

SITE PLAN AMENDMENT

SITE TABULATION
 TOTAL SITE ACREAGE: +1-86.00 AC
 EXISTING ZONING: CC / R-3 / R-3(CD)
 PROPOSED ZONING: CC(CD)/ MF-17

ADJACENT PROPERTY OWNER

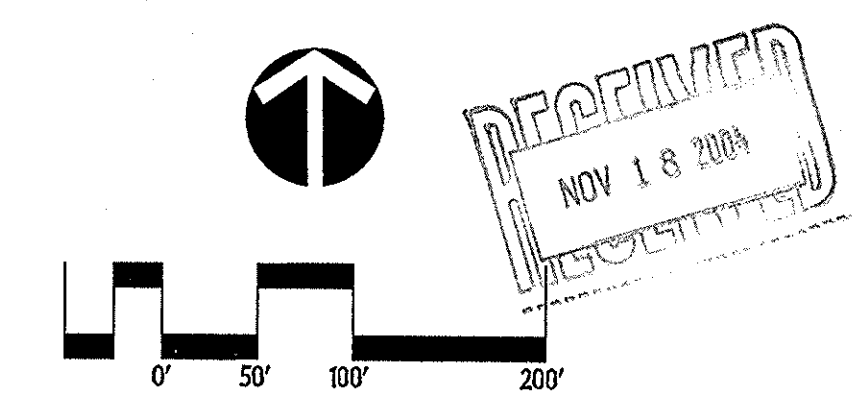
1. 21906103
Steele Creek(1997) LP.
R-17MF(CD)
2. 21906103
Steele Creek(1997) LP.
R-3(CD)
3. 21906107
Steele Creek Assoc. Lynn Roberts
R-3(CD)
4. 21906103
Steele Creek(1997) LP.
R-17MF(CD)
5. 20123103
Steele Creek(1997) LP.
CC
6. 20123114
Exxon Mobil Corporation
CC
7. 20123116
C.K.
Steele Creek LLC
CC
8. 20123113
Atten. Steven Tu
Wachovia Bank NA
CC
9. 20123115
Coronet Group Inc LLA
Steele Creek LLC
CC
10. 20123112
Coronet Group Inc LLA
Steele Creek LLC
CC
11. 21906109
Steele Creek(1997) LP.
CC

LEGEND

	COMMERCIAL SITE BOUNDARY
	PUBLIC STREET
	INTERIOR PRIVATE STREET
	EXISTING ZONING BOUNDARY
	FUTURE 100 YEAR FLOODPLAIN
	EXISTING 100 YEAR FLOODPLAIN
	VILLAGE AREA
	AREA TO BE DEDICATED TO MECKLENBURG COUNTY PARK & REC +1-9.15 AC

APPROVED BY CITY COMMISSION
 DATE: *Oct 18, 2004*

Technical Data Sheet
 RZ-1
 FOR PUBLIC HEARING
 PETITION NUMBER: 2004-064

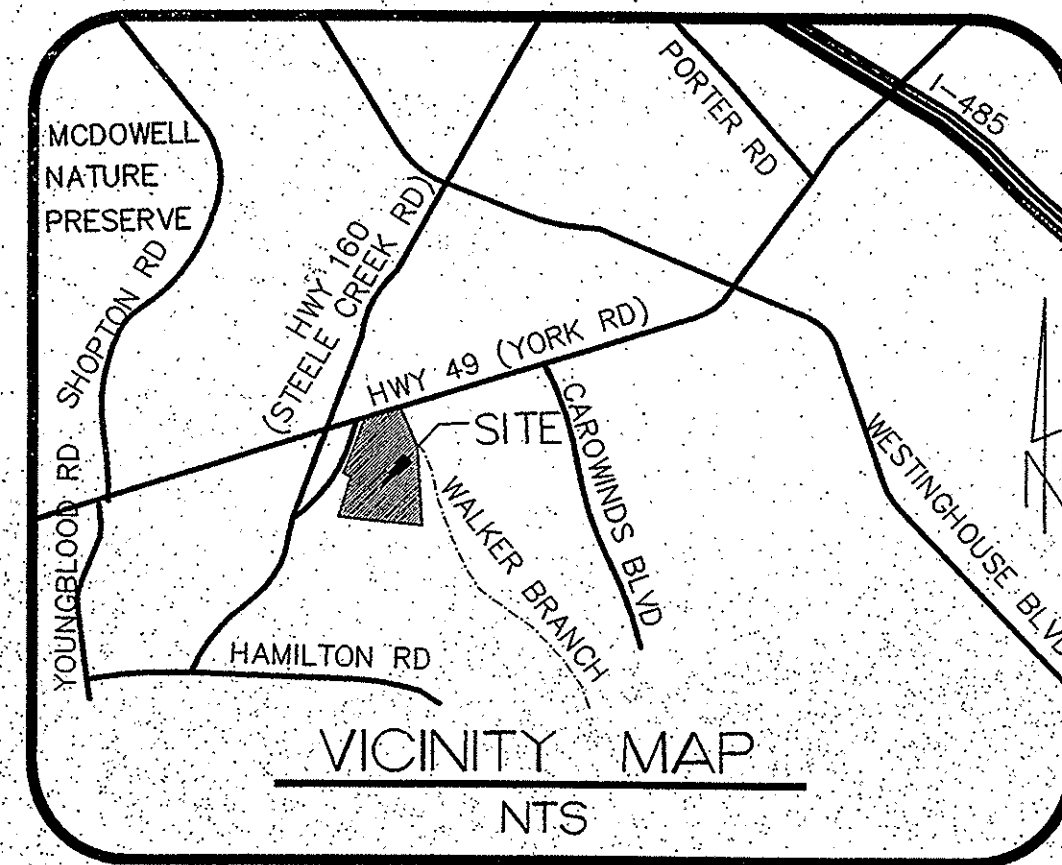


NOTE:
 THE DECISION AS TO WHETHER TRAFFIC SIGNAL(S) WILL BE INSTALLED IN THE FUTURE AT LOCATIONS SHOWN ON THIS PLAN WILL BE DETERMINED BY CDOT AND NCDOT. THE DECISION WILL INCLUDE CONSIDERATION OF THE MEETING OF NECESSARY SIGNAL WARRANTS, SPACING CRITERIA, AND INTERSECTION OPERATION/DESIGN REQUIREMENTS. THE DEVELOPER WILL FUND ALL COSTS ASSOCIATED WITH THE INSTALLATION OF ANY FUTURE TRAFFIC SIGNAL(S) THAT WILL INCLUDE THE COST OF INTERCONNECT CABLE TO CONNECT WITH EXISTING TRAFFIC SIGNAL AT THE INTERSECTION OF YORK ROAD/STEELE CREEK ROAD.

