

ENGINEER'S LEGEND

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- -UT- - - -

- -UGP-- - -

- - -SS- - - -

_ - -SD- - - -

_ _ _ G _ _ _ _

_ _ _ _ _ _

CONCRETE CURB & GUTTER

-----UGT------ UNDERGROUND TELEPHONE

RETAINING WALL ----- WATER LINE & FIRE LINE

------- POWER _____ SANITARY SEWER

GUARD RAIL

X SILT FENCE

---- FXISTING CONTOUR

STOCKADE FENCE

O O CHAIN-LINK FENCE

BUILDING

MANHOLE

VALVE

- EDGE OF CONSTRUCTION LINE

+ 103.25 SPOT ELEVATION

(S) = SET

(0) = OLD

O = #5 REBAR (S)

● = GUY ANCHOR

= TELEPHONE PEDESTAL

FINISHED CONTOUR

POWER POLE

CATCH-BASIN

STORM DRAIN MANHOLE

CONCRETE HEADWAL

GAS LINE

O S 57'32'16" E S 57'32'16" E O PROPERTY LINE

LIGHT DUTY ASPHALT PAVEMENT HEAVY DUTY ASPHALT PAVEMENT

2. All road imperents at West Mallard Creek Church Road (SR #2472) and North Tryon StreeJ.S. Hwy. 29) are to be coordinated with the City of Charlotte Engineering

may be reired near intersections. These requirements will be established by the

- conditionvarrant off-site grading, permission must be obtained from the affected
- 7. Subsurfa drainage facilities may be required in the street right-of-way if deemed
- proposepublic street right-of-way must be approved by the City's Inspector prior to any backfill ing placed. Backfill material must be approved by the City Inspector prior to
- 10. PE sead shop drawings for retaining wall must be submitted to the City Engineer prior
- 11. "As-but" drawings and plans of the storm drainage system, including designed ditches, must b submitted prior to subdivision final inspection to the City Engineering
- 12. Non-sandard items (i.e. pavers, irrigation systems, etc.) in the right-of-way require a
- 13. Prig to plat recordation, Offsite R/W and/or construction easements are required to be obtained according to the guidelines of the "Offsite R/W Acquisition Process". These næded R/W and construction limits are clearly shown on the roadway improvement plan.
- will be required to coordinate relocation. Developer shall be responsible for all related 15. Curb and gutter shown on plans along West Mallard Creek Church Road and North
- 16. The purpose of storm drainage easement (SDE) is to provide storm water conveyance
- 18. The developer shall maintain each stream, creek, or backwash channel in an unobstructed state and shall remove from the channel and banks of the stream all debris

Site Development Notes - Petition 2004-74

1. Development of the site will be controlled by the standards depicted on the technical data sheet and by the standards of the Charlotte Zoning Ordinance. The development depicted on the illustrative site plan is intended to reflect the arrangement of proposed uses on the site, but the exact configuration, placement, and size of individual site elements may be altered or modified within the limits prescribed by the ordinance during the design development and construction phase within the building envelope line as shown on the plan.

2. The proposed use of the site will be for the development of a multi-use, office and retail center and related accessory uses. This Petition is an amendment to the previously approved Commercial Center (CC) plan for the property. The site will be developed in phases, with community retail uses being developed in the earlier phase and more intense office/employment uses coordinated with the development of transit service and a transit station on US 29(N Tryon St.). These phases are not defined by a specific time or by any particular infrastructure improvements. Rather, in the context of this Petition, the majority of the office/employment uses are expected to be developed based on the anticipated availability of transit service in the area. As a site that will support future transit service in the area, the site will be restricted from use as a gas station or any restaurant with a drive through service but may specifically include up to two other uses with drive through service such as a bank or pharmacy. The Petitioner has illustrated one such use with drive through service on the schematic site plan and the other such use will be permitted after the specific site plan for that use has been reviewed by the Planning Staff. There will be no direct access from any out parcel to the adjoining public streets. The buildings that may locate separated from the main structures will be designed as part of the overall development in terms of consistent landscaping, signage, and architectural style. More than one use or type of use may locate in any structure on the site.

