

STREET SECTIONS  
SEE SHEET R26.0 FOR DETAILS

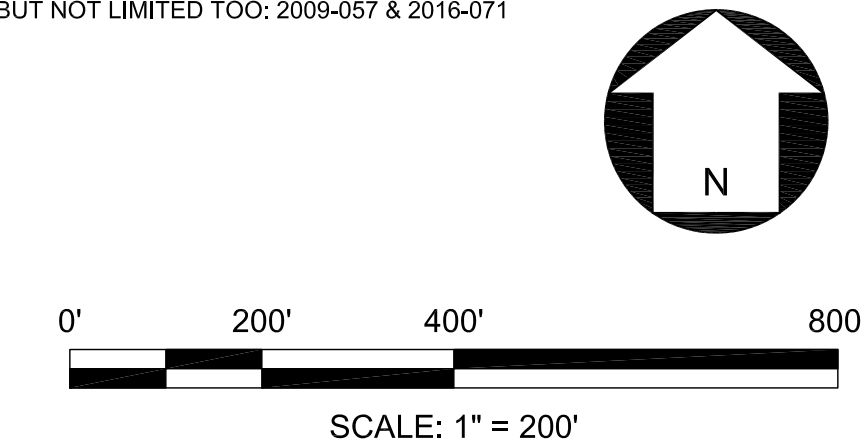
- A. PRIVATE STREET (MAIN STREET)  
CITY PARK DRIVE  
ANGLED PARKING
- B. PRIVATE STREET (MAIN STREET)  
CITY PARK DRIVE  
PARALLEL PARKING
- C. PUBLIC STREET  
DIVIDED ENTRY ROAD FOR NORTH-SOUTH CONNECTOR  
AT TYVOLA ROAD
- D. PUBLIC STREET - AVENUE WITH BICYCLE LANE
- E. PUBLIC STREET - LOCAL STREET  
PARKING ONE SIDE
- F1. PUBLIC GREEN STREET - PUBLIC  
PARKING ONE SIDE
- F2. PRIVATE GREEN STREET - PRIVATE  
PARKING ONE SIDE
- F3. PUBLIC STREET  
PUBLIC PARKING TWO SIDES
- G1. PUBLIC STREET - LOCAL STREET  
PARKING TWO SIDES
- G2. PRIVATE STREET - LOCAL STREET  
PRIVATE PARKING TWO SIDES
- G3. PRIVATE STREET - LOCAL STREET  
PARKING ONE SIDE
- I. PUBLIC STREET - AVENUE WITHOUT BICYCLE LANE
- J. PUBLIC STREET - DIVIDED ENTRY ROAD FOR NORTH-SOUTH  
CONNECTOR AT BILLY GRAHAM PARKWAY
- K. PRIVATE STREET DIVIDED ENTRY ROAD FOR CITY PARK DRIVE  
AT TYVOLA ROAD

ADJACENT PROPERTY OWNERS (as of 05/13/2016)

1 BILLY GRAHAM EVANGELISTIC ASSOCIATION	PID: 14303105
2 STATE OF NORTH CAROLINA	PID: 14313102
2A CITY OF CHARLOTTE	PID: 14303103
3 BILLY GRAHAM EVANGELISTIC ASSOCIATION	PID: 14302107
4 P & L COUSEUM LP	PID: 14314107
5 P & L COUSEUM LP	PID: 14314106
6 McALLISTER INVESTMENT PROPERTIES #5, LLC	PID: 14314105
7 McALLISTER INVESTMENT PROPERTIES #5, LLC	PID: 14314104
8 DORIS G. AND R J McALLISTER	PID: 14314103
9 DORIS G. AND R J McALLISTER	PID: 14314102
10 CITY OF CHARLOTTE	PID: 14313103
11 CITY OF CHARLOTTE	PID: 14313301
12 DUKE POWER COMPANY	PID: 14313302
13 LAKEPOINTE PROPERTY OWNERS	PID: 14313305
14 HPT SUITE PROPERTIES TRUST AND PRIME HOSPITALITY CORP.	PID: 14313304
15 LAKEPOINTE RESTAURANT AND DIVISION CONTROLLER	PID: 14313303
16 COUSEUM CENTER OWNER, LLC	PID: 14327208
17 GC NET LEASE (CHARLOTTE) INVESTORS, LLC AND GRIFFIN CAPITAL CORP	PID: 14327210
18 COUSEUM CENTER OWNER, LLC	PID: 14327209
19 ATRIUM FINANCE I, LP	PID: 14327205
20 COUSEUM CENTER OWNER, LLC	PID: 14327204

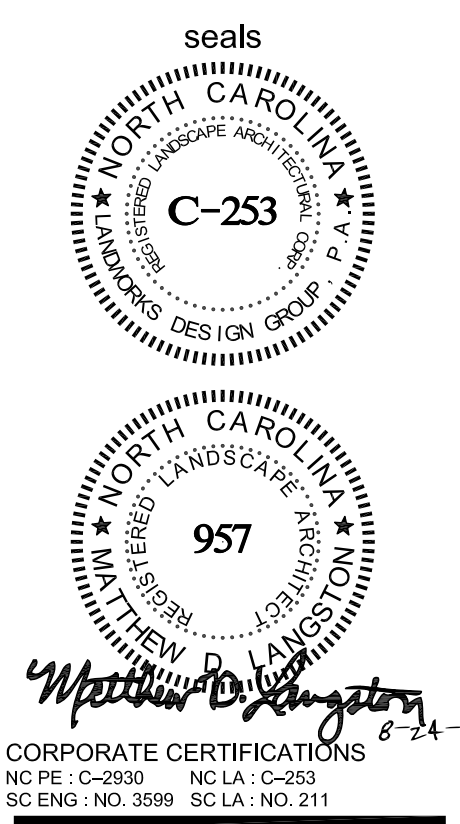
SITE DATA TABLE	
PROJECT NAME:	CITY PARK
SITE ACREAGE:	170.2697 AC.
SITE ADDRESS:	
TAX PARCEL #:	14313108
EXISTING ZONING:	P&L COUSEUM, LP
OWNER:	3330 CUMBERLAND BOULEVARD SUITE 300 CHARLOTTE, NC 28217 770-980-0808
PHONE:	

NOTE: THIS TECHNICAL DATA SHEET IS BASED UPON THE ORIGINAL, PREPARED BY COLE JENEST & STONE AND HAS BEEN UPDATED TO REFLECT ADJUSTMENTS TO THE ROAD NETWORK & LAND USE OVER TIME AS OF AUGUST 2016 INCLUDING BUT NOT LIMITED TOO: 2009-057 & 2016-071



BLOCK LEGEND	
BLOCK 1:	HOTEL
BLOCK 2:	REF. REZONING PETITION NO.: 2016-071
BLOCK 3:	RESIDENTIAL (MULTI-FAMILY RENTAL)
BLOCK 4:	RESIDENTIAL (MULTI-FAMILY RENTAL)
BLOCK 5:	RESIDENTIAL (FOR SALE TOWNHOMES)
BLOCK 6:	RESIDENTIAL (FOR SALE TOWNHOMES)
BLOCK 7:	RESIDENTIAL (FOR SALE TOWNHOMES)
BLOCK 8:	RESIDENTIAL (FOR SALE TOWNHOMES)
BLOCK 9:	RESIDENTIAL (FOR SALE TOWNHOMES)
BLOCK 10:	RESIDENTIAL (FOR SALE TOWNHOMES)
BLOCK 11:	RESIDENTIAL (FOR SALE TOWNHOMES & MULTI-FAMILY RENTAL)
BLOCK 12:	RETAIL
BLOCK 13:	RESIDENTIAL / RETAIL
BLOCK 14:	RESIDENTIAL
BLOCK 15:	RESIDENTIAL
BLOCK 16:	OFFICE / RESIDENTIAL
BLOCK 17:	OFFICE
BLOCK 18:	OFFICE / RESIDENTIAL
BLOCK 19:	RESIDENTIAL (SINGLE FAMILY DETACHED)
BLOCK 20:	OFFICE
BLOCK 21:	RETAIL
BLOCK 22:	RETAIL
BLOCK 23:	REF. REZONING PETITION NO.: 2009-057

TECHNICAL  
DATA SHEET  
For Public  
Hearing Petition  
#2007-082



CORPORATE CERTIFICATIONS  
NCPE: C-2530 NCILA: C-253  
SC ENG: ND-3099 SCILA: NC-211

REVISIONS:	No.	Date	Description
Project Manager:			MDL
Drawn By:			SDW
Checked By:			MDL
Date:		08/24/2016	
Project Number:		14008	
Sheet Number:			



## 1. GENERAL PROVISIONS

THESE DEVELOPMENT STANDARDS FORM A PART OF THE TECHNICAL DATA SHEET (SHEET RZ 1) ASSOCIATED WITH THE REZONING PETITION FILED BY THE PETITIONER TO ACCOMMODATE REDEVELOPMENT OF THE 159± ACRE TRACT OCCUPIED BY THE OLD CHARLOTTE COUSEUM WHICH LIES BETWEEN TYVOLA ROAD AND YORKMONT ROAD AND THE 12 ACRE TRACT LOCATED ON THE OPPOSITE SIDE OF TYVOLA ROAD COLLECTIVELY CALLED THE "SITE", ALL AS MORE PARTICULARLY DEPICTED ON THE TECHNICAL DATA SHEET. DEVELOPMENT OF THE SITE WILL BE GOVERNED BY THE TECHNICAL DATA SHEET, THE ACCOMPANYING EXHIBITS, THESE DEVELOPMENT STANDARDS AND THE APPLICABLE PROVISIONS OF THE CITY OF CHARLOTTE ZONING ORDINANCE (THE "ORDINANCE"). ACCOMPANYING THE REZONING PETITION ARE THE TECHNICAL DATA SHEET (SHEET RZ 1), A CONCEPTUAL SITE PLAN FOR THE DEVELOPMENT OF THE SITE (SHEET RZ 3.0), A CONCEPTUAL SITE PLAN ALTERNATE, DEPICTING OPTIONAL DEVELOPMENT PLANS FOR VARIOUS AREAS WITHIN THE SITE (SHEET RZ 3.1) AND A PERSPECTIVE RENDERING LOOKING NORTH UP CITY PARK DRIVE (SHEET RZ 3.2). THE PETITIONER RESERVES THE OPTION TO COMBINE OR NOT COMBINE BUILDINGS DEPICTED ON SHEETS RZ 3.0 AND RZ 3.1, HOWEVER, THIS OPTION DOES NOT INCLUDE THE RIGHT TO INCREASE THE NUMBER OF BUILDINGS SHOWN ON EITHER OF THESE SHEETS, UNLESS THE TECHNICAL DATA SHEET, THESE DEVELOPMENT STANDARDS OR THE ACCOMPANYING EXHIBITS PROVIDE OTHERWISE. MORE STRINGENT STANDARDS, THE REGULATIONS ESTABLISHED UNDER THE ORDINANCE FOR THE MUDD ZONING DISTRICT SHALL GOVERN ALL DEVELOPMENT TAKING PLACE ON THE SITE, INASMUCH AS PLANNING FOR THE PROPOSED REDEVELOPMENT OF THE SITE HAS NOT YET ADVANCED BEYOND THE FORMATIVE STAGE, THE ULTIMATE LAYOUTS OF THE DEVELOPMENT PROPOSED, THE EXACT ALIGNMENTS OF STREETS AND PORTS OF ACCESS, THE CONFIGURATIONS AND PLACEMENTS OF PARKING AREAS AND THE HEIGHTS AND MASSES OF BUILDINGS HAVE NOT YET BEEN DETERMINED. AS A CONSEQUENCE, THE CONFIGURATIONS, PLACEMENTS AND SIZES OF THE BUILDINGS AND PARKING AREAS DEPICTED ON THE CONCEPTUAL SITE PLAN (SHEET RZ 3.0) AND THE OPTIONAL DEVELOPMENT PLANS (SHEET RZ 3.1) ARE SCHEMATIC IN NATURE AND THEREFORE ARE SUBJECT TO REFINEMENTS AS PART OF THE TOTAL DESIGN PROCESS. THEY ARE, THEREFORE, BE ALTERED OR MODIFIED DURING DESIGN DEVELOPMENT AND CONSTRUCTION. CONCEPTUAL PHASES SO LONG AS THE MAXIMUM PARKING AND BUILDING ENVELOPE LINES ESTABLISHED ON THE TECHNICAL DATA SHEET (SHEET RZ 3.1) ARE NOT VIOLATED AND THE PROPOSED ALTERATIONS OR MODIFICATIONS DO NOT EXCEED THE PARAMETERS ESTABLISHED UNDER THESE DEVELOPMENT STANDARDS AND UNDER THE ORDINANCE FOR THE MUDD DISTRICT. FOR PURPOSES OF THE PRECEDING PARAGRAPH, ANY ALTERATIONS OR MODIFICATIONS WHICH SUBSTANTIALLY ALTER THE CHARACTER OF THE DEVELOPMENT OR SIGNIFICANTLY ALTER THE CONCEPTUAL SITE PLAN, THE CONCEPTUAL SITE PLAN ALTERNATE, OR THEIR RESPECTIVE CONDITIONS AS WELL AS ANY CHANGES WHICH INCREASE THE INTENSITY OF DEVELOPMENT SHALL NOT BE DEEMED TO BE MINOR AND MAY ONLY BE MADE IN ACCORDANCE WITH THE PROVISIONS OF SECTION 6.207(1)(i) OR (2) OF THE ORDINANCE, AS APPLICABLE. THE PERSPECTIVE RENDERING ACCOMPANYING THE TECHNICAL DATA SHEET (SHEET RZ 3.2), WHICH HAS AS ITS VIEWPOINT OR POINT OF REFERENCE THE VIEW A MOTORIST ENTERING CITY PARK TOWN SQUARE FROM TYVOLA ROAD AND TYVOLA ROAD, AND THE VIEW FROM TYVOLA ROAD ALONG EITHER SIDE OF CITY PARK DRIVE AS THE MOTORIST CONTINUED TRAVELING IN A NORTHERLY DIRECTION, ILLUSTRATES THE QUALITY OF DEVELOPMENT THE PETITIONER INTENDS TO ACHIEVE FOR CITY PARK. THE PETITIONER AGREES TO SUBMIT DETAILED PLANS WITH RESPECT TO EACH PHASE OF DEVELOPMENT PROPOSED ON THE SITE TO THE STAFF OF THE CHARLOTTE MECKLENBURG PLANNING COMMISSION FOR REVIEW PRIOR TO THE ISSUANCE OF BUILDING PERMITS FOR CONSTRUCTION OF THE PROPOSED PHASE OF DEVELOPMENT SO THAT STAFF MAY BE ASSURED THAT SUCH DEVELOPMENT SATISFIES THE CONDITIONS IMPOSED UNDER THE REZONING PLAN, THESE DEVELOPMENT STANDARDS AND THE OTHER SHEETS AND EXHIBITS ACCOMPANYING THE REZONING PETITION. COMPLIANCE WITH THE PROVISIONS OF THIS PARAGRAPH SHALL NOT BE DEEMED TO BE AN ADMINISTRATIVE SITE PLAN APPLICATION OR REQUIRE ADMINISTRATIVE SITE PLAN APPROVAL AS ENVISIONED BY SECTION 6.207 OF THE ORDINANCE.

## 2. REQUIREMENTS FOR REMOVING PUBLIC ART PIECE

THERE IS CURRENTLY IN PLACE IN FRONT OF THE CHARLOTTE COUSEUM A MAYA LIN PUBLIC ART PIECE FEATURING NINE HOLLY SHRUBS SCULPTED TO GIVE THE APPEARANCE OF ROLLING BALLS, THE CONTRACT WHICH THE CITY OF CHARLOTTE ENTERED INTO WITH ITS ARTIST'S RESERVED A RIGHT ON THE PART OF THE CITY TO REMOVE THIS ART PIECE. ANY REMOVAL OF THIS PUBLIC ART PIECE MUST BE SATISFIED BY THE CITY CONTRACT IS ON FILE IN THE OFFICE OF THE CITY MANAGER OF THE CITY OF CHARLOTTE.

WHILE THE OWNER OR OWNERS OF THAT PORTION OF THIS SITE INVOLVED MAY REMOVE THIS PIECE OF ART, THEY MAY ONLY DO SO AFTER HAVING FULLY COMPLIED WITH ALL OF THE TERMS AND CONDITIONS SET FORTH IN THE MAYA LIN CONTRACT.

