

EXHIBIT A

LOWER STEELE CREEK AREA

MIXED USE CENTER PLAN

DESIGN GUIDELINES

PROVISIONS APPLICABLE TO PARCELS D-3(a) AND D-3(b)

MECKLENBURG COUNTY REZONING PETITION NO. 98-44(c)

AUGUST 21, 1998

REVISED JULY 22, 1999

**ATTACHED TO ADMINISTRATIVE
APPROVAL**

DATED: July 27, 1999

BY: MARTIN R. CRAMTON, JR.

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DESIGN GUIDELINES

The following Design Guidelines shall be applicable to Parcel D-3(a) and Parcel D-3(b) of the Steele Creek Area Mixed Use Center Plan.

Throughout these Design Guidelines the terms "Petitioners" or "Developers" shall be deemed to include the owner or owners of the particular parcel involved as well as heirs, devisees, personal representatives, successors in interest and assigns of any such owner or owners.

1.0 Open Space

A. Greenway

1. All areas designated on the Technical Data Sheet as greenway are part of the Walkers Branch Greenway corridor and will be permanently dedicated to Mecklenburg County to become part of the county greenway system. Such dedications shall take place as each parcel is developed and with respect to each parcel affected shall be dedicated prior to issuance of a certificate of occupancy for improvements within that parcel. Each deed to the County may reserve easements over all or any portion of this Greenway area for drainage purposes, sanitary sewers, water lines, telephone lines, power lines, cable television lines, gas lines and such other utility as they may deem necessary or desirable for the orderly development of the Parcel.
2. Walkers Branch Greenway corridor dimensions shall be established as depicted on the Technical Data Sheet and additionally:
 - a. The minimum Greenway width shall be 75 feet.
 - b. With respect to the possible lake indicated on the Technical Data Sheet:

Should a lake not be built:

From point A to point B on technical Data Sheet, the Greenway shall be minimum of 100 feet in width on both sides measured from the centerline of the creek.

Should a lake be built:

From point A to point C on the Technical Data Sheet, the Greenway shall be on the east side of the lake only and be a minimum of 50 feet in width.

3. Except as otherwise provided in Section 1 of this paragraph 1.0.A, existing tree cover and natural features within the designated greenway area will be preserved.

B. Lake

1. A lake feasibility study will be performed to determine if a lake feature is appropriate on the northeast quadrant of the site. Should this area possess the necessary characteristics conducive to establishing a lake, and the costs associated with the construction be economically feasible, then the lake will be constructed and considered as common open space. Should the study indicate that a lake is not feasible, this area will remain as common open space and will be developed as a focal point of the community. Should wetlands be found to be present in the area, all proposed development shall be outside of all wetland jurisdictional areas as determined by the Corps of Engineers.
2. If the lake is utilized as a storm water retention feature, the lake must be designed to a standard sufficient for a qualified engineer to certify that the lake will accommodate storm water run off from the designated area. The lake must comply with the Mecklenburg County Stormwater Retention regulations.
3. If constructed, the lake will be maintained and dredged periodically by the owner or owners.

C. Parcel Buffers

1. All areas designated as buffers shall be qualified as permanent open space. Buffer widths from parcel to parcel and from parcel to external property boundary shall vary depending on the proposed use of each parcel and the existing use of adjacent off-site property. Buffer dimensions for each use relationship shall be as follows:
 - a. External Perimeter Buffers
(adjacent to off-site property)
 - * Multi-Family to R-3 50 feet
 - * Commercial to R-3 75 feet
2. The intent of such buffers is to provide separation and screening between uses within the development and between adjacent uses around the perimeter of the development. Yards will be measured from parcel or property boundaries.

3. In buffer areas where existing natural vegetation has been cleared for any purpose permitted by the Zoning Ordinance to accommodate grading, walls, berms, slopes, fences, signs graphics or utility construction, the cleared, unimproved areas will be landscaped with trees and shrubs. Buffer planting plans shall be reviewed and approved in accordance with requirements of the Zoning Ordinance.
4. No above ground stormwater detention structures may be installed within buffer areas or setback/landscape areas.
5. The Petitioner reserves the right to cut, clear and grade within the interior 25 foot strip of all perimeter buffer areas. The exterior 50 feet of all buffer areas may not be disturbed except to: (a) selectively cut, clear and clean underbrush and dead or dying trees and vegetation; and (b) grade as necessary, to install utilities or fences.
6. If a utility line crosses a buffer area it must do so at an interior angle measured at the property line which is not less than 75 degrees.
7. Buffer areas shall conform to the standards of Section 12.302 of the Mecklenburg County Zoning Ordinance, subject, however, to the provisions of Section 12.304.

D. Open Space

1. Open space consisting of external perimeter buffers, internal parcel buffers and setbacks/landscape areas along vehicular thoroughfares should be located strategically and should be of appropriate dimension to serve its intended function. Open space should be allocated to connect various land uses with the Walkers Branch Greenway corridor.

All minimum open space requirements for each District shall be satisfied. For purposes of this calculation, paved parking areas may not be treated as open space. However, required landscaped areas within parking areas may be included as part of the open space.

2. Reasonable efforts shall be made to preserve all significant trees (8" DBH or greater) within open space areas. During construction, significant trees shall be protected per standards of the Charlotte Mecklenburg Land Development Manual.
3. The Petitioner reserves the right to utilize open spaces to accommodate pedestrian walkways and/or bicycle pathways, berms, grading, slopes, walls, fences, signs and graphics, lighting, drainage, and utilities.
4. The Petitioner will provide a pedestrian walkway and/or bicycle pathway to connect Parcel D-3(a) and Parcel D-3(b). These will be

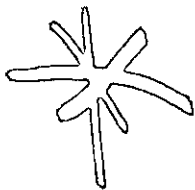
designed and constructed to provide a safe and aesthetic linkage between these parcels. *Connection of Parcel D-3(a) and D-3(b) shall be complete prior to the last phase of the project.*

2.0 Streetscape

A. York Road/Steele Creek Road Intersection

1. Landscape materials including street trees, shrubs, and ground covers will establish continuity on all four corners of the intersection while creating a pleasant and harmonious interface with other site elements such as signage, pedestrian circulation ways, lighting and adjacent buildings.
2. If the N.C. DOT elects to construct medians as part of the Steele Creek Road and N.C. Highway 49 improvement program, and grants necessary encroachment agreements to the Petitioners, those portions of the medians within 200 feet of the intersection will be landscaped by the Petitioner in a consistent or complementary landscape treatment designed to promote a coordinated appearance leading to the intersection.
3. Parking areas immediately adjacent to the intersection will be appropriately screened to reduce glare and the impact of large expanses of pavement in accordance with the provisions of the Zoning Ordinance.

B. York Road/Steele Creek Road Setbacks/Landscape Area



1. ~~A 50-foot setback/landscape area will be provided beyond the future rights-of-way for Steele Creek Road and N.C. Highway 49 in the areas depicted on this Technical Data Sheet. However, if N.C. Highway 49 is widened asymmetrically, then the setback/landscape area along this thoroughfare will be reduced to 40 feet.~~
2. Setback/landscape areas will be owned and managed as common open space.
3. Illustrative cross-sections shown for Steele Creek Road and York Road generally depict various conceptual landscape treatments of thoroughfare setbacks/landscape area. Setbacks/landscape area may be utilized to accommodate vehicular access, pedestrian circulation ways, berms, walls, fences, signs and graphics, lighting, grading, landscaping, and utility or drainage easements.
4. Storm water retention will not be permitted within any setback/landscape area or buffer area.
5. Utility easements shall be coordinated to minimize impact on existing setback/landscape area vegetation or proposed setback/landscape area treatments.

C. Landscape Design and Materials

1. A landscape master plan for streetscape design shall be prepared by the Petitioners in accordance with these design guidelines and approved by the Planning Commission Staff for Steele Creek Road (N.C. 160) and York Road (N.C. 49) prior to the issuance of a certificate of occupancy. The design intent should be to establish continuity and unify these major thoroughfares as they create a significant "crossroads" for the community.
2. Local indigenous plants species should be predominantly used.
3. Canopy shade trees should be used in an organized manner along designated roadway thoroughfares within the development to define vehicular circulation corridors and establish continuity throughout the development. Species should be selected on their merit as a street tree and should be compatible with the overall plant pallet for the development.
4. Flowering trees should be used to create visual interest at appropriate locations and produce seasonal color.
5. Buffer areas with existing vegetation shall be supplemented with evergreen trees or shrubs to provide adequate screening of parking and service areas should existing vegetation not provide an appropriate screen.
6. Buffer areas with no existing vegetation shall be designed to include evergreen trees and/or berms for screening purposes. Planting schemes may include deciduous shade trees, flowering trees and deciduous and evergreen shrubs and ground covers to create visual interest and seasonal color. All plant species shall be compatible with the overall plant pallet for the development.
7. All proposed planting within thoroughfare setbacks/landscape area shall be in accordance with the Zoning Ordinance.
8. All specified plant materials shall meet or exceed the minimum installation sizes as follows and shall meet all minimum requirements of the Zoning Ordinance. Caliper measurements are to be taken 6" above ground.
 - a. Canopy hardwood trees - 2 1/2"-3" caliper, 8'-10' height.
 - b. Large evergreen trees - 3'-4' spread, 6'-8' height.
 - c. Small deciduous trees - 1 1/2' caliper, 7'-8' height.

- d. Small evergreen trees - 2'-3' spread, 4'-5' height.
 - e. Large evergreen shrubs - 3 gallon, 24" spread, 30" height.
(36" height if required for screening).
9. Berms should be gradual, flowing and undulating and should be designed in coordination with proposed planting to assure effective screening and a harmonious and aesthetic appearance.
 10. Walls and fences may be utilized for screening purposes within thoroughfare setback/landscape areas provided locations, heights, materials, and colors reflect all applicable Architectural Control Guidelines. Such structures shall be designed to assure a subtle transition from adjacent screening treatments.
 11. Any dumpsters visible from a public street or from adjoining property will be screened with a solid-enclosure with gates.
 12. Reference is made to Paragraph 7H1 for the Owner's obligation to organize and cause an owners' association to install certain landscaping along N.C. Highway 49 and relocated Steele Creek Road for a distance of 200 feet from the intersection of these two thoroughfares.



D. Sidewalks and Pedestrian Zones

1. Sidewalks will be provided by Petitioner along the Site sides of N.C. Highway 49 and Steele Creek Road. At a minimum, other sidewalks will be provided in accordance with the appropriate subdivision ordinance. Sidewalks will be installed after the Realignment Project described under Paragraph 7.0 has been completed. Within each non-residential parcel sidewalks will be installed for each outparcel as outparcels are developed unless a shopping center is built first in which case sidewalks shall be installed for the entire parcel, including the outparcels.
2. Sidewalks should be designed to provide adequate and functional pedestrian circulation throughout the development and should provide a safe linkage between all proposed uses including access to pedestrian walkway systems within proposed open spaces and designated greenways.
3. Sidewalks should be planned to minimize roadway crossings and function with vehicular traffic signalization and signage. All pedestrian crossings should be clearly marked and defined consistently throughout the development.

