

SITE SUMMARY

TOTAL SITE ACREAGE: 24.035 ACRES
 TOTAL AREA IN PROP. RW: 1.295 ACRES
 NET SITE ACREAGE: 22.740 ACRES

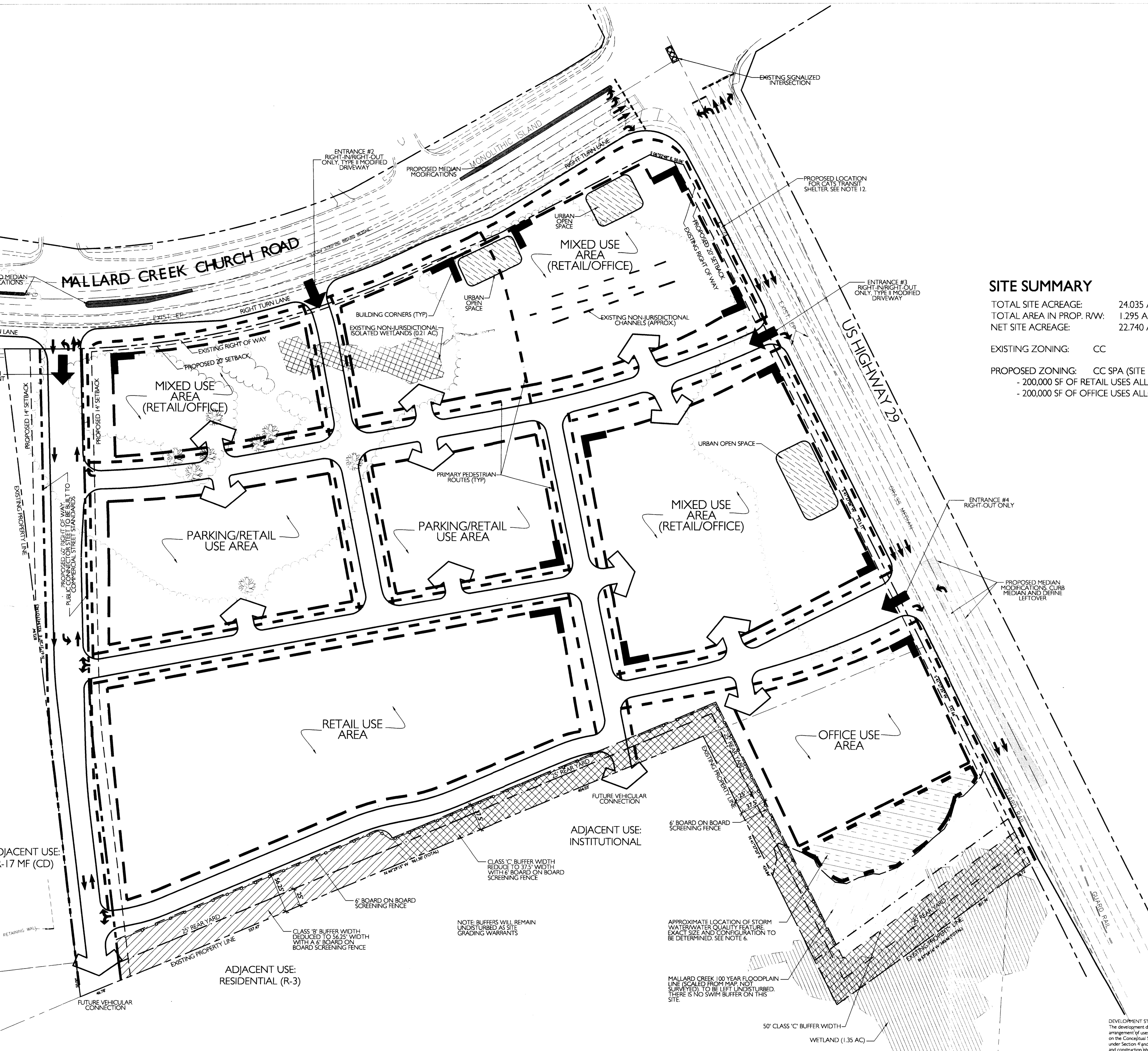
EXISTING ZONING: CC

PROPOSED ZONING: CC SPA (SITE PLAN AMENDMENT)
 - 200,000 SF OF RETAIL USES ALLOWED IN THE COMMERCIAL CENTER DISTRICT
 - 200,000 SF OF OFFICE USES ALLOWED IN THE COMMERCIAL CENTER DISTRICT

