

ColeJenest & Stone

Shaping the Environment Realizing the Possibilities

Land Planning + Landscape Architecture + Civil Engineering +

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GREYSON RIDGE DEVELOPMENT

DEVELOPMENT50 Midtown Parkway East
Mobile,
Alabama 36606

GREYSON RIDGE

Charlotte
North Carolina 28262

SITE

Project No.

3318

Issued 05/03/06

Revised

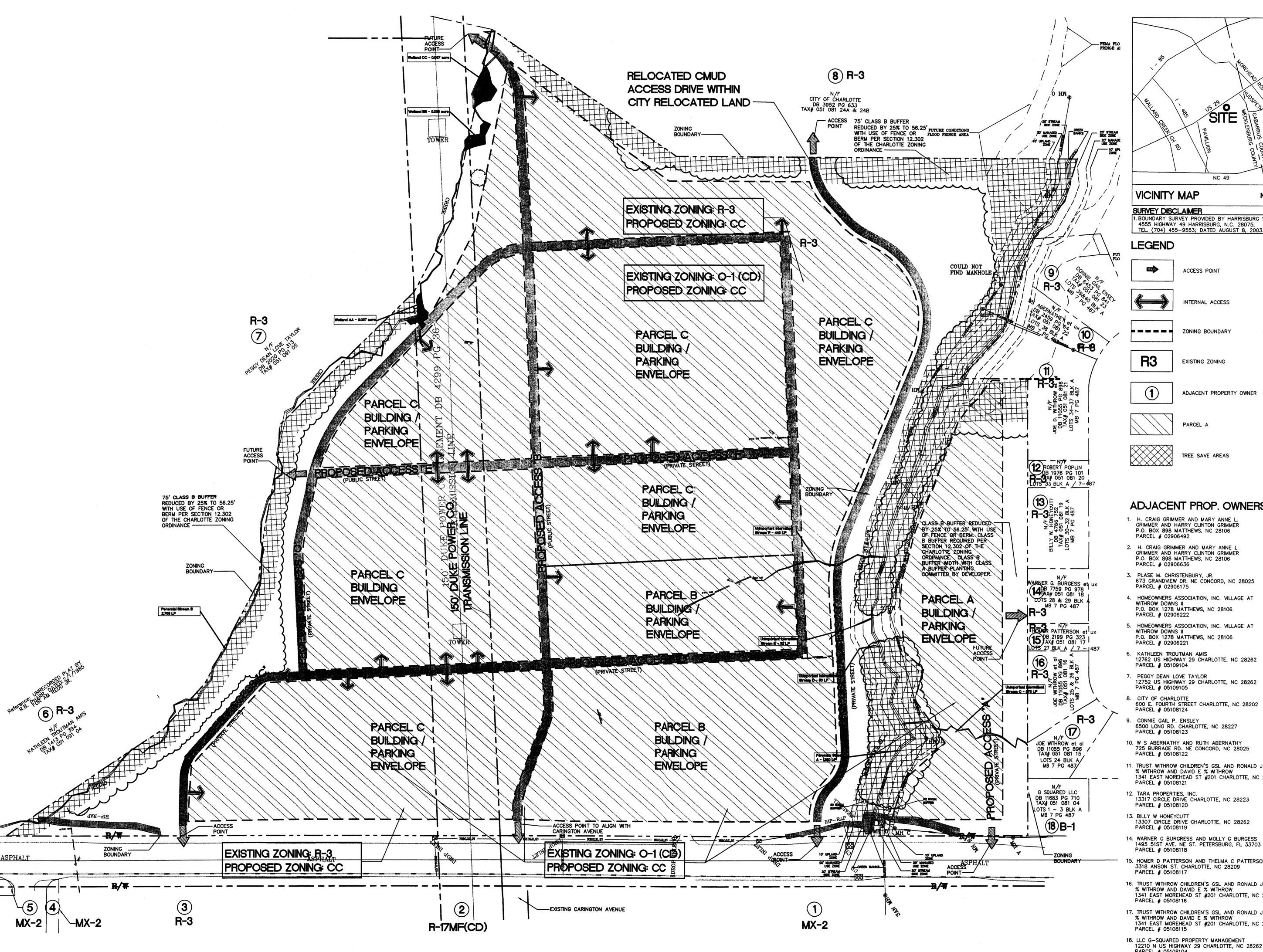
08/18/06 - PER CITY OF CHARLOTTE COMMENTS 09/15/06 - PER CITY OF CHARLOTTE COMMENTS 09/22/06 - PER CITY OF CHARLOTTE COMMENTS 10/17/06 - PER CITY OF CHARLOTTE COMMENTS

APPROVED BY CITY COUNCIL.

SCALE: 1"=100'

RZ1.0 of 8.0

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GREYSON RIDGE

DEVELOPMENT

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50 Midtown Parkway East

Alabama 36606

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05/03/06 - REZONING SUBMITTAL

08/18/06 - PER CITY OF CHARLOTTE COMMENTS

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09/22/06 - PER CITY OF CHARLOTTE COMMENTS

10/17/06 - PER CITY OF CHARLOTTE COMMENTS

North Carolina 28262

TECHNICAL

DATA SHEET

SURVEY DISCLAIMER

1. BOUNDARY SURVEY PROVIDED BY HARRISBURG SURVEYING 4555 HIGHWAY 49 HARRISBURG, N.C. 28075; TEL. (704) 455-9553; DATED AUGUST 8, 2003.