4. Sidewalks should be designed in conjunction with other landscape elements such as street trees, existing vegetation, buffer planting, berms, walls, lighting, etc. and should provide shade and promote a pleasant experience for the pedestrian. Sidewalks should meander where appropriate and provide varying but reasonable separation from vehicular use areas. Sidewalks constructed along N.C. Highway 49 and Steele Creek Road shall, at a minimum, be located a distance of 8 feet back of curb provided an encroachment agreement is granted by the applicable jurisdiction, if necessary, and the areas between sidewalks and backs of curb shall be planted.
5. Sidewalks along N.C. Highway 49 and Steele Creek Road are not required to be constructed until the Realignment Project has been completed.

E. Lighting

1. The design, installation, and maintenance of streetscape and pedestrian lighting will be coordinated throughout the site and lighting fixtures for each type of development will be consistent. All such lighting fixtures will be subject to review and approval by the Design Review Committee and, if required, by N.C.D.O.T.
2. The height and spacing of fixtures shall provide safe and adequate lighting that is appropriate for the thoroughfare classification.

3.0 Signs

A. Project and Directory

1. One project identification sign may be installed on the frontage of N.C. Highway 49 and one along the frontage of N.C. Highway 160. These signs may not exceed 25 feet in height and may not contain more than 128 square feet of sign face area on each side of the sign. These signs may be located within the areas identified as setbacks/landscape areas on the Technical Data Sheet. (See typical elevation.)
2. Each outparcel developed within Parcel D-3(a) may have one monument sign which may be within the setback/landscape areas shown on the Technical Data Sheet. These signs may not exceed 4 feet in height or have more than 50 square feet of sign face area on each side of the sign.
3. A master signage program shall be approved by the Design Review Committee and reviewed by the Planning Commission Staff prior to the issuance of *sign building* permits to establish a theme, location points, and vocabulary of materials that will contribute to a strong unifying element for the development.
4. Such signs will be designed and coordinated in conjunction with entrance landscape treatments.
5. All such signs will complement architectural design and should utilize materials and colors that are consistent with the overall development.
6. All such signs shall be subject to review and approval by the Design Review Committee and at a minimum shall meet all standards of the Mecklenburg County Sign Ordinance and of these Design Guidelines.

B. Identity Signs

1. Identity signs will be utilized to identify projects within each quadrant, individual buildings, or individual businesses within office or commercial buildings.
2. All such signs shall be fixed and may not move, rotate or flash.
3. An identity sign may either be a wall sign or a detached sign but in either case should be complementary in scale and appearance to the architectural design of the building. Unifying elements such as size, material, color and lighting techniques should be utilized to assure a harmonious appearance.

4. Lighted signs will not interfere with the effectiveness or obscure any official traffic sign, device or signal or generate beams or rays of light of such intensity or brilliance as to cause glare or to impair the vision of motorists on any street.
5. All such signs shall be subject to review and approval by the Design Review Committee and meet all standards of the Mecklenburg County Sign Ordinance.

C. Informational Signs

1. A master signage program shall be developed for all informational signs throughout the development, including directional and regulatory signs such as traffic signs, building or address directional signs, handicap signs, etc., prior to the issuance of *sign building* permits.
2. Such signs should be easily understood and complementary in scale and appearance throughout the development. Graphic symbols and word economy should be utilized.
3. All such signs shall be subject to review and approval by the Design Review Committee and meet all standards set forth by the Mecklenburg County Sign Ordinance.

4.0 Parking Areas

A. Internal and Periphery Landscape

1. All parking area landscaping shall meet or exceed the minimum standards of the Zoning Ordinance.
2. The periphery of each parking lot shall provide adequate landscape screening that meets or exceeds the Zoning Ordinance.
3. All parking areas, specifically expansive parking areas, shall provide landscape medians and islands that meet or exceed the Zoning Ordinance. Wide landscape islands and medians are encouraged to provide large growing areas for canopy trees.

B. Typical Parking Lot Layout

1. All parking lot areas shall comply with the provisions of the approved site plan and applicable county ordinances, and detailed parking plans shall be submitted with applications for the correspondence building permits.
2. Shared parking spaces should be encouraged specifically between adjacent uses having different peak operating times as permitted under Section 12.203 of the Mecklenburg County Zoning Ordinance.

C. Lighting

1. Parking lot lighting fixtures shall be installed and maintained by the developer for each type of development, and lighting will be compatible and shall be subject to review and approval by the Design Review Committee.
2. Lower intensity lighting with adequate shielding and warm color is recommended as lighting should be restrained in design and excessive brightness avoided.
3. Detached lighting fixtures installed within the Site may not exceed 30 feet in height, except for streetlights installed along N.C. Highway 49 and Steele Creek Road.
4. Wall pack type lighting fixtures may not be installed on any rear wall of any building.

5.0 Architectural Controls

A. Architectural Design

1. Building height and massing of buildings should be analyzed as it relates to the site and adjacent structures. Integrating the structure with the topography, existing vegetation and building clusters should be a major objective for each building within the development.
2. The front and side elevations of the shopping center proposed for Parcel D-3(a) will initially be constructed in a design style and with exterior materials such that they are substantially similar in quality and appearance to the character sketches which are being submitted as a part of this rezoning proposal. At least 80% of the non-glass areas of each such exterior elevation will be constructed with brick materials.
3. Each building constructed within an outparcel will be architecturally compatible in appearance and quality with the front elevation of the main shopping center through the use of building materials, accent features and colors which are substantially similar.
4. The developer should achieve compatibility and continuity of visual aesthetics for the architectural design through the use of one or a combination of materials, colors, textures, facade articulation, rooflines, building mass and scale, and other criteria as deemed appropriate. The developer reserves the right to utilize variant color, material, texture, architectural facades, rooflines, building mass and scale as long as compatibility in aesthetics and design is achieved.
5. Monotony of design, especially in multi-family projects should be avoided. Variation of detail, form, and siting should be used to provide visual interest.
6. All buildings proposed for the development shall be reviewed and approved by the Design Review committee.

B. Service Zones and Mechanical Areas

1. Building service areas including trash and loading zones should be located with strong regard for the site, visibility, and adjacent uses. Ideally, such areas should be positioned so as not to be visible from public view, however, their function as loading and service zones should also be a strong consideration. Should the service zone be visible from public view, the area shall be screened through the use of walls, fences, plant material, grade changes, retaining walls or other element as deemed appropriate. The screening method should blend harmoniously with the building while creating a soft transition to the adjacent landscape.

2. Mechanical equipment or other utility hardware on the roofs of building should be integrated into the architectural design so that they are screened from public view. Such equipment located on the ground shall also be screened through the use of walls, fences, plant material, grade changes, retaining walls or other elements as deemed appropriate.
3. All screening techniques shall be effective during all seasons of the year.

C. Pedestrian Zones

1. All pedestrian zones such as walkways and crosswalks shall be clearly defined and function in a safe manner.
2. Pedestrian circulation servicing each building and adjacent uses should be designed to maximize function and create a pleasant experience for pedestrians as they move about from building to building or from building to vehicular parking areas.
3. Landscaping will be employed to provide areas of shade and to define pedestrian circulation ways. As pedestrians approach buildings, landscaping should serve to bring the scale of the building to the pedestrian level while complementing the architectural design and other hardscape features such as plazas, steps, walls, fountains, etc.
4. A variation of landscape materials should be utilized to create visual interest and seasonal color including canopy trees, flowering trees, evergreen trees, evergreen and deciduous shrubs, and evergreen ground covers. All landscaping shall meet or exceed the minimum requirements of the Zoning Ordinance.
5. The use of site appurtenances integrated with pedestrian use areas is strongly encouraged to promote a useable and enjoyable setting. Such elements include benches, tables, trash receptacles, fountains, drinking fountains, pedestrian scale lighting, planters, etc.

6.0 Stormwater Management

A. Surface Detention/Retention Facilities.

1. All stormwater detention/retention facilities will be designed and installed in accordance with the regulations of Mecklenburg County and will be installed and maintained by the owner(s) unless any such facility should be provided otherwise by a public utility.
2. All surface detention/retention facilities, wet or dry, should be designed and integrated into the overall site contouring, finish grades and proposed landscaping. Sudden or abrupt depressions and side slopes should be avoided in the design of these facilities.
3. Should wet retention facilities be proposed, they should be maintained and dredged periodically to maintain the necessary capacity. Retention ponds should be incorporated into the overall masterplan and serve also as aesthetic water amenities.
4. Strong coordination between team engineers and landscape architects is encouraged to promote a subtle blending of stormwater management facilities with surrounding topography and landscaping.

B. Other Stormwater Management Structures

1. All stormwater management structures shall be in accordance with the Charlotte-Mecklenburg Land Development Standards Manual.
2. Stormwater management structures such as headwalls, flared end sections, catch basins, etc. shall be located so that they are screened from public view if possible. If such structures must be located within public view, landscape screening measures should be taken to reduce the impact from public view.
3. The location of all storm drainage structures and lines should be coordinated with overall site landscape plans to minimize conflicts with proposed tree planting.

7.0 Traffic/Phasing

- A. All road improvements indicated on the Technical Data Sheet as well as all ingress/egress locations will be subject to approval by the Mecklenburg County Engineering Department and N.C. DOT. All traffic-control devices shall conform to MUTCD standards and the accompanying notes thereto.
- B. Development Rights Conditioned Upon the Existence of Supporting Infrastructure

Development of the project will be dependent upon the availability of adequate infrastructure to support the proposed development as more specifically set forth under Paragraph D of this Section 8.0. Nothing in these Design Guidelines is intended to require any petitioner to make any infrastructure improvement unless he, she or it elects to exercise the development rights provided hereunder.

C. Steele Creek Road Realignment

The Petitioners will coordinate the exact locations of the proposed realignment of Steele Creek Road with the Mecklenburg County Engineering Department and N.C. DOT. The proposed realignment will be designed and constructed in accordance with standards adopted by Mecklenburg County Engineering Department and N.C. DOT. The rights to seek abandonment of those sections of Steele Creek Road that are no longer used for through traffic as a result of the realignment are reserved for the owners of the adjoining lands.

D. Alternate Transit Facility

If the alternate transit facility is constructed on Parcel D-3(b), the Owner shall grant easements for pedestrian and vehicular access providing invitees, licensees and employees of the transit facility with access to the shopping facility on Parcel D-3(a) and to N.C. Highway 49 by way of Parcel D-3(a).

E. Dedication of Roadway Right-of-Way

1. The Petitioner commits to dedicate to NCDOT up to 30 feet on the north side of the existing right-of-way for N.C. Highway 49 sufficient for a symmetrical widening. The setback/landscape area to be provided along N.C. Highway 49 in the instance of a symmetrical widening will be 50 feet on each side of the public right of way. However, if the NCDOT decides upon an asymmetrical widening, the Petitioner commits to dedicate up to 40 feet on the north side of the existing right-of-way for N.C. Highway 49 and the setback/landscape area to be provided off of the proposed right-of-way for N.C. Highway 49 will be reduced to 40 feet. Utility and sidewalk easements may be granted within the setback/landscape areas.

