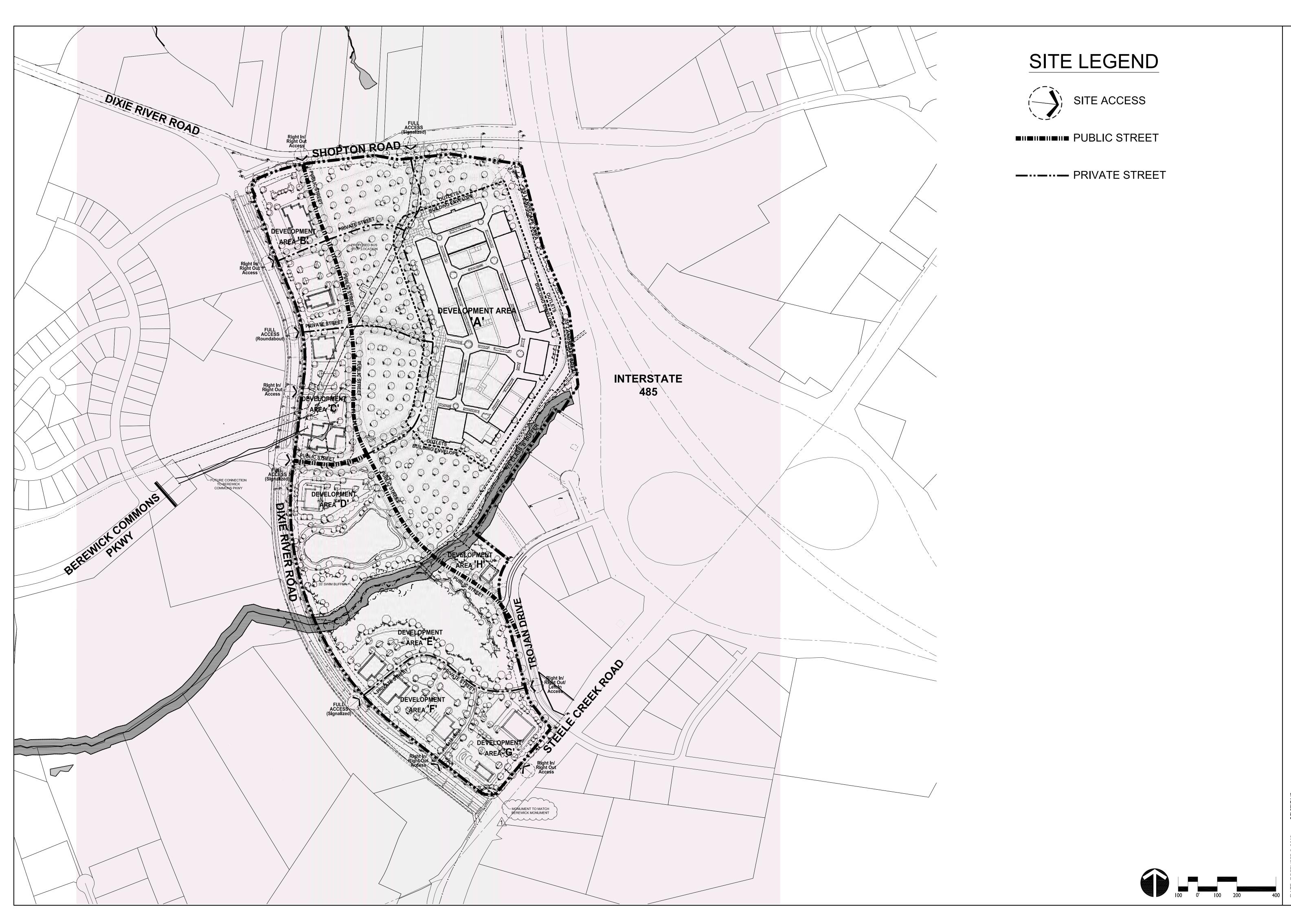
LJW LAND LLC TAX: 199-241-01 DB 21660 PG 693

