

• up to 150 residential dwelling units located within Building/Parking Envelope B, it being understood that Building/Parking Envelope B is reserved

• associated surface and/or structured parking facilities located within Parking Envelope F and in the Building/Parking Envelopes depicted on the

4. Detailed site planning has not been finalized. The development depicted on the Conceptual Schematic Site Plan is merely schematic in nature

and except as otherwise specified in these Development Standards, is intended only to describe the possible arrangements of uses and building elements on the Site and the schematic depictions of the uses, structures and building elements set forth on the Conceptual Schematic Site Plan

should be reviewed in conjunction with the provisions of these Development Standards. Consequently, except as otherwise expressly specified

areas, and the heights and masses of buildings have not been finally determined, and depictions of such elements on the Conceptual Schematic

streets, thoroughfares and points of access, the numbers, configuration and placements of buildings, the configuration and placements of parking

development proposed. They may, therefore, be altered or modified during design development and construction document phases so long as the

maximum building envelope lines established on the Technical Data Sheet are not violated and the proposed alterations or modifications do not

exceed the parameters of the accompanying Development Standards, the general depictions set forth on Exhibit A and Section 6.206 (2) of the

on the Technical Data Sheet and in these Development Standards, the ultimate layout of the development proposed, the exact alignments of

Site Plan are not intended to be specific site development plans but rather preliminary graphic representations of the types and quality of

for residential use together with permitted accessory uses; and

MIN. 40% LARGE MATURING TREES

MINIMUM OF 12 TREES PER 100'

CITY OF CHARLOTTE ZONING ORDINANCE

TO SATISFY THE ABOVE BUFFERING REQUIREMENTS.

IF THE BUFFER AREA DOES NOT CONTAIN SUFFICIENT VEGETATION TO PROVIDE A

BUFFER AS PER TABLE 12.302 (B). ADDITIONAL VEGETATION WILL BE SUPPLEMENTED

NATURAL SCREEN, ACCORDING TO THE BUFFER REQUIREMENTS OF A CLASS 'B'

DEVELOPMENT STANDARDS (contd.)

5. If at some future time the owner of Building/Parking Envelope A elects to demolish the building(s) within that area, the Planning Commission's Staff may approve an amendment to the Technical Data Sheet which would accommodate more buildings than the present Technical Data Sheet allows within such area and which would permit buildings within Parking Envelope F, through an Administrative Site Plan amendment approval process, subject, however, to the square footage limitations and use limitations set forth in Section II. A. above.

III. PEDESTRIAN FRIENDLY DESIGN, SIDEWALKS AND INTERNAL CONNECTIVITY

In order to promote a high quality development on the Site that is pedestrian friendly, the Petitioner agrees that the Site will be developed in accordance with the following requirements:

1. Building(s) located within Building/Parking Envelope A and Building/Parking Envelope B shall be oriented to Access Drive A in substantially the same manner as generally depicted on the Conceptual Schematic Site Plan.

2. Except as may be provided in Section III. D. below, buildings located within Building/Parking Envelope C shall have orientations to Access Drive A, Access Drive B, Vance Road and North Lake Boulevard (a/k/a Reames Road Extension) and to the parking facilities located on Building/Parking Envelope C, to the extent such buildings are located along such roads or drives, in substantially the same manner as generally depicted on the Conceptual Schematic Site Plan, provided, however, building(s) within Building/Parking Envelope C may be located along North Lake Boulevard (a/k/a Reames Road Extension) without parking between the building(s) and the street and in such event the setback along North Lake Boulevard (a/k/a Reames Road Extension) shall be 14 feet rather than 35 feet.

3. To the extent any buildings are constructed within Building/Parking Envelope D, (i) no parking will be allowed between any such buildings located thereon and North Lake Boulevard (a/k/a Reames Road Extension), (ii) no parking will be located between any such buildings located thereon and Access Drive B and (iii) no parking will be located between any such buildings located thereon and Access Drive C; provided, however, nothing contained herein shall limit the location of parking to the side or rear of any such building located along Access Drive B or Access Drive C nor the location of driveways for vehicular maneuvering in front of those portions of buildings located on Building/Parking Envelope D that face Access Drive B (it being understood that no such vehicular maneuvering shall be permitted in front of and between those portions of any buildings located on Building/Parking Envelope D that face North Lake Boulevard).