2. The Petitioner commits to dedicate to NCDOT that portion of Parcel D-3(a) necessary to accommodate at least 50 feet of right-of-way on the eastern side of the centerline of Steele Creek Road and such additional right-of-way for the proposed Steele Creek Road realignment as is generally depicted on this Technical Data Sheet.
3. The required dedications of right-of-way will take place within 30 days of request by NCDOT.

F. Phasing

1. Notwithstanding any provisions to the contrary contained in the rezoning documents forming a part of Rezoning Petition No. 92-14(c), as the same have been revised from time to time (last revision dated November 16, 1992, including the Technical Data Sheet, Schematic Site Plan, Schematic Sections and Design Guidelines (the "Zoning Documents"), building permits for development of up to 150,000 square feet of retail space on Parcel D-3(a) may be issued by the Charlotte/Mecklenburg Zoning Administrator prior to the commencement of construction of the proposed realignment of Steele Creek Road with N.C. Highway 49 (the "Realignment Project"), if, prior to the issuance of any building permit for the proposed development:
 - (a) A bond is posted by the developer with the NCDOT or the Mecklenburg County Engineering Department obligating the developer to pay to any party (be it a private party, the NCDOT or the City of Charlotte) who shall contract to construct the Realignment Project within five business days after the developer shall have received written notice of the signing of any such contract in an amount equal to a "percentage" of the estimated costs of the Realignment Project determined in accordance with the following formula:
 - (i) The "percentage" will be the equivalent of a fraction -

The numerator of which shall be the total number of square feet proposed for development on Parcel D-3(a);

and

The denominator shall be 700,000 square feet.
 - (ii) The percentage thus determined shall be applied to the Mecklenburg County Engineering Department's estimated costs for completion of the Realignment Project, as adjusted for a 3.3% inflation factor, on an annual basis, in accordance with the following schedule:

If the particular building permit involved is Mecklenburg County Engineering Department's applied for during the year: estimated cost for the completion of the Realignment

1998	\$	983,851
1999	\$	1,016,318
2000	\$	1,049,856
2001	\$	1,084,501
2002	\$	1,120,290
2003	\$	1,157,259
2004	\$	1,195,449
2005	\$	1,234,898
2006	\$	1,275,650
2007	\$	1,317,747

(b) By way of example, should a developer desire to proceed with construction of 70,000 square feet of retail space on Parcel D-3(a) at any time during the year 2000 and prior to the commencement of the construction of the Realignment Project, then the applicable percentage would be 10% (70,000/700,000), the estimated costs of construction would be \$1,049,856 and the amount of the bond would be \$104,985.60.

2. If commencement of the construction of any improvements to Parcel D-3(a) is deferred until after a contract shall have been awarded for the construction of the proposed Realignment Project, then the obligations imposed on the developer under the foregoing provisions of this subparagraph 1(a) to post a bond as security for the payment by the developer of a percentage of the estimated costs for completion of the Realignment Project shall not apply with respect to any such improvements. Provided, however, that in any such event no occupancy of any retail or office development shall occur until the Realignment Project has been completed.

3. The provisions of this Paragraph F will be enforced by Mecklenburg County Engineering Department during building permit process.

G. Vehicular Access to Parcel D-3(a)

1. The number of vehicular access points along N.C. Highway 49 and Steele Creek Road shall be limited to the number depicted on the Technical Data Sheet. However, the configurations and precise locations of each 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 approved by NCDOT and the Mecklenburg County Engineering Department.

98-44c

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DATE 10-13-98

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2. Walkers Branch Greenway corridor dimensions shall be established as depicted on the Technical Data Sheet and additionally:
 - a. The minimum Greenway width shall be 75 feet.
 - b. With respect to the possible lake indicated on the Technical Data Sheet:

Should a lake not be built:

From point A to point B on technical Data Sheet, the Greenway shall be minimum of 100 feet in width on both sides measured from the centerline of the creek.

Should a lake be built:

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3. Except as otherwise provided in Section 1 of this paragraph 1.0.A, existing tree cover and natural features within the designated greenway area will be preserved.

B. Lake

1. A lake feasibility study will be performed to determine if a lake feature is appropriate on the northeast quadrant of the site. Should this area possess the necessary characteristics conducive to establishing a lake, and the costs associated with the construction be economically feasible, then the lake will be constructed and considered as common open space. Should the study indicate that a lake is not feasible, this area will remain as common open space and will be developed as a focal point of the community. Should wetlands be found to be present in the area, all proposed development shall be outside of all wetland jurisdictional areas as determined by the Corps of Engineers.
2. If the lake is utilized as a storm water retention feature, the lake must be designed to a standard sufficient for a qualified engineer to certify that the lake will accommodate storm water run off from the designated area. The lake must comply with the Mecklenburg County Stormwater Retention regulations.
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 - a. External Perimeter Buffers (adjacent to off-site property)

* Multi-Family to R-3	50 feet
* Commercial to R-3	75 feet
2. The intent of such buffers is to provide separation and screening between uses within the development and between adjacent uses around the perimeter of the development. Yards will be measured from parcel or property boundaries.
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construction, the cleared, unimproved areas will be landscaped with trees and shrubs. Buffer planting plans shall be reviewed and approved in accordance with requirements of the Zoning Ordinance.

4. No above ground stormwater detention structures may be installed within buffer areas or setback/landscape areas.
5. The Petitioner reserves the right to cut, clear and grade within the interior 25 foot strip of all perimeter buffer areas. The exterior 50 feet of all buffer areas may not be disturbed except to: (a) selectively cut, clear and clean underbrush and dead or dying trees and vegetation; and (b) grade as necessary, to install utilities or fences.
6. If a utility line crosses a buffer area it must do so at an interior angle measured at the property line which is not less than 75 degrees.
7. Buffer areas shall conform to the standards of Section 12.302 of the Mecklenburg County Zoning Ordinance, subject, however, to the provisions of Section 12.304.

D. Open Space

1. Open space consisting of external perimeter buffers, internal parcel buffers and setbacks/landscape areas along vehicular thoroughfares should be located strategically and should be of appropriate dimension to serve its intended function. Open space should be allocated to connect various land uses with the Walkers Branch Greenway corridor.

All minimum open space requirements for each District shall be satisfied. For purposes of this calculation, paved parking areas may not be treated as open space. However, required landscaped areas within parking areas may be included as part of the open space.

2. Reasonable efforts shall be made to preserve all significant trees (8" DBH or greater) within open space areas. During construction, significant trees shall be protected per standards of the Charlotte Mecklenburg Land Development Manual.
3. The Petitioner reserves the right to utilize open spaces to accommodate pedestrian walkways and/or bicycle pathways, berms, grading, slopes, walls, fences, signs and graphics, lighting, drainage, and utilities.
4. The Petitioner will provide a pedestrian walkway and/or bicycle pathway to connect Parcel D-3(a) and Parcel D-3(b). These will be designed and constructed to provide a safe and aesthetic linkage between these parcels.

2.0 Streetscape

A. York Road/Steele Creek Road Intersection

1. Landscape materials including street trees, shrubs, and ground covers will establish continuity on all four corners of the intersection while creating a pleasant and harmonious interface with other site elements such as signage, pedestrian circulation ways, lighting and adjacent buildings.
2. If the N.C. DOT elects to construct medians as part of the Steele Creek Road and N.C. Highway 49 improvement program, and grants necessary encroachment agreements to the Petitioners, those portions of the medians within 200 feet of the intersection will be landscaped by the Petitioner in a consistent or complementary landscape treatment designed to promote a coordinated appearance leading to the intersection.
3. Parking areas immediately adjacent to the intersection will be appropriately screened to reduce glare and the impact of large expanses of pavement in accordance with the provisions of the Zoning Ordinance.

B. York Road/Steele Creek Road Setbacks/Landscape Area

1. A 50 foot setback/landscape area will be provided beyond the future rights-of-way for Steele Creek Road and N.C. Highway 49 in the areas depicted on this Technical Data Sheet. However, if N.C. Highway 49 is widened asymmetrically, then the setback/landscape area along this thoroughfare will be reduced to 40 feet.
2. Setback/landscape areas will be owned and managed as common open space.
3. Illustrative cross-sections shown for Steele Creek Road and York Road generally depict various conceptual landscape treatments of thoroughfare setbacks/landscape area. Setbacks/landscape area may be utilized to accommodate vehicular access, pedestrian circulation ways, berms, walls, fences, signs and graphics, lighting, grading, landscaping, and utility or drainage easements.
4. Storm water retention will not be permitted within any setback/landscape area or buffer area.
5. Utility easements shall be coordinated to minimize impact on existing setback/landscape area vegetation or proposed setback/landscape area treatments.

C. Landscape Design and Materials

1. A landscape master plan for streetscape design shall be prepared by the Petitioners in accordance with these design guidelines and approved by the Planning Commission Staff for Steele Creek Road (N.C. 160) and York Road (N.C. 49) prior to the issuance of a certificate of occupancy. The design intent should be to establish continuity and unify these major thoroughfares as they create a significant "crossroads" for the community.
2. Local indigenous plants species should be predominantly used.
3. Canopy shade trees should be used in an organized manner along designated roadway thoroughfares within the development to define vehicular circulation corridors and establish continuity throughout the development. Species should be selected on their merit as a street tree and should be compatible with the overall plant pallet for the development.
4. Flowering trees should be used to create visual interest at appropriate locations and produce seasonal color.
5. Buffer areas with existing vegetation shall be supplemented with evergreen trees or shrubs to provide adequate screening of parking and service areas should existing vegetation not provide an appropriate screen.
6. Buffer areas with no existing vegetation shall be designed to include evergreen trees and/or berms for screening purposes. Planting schemes may include deciduous shade trees, flowering trees and deciduous and evergreen shrubs and ground covers to create visual interest and seasonal color. All plant species shall be compatible with the overall plant pallet for the development.
7. All proposed planting within thoroughfare setbacks/landscape area shall be in accordance with the Zoning Ordinance.
8. All specified plant materials shall meet or exceed the minimum installation sizes as follows and shall meet all minimum requirements of the Zoning Ordinance. Caliper measurements are to be taken 6" above ground.
 - a. Canopy hardwood trees - 2 1/2"-3" caliper, 8'-10' height.
 - b. Large evergreen trees - 3'-4' spread, 6'-8' height.
 - c. Small deciduous trees - 1 1/2' caliper, 7'-8' height.

