

SUNSET CROSSING CONDITIONAL NOTES

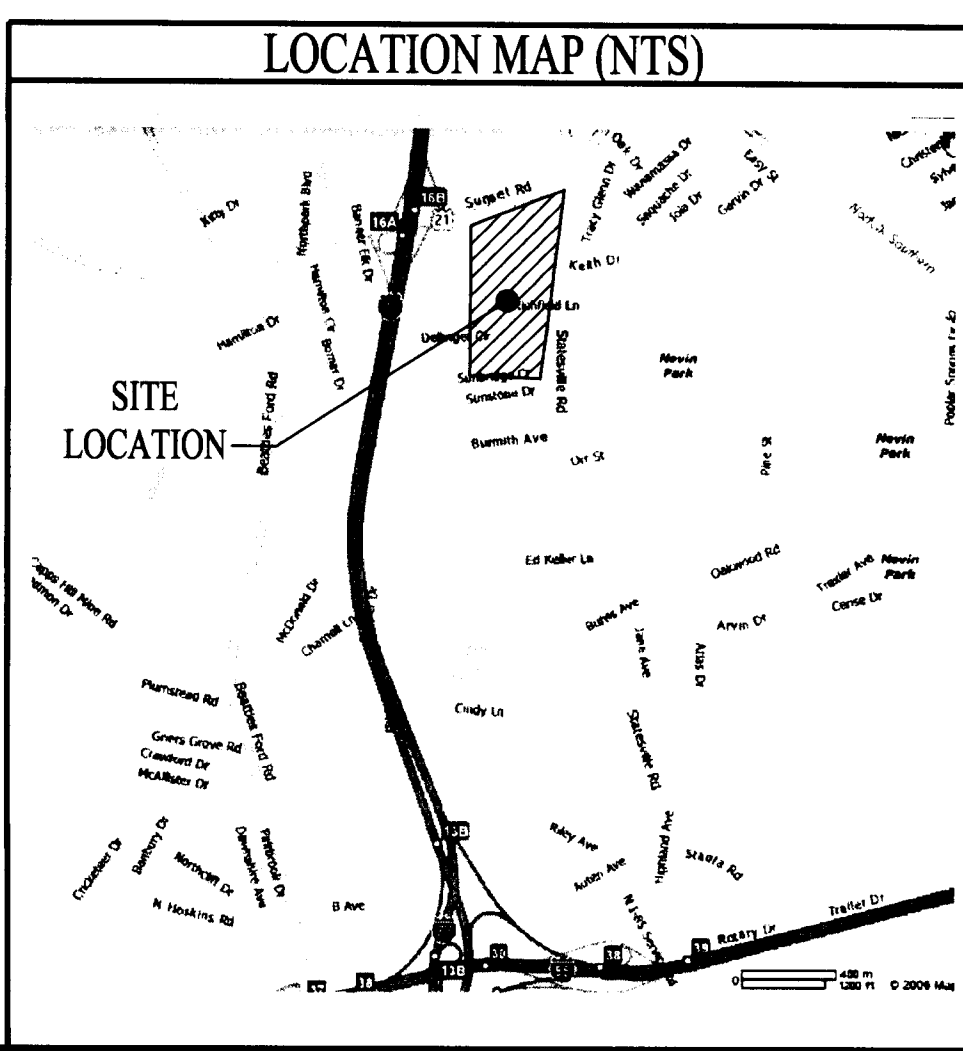
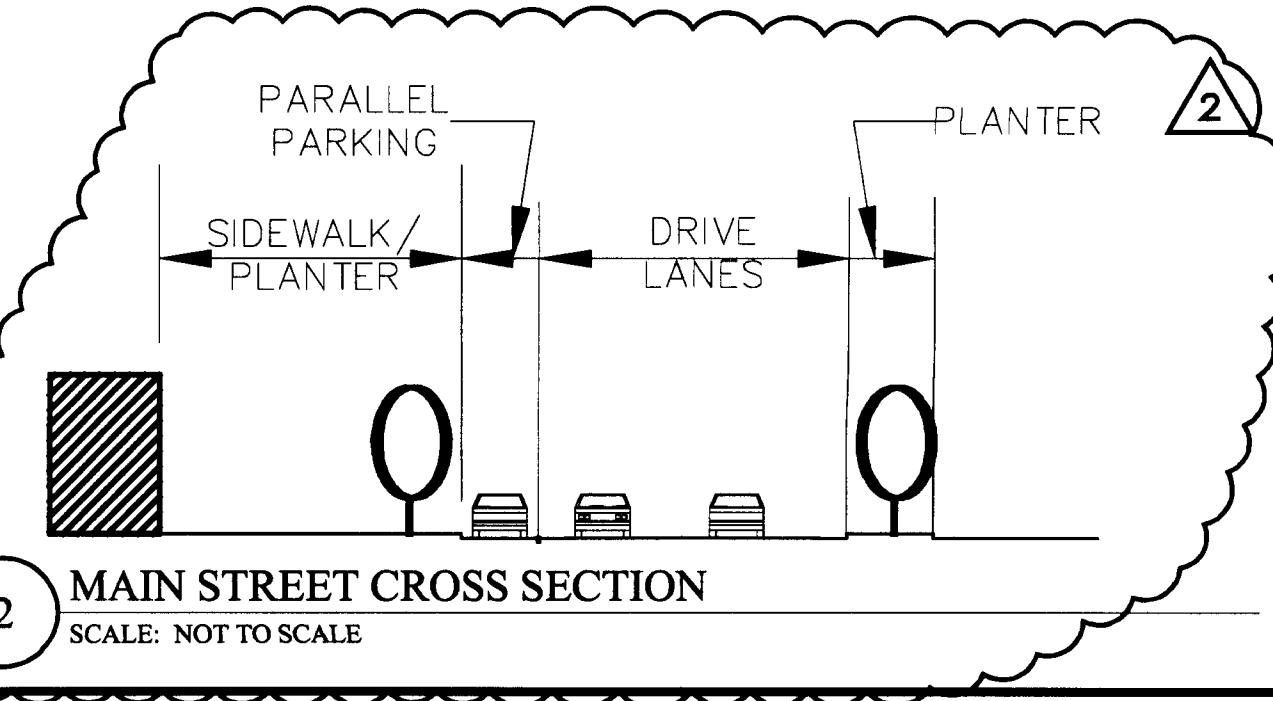
1. The development of the site will be controlled by the standards depicted on this site plan and by the standards of the City of Charlotte Zoning Ordinance. The development depicted by this plan is intended to reflect the general arrangement of proposed uses on the site, but the exact details of the configuration, placement and size of the individual buildings and/or site elements may be altered or modified within the limits prescribed by the ordinance as specified in Section 6.206(c) during the design development and construction phases.
2. All proposed development on the site shall comply with ordinance requirements regarding the design and arrangement of off-street parking spaces, including, but not limited to, the number, location, layout, dimensions, screening, and other standards, including, but not limited to, the City of Charlotte Zoning Ordinance, etc.
3. The proposed development shall consist of a retail shopping center and associated outparcels. All uses allowed in the CC zoning district shall be permitted. The total shopping center square footage, including out parcels, shall be 308,400 square feet.
4. As shown on this site plan, required buffers shall be established. In this instance a 75' Tree Class B Buffer is required. All parking areas shall conform to the provisions of the ordinance. The buffer shall remain undisturbed except that any necessary clearing and grading needed to plant new buffer material as required shall be allowed as well as any grading/clearing needed to install utility easements, etc., which are needed to service the site.
5. The site of the building shall be indicated by a dashed line on the site plan. The location of the building shall be indicated by a dashed line on the site plan. The location of the building shall be indicated by a dashed line on the site plan.
6. The maximum height of any freestanding light fixture shall not exceed 35 feet, including its base. All such lighting shall be "fully" shielded such that direct illumination does not extend past any property line. Wall pack lighting shall be prohibited in association with all new buildings.
7. Vehicular access points shall be limited to those shown on the site plan. The exact location may vary somewhat from that depicted and shall comply with all applicable design requirements of the Charlotte Dept. of Transportation and/or the North Carolina Dept. of Transportation.
8. Out parcels, both existing and planned, shall be permitted as generally shown. Each out parcel shall be vehicularly accessed by the internal circulation system of the overall shopping center. No direct curb cut access to the abutting public street system shall be allowed in association with each out parcel.