4. The access driveways and pedestrian connections leading into the internal parking areas from Access Drive A, Access Drive B, Access Drive C, Access Drive D and the sidewalk connections between buildings located within each Building/Parking Envelope, as generally depicted on the Technical Data Sheet and the Conceptual Schematic Site Plan, are only depictions of possible vehicular and pedestrian connections on the Site, and therefore the exact alignments and configurations thereof are subject to alteration during design and construction development phases and as may be provided in Section III. D. below. However, (i) no more than five (5) points of vehicular access leading from Access Drive A into the internal parking areas of Building/Parking Envelope A and Building/Parking Envelope B on an aggregate basis shall exist; (ii) no more than four (4) points of vehicular access leading from Access Drive A into Parking Envelope F (excluding the intersection of Access Drive A and Access Drive C) shall exist; (iii) no more than two (2) points of vehicular access leading from Access Drive A into the internal parking areas of Building/Parking Envelope C shall exist; (iv) no more than three (3) points of vehicular access leading from Access Drive B into the internal parking areas of Building/Parking Envelope C shall exist; (v) no more than one (1) point of vehicular access each leading from Access Drive B and Access Drive C into the internal parking areas for Building/Parking Envelope D shall exist and (vi) no more than one (1) point of vehicular access leading from Access Drive C into the internal parking areas for Building/Parking Envelope E shall exist.

Buildings located within Building/Parking Envelopes B, C, D and E that are constructed along Access Drive A, Access Drive B, Access Drive C, Vance Road or North Lake Boulevard (a/k/a Reames Road Extension) will have street-level windows facing such drives or roads and will avoid long expanses of solid walls through the introduction of articulated facades and other specifically designed architectural elements.

Sidewalks, Pedestrian Open Space and Streetscape Treatment.

Petitioner agrees to install a six (6) foot wide sidewalk and an eight (8) foot wide planting strip along the Site's frontage on Vance Road and North Lake Boulevard. Petitioner reserves the right to meander any of these sidewalks.

2. Petitioner will install internal sidewalks five (5) feet in width on the Site so as to provide pedestrian connections between portions of the various buildings located thereon and to the sidewalks to be installed by Petitioner along Vance Road and North Lake Boulevard (a/k/a Reames Road Extension). This sidewalk system shall include sidewalks located on both sides of Access Drives A and B and on one side of Access Drives C and D (subject to internal separations for vehicular access) and shall contain street/driveway cross-sections substantially similar to those set forth on Exhibit A.

3. The internal parking area located within Building/Parking Envelope C shall include internal pedestrian connections to and from portions of the buildings located thereon and shall include an internal pedestrian promenade feature substantially similar in concept to the one generally depicted on the Conceptual Schematic Site Plan. The internal parking area located with Parking Envelope F and Building/Parking Envelope D shall include the internal pedestrian feature connecting such areas substantially similar in concept to the one generally depicted on the Conceptual Schematic Site Plan lo

4. The streetscape treatment along the Site's frontage on Vance Road and North Lake Boulevard (a/k/a Reames Road Extension) shall include the sidewalks described above and landscaping and pedestrian-scale lighting (such pedestrian-scale lighting shall include "caps" and shall not exceed 25 feet

D. Changes to Development Plan Due to Realignment of Vance Road and North Lake Boulevard.

As provided in Section IX of these Development Standards, the Petitioner commits to dedicate and convey or grant an easement with respect to (i) portions of the Site for additional right-of-way (where owned by the Petitioner and where not already existing) along the Site's frontage on realigned Vance Road to create a 75 foot street "cross-section" extending north from the centerline of realigned Vance Road and (ii) portions of the Site for additional right-of-way (where owned by the Petitioner and where not already existing) along the Site's frontage with proposed North lake Boulevard to create a 69 foot street "cross-section" extending west from the centerline of proposed North Lake Boulevard. It is acknowledged, however, that the final locations for the centerline of Vance Road and the centerline of proposed North Lake Boulevard have not yet been finally determined as part of the NCDOT/CDOT transportation improvement plans for Vance Road, Reames Road and North Lake Boulevard. In light of the Petitioner's transportation commitments described in Section IX, it is acknowledged that the final location of the centerlines for realigned Vance Road and proposed North Lake Boulevard could adversely affect the development planned for the Site as generally depicted in this Rezoning Plan, including for example, the location of parking facilities, driveways, sidewalks, landscape areas, pedestrian features and buildings. Accordingly, subject to the obligations of the Petitioner regarding the conveyance/easement grants described in Section IX, the Petitioner may take the following action in response to the final location of the centerlines and accompanying rights-of-ways for realigned Vance Road and proposed North Lake Boulevard:

