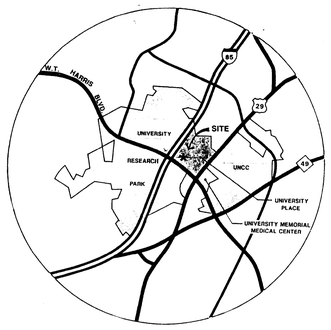
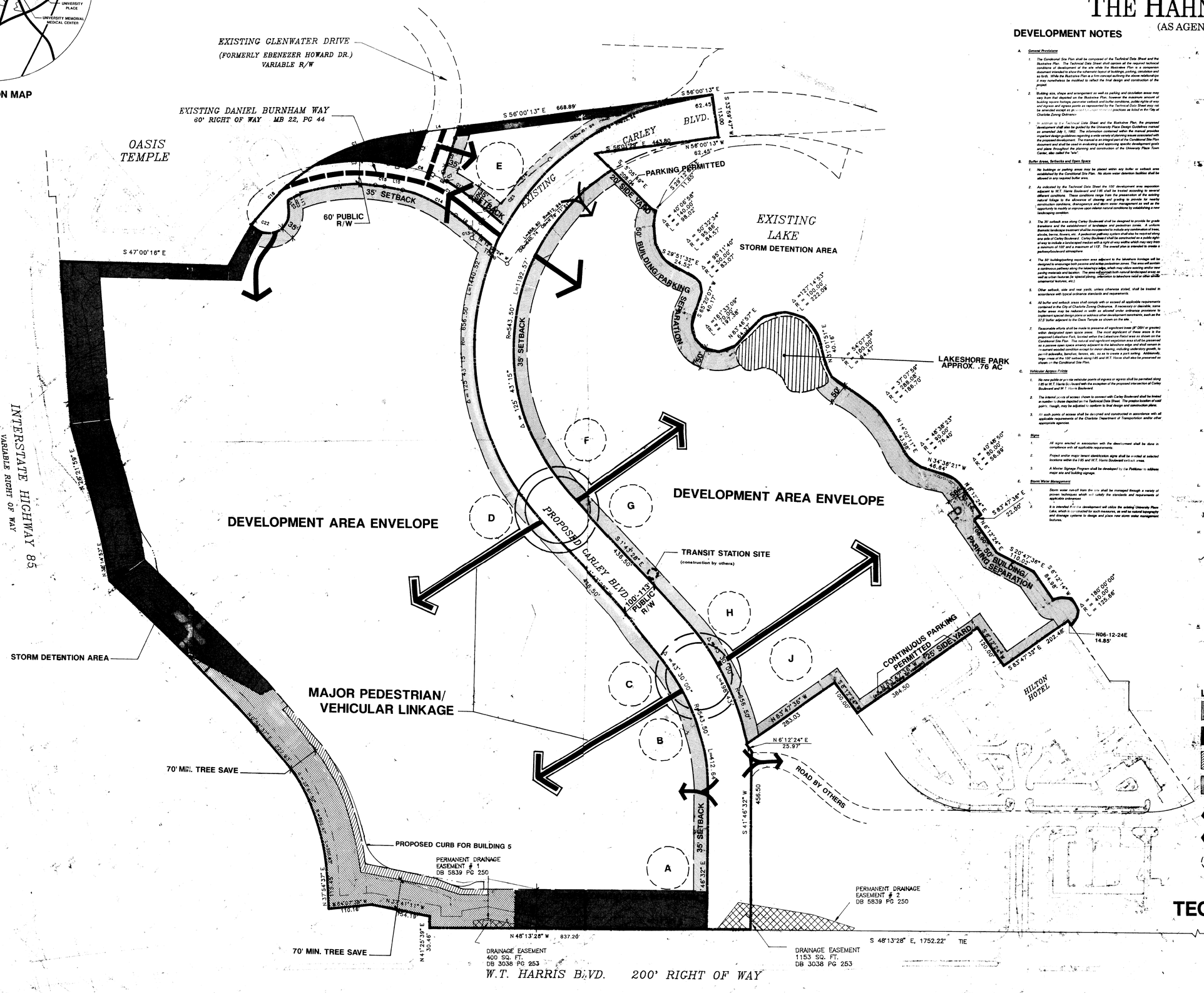
UNIVERSITY PLACE TOWN CENTER

THE HAHN COMPANY

(AS AGENT FOR U.P.M.I.)