SHEET

TECHNICAL



**LamolDesign**223 N Graham Street Charlotte, NC 28202
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RETAIL CENTER
ON No. 2013-001

STEELE CREEK (1997) Limited Partners

SCHEMATIC SITE PLAN

S | SILIZ REVISE PER STAFF COMMENTS | STAFF COMENTS | STAFF COMMENTS | STA

DESIGNED BY: KST
DRAWN BY: KST
CHECKED BY: MRC
Q.C. BY: MRC
SCALE: 1"=200'
PROJECT #: 1012048

## Steele Creek 1997 Limited Partnership **Development Standards** Rezoning Petition No. 2013-001 (Tanger Retail Center)

## Site Development Data:

--Acreage: 82.0

--**Tax Parcel #:** 199-241-03,13,15,34 and 44; 199-251-01

--Existing Zoning: CC (LLW-PA); CC SPA (LLW-PA); I-1(CD) LLW-PA (by Rezoning Petition No. 2010-11) and R-3 LLW-PA

--Proposed Zoning: MUDD-O LLW-PA, CC LLW-PA and CC (SPA) LLW-PA

--Existing Uses: Vacant and two single-family homes --Proposed Uses: Uses permitted by right and under prescribed conditions together with accessory uses, as allowed in the CC and MUDD zoning districts (as more specifically described -Maximum Gross Square feet of Development: Up to 525,000 square feet of gross floor area and a hotel with up to 120 rooms.

Maximum Building Height: As allowed by the Ordinance in the area zoned CC. In the area Zoned MUDD-O building height will be limited to 50 feet except for certain architectural features such as towers, gallery roofs and similar structures which may be up to 65 feet in height. Height to be measured as defined by the Ordinance for the portion of the Site zoned CC and a minimum of one space per 250 gross square feet of building area for the portion of the Site zoned.

--Open Space: A minimum of 15% of the Site will be established as open space as defined by the Ordinance.

## General Provisions:

ever is less.

Development Area A.

These Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by Steele Creek 1997 Limited Partnership to accommodate development of an upscale outlet retail center and accompanying retail, office and hotel uses on an approximately 82.0 acre site located south of Shopton Road, east of Dixie River Road, north of Steele Creek Road and west of I-485 (the "Site").

Development of the Site will be governed by the Rezoning Plan as well as the applicable provisions of the City of Charlotte Zoning Ordinance (the "Ordinance"). Unless the Rezoning Plan establishes more stringent standards, the regulations established under the Ordinance for the CC classification for portions of the Site so designated on the Rezoning Plan, and the MUDD zoning district classification for the portions of the Site so designated on the Rezoning Plan (subject to the Optional Provisions provided below), shall govern all development taking place on the Site. 

The schematic depictions of the uses, parking areas, sidewalks, structures and buildings, and other site elements set forth on the Rezoning Plan should be reviewed in conjunction with the provisions of these Development Standards. The ultimate layout, locations and sizes of the development and site elements depicted on the Rezoning Plan as well as any schematic building elevations are graphic representations of the development and site elements proposed, and they may be altered or modified in accordance with the setback, yard and buffer requirements set forth on this Rezoning Plan and the Development Standards, provided, however, any such alterations and modifications shall not materially change the overall design intent depicted on the Rezoning Plan. Changes to the Rezoning Plan not permitted by the Rezoning Plan will be reviewed and approved as allowed by Section 6.207 of the Ordinance.

Notwithstanding the number of buildings shown on the Rezoning Plan, the total number of principal buildings to be developed on the Site shall not exceed 28. Accessory buildings and structures located on the Site shall not be considered in any limitation on the number of buildings on the Site. Permitted Uses & Development Area Limitation:

Subject to the restrictions and limitations listed below, the Site may be developed with up to 525,000 square feet of gross floor area of uses permitted by right and under prescribed anditions and a hotel with up to 120 rooms (subject to conversion rights set forth below), together with accessory uses and uses under prescribed conditions in the Commercial Center (CC) and MUDD-O zoning districts, as applicable.