NC 49

ACCESS POINT

EXISTING ZONING

ADJACENT PROPERTY OWNER

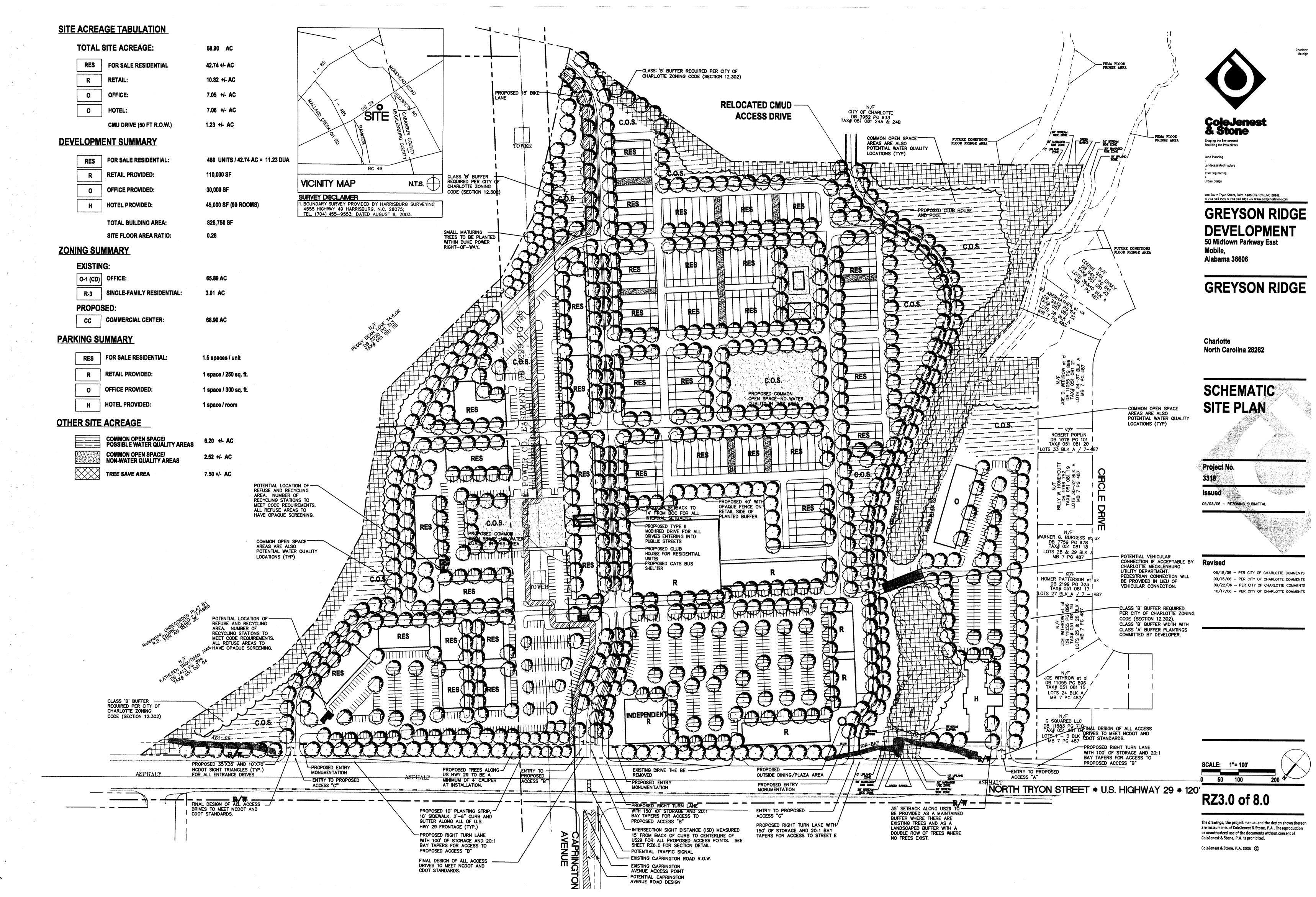
ADJACENT PROP. OWNERS

- 1. H. CRAIG GRIMMER AND MARY ANNE L. GRIMMER AND HARRY CLINTON GRIMMER P.O. BOX 898 MATTHEWS, NC 28106
- 2. H. CRAIG GRIMMER AND MARY ANNE L. GRIMMER AND HARRY CLINTON GRIMMER P.O. BOX 898 MATTHEWS, NC 28106 PARCEL # 02906636
- 5. PLASE M. CHRISTENBURY, JR. 673 GRANDVIEW DR. NE CONCORD, NC 28025 PARCEL # 02906175
- 4. HOMEOWNERS ASSOCIATION, INC. VILLAGE AT WITHROW DOWNS II P.O. BOX 1278 MATTHEWS, NC 28106 PARCEL # 02906222
- WITHROW DOWNS II P.O. BOX 1278 MATTHEWS, NC 28106 PARCEL # 02906221
- KATHLEEN TROUTMAN AMIS
 12762 US HIGHWAY 29 CHARLOTTE, NC 28262
 PARCEL # 05109104
- PEGGY DEAN LOVE TAYLOR
 12752 US HIGHWAY 29 CHARLOTTE, NC 28262
 PARCEL # 05109105
- PARCEL # 05108124
- 10. W S ABERNATHY AND RUTH ABERNATHY 725 BURRAGE RD. NE CONCORD, NC 28025
- 11. TRUST WITHROW CHILDREN'S GSL AND RONALD J
 % WITHROW AND DAVID E % WITHROW
 1341 EAST MOREHEAD ST #201 CHARLOTTE, NC 28204
 PARCEL # 05108121
- 12. TARA PROPERTIES, INC. 13317 CIRCLE DRIVE CHARLOTTE, NC 28223 PARCEL # 05108120
- 13. BILLY W HONEYCUTT
 13307 CIRCLE DRIVE CHARLOTTE, NC 28262
 PARCEL # 05108119
- 14. WARNER G BURGRESS AND MOLLY G BURGESS 1495 51ST AVE. NE ST. PETERSBURG, FL 33703 PARCEL # 05108118
- 5. HOMER D PATTERSON AND THELMA C PATTERSON 3318 ANSON ST. CHARLOTTE, NC 28209 PARCEL # 05108117
- 16. TRUST WITHROW CHILDREN'S GSL AND RONALD J % WITHROW AND DAVID E % WITHROW 1341 EAST MOREHEAD ST #201 CHARLOTTE, NC 28204 PARCEL # 05108116
- 17. TRUST WITHROW CHILDREN'S GSL AND RONALD J % WITHROW AND DAVID E % WITHROW 1341 EAST MOREHEAD ST #201 CHARLOTTE, NC 28204 PARCEL # 05108115
- 18. LLC G-SQUARED PROPERTY MANAGEMENT
 12210 N US HIGHWAY 29 CHARLOTTE, NC 28262
 PARCEL # 05108104

50' 100'

RZ2.0 of 8.0

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GENERAL PROVISIONS

THESE DEVELOPMENT STANDARDS FORM A PART OF THE TECHNICAL DATA SHEET ASSOCIATED WITH THE REZONING PETITION FILED BY TREVI PARTNERS TO ACCOMMODATE DEVELOPMENT OF A MIXED USE, NEIGHBORHOOD-SIZE CENTER ON AN APPROXIMATELY 68.90 ± ACRE SITE LOCATED ON NORTH TRYON STREET BETWEEN I-485 AND THE CABARRUS COUNTY LINE (THE "SITE"). THE SITE CURRENTLY CONSISTS OF FIVE (5) DISTINCT TAX PARCELS, EACH OF WHICH IS OWNED BY GREYSON RIDGE DEVELOPMENT, LLC, AS WELL AS A PORTION OF A TRACT OWNED BY THE CITY OF CHARLOTTE. THE PORTION OF THE CITY OF CHARLOTTE'S PROPERTY CONSISTS OF A SIXTY FOOT (60") WIDE PRIVATE DRIVEWAY PROVIDING ACCESS TO AND FROM THE MALLARD CREEK WASTEWATER TREATMENT PLANT UNDER THE PROPOSED PLAN, GREYSON RIDGE AND THE CITY OF CHARLOTTE WILL SWAP LAND SO THAT GREYSON RIDGE TAKES OWNERSHIP OF THE EXISTING DRIVEWAY AND THE CITY OF CHARLOTTE TAKES OWNERSHIP OF LAND PROVIDING AN EQUIVALENT ACCESS DRIVEWAY TO THE TREATMENT PLANT, AS SHOWN ON THE SITE PLAN. THE REZONING APPLICATION HAS BEEN SIGNED BY THE CITY OF CHARLOTTE IN ORDER TO SIGNIFY THEIR AGREEMENT WITH THE PROPOSED PLAN, INCLUDING THE NECESSARY LAND SWAP, AND A COPY OF A LETTER FROM GREYSON RIDGE TO THE CHARLOTTE MECKLENBURG UTILITIES DEPARTMENT (EXECUTED BY CMUD SIGNIFYING ITS AGREEMENT WITH THE PROPOSED PLAN AND RELOCATION OF THE ACCESS DRIVEWAY AND ALSO SETTING FORTH CERTAIN CONDITIONS PERTAINING TO CMUD'S AGREEMENT TO THE PROPOSED PLAN) IS ATTACHED TO THE REZONING APPLICATION. GREYSON RIDGE ACCEPTS AND AGREES WITH THE CONDITIONS AS SET FORTH IN THE LETTER ATTACHED

DEVELOPMENT OF THE SITE WILL BE GOVERNED BY THE TECHNICAL DATA SHEET, THESE DEVELOPMENT STANDARDS AND THE APPLICABLE PROVISIONS OF THE ZONING ORDINANCE OF THE CITY OF CHARLOTTE (THE "ORDINANCE"). THE SITE MAY BE DEVELOPED IN PHASES. UNLESS THE TECHNICAL DATA SHÈET OR THESE DEVÉLOPMENT STANDARDS ESTABLISH MORE STRINGENT STANDARDS, THE REGULATIONS ESTABLISHED UNDER THE ORDINANCE FOR THE CC ZONING CLASSIFICATION SHALL GOVERN ALL DEVELOPMENT TAKING PLACE ON THE SITE.

1. PERMITTED USES

USES PERMITTED BY RIGHT IN THE CC ZONING DISTRICT ARE THOSE USES ALLOWED BY RIGHT AND UNDER PRESCRIBED CONDITIONS IN THE B-1 ZONING DISTRICT AND INCLUDE, AMONG OTHERS: RETAIL, OFFICE, HOTEL AND MOTEL, HEALTH AND INDOOR RECREATION FACILITIES, AND ATTACHED FOR SALE RESIDENTIAL UNITS.

MAXIMUM BUILDING AREAS AND DEVELOPMENT LIMITATIONS

THE SITE MAY BE DEVELOPED WITH UP TO 110,000 SQUARE FEET OF RETAIL/COMMERCIAL SPACE, UP TO 30,000 SQUARE FEET OF OFFICE USES, A HOTEL WITH UP TO 90 ROOMS, AND UP TO 480 ATTACHED FOR SALE RESIDENTIAL UNITS. IN THE EVENT A GROCERY STORE IS NOT LOCATED ON THE SITE, THE RETAIL AREA SHALL BE LIMITED TO NO MORE THAN 100,000 SQUARE FEET.

ALL BUILDING HEIGHTS WILL CONFORM TO THE REQUIREMENTS SET FORTH IN THE ORDINANCE FOR THE CC ZONING DISTRICT.

SETBACKS, SIDE YARDS AND REAR YARDS

ALL BUILDINGS CONSTRUCTED ON THE SITE SHALL SATISFY OR EXCEED THE SETBACK, REAR YARD AND SIDE YARD REQUIREMENTS ESTABLISHED UNDER THE ORDINANCE FOR THE CC ZONING

4. DESIGN AND PERFORMANCE STANDARDS

THE DEVELOPMENT DEPICTED ON THE SITE PLAN IS SCHEMATIC IN NATURE AND INTENDED TO DESCRIBE THE GENERAL ARRANGEMENT OF USES ON THE SITE. ACCORDINGLY, THE CONFIGURATIONS, PLACEMENTS, AND SIZES OF THE BUILDING FOOTPRINTS, AS WELL AS THE LOCATIONS OF STREETS SHOWN ON THE SITE PLAN ARE SCHEMATIC IN NATURE AND, SUBJECT TO THE PROVISIONS SET FORTH BELOW UNDER ARCHITECTURAL CONTROLS. MAY BE ALTERED OR MODIFIED DURING DESIGN DEVELOPMENT AND CONSTRUCTION PHASES. PARKING LAYOUTS MAY ALSO BE MODIFIED TO ACCOMMODATE FINAL BUILDING LOCATIONS TO THE EXTENT PERMITTED BY THE ORDINANCE.

- (a) ARCHITECTURAL CONTROLS
- BUILDINGS CONSTRUCTED ALONG NORTH TRYON STREET WILL CONTAIN NON-OPAQUE WINDOWS WHICH FACE NORTH TRYON STREET
- LARGE EXPANSES OF SOLID WALLS EXCEEDING 20 LINEAR FEET FOR THESE BUILDINGS WILL BE AVOIDED THROUGH THE INTRODUCTION OF ARTICULATED FACADES AND OTHER SPECIALLY DESIGNED ARCHITECTURAL ELEMENTS.
- (iii) DUMPSTER AREAS WILL BE ENCLOSED ON ALL FOUR SIDES BY AN OPAQUE ENCLOSURE WITH ONE SIDE BEING A HINGED OPAQUE GATE. IF ONE OR MORE SIDES OF A DUMPSTER AREA ADJOIN A SIDE OR REAR WALL OF A BUILDING, THEN THE SIDE OR REAR WALL OF THAT BUILDING MAY BE SUBSTITUTED FOR A SIDE.
- (iii) THE DESIGN TREATMENT WITHIN THE SITE SHALL INCLUDE, AT A MINIMUM, THE FOLLOWING
 - OUTDOOR DINING AREA(S)
 - **OUTDOOR SEATING AREA(S)** COURTYARD(S)
- The following additional design and architectural treatments shall apply to residential uses on the site:
- Buildings on the Site will feature four-sided architecture. The portion of the building exteriors located below the roof line and with the exception of windows, doors, garage
- doors, architectural accents, fenestration and wall signage shall be composed of brick, stone or cultured stone • No vinyl siding, EIFS or Drivet shall be used in the construction of the units.
- Dormers, pitched roofs, architectural fenestrations and accents shall be incorporated into the building design. . The main entrance points into the residential areas shall include a tiered landscape treatment including large
- maturing trees, small ornamental trees, low-lying shrubs, and ground covers.