LOCATION MAP



DEVELOPMENT NOTES

A. General Provisions

1. The Conditional Site Plan shall be component of the Technical Data Sheet and the Illustrative Plan. The Technical Data Sheet shall contain all the required technical information as required by the Ordinance or else, while the Illustrative Plan is a conceptual document intended to show the schematic layout of buildings, parking, circulation and so forth. While the Illustrative Plan is a firm concept outlining the above relationships it may nonetheless be modified to reflect the final design and construction of the project.

2. Building size, shape and arrangement as well as parking and circulation areas may vary from that depicted on the Illustrative Plan, however the maximum amount of building square footage, perimeter setback and buffer conditions, public rights of way and ingress and egress points as represented by the Technical Data Sheet may not be amended except as provided for under the terms and practices as listed in the City of Charlotte Zoning Ordinance.

3. In addition to the Technical Data Sheet and the Illustrative Plan, the proposed development shall also be guided by the University Place Design Guidelines manual as amended July 1, 1992. The information contained within the manual provides important design guidelines regarding a wide variety of planning issues associated with the proposed development. The manual is an integral part of the Conditional Site Plan document and shall be used in evaluating and approving specific development goals and plans throughout the planning and construction of the University Place Town Center, also called the "site".

B. Buffer Areas, Setbacks and Open Space

1. No buildings or parking areas may be placed within any buffer or setback area established by the Conditional Site Plan. No storm water detention facilities shall be allowed in any required buffer area.

2. As indicated by the Technical Data Sheet the 100' development area separation adjacent to W.T. Harris Boulevard and I-85 shall be treated according to several different conditions. These conditions range from the preservation of the existing natural foliage to the allowance of clearing and grading to provide for nearby construction operations, drainageways and storm water management as well as the opportunity to modify or improve upon interior natural conditions by establishing a new landscaping condition.

3. The 35' setback area along Carley Boulevard shall be designed to provide for grade transitions and the establishment of landscape and pedestrian areas. A uniform Berm/Landscape treatment shall be provided to include only continuation of trees, shrubs, berms, flowers, etc. A pedestrian/bicycle path shall also be required along one side of Carley Boulevard. Carley Boulevard shall be constructed as a public right-of-way to include a landscaped median with a right-of-way width which may vary from a minimum of 100' and a maximum of 113'. The overall plan is intended to create a parkway/boulevard atmosphere.

4. The 50' building/parking separation area adjacent to the lakeshore frontage will be designed to encourage both passive and active pedestrian zones. This area will contain a continuous pathway along the lakeshore edge, which may utilize existing and/or new paving materials and location. The area will contain both natural landscaped areas as well as urban features (in special planing, attention to lakeshore retail or other similar ornamental features, etc.)

5. Other setback, side and rear yards, unless otherwise stated, shall be treated in accordance with typical ordinance standards and requirements.

6. All buffer and setback areas shall comply with or exceed all applicable requirements contained in the City of Charlotte Zoning Ordinance. If necessary or desirable, some buffer areas may be reduced in width as allowed under ordinance provisions to implement special design plans or address other development constraints, such as the 37.5' buffer adjacent to the Oasis Temple as shown on the site.

7. Reasonable efforts shall be made to preserve all significant trees (8" DBH or greater) within designated open space areas. The most significant of these areas is the proposed Lakeshore Park, located within the Lakeshore Retail area as shown on the Conditional Site Plan. The natural and significant vegetation area shall be preserved as a passive open space amenity adjacent to the lakeshore edge and shall remain in its current wooded condition except for minor clearing, including understory growth, to permit sidewalks, benches, fences, etc. so as to create a park setting. Additionally, large areas of the 100' setback along I-85 and W.T. Harris shall also be preserved as shown on the Conditional Site Plan.