## 3. PERMITTED USES

EXCEPT AS OTHERWISE PROVIDED IN THE NEXT SUCCEEDING PARAGRAPH, THE SITE MAY BE DEVOTED TO ANY USES (INCLUDING ANY INCIDENTAL OR ACCESSORY USES ASSOCIATED THEREWITH) WHICH ARE ALLOWED BY THE CITY OF CHARLOTTE ZONING ORDINANCE IN A MUDD ZONING DISTRICT UNDER THE ORDINANCE.

NOTWITHSTANDING THE FOREGOING PARAGRAPH OF THIS SECTION 3, THE FOLLOWING USES SHALL NOT BE ALLOWED ON THE SITE:

- FAST FOOD RESTAURANTS WITH DRIVE THROUGH FACILITIES;
- CONVENIENCE STORES WITH GASOLINE SALES;
- CAR WASHES; AND
- AUTOMOTIVE SERVICE STATIONS

SUBJECT TO THE PROVISIONS OF THE NEXT SUCCEEDING PARAGRAPH OF THIS SECTION 3, TWO OF THE FOLLOWING USES MAY BE LOCATED ON THE SITE WITHIN AREAS A AND C DEPICTED ON THE TECHNICAL DATA SHEET AND WILL BE ALLOWED TO HAVE DRIVE-THROUGH SERVICE LANES AND WINDOWS AS AN ACCESSORY USE:

- A BANK;
- A DRUG STORE; AND
- A DRY CLEANER

DRIVE-THROUGH WINDOWS SHALL ONLY BE LOCATED ON THE SAME PARCEL AS THE PRINCIPAL USE; AND, TO MINIMIZE VISIBILITY ALONG PUBLIC RIGHTS-OF-WAY, SHALL BE ORIENTED TO THE REAR OR SIDE OF THE BUILDING. DRIVE-THROUGH WINDOWS DEPICTED ON THE CONCEPTUAL SITE PLAN AND THE OPTIONAL DEVELOPMENT PLANS, OR AS APPROVED THROUGH AN ADMINISTRATIVE WAREHOUSE, MANUFACTURING/STOCKING FOR THE DRIVE-THROUGH WINDOWS MAY NOT OCCUR BETWEEN BUILDINGS AND PUBLIC OR PRIVATE STREETS. NO MORE THAN A DRIVE-THROUGH SERVICE LANE SHALL BE PERMITTED PER INDIVIDUAL USE AND PRESTANDING DRIVE-THROUGH LANES SHALL BE PROHIBITED. EACH SUCH DRIVE-THROUGH SERVICE LANE/WINDOW SHALL BE APPROVED AND DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 12.413 OF THE ORDINANCE.

THE BUILDING CURRENTLY SITUATED BEHIND THE COUSEUM BUILDING WHICH WAS FORMERLY OCCUPIED BY THE CHARLOTTE HORNETS MAY BE RENOVATED, REUSED OR REPLACED WITH NEW DEVELOPMENT.

## • MAXIMUM DEVELOPMENT

THE MAXIMUM MIXED/MULTI-USE DEVELOPMENT WHICH MAY TAKE PLACE ON THE SITE SHALL BE AS FOLLOWS:

### COMMERCIAL

- UP TO 180,000 SQUARE FEET OF RETAIL DEVELOPMENT, EXCLUSIVE OF AREAS USED FOR BUILDING AND EQUIPMENT ACCESS (SUCH AS STAIRS, ELEVATOR SHAFTS AND MAINTENANCE CRAWL SPACE), SERVICE AREAS, MECHANICAL AND ELECTRICAL ROOMS, STORAGE AREAS AND BACK OF HOUSE OFFICE SPACES MAY BE CONSTRUCTED ON THE SITE.
- UP TO TWO HOTELS CONTAINING, IN THE AGGREGATE, NO MORE THAN 350 ROOMS; AND
- UP TO 400,000 SQUARE FEET OF OFFICE DEVELOPMENT EXCLUSIVE OF AREAS USED FOR BUILDING AND EQUIPMENT ACCESS (SUCH AS STAIRS, ELEVATOR SHAFTS AND MAINTENANCE CRAWL SPACE), SERVICE AREAS, MECHANICAL AND ELECTRICAL ROOMS, STORAGE AREAS AND BACK OF HOUSE OFFICE SPACES MAY BE CONSTRUCTED ON THE SITE.

AREAS DEVOTED TO OUTDOOR DINING, COURTYARDS AND PLAZAS ARE NOT INCLUDED IN THE SQUARE FOOTAGE AMOUNTS NOTED ABOVE.

### RESIDENTIAL

FOR SALE RESIDENTIAL:

- UP TO 1,000 DWELLING UNITS CONSISTING OF ANY COMBINATION OF TOWNHOMES, CONDOS, FLATS, AND DETACHED DUPLEX OR SINGLE FAMILY RESIDENCES.

MULTI-FAMILY RESIDENTIAL:

- UP TO 1,210 HIGH DENSITY RESIDENTIAL UNITS; AND
- UP TO 200 MEDIUM DENSITY RESIDENTIAL UNITS.

## 5. SETBACKS, SIDE YARDS AND REAR YARDS

EXCEPT AS MAY OTHERWISE BE PROVIDED HEREIN, ALL BUILDINGS BEING CONSTRUCTED ON THE SITE SHALL, AT A MINIMUM, SATISFY THE REQUIREMENTS OF THE MUDD DISTRICT. THE DEVELOPER MAY SUBDIVIDE THE SITE AND CREATE LOTS WITHIN THE INTERIORS OF THE PARCELS WITH NO SIDE OR REAR YARDS AS PART OF A UNIFIED DEVELOPMENT PLAN.

## 6. MUDD-OPTIONAL PROVISIONS/WAIVER OF SIGHT TRIANGLE REQUIREMENTS

- (a) THIS PETITION PROPOSES UTILIZATION OF THE MUDD-O PROVISIONS TO ALLOW FOR THE FOLLOWING OPTIONAL DEVELOPMENT:
- DEVIATIONS THAT WOULD ALLOW SURFACE LEVEL OFF STREET PARKING SPACES AND MANEUVERING WITHIN AREAS BETWEEN ANY BUILDING FRONTING ON ANY PUBLIC STREET THAT WAS IN EXISTENCE AS OF THE DATE ON WHICH THIS REZONING PETITION IS APPROVED AND THE PARTICULAR PUBLIC STREET INVOLVED.
  - DEVIATIONS THAT WOULD ALLOW THOSE BUILDINGS WITHIN THE CITY PARK TOWN SQUARE RETAIL DISTRICT WHICH ARE SHOWN ON THE CONCEPTUAL SITE PLAN OR THE CONCEPTUAL SITE PLAN ALTERNATE TO HAVE OFF-STREET PARKING SPACES OR MANEUVERING WITHIN AREAS BETWEEN THESE BUILDINGS AND THE PUBLIC OR PRIVATE STREET ON WHICH THEY FRONT TO HAVE SUCH AREAS.
  - DEVIATIONS THAT WOULD ALLOW SURFACE LEVEL OFF STREET PARKING SPACES AND MANEUVERING WITHIN AREAS LOCATED BETWEEN ANY BUILDING CONSTRUCTED WITHIN THAT PART OF THE SITE WHICH IS BOUNDED BY BILLY GRAHAM PARKWAY, RE-ALIGNED YORKMONT ROAD AND PRICE LANE AND THE STREET ON WHICH IT FRONTS.
  - DEVIATIONS THAT WOULD ALLOW TEMPORARY SURFACE LEVEL PARKING AND MANEUVERING WITHIN AREAS BETWEEN PUBLIC OR PRIVATE STREETS AND BUILDINGS FRONTING THESE STREETS IN INSTANCES WHERE THE AREAS ARE EARMARKED FOR FUTURE BUILDINGS.
  - A PORTE-COCHERE FOR A HOTEL;
  - ENCLOSED, SHELTERED AND UNENCLOSED URBAN SPACES AND PLAZAS
  - DROP OFF AREAS IN FRONT OF OFFICE BUILDINGS;
  - SERVICE AREAS FOR USES SUCH AS MAIL DELIVERY, TRASH DISPOSAL, ABOVE-GROUND UTILITIES, LOADING AND DELIVERY;
  - A DEVIATION FROM THE HEIGHT REQUIREMENTS TO ALLOW AN 11 STORY BUILDING WITHIN THE AREA AT THE END OF THE PROPOSED CITY PARK DRIVE TO BE KNOWN AS THE PINNACLE AT CITY PARK WITH A HEIGHT OF UP TO BUT NOT EXCEEDING 150 FEET.
  - A DEVIATION THAT WOULD ALLOW THE SIDEWALKS CURRENTLY LOCATED ON THE SITE WHICH RUN ALONG TYVOLA ROAD AND TYVOLA ROAD TO REMAIN IN PLACE.
  - DEVIATIONS TO ACCOMMODATE OPTIONAL PAVING SYSTEMS USED ON PRIVATE PLAZAS AND WALKWAYS;
  - DEVIATIONS FROM THE SIGNAGE PROVISIONS TO ALLOW THE FOLLOWING:

TWO DETACHED, GROUND-MOUNTED PROJECT TENANT IDENTIFICATION SIGNS ALONG TYVOLA ROAD AND ONE EACH ON YORKMONT ROAD AND BILLY GRAHAM PARKWAY. THESE SIGNS MAY EACH EXTEND TO A HEIGHT OF UP TO 25 FEET AND MAY INCLUDE UP TO 100 SQUARE FEET IN SIGNAGE AREA;

OTHER DETACHED PROJECT/TENANT IDENTIFICATION SIGNS SHALL BE LIMITED IN SIZE TO 10 FEET IN HEIGHT AND 80 SQUARE FEET IN SIGNAGE AREA AND MUST BE LOCATED INTERNAL TO THE PROJECT.

ALLOWABLE SIGNAGE TYPES INCLUDING ALL TYPES OF SIGNAGE PERMITTED UNDER CHAPTER 13 AND/OR, IN ADDITION, COMPLETED, COMPLETED SYSTEMS WITH FULL COLOR, FULL MATRIX DISPLAYS AND MESSAGE BOARDS, INCLUDING TICKER TAPE TYPE MOVING MESSAGES, HOWEVER, IN NO EVENT SHALL A L.E.D. SIGN OR A MESSAGE BOARD SIGN BE PERMITTED ALONG ANY PORTION OF THE SITE'S FRONTAGE ALONG TYVOLA ROAD, YORKMONT ROAD OR BILLY GRAHAM PARKWAY;

ONE MOMENT SIGN IDENTIFICATION SIGN OF UP TO 8 FEET IN HEIGHT AND UP TO 36 SQUARE FEET IN SIGNAGE SIZE AREA FOR EACH BUILDING LOCATED WITHIN THE SITE;

WALL MOUNTED SIGNAGE WHICH CONFORMS TO THE MUDD DISTRICT STANDARDS OF THE ORDINANCE.

- THE ESTABLISHMENT OF LIMITED DRIVE-THROUGH FACILITIES AS ACCESSORY USES FOR EACH OF THE FOLLOWING PRINCIPAL USES THAT MAY BE LOCATED ON THE SITE IN ACCORDANCE WITH (AND SUBJECT TO) THE PROVISIONS OF SECTION 3:

- A BANK;
- A DRUG STORE; AND
- A DRY CLEANERS

### (a) WAIVER OF SIGHT TRIANGLE REQUIREMENTS

- IN ADDITION TO THE FOREGOING MUDD OPTION DEVIATIONS, THE PETITIONER RESERVES THE RIGHT TO REQUEST THE DIRECTOR OF CDOT TO WAIVE ALL OR PART OF THE SIGHT TRIANGLE REQUIREMENTS OF THE ORDINANCE IN ACCORDANCE WITH THE PROVISIONS OF SECTION 12.109(f) THEREOF.

## 7. GRANDFATHER PROVISIONS

DURING THE VARIOUS PHASES OF THE REDEVELOPMENT PROCESS, IT IS THE INTENTION OF THE PETITIONER TO RETAIN AND PRESERVE ANY AND ALL GRANDFATHERING RIGHTS UNDER THE ORDINANCE WITH RESPECT TO ALL STRUCTURES, STREETS, SIDEWALKS, PARKING AREAS, AND OTHER IMPROVEMENTS CURRENTLY IN PLACE ON THE SITE (INCLUDING THE SIDEWALKS IN PLACE ALONG PAUL BUCK BOULEVARD AND TYVOLA ROAD) WHICH ARE NOT REMOVED OR RENOVATED TO ACCOMMODATE THE PARTICULAR ASSOCIATED REDEVELOPMENT PHASE.

## 8. CONNECTIVITY

PEDESTRIAN AND VEHICULAR CONNECTIVITY WILL BE ENHANCED BY THE PROPOSED LOOP AT CITY PARK, A 3 MILE HARD SURFACE TRAIL SYSTEM THAT WILL ENLARGE THE SITE, THE GENERAL ALIGNMENT OF WHICH IS MORE PARTICULARLY DEPICTED ON THE TECHNICAL DATA SHEET (SHEET RZ-1) AND DESIGNATED AS THE PROPOSED LOOP PEDESTRIAN TRAIL SYSTEM.

IT IS TO BE NOTED THAT PORTIONS OF THIS TRAIL SYSTEM RUN THROUGH ADJOINING PROPERTIES SO AS TO PROVIDE BETTER PEDESTRIAN/BICYCLISTS LINKAGE TO:

- LAKE POINTE OFFICE PARK;
- COLISEUM CENTER OFFICE PARK;
- LAKE POINTE CORPORATE CENTER;
- PARKWAY PLAZA OFFICE PARK;
- 500 HOTEL ROOMS
- THE FUTURE GREENWAY TRAIL;
- BILLY GRAHAM EVANGELISTIC ASSOCIATION LIBRARY AND HEADQUARTERS;
- THE FARMER'S MARKET;
- RENAISSANCE PARK; AND
- RENAISSANCE GOLF CLUB

## 9. INTERNAL STREET SYSTEMS

THE SITE'S INTERNAL STREET SYSTEM SHALL BE COMPOSED OF PUBLIC AND PRIVATE STREETS AS DEPICTED ON THE TECHNICAL DATA SHEET, THE RIGHT TO DEViate FROM THE STREET ALIGNMENTS DEPICTED ON THE TECHNICAL DATA SHEET IS RESERVED, PROVIDED ANY PROPOSED CHANGE IN ALIGNMENT IS APPROVED IN ADVANCE BY CDOT AND/OR NCDDOT, AS APPLICABLE. EACH STREET SECTION WILL BE CONSISTENT WITH THE PROPOSED URBAN STREET DESIGN GUIDELINES FOR ITS TYPE OF STREET.

## 10. VEHICULAR ACCESS AND ROADWAY RIGHT-OF-WAY

VEHICULAR ACCESS TO TYVOLA ROAD AND YORKMONT ROAD WILL BE AS GENERALLY DEPICTED ON THE TECHNICAL DATA SHEET. THE EXTENSION OF SOUTH STREAM BOULEVARD TO THE SITE IS OPTIONAL ONLY, GIVEN THE FACT THAT THE PETITIONER DOES NOT OWN ALL OF THE RIGHT-OF-WAY NECESSARY TO MAKE THE CONNECTION, HOWEVER, IF OTHER PARTIES, AT THEIR EXPENSE, EXTEND SOUTH STREAM BOULEVARD TO THE SITE, THE PETITIONER WILL PROVIDE ANY RIGHT-OF-WAY NEEDED TO CONNECT SOUTH STREAM BOULEVARD TO THE SITES INTERNAL ROADWAY SYSTEM ALONG THE ALIGNMENT GENERALLY DEPICTED ON THE TECHNICAL DATA SHEET. PEDESTRIAN CONNECTIONS ACROSS TYVOLA ROAD WILL BE PROVIDED AS GENERALLY DEPICTED ON THE CONCEPTUAL

SITE PLAN THAT WILL INCLUDE THE NECESSARY CROSSWALKS, A LANDSCAPED MEDIAN REFUGE ISLAND AND PEDESTRIAN SIGNALS. SIX ACCESS POINTS ARE PROPOSED ONTO TYVOLA ROAD; NAMELY, TWO FULL-MOVEMENT AND FOUR RIGHT-IN/RIGHT-OUT MOVEMENTS. FOUR ACCESS POINTS ARE PROPOSED ON THE REALIGNED YORKMONT ROAD WHICH IS A COLLECTOR ROAD, THE ONE FURTHEST TO THE WEST EXISTS CURRENTLY, WITH EASTBOUND TYVOLA ROAD APPROACH WILL CONSIST OF TWO THROUGH LANES AND AN EXCLUSIVE LEFT-TURN LANE WITH 150 FEET OF STORAGE. THE WESTBOUND TYVOLA ROAD APPROACH WILL CONSIST OF TWO THROUGH LANES AND A SHARED THROUGH/RIGHT-TURN LANE. IF A CONNECTION TO BILLY GRAHAM PARKWAY AT TYVOLA ROAD IS NOT POSSIBLE, THEN IN PLACE OF THE ROADWAY/OPERATIONAL IMPROVEMENTS DESCRIBED ABOVE, THE NORTHBOUND RIGHT-TURN LANE ON TYVOLA ROAD AT YORKMONT ROAD MUST BE CONVERTED TO A SHARED THROUGH/RIGHT LANE INSTEAD; AND THE PETITIONER MAY NOT RECEIVE CERTIFICATES OF OCCUPANCY FOR ANY PHASE TWO DEVELOPMENT UNTIL AFTER THE PHASE TWO ROADWAY.