- d. Small evergreen trees - 2'-3' spread, 4'-5' height.
 - e. Large evergreen shrubs - 3 gallon, 24" spread, 30" height.
(36" height if required for screening).
- 9. Berms should be gradual, flowing and undulating and should be designed in coordination with proposed planting to assure effective screening and a harmonious and aesthetic appearance.
 - 10. Walls and fences may be utilized for screening purposes within thoroughfare setback/landscape areas provided locations, heights, materials, and colors reflect all applicable Architectural Control Guidelines. Such structures shall be designed to assure a subtle transition from adjacent screening treatments.
 - 11. Any dumpsters visible from a public street or from adjoining property will be screened with a solid-enclosure with gates.
 - 12. Reference is made to Paragraph 7H1 for the Owner's obligation to organize and cause an owners' association to install certain landscaping along N.C. Highway 49 and relocated Steele Creek Road for a distance of 200 feet from the intersection of these two thoroughfares.

D. Sidewalks and Pedestrian Zones

- 1. Sidewalks will be provided by Petitioner along the Site sides of N.C. Highway 49 and Steele Creek Road. At a minimum, other sidewalks will be provided in accordance with the appropriate subdivision ordinance. Sidewalks will be installed after the Realignment Project described under Paragraph 7.0 has been completed. Within each non-residential parcel sidewalks will be installed for each outparcel as outparcels are developed unless a shopping center is built first in which case sidewalks shall be installed for the entire parcel, including the outparcels.
- 2. Sidewalks should be designed to provide adequate and functional pedestrian circulation throughout the development and should provide a safe linkage between all proposed uses including access to pedestrian walkway systems within proposed open spaces and designated greenways.
- 3. Sidewalks should be planned to minimize roadway crossings and function with vehicular traffic signalization and signage. All pedestrian crossings should be clearly marked and defined consistently throughout the development.
- 4. Sidewalks should be designed in conjunction with other landscape elements such as street trees, existing vegetation, buffer planting,

berms, walls, lighting, etc. and should provide shade and promote a pleasant experience for the pedestrian. Sidewalks should meander where appropriate and provide varying but reasonable separation from vehicular use areas. Sidewalks constructed along N.C. Highway 49 and Steele Creek Road shall, at a minimum, be located a distance of 8 feet back of curb provided an encroachment agreement is granted by the applicable jurisdiction, if necessary, and the areas between sidewalks and backs of curb shall be planted.

5. Sidewalks along N.C. Highway 49 and Steele Creek Road are not required to be constructed until the Realignment Project has been completed.

E. Lighting

1. The design, installation, and maintenance of streetscape and pedestrian lighting will be coordinated throughout the site and lighting fixtures for each type of development will be consistent. All such lighting fixtures will be subject to review and approval by the Design Review Committee and, if required, by N.C.D.O.T.
2. The height and spacing of fixtures shall provide safe and adequate lighting that is appropriate for the thoroughfare classification.

3.0 Signs

A. Project and Directory

1. One project identification sign may be installed on the frontage of N.C. Highway 49 and one along the frontage of N.C. Highway 160. These signs may not exceed 25 feet in height and may not contain more than 128 square feet of sign face area on each side of the sign. These signs may be located within the areas identified as setbacks/landscape areas on the Technical Data Sheet. (See typical elevation.)
2. Each outparcel developed within Parcel D-3(a) may have one monument sign which may be within the setback/landscape areas shown on the Technical Data Sheet. These signs may not exceed 4 feet in height or have more than 50 square feet of sign face area on each side of the sign.
3. A master signage program shall be approved by the Design Review Committee and reviewed by the Planning Commission Staff prior to the issuance of building permits to establish a theme, location points, and vocabulary of materials that will contribute to a strong unifying element for the development.
4. Such signs will be designed and coordinated in conjunction with entrance landscape treatments.
5. All such signs will complement architectural design and should utilize materials and colors that are consistent with the overall development.
6. All such signs shall be subject to review and approval by the Design Review Committee and at a minimum shall meet all standards of the Mecklenburg County Sign Ordinance and of these Design Guidelines.

B. Identity Signs

1. Identity signs will be utilized to identify projects within each quadrant, individual buildings, or individual businesses within office or commercial buildings.
2. All such signs shall be fixed and may not move, rotate or flash.
3. An identity sign may either be a wall sign or a detached sign but in either case should be complementary in scale and appearance to the architectural design of the building. Unifying elements such as size, material, color and lighting techniques should be utilized to assure a harmonious appearance.

4. Lighted signs will not interfere with the effectiveness or obscure any official traffic sign, device or signal or generate beams or rays of light of such intensity or brilliance as to cause glare or to impair the vision of motorists on any street.
5. All such signs shall be subject to review and approval by the Design Review Committee and meet all standards of the Mecklenburg County Sign Ordinance.

C. Informational Signs

1. A master signage program shall be developed for all informational signs throughout the development, including directional and regulatory signs such as traffic signs, building or address directional signs, handicap signs, etc., prior to the issuance of building permits.
2. Such signs should be easily understood and complementary in scale and appearance throughout the development. Graphic symbols and word economy should be utilized.
3. All such signs shall be subject to review and approval by the Design Review Committee and meet all standards set forth by the Mecklenburg County Sign Ordinance.

4.0 Parking Areas

A. Internal and Periphery Landscape

1. All parking area landscaping shall meet or exceed the minimum standards of the Zoning Ordinance.
2. The periphery of each parking lot shall provide adequate landscape screening that meets or exceeds the Zoning Ordinance.
3. All parking areas, specifically expansive parking areas, shall provide landscape medians and islands that meet or exceed the Zoning Ordinance. Wide landscape islands and medians are encouraged to provide large growing areas for canopy trees.

B. Typical Parking Lot Layout

1. All parking lot areas shall comply with the provisions of the approved site plan and applicable county ordinances, and detailed parking plans shall be submitted with applications for the correspondence building permits.
2. Shared parking spaces should be encouraged specifically between adjacent uses having different peak operating times as permitted under Section 12.203 of the Mecklenburg County Zoning Ordinance.

C. Lighting

1. Parking lot lighting fixtures shall be installed and maintained by the developer for each type of development, and lighting will be compatible and shall be subject to review and approval by the Design Review Committee.
2. Lower intensity lighting with adequate shielding and warm color is recommended as lighting should be restrained in design and excessive brightness avoided.
3. Detached lighting fixtures installed within the Site may not exceed 30 feet in height, except for streetlights installed along N.C. Highway 49 and Steele Creek Road.
4. Wall pack type lighting fixtures may not be installed on any rear wall of any building.

5.0 Architectural Controls

A. Architectural Design

1. Building height and massing of buildings should be analyzed as it relates to the site and adjacent structures. Integrating the structure with the topography, existing vegetation and building clusters should be a major objective for each building within the development.
2. The front and side elevations of the shopping center proposed for Parcel D-3(a) will initially be constructed in a design style and with exterior materials such that they are substantially similar in quality and appearance to the character sketches which are being submitted as a part of this rezoning proposal. At least 80% of the non-glass areas of each such exterior elevation will be constructed with brick materials.
3. Each building constructed within an outparcel will be architecturally compatible in appearance and quality with the front elevation of the main shopping center through the use of building materials, accent features and colors which are substantially similar.
4. The developer should achieve compatibility and continuity of visual aesthetics for the architectural design through the use of one or a combination of materials, colors, textures, facade articulation, rooflines, building mass and scale, and other criteria as deemed appropriate. The developer reserves the right to utilize variant color, material, texture, architectural facades, rooflines, building mass and scale as long as compatibility in aesthetics and design is achieved.
5. Monotony of design, especially in multi-family projects should be avoided. Variation of detail, form, and siting should be used to provide visual interest.
6. All buildings proposed for the development shall be reviewed and approved by the Design Review committee.

B. Service Zones and Mechanical Areas

1. Building service areas including trash and loading zones should be located with strong regard for the site, visibility, and adjacent uses. Ideally, such areas should be positioned so as not to be visible from public view, however, their function as loading and service zones should also be a strong consideration. Should the service zone be visible from public view, the area shall be screened through the use of walls, fences, plant material, grade changes, retaining walls or other element as deemed appropriate. The screening method should blend harmoniously with the building while creating a soft transition to the adjacent landscape.

2. Mechanical equipment or other utility hardware on the roofs of building should be integrated into the architectural design so that they are screened from public view. Such equipment located on the ground shall also be screened through the use of walls, fences, plant material, grade changes, retaining walls or other elements as deemed appropriate.
3. All screening techniques shall be effective during all seasons of the year.

C. Pedestrian Zones

1. All pedestrian zones such as walkways and crosswalks shall be clearly defined and function in a safe manner.
2. Pedestrian circulation servicing each building and adjacent uses should be designed to maximize function and create a pleasant experience for pedestrians as they move about from building to building or from building to vehicular parking areas.
3. Landscaping will be employed to provide areas of shade and to define pedestrian circulation ways. As pedestrians approach buildings, landscaping should serve to bring the scale of the building to the pedestrian level while complementing the architectural design and other hardscape features such as plazas, steps, walls, fountains, etc.
4. A variation of landscape materials should be utilized to create visual interest and seasonal color including canopy trees, flowering trees, evergreen trees, evergreen and deciduous shrubs, and evergreen ground covers. All landscaping shall meet or exceed the minimum requirements of the Zoning Ordinance.
5. The use of site appurtenances integrated with pedestrian use areas is strongly encouraged to promote a useable and enjoyable setting. Such elements include benches, tables, trash receptacles, fountains, drinking fountains, pedestrian scale lighting, planters, etc.

6.0 Stormwater Management

A. Surface Detention/Retention Facilities.

1. All stormwater detention/retention facilities will be designed and installed in accordance with the regulations of Mecklenburg County and will be installed and maintained by the owner(s) unless any such facility should be provided otherwise by a public utility.
2. All surface detention/retention facilities, wet or dry, should be designed and integrated into the overall site contouring, finish grades and proposed landscaping. Sudden or abrupt depressions and side slopes should be avoided in the design of these facilities.
3. Should wet retention facilities be proposed, they should be maintained and dredged periodically to maintain the necessary capacity. Retention ponds should be incorporated into the overall masterplan and serve also as aesthetic water amenities.
4. Strong coordination between team engineers and landscape architects is encouraged to promote a subtle blending of stormwater management facilities with surrounding topography and landscaping.

B. Other Stormwater Management Structures

1. All stormwater management structures shall be in accordance with the Charlotte-Mecklenburg Land Development Standards Manual.
2. Stormwater management structures such as headwalls, flared end sections, catch basins, etc. shall be located so that they are screened from public view if possible. If such structures must be located within public view, landscape screening measures should be taken to reduce the impact from public view.
3. The location of all storm drainage structures and lines should be coordinated with overall site landscape plans to minimize conflicts with proposed tree planting.

7.0 Traffic/Phasing

A. All road improvements indicated on the Technical Data Sheet as well as all ingress/egress locations will be subject to approval by the Mecklenburg County Engineering Department and N.C. DOT. All traffic control devices shall conform to MUTCD standards and the accompanying notes thereto.