C. Vehicular Access Points

1. No new public or private vehicular points of ingress or egress shall be permitted along I-85 or W.T. Harris Boulevard with the exception of the proposed intersection of Carley Boulevard and W.T. Harris Boulevard.

2. The internal points of access shown to connect with Carley Boulevard shall be limited in number to those depicted on the Technical Data Sheet. The precise location of said points, though, may be adjusted to conform to final design and construction plans.

3. All such points of access shall be designed and constructed in accordance with all applicable requirements of the Charlotte Department of Transportation and/or other appropriate agencies.

D. Signs

1. All signs erected in association with the development shall be done in compliance with all applicable requirements.

2. Project and/or major tenant identification signs shall be erected at selected locations within the I-85 and W.T. Harris Boulevard setback areas.

3. A Master Signage Program shall be developed by the Petitioner to address major site and building signage.

E. Storm Water Management

1. Storm water run-off from the site shall be managed through a variety of proven techniques which will satisfy the standards and requirements of applicable ordinances.

2. It is intended that the development will utilize the existing University Place Lake, which is connected for such measures, as well as natural topography and drainage systems to design and place new storm water management features.

F. Landscaping and Screening

1. All proposed development within the site shall be screened and landscaped in compliance with provisions contained in the City of Charlotte Zoning Ordinance and the Charlotte Tree Ordinance.

2. A master landscape plan shall be prepared by the Petitioner to address typical landscaping/screening issues (ie: buffers/setbacks, typical parking lot arrangement, public rights-of-way, loading areas, etc.). The plan shall be approved prior to issuance of any grading permit associated with the development.

G. Development Program/Number of Uses

1. The Conditional Site Plan proposes to rezone the site to the Commercial Center Conditional District (CC(CD)). All uses permitted within the CC District shall be allowed, including accessory uses/functions.

2. The maximum amount of total retail building square footage shall not exceed 100,000 square feet, inclusive of future building expansion. In addition, the site shall also be permitted a maximum of 240,000 square feet of office space. Should a gasoline service station locate on the site, such use shall be restricted to Pad Site Outparcel locations C, D, F, & G.

3. The maximum number of outparcels shall be nine. Parcel A or E may be used as a single building with two uses.

H. Building Height and Massing

1. Building massing and architectural elevations shall be designed to reinforce a village/neighborhood retail environment. Building facades shall include a variety of forms and surfaces, large and small, which visually emphasize entries, passages and activity areas.

2. Lakeshore retail shops N & P adjacent to the existing bridge landing will be organized around an external place to maximize opportunities for visual orientation towards and pedestrian connection to the lakeshore. In addition, the hardscape and landscape areas east of Commercial Building 3 shall be designed to allow opportunities for vending carts, kiosks and similar appurtenances at the lakeshore edge to invite pedestrian activity. A second pedestrian/bicycle path to the lakeshore shall also be provided in the vicinity of Shops I, J & M.

3. All buildings shall avoid a blank and monotonous wall elevation especially those facing the retail center which do not directly access the lake edge. This shall be accomplished by using massing details, facade articulation, which takes into account such features as windows, cornices, awnings, changes in roof lines and/or building materials and colors, etc.

I. Lot Retail

1. Building massing, while larger than the lakeshore retail, shall also minimize large, monotonous building elevations by especially emphasizing building entries. This shall be further accomplished by changes in building floor elevation from one major tenant building to the next, changes in color/building materials, roof line details and/or other facade articulation.

2. Major tenant buildings located within the I-85 retail area shall not be allowed to have a single continuous, unarticulated flat parapet.

3. Where rear building elevations and service areas are screened from view by existing trees, basic building materials and finishes may be used.

J. Design Relationship Between Lakeshore Retail and I-85 Retail

1. As depicted on the Illustrative Plan, a major design goal established for the site shall emphasize a visual, architectural, vehicular and pedestrian linkage between the site's two retail areas.