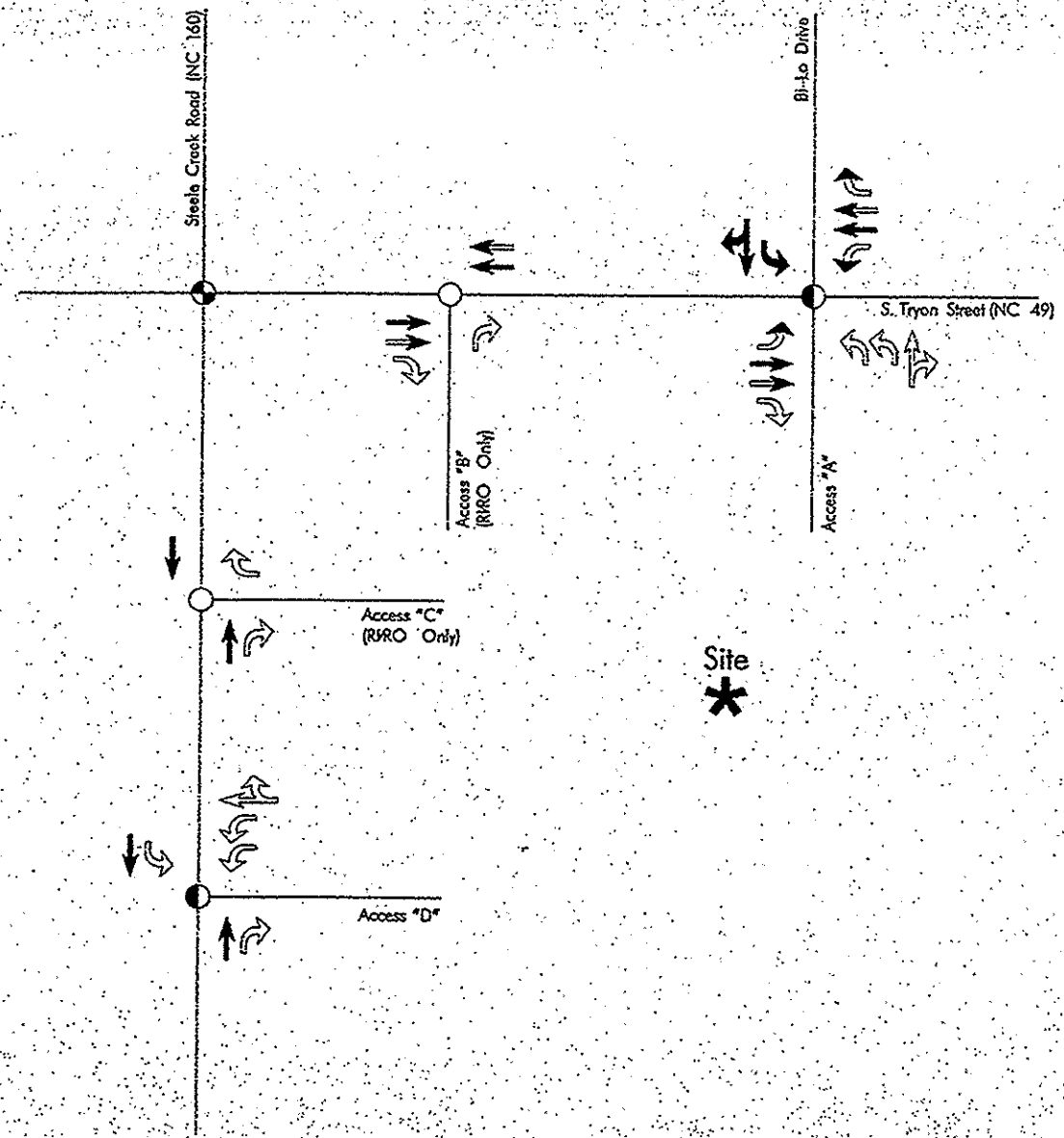
PROPERTY LINE AND SETBACKS ADJACENT TO HWY 49/160 ARE SUBJECT TO RINAL DOT RIGHT OF WAY PLANS PER WIDENING PROJECT.

ALL AREAS ON PLAN NOT WITHIN SETBACKS, BUFFERS, OR RIGHT OF WAY LIMITS IS CONSIDERED BUILDABLE AREA FOR PARKING AND/OR BUILDINGS.

ALL DRIVEWAY LOCATIONS SHOWN ARE SUBJECT TO FINAL DESIGN AND ENGINEERING.



SITE PLAN AMENDMENT



ENLARGED SCHEMATIC DESIGN - RECOMMENDED LANEAGE

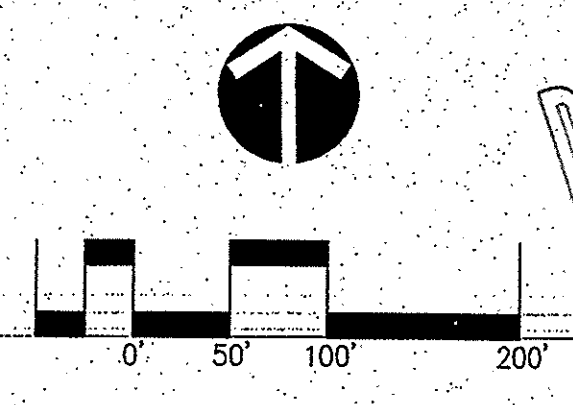
Steele Creek Athletic Association

Walker Branch Tributary

REFER TO ENLARGED SCHEMATIC DESIGN

APPROVED BY CITY COMMISSION
DATE: *08/18/2004*

Schematic Site Plan
RZ-2
FOR PUBLIC HEARING
PETITION NUMBER: 2004-064

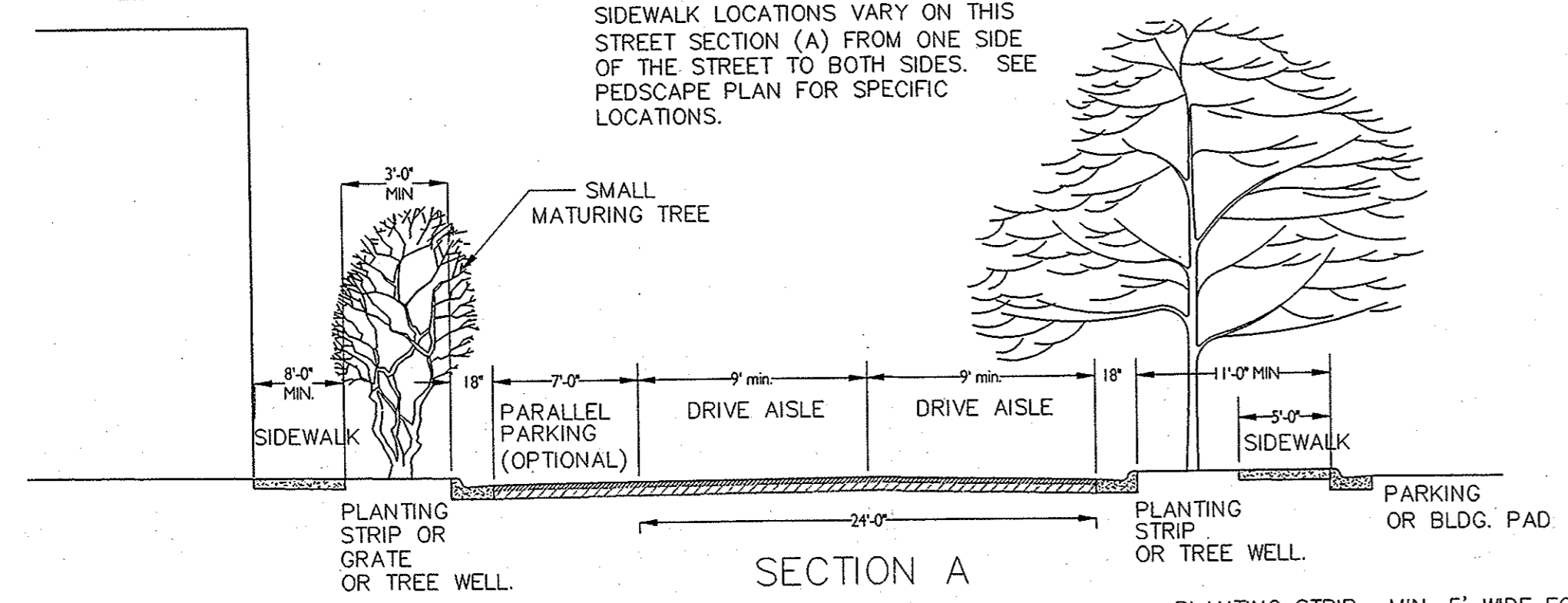


NOV. 18 2004

REVISIONS:
05/07/2004 - revisions per CDOT comments
07/21/04 - revisions per City of Charlotte
08/19/04 - revisions per City of Charlotte
10/08/04 - revisions per City of Charlotte
11.2.04