3. The Petitioner may place retail uses within office buildings on the site as well as within the multi-use portion of the site in order to further the multi-use nature of the site. Retail floor area located within office buildings will not be counted toward the total retail floor area located elsewhere on the site. Any such retail space will be limited to 75 % of the first floor area of the building and may only be located in multistory buildings of at least 15,000 square feet of total floor area. This provision will not apply to the multi-story office building in the southern corner of the site. 4. The Petitioner recognizes that the site is located in an area that may have enhanced regional transit service in the future. The Petitioner has incorporated a number of the design guidelines contained in the General Development Policies in the development of the site plan for the site. The Petitioner's plan also recognizes that the proposed future transit service, if ever provided, is 12 to 15 years away but includes a significant office component that, along with the proposed retail, will be supportive of the future transit. Such office uses can be constructed at any time prior to the actual commencement of transit service and office uses may be incorporated into single or multi-story buildings on the site.

5. Buffer areas that meet or exceed those required by the Zoning Ordinance will be developed in accordance with Sect. 12.302. If in the future adjoining zoning districts are changed to zoning districts which either do not require a buffer or only require a reduced buffer, then the buffer provided at the applicable edge depicted on the Technical Data Sheet may be adjusted or eliminated administratively in accordance with requirements of the Ordinance. 6. Stormwater detention, if required, will comply with applicable standards of Charlotte/Mecklenburg Stormwater Services. The Petitioner will consult with and seek the advice of Storm Water Services in how to incorporate water quality control features in the overall storm water management plan for the site even if

In conjunction with the development of the site, the Petitioner will conduct the grading of the site in a single phase, but will manage storm water runoff as Temporary or staged seeding will be performed on parking lots and other graded areas immediately following the completion of land disturbing activities to minimize the amount of disturbed area and reduce the potential for off-site sedimentation. olymers and other flocculating measures will be employed in sediment basins to enhance settling capabilities and reduce the discharge of solids from the

With regard to long term water quality management, the Petitioner will design and install a "Wet Detention Basin" per the N.C.D.E.N.R., Division of Water Quality's "Stormwater Best Management Practices" manual dated April 1999. The Wet Detention Basin will provide both water quality and water quantity control for the project per the following opening paragraph in the manual:

The wet detention basin will provide at least 85% TSS removal efficiency from the site and will also control the peak runoff rates for the 2-year and 10-year storm events, designed per the State BMP Manual. The BMP will also include wetland type aquatic vegetation as described in DENR BMP Manual

7. Signage will be permitted in accordance with applicable Zoning standards. No individual tenant signage (except wall signs) will be located along the street that borders the site to the north. 8. Parking will be provided which will meet or exceed the standards of the Zoning ordinance. Bicycle parking racks will be provided at appropriate locations to serve uses on the site and future transit service. The exact location and need will be determined by the individual tenant in coordination with the overall site manager to encourage and facilitate the use of bicycles for trips to and within the site. The Petitioner acknowledges that the CC standards may require that certain parking that might lie along the public street frontages could be required to have a 35' rather than a 14' setback. It is the Petitioner's understanding that the Planning Staff is proposing an amendment to this standard to reduce the setback for parking. The Petitioner will comply with the standard that exists at the time that the site development is approved, subject to the Petitioner's rights under Chapter 5 of the Zoning Ordinance.

10. Appearance of the buildings shall be controlled through restrictive covenants and shall require, at a minimum, architecture that is compatible with the main shopping center building (as shown on representative elevations), emphasizing brick, stone, stucco, precast, and glass as primary external materials. Sloping roofs, if used on buildings on the site, shall be constructed with architectural grade fiberglass shingles, standing seam metal, or slate. Buildings will be limited to 120' in height. All general mechanical equipment (roof or ground) shall be screened from street view.

The illustrative schematic plan includes design concepts that illustrate the Petitioner's intent in terms of proportions, materials, accentuated entrances, and overall articulation concepts. The illustrations are not intended to be used to determine actual building dimensions or percentages of windows during the development review process. The illustrative schematic plan is not a regulatory document unless the specific language noted on the illustrative schematic plan is not a regulatory document unless the specific language noted on the illustrative schematic plan

All buildings fronting on public streets or internal streets will be designed so that the elevation will include windows, display windows and/or architectural fenestration or other detail features intended to avoid a blank monotonous, uninterrupted elevations.