2. This goal shall be implemented by means of two cross-connecting networks which would contain unique architectural landmarks, such as towers and other architectural ornaments located at both ends of the networks; overhead trellises; special signage and landscaping, etc.

3. All outparcel design buildings shall employ consistent, similar or complimentary design elements in order to establish an interrelated architectural theme throughout the site.

K. Outparcel Architecture

1. All vehicle and loading areas will be effectively screened from public view.

2. Rooftop mechanical, wall mounted electrical and ground mounted transformers will be concealed by building forms or otherwise screened from immediate public ground view.

3. Primary front elevations shall have gables, cornices, trellises and/or other architectural features to mitigate unarticulated walls and flat roof forms.

L. On-Street Parking/Circulation

1. Development within any one shall be subject to off-street parking in accordance for design, location and number of vehicle spaces as specified in the City of Charlotte Zoning Ordinance.

2. Parking lot layout and circulation shall be designed to accommodate service and emergency vehicles.

3. The number of on-street loading spaces shall comply with ordinance provisions.

M. Lighting

1. The design of streetscape, parking and pedestrian lighting shall be coordinated throughout the site.

2. Lighting along Carley Boulevard and within parking lots shall consider overall architectural comfort.

3. Lighting shall be designed so as to prevent direct lighting onto nearby residential areas.

N. Sidewalks, Pathways and Pedestrian Zones

1. Sidewalks and other pedestrian pathways shall be designed to provide adequate and functional circulation throughout the site and should provide a linkage between all major use areas of the site.

2. Sidewalks and pathways shall be designed in conjunction with other landscape elements such as street trees, existing vegetation, buffer plantings, trees, walls, lighting, etc. as well as the adjoining or nearby land use (ie: where pedestrian areas vs. Carley Blvd. area).

3. The pedestrian zones established by the two cross-site networks shown on the conceptual site plan shall be clearly highlighted and emphasized by utilizing such elements as specialty paving accents, signage, landscaping, etc. Sidewalks in these areas shall be reasonably separated from vehicular traffic.

4. An active pedestrian zone shall be established at the lakeshore retail area by creating an environment specifically designed to accommodate benches, outdoor seating, vendor carts and the like. Features such as benches, kiosks and the like opportunities will be provided to enhance pedestrian environment.

O. Fire Protection

1. All development within the site shall comply with the requirements of the Charlotte Fire Department, including hydrant locations, emergency access, etc.

LEGEND

- PUBLIC R/W AND LAKESHORE EDGE AREAS [illegible] PERMITTED
- DEVELOPMENT AREA SEPARATION [illegible] & LANDSCAPING PERMITTED
- EXISTING VEGETATION SUBJECT TO REMOVAL [illegible] CONSTRUCTION OF CRIB WALL PERMITTED
- EXISTING VEGETATION TO REMAIN
- FULL ACCESS PERMITTED
- RIGHT-IN RIGHT-OUT ONLY
- (Q) OUTPARCEL LOCATION

TECHNICAL DATA SHEET

CONCRETE R/W MONUMENT AT INTERSECTIONS OF W.T. HARRIS BLVD. AND U.S. HIGHWAY 29 R/W'S

BOUNDARY TABLE

CURVE	ARC	RADIUS	CHORD LENGTH	CHORD BEARING
C1	237.15	556.50	235.36	S 68° 12'43" E
C18	224.00	556.50	222.49	N 88° 02'53" E

LINE	BEARING	DISTANCE
L1	S 56° 00'13" E	69.65
L4	S 56° 00'13" E	84.62

DEVELOPMENT SUMMARY

Total Site Area	77.7 Ac.
Existing Zoning	B-1S.C.D.
Proposed Zoning	CC(CD)
Proposed Use	Retail Shopping (and Office)
Total Proposed Building Area	700,000 SF (Retail) 240,000 SF (Office) 940,000 SF Total

NORTH

100' 0 100' 200'

SCALE: 1"=100'