Steele Creek Schematic Site Plan
Childress Klein, Mecklenburg Co., North Carolina

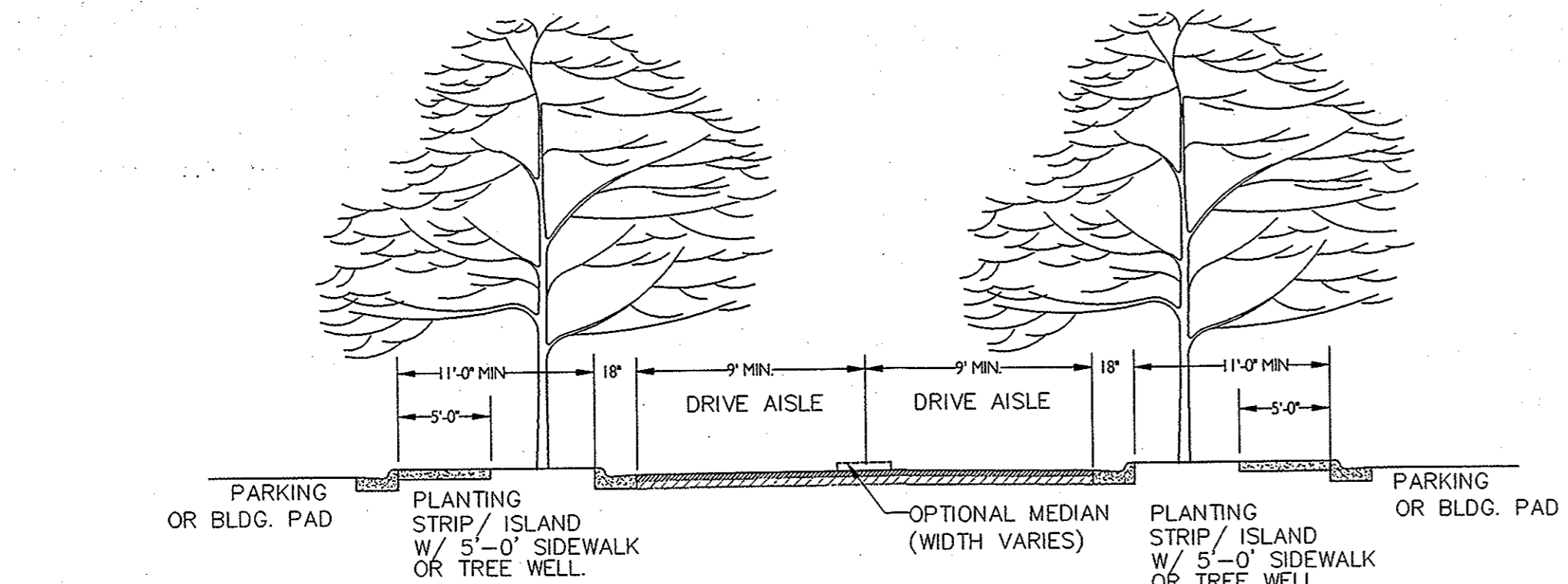
SEE PEDESTRIAN CIRCULATION PLAN
'PEDSCAPE' PLAN FOR SPECIFIC
SIDEWALK LOCATIONS.



SIDEWALK LOCATIONS VARY ON THIS
STREET SECTION (A) FROM ONE SIDE
OF THE STREET TO BOTH SIDES. SEE
PEDSCAPE PLAN FOR SPECIFIC
LOCATIONS.

SECTION A

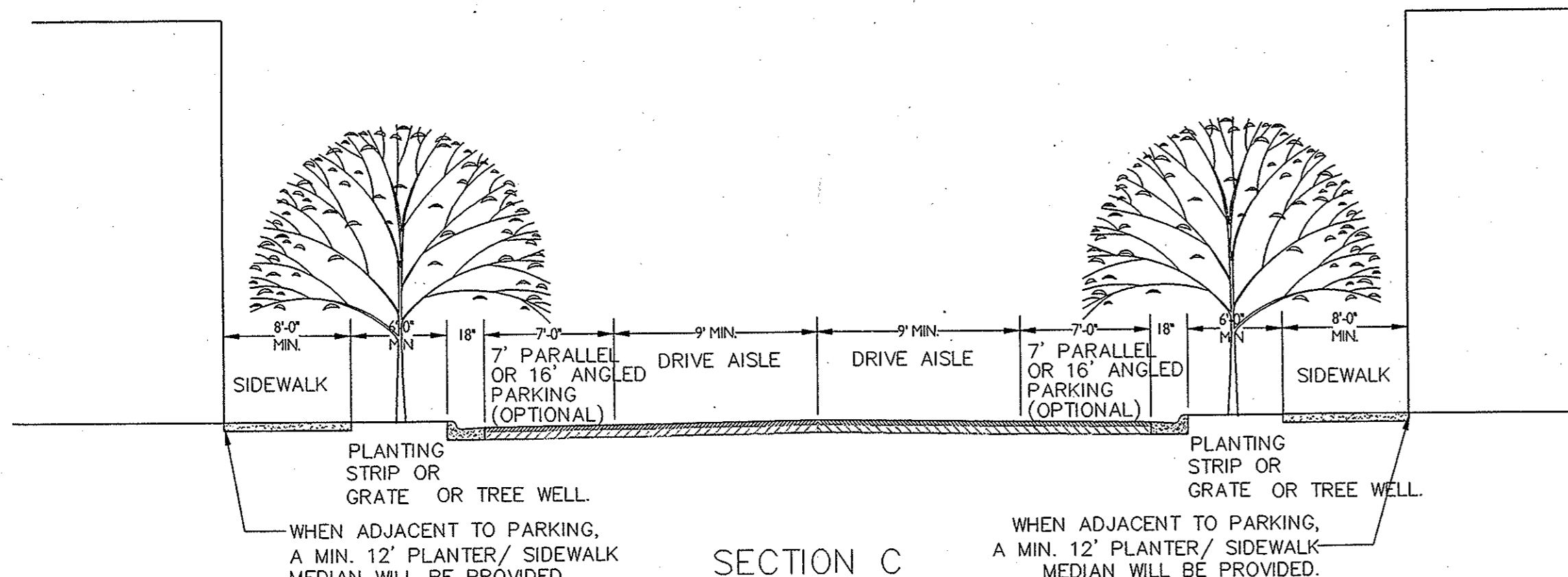
PLANTING STRIP— MIN. 5' WIDE FOR
REQUIRED TREE PLANTING OR 3' MIN.
WIDTH FOR SHRUB PLANTING.



SECTION B
(Optional Median)

PLANTING STRIP— MIN. 5' WIDE FOR
REQUIRED TREE PLANTING OR 3' MIN.
WIDTH FOR SHRUB PLANTING.