For ease of reference, the Rezoning Plan sets forth eight (8) development areas as generally depicted on the Technical Data Sheet as Development Areas A, B, C, D, E, F, G and H each a "Development Area" and collectively the "Development Areas"). Development Areas A, B, C and D will be zoned MUDD-O (LLWPA), and Development Areas E, F, G and H vill be zoned CC (LLWPA).

Within Development Areas E, F, G and H the total allowed square footage will be limited to 55,000 square feet of gross floor area and a hotel with up to 120 rooms (subject to the nversion rights set forth below). Of the allowed 55,000 square feet of gross floor area within Development Areas E, F, G and H, a maximum of 27,500 square feet may be utilized for /1\ retail and/or restaurant uses. Up to three (3) uses, in total, with an accessory drive, through window may be developed within Development Areas E. F. G. and H. (A gas station conve store with or without a convenience store may be substituted for one of the three allowed uses with an accessory drive-through window (e.g. if a gas station with or without a convenience store is constructed on one of the Development Areas referenced in this Section, then only two uses with accessory drive through windows will be allowed on the remaining Development Areas referenced).

Up to two (2) uses, in total, with an accessory drive-through window will be allowed within Development Areas B, C and D. One gas station with or without a convenience store may be constructed on Development Area B.

The number of allowed hotel rooms may be increased by up to 30 rooms by reducing the amount of commercial uses at the rate of 500 square feet for each hotel room added.

"Building Edge(s)" have been provided within Development Areas B, C, E and F as generally depicted on the Technical Data Sheet. The buildings constructed within Development Areas B, C, E and F must adhere to the Building Edge(s) generally depicted on the Technical Data Sheet (plaza/outdoor dining areas will be considered part of the buildings for the purposes of compliance with this provision). Vehicular parking and maneuvering may not be located between the proposed buildings and the Building Edge(s) indicated. Other buildings constructed within these development areas that do not abut the Building Edges indicated shall not have to comply with these restrictions. Without limiting the provisions of Sections 1 and 2 above, the schematic representations of the design treatment for the development within Development Areas B, C, E and F generally depicted on Sheet RZ-2 are merely schematic in nature and may altered in a manner consistent with the Building Edge(s) provisions described above. In addition, the provisions of this Section may be altered to permit greater flexibility in development with the prior written consent of the Planning Director.

g. A "Modified Building Edge" has been provided within Development Area D as generally depicted on the Technical Data Sheet. The Petitioner will provide along this Modified Building Edge an improved open space area that will contain seating walls, landscaping and specialty pavers. A low masonry wall will be provided between the improved open space area and the adjacent public streets if the Petitioner chooses to locate a building along this Modified Building Edge in lieu of the improved open space area.

Buildings constructed within Development Areas F and G abutting Dixie River Road and Trojan Drive that do not have a Building Edge requirement will limit the amount of parking between the proposed building and these streets to one row of parking or to a drive thru lane as generally depicted on Sheet RZ-2. A low wall (2.0' to 2.5' feet high) and low accent planting will be provided between the drive lane or parking area and the adjacent roadway. Such wall will be constructed of building materials generally compatible with the buildings on the Site.

Optional Provisions for MUDD-O Areas.

The following optional provisions shall apply to the portions of the Site designated MUDD-O on the Technical Data Sheet.

The Petitioner seeks the optional provision to allow vehicular parking, maneuvering and service between the proposed buildings and: (i) I-485; (ii) Dixie River Road; (iii) Shopton Road; and (iv) the interior public streets, in the manner generally depicted on the Rezoning Plan and in accordance with the "Building Edge(s) provisions set forth above.

The Petitioner seeks the optional provision to allow up to two (2) uses with an accessory drive-through window within Development Areas B, C, or D.