THE PETITIONER FURTHER AGREES TO DEDICATE AND CONVEY (BY QUILTAM DEED AND SUBJECT TO A RESERVATION FOR ANY NECESSARY UTILITY EASEMENTS) ADDITIONAL PORTIONS OF THE SITE REQUIRED TO ACCOMMODATE ALL PUBLIC STREETS DEPICTED ON THE TECHNICAL DATA SHEET, IF SUCH RIGHT-OF-WAY DOES NOT PRESENTLY EXIST.

## 11. ROADWAY IMPROVEMENTS

- (a) MINIMUM ROADWAY IMPROVEMENTS FOR PHASE ONE DEVELOPMENT FOR PURPOSES OF THIS PARAGRAPH 11(A), PHASE ONE DEVELOPMENT SHALL BE DEEMED TO INCLUDE:

- 90,000 SQUARE FEET OF RETAIL/COMMERCIAL FLOOR AREA
- 150,000 SQUARE FEET OF OFFICE DEVELOPMENT
- 175 HOTEL ROOMS
- 750 DWELLING UNITS

THE PETITIONER MAY APPLY FOR BUILDING PERMITS FOR PHASE ONE DEVELOPMENT AFTER OBTAINING FINAL PLAN APPROVAL, FOR THE PUBLIC STREET SYSTEM AND AFTER THE LETTING OF CONTRACTS FOR THE FOLLOWING TYVOLA ROAD IMPROVEMENTS, ALL OF WHICH MUST BE DESIGNED IN ACCORDANCE WITH THE CITY'S STANDARDS AND BE SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL:

- DESIGN AND CONSTRUCTION OF A RAISED LANDSCAPED MEDIAN ON TYVOLA ROAD BEGINNING AT SOUTH STREAM BLVD. AND TERMINATING EAST OF THE NORTH-SOUTH CONNECTOR ROAD; MEDIAN MAY VARY IN WIDTH FROM A MINIMUM OF 8 FEET TO UP TO 22 FEET, FACE-OF-CURB TO FACE-OF-CURB; DESIGN AND INSTALLATION OF A NEW PAVEMENT MARKING PLAN ON TYVOLA ROAD TO INCLUDE PAVEMENT MILLING/OVERLAY MADE NECESSARY BY THE LANDSCAPED MEDIAN AND APPROPRIATE TRANSITIONS TO EXISTING CROSS SECTIONS.

THE PETITIONER RESERVES THE RIGHT TO REQUEST CDOT TO CONSIDER ALLOWING IT TO CONSTRUCT AN EXCLUSIVE EAST BOUND LEFT-TURN LANE ON TYVOLA ROAD WITH 150 FEET OF STORAGE AT THE PROPOSED NORTHSOUTH CONNECTOR ROAD TO MINIMIZE CONSTRUCTION COSTS ASSOCIATED WITH CONSTRUCTION OF AN INTERSECTION BETWEEN TYVOLA ROAD AND THE PROPOSED NORTHSOUTH CONNECTION IN LIEU OF THE EXTENDED MEDIAN.

- AS PART OF THE FIRST SUBDIVISION SUBMITTAL FOR ANY PART OF THE CONSTRUCTION OF THE PROPOSED NORTHSOUTH CONNECTOR ROAD, THE PETITIONER WILL ALSO SUBMIT TO CDOT PRELIMINARY PLANS FOR THE VERTICAL/HORIZONTAL ALIGNMENT FOR THE NORTHSOUTH CONNECTOR ROAD BETWEEN BILLY GRAHAM PARKWAY AND TYVOLA ROAD, INCLUDING THE REALIGNED PORTION OF YORKMONT ROAD TO ENSURE THAT THE TURN LANE DESCRIBED IN THE PRECEDING PARAGRAPH (IF APPROVED BY CDOT) IS CONSTRUCTED IN ITS FINAL LOCATION.

- CONSTRUCTION OF THE TWO RIGHT-IN/RIGHT-OUT ACCESSES ON TYVOLA ROAD;
- TYVOLA ROAD/CITY PARK DRIVE INTERSECTION: EASTBOUND TYVOLA ROAD LEFT-TURN LANE WITH 275 FEET OF STORAGE; WESTBOUND TYVOLA ROAD LEFT-TURN LANE WITH 150 FEET OF STORAGE; WESTBOUND TYVOLA ROAD RIGHT-TURN LANE WITH 150 FEET OF STORAGE; SOUTHBOUND CITY PARK APPROACH WITH DUAL LEFT-TURN LANES WITH 250 FEET OF STORAGE EACH AND A THROUGH/RIGHT-TURN LANE; NORTHBOUND CITY PARK APPROACH WITH LEFT-TURN LANE WITH 150 FEET OF STORAGE AND A THROUGH/RIGHT-TURN LANE;

INSTALLATION OF A TRAFFIC SIGNAL AT CITY PARK DRIVE AND TYVOLA ROAD, THE SIGNAL WILL UTILIZE MAST ARM ASSEMBLY POLES/STEEL POSTS (USING EQUIPMENT FROM THE FORMER REVERSIBLE LANE SYSTEM WHERE FEASIBLE) AND THE INTO THE EXISTING INTERCONNECT ALONG TYVOLA ROAD.

- BIKE LANES WILL NOT BE PROVIDED ALONG THE SITE'S TYVOLA ROAD FRONTAGE; THEREFORE, A CONTINUOUS ROUTE WITHIN THE SITE SHALL BE CONSTRUCTED TO ACCOMMODATE EASTBOUND/WESTBOUND BIKE TRAFFIC PARALLELING TYVOLA ROAD. FUTURE BIKE LANES ARE CONTEMPLATED BY THE CITY ALONG TYVOLA ROAD (EXCEPT ALONG THE SITES FRONTAGE); THEREFORE, BIKE FRIENDLY INGRESS AND EGRESS POINTS FROM THE EXISTING TYVOLA ROAD PAVEMENT TO THE PROPOSED PEDESTRIAN/BIKE LOOP TRAIL SHALL BE CONSTRUCTED. THE SECTION THAT PROVIDES INGRESS AND EGRESS TO THE LOOP TRAIL SHALL BE LIT AND ACCESSIBLE. ONCE CONSTRUCTION IS COMPLETE, THE LOOP TRAIL WILL BE MAINTAINED BY THE COUNTY.

THE PETITIONER MAY NOT RECEIVE CERTIFICATES OF OCCUPANCY FOR ANY PHASE ONE DEVELOPMENT UNTIL AFTER THE PHASE ONE ROADWAY IMPROVEMENTS DESCRIBED ABOVE HAVE BEEN COMPLETED.

- (a) MINIMUM ROADWAY IMPROVEMENTS FOR PHASE TWO DEVELOPMENT FOR PURPOSES OF THIS SECTION 11(B), PHASE TWO DEVELOPMENT SHALL BE DEEMED TO INCLUDE:

- 110,000 SQUARE FEET OF ADDITIONAL RETAIL/COMMERCIAL FLOOR AREA
- 250,000 SQUARE FEET OF ADDITIONAL OFFICE SPACE
- 175 ADDITIONAL HOTEL ROOMS
- 1,000 ADDITIONAL DWELLING UNITS

THE PETITIONER MAY NOT APPLY FOR BUILDING PERMITS FOR PHASE TWO DEVELOPMENT UNTIL AFTER THE LETTING OF CONTRACTS FOR THE FOLLOWING ROADWAY IMPROVEMENTS, ALL OF WHICH MUST BE DESIGNED IN ACCORDANCE WITH THE CITY'S STANDARDS AND BE SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL:

- EXTENSION OF THE RIGHT-TURN LANE ON EASTBOUND TYVOLA ROAD AT TRYON STREET TO A TOTAL LENGTH OF 1,000 FEET;
- CONSTRUCTION OF AN ADDITIONAL EASTBOUND LEFT-TURN LANE ON YORKMONT ROAD CREATING 350 FEET OF DUAL LEFT-TURN STORAGE AT TYVOLA ROAD, THIS IMPROVEMENT IS TO BE COMPLETED BY OTHERS AND IS NOT THE RESPONSIBILITY OF THE PETITIONER;
- CONSTRUCTION OF A NEW ROAD (THE NORTHSOUTH CONNECTOR ROAD) WHICH WILL EXTEND THROUGH THE EASTERN PORTION OF THE SITE FROM TYVOLA ROAD NORTHWARD INTERSECTING WITH YORKMONT ROAD AND BILLY GRAHAM PARKWAY ALONG THE ALIGNMENT GENERALLY DEPICTED ON THE TECHNICAL DATA SHEET.

THIS ROAD SHALL HAVE THE FOLLOWING ELEMENTS:

CONSTRUCTION OF THE NORTHSOUTH CONNECTOR ROAD BETWEEN YORKMONT ROAD

AND BILLY GRAHAM PARKWAY TO INCLUDE TWO TRAVEL LANES NORTHBOUND AND TWO TRAVEL LANES SOUTHBOUND. THE NORTHBOUND APPROACH OF THE NORTHSOUTH CONNECTOR ROAD AT BILLY GRAHAM PARKWAY WILL INCLUDE AN EXCLUSIVE LEFT-TURN LANE, A SHARED THROUGH/RIGHT LANE, AND AN EXCLUSIVE RIGHT TURN LANE WITH 150 FEET OF STORAGE; TYVOLA ROAD/NORTH-SOUTH CONNECTOR INTERSECTION (NEW); EASTBOUND TYVOLA ROAD APPROACH WILL CONSIST OF TWO THROUGH LANES AND AN EXCLUSIVE LEFT-TURN LANE WITH 150 FEET OF STORAGE; WESTBOUND TYVOLA ROAD APPROACH WILL CONSIST OF TWO THROUGH LANES AND A SHARED THROUGH/RIGHT-TURN LANE; SOUTHBOUND NORTHSOUTH CONNECTOR APPROACH WILL CONSIST OF DUAL LEFT-TURN LANES WITH AT LEAST 275 FEET OF STORAGE AND AN EXCLUSIVE RIGHT-TURN LANE; SOUTHBOUND NORTHSOUTH CONNECTOR LANE (15 FEET IN WIDTH, 18 FEET FACE-OF-CURB TO FACE-OF-CURB ALONG MEDIAN SECTION); DEVELOPER RESPONSIBLE (SOLELY) FOR ALL COSTS ASSOCIATED WITH NECESSARY MODIFICATIONS TO THE TYVOLA ROAD LANDSCAPED MEDIAN FOR INTERSECTION/TURN LANE CONSTRUCTION; LANDSCAPED MEDIAN WITH AT LEAST 7 FEET WIDTH RUNNING FROM THE TYVOLA ROAD/NORTH-SOUTH CONNECTOR INTERSECTION IN A NORTHERLY DIRECTION TO A POINT JUST NORTH OF THE PROPOSED INTERSECTION BETWEEN THE NORTHSOUTH CONNECTOR ROAD AND CITY PARKWAY, ALL AS MORE PARTICULARLY DEPICTED ON THE CONCEPTUAL SITE PLAN (SHEET RZ 3.0) AND THE OPTIONAL DEVELOPMENT PLANS (WHEN WARRANTED IN PHASE TWO OR BEYOND); THE SIGNAL WILL UTILIZE MAST ARM ASSEMBLY POLES/STEEL POSTS (USING EQUIPMENT FROM THE FORMER REVERSIBLE LANE SYSTEM WHERE FEASIBLE) AND THE INTO THE EXISTING INTERCONNECT ALONG TYVOLA ROAD. TRAFFIC SIGNAL, THE EXISTING POLES, TRAFFIC SIGNAL EQUIPMENT, AND INTERCONNECT WILL BE UTILIZED TO THE EXTENT POSSIBLE AT THE INTERSECTION OF BILLY GRAHAM PARKWAY AND WESTMONT DRIVE; AND THE CONSTRUCTION OF, OPERATION OF, AND THE LANEAQE REQUIRED AT THE INTERSECTION OF THE REALIGNED YORKMONT ROAD AND THE NORTHSOUTH CONNECTOR ROAD AND AT THE INTERSECTION OF BILLY GRAHAM PARKWAY AND THE NORTHSOUTH CONNECTOR ROAD ARE SUBJECT TO APPROVAL BY CDOT AND NCDDOT. INSTALLATION OF A TRAFFIC SIGNAL AT THE TYVOLA ROAD AND NORTHSOUTH CONNECTOR ROAD INTERSECTION (WHEN WARRANTED IN PHASE TWO OR BEYOND) THE SIGNAL WILL UTILIZE MAST ARM ASSEMBLY POLES/STEEL POSTS (USING EQUIPMENT FROM THE FORMER REVERSIBLE LANE SYSTEM WHERE FEASIBLE) AND THE INTO THE EXISTING INTERCONNECT ALONG TYVOLA ROAD, THE SOUTHBOUND APPROACH OF THE NORTHSOUTH CONNECTOR ROAD AT TYVOLA ROAD WILL CONSIST OF DUAL LEFT-TURN LANES WITH AT LEAST 275 FEET OF STORAGE AND AN EXCLUSIVE RIGHT-TURN LANE. THE EASTBOUND APPROACH OF THE NORTHSOUTH CONNECTOR ROAD AND AN EXCLUSIVE LEFT-TURN LANE WITH 150 FEET OF STORAGE. THE WESTBOUND APPROACH WILL CONSIST OF A THROUGH LANE AND A SHARED THROUGH/RIGHT LANE. IF A CONNECTION TO BILLY GRAHAM PARKWAY IS NOT POSSIBLE, THEN IN PLACE OF THE ROADWAY/OPERATIONAL IMPROVEMENTS DESCRIBED ABOVE, THE NORTHBOUND RIGHT-TURN LANE ON TYVOLA ROAD AT YORKMONT ROAD MUST BE CONVERTED TO A SHARED THROUGH/RIGHT LANE INSTEAD; AND THE PETITIONER MAY NOT RECEIVE CERTIFICATES OF OCCUPANCY FOR ANY PHASE TWO DEVELOPMENT UNTIL AFTER THE PHASE TWO ROADWAY.

IMPROVEMENTS DESCRIBED ABOVE HAVE BEEN COMPLETED:

- (c) MINIMUM ROADWAY IMPROVEMENTS FOR PHASE THREE DEVELOPMENT

FOR PURPOSES OF THIS SECTION 11(C), PHASE THREE DEVELOPMENT SHALL BE DEEMED TO INCLUDE 750 ADDITIONAL DWELLING UNITS. THE PETITIONER MAY NOT APPLY FOR BUILDING PERMITS FOR PHASE THREE DEVELOPMENT UNTIL AFTER THE LETTING OF CONTRACTS FOR THE FOLLOWING ROADWAY IMPROVEMENTS, ALL OF WHICH MUST BE DESIGNED IN ACCORDANCE WITH THE CITY'S STANDARDS AND BE SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL:

- MODIFICATION OF THE OFF-RAMP FROM SOUTHBOUND BILLY GRAHAM PARKWAY TO TYVOLA ROAD TO REMOVE THE FREE-FLOW RIGHT-TURN LANE AND EXPAND THE SIGNALIZED INTERSECTION APPROACH FROM TWO TO THREE LANES (ONE LEFT-TURN, ONE LEFT-RIGHT AND ONE LEFT-TURN) WITH AT LEAST 150 FEET OF STORAGE.
- MODIFICATION OF THE PAVEMENT MARKINGS ON EASTBOUND YORKMONT ROAD AT S. TRYON STREET TO PROVIDE AT LEAST 500 FEET OF DUAL LEFT-TURN LANE STORAGE; AND
- THE ADDITION OF A SOUTHBOUND THROUGH LANE ON YORKMONT ROAD AT BEAM ROAD. THIS IMPROVEMENT IS TO BE COMPLETED BY OTHERS AND IS NOT THE RESPONSIBILITY OF THE PETITIONER.