All building elevations fronting on public streets will contain 80 % brick or stone (non-glass areas). Outparcel buildings will contain 80 % brick or stone on all elevations (non-glass areas). 11. All outdoor lighting shall be "flush lens", shoebox type lighting. However, lower, decorative street lighting may also be allowed installed along interior streets or sidewalks. Site lighting will be limited to 30 feet in height and no "wall pak" lighting will be installed.

12. The Petitioner will provide pad for a transit stop to be built to CATS specifications and at a location to be determined jointly by the Petitioner and CATS. 13. Access to the site will be provided by connections to Mallard Creek Church Rd. and to US 29 (N. Tryon St) as generally depicted on the technical data sheet. All driveway and street connections are subject to approval by the appropriate transportation authority. The Petitioner will make road improvements to North Tryon Street and to Mallard Creek Church Rd. as indicated on the Technical Data Sheet. These improvements will include the provisions for turn lanes and a 4' bike lane to both of these streets by the Petitioner grading and setting the curb and gutter at the proper location for these improvements and the City of Charlotte will provide the paving for the new travel and bike lanes. Specifically, the following improvements will be installed:

The Petitioner will locate the driveway from the site to Mallard Creek Church Rd. to deal with the requirements of CDOT and will make related changes to the Mallard Creek Church Road frontage to accommodate right turn lanes. The Petitioner will install the required turn lanes as part of the public infrastructure improvements for the site. This has also resulted in a reconfiguration of the front portion of the site to accommodate the relocated riveway and redesigned internal street and building placement The Petitioner will construct the new 'collector' street that adjoins the site in conformance with the requirements of CDOT, including the construction In conjunction with the approval by NCDOT of the directional cross-over that provides access to the site from US 29, the Petitioner will construct a second northbound left turn lane on US 29 at Mallard Creek Church Rd., including a concrete median of up to 6' in width, according to a design approved by NCDOT and CDOT.

14. The Petitioner will install a 6-foot sidewalk behind an 8-foot planting strip along the site frontage of Mallard Creek Church Rd. and North Tryon St. subject to the approval of CDOT and/or NCDOT. The Petitioner will install 5-foot sidewalks along internal streets on the project and in other locations within the site to provide pedestrian access. Trees will be planted along internal streets spaced 40 feet on center. 15. All dumpsters and recycling containers on the site will be screened with a solid enclosure with gates.

16. If minimum rights-of-way do not exist, the Petitioner will convey right-of-way sufficient to create 50' of right-of-way measured from the centerline of Mallard Creek Church Rd. and US 29 (N Tryon St.), such conveyance to occur prior to the issuance of a Certificate of Occupancy for the first building on the site. Any such conveyance will take the form of an instrument such as a quitclaim, non-warranty deed with appropriate reversion clause wherein the rights in the property or right of way so conveyed will revert to the owner of the property without cost should the purpose for which the conveyance no longer exist and the responsible governmental authority abandons its use or need for the property. Rights of way will be provided as follows:

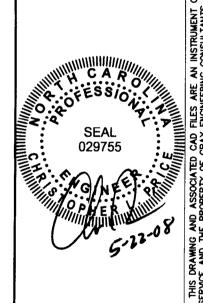
Mallard Creek Church Road:
a. From North Tryon Street to the west 500 feet: 70 feet from centerline.
b. From 500' west of North Tryon Street to the west, 400 feet: tapering from 70 feet from centerline to 50 feet from centerline at a rate of 20:1.

a. From Mallard Creek Church Road to the south 500 feet: 60 feet from centerline.
b. From 500 feet to the south of Mallard Creek Church Road to the south, 450 - 550 feet: tapering from 60 feet from centerline to 50 feet from

17. Federal and state wetland agencies will be contacted prior to any grading. The following agencies will be contacted: Section 401 permit, NCDEHNR-Raleigh Office, 919-733-1786 and Section 404 Permit, US Army Corps of Engineers, 704-271-4854.

19. Throughout this Rezoning Petition, the terms "Owner", "Owners", "Petitioners", shall, with rewpect to the Site of the Site





VERINIT

DRAWN BY: CHECKED BY: L.A.S. PROJECT DATE: 05/2004 SCALE: 1"=60' 250116 10/24/07

JOB No.: PLOT DATE: 250116-P18REV.dwg