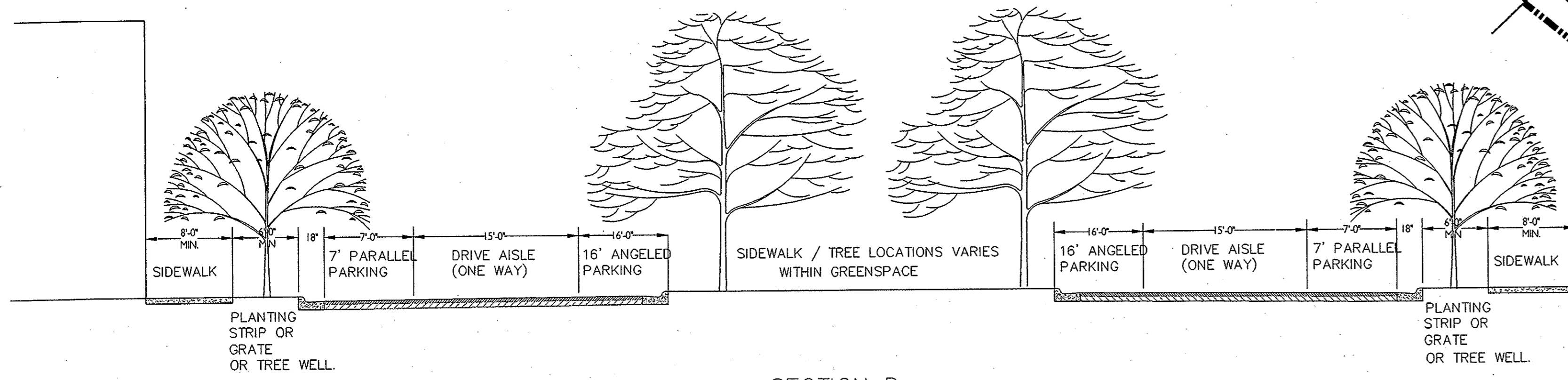
SIDEWALK LOCATIONS VARY ON THIS
STREET SECTION FROM ONE SIDE OF THE
STREET TO BOTH SIDES. SEE PEDSCAPE
PLAN FOR SPECIFIC LOCATIONS.



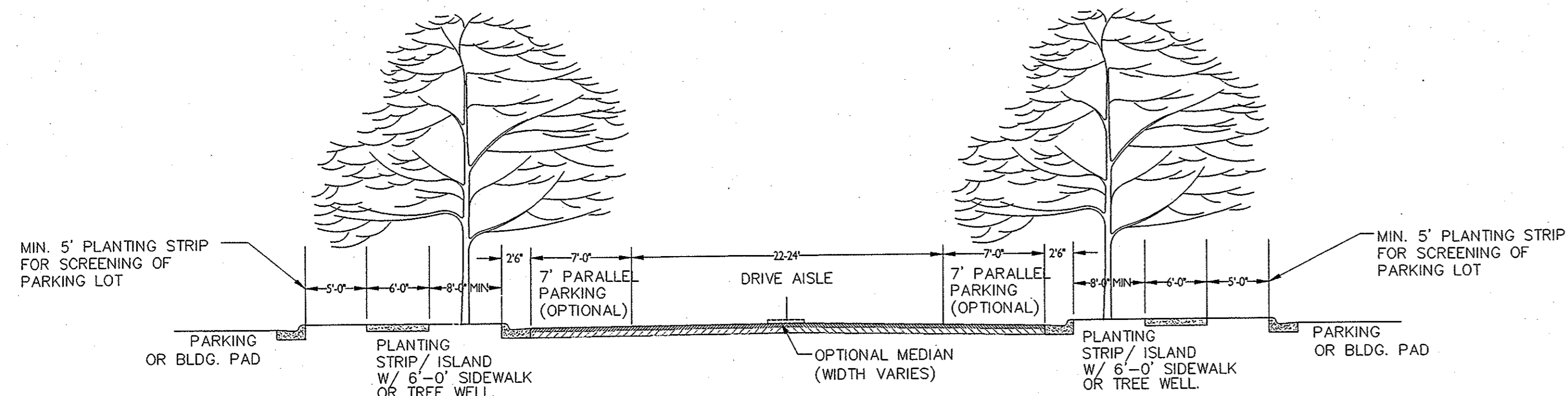
SECTION C

WHEN ADJACENT TO PARKING,
A MIN. 12' PLANTER/ SIDEWALK
MEDIAN WILL BE PROVIDED.