1. The Petitioner may seek from the Charlotte Zoning Board of Adjustment or other applicable governmental authority variances from the 35 foot setbacks along realigned Vance Road and proposed North Lake Boulevard within the general areas of Building/Parking Envelopes C and D as generally

2. The Petitioner may seek and the Planning Commission's Staff may approve an Administrative Site Plan amendment to the Technical Data Sheet and this rezoning plan to permit changes to (i) the location and size of Building/Parking Envelopes C and D and Parking Envelope F, (ii) the location of site and building elements within Building/Parking Envelopes C and D and Parking Envelope F (e.g. sidewalks, driveways, parking facilities, pedestrian features, landscape areas, building improvements and the like) and (iii) the location of Access Drive B; provided, however, any such changes shall not materially change the overall design concept for the development to take place on the Site and the architectural features, design and materials provided

IV. ARCHITECTURAL GUIDELINES

All buildings constructed on the Site will be architecturally compatible in appearance through the use of similar or complementary building materials, colors and design (giving due considerations to the use of each building). The proposed buildings located within Building/Parking Envelopes C and D will be generally in keeping with the concept and image illustrated in the Building/Parking Envelopes C and D Conceptual Streetscape Perspectives and Building/Parking Envelopes C and D Conceptual Elevations, conceptually depicted on Exhibit A, which accompanies this Technical Data Sheet. The proposed building(s) located within Building/Parking Envelope A will be generally in keeping with the concept and image illustrated in either (i) the Building/Parking Envelope A Conceptual Elevations conceptually depicted on Exhibit A, which accompanies this Technical Data Sheet, or (ii) the Building/Parking Envelopes C and D Conceptual Streetscape Perspectives conceptually depicted on Exhibit A, which accompanies this Technical Data Sheet.

V. ACCESS POINTS AND CONNECTIVITY

A. Except as provided in Section V. D. below, the number and nature of permanent exterior vehicular access points to the Site to and from Vance Road and North Lake Boulevard shall be limited to the number and shall be provided in the manner depicted on the Technical Data

B. The placement and configuration of each such access point are subject to any minor modifications required to accommodate final site and architectural construction plans and designs and are further subject to any adjustments required for approval by NCDOT or CDOT (as the case may require) and as permitted pursuant to the provisions of Section III. D. hereof. C. Internal access to buildings and parking areas located within Building/Parking Envelope B and Building/Parking Envelope C from

Vance Road onto Access Drive A shall be from points farther than 150 feet from the northeasterly right of way margin of Vance Road. Internal access to buildings and parking areas located within Building/Parking Envelope C and Building/Parking Envelope D from North Lake Boulevard (a/k/a Reames Road Extension) onto Access Drive B shall be from points farther than 150 feet from the westerly right of way margin of North Lake Boulevard (a/k/a Reames Road Extension). Internal access to buildings and parking areas located within Building/Parking Envelope D and Building/Parking Envelope E from North Lake Boulevard (a/k/a Reames Road Extension) onto Access Drive C shall be from points farther than 150 feet from the westerly right of way margin of North Lake Boulevard (a/k/a Reames Road

D. Petitioner shall provide for pedestrian connectivity to Point O' Woods Drive in the approximate location generally depicted on the Technical Data Sheet. In addition, in the event those parcels that abut those portions of Point O Woods Drive located along the boundary of the Site are developed for higher density residential uses the Petitioner agrees to provide vehicular connectivity to Point O' Woods Drive in a location and pursuant to a design acceptable to the Petitioner. Furthermore, in the event that development on the Site obtains a vehicular connection to parcels located across Point O'Woods Drive to the north so as to provide for a full movement intersection and access along North Lake Boulevard across from one of the primary driveway entrances to North Lake Mall, the Petitioner will provide for the elimination, at the Petitioner's expense, of the "left-over" movement from North Lake Boulevard at Access Drive. It is understood that

the location and design of the above-described vehicular connection and full movement intersection/access shall be acceptable to the Petitioner in all material respects, and the Petitioner shall not be required to pursue or provide for such connection or full movement intersection/access, but if such connection and full movement intersection/access are obtained in a manner acceptable to the Petitioner, the Petitioner will provide for the elimination of the "left-over" movement as described above.