## 12. PHASING ADJUSTMENTS

THE PETITIONER MAY NOT RECEIVE CERTIFICATES OF OCCUPANCY FOR ANY PHASE THREE DEVELOPMENT UNTIL AFTER THE PHASE THREE ROADWAY IMPROVEMENTS DESCRIBED ABOVE HAVE BEEN COMPLETED. IF PETITE WITHIN THAT PHASE DOES NOT EXCEED THE RIGHT-OF-WAY NEEDED TO MAKE THE ROADWAY IMPROVEMENTS ASSOCIATED WITH PHASES I, II OR III WHICH PETITIONER ELECTS TO MAKE AND IF THE PETITIONER, AFTER A GOOD FAITH EFFORT, IS UNABLE TO ACQUIRE ANY SUCH ADDITIONAL RIGHT-OF-WAY VOLUNTARILY, THE PETITIONER MAY REQUEST THE CITY TO CONDEMN THE PROPERTY PROVIDED THE PETITIONER AGREES TO PAY FOR ALL COSTS AND EXPENSES ASSOCIATED THEREWITH.

## 13. TRANSIT

TO PROVIDE FLEXIBILITY FOR ADDRESSING EMERGING MARKETS, THE SQUARE FOOTAGE ALLOTMENTS FOR RETAIL AND OFFICE DEVELOPMENT, THE NUMBER OF HOTEL ROOMS AND THE NUMBER OF DWELLING UNITS SPECIFIED FOR EACH USE IN A PARTICULAR PHASE CAN BE CHANGED FROM ONE USE TO ANOTHER USE PROVIDED THAT THE TOTAL NET NEW EXTERNAL TRIPS GENERATED BY THE SITE WITHIN THAT PHASE DO NOT EXCEED THE TOTAL NET NEW EXTERNAL TRIPS THAT WOULD HAVE BEEN GENERATED BY THE LAND USES SPECIFIED FOR THE PHASE INVOLVED AND PROVIDED FURTHER THAT IN NO EVENT MAY ANY USE CATEGORY OR COMPONENT OF THE MIXED/MULTI-USE DEVELOPMENT CONTEMPLATED FOR THE SITE EXCEED THE SQUARE FOOTAGE OR NUMBER OF UNITS ESTABLISHED FOR THAT PARTICULAR USE CATEGORY OR COMPONENT UNDER SECTION 4 ABOVE. BY WAY OF AN EXAMPLE, THE MAXIMUM AMOUNT OF OFFICE SPACE THAT COULD BE BUILT ON THE SITE WOULD BE 400,000 SQUARE FEET. IN THE EVENT THAT ONE OR MORE OF THE IMPROVEMENTS TIED TO A PARTICULAR PHASE ARE COMPLETED DURING A PRECEDING PHASE, THE PHASING PROVISIONS CONTAINED IN SECTION 11 ABOVE MAY BE ALTERED TO ACCOMMODATE ADDITIONAL DEVELOPMENT WARRANTED BY SUCH IMPROVEMENT OR IMPROVEMENTS BY WAY OF AN ADMINISTRATIVE SITE PLAN AMENDMENT THE APPLICATION OF WHICH MUST BE JOINED TO THE CDOT.

- TO PROVIDE CONNECTIVITY TO A POTENTIAL REDEVELOPED FARMER'S MARKET, A ROAD SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY STANDARDS AS PART OF THE PHASE II ROADWAY IMPROVEMENTS OR AT THE TIME THE FARMERS MARKET IS REDEVELOPED, WHICHEVER COMES FIRST

## 13. TRANSIT

PRIOR TO THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR MORE THAN 100,000 SQUARE FEET OF RETAIL SPACE, THE OWNER OR OWNERS INVOLVED SHALL PROVIDE AT ITS OR THEIR EXPENSE THE FOLLOWING TRANSIT IMPROVEMENTS (AND SHALL DEDICATE AND CONVEY TO THE CHARLOTTE AREA TRANSIT SYSTEM (CATS) EASEMENTS TO ACCOMMODATE THE SAME):

- TWO PULL OFF TYPE TRANSIT STOP AREAS WITHIN THE SITE THAT WILL ACCOMMODATE TWO BUSES EACH, ONE SHALL SEEK FROM CATS COMMENTS ON THE LOCATION, DESIGN (SIZES) AND TIMING OF THE CONSTRUCTION OF THESE BUS STOP FACILITIES AND GIVE CONSIDERATION TO ANY SUCH COMMENTS PRIOR TO MAKING FINAL DECISIONS WITH REGARD THERETO.
- BUS SHELTERS AT EACH OF THESE BUS STOPS WHICH SHALL BE CONSTRUCTED IN ACCORDANCE WITH EXISTING CATS PROTOTYPE DESIGNS OR, SUBJECT TO PRIOR APPROVAL BY CATS, IN ACCORDANCE WITH AN INDIVIDUAL DESIGN OR DESIGNS.

THE FORM AND CONTENT OF EACH OF THE EASEMENTS DESCRIBED ABOVE SHALL BE MUTUALLY SATISFACTORY WITH COUNSEL FOR CATS AND COUNSEL FOR THE OWNER OR OWNERS INVOLVED.

## 14. DESIGN AND PERFORMANCE STANDARDS

- THE INTENT OF THE CITY PARK REDEVELOPMENT CONCEPT IS TO CREATE A VARIETY OF ARCHITECTURAL EXPERIENCES. THE REDEVELOPMENT WILL UTILIZE PRIMARILY STONE, BRICK, STUCCO AND/OR ARCHITECTURAL FACE BLOCK CONSTRUCTION MATERIALS. THE ATTACHED PERSPECTIVE RENDERING IS INTENDED TO DESCRIBE THE CONCEPTUAL ARCHITECTURAL THEMES PROPOSED FOR CITY PARK DRIVE AND TYVOLA ROAD, INWHICH THAT THE PERSPECTIVE SHOWN IS SCHEMATIC IN NATURE. ACCORDINGLY, THE ARCHITECTURAL CONCEPT MAY BE ALTERED OR SIMPLIFIED DURING DESIGN DEVELOPMENT AND CONSTRUCTION PHASES.
- EXCEPT AS OTHERWISE PROVIDED UNDER SECTION 6 ABOVE, ALL BUILDINGS CONSTRUCTED ON THIS SITE SHALL CONFORM TO THE MUDD DESIGN DESIGN AND DEVELOPMENT STANDARDS OUTLINED IN SECTION 6.805 OF THE ORDINANCE.
- EXCEPT AS OTHERWISE PROVIDED UNDER SECTION 6 ABOVE, SURFACE LEVEL OFF-STREET PARKING SHALL NOT BE LOCATED BETWEEN BUILDINGS FRONTING ON PUBLIC OR PRIVATE STREETS AND THE PUBLIC OR PRIVATE STREETS ON WHICH THE BUILDINGS FRONT. HOWEVER, PARKING MAY BE LOCATED TO THE SIDE AND/OR REAR OF

BUILDINGS LOCATED ALONG THE PUBLIC OR PRIVATE STREETS.

- ANY LIGHTING ATTACHED TO A REAR EXTERIOR BUILDING WALL FACING A RESIDENTIAL COMPLEX SHALL BE OFF-PREY AND DOWNWARDLY DIRECTED.
- ALL STREET AND PARKING LOT LIGHTING FIXTURES WILL BE FULLY SHIELDED;
- PEDESTRIAN SCALE LIGHTINGS WILL BE PROVIDED WITHIN THE SITE ALONG PUBLIC AND PRIVATE STREETS;
- DUMPSTER AREAS WILL BE ENCLOSED ON ALL FOUR SIDES BY AN OPAQUE WALL WITH ONE SIDE BEING A HINGED OPAQUE GATE. IF ONE OR MORE SIDES OF A DUMPSTER AREA ADJOIN A SIDE OR REAR WALL OF A BUILDING, THEN THE SIDE OR REAR WALL MAY BE SUBSTITUTED FOR A SIDE.
- INTERNAL AREAS OF THE SITE SHALL BE LANDSCAPED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ORDINANCE.
- ALL ROOF MOUNTED MECHANICAL EQUIPMENT WILL BE SCREENED FROM VIEW FROM ADJOINING PUBLIC RIGHTS-OF-WAY AND ABUTTING PROPERTIES AS VIEWED FROM GRADE.
- ALL OTHER SCREENING AND LANDSCAPING SHALL CONFORM TO THE STANDARDS OF THE ORDINANCE.
- THE STREET ELEVATIONS OF THE FIRST FLOORS OF ALL BUILDINGS IN WHICH GROUND FLOOR RETAIL USES ARE TO BE LOCATED ON CITY PARK DRIVE AND CITY PARKWAY WILL BE DESIGNED TO ENCOURAGE AND COMPLEMENT PEDESTRIAN - SCALE INTEREST AND ACTIVITY BY THE USE OF DOORS WHICH SHALL REMAIN OPEN DURING BUSINESS HOURS AND TRANSPARENT STORE FRONT GLASS SO THAT THE USES ARE VISIBLE FROM AND ACCESSIBLE TO THE STREET.
- EXPANSES OF BLANK WALLS EXCEEDING 20 FEET IN LENGTH THAT WOULD NOT ADD TO THE CHARACTER OF THE STREETScape WILL BE ELIMINATED THROUGH USE OF ANY ONE OR MORE OF THE FOLLOWING DESIGN ELEMENTS:

AWNINGS,  
DISPLAY WINDOWS,  
ORNAMENTATION,  
MOLDING,  
STRING COURSES,  
BELT COURSES,  
FOURTEEN AREAS,  
TRAIL STREET FURNITURE,  
LANDSCAPING AND GARDEN AREAS, AND  
DISPLAY AREAS.

PROVIDED, HOWEVER, THAT THE USE OF OPAQUE OR REFLECTIVE GLASS MAY NOT BE UTILIZED AS A MEANS FOR ADDRESSING BLANK WALLS.

- METER BOXES, BACK FLOW PREVENTATORS, AND SIMILAR ITEMS WILL BE SCREENED FROM PUBLIC VIEW.
- EXCEPT AS OTHERWISE PROVIDED UNDER SECTION 5 AND SECTION 6 ABOVE, THE STREETScape TREATMENT ALONG ANY PUBLIC STREET FRONTAGE WILL MEET OR EXCEED THE STANDARDS OF THE ORDINANCE AND INCLUDE LARGE MATURING TREES, SUPPLEMENTAL SHRUBBERY, SIDEWALKS OF AT LEAST 36 FEET IN WIDTH AND PLANTING STRIPS OF AT LEAST 8 FEET IN WIDTH. SIDEWALKS MAY MEANDER TO PRESERVE EXISTING TREES.
- OFF-STREET PARKING MAY BE PROVIDED EITHER THROUGH SURFACE LOTS OR THROUGH PARKING STRUCTURES.
- PRIVATE STREETS, AS IDENTIFIED ON THE TECHNICAL DATA SHEET, WILL BE DESIGNED IN ACCORDANCE WITH THE CDOT URBAN STREET DESIGN GUIDELINES (ADOPTED BY THE COUNCIL ON OCTOBER 22, 2007). ALL PRIVATE STREETS MAY BE CONVERTED TO PUBLIC STREETS AT THE PETITIONER'S OPTION, PROVIDED THEY ARE DESIGNED TO CITY STANDARDS.

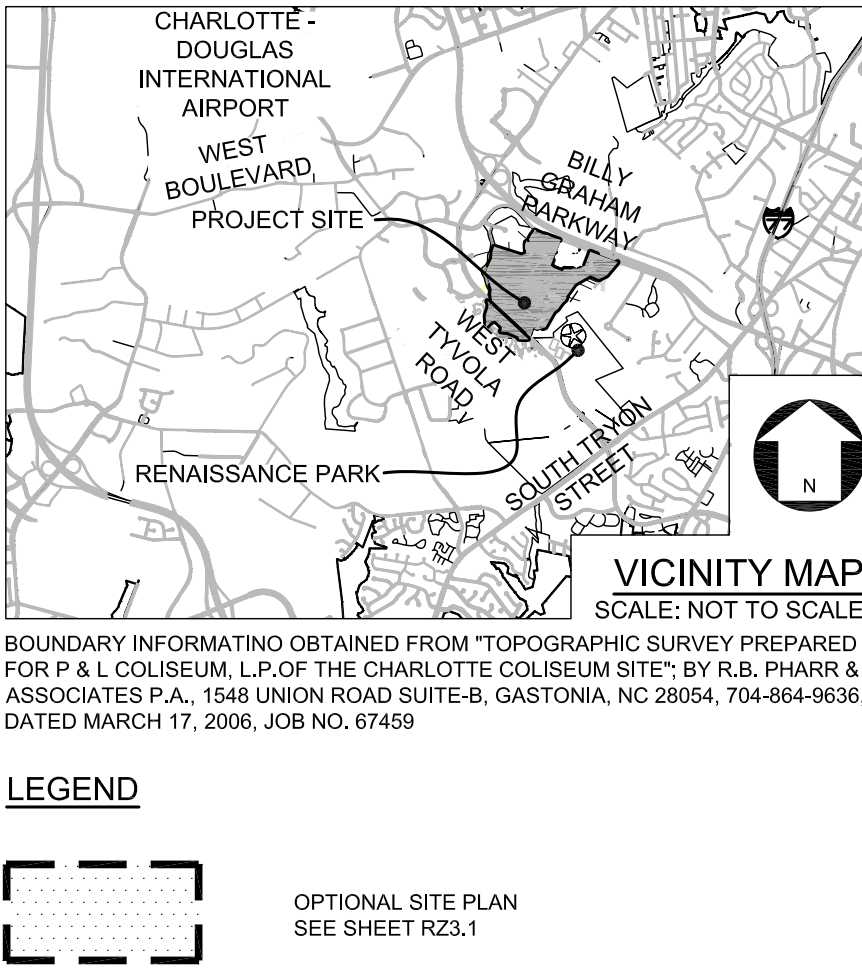
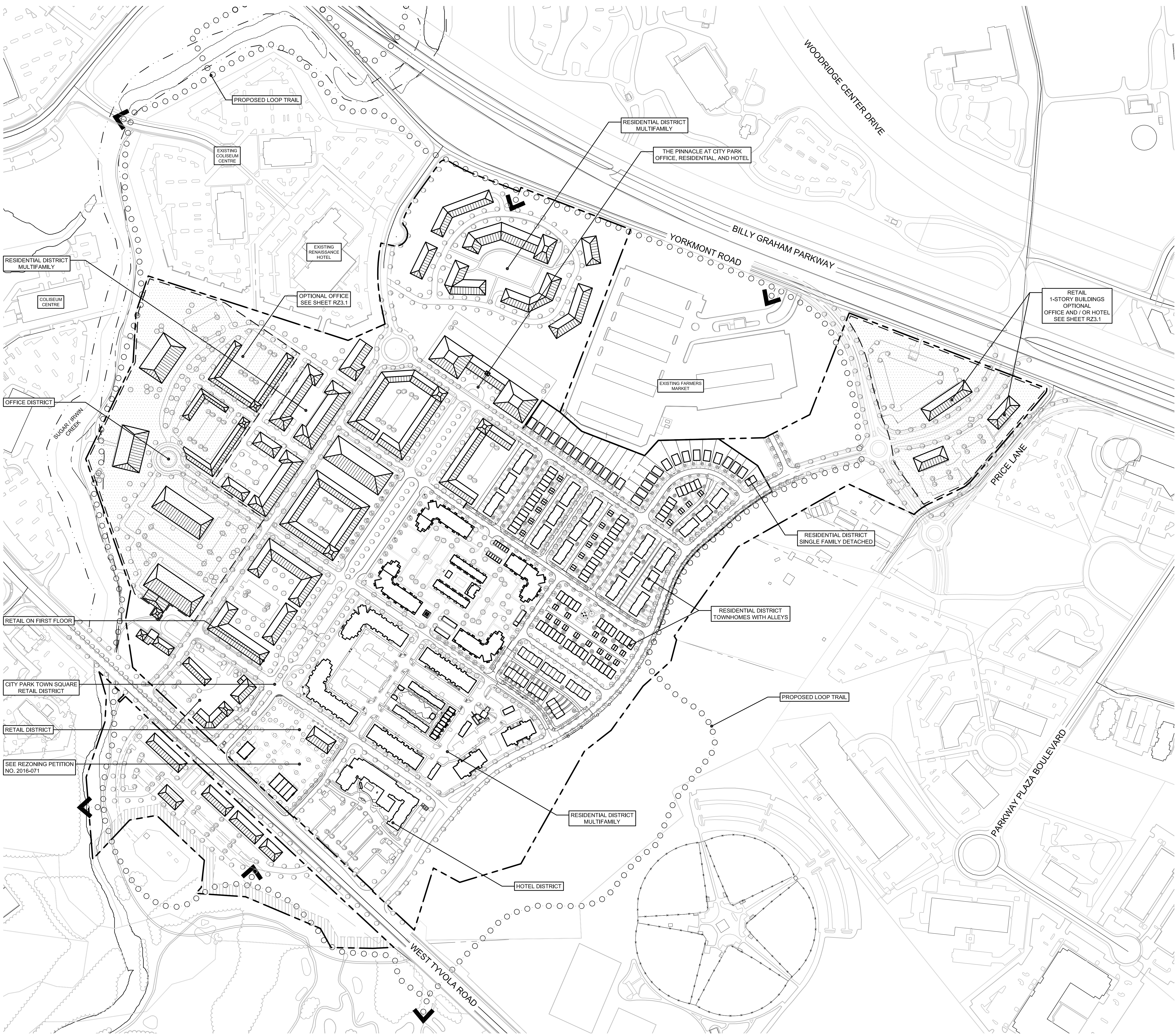
## 15. SIGNS