9. All new buildings on the site, including out parcels, shall be primarily constructed of brick, stone, stone and/or a combination of those materials. Although some architectural diversity and individual branding/identity will be permitted among the various buildings, there will be a requirement for complementary building materials, colors, etc. such that an overall consistent design theme is achieved for the new buildings planned for the site.
10. The petitioner will re-locate the main Statesville Road ingress/egress driveway as conceptually shown on the plan. The relocation driveway will be designed with the appropriate ingress/egress lanes as a new, corresponding median opening. The present driveway/median opening will be closed in association with this new design.
11. A fire hydrant is required within 750 feet of the most remote point of any building as the emergency vehicle truck travels. If such hydrant does not exist, the petitioner shall install the required hydrant.
12. Maximum proposed buildings are shown, but some buildings may be combined to form fewer buildings than shown as long as the general concept of building/parking/pedestrian arrangements remain. Building footprints, shapes and sizes are conceptual and may be modified to conform to final design and tenant needs.
13. New out parcels 3, 4, and 5 shall be designed to be inter-connected per the General Development Policies (GDP) guidelines. As depicted on the site plan, three new amenity features shall be designed and constructed in association with these parcels. These features (see plan for locations) shall contain such pedestrian features as a fountain, benches/seating, gazebo or other similar features. Also, in further compliance with GDP design guidelines, sidewalks shall be constructed to inter connect these parcels with each other and to these parcels to the existing retail portion of the main shopping center. These GDP design features will be required to be constructed at the time of the development of each of the outparcels and the extent of the improvement shall correspond to the area of the abutting parcel boundary only.
14. The petitioner may combine out parcels 4 and 5 into one single development area.
15. Throughout the rezoning petition/site plan, the term "petitioner" shall be deemed to include the successors in interest and assigns of the petitioner who may be involved in the development of the site from time to time.
16. The petitioner/developer will install left-turn lanes on Milhaven as follows: 100' LTL with 100' of taper at Access "G" (northernmost access) followed by a 75' LTL section to terminate at Access "H" (southernmost access).
17. The petitioner/developer shall provide 20 non-exclusive Park and Ride spaces for use by CATS. Further, the petitioner/developer will construct a shelter pad per CATS development standards 60.03A, within the site and in close proximity to the PARK and RIDE spaces (see plan for approximate location). Furthermore, the petitioner/developer will provide a "drop off" pad and a pull over bus space as the passenger waiting area as illustrated.