The Petitioner seeks the optional provision to allow two (2) detached, project identification signs along I-485. These two (2) signs may be up to 50 feet high and may contain up to 300 square feet of sign area. Along the other public street frontages of the Site, one (1) sign per street front will be allowed, and these signs may be up to 30 feet high and contain up to 150 square feet of sign area.

The Petitioner seeks the optional provision to allow one (1) detached identification sign for each outparcel located within Development Areas B, C and D. These detached identification signs may be up to four (4) feet high and contain up to 50 square feet of sign area.

The Petitioner seeks the optional provision to allow wall signs to have up to 200 square feet of sign surface area per wall or 10% of the wall area to which they are attached, which

The Petitioner seeks the optional provision to allow tenant identification signs to be located on exterior building walls and certain architectural features (e.g. tower elements and other such features) that are not part of the leasable area of the tenant indentified. The total amount of signage on these architectural features will not exceed 25% of the wall area, and the signs located on the exterior building walls will not exceed 10% of the wall area to which the signs are attached. This optional provision will only apply to tenants and buildings located within

The Petitioner seeks the optional provision to allow the buildings constructed within Development Area A to provide alternative blank wall treatments for the building walls that face -485, Dixie River Road, Shopton Road and the interior public street. Examples of these alternative treatments are generally depicted on Sheet RZ-5a and RZ-5b of the Rezoning Plan, but

Note: The optional provisions regarding signs are additions to the standards for signs in the MUDD district and should be used in conjunction with and in addition to the normal MUDD sign regulations.

agii reguiations. For purposes of the development limitations setforth in these Development Standards (but not to be construed as a limitation on FAR requirements), the term "grossfloor area" or "GFA" hall mean and refer to the sum of the gross horizontal areas of eachfloor of a principal building on the Site measured from the outside of the exterior walls or from the center line of party walls; provided, however, such term shall exclude any surface or structured parking facilities, areas used for building and equipment access (such as stairs, elevator shafts and maintenance crawl spaces), all loading dock areas (open or enclosed), and outdoor dining areas whether on the roof of the building(s) or at street level (parking for outdoor dining areas will be provided as required by the Ordinance).

4. Access:

a. Access to the Site will be from Steele Creek Road, Dixie River Road, Trojan Drive and Shopton Road as generally depicted on the Rezoning Plan.

b. The number and location of access points to the internal public streets will be determined during the building permit process.

The private streets generally depicted on the Technical Data Sheet will be designed to generally meet the Design Standards for Streets contained within the Subdivision Regulations. These private streets will be designed to meet the "Office-Narrow" cross-section as defined in City of Charlotte Subdivision Ordinance.

d. A sidewalk network as generally depicted by the pedestrian circulation plan set forth on Sheet RZ-4 of the Rezoning Plan will be provided. The minimum width of the sidewalks

e. The alignment of the internal public and private Streets, vehicular circulation and driveways may be modified by the Petitioner to accommodate changes in traffic patterns, parking layouts and any adjustments required for approval by the Charlotte Department of Transportation (CDOT) in accordance with published standards.

5. <u>Transportation Improvements:</u>

indicated will be six (6) feet

The Petitioner plans to provide or cause to be provided on its own or in cooperation with other parties who may implement portions of the improvements, the improvements set forth below to benefit overall traffic patterns throughout the area in accordance with the following implementation provisions:

[A FINAL DESCRIPTION OF PROPOSED IMPROVEMENTS WILL BE PROVIDED AFTER THE REVIEW OF TIA IS COMPLETED]

b. [CDOT/NCDOT Standards. All of the foregoing public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad southwest Mecklenburg area, by way of a private/public partnership effort or other public sector project support.]

[Timing of Completion. Certain of the roadway improvements as referenced above must be substantially completed prior to the issuance of the certificate of occupancy for the first building located on the Site, subject to the ability of the Petitioner to post a letter of credit or a bond for any improvements not in place at the time the first certificate of occupancy is issued to secure completion of the applicable improvements.]