 DEED RESTRICTIONS OR PRIVATE COVENANTS WILL BE CREATED DISALLOWING THE PARKING OF TRACTOR TRAILER VEHICLES AND/OR BOAT TRAILERS IN THE residential PARKING AREAS.
- THE REAR OF ALL RETAIL BUILDINGS ABUTTING TOWNHOMES/CONDOMINIUMS WILL INCLUDE PARAPET WALLS.
- (b) LANDSCAPING AND SCREENING
- INTERNAL AREAS OF THE SITE SHALL BE LANDSCAPED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CODE OF THE CITY OF CHARLOTTE.
- (ii) ALL ROOF MOUNTED MECHANICAL EQUIPMENT WILL BE SCREENED FROM VIEW FROM ADJOINING PUBLIC RIGHTS-OF-WAY AND ABUTTING PROPERTIES AS VIEWED FROM GRADE.
- (iii) ALL OTHER SCREENING AND LANDSCAPING SHALL CONFORM TO THE STANDARDS OF THE
- (iv) THE SITE SHALL CONFORM TO THE CITY OF CHARLOTTE TREE ORDINANCE.
- THE PORTION OF THE 56.25 FOOT CLASS "B" BUFFER LOCATED ALONG THE WESTERLY EDGE OF THE SITE AS NOTED ON THE SITE PLAN SHALL INCLUDE ADDITIONAL PLANT MATERIALS

SUFFICIENT TO CONFORM TO A CLASS "A" BUFFER (12 TREES AND 60 SHRUBS PER 100 LINEAR

FEET). THE REMAINING REQUIRED BUFFERS SHALL CONFORM TO CLASS "B" STANDARDS. (vi) In the event that an adjacent parcel is either rezoned to a zoning district or devoted to a use that eliminates or reduces the buffer requirements, then the Petitioner may reduce or eliminate, as the case may be, the buffer set out

(c) STREETSCAPE TREATMENT

ITS BASE, MAY NOT EXCEED 25 FEET.

on the Site Plan accordingly.

WITHIN THE SITE, THE STREETSCAPE TREATMENTS WILL CONFORM TO THE REQUIREMENTS OF THE ORDINANCE.

- (d) LIGHTING
- ALL FREESTANDING LIGHTING FIXTURES INSTALLED WITHIN THE SITE WILL BE UNIFORM IN
- (ii) THE MAXIMUM HEIGHT OF ANY FREESTANDING LIGHTING FIXTURE IN THE SITE, INCLUDING
- (iii) ALL PARKING LOT LIGHTING IN THE SITE SHALL BE CAPPED, DOWNWARDLY DIRECTED AND
- (iv) ANY LIGHTING ATTACHED TO A BUILDING IN THE SITE SHALL BE CAPPED AND
- DOWNWARDLY DIRECTED.
- WALL-MOUNTED DECORATIVE LIGHT FIXTURES SUCH AS SCONCES ARE PERMITTED. (vi) PEDESTRIAN SCALE LIGHTING OF NO MORE THAN 15 FEET IN HEIGHT WILL BE PROVIDED ALONG ALL PUBLIC AND PRIVATE STREETS.
- (e) PARKING
- OFF-STREET PARKING WILL BE PROVIDED IN ACCORDANCE WITH THE FOLLOWING
- STANDARDS: RETAIL USES: 1 SPACE / 250 SF OF FLOOR AREA 1 SPACE / 300 SF OR FLOOR AREA OFFICE USES 1 SPACE / PER HOTEL ROOM HOTEL USE:
- RESIDENTIAL USE: 1.5 SPACES / UNIT (ii) ON-STREET PARKING SHALL BE PERMITTED IN ACCORDANCE WITH NORMAL CITY STANDARDS.
- (iii) WHILE AREAS DEVOTED TO OUTDOOR DINING, COURTYARDS AND PLAZAS WITHIN THE SITE ARE NOT INCLUDED IN THE SOUARE FOOTAGE MAXIMUM NOTED ABOVE, ANY OFF STREET PARKING REQUIRED BY THE ORDINANCE WILL BE PROVIDED FOR THESE AREAS.

- (i) NO MORE THAN ONE INDEPENDENT, FREESTANDING, SINGLE TENANT BUILDING SHALL BE PERMITTED ON THE SITE. THE REMAINING FREESTANDING, SINGLE TENANT BUILDINGS SHALL
- (ii) NO RESTAURANTS WITH A DRIVE THROUGH FACILITY SHALL BE PERMITTED ON THE SITE.
- PARKING SHALL NOT BE LOCATED BETWEEN BUILDINGS AND ABUTTING PUBLIC STREETS GENERALLY AS INDICATED ON THE SITE PLAN.
- RESIDENTIAL DEVELOPMENT WITHIN THE SITE SHALL CONFORM TO THE RELEVANT
- (v) IN THE EVENT THAT DEVELOPMENT OF THE SITE INCLUDES A HEALTH/INDOOR RECREATION FACILITY, THE FLOOR AREA OF SUCH A FACILITY SHALL NOT EXCEED 10,000 SOUARE FEET.
- A minimum of 10 % of the Site shall be preserved as tree save areas.

STANDARDS OF SECTION 9.303(19) OF THE ORDINANCE.

IN THE EVENT A HOTEL IS CONSTRUCTED ON THE SITE, IT SHALL BE A "THREE-STAR" (OR OVER) HOTEL SUCH AS BUT NOT LIMITED TO A HAMPTON INN OR MARRIOT COURTYARD.

5. STORM WATER MANAGEMENT

- (a) STORM WATER RUNOFF WILL BE MANAGED IN ACCORDANCE WITH THE RELEVANT ORDINANCE REQUIREMENTS THROUGH PROVEN TECHNIQUES WHICH SATISFY THE STANDARDS IMPOSED BY THE CITY OF CHARLOTTE ORDINANCES AND THE CHARLOTTE MECKLENBURG STORM WATER DESIGN MANUAL. SURFACE LEVEL STORM WATER DETENTION, IF PROVIDED, MAY BE LOCATED IN THE COMMON OPEN SPACE BUT SHALL NOT BE LOCATED IN THE REQUIRED
- (b) THE DETENTION SHALL TIE-IN TO THE EXISTING ABUTTING STORM WATER SYSTEM(S). THE PETITIONER SHALL HAVE THE RECEIVING DRAINAGE SYSTEM ANALYZED TO ENSURE THAT IT WILL NOT BE TAKEN OUT OF STANDARD DUE TO THE DEVELOPMENT. IF IT IS FOUND THAT DEVELOPMENT WILL CAUSE THE STORM DRAINAGE SYSTEM TO BE TAKEN OUT OF STANDARD THE PETITIONER SHALL PROVIDE ALTERNATE METHODS TO PREVENT THIS FROM OCCURRING SHOULD THE EXISTING, RECEIVING DRAINAGE SYSTEM BE DEEMED TO BE OUT OF STANDARD PRIOR TO DEVELOPMENT OF ITS SITE, THE PETITIONER SHALL PROVIDE ADEQUATE DETENTION TO ENSURE THAT THE SYSTEM WILL NOT BE ADDITIONALLY OVERBURDENED.
- FOR PROJECTS WITH DEFINED WATERSHEDS GREATER THAN 24 PERCENT BUILT UPON AREA CONTROL THE ENTIRE VOLUME FOR THE 1-YEAR, 24 HOUR STORM. RUNOFF VOLUME DRAWDOWN TIME SHALL BE A MINIMUM OF 24 HOURS. BUT NOT MORE THAN 120 HOURS. FOR PROJECTS WITH GREATER THAN 24 PERCENT BUILT UPON AREA. CONTROL THE PEAK TO MATCH THE PREDEVELOPMENT RUNOFF RATES FOR THE 2-YR AND 10 YR, 6-HR STORM AND PERFORM A DOWNSTREAM FLOOR ANALYSIS TO DETERMINE WHETHER ADDITIONAL PEAK CONTROL IS NEEDED AND IF SO. FOR WHAT LEVEL OF STORM FREQUENCY, OR IF A DOWNSTREAM ANALYSIS IS NOT PERFORMED, CONTROL THE PEAK FOR THE 2- YR, 10-YR AND 25-YR, 6 HR STORMS.
- (d) FOR PROJECTS WITH DEFINED WATERSHEDS GREATER THAN 24 PERCENT BUILT UPON AREA, CONSTRUCT WATER QUALITY BEST MANAGEMENT PRACTICES (BMP'S) TO ACHIEVE 85% TOTAL SUSPENDED SOLID (TSS) REMOVAL FOR THE ENTIRE POST-DEVELOPMENT RUNOFF GENERATED FROM THE FIRST 1-INCH OF RAINFALL. BMP'S MUST BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE WATER QUALITY DESIGN STANDARDS IN EFFECT AT THE TIME OF DEVELOPMENT. USE OF LOW IMPACT DEVELOPMENT (LID) TECHNIQUES IS OPTIONAL
- (e) THE FOLLOWING AGENCIES MUST BE CONTACTED PRIOR TO PLAN APPROVAL REGARDING WETLAND AND WATER QUALITY PERMITS:

SECTION 401 PERMIT NCDEHNR-RALEIGH OFFICE

SECTION 404 PERMIT US ARMY CORPS OF ENGINEERS

6. WATER QUALITY PROTECTION MEASURES/WATERSHED PROTECTION MEASURES

SWIM BUFFERS SHALL BE PROVIDED AS REQUIRED BY THE ORDINANCE. THE S.W.I.M. STREAM BUFFER REQUIREMENTS APPLY DESCRIBED IN THE CITY OF CHARLOTTE ZONING ORDINANCE. CHAPTER 12. IN ADDITION, INTERMITTENT AND PERENNIAL STREAMS WITHIN THE PROJECT BOUNDARY SHALL BE DELINEATED BY A CERTIFIED PROFESSIONAL USING U.S. ARMY CORPS OF ENGINEERS AND N.C. DIVISION OF WATER QUALITY METHODOLOGY AND SHALL BE SHOWN IN THE SITE PLAN SUBMITTAL ALONG WITH ALL BUFFER AREAS.