18. The petitioner/developer shall construct a 6' sidewalk and a 8' planting strip along the site's Statesville Road frontage.
19. The petitioner/developer shall dedicate land for right-of-way purposes along the site's frontage as follows: Both Sunset Road and Statesville Road are major thoroughfares requiring more than the minimum of 100 feet of right-of-way. The future cross-section for Sunset Road between I-77 and Statesville Road is a 6-lane, median divided roadway with bike lanes and dual left-turn lanes and right-turn lanes at all signalized intersections. For this reason, 120 feet of right-of-way will be needed across the site's frontage (except as identified in the next sentence), measured 65 feet from the centerline. However, for the first 500 feet west of Statesville Road, 130 feet of right-of-way will be needed from the centerline. If, in the future, the right-of-way will then taper to 65 feet at a rate of 20:1. Right-of-way for Statesville Road will be 60 feet from centerline for the first 500 feet south of Sunset Road, then tapering to 50 feet at a rate of 45:1. Accordingly, the petitioner/developer shall dedicate the appropriate site frontage along these two roadways for right-of-way purposes and said dedication shall be conveyed to NCDOT in fee simple. Such dedication shall occur prior to the issuance of any building permit associated with the building expansion of the shopping center.
20. All dumpster, service areas or auxiliary storage areas will be designed so as not to interfere with the pedestrian circulation. All dumpster/recycling areas shall be fully screened by means of an enclosure with solid gates.
21. The proposed new retail buildings 1-4 shall be designed as "architecturally four sided" structures so that all sides receive similar, complementary architectural treatments regarding the materials, windows, etc. buildings may be with one another. Each of the proposed out parcels buildings to be located on out parcels 3, 4, and 5 shall be similarly designed and treated. Furthermore, the out parcels buildings shall be designed to be visually integrated with the main shopping center.
22. Including existing and proposed out parcels, "existing retail" buildings and "proposed retail" buildings, a grand total of 14 buildings are proposed. The 14 buildings proposed represent the maximum. Buildings may be combined to create fewer than the 14 shown on the plan.
23. In accordance with the TIS report prepared by Kublin Transportation Group, Inc., the petitioner/developer shall construct the following transportation improvements:
- Improvements by Developer:**
- Although listed below as by the developer, the relocation of the median and the construction of turn lanes on Statesville Road at Access "B" should be included in the Statesville Road Widening Project. The developer, as the City of Charlotte, should include improvements at Access "B" in association with this project.