Site Development Notes

- Development of the site will be controlled by the standards depicted on the technical data sheet and by the standards of the Charlotte Zoning Ordinance. The development depicted on the illustrative site plan is intended to reflect the arrangement of proposed uses on the site, but the exact configuration, placement, and use of individual site elements may be altered within the limits prescribed by the ordinance during the design development and construction phase within the building envelope line as shown on the plan.
 - The proposed use of the site will be the development of a multi-use office building with retail and office components. The building is a component of the overall development and is subject to the standards of the ordinance. The site will be developed in phases, with community retail uses being developed in the first phase and office uses being developed in subsequent phases. The development of the site shall be in accordance with the standards of the ordinance. These phases are not defined by a specific time or by any particular infrastructure improvements. Rather, in the context of the plan, the majority of the infrastructure improvements are intended to be developed based on the anticipated availability of transit service in the area. A site that will support future transit service in the area, the site will be restricted from use as a gas station or any other use that would detract from the site's ability to support future transit service. The site will be restricted from use as a gas station or any other use that would detract from the site's ability to support future transit service. The site will be restricted from use as a gas station or any other use that would detract from the site's ability to support future transit service.
 - The Petitioner may place retail uses within office buildings on the site as well as within the multi-use portion of the site in order to further the multi-use nature of the site. Retail floor area located within office buildings will not be counted toward the total retail floor area located elsewhere on the site. Any such retail space will be limited to 75% of the first floor area of the building and may only be located in multi-story buildings of at least 15,000 square feet of total floor area. This provision will not apply to the multi-story office building in the southern corner of the site.
 - The Petitioner recognizes that the site is located in an area that may have enhanced regional transit service in the future. The Petitioner has incorporated a number of design guidelines contained in the General Development Policies and the Development of the site plan for the site. The Petitioner also recognizes that the proposed transit service, if ever provided, is 12 to 15 years away but includes a significant office component that, along with the proposed retail, will be supportive of the future transit service. Such transit uses can be introduced at any time prior to the actual commencement of transit service and office uses may be incorporated into single or multi-story buildings on the site.
 - Buffer areas that meet or exceed those required by the Zoning Ordinance will be developed in accordance with Sect. 12.302. If in the future adjoining zoning districts are changed to zoning districts which either do not require a buffer or only require a reduced buffer, then the buffer provided at the applicable edge depicted on the Technical Data Sheet may be adjusted or eliminated administratively in accordance with requirements of the Ordinance.
 - Stormwater detention, if required, will comply with applicable standards of Charlotte/Mecklenburg Stormwater Services. The Petitioner will consult with and seek the advice of Storm Water Services to incorporate water quality control features in the overall storm water management plan for the site even if no on-site detention is called for.
- In conjunction with the development of the site, the Petitioner will conduct the grading of the site in a single phase, but will manage storm water runoff as follows:
- Temporary or staged seeding will be performed on parking lots and other graded areas immediately following the completion of land disturbing activities to minimize the amount of disturbed area and reduce the potential for off-site sedimentation.
 - Eroders and other focusing structures will be installed to enhance settling capabilities and reduce the discharge of solids from the site.
 - Stable silt fences will be used in critical areas of the site at the base of slopes and other locations where the potential for off-site sedimentation is greatest.
 - Two stage sediment basins with outlet weirs sized for a 50-year storm event will be used to enhance sediment removal capabilities.
- With respect to long term water quality management, the Petitioner will design and install a "Wet Detention Basin" per the N.C.DENR, Division of Water Quality Stormwater Best Management Practices Manual, April 1999. The Wet Detention Basin will provide both water quality and water quantity control for the project per the following opening paragraph in the manual:
- "Wet detention basins, designed to provide water quality benefits to downstream waters, are ponds that are sized and configured to provide significant removal of pollutants from the receiving stormwater runoff. They maintain a permanent pool of water which is designed for a 30% removal rate that results from a 1 inch rain and release this over a period of two to five days. These two basic requirements result in a pond where the majority of the sediment and pollutants attached to the sediment are allowed to settle out of the water. In addition, water is released at a rate such that downstream erosion is lessened for smaller storms. Wet detention basins are also appropriate in areas where infiltration is impractical due to the infiltration rates of the underlying soils. In addition to water quality benefits, wet detention basins can reduce the peak runoff rate from a developed site and control downstream erosion." N.C.DENR Stormwater BMPs
- The wet detention basin will provide at least 85 % TSS removal efficiency from the site and will also control the peak runoff rates for the 2-year and 10-year storm events, designed per the State BMP Manual. The BMP will also include wetland type aquatic vegetation as described in DENR BMP Manual Section 13.3C.
- Signage will be permitted in accordance with applicable Zoning standards. No individual tenant signage (except wall signs) will be located along the street that borders the site to the north.
 - Parking will be provided which will meet or exceed the standards of the Zoning ordinance. Bicycle parking racks will be provided at appropriate locations to serve users on the site and future transit service. The exact location and need will be determined by the individual tenant in cooperation with the overall site manager to encourage and facilitate the use of bicycles for trips to and within the site. The Petitioner acknowledges that the CC standards may require that certain parking that is along the public street frontage could be required to have a 2' other way in addition to the standard that the Petitioner is submitting. The Petitioner is proposing an amendment to the standards to reduce the width of the other way to 1' in addition to the standard that the Petitioner is submitting. The Petitioner is proposing an amendment to the standards to reduce the width of the other way to 1' in addition to the standard that the Petitioner is submitting.