A. Subject to other provisions of this Section VI and the provisions of Section XV. B. dealing with water quality matters, exterior Buffer Areas will be stablished in accordance with the specifications provided on the Technical Data Sheet. Additional Buffer Areas will be provided when required by the Ordinance. All Buffer areas will, at a minimum, conform to the standards of Section 12.302 of the Ordinance; subject, however, to the provisions of

B. Subject to alterations necessary in light of severe topographical contours of the Site and the provisions of Section XV. B., utility installations may only cross Buffer Areas at interior angles measured at property lines which are not less than 75 degrees.

C. If in the future any adjoining zoning district should be changed to a zoning district which either does not require a buffer or only requires a reduced ouffer, then the buffer provided at the applicable edge, as depicted on the Technical Data Sheets, may, in each such case, be adjusted in accordance with Table 12.302(a) and Table 12.302(b) of the Ordinance.

The following provisions shall apply to external signs erected on the Site:

A. A master signage and graphic system will be adopted and implemented throughout the Site. B. All signs will be fixed and may not move, rotate or flash.

C. Public information systems and graphics will be easily understood and complementary in scale and appearance. D. All signs and graphics will be designed and erected in compliance with the Ordinance; subject however, to Petitioner's reservation of the option to seek variances from the sign regulations, as provided in the Ordinance.

VIII. PHASING OF SITE DEVELOPMENT

No certificates of occupancy, temporary or final, for the first building to be built on the Site may be issued prior to (i) completion of the roadway improvements to be undertaken by or on behalf of the Petitioner as listed in Section IX and (ii) completion of those roadway improvements that, oursuant to the requirements of Rezoning Petition #2002-110 that governs the development of NorthLake, are specified for completion prior to the opening of the first building to be built as part of the Mall Component of the NorthLake development.

If this Rezoning Petition is approved, the Petitioner commits to make the following transportation commitments: A. To dedicate and convey (by quitclaim deed and subject to a reversionary interest in any property not used for right-of-way purposes in the future) to

NCDOT or CDOT (as the case may require) where owned by the Petitioner and where not already existing, that portion of such additional right of way along the Site's frontage on realigned Vance Road to create a 58 foot wide right of way between the Site and the realigned centerline of that road, the exact location of such dedicated area to be determined in a manner reasonably acceptable to the Petitioner. In addition, the Petitioner shall convey to NCDOT or CDOT (as the case may require) a perpetual, nonexclusive easement to an area 17 feet in width along the northern right-of-way margin of Vance Road as described above to permit the installation of such roadway and related infrastructure improvements as sidewalks, planting strips, landscaping areas, bike paths, utilities, curb and gutter and the like, the intent being that such 17 foot easement area may be available to provide for a 75 foot street "cross-section" extending from the centerline of the realigned Vance Road. Such easement instrument shall be in form mutually acceptable to the Petitioner and NCDOT/CDOT, as applicable.

B. To dedicate and convey (by quitclaim deed and subject to a reversionary interest in any property not used for right-of-way purposes in the future) to NCDOT or CDOT (as the case may require) that portion of the proposed right of way that falls within the Site of North Lake Boulevard (a/k/a Reames Road Extension) needed to provide for a 58 foot wide right-of-way between the Site and the centerline of that road (North Lake Boulevard being the minor thoroughfare which is proposed to run along the easterly margin of the Site from the intersection of Reames Road and Vance Road to Alexanderana Road), the exact location of such dedicated area to be determined in a manner reasonably acceptable to the Petitioner. In addition, the Petitioner shall convey to NCDOT or CDOT (as the case may require) a perpetual, non-exclusive easement to an area 11 feet in width along the easterly margin of the Site as described above to permit the installation of such roadway and related infrastructure improvements as sidewalks, planting strips, landscaping areas, bike paths, utilities, curb and gutter and the like, the intent being that such 11 foot easement area may be available to provide for a 69 foot street "cross-section" extending from the centerline of North Lake Boulevard. Such easement instrument shall be in a form mutually acceptable to the Petitioner and NCDOT/CDOT, as applicable. C. The dedications and conveyances described in this Section IX shall occur on or before the issuance of the final certificate of occupancy for the first

building located within the Site. D. To cause to be constructed the following roadway improvements specified as the Petitioner's responsibility in the Petitioner's final traffic impact study (the "TIS"):

In the event the building to be constructed in Building/Parking Envelope A should at any time or times after its initial occupation, be vacated by any