B. Development Rights Conditioned Upon the Existence of Supporting Infrastructure

Development of the project will be dependent upon the availability of adequate infrastructure to support the proposed development as more specifically set forth under Paragraph D of this Section 8.0. Nothing in these Design Guidelines is intended to require any petitioner to make any infrastructure improvement unless he, she or it elects to exercise the development rights provided hereunder.

C. Steele Creek Road Realignment

The Petitioners will coordinate the exact locations of the proposed realignment of Steele Creek Road with the Mecklenburg County Engineering Department and N.C. DOT. The proposed realignment will be designed and constructed in accordance with standards adopted by Mecklenburg County Engineering Department and N.C. DOT. The rights to seek abandonment of those sections of Steele Creek Road that are no longer used for through traffic as a result of the realignment are reserved for the owners of the adjoining lands.

D. Alternate Transit Facility

If the alternate transit facility is constructed on Parcel D-3(b), the Owner shall grant easements for pedestrian and vehicular access providing invitees, licensees and employees of the transit facility with access to the shopping facility on Parcel D-3(a) and to N.C. Highway 49 by way of Parcel D-3(a).

E. Dedication of Roadway Right-of-Way

1. The Petitioner commits to dedicate to NCDOT up to 30 feet on the north side of the existing right-of-way for N.C. Highway 49 sufficient for a symmetrical widening. The setback/landscape area to be provided along N.C. Highway 49 in the instance of a symmetrical widening will be 50 feet on each side of the public right of way. However, if the NCDOT decides upon an asymmetrical widening, the Petitioner commits to dedicate up to 40 feet on the north side of the existing right-of-way for N.C. Highway 49 and the setback/landscape area to be provided off of the proposed right-of-way for N.C. Highway 49 will be reduced to 40 feet. Utility and sidewalk easements may be granted within the setback/landscape areas.

2. The Petitioner commits to dedicate to NCDOT that portion of Parcel D-3(a) necessary to accommodate at least 50 feet of right-of-way on the eastern side of the centerline of Steele Creek Road and such additional right-of-way for the proposed Steele Creek Road realignment as is generally depicted on this Technical Data Sheet.
3. The required dedications of right-of-way will take place within 30 days of request by NCDOT.

F. Phasing

1. Notwithstanding any provisions to the contrary contained in the rezoning documents forming a part of Rezoning Petition No. 92-14(c), as the same have been revised from time to time (last revision dated November 16, 1992, including the Technical Data Sheet, Schematic Site Plan, Schematic Sections and Design Guidelines (the "Zoning Documents"), building permits for development of up to 150,000 square feet of retail space on Parcel D-3(a) may be issued by the Charlotte/Mecklenburg Zoning Administrator prior to the commencement of construction of the proposed realignment of Steele Creek Road with N.C. Highway 49 (the "Realignment Project"), if, prior to the issuance of any building permit for the proposed development:

- (a) A bond is posted by the developer with the NCDOT or the Mecklenburg County Engineering Department obligating the developer to pay to any party (be it a private party, the NCDOT or the City of Charlotte) who shall contract to construct the Realignment Project within five business days after the developer shall have received written notice of the signing of any such contract in an amount equal to a "percentage" of the estimated costs of the Realignment Project determined in accordance with the following formula:

- (i) The "percentage" will be the equivalent of a fraction -

The numerator of which shall be the total number of square feet proposed for development on Parcel D-3(a);

and

The denominator shall be 700,000 square feet.

- (ii) The percentage thus determined shall be applied to the Mecklenburg County Engineering Department's estimated costs for completion of the Realignment Project, as adjusted for a 3.3% inflation factor, on an annual basis, in accordance with the following schedule:

If the particular building permit involved is applied for during the year:

Mecklenburg County Engineering Department's estimated cost for the completion of the Realignment

1998	\$ 983,851
1999	\$ 1,016,318
2000	\$ 1,049,856
2001	\$ 1,084,501
2002	\$ 1,120,290
2003	\$ 1,157,259
2004	\$ 1,195,449
2005	\$ 1,234,898
2006	\$ 1,275,650
2007	\$ 1,317,747

(b) By way of example, should a developer desire to proceed with construction of 70,000 square feet of retail space on Parcel D-3(a) at any time during the year 2000 and prior to the commencement of the construction of the Realignment Project, then the applicable percentage would be 10% (70,000/700,000), the estimated costs of construction would be \$1,049,856 and the amount of the bond would be \$104,985.60.

2. If commencement of the construction of any improvements to Parcel D-3(a) is deferred until after a contract shall have been awarded for the construction of the proposed Realignment Project, then the obligations imposed on the developer under the foregoing provisions of this subparagraph 1(a) to post a bond as security for the payment by the developer of a percentage of the estimated costs for completion of the Realignment Project shall not apply with respect to any such improvements. Provided, however, that in any such event no occupancy of any retail or office development shall occur until the Realignment Project has been completed.
3. The provisions of this Paragraph F will be enforced by Mecklenburg County Engineering Department during building permit process.

G. Vehicular Access to Parcel D-3(a)

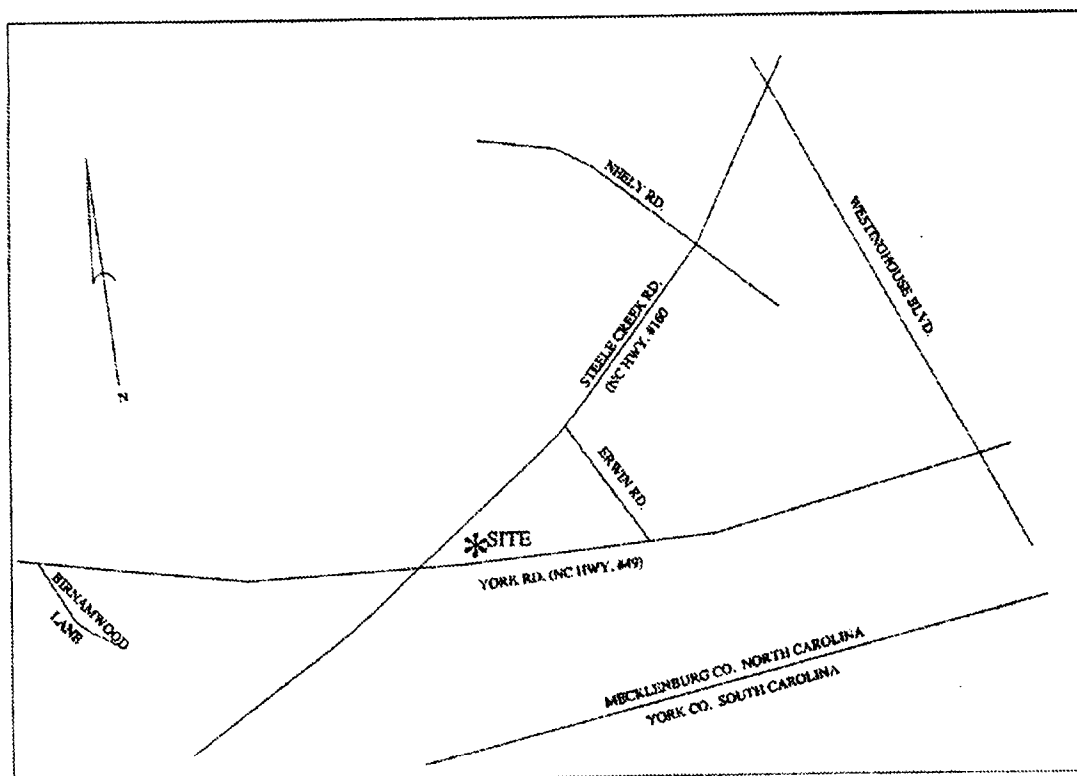
1. The number of vehicular access points along N.C. Highway 49 and Steele Creek Road shall be limited to the number depicted on the Technical Data Sheet. However, the configurations and precise locations of each such access points and driveways within the site are subject to any modifications required to accommodate final site and architectural construction plans and designs and are further subject to approved by NCDOT and the Mecklenburg County Engineering Department.

2. No Certificate of Occupancy shall be issued with respect to any development taking place on Parcel D-3(a) until after the developers of this parcel has made such roadway improvements, as may reasonably be required by NCDOT and the Mecklenburg County Engineering Department with respect to providing safe ingress-egress and traffic flow to and from Parcel D-3(a), including turn lanes and/or deceleration lanes.

H. Property Owners Association

1. The Owner shall cause to be organized a property owners association comprised of the owners of all four corners of the intersection formed by the proposed Realignment of Steele Creek Road and N.C. Highway 49 for purposes of creating an entity to install the landscaping required by the Schematic Landscape Plan for the Proposed York Road/Steele Creek Intersection dated 9/21/92, as revised on August 21, 1998, which was one of the documents approved by the Mecklenburg County Board of Commissioners in Rezoning Petition No. 92-14(c) (the "Landscape Plan") as the same might hereafter be modified further by the NCDOT and/or the Mecklenburg County Engineering Department.
2. This association must be organized and established no later than 6 months after completion of the Realignment Project.
3. The Owner shall be obligated to cause the association to commence installation of the landscaping specified by the Landscape Plan as soon as reasonably practical after completion of the Realignment Project, but in no event later than 7 months after its completion and shall pursue the project to its completion with all reasonable speed.

Childress-Klein / Lower Steele Creek Site Plan Amendment (Petition No. 98-44 (c)) "For Public Hearing"