 - Screening will meet or exceed the applicable standards of Sect. 12.303 of the Zoning ordinance.
 - Appearance of buildings shall be controlled through restrictive covenants and shall require, at a minimum, architecture that is compatible with the main shopping center building (all shown on representative brick, stone, granite, concrete, and glass as primary exterior materials). Spacing, roof, if used on buildings on the site, shall be constructed with architectural grade flangeless shingles, standing seam metal, or slate. Buildings will be limited to 120' in height. All general mechanical signs (roof or ground) shall be screened from the street view.
 - The buildings on the site will be placed and located along both external and internal streets in such a fashion so as to disallow parking or maneuvering of vehicles along the streets. The buildings will be placed and located along both external and internal streets in such a fashion so as to disallow parking or maneuvering of vehicles along the streets. The buildings will be placed and located along both external and internal streets in such a fashion so as to disallow parking or maneuvering of vehicles along the streets.
 - The illustrative schematic plan includes design concepts that illustrate the Petitioner's intent in terms of proportions, materials, accumulated entrances, and overall architectural concepts. The illustrations are not intended to be used to determine actual building dimensions or percentages of window during the development review process. The illustrative schematic plan is a regulatory document unless the specific language noted in the illustrative schematic plan clearly indicates otherwise.
 - All building frontages on public streets or internal streets will be designed so that the elevation will include windows, display windows and/or architectural fenestration or other detail features intended to avoid a blank monotonous, uninterrupted elevation.
 - All building elevations fronting on public streets will contain 80 % brick or stone (non-glass areas). Commercial buildings will contain 80 % brick or stone on all seasons (non-glass areas).
 - All outdoor lighting shall be "flood lens" shoebox type lighting. However, lower, decorative street lighting may also be allowed installed along interior streets or sidewalks. Site lighting will be limited to 30 feet in height and no "wall" lighting will be installed.
 - The Petitioner will provide paid for a transit stop to be built in accordance with the standards of the ordinance and as indicated on the technical data sheet. All driveway and street connections are subject to approval by the appropriate transportation authority. The Petitioner will make road improvements to North Tryon Street and Mallard Creek Church Rd as indicated on the Technical Data Sheet. These improvements will include the provision for turn lanes and a 4' base lane to both of these streets by the Petitioner grading and setting the curb and gutter at the proper location for these improvements and City of Charlotte will be providing the paving for the new travel and bike lanes. Specifically, the following improvements will be installed:
 - The Petitioner will locate the driveway from the site to Mallard Creek Church Rd to deal with the requirements of CDOT, including the construction of a concrete curb and gutter along the driveway.
 - In conjunction with the approval by NCDOT of the directional cross-over that provides access to the site from US 29 the Petitioner will construct a second (bypass) driveway from the site to US 29 at Mallard Creek Church Rd, including a concrete median of up to 6' in width, according to a design approved by NCDOT and CDOT.
 - It should be noted that the design details of these transportation improvements changes will be developed during the preparation of construction documents and are not shown on this schematic plan.
 - The Petitioner will install 14' deep parking strips along the site frontage of Mallard Creek Church Rd and North Tryon Street to provide access to the site to provide pedestrian access. These will be spaced along internal streets on the project and in other locations within the site to provide pedestrian access. These will be spaced along internal streets spaced 50 feet on center.
 - All dumpsters and recycling containers on the site will be screened with a solid enclosure with gates.
 - If minimum rights-of-way do not exist, the Petitioner will convey right-of-way sufficient to create 50' of right-of-way measured from the centerline of Mallard Creek Church Rd and US 29 (N. Tryon St.) such conveyance to occur prior to the issuance of Certificate of Occupancy for the first building on the site. Any such conveyance will include a plan instrument, such as a quitclaim, non-warranty deed with appropriate reversion clause wherein the rights in the property right will convey to the owner of the property unless the instrument provides for a different method of conveyance no longer exist and the responsible governmental authority abandons its use or need for the property. Rights of way will be provided as follows:
 - Mallard Creek Church Road
 - a. From North Tryon Street to the west 500 feet; 70 feet from centerline to 50 feet from centerline at a rate of 20:1.
 - b. From 500' west of North Tryon Street to the west, 400 feet tapering from 70 feet from centerline to 50 feet from centerline at a rate of 20:1.
 - North Tryon Street
 - a. From Mallard Creek Church Road to the south 500 feet; 60 feet from centerline to 50 feet from centerline to 50 feet from centerline at a rate of 20:1.
 - b. From 500' to the south of Mallard Creek Church Road to the south, 450' - 350' feet tapering from 60 feet from centerline to 50 feet from centerline at a rate of 20:1.
 - Federal and state wetland agencies will be contacted prior to any grading. The following agencies will be contacted: Section 401 permit, NCDENR-Raleigh Office, 117-331-788; and Section 401 permit, US Army Corps of Engineers, 919-717-1654.
 - The Petitioner acknowledges that other standard development requirements imposed by other city ordinances, such as those that regulate streets, sidewalks, trees, and site development, may apply to the development of the site. These are not intended to be a condition of approval by the Zoning Administrator and are not separate zoning conditions imposed by this site plan. Landscaping shown on the site plan is schematic in nature. A specific landscaping plan will be submitted with each building permit application.
 - Throughout this Rezoning Petition, the terms "Owner", "Petitioner" or "Petitioners" shall, with respect to the Site, be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of the owner or owners of the Site who may be involved in the development from time to time.