**Right-of-way Availability.** It is understood that some of the public roadway improvements referenced subsection a. above may not be possible without the acquisition of additional right of way. If after the exercise of diligent good faith efforts, the Petitioner is unable to acquire any land necessary to provide for any such additional right of way upon commercially reasonable terms and at market prices, then CDOT, the City of Charlotte Engineering Division or other applicable agency, department or governmental body agree to proceed with condemnation of any such land. In such event, the Petitioner shall reimburse the applicable agency, department or governmental body for the cost of any such condemnation proceedings including compensation paid by the applicable agency, department or governmental body for any such land and the expenses of such proceedings.

Alternative Improvements. Changes to the above referenced roadway improvements can be approved through the Administrative Amendment process upon the determination and mutual agreement of Petitioner, CDOT, Planning Director, and as applicable, NCDOT, provided, however, the proposed alternate transportation improvements provide (in the aggregate) comparable transportation network benefits to the improvements identified in this Petition.

Special Requirements for Trojan Drive Extension. The interior public street referenced as Trojan Drive Extension on the Rezoning Plan will be considered an "Avenue" as defined in the City of Charlotte Subdivision Ordinance but constructed substantially as shown by the cross-sections on Sheet RZ- 4. The Petitioner reserves the right to provide a median along portions of this public street. If a median is added the median will be of sufficient width to accommodate trees as specified by the City of Charlotte Tree Ordinance.

## 6. Architectural Standards:

a. The principal buildings constructed on the Site may use a variety of building materials. The building materials used will be a combination of the following: brick, stone, simulated stone, pre-cast stone, precast concrete, synthetic stone, stucco, EIFS or wood.

b. The Petitioner will coordinate the general appearance of the Site's building architecture, landscaping, signage and streetscape elements with the Berewick Development by utilizing generally similar building materials, colors, architectural details, streetscapes, landscape materials and landscape designs.

c. Reference is made to Building Two" within Development Area A as generally depicted on the Rezoning Plan. The two (2) "Pedestrian Access Plazas" located on either side of Building Two shall be designed to serve generally as a "front door" type feature to that portion of the development within Development Area A, and as such will be designed substantially in accordance with the following standards: (i) towers located at the Pedestrian Access Plazas will be designed using up to 60% EIFS with the remaining being cultured/cast stone or other high quality architectural finish to a height of 12 feet, and above 12 feet the building material will be primarily EIFS; (ii) architectural features located at the Pedestrian Access Plazas will be designed using up to 60% EIFS with the remainder being cultured/cast stone or other high quality architectural finish; and (iii) the area of Building Two between the Pedestrian Access Plazas will be designed using up to 60% EIFS with the remainder being cultured/cast stone or other high quality architectural finish.

d. The principal buildings throughout the Site may be built in phases. Without limiting the generality of the foregoing, portions of the buildings facing Shopton Road may not be built when other buildings within Development A are constructed; in this regard, the ends of such buildings that may be expanded during a subsequent phase of development will be treated prior to such expansion in the manner generally depicted on Sheet RZA of the Rezoning Plan. The buildings that are completed during the first phase of development that will be expanded in subsequent phases will also be finished in the manner generally depicted on Sheet RZ-4.

The walls used to screen the service and loading areas of buildings on the Site will be designed as generally depicted on Sheet RZ-4 of the Rezoning Plan; special attention and additional details will be added to the screen walls that face Dixie River Road in the manner generally depicted on Sheet RZ-4 of the Rezoning Plan. 

The service areas of the buildings constructed within Development Areas B, C, and D will be screened from the adjoining streets with walls designed to match and compliment the building architecture of the adjacent buildings. Architectural features such as, but not limited to, banding, medallions, changes in color or design features or materials will be provided to avoid a sterile, unarticulated blank treatment of such walls.

g. Retaining walls located on the Site will be treated with landscaping to help soften their appearance. \_\_\_\_\_\_

h. Meter banks will be located behind the building and will be screened where visible from public view.