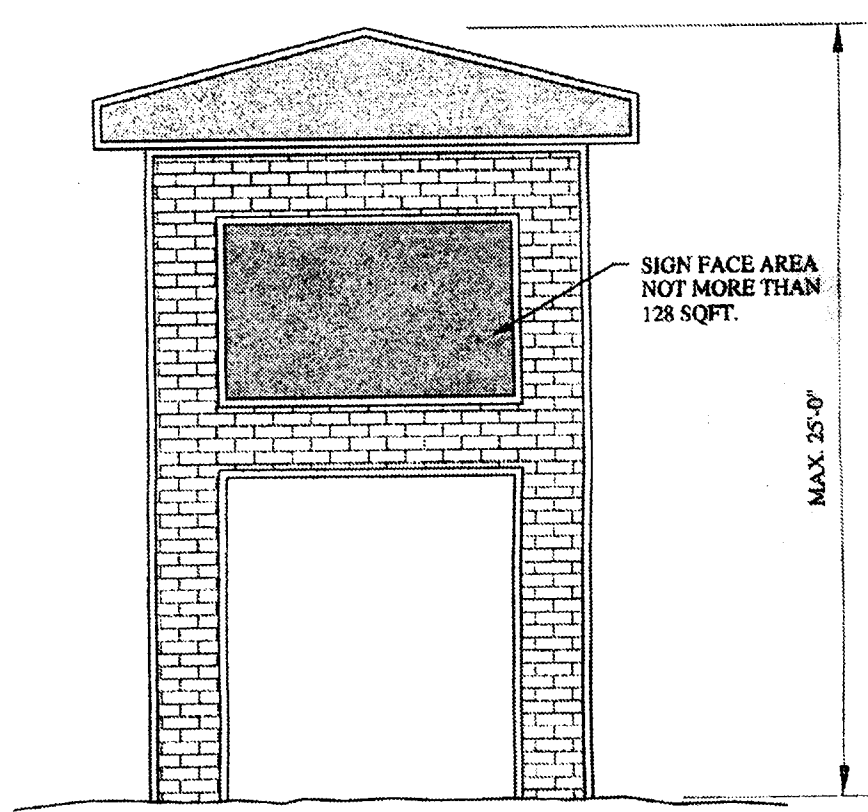
VICINITY MAP

Adjacent Land Owners

- ALTA ENTERPRISES INC. and JMJ ASSOCIATES
125 SCALEYBARK RD.
CHARLOTTE, N.C. 28209
- KFI-CVK #1 LIMITED PARTNERSHIP
% THE CROSLAND GROUP
125 SCALEYBARK RD.
CHARLOTTE, N.C. 28209
- JAMES KNOX
6326 CYPRESS CREEK RD.
SAN ANTONIO, TX. 78239
- THE WEG GROUP
5114 LITTLE BROOK LN.
CHARLOTTE, N.C. 28226
- STEELE CREEK LIMITED PARTNERSHIP
6100 FAIRVIEW RD. SUITE 640
CHARLOTTE, N.C. 28210
- STEELE CREEK LIMITED PARTNERSHIP
6100 FAIRVIEW RD. SUITE 640
CHARLOTTE, N.C. 28210
- STEELE CREEK LIMITED PARTNERSHIP
6100 FAIRVIEW RD. SUITE 640
CHARLOTTE, N.C. 28210
- PLEASANTHILL PRESBYTERIAN CHURCH
15000 YORK RD.
CHARLOTTE, N.C. 28278
- JANE REYNOLDS
9419 PEBBLEGLEN AVE.
TAMPA, FL. 33647

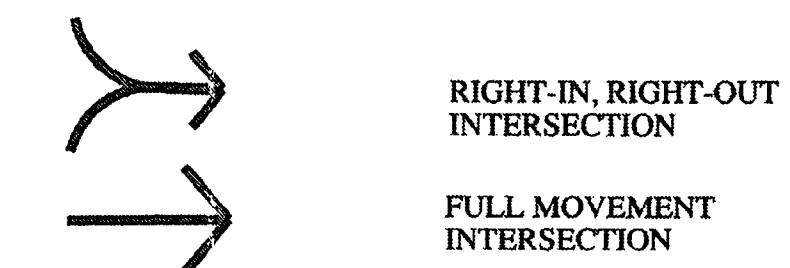
NOTE:
ALL ADDITIONAL RIGHT-OF-WAYS SHOWN ARE PER THE CURRENT REZONING PLAN AND ARE SUBJECT TO CHANGE. NCDOT PROJECT # 8.1673501, TIP # U2512-A IS CURRENTLY BEING DESIGNED AND NO RIGHT-OF-WAY DATA IS AVAILABLE.

CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
C1	1247.50	38.10'	19.05'	38.10'	S06°33'59"E	01°45'00"
C2	1147.50	588.43'	308.84'	582.01'	N00°23'48"E	29°22'51"
C3	50.00'	91.63'	65.15'	79.34'	N64°43'37"W	104°52'59"
C4	1262.50'	44.04'	22.02'	44.04'	S13°15'40"E	01°59'56"



PROJECT IDENTITY SIGN ELEVATION

LEGEND:



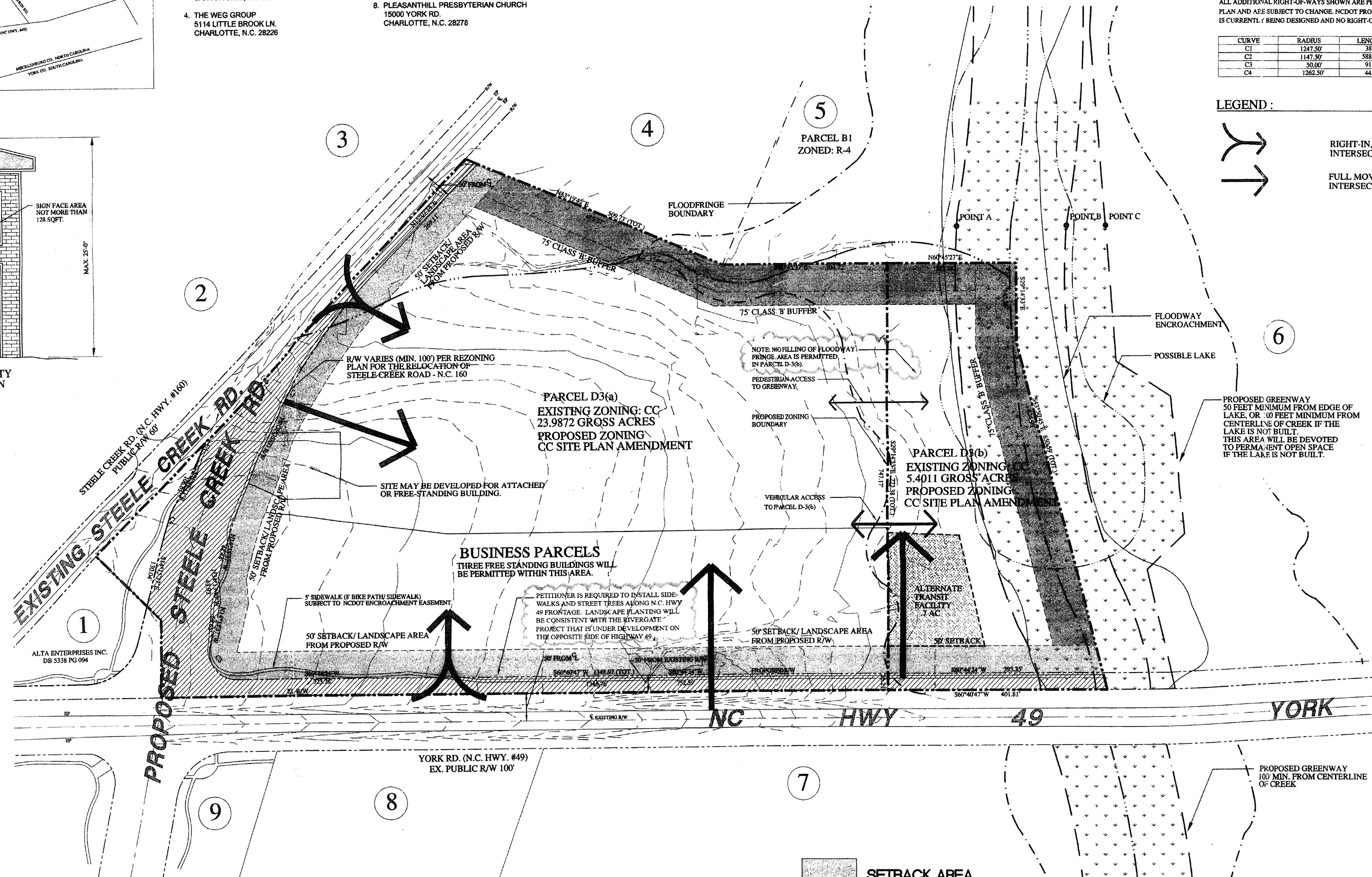
Lower Steele Creek Area Mixed Use Center Plan
Site Plan Amendment of
Rezoning Petition No. 92-14(c)
Parcel D-3: 29.3883 acre parcel
Existing Zoning: CC (Commercial Center)

- Proposed Zoning:**
- Parcel (new) D-3(a)
23.9872 acres
CC (Commercial Center)
 - Parcel (new) D-3(b)
5.4011 acres
CC (Commercial Center)

Permissible Development:
Parcel D-3(a): Up to 137,100 square feet of retail space.

Parcel D-3(b): Parcel D-3(b) will be combined with existing Parcel C-2 and developed as a part thereof. However, the density approved for development on Parcel C-2 under the current Zoning Documents may not be increased as a result of this 5.4011 acre addition to Parcel C-2.

The owner of Parcel D-3(b) may also use a portion of this Parcel for an alternate transit facility, as currently allowed under the approved Technical Data Sheet.



- SETBACK AREA
- BUFFER AREA
- R/W TO BE DEDICATED
- ALTERNATE TRANSIT FACILITY
- PROPOSED GREENWAY

TECHNICAL DATA SHEET

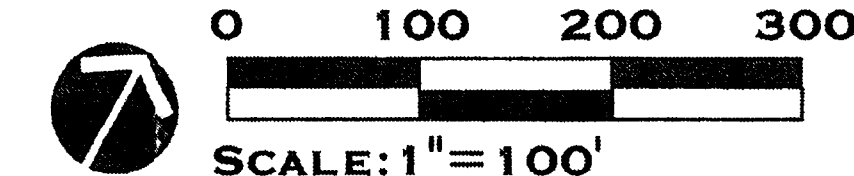
Land Design

DATE: MAY 5, 1998
PROJECT NO: 18082
REVISIONS:
6-17-98 REVISED PER CLIENT COMMENT
7-01-98 REVISED PER CLIENT COMMENT
7-06-98 REVISED PER CLIENT COMMENT
8-21-98 REVISED PER COUNTY REVIEW
9-28-98 REVISED PER COUNTY REVIEW
3-17-06 SITE PLAN AMENDMENT

ATTACHED TO ADMINISTRATIVE APPROVAL
DATED: *July 2006*
BY: DEBRA D. CAMPBELL

0 1701 East Boulevard, Charlotte, NC 28203 704/333-0325
0 1414 Prince Street, Alexandria, VA 22314 703/549-7794
0 164 NW Bird St., Southern Pines, NC 28387 910/692-2788
0 135 2nd Ave. Ste 201, Franklin, TN 37060 615/591-7164