- Statesville Road (US 21) and Access "A"**
- Construct a southbound right turn lane on Statesville Road with 100' of storage with a 20:1 bay taper.
 - Construct the eastbound approach to operate as a right-in/right-out access.
- Statesville Road (US 21) and Access "B"**
- Realign Access "B", as depicted on the site plan, to intersect Statesville Road opposite the proposed office access on the eastern side of Statesville Road. Realignment should be included in the plans for the Statesville Road Widening Project.
 - Construct a southbound right turn lane on Statesville Road with 100' of storage with a 20:1 bay taper.
 - Construct a northbound left turn lane on Statesville Road with 150' of storage with a 15:1 bay taper.
 - Construct the eastbound approach that includes a left turn lane and a combined through-right lane and one receiving lane. The new approach must provide a minimum of 150' of internal channelization.
 - Install traffic signal control upon meeting appropriate CDOT and NCDOT traffic signal warrants and approvals.
- Statesville Road (US 21) and Access "C"**
- Realign Access "C", as directed by NCDOT, to the southernmost property line. The proposed access shall not intersect Statesville Road opposite Keith Drive on the eastern side of Statesville Road.
 - Construct a southbound right turn lane on Statesville Road with 100' of storage with a 20:1 bay taper.
- Sunset Road and Access "D"**
- Construct a median along Sunset Road to restrict left turn movement into and out of this site access.
 - Modify the pavement markings on the northbound approach to reflect "right-in/right-out" operation.
 - Construct an eastbound right turn lane on Sunset Road with 100' of storage with a 20:1 bay taper.
- Sunset Road and Access "E"**
- Construct an eastbound right turn lane on Sunset Road with 100' of storage with a 20:1 bay taper.
- Sunset Road and Access "F"**
- Construct a median along Sunset Road to restrict left turn movement into and out of this site access.
 - Modify the pavement markings on the northbound approach to reflect "right-in/right-out" operation.
 - Construct an eastbound right turn lane on Sunset Road with 100' of storage with a 20:1 bay taper.
- Milhaven Lane and Access "G"**
- Construct the westbound approach that includes a left turn lane, a right turn lane, and one receiving lane. The new approach must provide a minimum of 150' of internal channelization.
 - Construct a southbound left turn lane on Milhaven Lane with 100' of storage and a 10:1 bay taper.
- Milhaven Lane and Access "H"**
- Construct the westbound approach to align with Tanager Park Drive. This access shall include a left turn lane, a combination through-right turn lane, and one receiving lane. The new approach must provide a minimum of 150' of internal channelization.
 - Construct a two-way left turn lane along Milhaven Lane from Access "G" to Access "H".