- ALL SIGNS AND GRAPHICS PLACED ON THE SITE WILL BE ERECTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUDD DISTRICT EXCEPT AS OTHERWISE PERMITTED UNDER THE MUDD-OPTIONAL PROVISIONS SET FORTH UNDER PARAGRAPH (A) OF SECTION 6 ABOVE AND EXCEPT FOR PETITIONER'S RESERVATION OF AN OPTION TO SEEK SUCH VARIANCES FROM THE CITY'S SIGN REGULATIONS AS MAY BE PERMITTED BY THE ORDINANCE.
- A UNIFORM SIGNAGE AND GRAPHIC SYSTEM WILL BE EMPLOYED THROUGHOUT THE SITE.

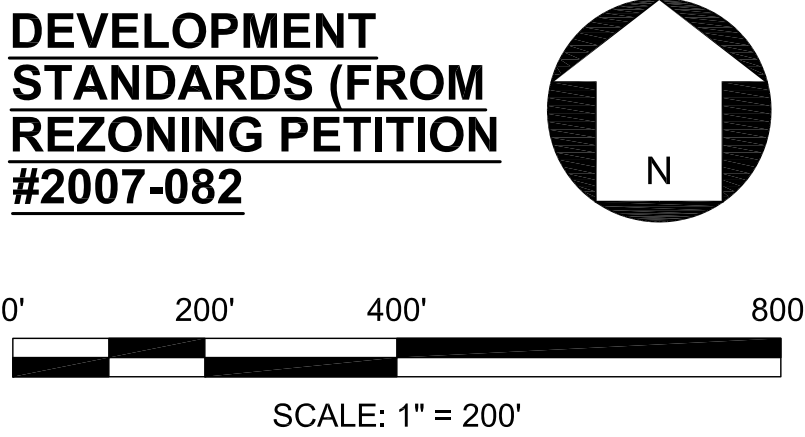
## 16. PARKING

EXCEPT AS OTHERWISE PROVIDED UNDER





ENTITLEMENTS					
	ENTITLED	TRIPS (BASED ON ORIGINAL AUGUST 20, 2007 STUDY)	USED (AS OF EX. ZONING)	TRIPS (RECALCULATED)	REMAINING
PHASE I					
RETAIL	90,000 SF	6,342	20,000 SF	2,386	70,000 SF
OFFICE	150,000 SF	1,823	0 SF	0	150,000 SF
HOTEL	175 ROOMS	1,193	202 ROOMS	1,435	SEE CONVERSION BELOW (SEE DEV. STD. NO. 10)
RETAIL / HOTEL CONVERSION	700 HOTEL ROOMS = 80,000 SF RETAIL (BASED ON ORIGINAL AUGUST 20, 2007 STUDY EQUILIBRIUM CALCULATIONS)	-	3,096 (27 HOTEL ROOMS = 3,096 SF RETAIL)	708	66,914 SF (SEE DEV. STD. NO. 12)
RESIDENTIAL FOR SALE (TOWNHOMES)	225	1,302	205	1,201	20
RESIDENTIAL MULTIFAMILY RENTAL (HIGH DENSITY)	525	3,305	484	3,057	41
RESIDENTIAL MULTIFAMILY RENTAL (MEDIUM DENSITY)	-	-	-	-	-
SUBTOTAL		13,965		8,787	
PHASE II					
RETAIL	110,000				
OFFICE	250,000				
HOTEL	175				
RESIDENTIAL FOR SALE (TOWNHOMES)	600				
RESIDENTIAL HIGH DENSITY (APARTMENTS)	400				
RESIDENTIAL MEDIUM DENSITY (HIGH RISE)					
SUBTOTAL					
PHASE III					
RESIDENTIAL FOR SALE (TOWNHOMES)	310				
RESIDENTIAL HIGH DENSITY (APARTMENTS)	240				
RESIDENTIAL MEDIUM DENSITY (HIGH RISE)	200				
SUBTOTAL					
TOTAL					



CONCEPTUAL  
SITE PLAN  
For Public  
Hearing Petition  
#2007-082

seals

C-253

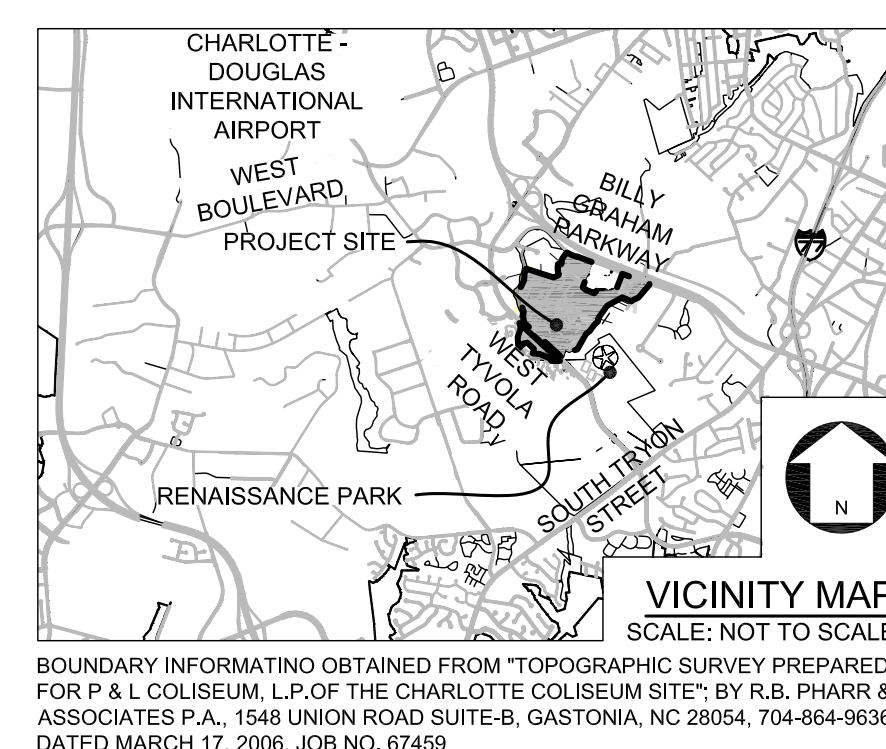
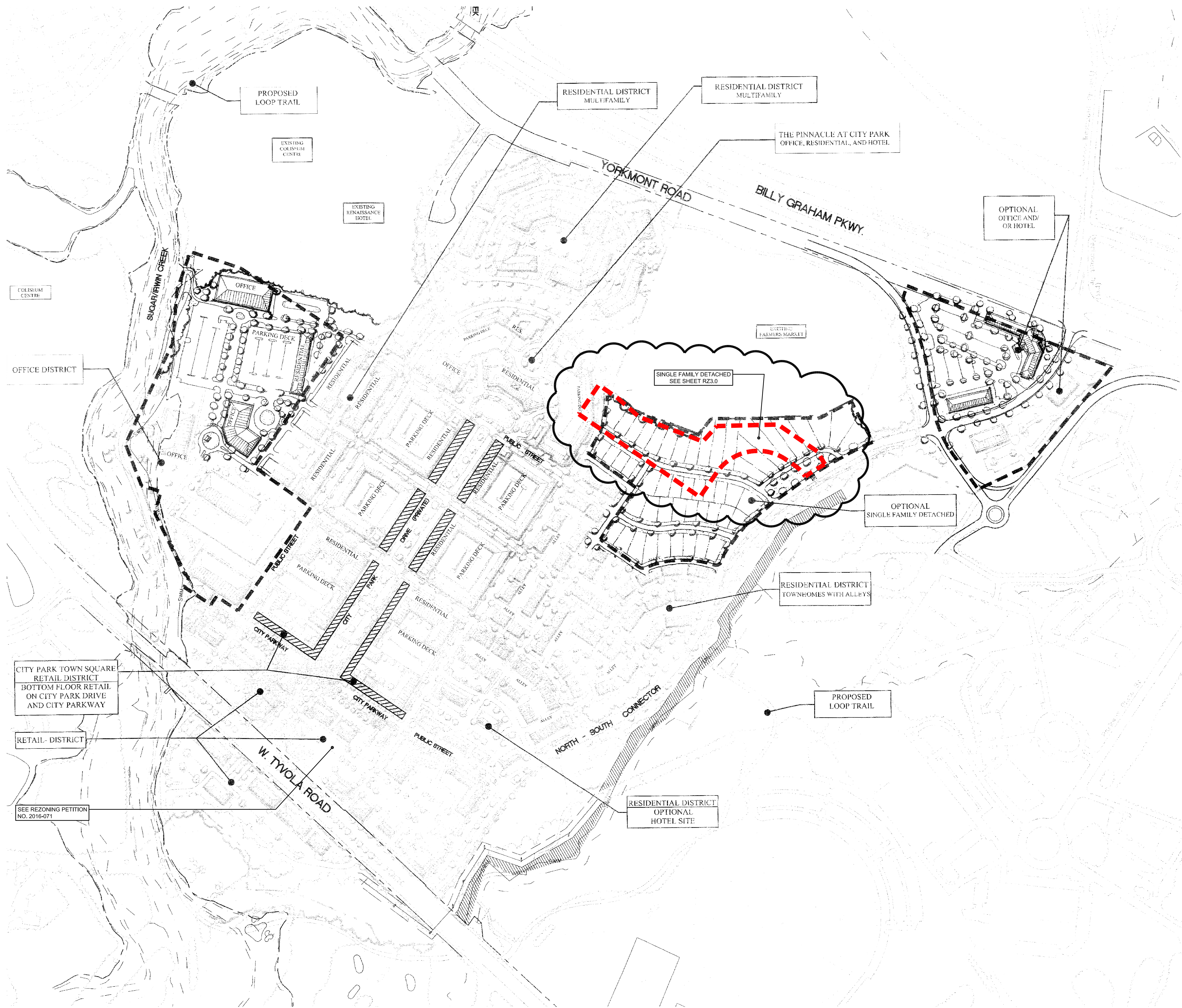
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Matthew D. Brinkley

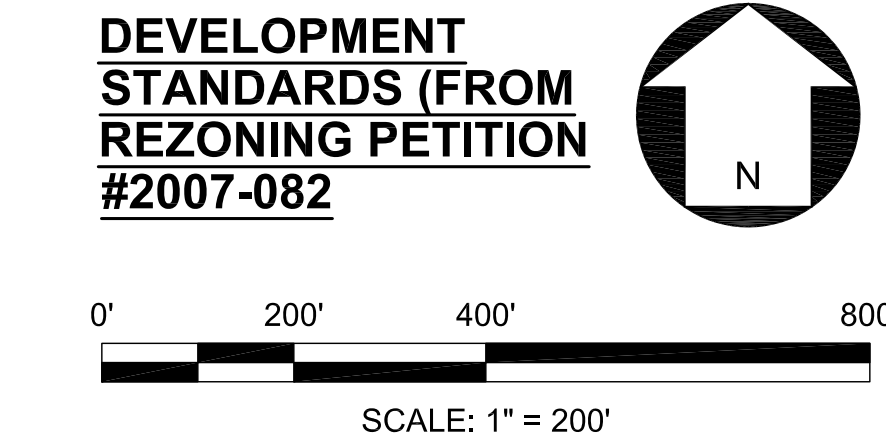
CORPORATE CERTIFICATIONS  
NC PE: C-2530 NC LA: C-253  
SC ENG: NO. 3099 SC LA: NO. 211

REVISIONS:	No.	Date	By	Description
Project Manager:				MDL
Drawn By:				SDW
Checked By:				MDL
Date:		08/24/2016		
Project Number:		14008		
Sheet Number:				





VICINITY MAP  
SCALE: NOT TO SCALE  
BOUNDARY INFORMATION OBTAINED FROM "TOPOGRAPHIC SURVEY PREPARED FOR P & L COLISEUM, L.P. OF THE CHARLOTTE COLISEUM SITE" BY R.B. PHARR & ASSOCIATES P.A., 1548 UNION ROAD SUITE-B, GASTONIA, NC 28054, 704-864-9636, DATED MARCH 17, 2006, JOB NO. 07459



Landworks

Design Group, P.A.

2021 Elm St., Suite 111

Charlotte, NC 28203

704-941-1804 Fax: 704-941-1804

CITY PARK

ADMINISTRATIVE AMENDMENT

CHARLOTTE, NC

POPE & LAND ENTERPRISES

3330 CUMBERLAND BOULEVARD, SUITE 300

ATLANTA, GA 30339

CONCEPTUAL  
SITE PLAN  
ALTERNATE  
For Public  
Hearing Petition  
#2007-082

seals

STATE OF NORTH CAROLINA

REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT

C-253

STATE OF NORTH CAROLINA

REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT

957

Matthew D. Singleton

CORPORATE CERTIFICATIONS

NC PE: C-2530 NC LA: C-253

SC ENG: ND-3099 SC LA: ND-211

REVISIONS:

No.

Date

By

Description

Project Manager:

MDL

Drawn By:

SDW

Checked By:

MDL

Date:

08/24/2016

Project Number:

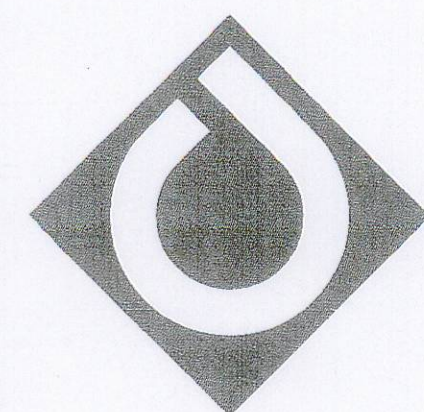
14008

Sheet Number:

RZ3.1

SHEET # 4 OF 6





**ColeJenest  
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Shaping the Environment  
Realizing the Possibilities

Land Planning  
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Landscape Architecture  
+  
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+  
Urban Design

200 South Tryon Street, Suite 1600 Charlotte, NC 28202  
p: 704.376.1555 f: 704.376.7851 ur: www.colejeneststone.com

**POPE & LAND  
ENTERPRISES, INC**  
CUMBERLAND CENTER IV  
3225 CUMBERLAND BLVD, SUITE 400  
ATLANTA, GEORGIA 30339

## CITY PARK

CHARLOTTE, NORTH CAROLINA

**PERSPECTIVE  
RENDERING**  
For Public Hearing  
Petition # 2007-082

Project No.