1. The exterior of the building, associated parking lot, outside lighting, landscaping and irrigation system shall continue to be operated, maintained,

4. Should the building be vacated by any occupant for a period longer than 6 months for any reason other than fire or some other casualty, then the

building to be reoccupied and devoted to uses permitted in the CC District, including retail or non-retail uses or any combination thereof in keeping

with the character and quality of the overall site development. The owner/occupant of the building may not impose anti-competitive covenants or

and used by a business which was similar to the business being conducted by the former occupant that vacated the building.

owner or occupant of the building shall thereafter implement with reasonable dispatch commercially reasonable efforts which are designed to cause the

restrictions with respect to the future commercial use of the building by deed or contract, the intent being to insure that the building could be occupied

2. All exterior business signs shall be removed and exterior building surfaces shall be repaired and repainted to provide a neat appearance within thirty

occupant, the owner thereof shall implement the following building vacancy mitigation procedures:

secured, repaired or replaced in the same manner as when the building was occupied.

3. Trash and litter shall be removed on a regular basis at least once a week.

(30) days after the property becomes vacant.

Installation of a traffic signal and all related components upon meeting appropriate warrants and approval by CDOT and NCDOT (including the cost of the extension of interconnect cable to adjacent signalized intersections). • Construct dual eastbound left-turn lanes on Vance Road with a combined 175 feet of storage length (or such length as reasonably determined by CDOT) with a 15:1 bay taper. • The setting of the curb and gutter along the site's frontage to permit the creation of a third westbound through lane. This will terminate and act as an exclusive right-turn lane. • Construct the southbound approach to include dual left-turn lanes with a combined 150 feet of internal storage, a through lane, and an exclusive right-turn lane with 185 feet of internal storage. The through lane will be marked out for the future fourth leg of the intersection.

Northlake Boulevard / Access Drive C (Directional Crossover; referred to as Access "B" in the TIS) Construct the eastbound approach to include an exclusive right-turn lane on Access Drive C (referred to as Access "B" in the TIS) with 200 feet of internal storage. • Construct a northbound exclusive left-turn lane on Northlake Boulevard with 150 feet of storage length and a 15:1 bay taper.

Northlake Boulevard / Access Drive B (Right-In/Right-Out; referred to as Access 101 in the TIS)

• Construct a southbound exclusive right-turn lane on Northlake Boulevard with 150 feet of storage length and a 15:1 bay taper. • Construct the eastbound approach to include an exclusive right-turn lane on Access Drive B (referred to as Access "C" in the TIS) with 100 feet of

• Construct a southbound exclusive right-turn lane on Northlake Boulevard with 150 feet of storage length and a 15:1 bay taper.

1. REFERENCE BOUNDARY SURVEY PREPARED BY ESP & ASSOCIATES, PA, 12245 NATIONS FORD ROAD, SUITE 401, PINEVILLE, NC, 28134; (704) 583-4949: DATED 12.26.00, LAST REVISED 06/26/02

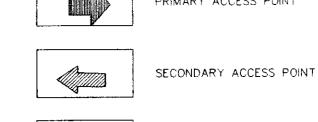
2. TOPOGRAPHY OBTAINED FROM MECKLENBURG COUNTY MAPPING/GIS

N.T.S.

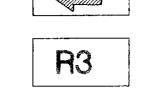
SERVICES. CDROM 2: 1993 - 1996.

VICINITY MAP

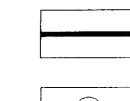
LEGEND



PRIMARY ACCESS POINT



EXISTING ZONING



ADJACENT PROPERTY OWNER

EXISTING ZONING BOUNDARY

SITE SUMMARY

AREA TO BE REZONED: 43.47 ACRES TAX PARCEL #'S: 025-291-02 025-291-03 025-291-04 025-291-05 025-291-06 025-291-07 R3 & B1 (CD)

150 UNITS MAXIMUM

40' MAXIMUM

CC

EXISTING ZONING: PROPOSED ZONING: PROPOSED BUILDING AREA: COMMERCIAL BUILDING AREA: 325,000 SF MAXIMUM RESIDENTIAL UNITS:

BUILDING HEIGHT

A. 025-281-02 REAMES INVESTORS LLC/ COLLETT & ASSOCIATES, INC 9407 POINT O' WOODS DRIVE CHARLOTTE, NORTH CAROLINA 28216 B. 025-291-01 GREENE, JUNE M. AND SYLVIA, AND SMITH, SYLVIA 8945 VANCE ROAD

