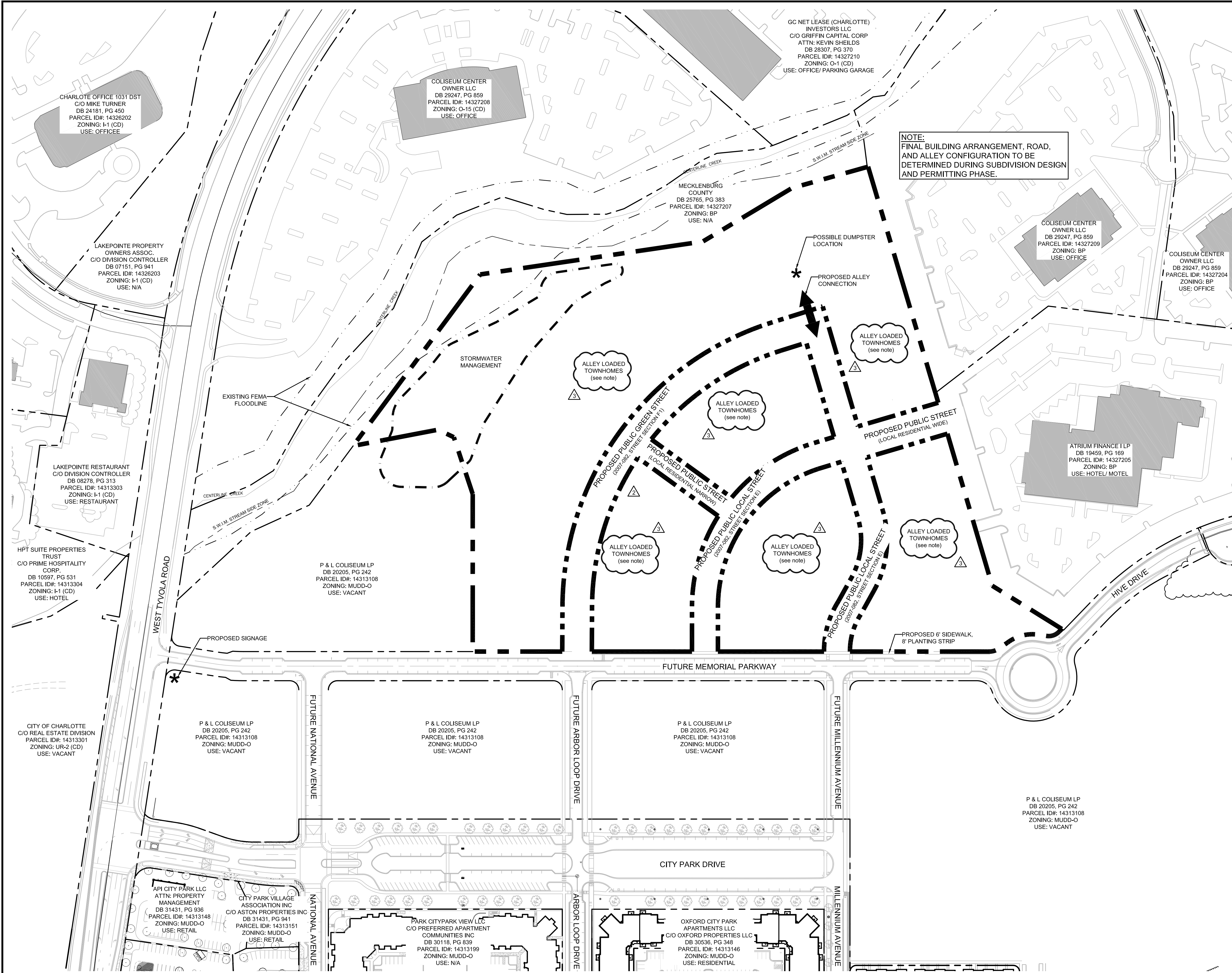


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CHARLOTTE - DOUGLAS INTERNATIONAL AIRPORT
WEST BOULEVARD
PROJECT SITE
BILLY GRAHAM PARKWAY
WEST TYVOLA ROAD
SOUTH TRAYON STREET
RENAISSANCE PARK

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.S. PHARR & ASSOCIATES P.A., 1548 UNION ROAD SUITE-8, GASTONIA, NC 28054, 704-864-9636, DATED MARCH 17, 2006, JOB NO. 67459

DEVELOPMENT DATA

TAX PARCEL ID: 14313108 (PARTIAL)
ACREAGE: ± 23.38 AC (1,018,363 SF)

EXISTING ZONING: MUDD-O
EXISTING USE: COMMERCIAL

PROPOSED ZONING: MUDD-O (SPA)
PROPOSED USE: SINGLE-FAMILY ATTACHED TOWNHOMES

PROPOSED UNITS: UP TO 260 TOWNHOMES
PROPOSED DENSITY: ±11.12 UNITS/ AC MAX.

WASTE MANAGEMENT: ROLLOUT CONTAINERS - SERVICE TO BE PROVIDED BY HOA

MAXIMUM BUILDING HEIGHT: 120' MAX.