3592

Issued

03.26.07

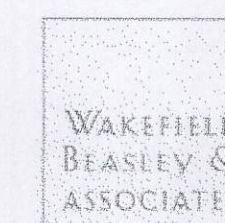
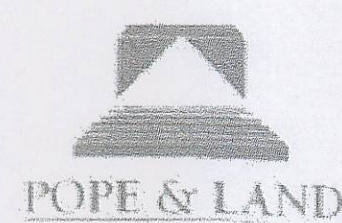
Revised

ATTACHED TO ADMINISTRATIVE  
APPROVAL

APR 25 2013

BY: DEBRA CAMPBELL

*Debra Campbell* \$F



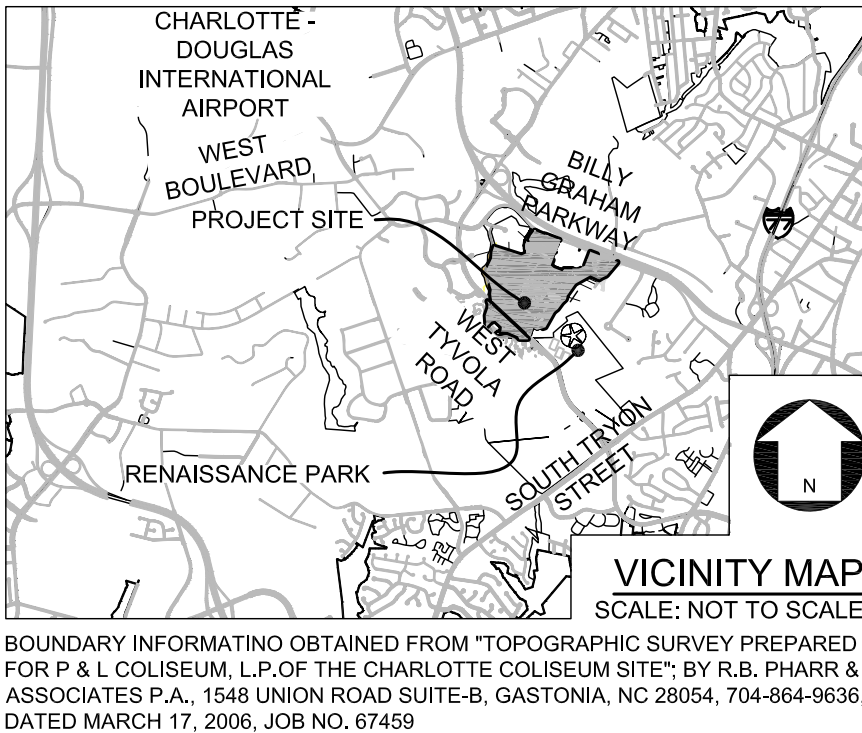
**RZ3.2**

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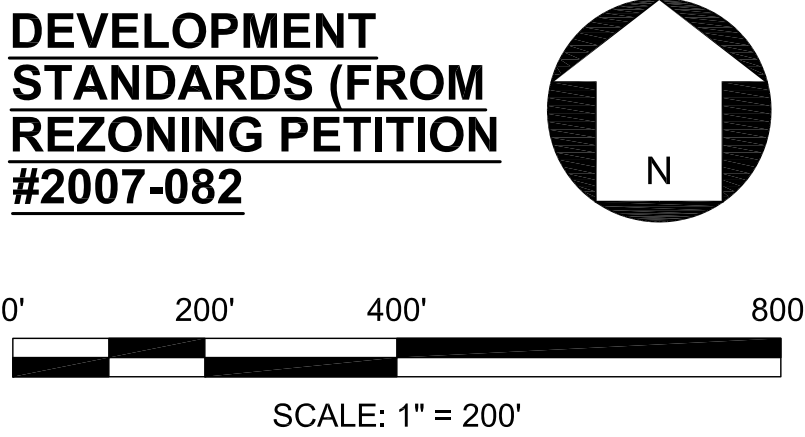
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ORIGINAL



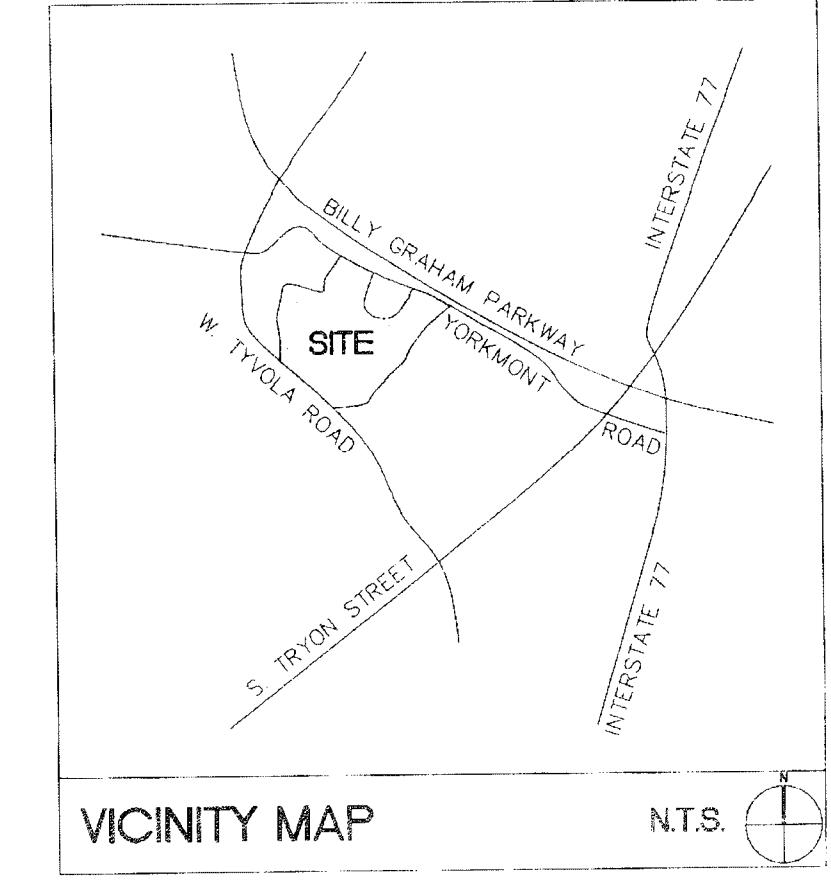


- LEGEND**
- PROPOSED PHASE I DEVELOPMENT AREA
  - EXISTING WOODED AREA
  - PROPOSED SIDEWALK
  - PROPOSED PEDESTRIAN LOOP "THE LOOP"
  - PROPERTY LINE
  - PROPOSED TREE SAVE AREA
  - EXISTING BIKE TRAIL
  - FUTURE PEDESTRIAN TRAIL DESIGNED BY OTHERS

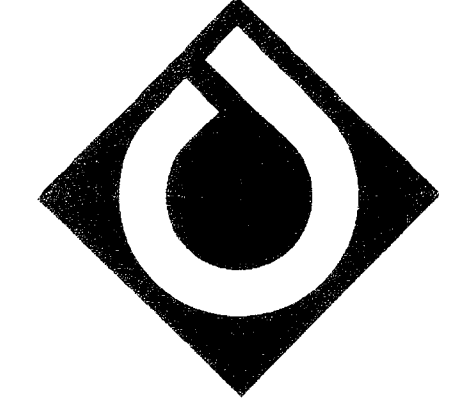


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Realizing the Possibilities

- Land Planning
- Landscape Architecture
- Civil Engineering
- Urban Design

200 South Tryon Street, Suite 1400 Charlotte, NC 28202  
P: 704.315.1555 F: 704.316.7855 www.colejeneststone.com

**POPE & LAND ENTERPRISES, INC**  
CUMBERLAND CENTER IV  
3225 CUMBERLAND BLVD, SUITE 400  
ATLANTA, GEORGIA 30339

## CITY PARK

CHARLOTTE, NORTH CAROLINA

## SUPPLEMENTAL DATA SHEET For Public Hearing Petition # 2007-082

**Project No.**  
3592

**Issued**  
03.26.07

ATTACHED TO ADMINISTRATIVE  
APPROVAL

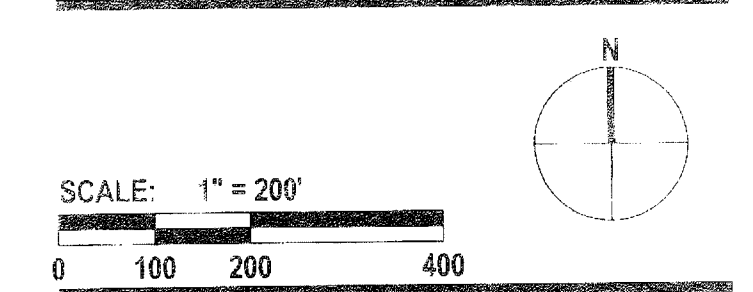
APR 25 2013

BY: DEBRA CAMPBELL

*See A Set \$F*

**Revised**

05/14/07  
11/16/07  
12/14/07

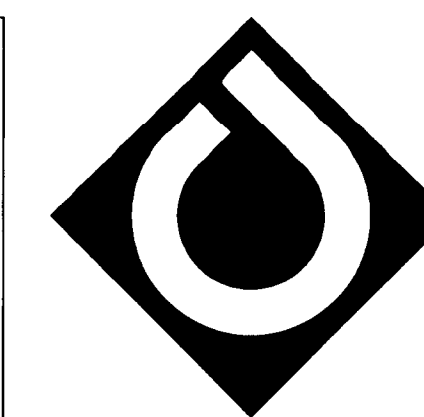


**RZ5.0**

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200 South Tryon Street, Suite 1400 Charlotte, NC 28202  
+1 704 376 1555 +1 704 376 7851 +www.colejeneststone.com

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CUMBERLAND CENTER IV  
3225 CUMBERLAND BLVD, SUITE 400  
ATLANTA, GEORGIA 30339

**CITY PARK**

CHARLOTTE, NORTH CAROLINA

**STREET SECTION  
DETAILS**  
For Public Hearing  
Petition # 2007-082

Project No.  
3592

Issued  
03.26.07

Revised

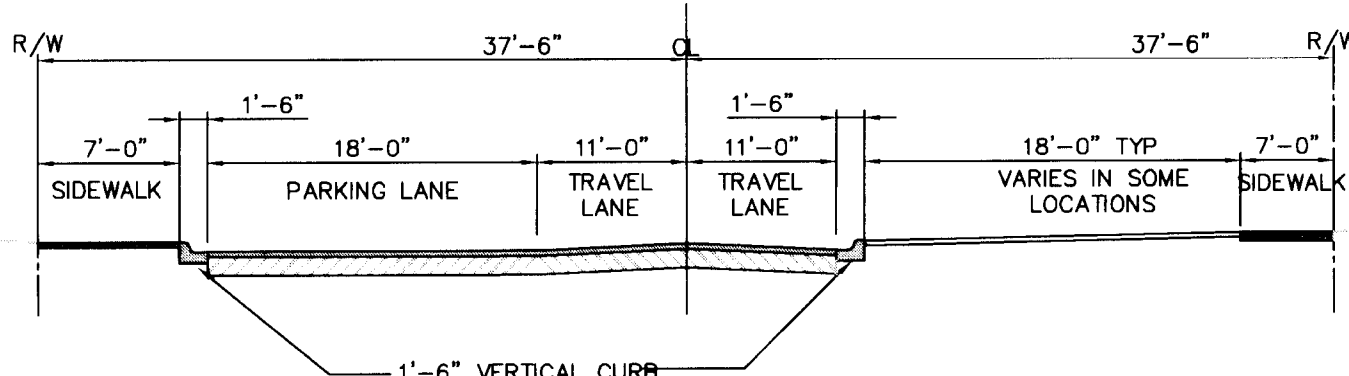
09/14/07  
10/25/07  
11/16/07  
04/10/08 - ADMINISTRATIVE AMENDMENT  
02/21/13 - ADMINISTRATIVE AMENDMENT  
04/03/13 - ADMINISTRATIVE AMENDMENT-PLANNING COMMENT

NOT TO SCALE

**RZ6.0**

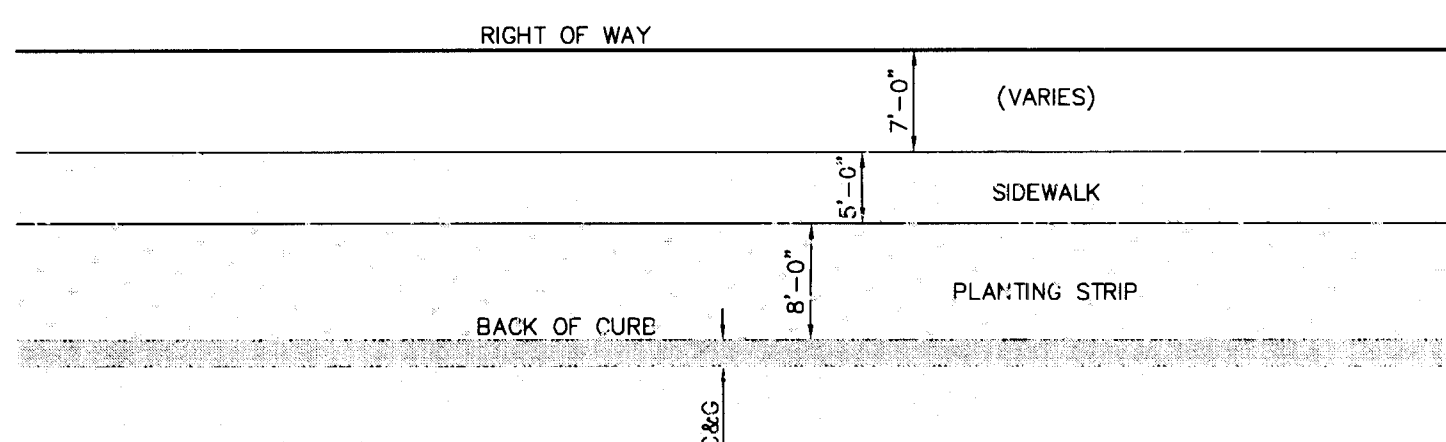
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NOTES:  
PROVIDE EIGHT (8) FOOT PLANTING STRIP  
AND SIX (6) FOOT SIDEWALK ALONG ENTIRE  
STREET EXCEPT IN AREAS  
WHERE 90 DEGREE PARKING HAS DIRECT  
ACCESS FROM THE PROPOSED PRIVATE  
STREET