TOTAL OPEN AREA
APPROXIMATELY 8.4
ACRES

FOR PUBLIC HEARING 2006-157	
SITE DATA	
EXISTING ZONING:	B1-SCD, B-1, B-2, R-4
PROPOSED ZONING:	CC
SITE SIZE:	41.5 AC. +/-
EXISTING RETAIL BUILDINGS & OUTPARCELS 1&2 :	65,000 SF
PROPOSED NEW RETAIL BUILDINGS	208,400 SF
PROPOSED NEW OUTPARCELS 3, 4 & 5	20,000 SF
TOTAL PROPOSED :	308,400 SF
PARKING : 1,042 SPACES SHOWN =	3.4 SP/1,000 SF

REZONING SITE PLAN
SCALE: 1" = 60'



1

FIRST REV
1-10-07

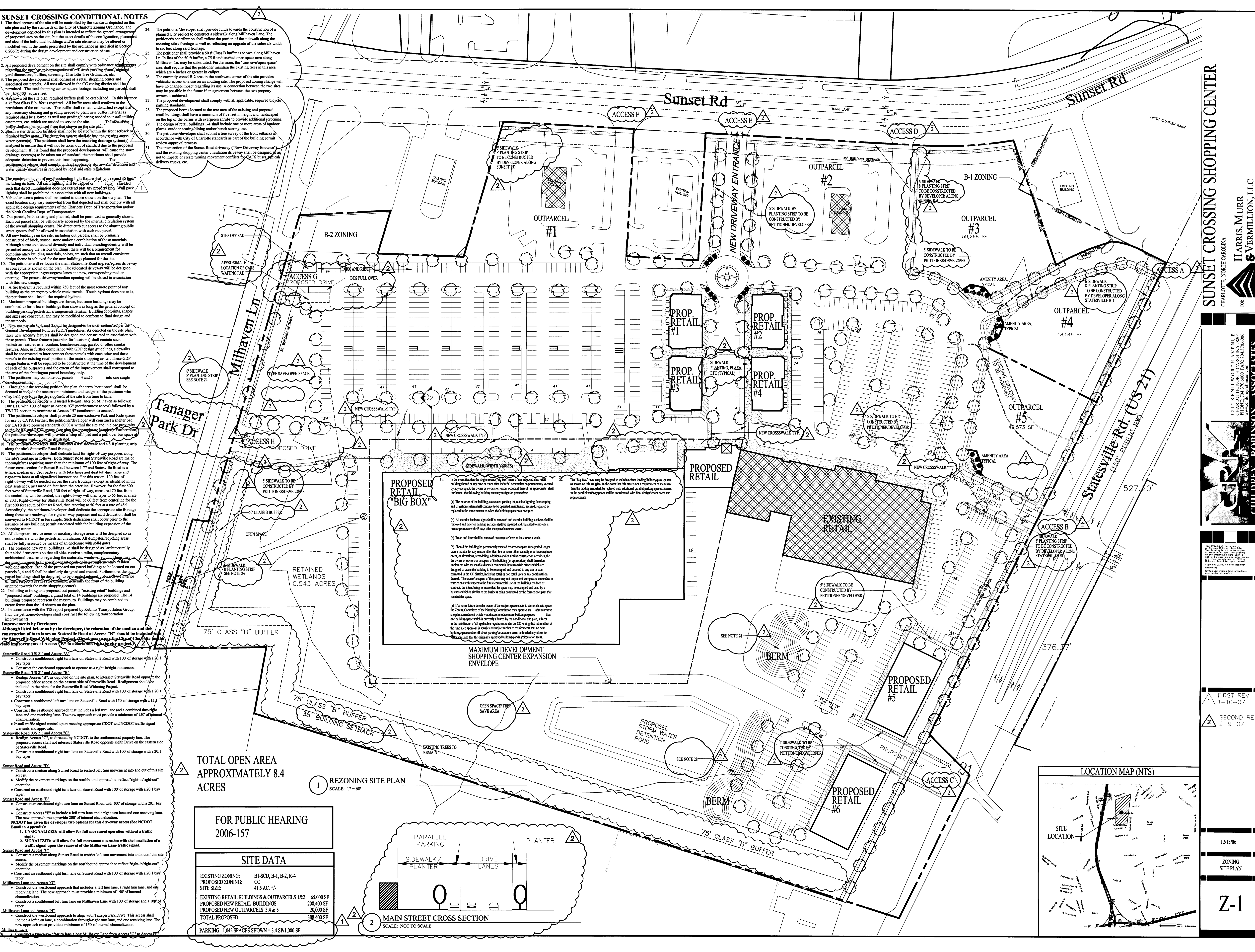
2

SECOND REV
2-9-07

12/13/06

ZONING
SITE PLAN

Z-1



SUNSET CROSSING SHOPPING CENTER

CHARLOTTE, NORTH CAROLINA

FOR

HARRIS, MURR
& VERMILLION, LLC

CHILDREY ROBINSON ASSOCIATES

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