GENERAL NOTES

ALLEY-LOADED TOWNHOMES MAY BE REPLACED WITH ALLEY-LOADED OR FRONT-LOADED SINGLE FAMILY DETACHED HOMES WITHIN THE PARAMETERS OF THE REZONING PLAN

This Plan Is A Preliminary Design.
NOT Released For Construction.

0 100 200 400
SCALE: 1"=100'

REVISIONS:

No.	Date	By	Description
1	02/12/18	DRW	PER REVIEW COMMENTS
2	03/19/18	SDW	PER REVIEW COMMENTS
3	06/25/18	SDW	PER REVIEW COMMENTS

Landworks
Design Group, P.A.
7821 Little Avenue, Suite III
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704-541-1604 fax 704-541-1604

CITY PARK TOWNHOMES
CHARLOTTE, NC
2250 WEST TYVOLA ROAD
CHARLOTTE, NC 28217

REZONING SITE PLAN

PETITION: 2017-205

CORPORATE CERTIFICATIONS
NC PE - C-2930 NC LA - C-253
SC ENG - NO. 3599 SC LA - NO. 211

Project Manager: MDL
Drawn By: DRW
Checked By: MDL
Date: 12/18/17
Project Number: 14008
Sheet Number:

RZ1.0

SHEET # 1 OF 2

1. GENERAL PROVISIONS

THE FOLLOWING DEVELOPMENT STANDARDS ARE TAKEN FROM THE ORIGINALLY APPROVED REZONING PETITION 2007-082 FOR CITY PARK AND ASSOCIATED ADMINISTRATIVE APPROVALS THROUGH JUNE 30, 2016. THE MINOR MODIFICATIONS ASSOCIATED WITH THIS REZONING (REZONING PETITION 2017-260) ARE DEPICTED IN CLOUDED LOCATIONS ABOVE. THE PORTION OF THE SITE SUBJECT TO THIS REZONING PLAN SHALL BE TREATED AS PART OF THE OVERALL DEVELOPMENT, AS CONTEMPLATED IN THE ORIGINAL 2007-082 REZONING. HOWEVER, IF THERE IS A CONFLICT BETWEEN THE DEVELOPMENT STANDARDS CONTAINED HEREIN AND THOSE DEVELOPMENT STANDARDS OF THE REZONING PLAN OR CITY ORDINANCE APPROVALS, THE NOTES CONTAINED HEREIN SHALL GOVERN FOR THIS APPROXIMATELY 23.38 ACRE PORTION OF THE OVERALL CITY PARK SITE AS CONTEMPLATED IN THIS REZONING PLAN.

THESE DEVELOPMENT STANDARDS FORM A PART OF THE TECHNICAL DATA SHEET (SHEET R2.1) ASSOCIATED WITH THE REZONING PETITION FILED BY THE PETITIONER TO ACCOMMODATE DEVELOPMENT OF THE 199-acre TRACT OCCUPIED BY THE OLD CHARLOTTE COLISEUM 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 R2.1), A CONCEPTUAL SITE PLAN FOR THE DEVELOPMENT OF THE SITE (SHEET R2.3.0), A CONCEPTUAL SITE PLAN ALTERNATE, DEPICTING OPTIONAL DEVELOPMENT PLANS FOR VARIOUS AREAS WITHIN THE SITE (SHEET R2.3.1) AND A PERSPECTIVE RENDERING LOOKING NORTH UP CITY PARK DRIVE (SHEET R2.3.2). THE PETITIONER RESERVES THE OPTION TO COMBINE OR NOT COMBINE BUILDINGS DEPICTED ON SHEETS R2.3.0 AND R2.3.1. 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 ESTABLISH 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 POINTS 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 R2.3.0) AND THE OPTIONAL DEVELOPMENT PLANS (SHEET R2.3.1) ARE SCHEMATIC IN NATURE AND THEREFORE ARE SUBJECT TO REFINEMENTS AS PART OF THE TOTAL DESIGN PROCESS. THEY MAY, THEREFORE, BE ALTERED OR MODIFIED DURING DESIGN DEVELOPMENT AND CONSTRUCTION DOCUMENT PHASES SO LONG AS THE MAXIMUM PARKING AND BUILDING ENVELOPE LINES ESTABLISHED ON THE TECHNICAL DATA SHEET (SHEET R2.1) 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 CHARACTER 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 6.20(1) OR (2) OF THE ORDINANCE, AS APPLICABLE. THE PERSPECTIVE RENDERING ACCOMPANYING THE TECHNICAL DATA SHEET (SHEET R2.3.2), WHICH HAS AS ITS VIEWPOINT OR POINT OF REFERENCE THE VIEW A MOTORIST ENTERING CITY PARK TOWN SQUARE FROM TYVOLA ROAD WOULD HAVE OF DEVELOPMENT WITHIN THE SITE 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 AWARE 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 6.20(7) OF THE ORDINANCE.