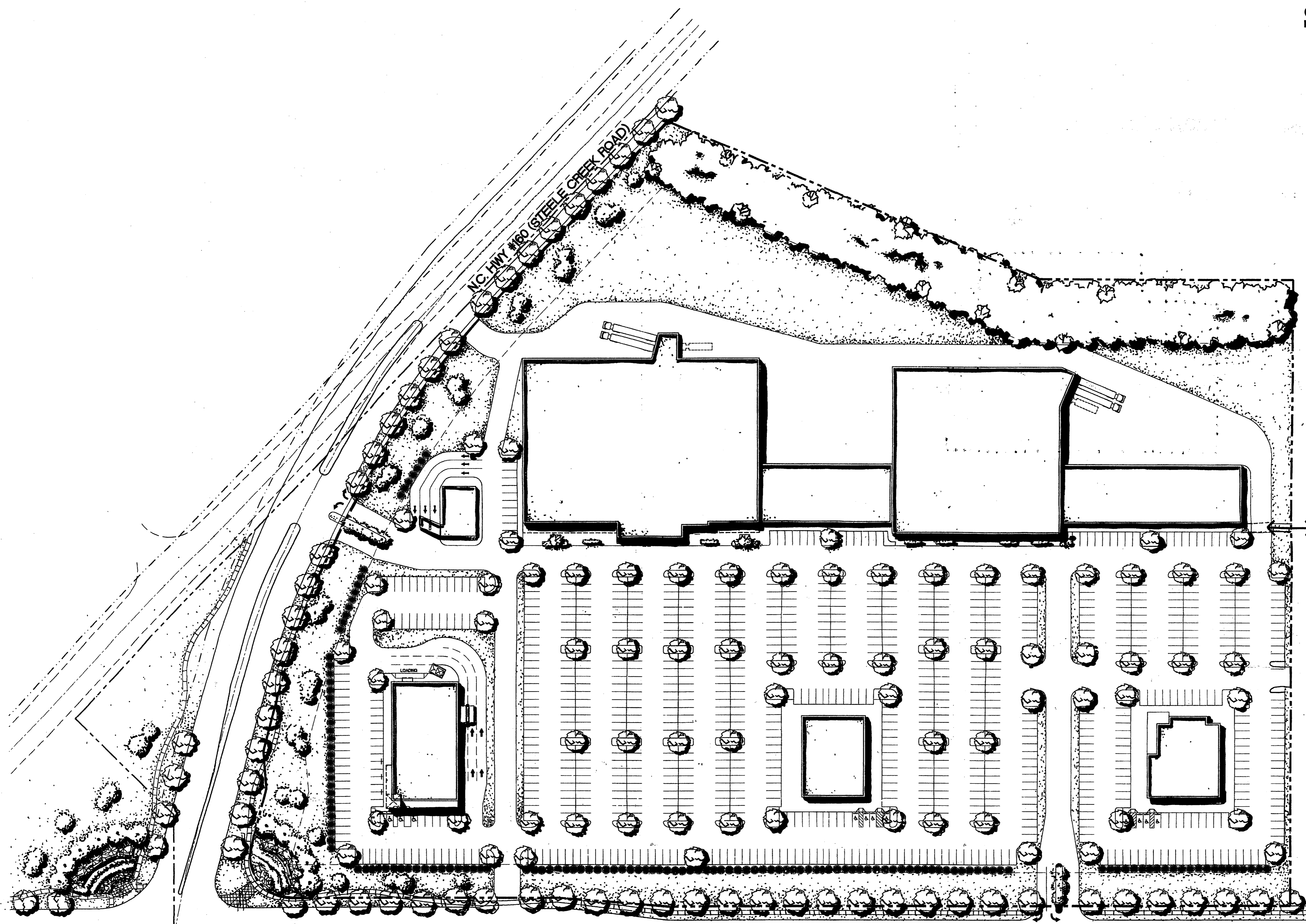
LandDesign, Inc.
Landscape Architecture Urban Design Land Planning



SHEET NO: 1 OF 4
FILE NAME: g:\18082\18082.dwg

Childress-Klein / Lower Steele Creek Site Plan Amendment

Rezoning Petition No. 98-44(c)
"For Public Hearing"



SCHEMATIC SITE PLAN

Paul Design

DATE: JUNE 17, 1998
PROJECT NO: 18082

REVISIONS:
7-01-98 REVISED PER CLIENT COMMENT
8-21-98 REVISED PER COUNTY REVIEW

ATTACHED TO ADMINISTRATIVE

APPROVAL:

DATE: June 16, 2006

17201 Eryn Boulevard, Charlotte, NC 28217 704-533-0325
1414 Prince Street, Alexandria, VA 22314 703/549-7784
184 NW Broad St., Southern Pines, NC 28387 910/692-2788
135 2nd Ave., Ste 201, Franklin, TN 37060 615/591-7164

LandDesign, Inc.
Landscape Architecture Land Planning
Urban Design

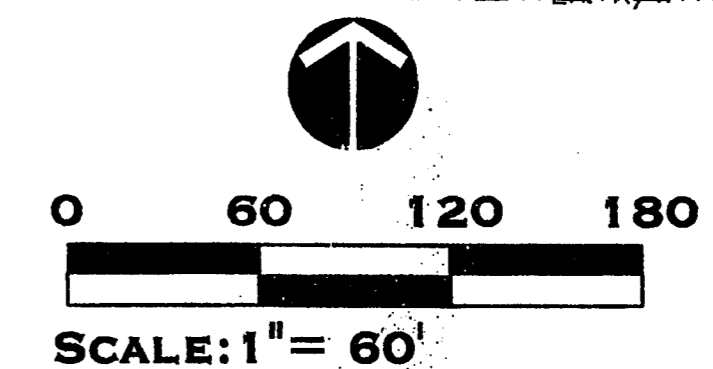
SHEET NO: 2 OF 4
FILE NAME: d1808218082006.dwg

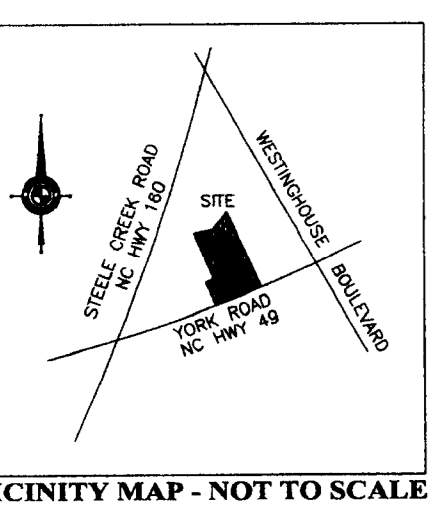
N.C. HWY #49 (YORK ROAD)

N.C. HWY #180 (STEELE CREEK ROAD)

NOTE: SITE PLAN CREATED BY HODGES + ASSOCIATES,
ARCHITECTURE AND PLANNING, DALLAS, TEXAS.

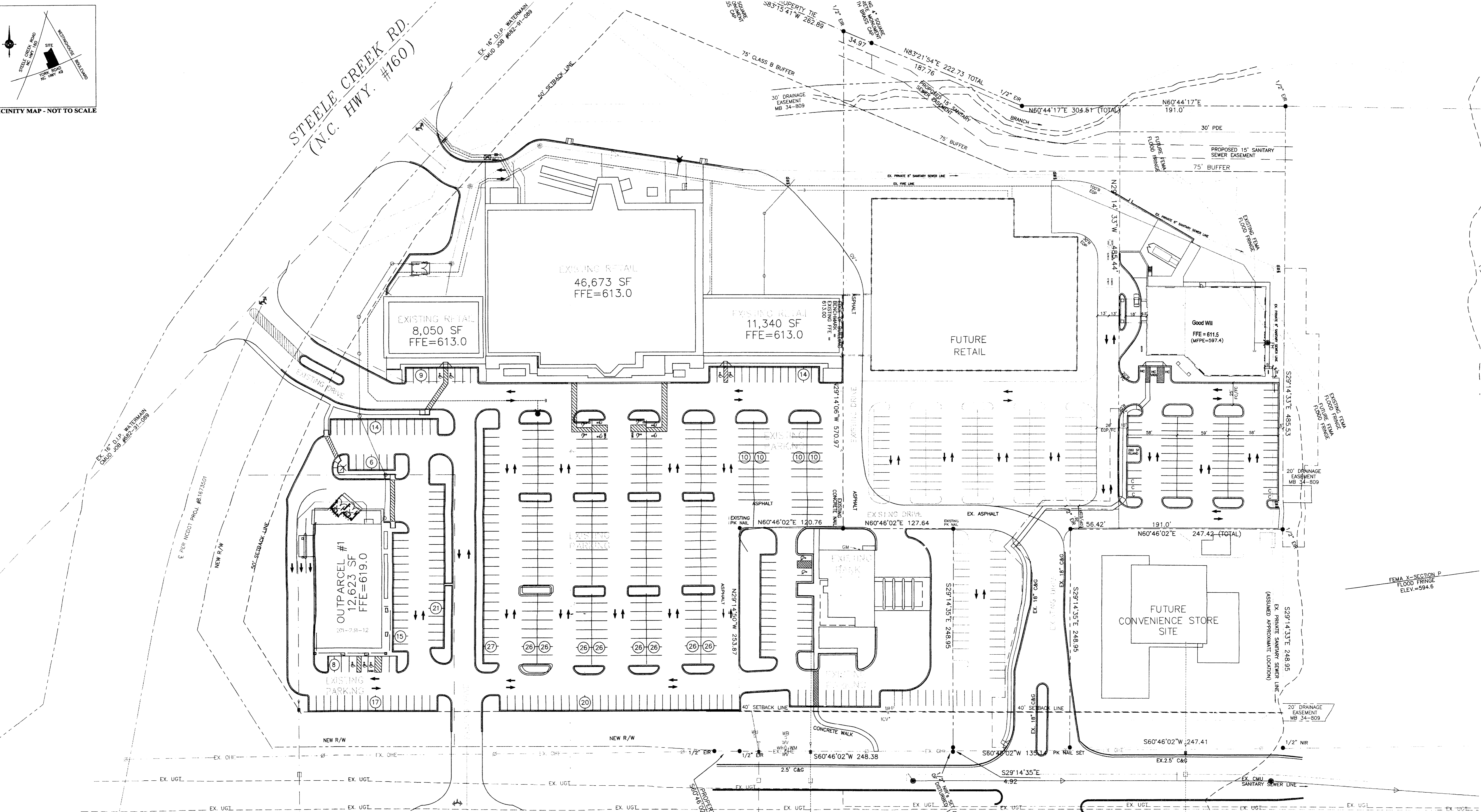
THIS PLAN IS SCHEMATIC IN NATURE AND IS INTENDED TO SHOW DESIGN/ BUILDING/ CIRCULATION
CONCEPTS AND RELATIONSHIPS. IT DEPICTS ONE DEVELOPMENT SCENARIO, BUT CHANGES AND
ALTERATIONS ARE PERMITTED BASED UPON TENANT NEEDS, CONSTRAINTS, FINAL CONSTRUCTION DRAWINGS, ETC.





STEELE CREEK RD.
(N.C. HWY. #160)

VICINITY MAP - NOT TO SCALE



BASE INFORMATION NOTES:

- TAX PARCEL # PORTION OF 201-231-16
- BOUNDARY SURVEY INFORMATION FOR PARCEL 201-231-16MUD JOB #677-90-240 WAS TAKEN FROM A SURVEY BY R.B.PHARR DATED 10/28/05.
- OVERALL SHOPPING CENTER PLAN, PHASE I AND FUTURE PHASE, WAS OBTAINED FROM CHAS. H. SELLS, INC.