**PRIVATE STREET - PARKING PERMISSIBLE ON ONE SIDE (CAN VARY WHICH SIDE OF ROAD) G3**



TYVOLA ROAD

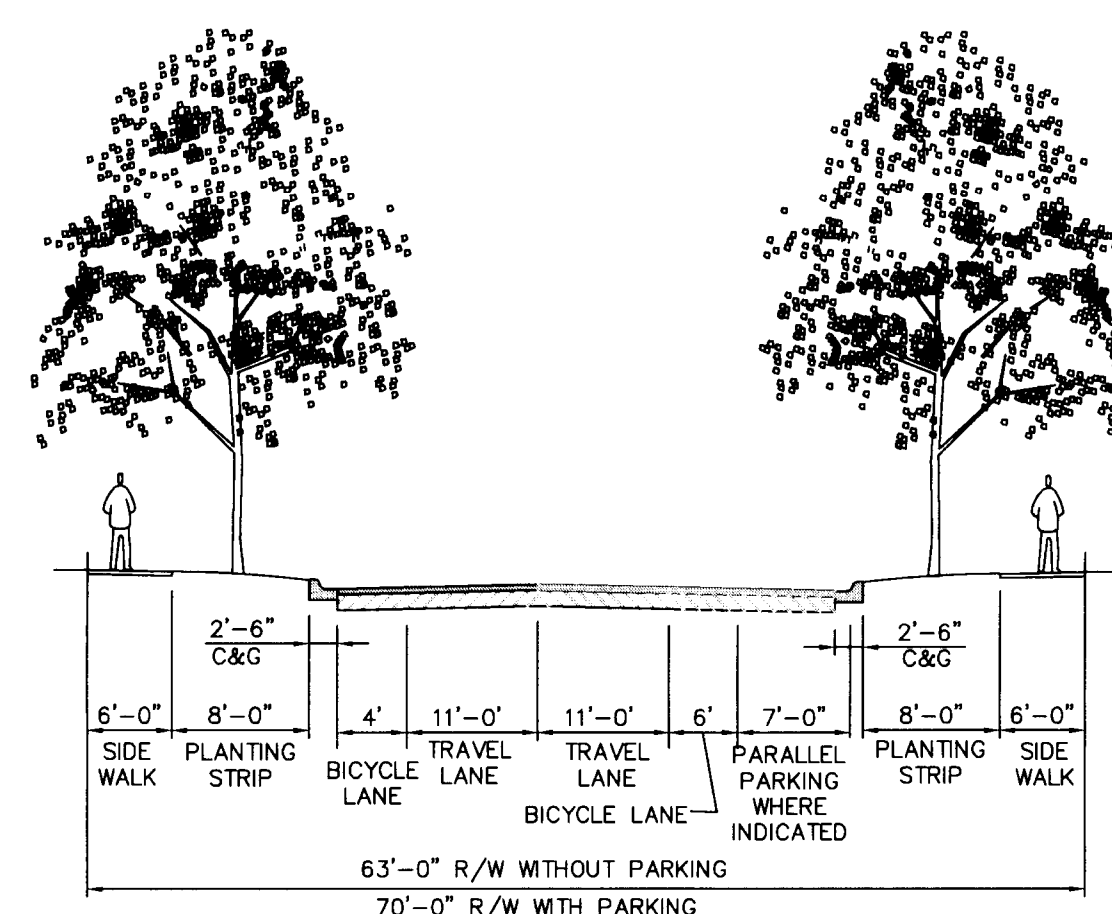
A

**EXISTING CONDITIONS ON TYVOLA ROAD**

H

**PUBLIC STREET - AVENUE WITH BICYCLE LANE**

D

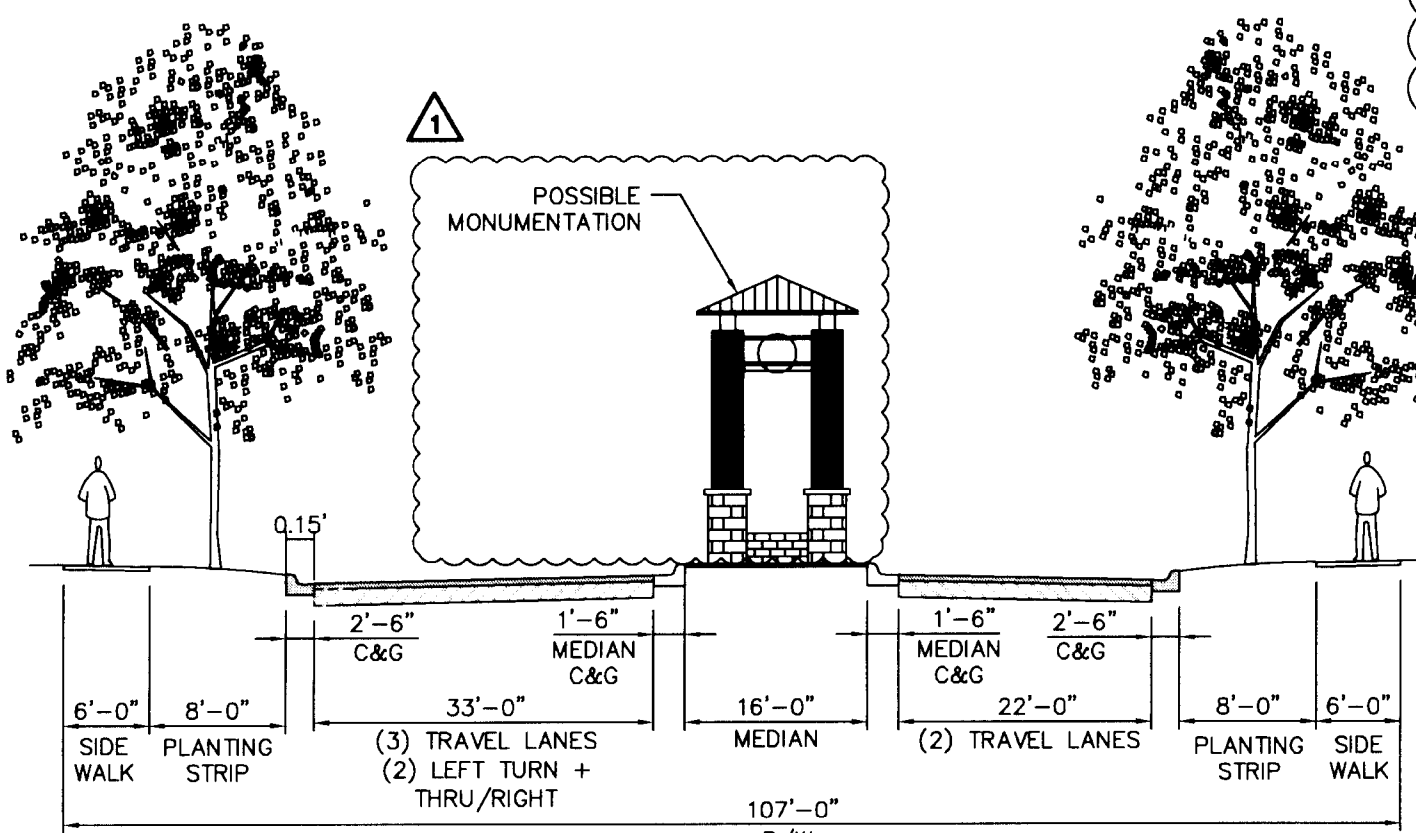


NOTES:  
1. AT THE NORTH-SOUTH CONNECTOR,  
THE 10' WIDE LOOP TRAIL MAY BE  
INSTALLED IN LIEU OF THE 6' SIDEWALK  
ON ONE SIDE OF THE STREET IN  
LOCATIONS WHERE THIS TRAIL  
PARALLELS THE ROAD AS SHOWN ON  
THE TECHNICAL DATA SHEET.

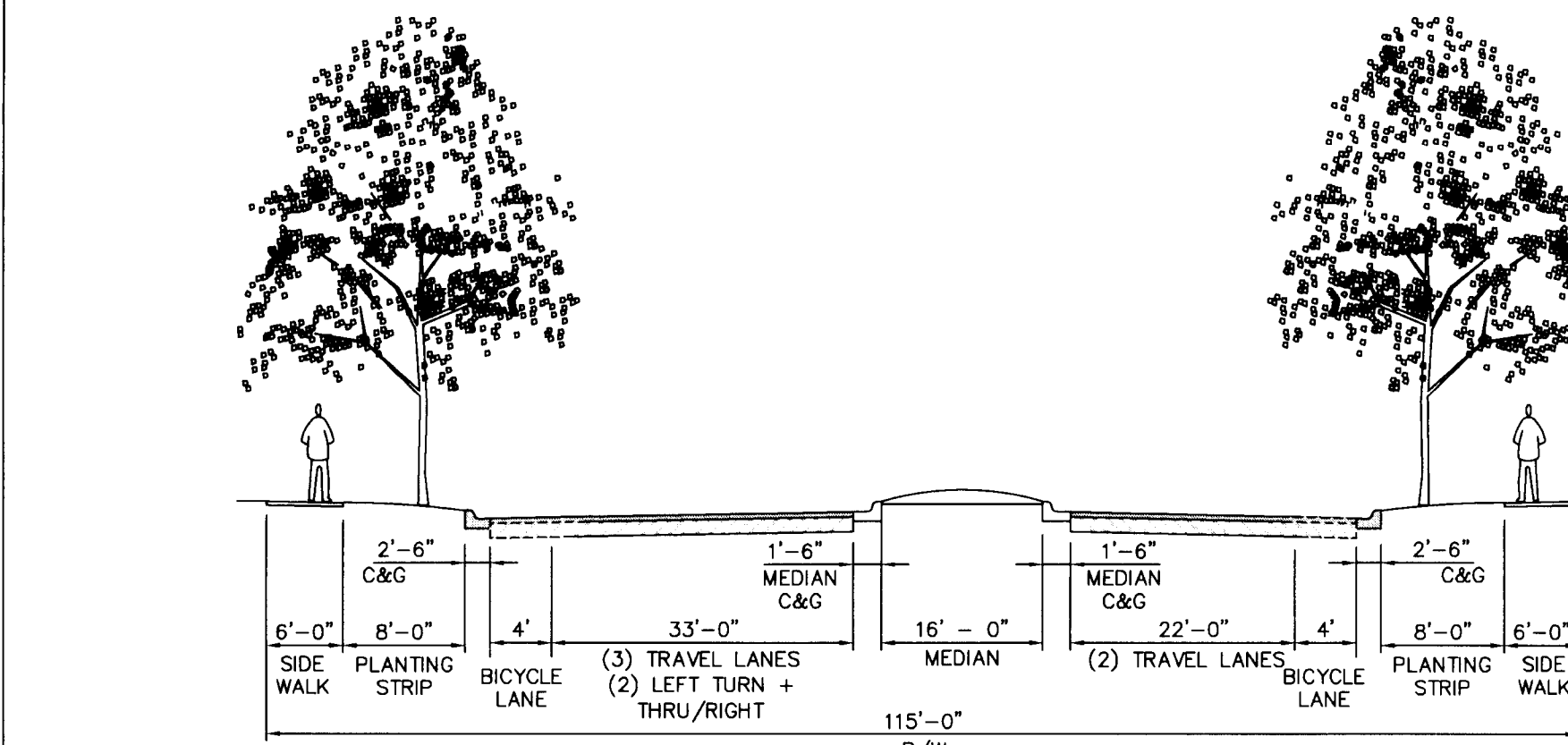
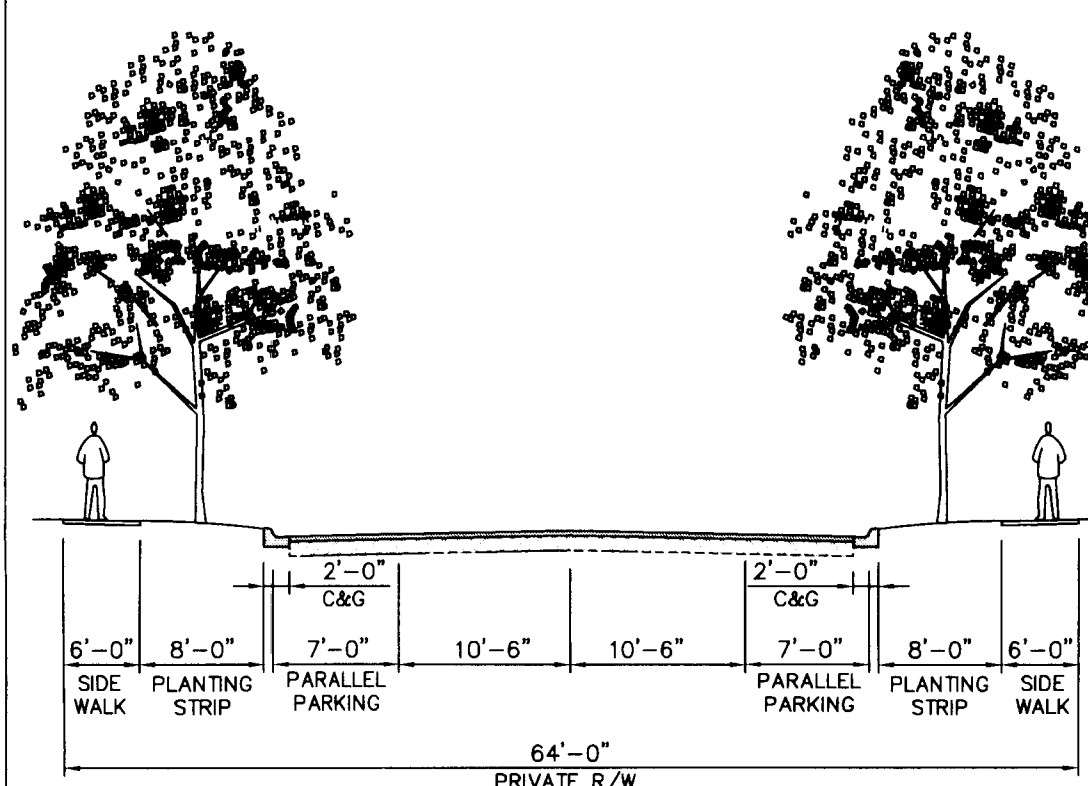
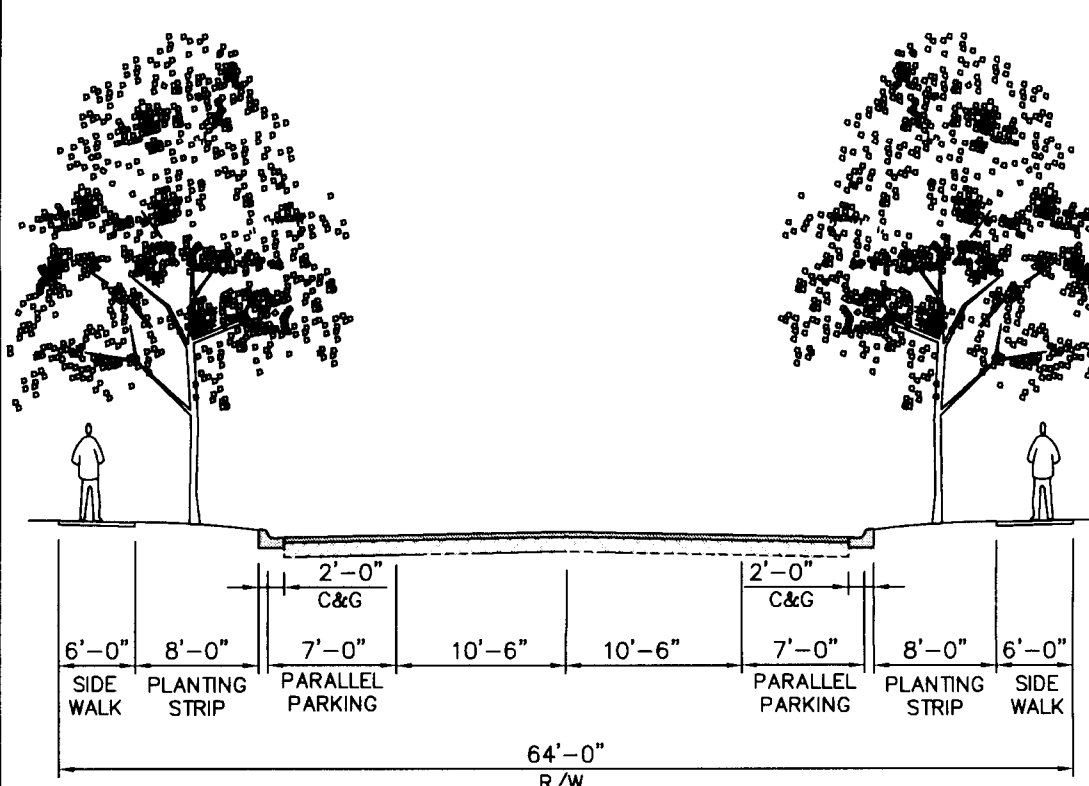
F3

**PUBLIC STREET (LOCAL)- PARKING PERMISSIBLE ON TWO SIDES**

NOTES:  
1. NO PARKING SHALL BE ALLOWED  
BETWEEN THE BUILDING AND THE PRIVATE  
STREET, EXCEPT FOR ON-STREET PARKING  
AS PREVIOUSLY APPROVED PER THE SITE  
DEVELOPMENT PLAN.  
2. A PUBLIC ACCESS EASEMENT SHALL BE  
PROVIDED FOR ACCESS ALONG THE PRIVATE  
STREET.