Roof top HVAC and related mechanical equipment will be screened from public view at grade.

**Streetscape, Landscaping and Buffers:** 

a. No buildings or parking areas will be allowed within a 35 foot landscape area, nothing shall prevent signs from being placed within the 35 foot landscape area. This 35 foot landscape area will be landscaped with a variety of evergreen and deciduous shrubs, ornamental grasses and seasonal color.

b. A 35 foot setback will be provided along Shopton Road as generally depicted on the Rezoning Plan.

For the portions of the Site designated CC on the Technical Data Sheet, a setback as required by the CC Zoning District will be established along existing and proposed public streets, provided, however, the Petitioner reserves the right to the reduce the CC district setback from 35 feet to 14 feet as allowed by the Ordinance.

Along Dixie River Road the Petitioner will provide a variety of landscape treatments as described in this subsection. At the intersection of Dixie River Road and Berewick Commons Parkway, at the roundabout intersection on Dixie River Road and within Development Areas B, C and D, the Petitioner will provide a low wall (2.0 to 2.5 feet high) and low accent plantings to screen parking areas from Dixie River Road; such wall will be constructed of building materials generally compatible with the buildings on the Site. Along the other portions of Dixie River Road the Petitioner will provide decorative landscape screening.

The Petitioner will provide eight (8) foot planting strips and six (6) foot siderally 1 and 2 an e. The Petitioner will provide eight (8) foot planting strips and six (6) foot sidewalks along the Site's frontage on Steele Creek Road, Dixie River Road, Trojan Drive and Shopton Road. Planting strips and sidewalks along the Site's other public and private streets will be installed to the extent required by the Design Standards for Streets outlined in the Subdivision

f. Along the Site's internal private streets, the Petitioner will provide a sidewalk and a cross-walk network that links all the buildings on the Site with one another by way of links to sidewalks along the abutting public and private streets and/or other pedestrian features. The minimum width for these internal sidewalks will be six (6) feet. Street trees will also be provided along the Site's internal public and private streets.

A buffer will be provided along the Site's southeastern property boundary as generally depicted on the Rezoning Plan. This buffer may be reduced in width as allowed by the Ordinance by the installation of a fence or wall. This buffer may be eliminated when the use or zoning on the adjoining property changes to a use that no longer requires a buffer. 

If at the time of the application of the first building permit for a building within Development Area E, the property currently consisting of Tax Parcel #199-243-01 located across Trojan Drive from Development Area E has been developed for one or more single family residential homes, the Petitioner shall install a 20 foot Class C buffer along Trojan Drive adjacent to Development Area E; no such buffer shall be required if such property has not been developed for one or more single family residential homes at the time of the application of the first building permit for a building within Development Area E.

Above ground heal-first i. Above ground backflow preventers will be screened from public view and will be located outside of the required setbacks.

8. Environmental Features:

a. The Petitioner shall comply with the Charlotte City Council approved and adopted Post Construction Controls Ordinance

b. The location, size and type of storm water management systems depicted on the Rezoning Plan is subject to review and approval as part of the full development plan submittal and is not implicitly approved with this rezoning. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and natural site discharge points.

c. The Site will comply with the Tree Ordinance.