April 26, 2004, initial submission
 April 27, 2004, revised per staff comments
 April 28, 2004, revised per staff comments
 October 11, 2004, revised per staff comments and Zoning Committee approval
 October 19, 2004, revised per staff comments and City Council approval



LEGEND

- CLASS 'B' BUFFER
- CLASS 'C' BUFFER
- BUILDING CORNERS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED BUILDING ENVELOPE
- PROPOSED PEDESTRIAN ROUTE
- PROPOSED SETBACK
- PROPOSED REAR/SIDEYARD
- PROPOSED BUFFER
- PROPOSED BOARD ON BOARD SCREENING FENCE
- CLASS 'B' BUFFER WIDTH DEDICATED TO 37.5' WIDTH WITH A 6' BOARD ON BOARD SCREENING FENCE
- CLASS 'C' BUFFER WIDTH DEDICATED TO 37.5' WIDTH WITH A 6' BOARD ON BOARD SCREENING FENCE
- NOTE BUFFERS WILL REMAIN UNDISTURBED AS SITE GRADING WARRANTS
- APPROXIMATE LOCATION OF STORM WATER QUALITY FEATURE EXACT SIZE AND CONFIGURATION TO BE DETERMINED; SEE NOTE 6.
- MALLARD CREEK 100 YEAR FLOODPLAIN LINE (SCALED FROM MAP SURVEYED) TO BE LEFT UNDISTURBED. THERE IS NO SWAMP BUFFER ON THIS SITE.

30' 0' 30' 60' 120'

FOR PUBLIC HEARING
 PETITION NO. 2004-74

APPROVED BY CITY COUNCIL
 DATE 10/18/04

July 27, 2004 - LDI #1004105

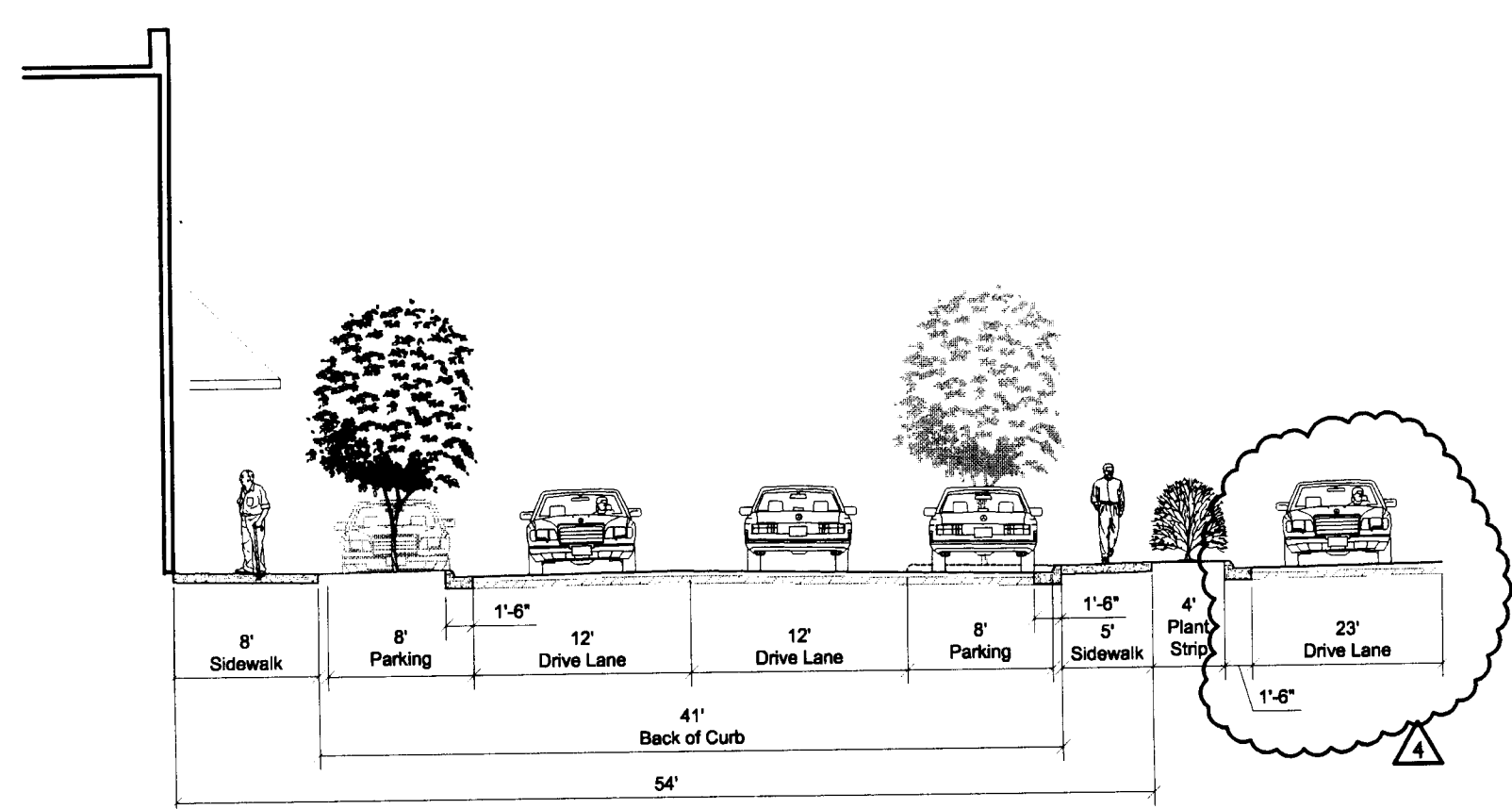
LandDesign
 REVISIONS
 6-22-04 REVISED PER STAFF COMMENTS
 7-27-04 REVISED PER STAFF COMMENTS
 9-28-04 REVISED PER STAFF COMMENTS
 10-13-04 REVISED PER STAFF COMMENTS
 10-19-04 REVISED PER STAFF COMMENTS AND CITY COUNCIL APPROVAL