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A MIN. 12' PLANTER/ SIDEWALK
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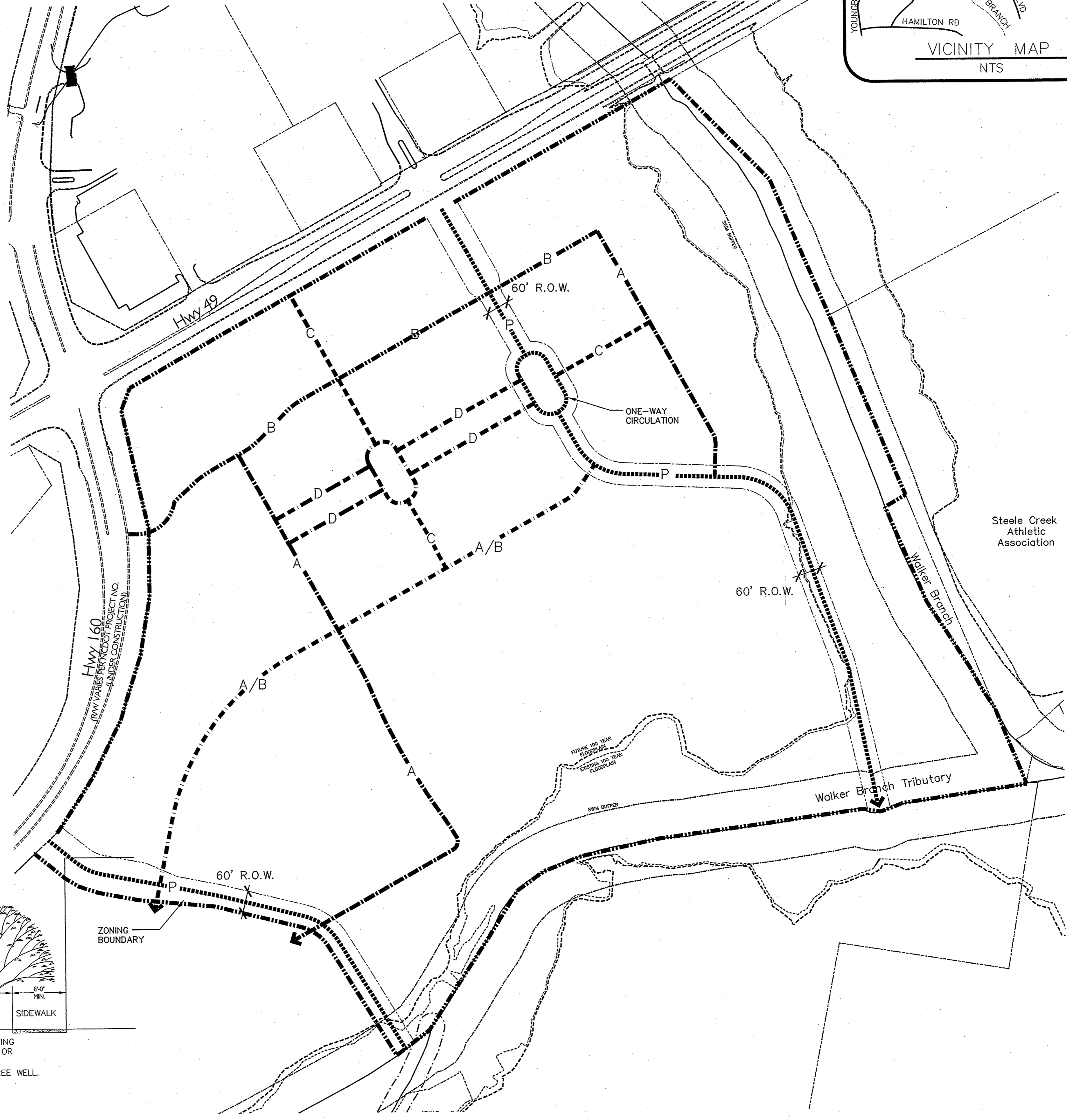
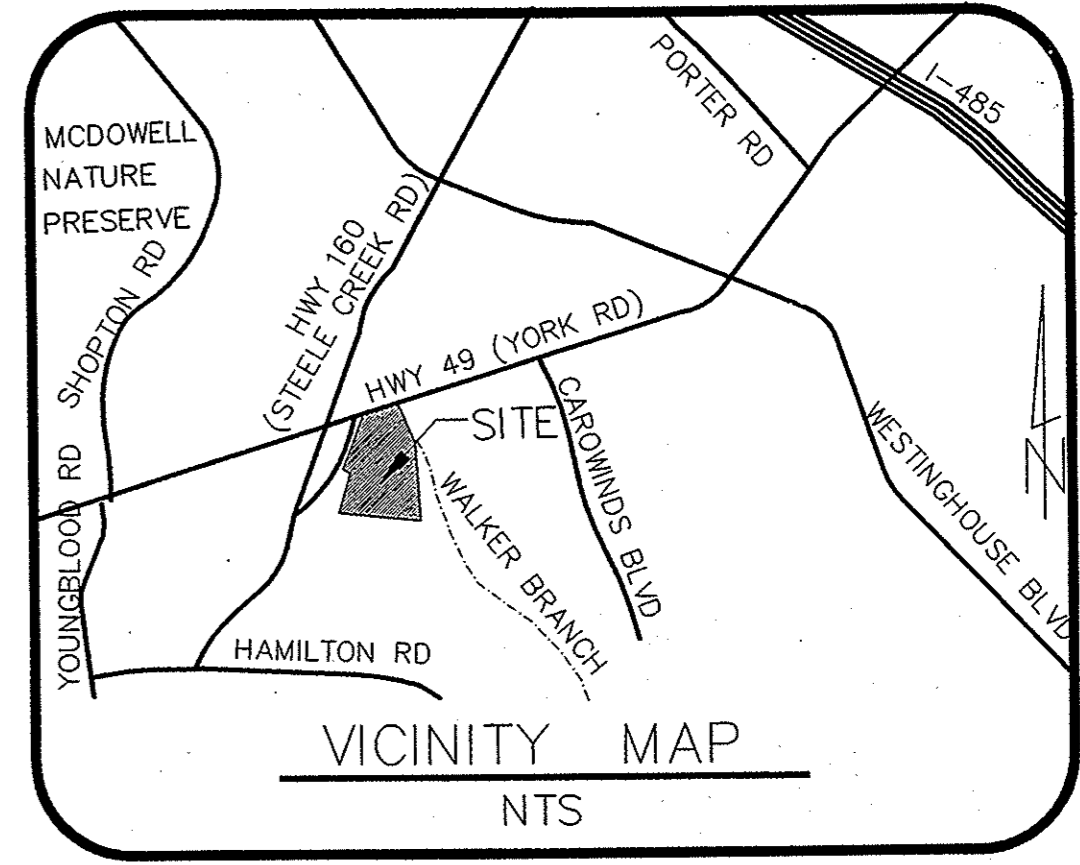


SECTION D



SECTION P
Public Street
(Optional Median or Greenspace)

DESIGN CRITERIA—
MINIMUM 60' R/W PUBLIC ROAD
MINIMUM 150' C/L RADI
MINIMUM 50' C/L TANGENT
14' BUILDING TO PARKING SETBACK
(BOC TO BUILDING EDGE)

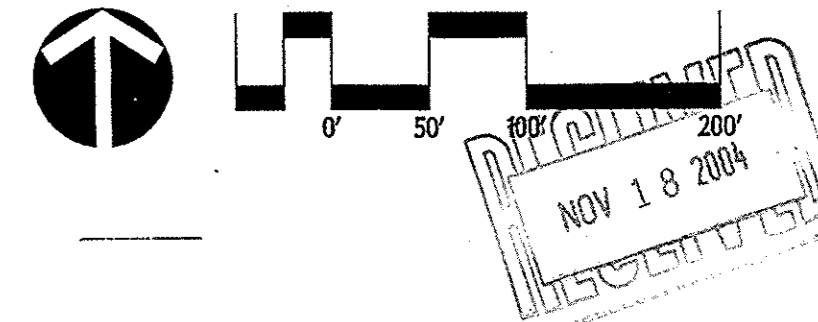


LEGEND:

- ROAD TYPE 'A'
- ROAD TYPE 'A/B'
- ROAD TYPE 'B'
- ROAD TYPE 'C'
- ROAD TYPE 'D'
- ROAD TYPE 'P'

LAYOUT PLAN APPROVED BY CITY COUNCIL
Not To Scale DATE *October 18, 2004*

Technical Data Sheet-
Vehicular Circulation Plan
RZ-4
FOR PUBLIC HEARING
PETITION NUMBER: 2004-064



General Provisions:

1. This application includes this Technical Data Sheet and a Schematic Site Plan. Together this material conforms to all the applicable requirements of the Zoning Ordinance of the City of Charlotte. Development of the site shall be governed by the technical data sheet and the schematic site plan, these development standards, and the applicable provisions of the Zoning Ordinance of the City of Charlotte as of the date of the approval of this rezoning plan.
2. The attached Schematic Site Plan indicates a general concept of development with regard to arrangement of entrance points, parking, circulation, and buildings, however, variations may occur based on final specific design layouts and actual site conditions. The number and locations of buildings may vary from those shown on the Schematic Site Plan, and may be modified accordingly during the design/development phases within the building/parking envelopes shown. Building footprints may be combined, and shifted within the Building/ Parking envelopes shown on the Technical Data Sheet.
3. Parking layouts may be modified to accommodate final building locations and ancillary facilities. Building and Parking envelopes may be modified during design development stages so long as the general intent of the plan is not compromised.
4. All development within the site shall comply with the Ordinance for subdivision, building standards, signage, parking, buffers, and screening.
5. Development of the project may be phased according to market demand.
6. No more than 600,000 square feet of commercial (retail or office) uses may be constructed on this Site, subject to the expansion provisions outlined in the General Development Policies for a Regional size center.
7. Only (1) gas station or convenience store with gasoline sales may be constructed on this site. Any gas station or convenience store with gasoline sales and accompanying car wash facility shall not be considered a drive-through facility.
8. No more than (3) restaurants with drive-through facilities may be constructed on this site.
9. No single tenant may occupy more than 185,000 square feet of floor area on the ground floor. Not more than (2) tenants may occupy more than 90,000 square feet of floor area on the ground floor. The site may expand up to 20% beyond the maximum tenant size, not to exceed 10,000 square feet.
10. There may be maximum of (3) independent freestanding single tenant users (as defined in the General Development Policies) as indicated on the schematic site plan. The specific location for the independent parcels may change during design development for the center, however no more than (3) independent parcels will be constructed on the site.
11. Areas devoted specifically to outdoor dining shall not be included in the calculations of the square footage limitations above.