MONROE, NORTH CAROLINA 28110 C. 025-291-11 RICHARDSON, TIMOTHY S. AND DONNA 9500 POINT O'WOODS DRIVE CHARLOTTE, NC 28227

D. 25-291-10 GIBSON, CHARLES E. AND KAREN

9424 POINT O'WOODS DRIVE CHARLOTTE, NC 28227 E. 25-291-09 FDC-REAMES ROAD 9408 POINT O'WOODS DRIVE CHARLOTTE, NC 28227

F. 25-291-18 METROLINA PROPERTIES LTD. PARTNERSHIP CHARLOTTE NO 28227 . 025-291-06 FDC-REAMES ROAD 9408 POINT O'WOODS DRIVE

DEVELOPMENT STANDARDS (contd.)

025-291-08 CHARLOTTE, NC 28227

E. To coordinate and cooperate with the petitioner/developer of the NorthLake development under Rezoning Petition No. 2002-111 in connection with, and bear up to one-fourth (1/4) of the costs associated with, construction of an exclusive northbound right-turn lane on Mt. Holly-Huntersville Road and construction of an exclusive westbound

It is understood that the above referenced commitments will include, as needed the participation by the Petitioner in up to one-fourth (¼) of the costs associated with any right of way acquisitions specifically required to permit the above-referenced turn lanes. Furthermore, it is understood that the Petitioner's participation in the above-referenced right-of-way improvements to the Mt. Holly-Huntersville Road/Vance Road intersection will be required only if the NCDOT has not completed the Mt. Holly-Huntersville/Vance Road intersection improvements by December 31, 2004, as part of its roadway construction projects for the area.

XI. SCREENING AND LANDSCAPING AREAS

right-turn lane on Vance Road.

All buildings constructed within the Site shall satisfy or exceed the setback, rear yard and side yard requirements established under the Ordinance under the CC Zoning District. The Petition reserves the right to reduce the setback along Vance Road and Northlake Boulevard from 35 feet to 14 feet in accordance with Section 11.405(7) of the Ordinance and as provided in Section III.

This Site will be viewed as a unified development plan, and, as such, yards will not be required between various development components within the Site. Accordingly, Petitioner reserves the right to subdivide the Site and create lots within the interior of the Site with no side and/or rear yards as part of the unified development plan. Furthermore, Petitioner reserves the right to seek from the Charlotte Zoning Board of Adjustment or other applicable

governmental authority variances from the 35 foot setbacks along Vance Road and Northlake Boulevard within the general areas of Building/Parking Envelopes C and D depicted on the Technical Data Sheet as provided further in Section III. D. of these Development Standards.

A. Except as otherwise set forth in Section XV. B. regarding water quality efforts, the Petitioner shall install or cause to be installed within the setback areas established along Vance Road and North Lake Boulevard (a/k/a Reames Road Extension)

plan's, trees and other materials in accordance with the Ordinance and shall thereafter maintain or cause to be maintained all such materials (including replacement of all dead or dying plants). Internal areas of the Site shall be landscaped in accordance with the minimum requirements of the Ordinance. B. Landscaping areas will be planted and improved in sequences which are keyed to each phase of development taking place on the Site and will meet or exceed the requirements of the Ordinance.

C. Screening shall conform with the standards and treatments specified in Section 12.303 of the Ordinance. D. Screening from the view of the public rights of way and Access Drives A, B and C shall be provided for all roof-mounted

A. Off-street parking will meet the minimum standards established under the Ordinance. B. Applications for an air quality permits, if any, will be made in accordance with applicable standard governmental

All reestanding lighting installed within the Site will be uniform in design. The maximum height of any freestanding lighting fixture, including its base, shall not exceed 30 feet in height. No wall "pak" type lighting will be allowed. Adequate fire protection in the form of fire hydrants will be provided to the Charlotte Fire Marshal's specifications.