University Crossing
 Technical Data Sheet
 Charlotte, North Carolina

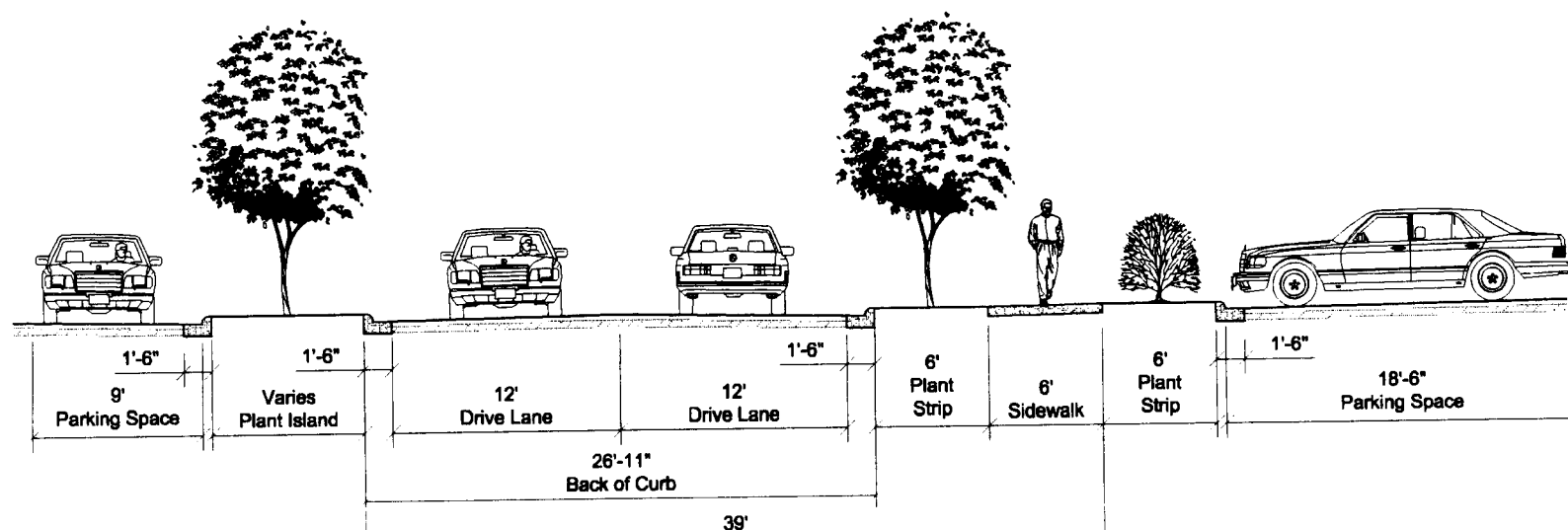
CAMBRIDGE PROPERTIES
 INCORPORATED
 1043 East Morehead Street • Suite 202 704/333-2393
 Charlotte, North Carolina 28204 Fax: 704/333-2394