YORK ROAD - N.C. HIGHWAY 49
VARIABLE PUBLIC R/W

Childress-Klein Lower Steele Creek Rezoning Petition 98-44C Site Plan Amendment

CHARLOTTE, NORTH CAROLINA

Note: Site Plan SK-1 shall replace original schematic site plan on page 3 of this submittal
June 1, 2006

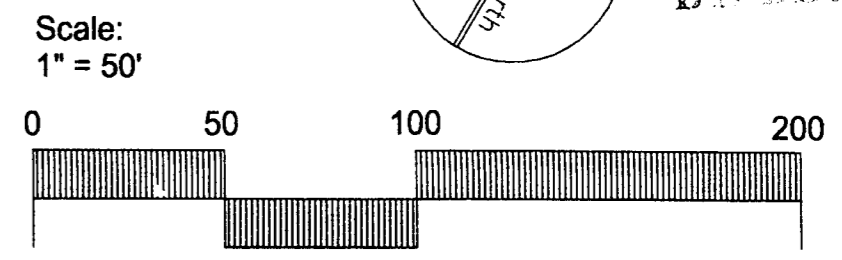
ATTACHED TO A RESUBMITTAL

BY: *Jewell, 2006*
BY: DENISE D. CAMPBELL

Project Manager
AHS
Drawn By
XX
Checked By
TD
Date
XX
Project Number
05066



DPR ASSOCIATES
Landscape Architects
Planners & Engineers
420 Hawthorne Lane
Charlotte, NC 28204
704/332-1204



Sheet Number

SK-1



Charlotte-Mecklenburg Planning Department

DATE: October 15, 2012

TO: Mark Fowler
Zoning Supervisor

FROM: Debra Campbell
Planning Director

SUBJECT: Administrative Approval for Petition No. 1998-044C Childress Klein Properties

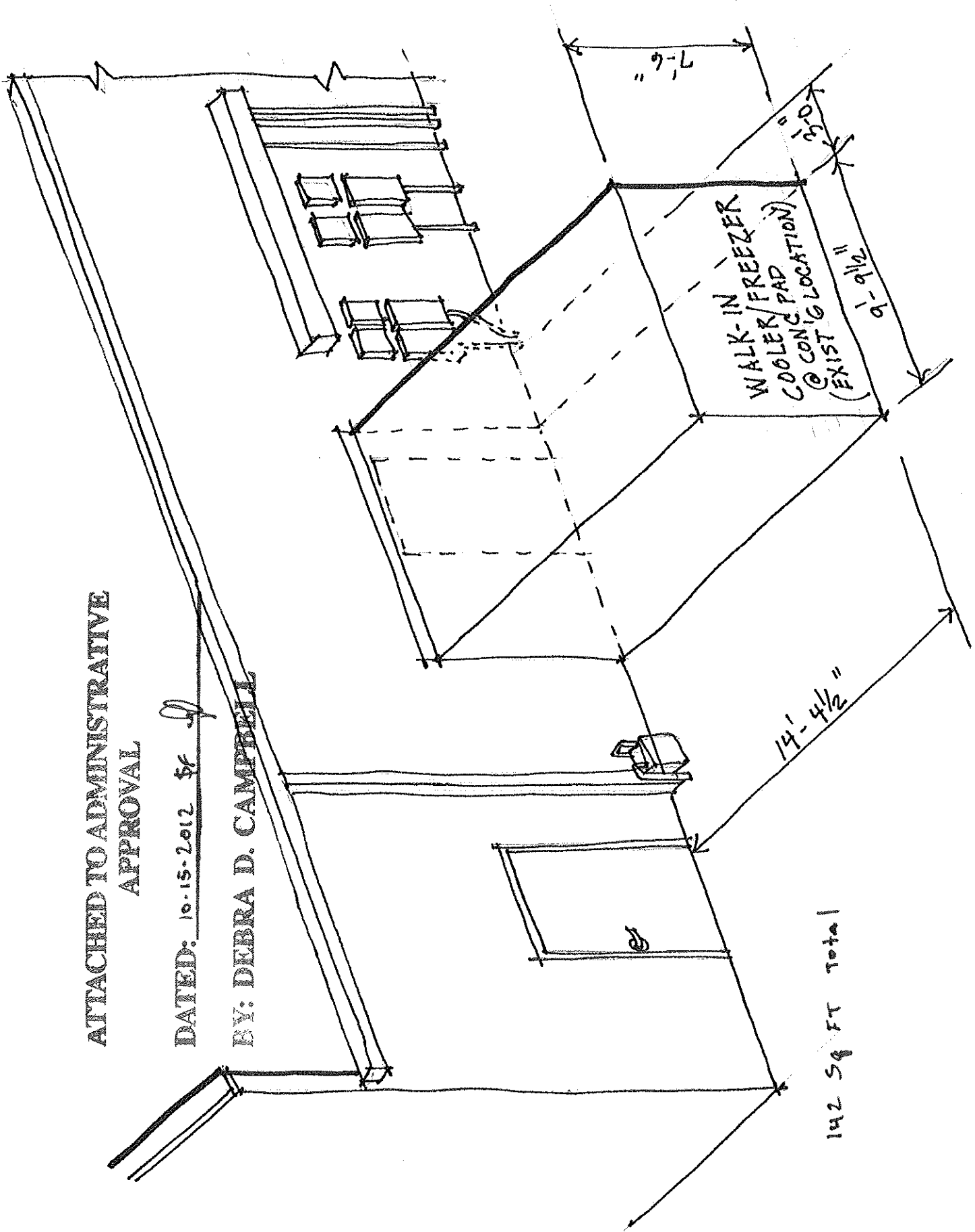
Attached is a revised site plan for the above referenced rezoning petition. The site plan attached allows for the expansion of a walk-in freezer for an existing tenant. The freezer will add an additional 142 square feet to the overall total of the approved shopping center square footage. Since this change does not alter the intent of the development and meets the requirements of the Charlotte Zoning Ordinance Section 6.207 Alterations to Approval, minor changes, I am administratively approving this plan. Please use these plans when evaluating requests for building permits and certificates of occupancy.

Note all other Zoning Ordinance and conditional requirements still apply.

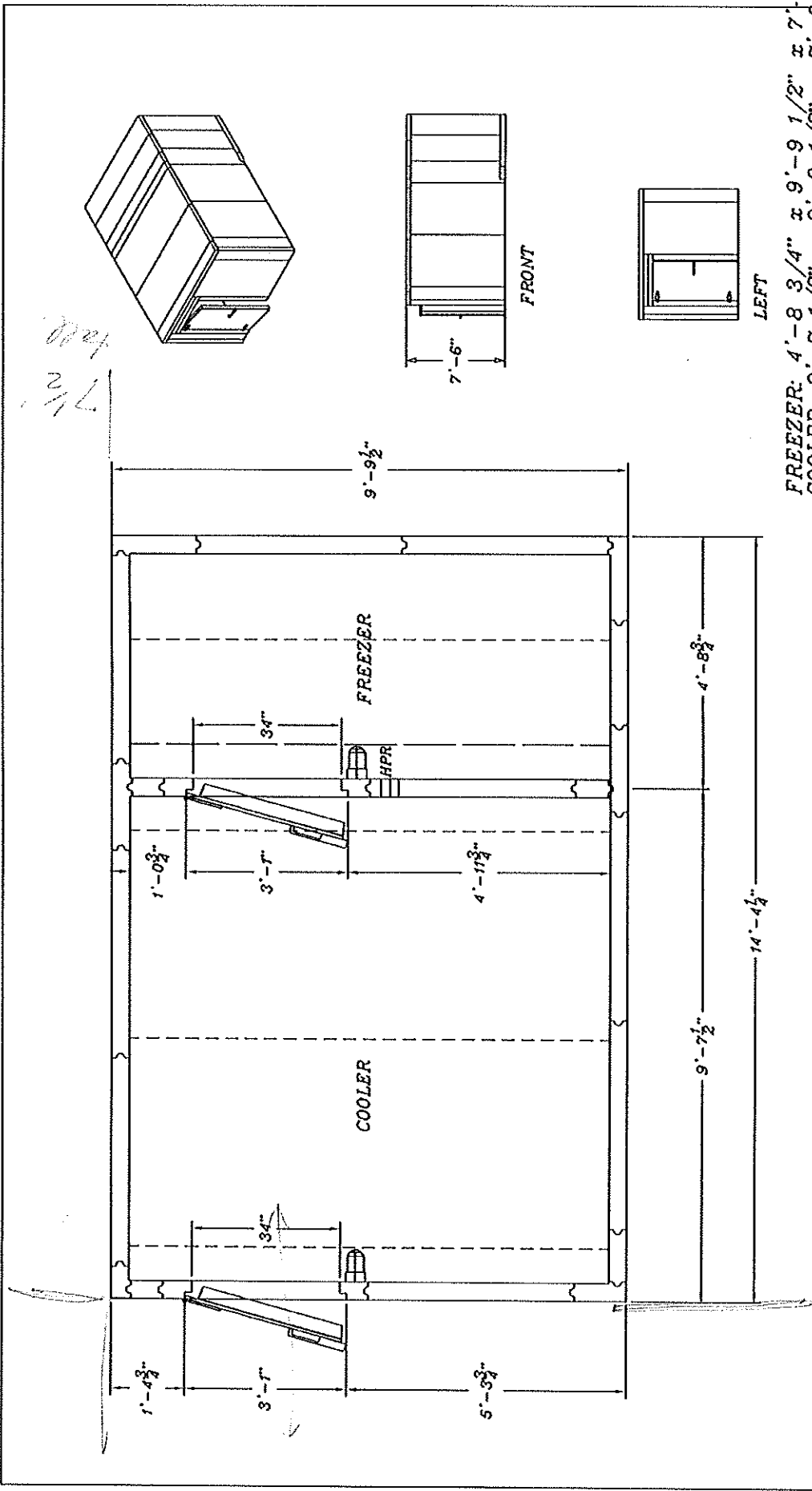
ATTACHED TO ADMINISTRATIVE
APPROVAL

DATED: 10-15-2012 \$f

BY: DEBRA D. CAMPBELL



142 Sq FT Total



FREEZER: 4'-8 3/4" ± 9'-9 1/2" ± 7'-6 3/8" = 1"
 COOLER: 9'-7 1/2" ± 9'-9 1/2" ± 7'-6 3/8" = 1"
 COMBO: 14'-4 1/4" ± 9'-9 1/2" ± 7'-6 3/8" = 1"

U.S. COOLER 401 DELAWARE ST. • QUINCY, IL 62301 TEL 271-228-2421 • 800-521-2665 • FAX 271-228-2424	
CUSTOMER	Day & Night Services
JOB#	P.O.#
DATE	09/17/2012
DWC. REF.	265559-1
DRAWN	C.G.S. 1.0.317
APV.	

QUOTE DRAWING
 Sign below for acceptance

Legend

Ceiling ---
 Floor ---

CONFIDENTIAL-PROPRIETARY
 X
 PANEL CONFIGURATION SUBJECT TO U.S. COOLER FINAL APPROVAL
 A FACSIMILE OF THE SIGNED ORIGINAL OF THIS DRAWING SHALL HAVE THE SAME FORCE AND EFFECT
 AS THE ORIGINAL AND SHALL UPON RECEIPT BY U.S. COOLER CO. INC. BE BINDING ON BOTH PARTIES.