ALL PERENNIAL AND INTERMITTENT STREAMS DRAINING LESS THAN 50 ACRES SHALL HAVE A MINIMUM 30-FOOT VEGETATED BUFFER INCLUDING A 10-FOOT ZONE ADJACENT TO THE BANK. DISTURBANCE OF THE BUFFER IS ALLOWED: HOWEVER, ANY DISTURBED AREA MUST BE RE-VEGETATED AND DISTURBANCE OF THE 10-FOOT ZONE ADJACENT TO THE BANK SHALL REQUIRE STREAM BANK STABILIZATION USING BIOENGINEERING TECHNIQUES AS SPECIFIED IN

ALL STREAMS DRAINING GREATER THAN OR EQUAL TO 50 ACRES AND LESS THAN 300 ACRES SHALL HAVE A 35-FOOT BUFFER WITH TWO (2) ZONES, INCLUDING STREAM SIDE AND UPLAND. STREAMS DRAINING GREATER THAN OR EQUAL TO 300 ACRES AND LESS THAN 640 ACRES SHALL HAVE A 50-FOOT BUFFER WITH THREE (3) ZONES, INCLUDING STREAM SIDE, MANAGED USE AND

PLUS 50% OF THE AREA OF THE FLOOD FRINGE BEYOND 100 FEET. THIS BUFFER SHALL CONSIST OF THREE (3) ZONES, INCLUDING STREAM SIDE, MANAGED USE AND UPLAND. ALL BUFFERS SHALL BE MEASURED FROM THE TOP OF THE BANK ON BOTH SIDES OF THE

STREAMS DRAINING GREATER THAN OR EQUAL TO 640 ACRES SHALL HAVE A 100-FOOT BUFFEF

STREAM. THE USES ALLOWED IN THE DIFFERENT BUFFER ZONES AS DESCRIBED IN THE S.W.I.M. STREAM BUFFER REQUIREMENTS IN THE ZONING ORDINANCE, CHAPTER 12, AS WELL AS THE OTHER PROVISIONS OF THE S.W.I.M. ORDINANCE SHALL APPLY (EXCEPT BUFFER WIDTHS).

- (b) THE SITE SHALL CONFORM TO WATERSHED PROTECTION MEASURES APPLICABLE TO THE MALLARD CREEK DISTRICT.
- (c) TEMPORARY OR STAGED SEEDING SHALL BE PERFORMED ON GRADED AREAS IMMEDIATELY FOLLOWING THE COMPLETION OF LAND DISTURBING ACTIVITIES TO MINIMIZE THE POTENTIAL FOR OFF-SITE SEDIMENTATION
- (d) TWO ROWS OF WIRE-REINFORCED SILT FENCES SHALL BE USED IN CRITICAL AREAS OF THE SITE SUCH AS AT ALL INTERMITTENT AND PERENNIAL STREAMS, WETLANDS, AT THE BASE OF SLOPES, AND OTHER LOCATIONS WHERE THE POTENTIAL FOR -OFF-SITE SEDIMENTATION IS
- (e) TWO-STAGE SEDIMENT BASINS WITH OUTLET WEIRS SIZED FOR A 50-YEAR, 24-HOUR STORM EVENT SHALL BE EMPLOYED TO LESSEN THE RISK OF BASIN FAILURE.

7. VEHICULAR ACCESS AND ROAD IMPROVEMENTS

- VEHICULAR ACCESS SHALL BE AS GENERALLY DEPICTED ON THE TECHNICAL DATA SHEET.
- THE PLACEMENTS AND CONFIGURATIONS OF THESE ACCESS POINTS ARE SUBJECT TO ANY MODIFICATIONS REQUIRED TO ACCOMMODATE FINAL SITE AND ARCHITECTURAL CONSTRUCTION PLANS AND DESIGNS AND TO ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION.
- (c) DEVELOPMENT OF THE SITE WILL REQUIRE ACQUISITION BY GREYSON RIDGE OF A PORTION OF THE EXISTING SIXTY FOOT (60') PAVED ROADWAY FROM THE CITY OF CHARLOTTE. THE EXISTING ROADWAY WILL BE ABANDONED AND ACCESS TO THE ADJOINING CMUD FACILITY WILL BE BY WAY OF THAT ROADWAY, IN THE WESTERN PORTION OF THE SITE, AS MARKED ON THE SITE PLAN. A PERMANENT EASEMENT RIGHT OF ACCESS WILL BE GRANTED TO THE CITY OF CHARLOTTE AND/OR CMUD AS A REQUIREMENT OF THIS PROJECT.
- (d) IT IS ANTICIPATED THAT THE MAIN ROADWAY (ACCESS "B") AND ACCESS E SHALL BE PUBLICLY DEDICATED AND CONVEYED TO THE CITY OF CHARLOTTE. IT IS ANTICIPATED THAT THE REMAINING ROADWAYS SHALL BE PRIVATELY MAINTAINED, HOWEVER, THEY MAY BE PUBLICLY DEDICATED AT SOME POINT IN THE FUTURE IF REQUIRED.
- (e) DEVELOPMENT PHASING
- PHASE ONE DEVELOPMENT. FINAL PLATS MAY BE RECORDED FOR 480 TOWNHOMES AND CERTIFICATES OF OCCUPANCY MAY BE ISSUED FOR 30,000 SQUARE FEET OF OFFICE/HOTEL USES, A HOTEL WITH UP TO 90 ROOMS AND UP TO 25,000 SOUARE FEET OF RETAIL/RESTAURANT/COMMERCIAL USES UPON COMPLETION OF THE FOLLOWING ROAD

US 29 & Caprington Avenue/Proposed Access "B"

- Construct Proposed Access "B" to align with Caprington Avenue and form the fourth leg to the intersection. This driveway connection shall also be approved by NCDOT and CDOT and concur with the latest edition of the
- NCDOT Policy on Street and Driveway Access to North Carolina Highways. Proposed Access "B" shall be constructed with dual northbound left turn lanes with 150 of storage and a combination thru-and-right-turn lane. (The second northbound left turn lane will remain striped out until the phase two development condition)
- Construct a single southbound left turn lane on Caprington Avenue with 150' of storage and a 15:1 bay taper with 45:1 through lane taper(s).
- Construct an eastbound right turn lane on US 29 with 100' of storage and a 20:1 bay taper. NOTE: the design and laneage configuration of Access B will be in accordance with the requirements of NCDOT and/or CDOT at the time of the issuance of the access permit. the Petitioner is responsible for the cost of any modifications/improvements to existing Caprington Avenue that may be necessary to provide lane alignment with the required improvements at Access B as determined by CDOT/NCDOT.
- US 29 & Relocated CMUD Drive

 Relocate the existing CMUD Access Drive approximately 415' east of Proposed Access "A", as depicted on the site
- plan. This access drive shall be constructed within the City relocated land and shall not have any internal connections to the proposed development.
- Construct Proposed Access "A" with two exiting lanes. The thru lane shall terminate as a right turn lane and
- construct a left turn lane with 150' of internal storage. This driveway connection shall be REVIEWED AND approved by CDOT AND NCDOT and concur with the latest edition of the NCDOT Policy on Street and Driveway Access to North Carolina Highways. Construct an eastbound right turn lane on US 29 with 100 of storage and a 20:1 bay taper.
- Construct Proposed Access "C" with two exiting lanes. The thru lane shall terminate as a right turn lane and construct a left turn lane with 150' of internal storage. This driveway connection shall BE REVIEWED AND approved by CDOT AND NCDOT and concur with the latest edition of the NCDOT Policy on Street and Driveway Access to North Carolina Highways.
- Construct an eastbound right turn lane on US 29 with 100 of storage and a 20:1 bay taper

(ii) PHASE TWO DEVELOPMENT. CERTIFICATES OF OCCUPANCY FOR THE REMAINING ALLOWABLE DEVELOPMENT ON THE SITE MAY BE ISSUED UPON COMPLETION OF THE FOLLOWING ROAD IMPROVEMENT:

US 29 & Caprington Avenue/Proposed Access "B"