9. Plazas and Open Space:

a. The Petitioner will construct an eight (8) foot multi-use trail around the proposed water quality storm water detention pond located within Development Area D as generally depicted on the Schematic Site Plan. The multi-use trail will connect to the sidewalk along Dixie River Road and to the sidewalk along the internal public street abutting the facility. This multi-use trail will be an asphalt trail or equivalent surface. The Petitioner will provide seating areas and pedestrian scale lighting along portions of the multi-use trail. The water quality/detention pond will be landscaped and maintained as an open space amenity area.

b. The Petitioner will provide three (3) "Pedestrian Access Plazas" and two (2) "Pedestrian Accesses" into the buildings constructed within Development Area A in the locations generally depicted on Sheet RZ-4 of the Rezoning Plan. The Pedestrian Access Plazas will be designed as significant pedestrian access points and focal features of that portion of the development. The Pedestrian Access Plazas and Pedestrian Accesses will be improved with [special architectural treatments and high quality building materials]. The Pedestrian Access Plazas will include features such as but not limited to; water features, windows, specially graphics, landscaping, specialty paving, high quality EIFS, seating areas, signage, art work and other site elements that help create a vibrant entrance, substantially in the manner depicted on Sheets RZ-5a and RZ-5b. Portions of the Pedestrian Accesses and Plazas and Pedestrian Accesses may be used for outdoor dining associated with restaurants.

The Petitioner may provide a playground or "play bay" area especially designed for children within Development Area A substantially in the manner depicted on Sheet RZ-5a of the

The open space area surrounding the water quality/storm water detention pond will be improved as an open space amenity area as part of phase one of the development. 10. <u>Signage:</u>

a. Signage as allowed by the Ordinance and the Optional Provisions listed above may be provided. The Site will be viewed as a Planned Development, and in addition to other signs permitted in this Rezoning Plan, the Site will be allowed to have a shopping center identification sign at the intersection of Trojan Drive and Steele Creek Road.

a. All new lighting shall be full cut-off type lighting fixtures excluding lower, decorative lighting that may be installed along the driveways, sidewalks, and parking areas.

b. Detached lighting on the Site will be limited to 30 feet in height.

No "wall pak" lighting will be allowed, however architectural lighting on building facades, such as sconces, will be permitted and in loading dock areas or at the rear of the buildings where "wall pak" lighting that is designed as down lighting will be allowed.

~~~~ 12. <u>Miscellaneous:</u>

a. The Petitioner will provide a bus stop shelter and waiting pad along the internal public street in the location generally depicted on the Sheet RZ-2.

b. The Petitioner reserves the right to request a modification to the required internal public/private streets through the Alternative Compliance provisions of the Subdivision Regulations 

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

14. Binding Effect of the Rezoning Application:

Amendments to the Rezoning Plan

If this Rezoning Petition is approved, all conditions applicable to the development of the Site imposed under the Rezoning Plan will, unless amended in the manner provided herein and under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site and their respective heirs, devisees, personal representatives, successors in interest or assigns.

DEVELOPMENT

LandDesign

I EELE CREEK REI AIL CENTER EZONING PETITION No. 2013-001 TELE CREEK (1997) Limited Partnership

(I) 12.21.12 - REVISE PER STAFF COMMEN

DATE: DECEMBER 3, 2012
DESIGNED BY: KST
CHECKED BY: MRC
Q.C. BY: MRC
SCALE: 1"=200'
PROJECT #: 1012048

# OVERALL EXTERIOR ELEVATION BOARD - CONCEPTUAL RENDERINGS

12.20.2012



STEELE CREEK RETAIL CI REZONING PETITION No. 2013-

CONCEPTUAL

**/isions:** | 12-21-12 Revise per staff comments

DESIGNED BY: KST
DRAWN BY: KST
CHECKED BY: MRC
Q.C. BY: MRC
SCALE: N/A
PROJECT #: 1012048



**Tanger**Outlets





## SOUTH ELEVATION



THESE ELEVATIONS ARE PROVIDED TO REFLECT THE ARCHITEC-TURAL STYLE AND QUALITY OF THE BUILDINGS THAT MAY BE CONSTRUCTED ON THE SITE (THE ACTUAL BUILDINGS CONSTRUCTED ON THE SITE MAY VARY FROM THESE ILLUSTRATIONS AS LONG AS THE GENERAL ARCHITECTURAL CONCEPTS AND INTENT ILLUSTRATED IS MAINTAINED)