A. Except as set forth in Section XV. B. below, stormwater shall be managed strictly in accordance with the requirements of the

City of Charlotte and stormwater detention facilities shall not be located within the required zoning setbacks or buffers. B. In an effort to address potential water quality impacts associated with development on the Site, representatives of Charlotte Storm Water Services have requested that the Petitioner include certain water quality best management practices ("BMPs") as part of the development of the Site. The Petitioner has agreed to incorporate certain bioretention areas or other BMPs within portions of the Site in the following manner:

. The Petitioner will install bioretention areas within the surface level parking and driveway areas shown on the Water Quality

Exhibit attached hereto as Exhibit B. It is understood that the bioretention area identified by "cross-hatch" within the parking area on Exhibit B shall be installed to the extent that the Petitioner obtains approval of the Planning Commission's Staff and, as applicable, the City of Charlotte's Urban Forestry Department with regard to the elimination of those landscape islands identified on Exhibit B (thereby resulting in no net loss of parking spaces associated with the "cross-hatch" bio-retention area). 2. The Petitioner will install appropriate BMPs such as grass swales or stormwater wetlands within the buffer area shown on Exhibit B, subject to approval of applicable government authorities, including the Planning Commission's Staff and the Charlotte-Mecklenburg Zoning Administrator, as applicable, regarding the use of the identified buffer areas for such purposes. 3. The Petitioner will install appropriate BMPs such as grass swales or stormwater wetlands within portions of the FLUM encroachment areas shown on Exhibit B, subject to approval of applicable government authorities, such as FEMA, the Army Corp of Engineers, among others, regarding the use of this area for such purposes. 4. The Petitioner will use good faith efforts to identify other areas within the Site, including for example portions of the Site located within the 35 foot setback along realigned Vance Road, for the installation of similar BMPs (provided that use of such areas does not result in the net loss of parking spaces for those identified on the Rezoning Plan).

Boundary survey information for this Technical Data Sheet was taken from a survey prepared by ESP Associates, dated January

Cole Jenest & Stone, P.A. 2002 C

Future amendments to the Technical Data Sheet and these Development Standards may be applied for by the then owner or

owners of the particular portion of the Site involved in accordance with the provisions of Chapter 6 of the Ordinance. XVIII. BINDING EFFECT OF THE REZONING PETITION If this Rezoning Petition is approved, the development program established under these Development Standards, the Technical Data Sheet and the attached accompanying Exhibits shall, unless amended or varied in a manner provided under the Ordinance,

be binding upon and inure to the benefit of the owners of the Site and their respective successors in interest and assigns.



Land Planning Landscape Architecture Civil Engineering Urban Design

112 South Tryon Street Suite 300 Charlotte, North Carolina 28284 Tel 704, 376, 1555 Fax 704. 376. 7851 www.colejeneststone.com

LINCOLN **HARRIS**

CHARLOTTE North Carolina 28284

NORTHCREST

Charlotte North Carolina 28284

TECHNICAL

Project No.

Issued

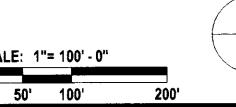
Issued For Construction

09/02/02 REVISED BLDG. ENV., DEVE. STDS. /2\ 10/03/02 REVISED BLDG. ENV., DEVE. STDS 10/18/02 REVISED BLDG. ENV., DEVE. STDS.

11/14/02 REVISED DEVELOPMENT STDS.