- install Traffic signal control at the intersection of US 29 and Caprington Avenue (Proposed Access "B"). signal CONTROL as described herein refers to installation of the traffic signal including, but not limited to poles/mast arms, countdown pedestrian signals, interconnect cable, and required modifications to NCDOT's existing reversible lane control system. The cost of the traffic signal installation is the responsibility of the Petitioner.
- NOTE: the Traffic signal CONTROL installation OUTLINED ABOVE is required to be completed as a condition of the first Certificate of Occupancy for PHASE TWO DEVELOPMENT OR as determined by CDOT/NCDOT. WHICHEVER MAY OCCUR FIRST. IN THE EVENT THE INTERSECTION SIGHT DISTANCE CANNOT BE ACHIEVED/APPROVED BY CDOT/NCDOT AT THE INTERSECTION OF CAPRINGTON AVENUE AND US29 TO OPERATE IN the PHASE ONE condition (WITHOUT A TRAFFIC SIGNAL), nedot may require a traffic signal as a part of phase one development.
- NOTHING IN THE ABOVE NOTE 7(e) SHALL BE DEEMED AS A COMMITMENT BY THE PETITIONER TO PROVIDE FOR DEDICATION OF RIGHT-OF-WAY OF ANY PROPERTY LOCATED OUTSIDE THE BOUNDARIES OF THIS REZONING PETITION EXCEPT AS NECESSARY IN ORDER TO COMPLETE THE REQUIRED ROADWAY IMPROVEMENTS AS OUTLINED IN NOTE 7(e).
- (f) IT IS ANTICIPATED THAT PROPOSED ACCESS "E" WILL EVENTUALLY EXTEND ACROSS THE CREEK WHICH LIES ALONG THE EASTERLY EDGE OF THE SITE. THE PETITIONER WILL CONTRIBUTE 50 PERCENT OF THE COST OF THIS CREEK CROSSING TO COOT PRIOR TO THE ISSUANCE OF ANY CERTIFICATES OF OCCUPANCY FOR ANY BUILDINGS LOCATED IN PARCEL C.
- THE PETITIONER WILL BE RESPONSIBLE FOR THE COSTS ASSOCIATED WITH THE DESIGN AND CONSTRUCTION OF ANY AND ALL ROADWAY IMPROVEMENTS AND/OR MODIFICATIONS AS DETERMINED BY COOT AND NCDOT. THE DESIGN OF THESE IMPROVEMENTS MUST MEET APPLICABLE REQUIREMENTS AS DETERMINED BY AND BE SUBJECT TO THE REVIEW/APPROVAL
- A DRIVEWAY WILL BE PROVIDED, AS SHOWN ON THE SITE PLAN, TO PROVIDE FOR ACCESS TO AND FROM THE ADJOINING MALLARD CREEK WASTEWATER TREATMENT PLANT AND NORTH TRYON STREET. THIS DRIVEWAY SHALL BE LOCATED OUT OF THE FLOODPLAIN AND ANY APPLICABLE SWIM BUFFERS. THE NEW DRIVEWAY SHALL NOT HAVE ANY OTHER STREET OR ACCESS POINTS FOR PUBLIC USE ALONG ITS LENGTH, AS SHOWN ON THE SITE PLAN. THE DRIVEWAY SHALL BE CONSTRUCTED TO MEET COOT STANDARDS FOR PUBLIC STREET CONSTRUCTION FOR AN INDUSTRIAL AREA AND SHALL BE CONSTRUCTED AT GREYSON RIDGE'S SOLE COST AND EXPENSE (INCLUDING ANY AND ALL COSTS AND EXPENSES ASSOCIATED WITH RELOCATING ANY UTILITIES SERVING THE WASTEWATER TREATMENT PLAN). FURTHERMORE GREYSON RIDGE SHALL BE RESPONSIBLE FOR RELOCATION OF ALL SIGNAGE SIGNIFYING THE ENTRANCE TO THE WASTEWATER TREATMENT PLANT AND GREYSON RIDGE SHALL BE RESPONSIBLE FOR INSTALLATION OF A SIX FOOT PLANTING/SCREENING STRIP ALONG BOTH SIDES OF THE RELOCATED DRIVEWAY.
- ALL PROPOSED COMMERCIAL DRIVEWAY CONNECTIONS TO A FUTURE PUBLIC STREET WILL REQUIRE A DRIVEWAY PERMIT TO BE SUBMITTED TO COOT FOR REVIEW AND APPROVAL.
- ANY FENCE OR WALL CONSTRUCTED ALONG OR ADJACENT TO ANY SIDEWALK OR STREET RIGHT-OF-WAY REQUIRES A CERTIFICATE ISSUED BY CDOT.
- (k) A RIGHT-OF-WAY ENCROACHMENT AGREEMENT IS REQUIRED FOR THE INSTALLATION OF ANY NON-STANDARD ITEM(S) (IRRIGATION SYSTEMS, DECORATIVE CONCRETE PAVEMENT. BRICK PAVERS, ETC.) WITHIN A PROPOSED/EXISTING PUBLICLY STREET RIGHT-OF-WAY BY A PRIVATE INDIVIDUAL, GROUP, BUSINESS, OR HOMEOWNER'S/BUSINESS A.SSOCIATION. AN ENCROACHMENT AGREEMENT MUST BE APPROVED BY NCDOT PRIOR TO 'THE CONSTRUCTION/INSTALLATION OF THE NON-STANDARD ITEM(S). CONTACT NCDOT FOR ADDITIONAL INFORMATION CONCERNING COST, SUBMITTAL, AND LIABILITY INSURANCE COVERAGE REQUIREMENTS.

CONNECTIVITY

- PEDESTRIAN AND VEHICULAR CONNECTIONS THROUGHOUT THE SITE WILL BE PROVIDED IN THE MANNER GENERALLY DEPICTED AS SHOWN ON THE TECHNICAL DATA SHEET. WHERE INTERNAL SIDEWALKS ARE LOCATED BETWEEN BUILDINGS AND PARKING BAYS. EITHER A SIDEWALK AT LEAST SEVEN FEET IN WIDTH OR WHEEL STOPS SHALL BE PROVIDED.
- (b) A PEDESTRIAN/BICYCLE TRAIL OF AT LEAST 10 FEET IN WIDTH SHALL BE PROVIDED ALONG THE CREEK ON THE EASTERN EDGE OF THE PROPERTY. IF SO, SUCH TRAIL WILL BE COMPOSED OF GRAVEL OR OTHER POROUS MATERIAL AND MAY BE LOCATED WITHIN THE BUFFER ALONG
- (c) A BICYCLE TRAIL OF AT LEAST 15 FT IN WIDTH SHALL BE PROVIDED WITHIN AND/OR ADJACENT TO THE DUKE POWER RIGHT-OF-WAY. SUCH TRAIL WILL BE COMPOSED OF GRAVEL OR OTHER POROUS MATERIAL. THE DEVELOPER SHALL PROVIDE SIGNAGE AND PAVEMENT MARKINGS FOR ALL BIKE PATH CROSSINGS WITHIN PARKING LOTS AND AT INTERSECTIONS
- A PEDESTRIAN CONNECTION EXTENDING FROM PARCEL A TO PARCEL IB SHALL BE PROVIDED SUBJECT TO CMUD ALLOWING SUCH A CONNECTION OVER THE RELOCATED CMUD ACCESS DRIVE. IN THE EVENT CMUD ALLOWS SUCH A CONNECTION, IT SHALL BE; INSTALLED PRIOR TO THE ISSUANCE OF ANY CERTIFICATES OF OCCUPANCY FOR OFFICE OR HOTEL USES ON THE SITE. FURTHER, IF CMUD SO ALLOWS, A VEHICULAR CONNECTION FROM PARCEL A TO PARCEL B MAY ALSO BE PROVIDED AT ANY POINT DURING THE DEVELOPMENT PROCESS.

BICYCLE PARKING

BICYCLE PARKING SPACES (BIKE RACKS) SHALL BE PROVIDED IN ACCORDANCE WITH THE

10. FIRE PROTECTION

ADEQUATE FIRE PROTECTION IN THE FORM OF FIRE HYDRANTS WILL BE PROVIDED TO THE CHARLOTTE FIRE MARSHAL'S SPECIFICATIONS

- (a) ALL SIGNS PLACED ON THE SITE WILL BE ERECTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ORDINANCE.
- (b) DETACHED SIGNS SHALL BE MONUMENT IN STYLE NO MORE THAN 7 FIEET IN HEIGHT AND CONSTRUCTED OF BRICK.

12. SOLID WASTE

- (a) AS THE SITE IS CURRENTLY VACANT LAND, NO DEMOLITION ACTIVITIES ARE NECESSARY. TO THE EXTENT NECESSARY, THE PETITIONER SHALL SUBMIT A SOLID WASTTE MANAGEMENT PLAN PRIOR TO INITIATING CONSTRUCTION ACTIVITIES TO INCLUDE, AT A MINIMUM. THE PROCEDURES THAT WILL BE USED TO RECYCLE ALL CLEAN WOOD, METALL, AND CONCRETE GENERATED DURING CONSTRUCTION ACTIVITIES.
- APPLICABLE REQUIREMENTS REGARDING SOLID WASTE, DUMPSTER, COMPACTOR AND RECYCLING AREAS SHALL BE ADHERED TO.

COMMON OPEN SPACE

THE COMMON OPEN SPACE ON THE SITE SHALL BE AS SHOWN ON THE SITE PLAN AND SHALL BE OTHERWISE IN CONFORMANCE WITH THE REQUIREMENTS OF THE ORDINANCIE.

14. BUS SHELTER AND PARK -N-RIDE SPACES

- A CATS BUS SHELTER AND WAITING PAD AREA SHALL BE PROVIDED IN THE AREA GENERALLY DEPICTED ON THE SITE PLAN IF CATS GRANTS APPROVAL OF SUCH SHELTER AND
- A PARK-N-RIDE LOT INCLUDING 100 NON-EXCLUSIVE PARKING SPACES; WILL BE PROVIDED IN THE AREA GENERALLY DEPICTED ON THE SITE PLAN.
- THE BUS SHELTER. WAITING PAD AND PARK-N-RIDE SPACES SHALL BEE INSTALLED PRIOR TO THE ISSUANCE OF ANY CERTIFICATES OF OCCUPANCY FOR THE OFFICE, HIOTEL OR RETAIL
- (d) AN ACCESS EASEMENT WILL BE PROVIDED TO CATS FOR ACCESS PURPPOSES ON THE BUS-TRAVELED PRIVATE STREETS WITHIN THE SITE ACCESSING THE BUS: SHELTER AND
- (e) THE BUS-TRAVELED PUBLIC AND PRIVATE STREETS WILL BE CONSTRUCTED TO SUFFICIEN STANDARDS TO SUPPORT BUSES.