REALTICORP
 COMMERCIAL INVESTMENT FUND

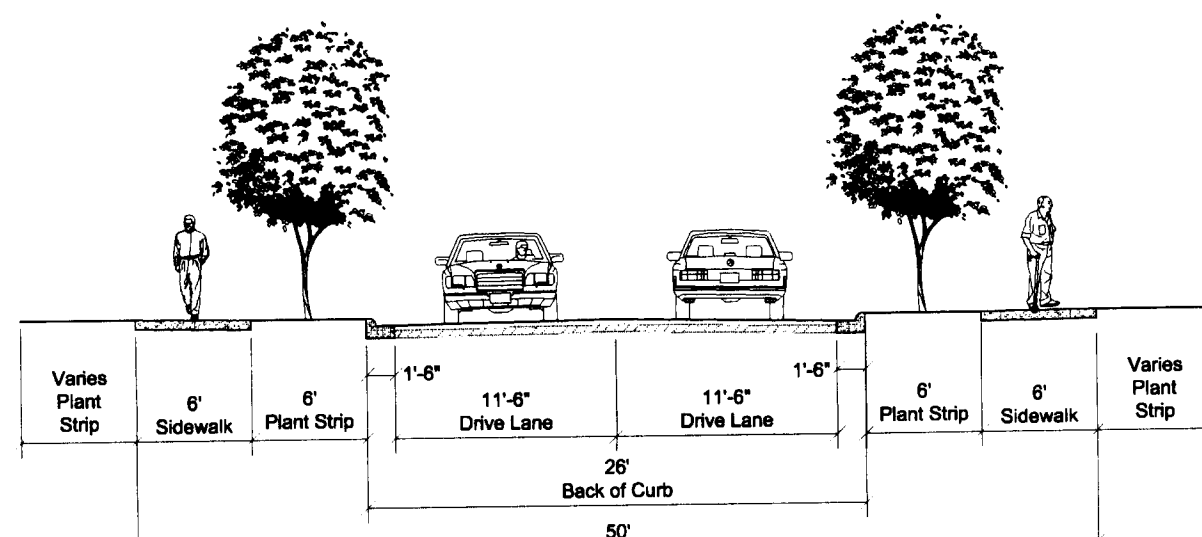
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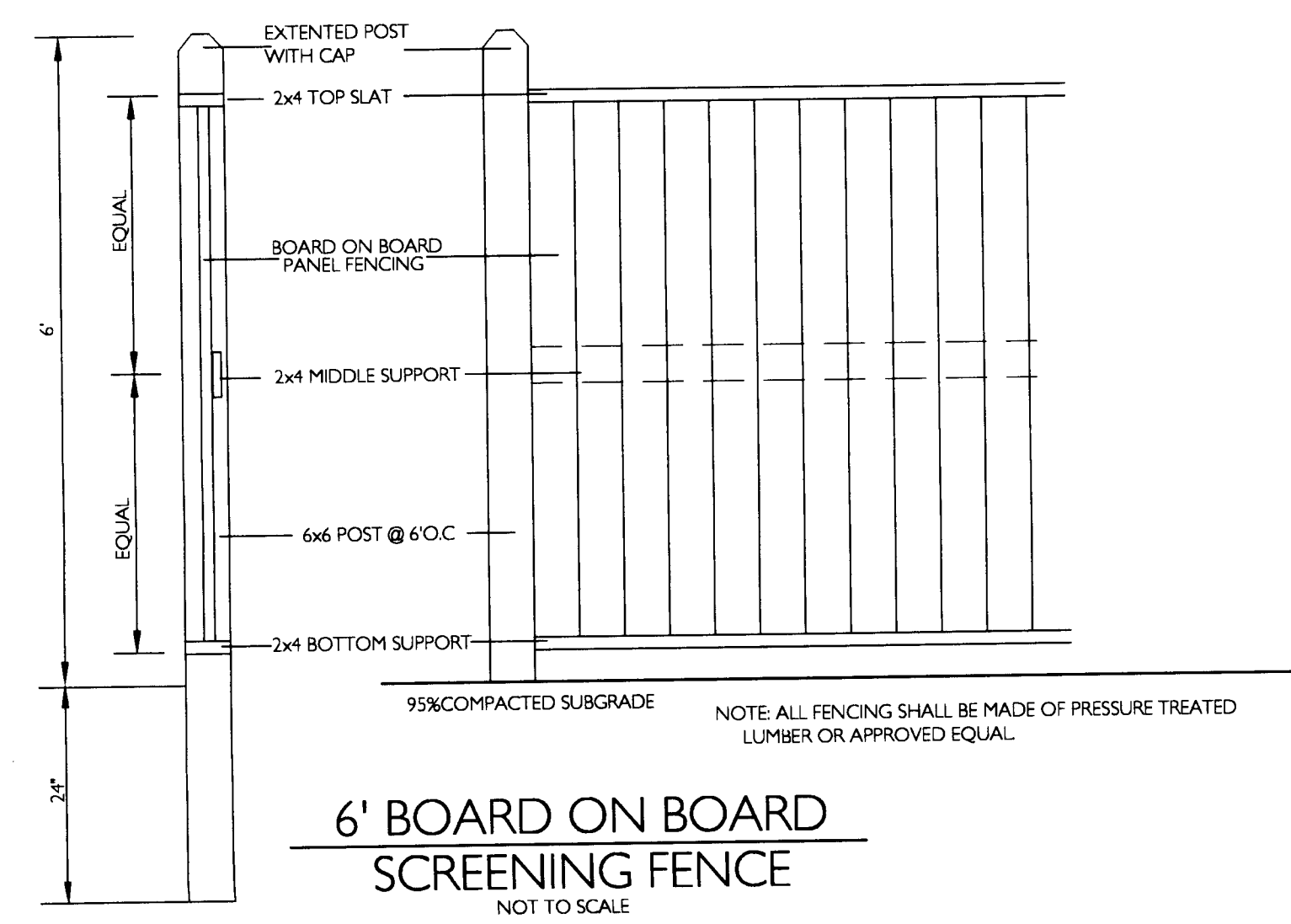
Section A-A Development Entry Drive Cross-Section (1)
June 23, 2004