5\ 12/12/02 REVISED DEVELOPMENT STDS \ 01/07/03 ADDED EASEMENT LABELS

APPROVED BY CITY COUNCIL

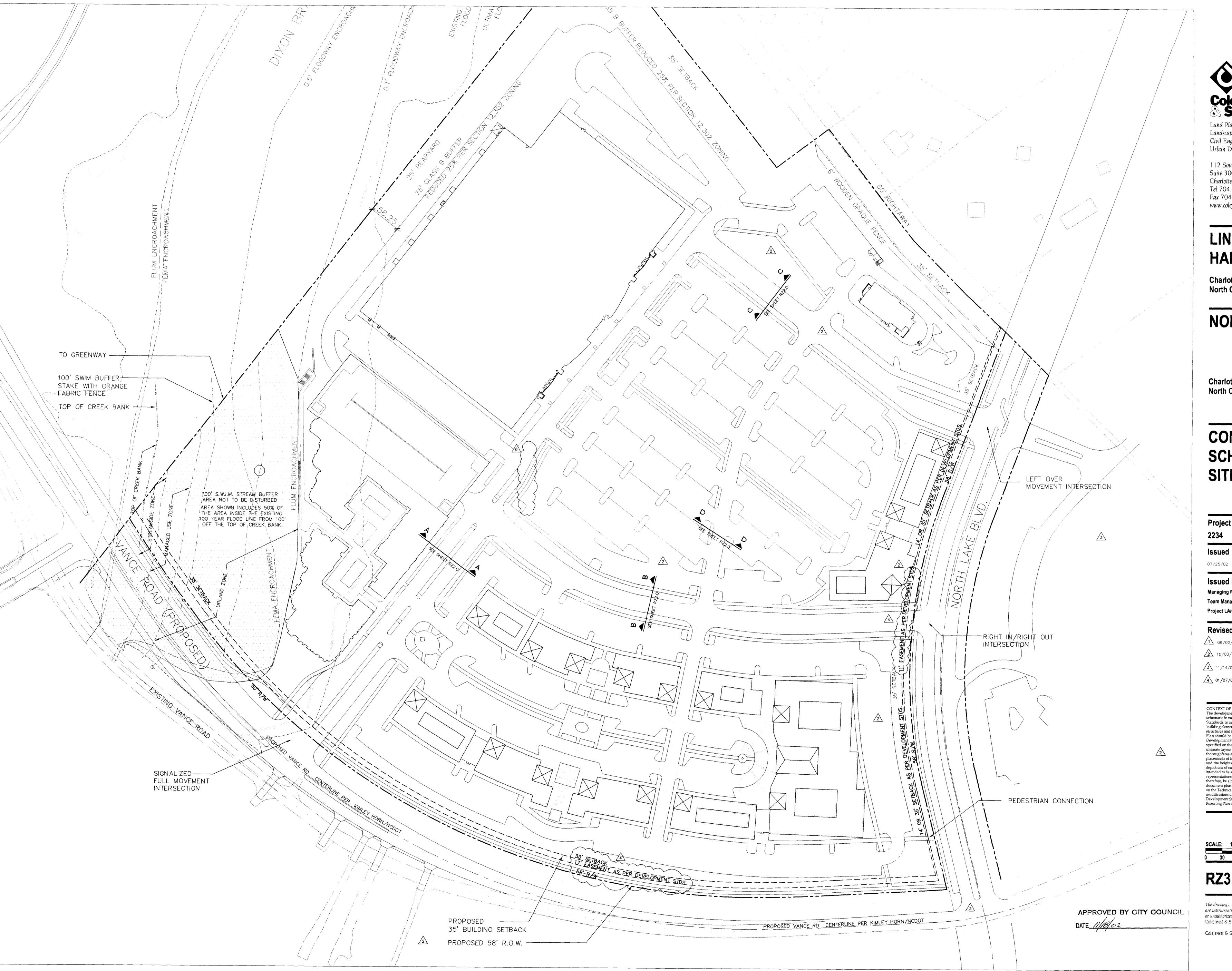


The drawings, the project manual and the design shown theron

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Land Planning Landscape Architecture Civil Engineering Urban Design

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LINCOLN **HARRIS**

Charlotte North Carolina

NORTHCREST

Charlotte North Carolina

CONCEPTUAL SCHEMATIC SITE PLAN

Project No.

issued

Issued For Construction Project LA/CE: GSJ

Revised

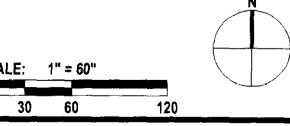
09/02/02

2 10/03/02 11/14/02

4 01/07/03 ADDED EASEMENT LABELS

CONTEXT OF CONCEPTUAL SCHEMATIC SITE PLAN

The development depicted on this Conceptual Schematic Site Plan is merely schematic in nature, and except as otherwise specified in the Development Standards, is intended only to describe the possible arrangements of uses at building elements on the Site and the schematic depictions of the uses, structures and building elements set forth on this Conceptual Schematic Site Plan should be reviewed in conjunction with the provisions of the Development Standards. Consequently, except as otherwise expressly specified on the Technical Data Sheet and in the Development Standards, the ultimate layout of the development proposed, the exact alignments of street thoroughfares and points of access, the numbers, configuration and placements of buildings, the configuration and placements of parking areas and the heights and masses of buildings have not been finally determined, depictions of such elements on this Conceptual Schematic Site Plan are not intended to be specific site development plans but rather preliminary graph representations of the types and quality of development proposed. They me therefore, be altered or modified during design development and construct document phases so long as the maximum building envelope lines establish on the Technical Data Sheet are not violated and the proposed alterations of modifications do not exceed the parameters of the accompanying Development Standards, the general depictions set forth on Exhibit A to the Rezoning Plan and Section 6.206 (2) of the Ordinance.



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