AMENDMENTS TO REZONING PLAN

FUTURE AMENDMENTS TO THE TECHNICAL DATA SHEET. THE SITE PLAN . THE ELEVATION AND THESE DEVELOPMENT STANDARDS MAY BE APPLIED FOR BY THE THEN OWNER OR OWNERS OF THE PARCEL OR PARCELS WITHIN THE SITE INVOLVED IN ACCORDANCE WITH THE; PROVISIONS OF

16. BINDING EFFECT OF THE REZONING DOCUMENTS AND DEFINITIONS

- IF THIS REZONING PETITION IS APPROVED, ALL CONDITIONS APPLICABILE TO DEVELOPMENT OF THE SITE IMPOSED UNDER THESE DEVELOPMENT STANDARDS AND THIE TECHNICAL DATA SHEET WILL, UNLESS AMENDED IN THE MANNER PROVIDED UNDER THE CORDINANCE, BE BINDING UPON AND INURE TO THE BENEFIT OF THE PETITIONER AND THE; CURRENT AND SUBSEQUENT OWNERS OF THE SITE AND THEIR RESPECTIVE SUCCESSORS; IN INTEREST AND
- THROUGHOUT THESE DEVELOPMENT STANDARDS, THE TERMS, "PETITIONER" AND "OWNER" OR "OWNERS" SHALL BE DEEMED TO INCLUDE THE HEIRS, DEVISEES, PERSSONAL REPRESENTATIVES, SUCCESSORS IN INTEREST AND ASSIGNS OF THE PETITIONER OR THE OWNER OR OWNERS OF THE SITE FROM TIME TO TIME WHO MAY BE INVOLVED IN ANY FUTURE

SITE ACREAGE TABULATION

TOTAL SITE ACREAGE: 68.90 AC FOR SALE RESIDENTIAL 42.74 +/- AC 10.82 +/- AC OFFICE: 7.05 +/- AC 7.06 +/- AC

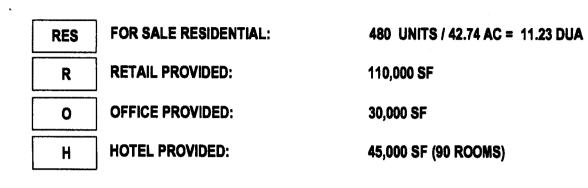
CMU DRIVE (50 FT R.O.W.)

TOTAL BUILDING AREA:

SITE FLOOR AREA RATIO:

COMMERCIAL CENTER:

DEVELOPMENT SUMMARY



1.23 +/- AC

825,750 SF

68.90 AC

ZONING SUMMARY

O-1 (CD)	OFFICE:	65.89 AC
R-3	SINGLE-FAMILY RESIDENTIAL:	3.01 AC

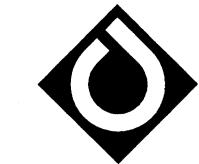
NC 49

BOUNDARY SURVEY PROVIDED BY HARRISBURG SURVEYING

4555 HIGHWAY 49 HARRISBURG, N.C. 28075; TEL. (704) 455-9553; DATED AUGUST 8, 2003.

VICINITY MAP

SURVEY DISCLAIMER



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GREYSON RIDGE DEVELOPMENT

50 Midtown Parkway East Alabama 36606

GREYSON RIDGE

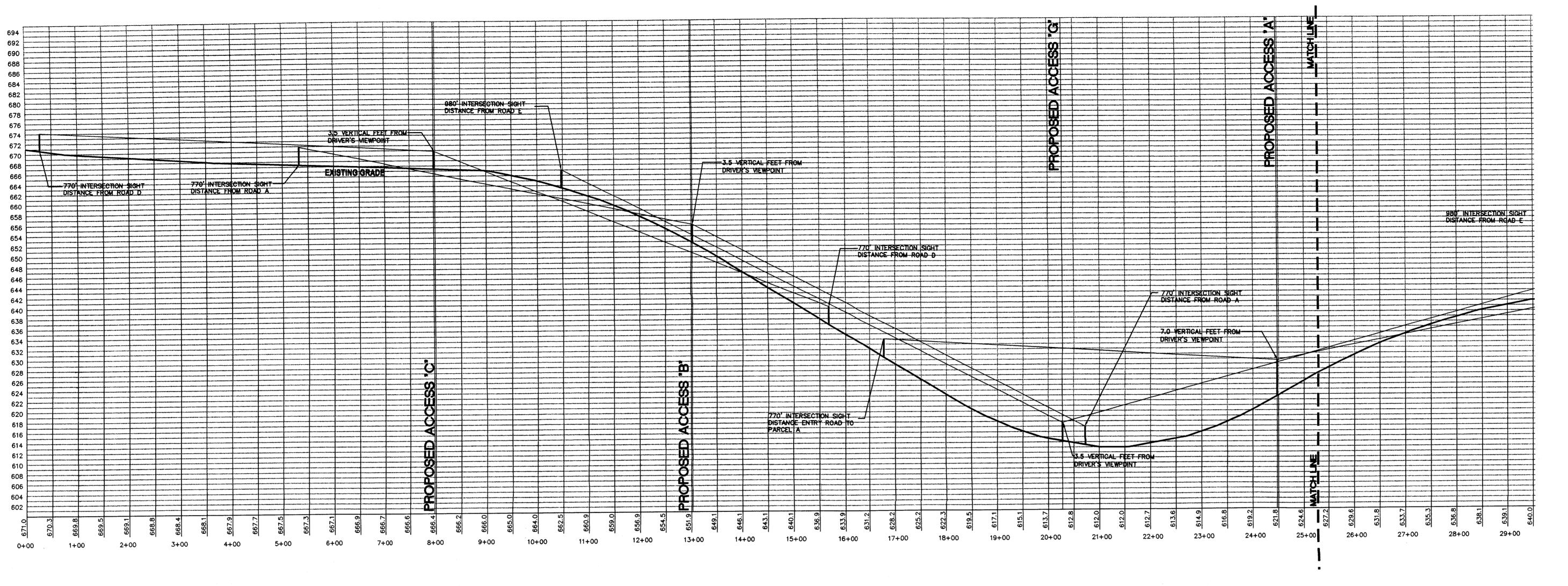
North Carolina 28262

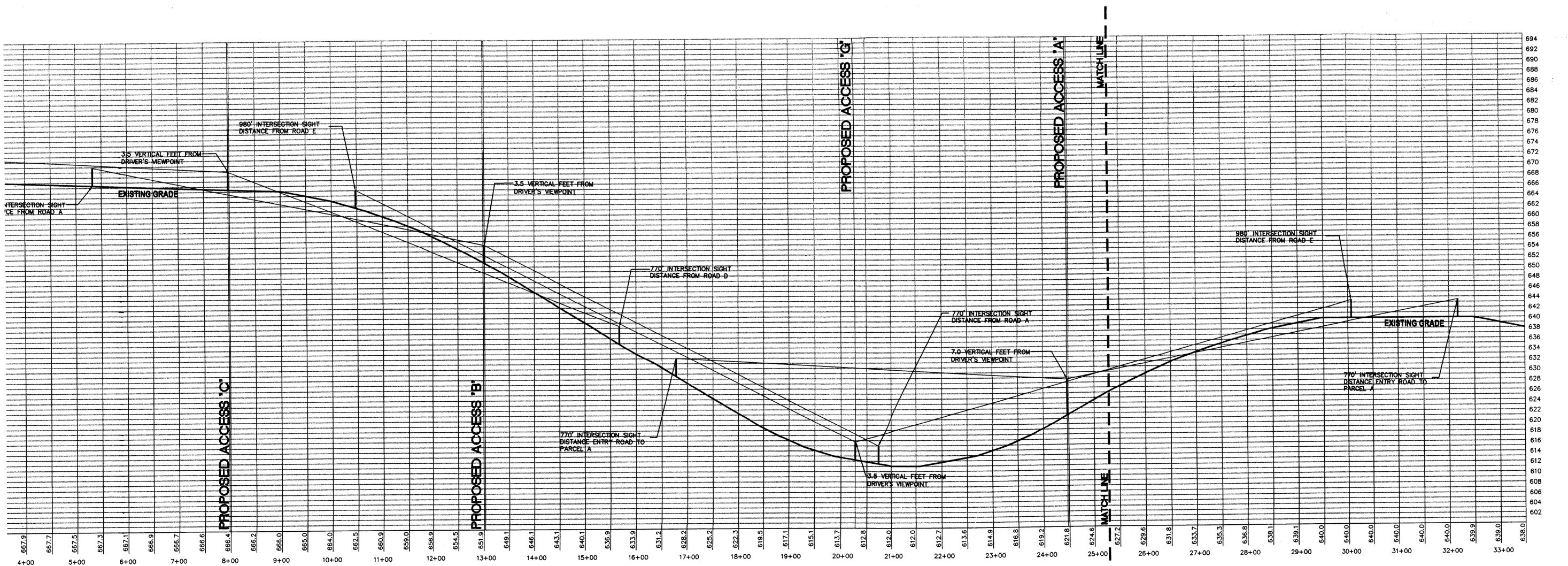
05/03/06 - REZONING SUBMITTAL

Revised

08/18/06 - PER CITY OF CHARLOTTE COMMENTS 09/15/06 - PER CITY OF CHARLOTTE COMMENTS 09/22/06 - PER CITY OF CHARLOTTE COMMENTS 10/17/06 - PER CITY OF CHARLOTTE COMMENTS

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NORTH TRYON SHEETROAD PROFILE

Project No.

3318

Issued

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09/15/06 - PER CITY OF CHARLOTTE COMMENTS
09/22/06 - PER CITY OF CHARLOTTE COMMENTS
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ORZ. SCALE: 1'-10'
ORZ. SCALE: 1'-100'

0 50 100 2

RZ5.0 of 8.0

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NOTE: ALL INTERSECTION SIGHT DISTANCES (ISD) WERE MEASURED FROM 15' BACK OF CURB TO CENTERLINE OF US 29 AT 3.5 VERTICAL FEET.