Permitted Uses/Zoning Districts:

1. Permitted Uses: The site may be devoted to any uses, which are permitted by right under the Commercial Center-CC Zoning district (except hotels).
2. If the Commercial Center District is modified after this zoning petition is approved, Petitioner reserves the right use any innovative design standards relating to parking setbacks and building design as modified by future text amendments to the zoning district.

Setbacks, Buffers and Landscaping:

1. The Petitioner agrees to dedicate the property located in the SWIM buffer along Walker Branch Creek to the Mecklenburg County Parks and Recreation. Any land to be dedicated to the Mecklenburg County Greenway shall be dedicated prior to issuance of the first certificate of occupancy. The Petitioner reserves the right to utilize portions of the open space for storm water requirements, utility connections or site grading as allowed under the Ordinance prior to dedication. The Petitioner shall coordinate with the Parks and Recreation department to define the greenway trail during the final site planning process. The Petitioner will work with the Parks and Recreation Department to allow directional signage and parking within the commercial development to accommodate usage of the Greenway Trail by the Public.
2. Rights-of-way for public road connections, as shown on the schematic site plan, will be conveyed to the City prior to the issuance of the first Certificate of Occupancy. Off-site rights-of-way acquisition necessary for future connections to proposed roadways to this site shall not be the responsibility of the owner for this petition.
3. Building and parking setbacks along Hwy 49 shall be 50' and building and parking setbacks along Hwy 160 shall be 35' at a minimum. These setbacks shall be provided as shown on the Technical Data Sheet. All planting and setback landscaping will conform to the requirements of the Charlotte Zoning Ordinance.
4. Parking areas shall be landscaped in accordance with The Ordinance.
5. All buffers on site will satisfy the requirements of section 12.302 of the ordinance.
6. Setback areas are not to be considered tree save areas. Developer will only be required to save trees in the setback areas as required by the ordinance.
7. No buildings, parking spaces or maneuvering areas may be located within the required setbacks or buffers.
8. Petitioner reserves the right to use the setback along NC Highway 49 for the installation of storm water BMP devices.
9. Provisions will be made for permanent maintenance of all private spaces and buffers.
10. Pursuant to section 11.405 (7) of the ordinance, the parking setback along the Public Collection Street shall be 14' from the back of curb since retail buildings are adjacent to the right of way in front of the indicated parking field.

Vehicular Access/Connectivity:

1. The Petitioner will build the public Collector Street, as shown on the Technical Data Sheet, from Highway 49 to the edge of the SWIM buffer on the Walker Branch Tributary. The petitioner will dedicate a minimum of 60' of right of way to accommodate street sections shown on RZ-4. Petitioner will insure that sufficient right of way is dedicated on the west side of the proposed collector street to allow for expansion to a two-lane entry from the Highway 49 intersection up to the first proposed internal intersection.
The exact amount of right of way will be determined during the subdivision review process. The Petitioner will dedicate the appropriate amount of right-of-way for a future connection to be built across the creek (by others). Additionally, Petitioner will enter into an encroachment agreement with CDOT for maintenance of pedestrian amenities that are located within the right-of-way of the Collector Street.
2. During final design development of construction drawings, the Petitioner will submit a design for the Collector Street to cross the creek. The design will verify that the grade elevation of the Collector Street on Petitioner's side of the creek will be suitable to tie to the elevation on the far side of the creek. Additionally, Petitioner shall have a general contractor price the final crossing design drawings. Upon receipt of the pricing, Petitioner shall deposit half of such cost to build the crossing, not to exceed \$150,000, into an escrow account that will be administered by CDOT. If the crossing is not constructed within fifteen years from the date of the deposit, the funds shall be returned to Petitioner.
3. The Petitioner will build the public road, as shown on the Technical Data Sheet, from Hwy. 160 to the edge of the SWIM buffer on the Walker Branch Tributary. The appropriate amount of right-of-way will be dedicated by the Petitioner, for a future connection across the creek to be built by others.
4. The number of vehicular access points along Hwy 49 and Hwy 160 shall be limited to the number depicted on the Technical Data Sheet. However, the configurations and precise locations of any such access points and driveways within the site are subject to any modifications required to accommodate final site and architectural construction plans and designs and are further subject to approval by the NCDOT and CDOT.
5. The throat designs of access driveways connecting to both public streets shall be designed as schematically depicted on the Schematic Site Plan with no more than 100' and no less than 50' of storage. The driveways connecting to Highways 49 and 160 will have a minimum of 250' of storage.
6. Adequate sidewalk connections as shown on the schematic site plan will be provided to insure that all users, other than the independent parcels, are adequately accessible to pedestrian movement.
7. Parking: Off-street parking and loading will satisfy the requirements of the Ordinance.
8. The decision as to whether traffic signals will be installed in the future at locations shown on the TDS will be determined by CDOT and NCDOT. Petitioners will fund the cost of installation of such traffic signals, such cost to include the cost of interconnect cable to connect with the existing traffic signal at the intersection of NC Highway 49 and NC Highway 160. Signals will be constructed on steel posts with mast arms if the signal constructed by NCDOT at the intersection of NC 49 and NC 160 is constructed with steel posts and mast arms.

9. Additional right-of-way will be dedicated by Petitioner as follows:

- Northbound Steele Creek Road frontage: 70 feet from centerline for the first 500 feet from the proposed right-of-way of York Road, then transitioning in the next 400 feet to the standard width of 50 feet from the centerline, and then continuing at 50 feet from the centerline
 - Eastbound York Road frontage (only if adequate right-of-way is not already available): 60 feet from the centerline for the first 500 feet from the proposed right-of-way of Steele Creek Road, then transitioning in the next 450 feet to the standard width of 50 feet from the centerline, and then continuing at 50 feet from the centerline
10. Petitioner will construct the greenway trail as shown on the TDS and Schematic site plan. The trail will be a 10' wide asphalt paved path. The greenway trail will be designed to connect to the future crossing of the Walker Branch Tributary. The trail crossing will be a minimum of 10' wide on the crossing.
 11. A berm and landscape area will be constructed along the Collector Street as labeled on the TDS in order to function as a traffic calming device.
 12. Petitioner will construct offsite improvements to NC 49 and NC 160 as schematically depicted on page RZ-2. Turn lane storage lengths, median extensions, bay depths and transition tapers are detailed in the following table:
 - S. Tryon Street (NC 49) and Bi-Lo Driveway/Proposed Access "A"
 - Install traffic signal with permitted phasing upon meeting applicable warrants and with CDOT and NCDOT approval.
 - Construct an eastbound right-turn lane on S. Tryon Street with a minimum of 150 feet of storage and a 20:1 bay taper.
 - Construct the northbound approach to include an exiting lane that terminates as a through-and-right-turn combination lane and dual left-turn lanes with 175 feet of storage in each lane (350 feet total).
 - The existing westbound left-turn lane on NC 49 with 225 feet of storage is adequate.
 - S. Tryon Street (NC 49) and Proposed Access "B" (Right-In/Right-Out, Service Access)
 - Construct the northbound approach to include one entering lane and one exiting lane that terminates as a right-turn lane.
 - Construct an eastbound right-turn lane on S. Tryon Street with a minimum of 150 feet of storage and a 20:1 bay taper.
 - Steele Creek Road (NC 160) and Proposed Access "C" (Right-In/Right-Out)
 - Construct the westbound approach to include one entering lane and one exiting lane that terminates as a right-turn lane.
 - Construct a northbound right-turn lane on Steele Creek Road with a minimum of 150 feet of storage and a 20:1 bay taper.
 - Extend median on NC 160 a minimum 100 feet beyond Access "C".
 - Steele Creek Road (NC 160) and Proposed Access "D"
 - Install traffic signal with permitted phasing upon meeting applicable warrants and with CDOT and NCDOT approval.
 - Construct a southbound left-turn lane on Steele Creek Road with a minimum of 200 feet of storage, a 15:1 bay taper and a 45:1 through-lane taper.
 - Construct a northbound right-turn lane on Steele Creek Road with a minimum of 150 feet of storage and a 20:1 bay taper.
 - Construct the westbound approach to include an exiting lane that terminates as a through-and-right-turn combination lane and dual left-turn lanes with 200 feet of storage in the outermost lane (The innermost left-turn lane, with 200 feet of storage, should be marked out until a second southbound through-lane on NC 160 is constructed).
 - Steele Creek Road (NC 160) and Hamilton Road
 - Construct a westbound right-turn lane on Hamilton Road with a minimum of 150 feet of storage and a 20:1 bay taper.