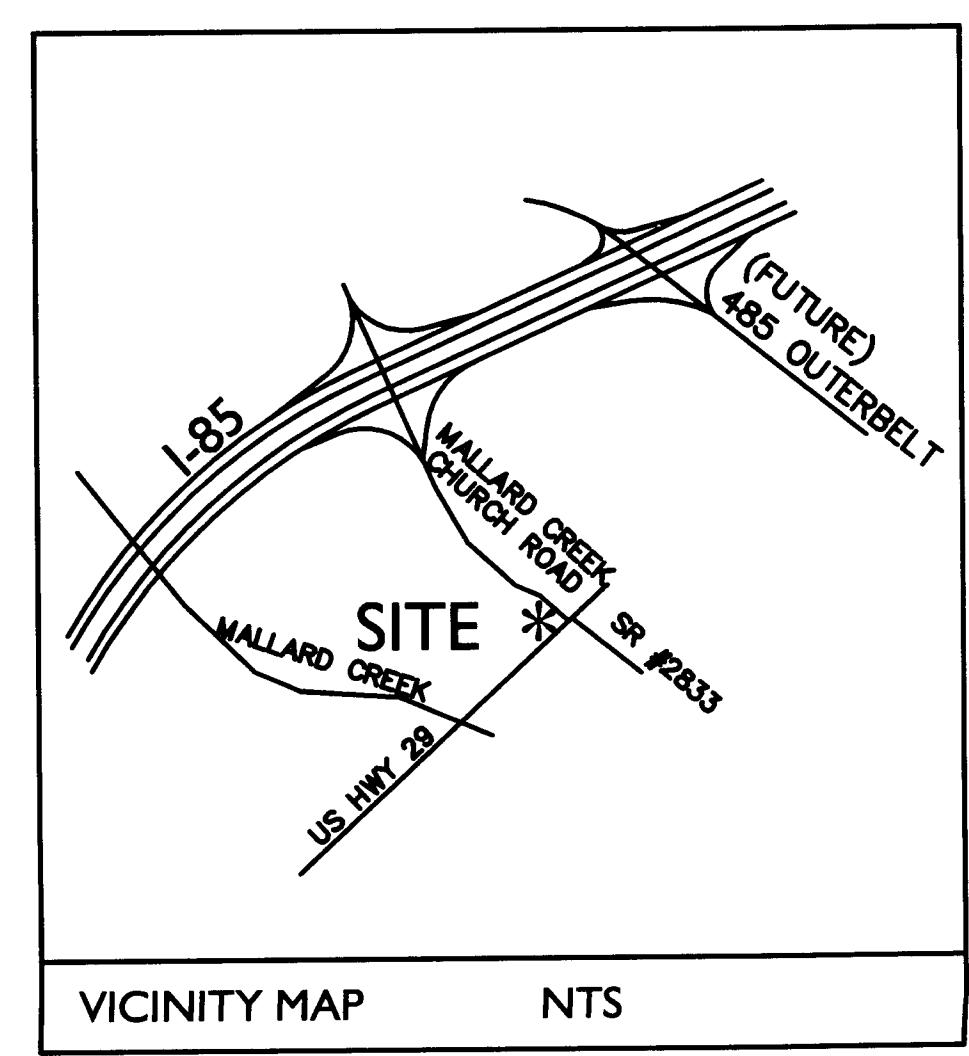
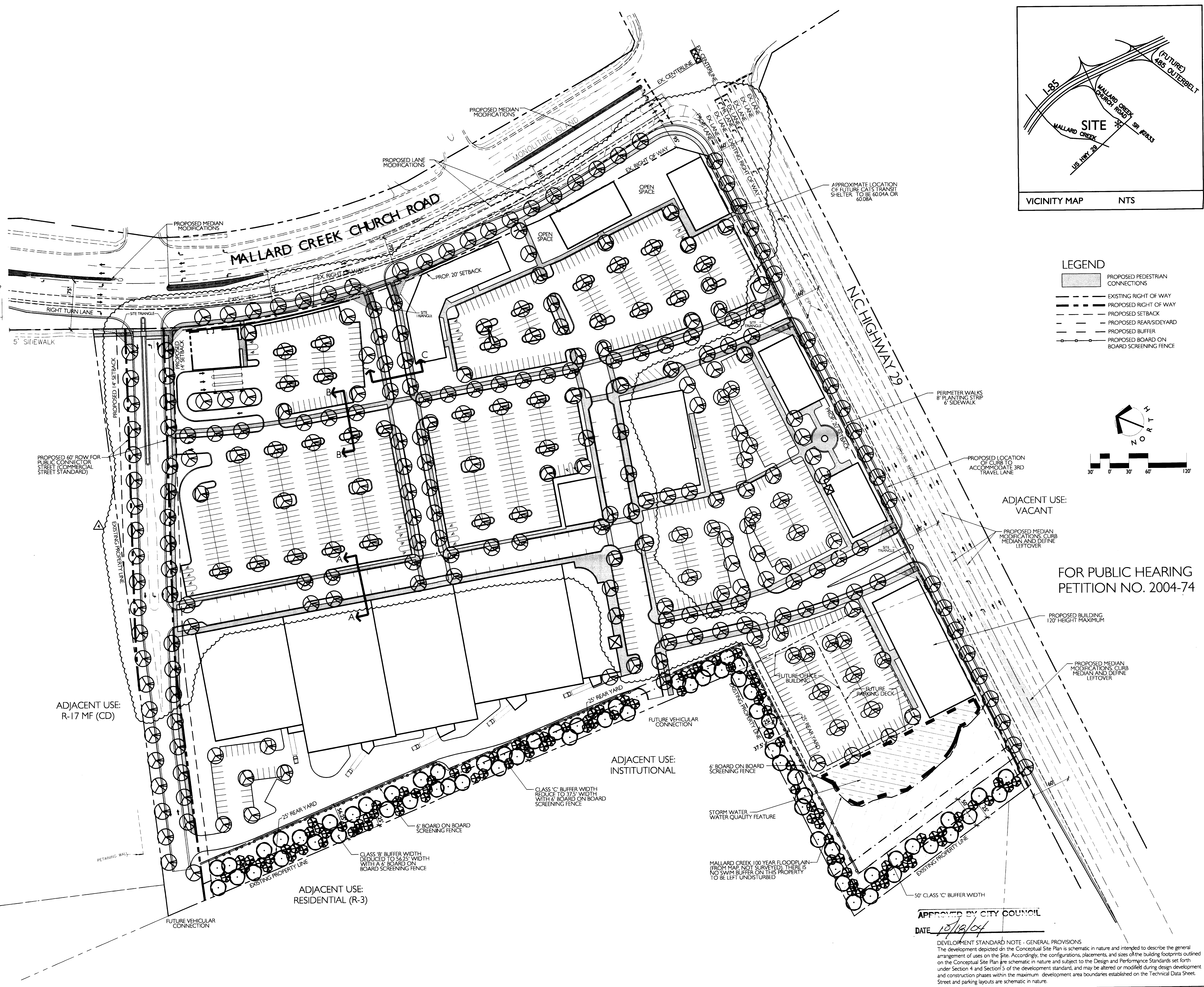
Section B-B Development Entry Drive Cross-Section (2)
June 23, 2004