PROJECT NO. 91608-1
REVISION 10-15-92
3-5-93

JULY 22, 1992

APPROVED BY CITY COUNCIL
DATE February 15, 1993
92-69

MAR 19 1993

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D. TRANSPORTATION IMPROVEMENTS

The petitioner shall be responsible for completing and/or cooperating on the construction of the following transportation improvements. The improvements shall be phased in the order listed, commencing with the first development phase. The improvements shall be phased in the order listed, commencing with the first development phase. The improvements will be based upon obtaining all appropriate approvals from the City of Charlotte, North Carolina. All improvements shall be reviewed and be based upon obtaining all appropriate approvals from the City of Charlotte, North Carolina. All improvements shall be reviewed and approved by the Charlotte Department of Transportation (CDOT) and North Carolina Department of Transportation (NCDOT) prior to construction. All initial phase improvements shall be completed by the Petitioner and/or others with identified responsibility prior to the issuance of Occupancy for the first building to be completed in the proposed development.

The required improvements are identified in the following list:

INTERSECTION	IMPROVEMENTS	ROADWAY IMPROVEMENT
1. US Hwy 29 @ Carley Boulevard	Convert existing east to south right-turn lane to a second east to south left-turn lane. Construct new west to south right turn lane. Extend existing southbound right turn lane (based upon length requirements identified in the Site Traffic Analysis).	1. Carley Blvd.
2. W.T. Harris Boulevard @ Carley Blvd.	Construct third east to north left-turn lane. Construct third south bound left turn lane. Construct third south to west right turn lane. Modify McCullough approach to accept Carley leg addition.	2. Carley Boulevard (Existing)
		3. Carley Boulevard Access Drives

SIGNALIZATION	IMPROVEMENT
1. US Hwy 29 @ Carley Boulevard	Install signal to serve site traffic when warrants are met. Install signal at project opening
W.T. Harris Boulevard	
Carley Boulevard @ Access Drive #1	Install signal when warrants are met (See Roadway Improvements Note 2)
Carley Boulevard @ Access Drive #2	Install signal when warrants are met (See Roadway Improvements Note 2)

Construct Carley Boulevard as a six lane divided facility between W.T. Harris and access drive #1 and as a three lane divided facility beyond access drive #1 and access drive #2.

Complete four lane divided roadway cross section between access drive #1 and US 29 flared upon addition of one lane in each direction by a road design this improvement is contingent upon C-DOT accepting responsibility for signal installation at access drives #1 and #2.

All access drives to have a minimum of 150 feet of beneficial/transversion, except access drive #3 will provide maximum channelization possible per site plan.

Access drives #1&2 , and #3 to have a left and through/right or through/left and right combination lane w/dependent based as identified in a/ Site Traffic Analysis.

Each of the improvements to be constructed within state or city rights-of-way will involve the installation of curb and gutter by the Petitioner with the base and pavement being provided by the City of Charlotte. In the event that other newly approved developments are identified to have partial responsibility for any improvement listed, the Petitioner will only be responsible for proportionate fair share of the costs associated with the aforementioned improvements.

With the exception of the road way improvements on Carley Boulevard and the signalization of the Carley Boulevard/ W.T. Harris Intersection (which shall be Phase 1, initial development improvement), each of the other described improvements should be substantial as phased projects. The recommended phases are as follows:

PHASE	LOCATION	IMPROVEMENT
1	W.T. Harris @ Carley Boulevard	Geometric and Signalization
1	Carley Boulevard	Roadway & Intersection line provisions (geometric)
2	US 29 @ Carley Boulevard	Intersection Geometrics
3	US 29 @ Carley Boulevard	Signalization
3	Site Access Drives	Signalization as Warranted

In connection with the potential removal of the signal and median closure at the W.T. Harris Boulevard/ Kaynes Drive - University Executive Park, the Petitioner shall have the right to erase said signalization equipment to satisfy other signalization commitments, when and if CDOT requires this modification pursuant to existing approvals outside of Petitioners application.