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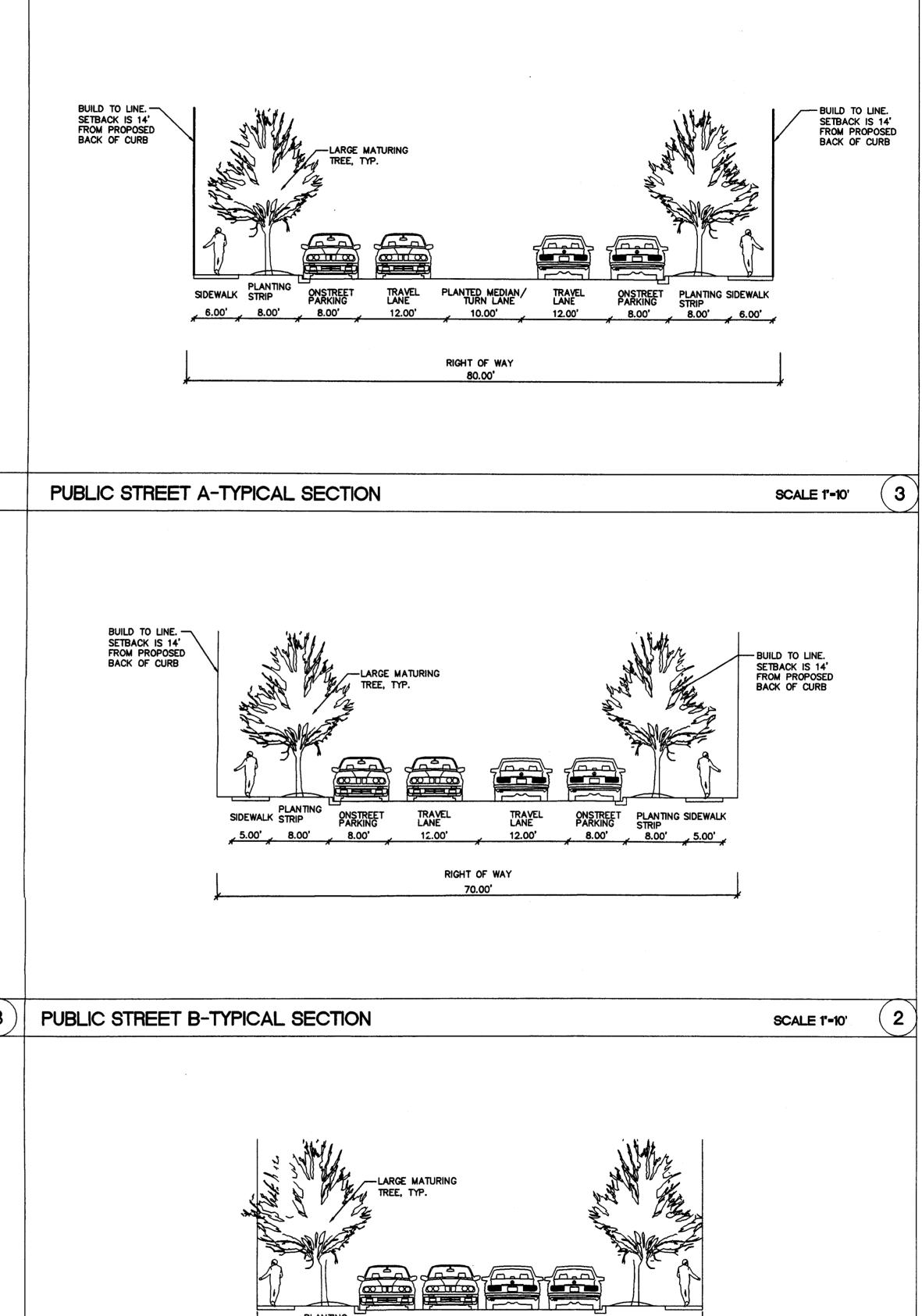


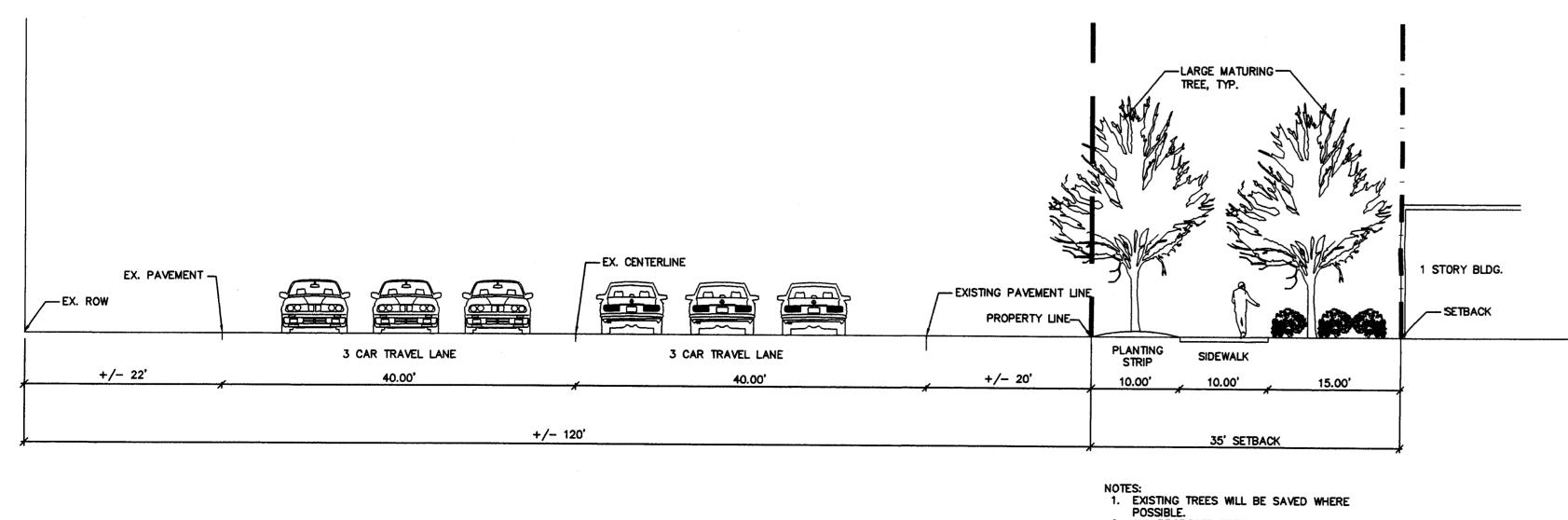
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SCALE 1'-10'





PLANTED AREA (10' MINIMUM)

- 8' OPAQUE WALL OR FENCE TO BE PROVIDED FOR SEPARATION AND SCREENING BETWEEN RETAIL

AND TOWNHOME RESIDENTIAL.

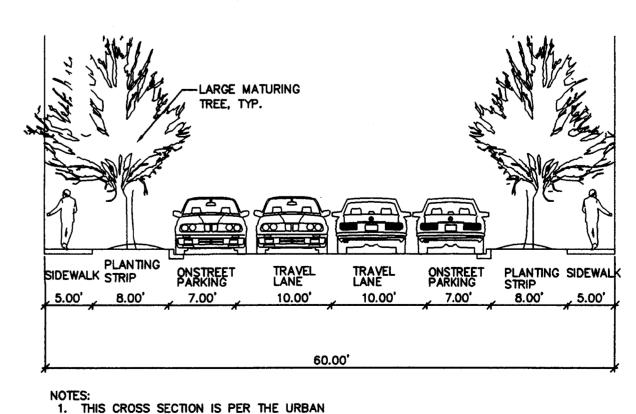
LARGE MATURING OR

EMPLOYEE PARKING/

LOADING AREA FOR

RETAIL

LARGE EVERGREEN



NOTES:

1. THIS CROSS SECTION IS PER THE URBAN
STREET GUIDELINES FOR A "WIDE RESIDENTIAL STREET".

2. ON STREET PARKING MAY BE PROVIDED ALONG ONE SIDE, BOTH SIDES OR NEITHER SIDE OF THE PUBLIC STREET.

SCALE N.T.S

POSSIBLE.

2. ALL PROPOSED TREES ALONG US HIGHWAY 29
WILL BE A MINIMUM OF 4" CALIPER AT
INSTALLATION.

SCALE 1"-10"

PRIVATE STREET-TYPICAL SECTION

TYPICAL SECTION FOR HIGHWAY US 29

LARGE MATURING OR ---

PLANTED AREA (10' MINIMUM)

LARGE EVERGREEN

TYPICAL SECTION FOR AREAS BETWEEN RESIDENTIAL AND COMMERCIAL

TREE, TYP.

20' DRIVEWAY/ACCESS TO TOWNHOME

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SHEET

Project No.