A



ATTACHED TO ADMINISTRATIVE  
APPROVAL

APR 25 2013

BY: DEBRA CAMPBELL

*Debra Campbell*

*DP*

**PRIVATE STREET - DIVIDED ENTRY ROAD FOR CITY PARK DRIVE AT TYVOLA ROAD**

K

**PUBLIC STREET (LOCAL) - PARKING PERMISSIBLE ON TWO SIDES**

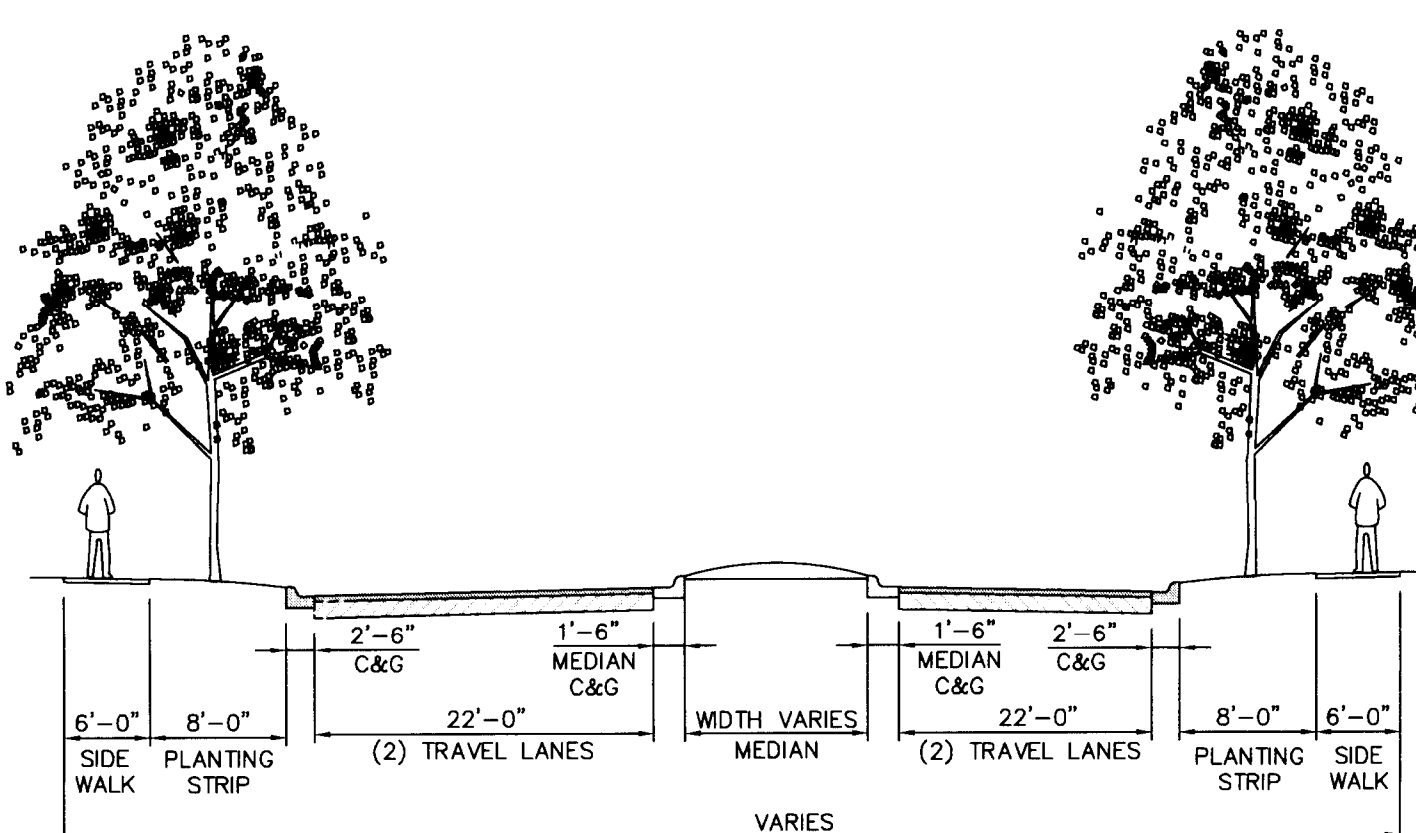
G1

**PRIVATE STREET (LOCAL) - PRIVATE PARKING TWO SIDES**

G2

**PUBLIC STREET - DIVIDED ENTRY ROAD FOR NORTH-SOUTH CONNECTOR AT TYVOLA ROAD**

C



NOTES:  
1. NO ON-STREET PARKING WILL BE  
ALLOWED BETWEEN THE BUILDING AND  
PRIVATE STREET EXCEPT FOR ON-STREET  
PARKING WHICH HAS BEEN PREVIOUSLY  
PERMITTED.  
2. A PUBLIC EASEMENT WILL BE  
PROVIDED TO ALLOW FOR ACCESS ON THE  
PRIVATE STREET.

**PUBLIC STREET - DIVDED ENTRY ROAD FOR NORTH-SOUTH CONNECTOR AT BILLY GRAHAM PARKWAY**

J

**PUBLIC GREEN STREET - PARKING PERMISSIBLE ON ONE SIDE**

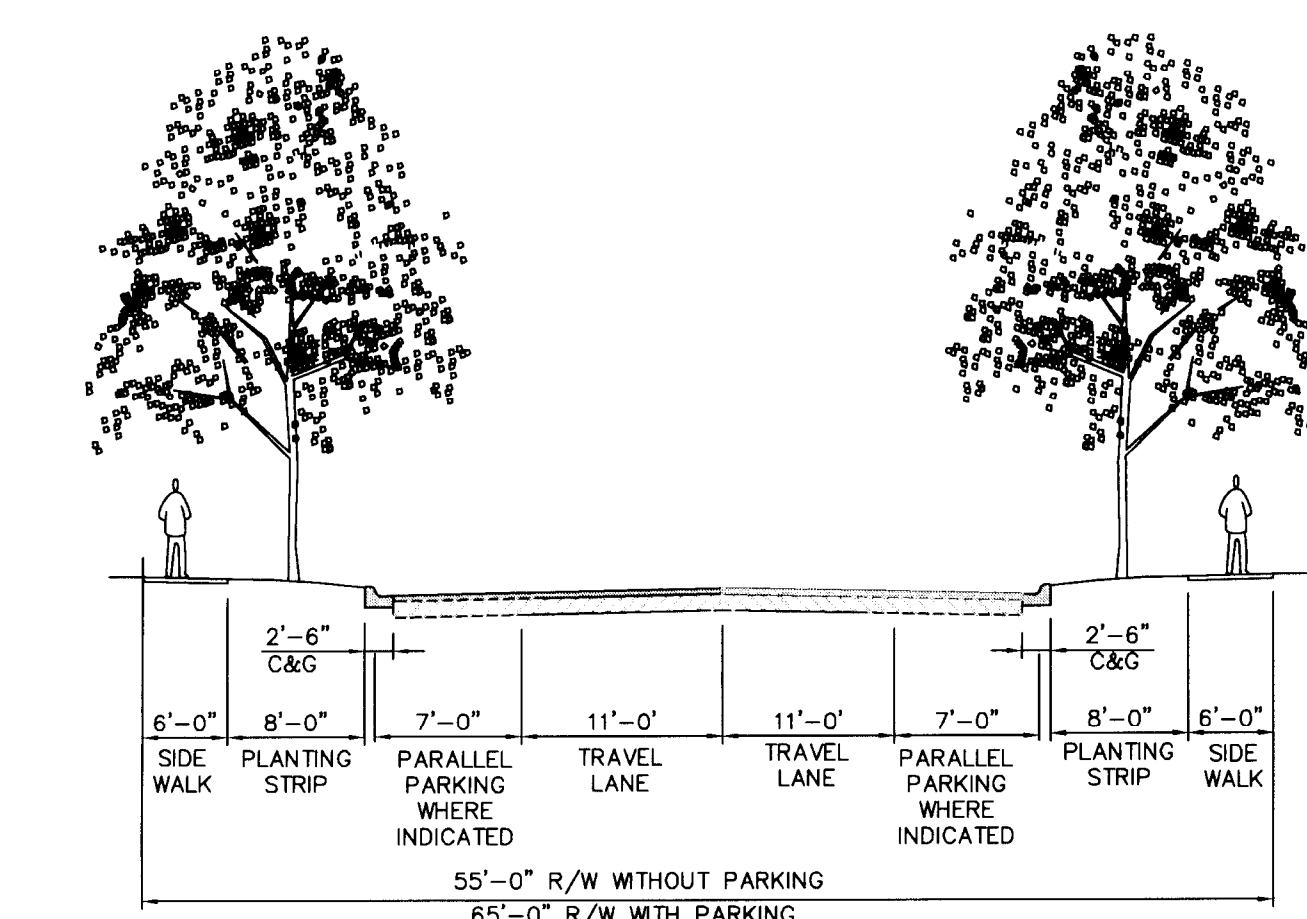
F1

**PRIVATE GREEN STREET - PRIVATE PARKING ONE SIDE**

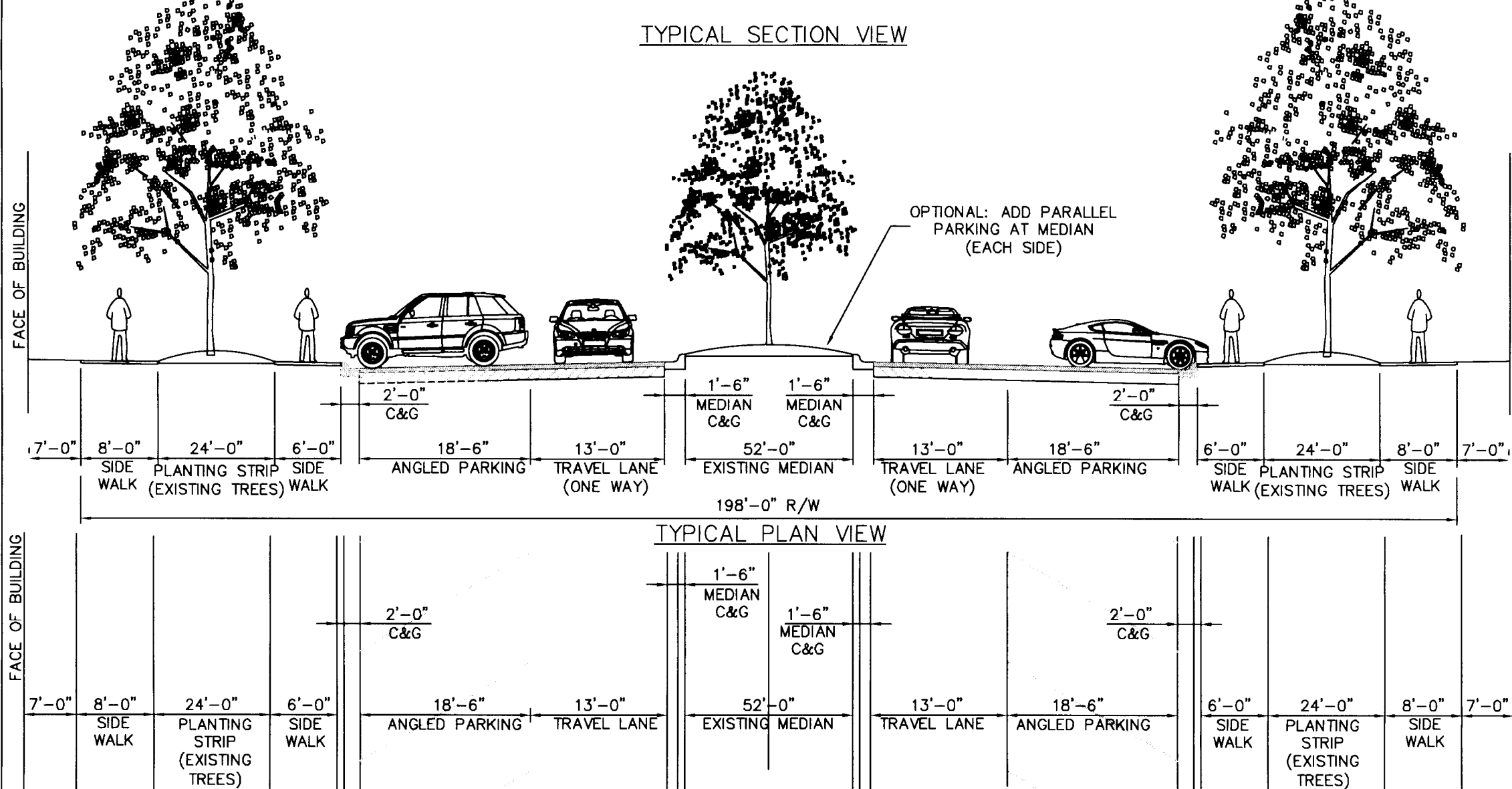
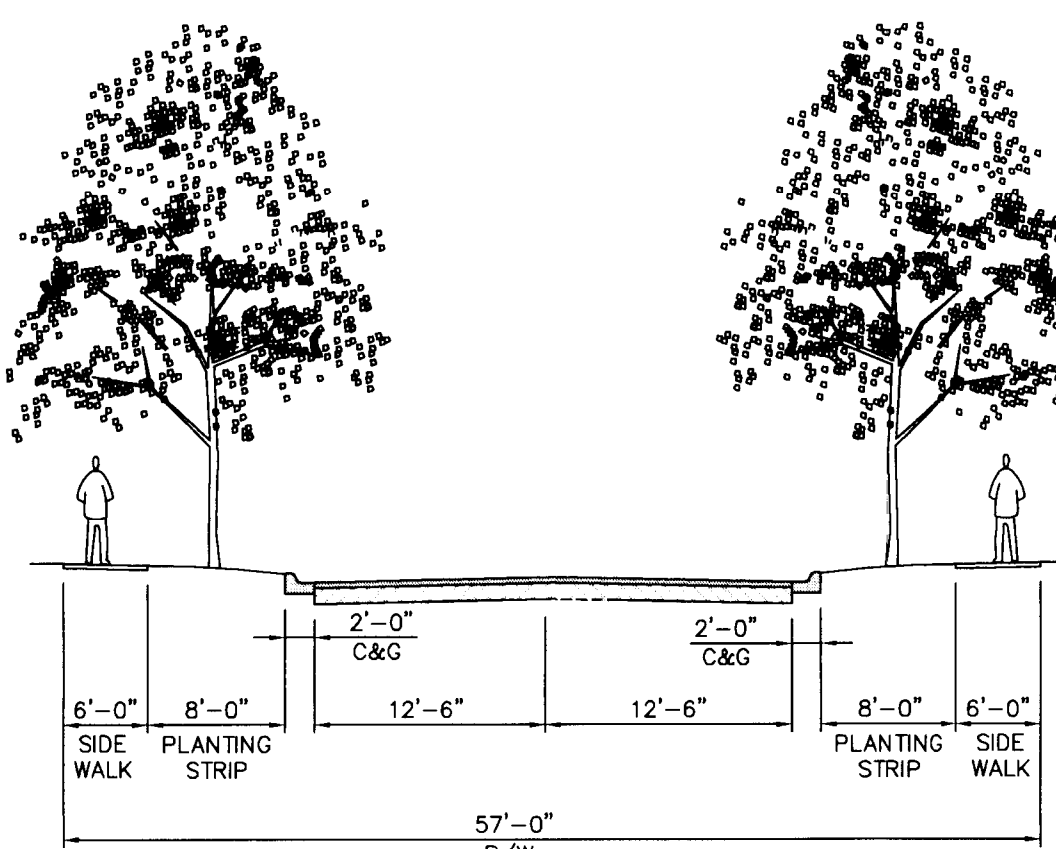
F2

**CITY PARK DRIVE (MAIN STREET) - PRIVATE STREET WITH PARALLEL PARKING**

B



NOTES:  
1. AT CITY PARKWAY, SIDEWALK MAY BE  
EXTENDED TO THE CURB AND STREET  
TREES INSTALLED IN GRATES IN LIEU OF  
A PLANTING STRIP IN ORDER TO  
ENHANCE THE URBAN FEEL OF THE  
STREET CORRIDOR THROUGH THE RETAIL  
DISTRICT.  
2. AT CITY PARKWAY, A 10' WIDE  
SIDEWALK MAY BE INCORPORATED INTO  
ONE SIDE OF THE STREET IN ORDER TO  
PROVIDE AN INTERNAL LINK TO THE  
LOOP TRAIL.



**PUBLIC STREET - AVENUE WITHOUT BICYCLE LANE**

I

**PUBLIC STREET (LOCAL STREET) - PARKING PERMISSIBLE ON ONE SIDE**

E

**CITY PARK DRIVE (MAIN STREET) - PRIVATE STREET WITH ANGLED PARKING**

A