Additionally, the petitioner will construct a westbound right turn lane on Hamilton Road per details in the preceding table. The necessary right of way for such construction will have to be acquired by petitioner since it is neither owned by petitioner, or the City of Charlotte and/or Mecklenburg County. Provided the petitioner has made reasonable efforts to acquire the necessary right of way, the city of Charlotte will initiate condemnation proceedings if the Petitioner is not able to acquire the necessary right of way within ninety days of the approval of this zoning petition.

13. All access and roadway improvements must be complete prior to the issuance of the first certificate of occupancy for any buildings on site.

Architectural Controls:

1. All dumpster and loading areas will be adequately screened with either landscaping treatment and/or four-sided solid walls with a hinged gate for access on one side only. All walls constructed to screen loading and dumpster areas will consist of the same materials found in the buildings.
2. All elevations facing public streets will be constructed primarily of masonry materials on all visible sides. Buildings that face public streets shall avoid long expanses of blank unarticulated walls by the use of a blending of colors and materials and will appear to front roadways. No blank walls along internal streets in excess of 20 feet in length shall be permitted. The majority of storefront glass shall be clear or slightly tinted in order to allow visibility into tenant spaces.

Design and Performance Standards:

1. Any outdoor dining areas and courtyards may be located outside of the required setbacks and buffers generally depicted on the Technical Data Sheet.
2. All roof-mounted equipment will be screened from view of adjoining public rights of way as viewed from grade of the boundary of the site and adjacent properties.
3. The maximum height of any freestanding light fixture shall be 35'. All lighting on site will be designed so that direct illumination does not extend beyond the property line. Pedestrian scale lighting will be capped to direct light downward.
4. No wall-pak type lighting will be permitted on site other than those fixtures which are designed to focus light downward. Wall mounted decorative lighting is permitted.
5. The site may be developed with the 'Zero Lot Line' standards for internal parcels.
6. Sidewalks: Sidewalk connections will be provided throughout the proposed development as well as to the adjacent pedestrian system along Hwy. 49 and Hwy. 160. Sidewalks will be 5' wide at a minimum throughout the site. The Petitioner requests that no sidewalk be required along the Collector Street on the side of the street bordering the Greenway where the path along the Greenway can be used as a substitute.
7. Bicycle Parking: Bicycle parking (bike racks) shall be provided at the front, side or rear of buildings to be determined by the petitioner. Bike parking will be provided at a rate of at least (2%) of the total number of automobile parking spaces required on site.
8. Signs: The number and locations of signs will be in accordance with the requirements of the Ordinance.

Storm Water Detention Facilities

1. All development occurring on site shall conform to the requirements of the current edition of the Charlotte-Mecklenburg Land Development standards Manual and the Charlotte-Mecklenburg Storm Drainage Design Manual.
2. All development occurring on site shall conform to SWM (surface water improvement and management) Stream Buffer requirements as stipulated in the City of Charlotte Zoning Ordinance, Chapter 12, Part 8.
3. All development occurring on site shall conform to Chapter 9, (Floodway Regulations) of the Code of the City of Charlotte, as amended.
4. The Petitioner agrees to install storm water treatment BMPs that meet the pollutant removal design standard of 85% removal of total suspended solids (TSS) applicable to the volume of post-construction runoff resulting from the first 1-inch of rainfall. In addition, the increased runoff volume associated with the post-construction conditions as compared to the pre-construction conditions for the 2-year, 6-hour design storm event will be captured and detained for a minimum of 24 hours. Allowable storm water BMP devices to be utilized to meet the above referenced objectives shall be Extended Detention Wetlands, Bioretention Areas, or a combination of both. Runoff flows from larger design storm events (10-year and 50-year design storms) shall be discharged to the floodway via an outlet structure that will promote a stable release and prevent erosion to the floodway.

Fire Protection:

1. Adequate fire protection in the form of hydrants will be provided to the Charlotte Fire Marshals specifications.

Amendments to the Rezoning Plan

1. Future amendments to the Technical Data Sheet, these development standards and accompanying attachments 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 Chapter 6 of the Ordinance.