Section C-C Development Entry Drive Cross-Section (3)
June 23, 2004



6' BOARD ON BOARD SCREENING FENCE
NOT TO SCALE



- LEGEND**
- PROPOSED PEDESTRIAN CONNECTIONS
 - EXISTING RIGHT OF WAY
 - PROPOSED RIGHT OF WAY
 - PROPOSED SETBACK
 - PROPOSED REAR/SIDEYARD
 - PROPOSED BUFFER
 - PROPOSED BOARD ON BOARD SCREENING FENCE

FOR PUBLIC HEARING
PETITION NO. 2004-74

APPROVED BY CITY COUNCIL
DATE: 10/18/04

DEVELOPMENT STANDARD NOTE - GENERAL PROVISIONS
The development depicted on the Conceptual Site Plan is schematic in nature and intended to describe the general arrangement of uses on the site. Accordingly, the configurations, placements, and sizes of the building footprints outlined on the Conceptual Site Plan are schematic in nature and subject to the Design and Performance Standards set forth under Section 4 and Section 5 of the development standards and may be altered or modified during design, development, and construction phases within the maximum development area boundaries established on the Technical Data Sheet. Street and parking layouts are schematic in nature.

July 27, 2004 - LDI #1004105

LandDesign

University Crossing

Schematic Site Plan
Charlotte, North Carolina

CAMBRIDGE PROPERTIES
INCORPORATED
1043 East Morehead Street • Suite 202 Charlotte, North Carolina 28204
704/333-2393 Fax: 704/333-2394

- REVISIONS**
- 6-22-04 REVISED PER STAFF COMMENTS
 - 7-27-04 REVISED PER STAFF COMMENTS
 - 9-28-04 REVISED PER STAFF COMMENTS
 - 10-13-04 REVISED PER STAFF COMMENTS

