to be built at the time that "Access B" is constructed. This connectivity point shall intersect with the internal private street "Access A" as schematically illustrated on the site plan. The finished grade along the easterly property line will be such that the vehicular and pedestrian connection to said tax parcel is functional.

14. Adequate site distance triangles will be maintained at all driveway access points.

Architectural Standards:

15. Exterior walls for all buildings shall utilize brick, EIFS or stucco, natural or cultured stone or cementitious board siding and/or combinations of those materials. Signage and logo shall be allowed. Although individual tenant branding is allowed (ie: signage, colors, logo, architectural facades, etc) there shall be a requirement that all building walls shall utilize complimentary colors and building materials as described herein.

16. The dumpster/recycling containers shall be located within a solid enclosure, including gates. Said enclosures shall utilize the same building materials as listed just above in Note #4. Furthermore, all roof mounted mechanical equipment as well as meter boxes, backflow preventers and similar items shall be screened from public view.

Streetscape & Landscaping:

17. All required landscaping will meet or exceed the standards of the City of Charlotte zoning ordinance.

18. The petitioner/developer shall install sidewalks, public street trees, internal parking/circulation trees, planting strips, etc. as generally illustrated on the site plan. This comprehensive sidewalk and landscaping treatment is designed to accommodate and promote convenient internal and external pedestrian movement among the proposed uses as well as along the public street right-of-way.

19. Along the site's W.T. Harris Boulevard frontage a setback measuring between 30 ft and 35 ft shall be required. The setback shall be measured from the future curb line. (See inset detail for more specific information and requirements regarding the proposed street trees, planting strip/sidewalk, etc.)

Environmental Features:

20. The proposed development will comply with the City of Charlotte Root Construction Control Ordinance. The location, size and type of storm water management systems depicted on the site plan herein is subject to review and approval with full development plan submittal and is not implicitly approved with the this rezoning. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and natural site discharge points.

Parks, Greenways, & Open Spaces:

21. 21. Significant open space in the form of approximately 16.5 acres shall remain as undeveloped open space. The precise amount of the open space area is subject to the proposed development herein meeting all applicable development ordinances and requirements. Most of this area will be dedicated via a fee simple real estate transfer to the Mecklenburg County Park and Recreation Department (MCPR) as part of the planned greenway system along Long Creek. The exact delineation of the open space area, including the area designated for dedication to MCPR, shall be determined based upon final, overall development site layout and engineering/construction requirements and needs of the petitioner/developer as well as any applicable ordinances and regulations which may impact the delineation (such as minimum open space, tree save areas, etc.). The dedication area shall include as a minimum the 100 ft. SWIM buffer associated with Long Creek and Dixon Branch creeks. Said dedication shall occur prior to the issuance of the Certificate of Occupancy pertaining to any building associated with the proposed development.

22. Various greenway amenity features shall be provided by the petitioner/developer. These items shall be included in association with a "greenway amenity area" as generally illustrated on the site plan and shall include the construction of a pedestrian connection from the proposed development to the edge of the planned greenway dedication area. Also, this area will contain as a minimum seating/benches and picnic tables. The location of the amenity area shall be cooperatively coordinated with the MCPR.

Fire Protection:

23. Adequate fire protection will be provided per the standards and requirements of the Charlotte Fire Marshall.

Signage:

24. All signs will be erected in accordance with applicable zoning ordinance standards.

Lighting:

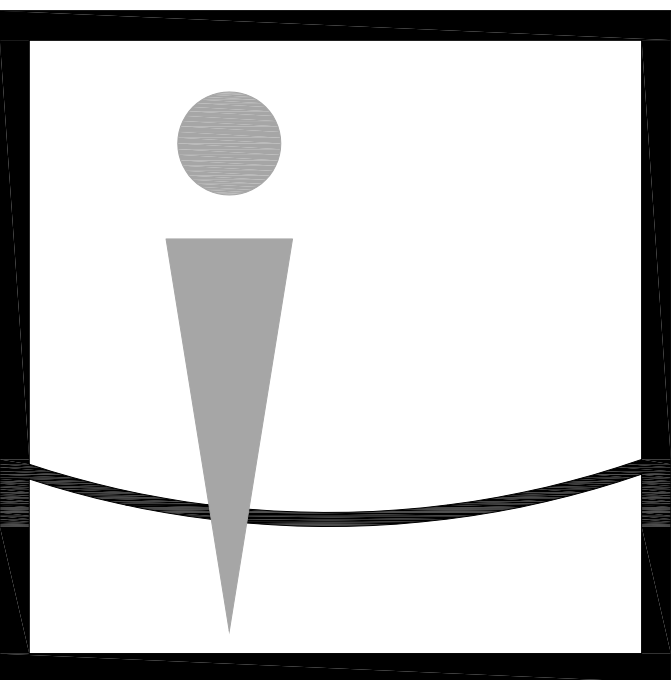
25. The maximum height of any free standing lighting fixtures installed within the surface parking areas on site shall not exceed 30 feet. All such lighting fixtures shall be fully capped and shielded such that the illumination is downwardly cast.

26. No "wall-pak" lighting will be permitted.

Phasing:

27. There is no specific phasing plan; however it is anticipated that the site will be developed in stages as specific individual buildings are planned and constructed. In this regard it is likely that Buildings A and B will be the first two buildings constructed on the site. Accordingly, only the abutting portion of Access A shall be required to be constructed as well as the future, final location for the planned 6 ft sidewalk and 8 ft planting strip along the site's WT Harris Boulevard frontage. The remaining portion of Access A and the construction of Access B shall be required at the time any one of Buildings C, D and/or E are developed. Furthermore, in association with the construction of C, D and/or E, the entire future curb line/new traffic lane between said access points as identified in the TIA shall be required along with the balance of the sidewalk and planting strip along WT Harris Blvd.

In the event that directly abutting development on tax parcel 025-221-04 precedes the construction of Access B as noted above, then the developer associated with such development on said tax parcel shall bear the responsibility, including all engineering, permitting and construction costs, for the construction and dedication of Access B from said parcel to its intersection with WT Harris Blvd as shown on the site plan. The petitioner/developer associated with the subject rezoning petition (2011-20) shall be responsible for costs associated with the approval of the public right-of-way for Access B and provide such approval in a reasonable time and fashion in accordance with typical requirements for the platting and recordation of the street right-of-way.



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Percival McGuire
COMMERCIAL REAL ESTATE

NORTHLAKE

Charlotte, NC

PETITION # 2011-20
FOR PUBLIC HEARING

KEY PLAN

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SITE PLAN

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