Plan Review

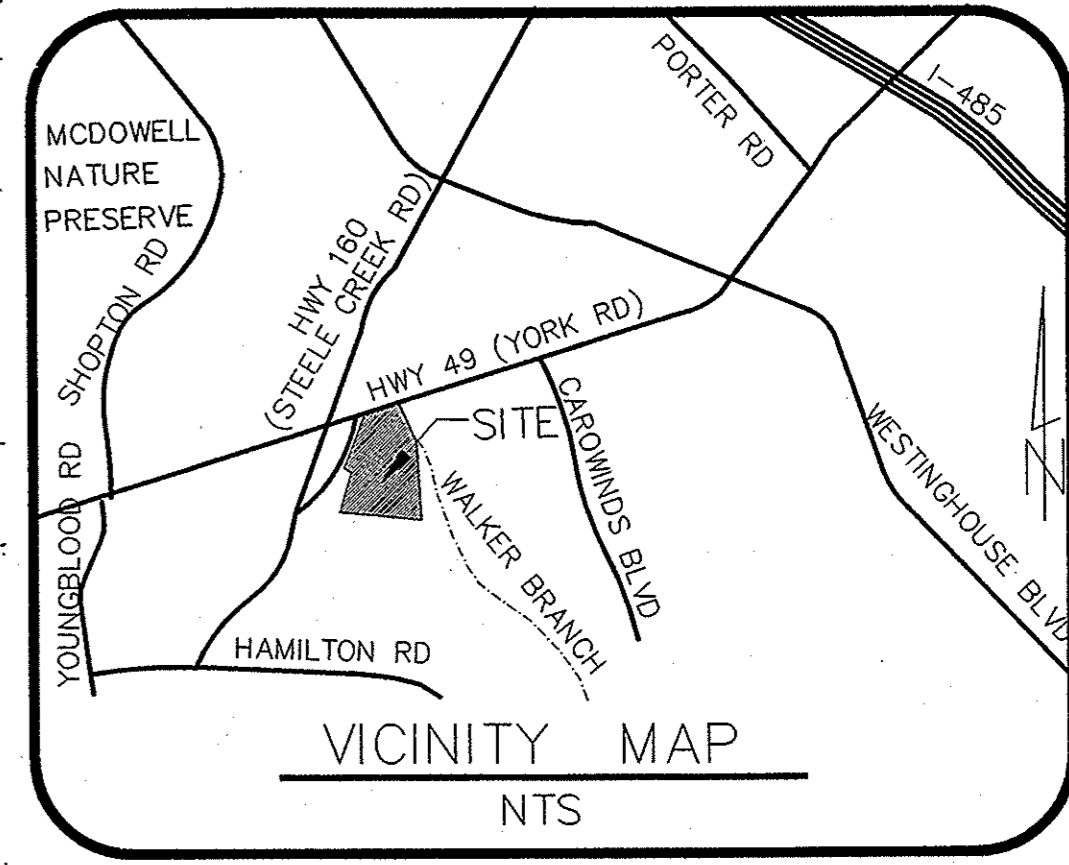
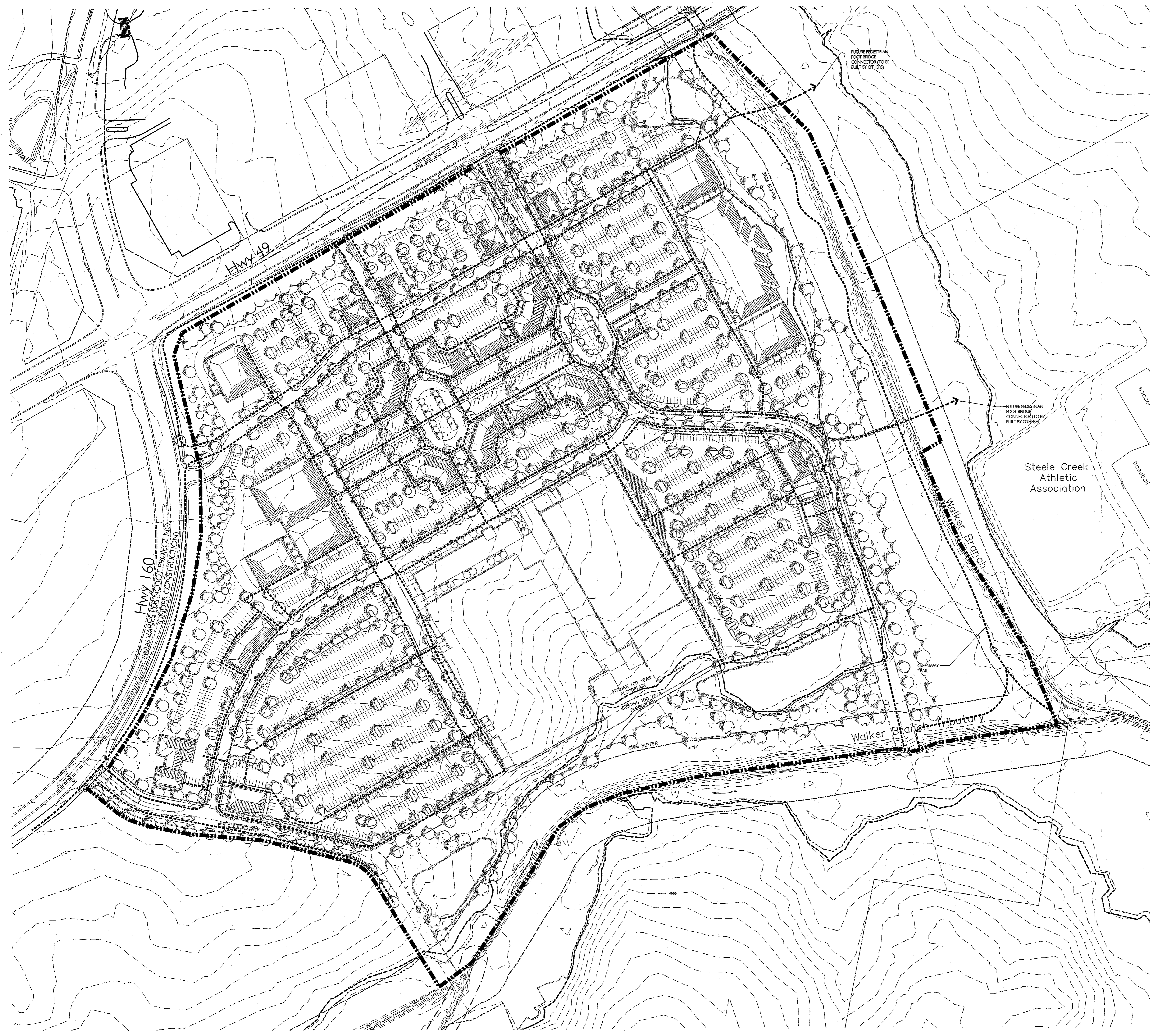
1. The Developer shall be required to submit building elevation and site plans to the Planning Commission Staff for review and approval of zoning compliance prior to the issuance of building permits.

APPROVED BY CITY COUNCIL
DATE October 19, 2004

Development Standards
Notes
RZ-3
FOR PUBLIC HEARING
PETITION NUMBER: 2004-064

NOV 18 2004

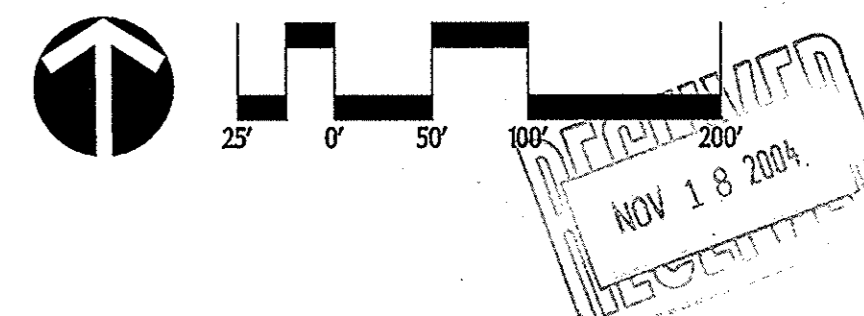
REVISIONS:
05/07/2004-revisions per CDOT comments
06/21/04-revisions per city comments
08/19/04-revisions per City of Charlotte
10/08/04-revisions per City of Charlotte
PROJECT #: 1003193
SHEET #: **RZ-3**



LEGEND:
PEDESTRIAN CIRCULATION (SIDEWALK) - - - - -

APPROVED BY CITY COMMISSION
DATE: *October 10, 2004*

Technical Data Sheet-
Pedestrian Circulation Plan
RZ-5
FOR PUBLIC HEARING
PETITION NUMBER: 2004-064



REVISIONS:
05/07/2004-revisions per CDOT comments
06/21/04-revisions per city comments
08/19/04-revisions per City of Charlotte
PROJECT #: 1003193

DATE: 03/09/2004
DESIGNED BY: tc
CHECKED BY: tc
PROJECT #: 1003193

Steele Creek
Technical Data Sheet- Pedestrian Circulation Plan
Childress Klein, Mecklenburg Co., North Carolina

LandDesign
233 N. Graham Street, Charlotte, NC 28202
V. 704.333.0335 F. 704.333.3746
www.LandDesign.com

SHEET #:
RZ-5