2. REQUIREMENTS FOR REMOVING PUBLIC ART PIECE

THERE IS CURRENTLY IN PLACE IN FRONT OF THE CHARLOTTE COLISEUM A MAYA LIN PUBLIC ART PIECE FEATURING NINE HOLLY SHRUBS SCULPTED TO GIVE THE APPEARANCE OF COLLING BALS. THE CONTRACT WHICH THE CITY OF CHARLOTTE ENTERED INTO WITH THIS ARTIST RESERVED A RIGHT ON THE CITY TO REMOVE THIS ART PIECE. PROVIDED CERTAIN TERMS AND CONDITIONS WERE SATISFIED. A COPY OF THIS 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 PERMITTED BY RIGHT OR UNDER PRESCRIBED CONDITIONS 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 LOCATED TO THE REAR OR SIDE OF THE PRINCIPAL USE. EXCEPT AS OTHERWISE DEPICTED ON THE CONCEPTUAL SITE PLAN AND THE OPTIONAL DEVELOPMENT PLANS, OR AS APPROVED THROUGH AN ADMINISTRATIVE VARIANCE, MANEUVERING/STACKING 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 FREESTANDING 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 12.4(3) OF THE ORDINANCE.

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

4. 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 1,090 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 SUBSIDE 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 DEVIATIONS:

- DEVIATIONS THAT WOULD ALLOW SURFACE LEVEL, OFF STREET PARKING SPACES AND MANUEVERING 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 MANUEVERING 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 MANUEVERING 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 MANUEVERING 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 TO REMAIN IN PLACE.
- DEVIATIONS TO ACCOMMODATE OPTIONAL PAVING SYSTEMS USED ON PRIVATE PLAZAS AND WALKWAYS.
- DEVIATIONS FROM THE SIGNAGE PROVISIONS TO ALLOW FOR 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, COMPUTER PROGRAMMABLE L.E.D. SYSTEMS WITH FULL COLOR, FLAT MATRIX DISPLAYS AND MESSAGE BOARDS, INCLUDING TYPED MOVING MESSAGE BOARDS, IN AND 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 MONUMENT STYLE BUILDING IDENTIFICATION SIGN OF UP TO 6 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 UMUD DISTRICT STANDARDS OF THE ORDINANCE.

GROUND-MOUNTED PROJECT / TENANT IDENTIFICATION SIGN AT THE INTERSECTION OF TYVOLA AND MEMORIAL PARKWAY SHALL BE LIMITED IN SIZE TO 8 FEET IN HEIGHT AND 100 SQUARE FEET IN SIGNAGE AREA.

- 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-OPTIONAL DEVIATIONS, THE PETITIONER RESERVES THE RIGHT TO REQUEST THE DIRECTOR OF CDDOT TO WAIVE ALL OR PART OF THE SIGHT TRIANGLE REQUIREMENTS OF THE ORDINANCE IN ACCORDANCE WITH THE PROVISIONS OF SECTION 12.19(9) 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 ENCIRCLE THE SITE, THE GENERAL ALIGNMENT OF WHICH IS MORE PARTICULARLY DEPICTED ON THE TECHNICAL DATA SHEET (SHEET R2-1) 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;
- THE 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 CDDOT AND/OR NCDOT, AS APPLICABLE, EACH STREET SYSTEM 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. 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-WRIGHT-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 A LEFT-TURN LANE ON YORKMONT ROAD LEADING INTO THE SITE. THE NEW ACCESS POINT FURTHEST TO THE EAST WILL BE CONSTRUCTED IN PHASE TWO AS PART OF THE NEW NORTH-SOUTH CONNECTOR ROAD. THE PLACE OF THE EXTENSION OF YORKMONT ROAD THROUGH THE SITE AS A 60 FOOT-WIDE SECTION ALONG THE ALIGNMENT GENERALLY DEPICTED ON THE TECHNICAL DATA SHEET. THE PETITIONER ANTICIPATES THAT IF THE NORTH-SOUTH CONNECTOR ROAD APPROACH AND THE NORTH-SOUTH CONNECTOR ROAD ARE CONSTRUCTED, THE PLACE OF THE EXTENSION OF YORKMONT ROAD THROUGH THE SITE AS A 60 FOOT-WIDE SECTION ALONG THE ALIGNMENT GENERALLY DEPICTED ON THE TECHNICAL DATA SHEET. THE PETITIONER ANTICIPATES THAT IF THE NORTH-SOUTH CONNECTOR ROAD APPROACH AND THE NORTH-SOUTH CONNECTOR ROAD ARE CONSTRUCTED, THE PLACE OF THE EXTENSION OF YORKMONT ROAD THROUGH THE SITE AS A 60 FOOT-WIDE SECTION ALONG THE ALIGNMENT GENERALLY DEPICTED ON THE TECHNICAL DATA SHEET. THE PETITIONER ANTICIPATES THAT IF THE NORTH-SOUTH CONNECTOR ROAD APPROACH AND THE NORTH-SOUTH CONNECTOR ROAD ARE CONSTRUCTED, THE PLACE OF THE EXTENSION OF YORKMONT ROAD THROUGH THE SITE AS A 60 FOOT-WIDE SECTION ALONG THE ALIGNMENT GENERALLY DEPICTED ON THE TECHNICAL DATA SHEET. 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