Issued

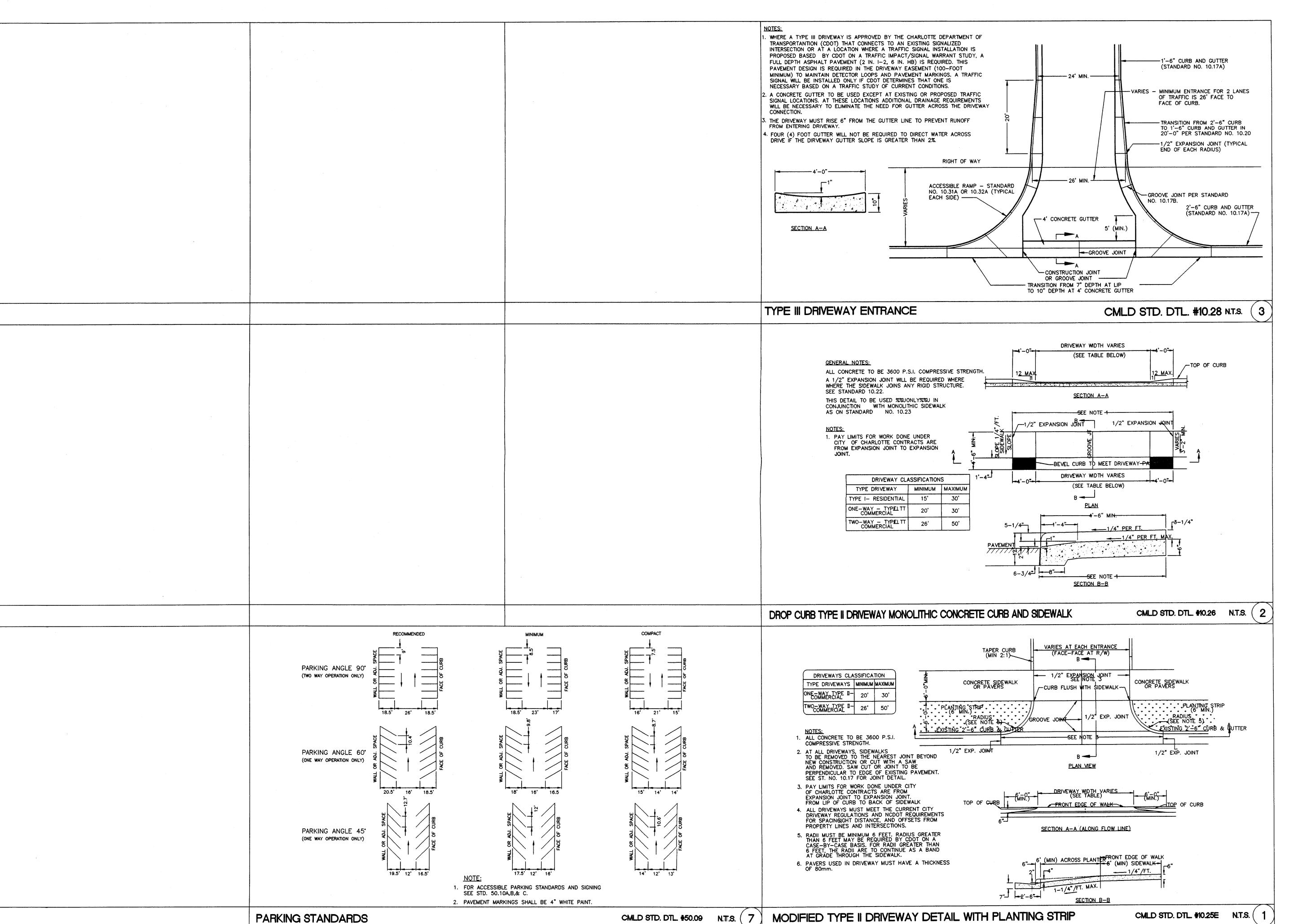
05/03/06 - REZONING SUBMITTAL

Revised

08/18/06 - PER CITY OF CHARLOTTE COMMENTS 09/15/06 - PER CITY OF CHARLOTTE COMMENTS 09/22/06 - PER CITY OF CHARLOTTE COMMENTS 10/17/06 - PER CITY OF CHARLOTTE COMMENTS

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GREYSON RIDGE DEVELOPMENT

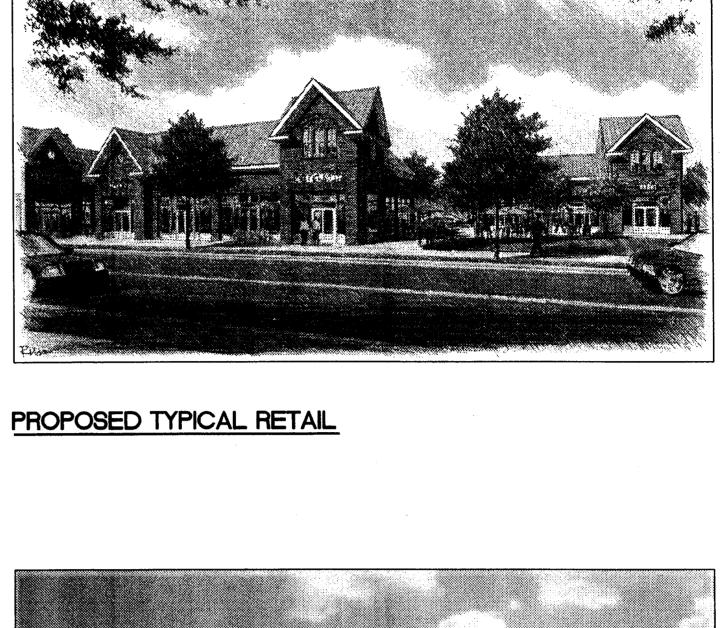
GREYSON RIDGE

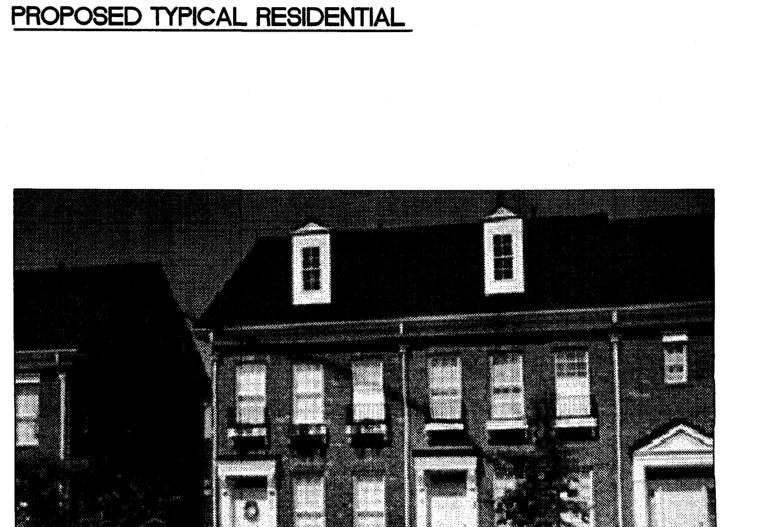
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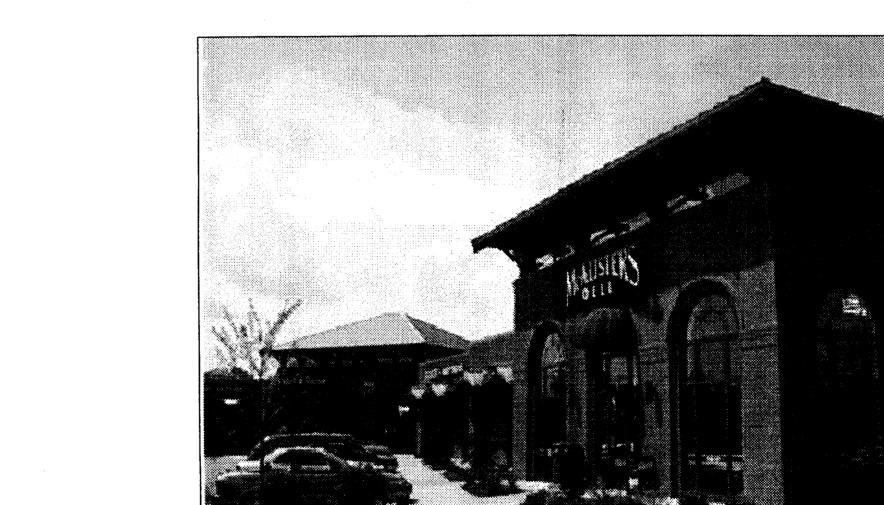
09/15/06 - PER CITY OF CHARLOTTE COMMENTS 09/22/06 - PER CITY OF CHARLOTTE COMMENTS 10/17/06 - PER CITY OF CHARLOTTE COMMENTS





PROPOSED TYPICAL RESIDENTIAL

PROPOSED TYPICAL RESIDENTIAL



STARBUCES CORRE

PROPOSED TYPICAL RETAIL

PROPOSED TYPICAL RETAIL



PROPOSED TYPICAL RESIDENTIAL

PROPOSED TYPICAL RESIDENTIAL

PROPOSED TYPICAL RESIDENTIAL

NOTES:

RESIDENTIAL BUILDINGS:

THE PROPOSED RESIDENTIAL BUILDINGS LOCATED WITHIN PARCEL C WILL BE GENERALLY IN KEEPING WITH ONE OR MORE OF THE CONCEPTS AND IMAGES ILLUSTRATED IN THESE ELEVATIONS THROUGH THE USE OF SIMILAR OR COMPLEMENTARY BUILDING MATERIALS AND DESIGN, BUILDING HEIGHT AND THE DEVELOPER OF THE RESIDENTIAL BUILDINGS RESERVES THE RIGHT TO MAKE MINOR MODIFICATIONS TO THE APPEARANCE OF THE BUILDINGS SUBJECT TO THE PROVISIONS CONTAINED IN THE DEVELOPMENT STANDARDS. NON-RESIDENTIAL BUILDINGS LOCATED IN PARCEL C, SUCH AS BUT NOT LIMITED TO A CLUBHOUSE, WILL BE CONSTRUCTED OF SIMILAR BUILDING MATERIALS BUT COULD TAKE ON A MODIFIED APPEARANCE AND COULD BE OF LARGER MASSING AND ADDITIONAL BUILDING HEIGHT THAN THE RESIDENTIAL BUILDINGS.

NON-RESIDENTIAL BUILDINGS:

THE PROPOSED BUILDINGS LOCATED WITHIN PARCEL A AND PARCEL B WILL BE GENERALLY IN KEEPING WITH ONE OR MORE OF THE CONCEPTS AND IMAGES ILLUSTRATED IN THESE ELEVATIONS THROUGH THE USE OF SIMILAR OR COMPLEMENTARY BUILDING MATERIALS AND GENERAL DESIGN CONCEPT. THE VARIOUS USES WITHIN PARCEL A AND PARCEL B MAY TAKE DIFFERENT ARCHITECTURAL FORMS AND MAY INCLUDE A RANGE OF BUILDING SIZES, MASSING AND HEIGHTS SUBJECT TO THE RELEVANT PROVISIONS OF THE DEVELOPMENT STANDARDS.

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