

SITE DATA TABLE:

SITE ACREAGE:	170.2697 AC
EXISTING ZONING:	MUDD-O; O-1(CD); O-15 (CD), R-4
PROPOSED ZONING:	MUDD-O

LEGEND

	FULL MOVEMENT ACCESS POINT		PROPOSED RIGHT OF WAY
	RIGHT-IN, RIGHT-OUT ACCESS POINT		PROPERTY LINE
	RIGHT-OUT ONLY ACCESS POINT		50' CLASS C BUFFER
	PROPOSED PEDESTRIAN TRAIL		GREEN STREET

- STREET SECTIONS**
SEE SHEET R26.0 FOR DETAILS
- A. PUBLIC STREET (MAIN STREET)
CITY PARK DRIVE
ANGLED PARKING
 - B. PUBLIC STREET (MAIN STREET)
CITY PARK DRIVE
PARALLEL PARKING
 - C. PUBLIC STREET
DIVIDED ENTRY ROAD FOR CITY
PARK DRIVE AT TYVOLA ROAD
 - D. PUBLIC STREET - AVENUE WITH
BICYCLE LANE
 - E. PUBLIC STREET - LOCAL STREET -
PARKING ONE SIDE
 - F. PUBLIC GREEN STREET - PARKING
ONE SIDE
 - G. PUBLIC STREET - LOCAL STREET
PARKING TWO SIDES
 - I. PUBLIC STREET - AVENUE WITHOUT
BICYCLE LANE
 - J. PUBLIC STREET - DIVIDED ENTRY
ROAD FOR NORTH-SOUTH COLLECTOR
AT BILLY GRAHAM PARKWAY
 - K. PUBLIC STREET DIVIDED ENTRY ROAD
FOR CITY PARK DRIVE AT TYVOLA
ROAD

- ADJACENT PROPERTY OWNERS**
- 1. BILLY GRAHAM EVANGELISTIC ASSOC.
PID: 143-031-05
 - 2. STATE OF NORTH CAROLINA
PID: 143-131-02
 - 3. BILLY GRAHAM EVANGELISTIC ASSOC.
PID: 143-021-07
 - 4. P & L COLISEUM LP
PID: 143-141-07
 - 5. P & L COLISEUM LP
PID: 143-141-06
 - 6. MCALLISTER INVESTMENT PROP. #5
PID: 143-141-05
 - 7. MCALLISTER INVESTMENT PROP. #5
PID: 143-141-04
 - 8. DORIS G MCALLISTER AND R J
MCALLISTER
PID: 143-141-03
 - 9. DORIS G MCALLISTER AND R J
MCALLISTER
PID: 143-141-02
 - 10. CITY OF CHARLOTTE
PID: 143-131-03
 - 11. CITY OF CHARLOTTE
PID: 143-133-01
 - 12. DUKE POWER CO.
PID: 143-133-02
 - 13. LAKEPOINTE PROPERTY OWNERS
PID: 143-133-05
 - 14. HPT SUITE PROPERTIES TRUST AND
PRIME HOSPITALITY CORP.
PID: 143-133-04
 - 15. LAKEPOINTE RESTAURANT AND
DIVISION CONTROLLER
PID: 143-133-03
 - 16. COLISEUM TRANSFER INC AND
CRESCENT RESOURCES LLC
PID: 143-272-09
 - 17. COLISEUM TRANSFER INC AND
CRESCENT RESOURCES LLC
PID: 143-272-10
 - 18. COLISEUM TRANSFER INC AND
CRESCENT RESOURCES LLC
PID: 143-272-09
 - 19. ATRIUM FINANCE I LP
PID: 143-272-05
 - 20. COLISEUM TRANSFER INC AND
CRESCENT RESOURCES LLC
PID: 143-272-04

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

CITY PARK

CHARLOTTE, NORTH CAROLINA

TECHNICAL DATA SHEET

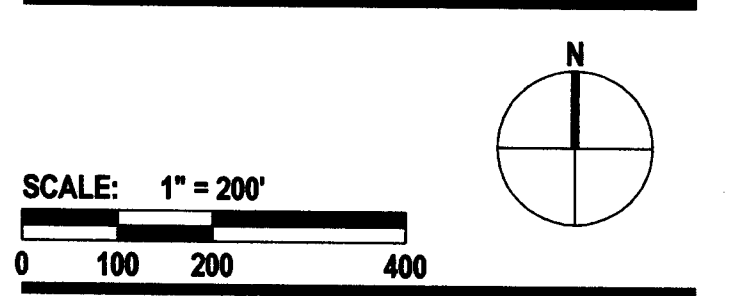
For Public Hearing

Petition # 2007-082

Project No.
3592

Issued
03.26.07

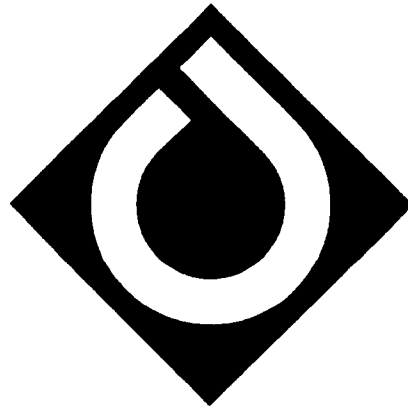
Revised
09/14/07



RZ1.0

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CITY PARK

CHARLOTTE, NORTH CAROLINA

**DEVELOPMENT
NOTES
For Public Hearing
Petition # 2007-082**

Project No.

3592

Issued

03.26.07

Revised

09/14/07

RZ2.0

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REZONING PETITION NO. 2007- 082

DEVELOPMENT STANDARDS

CITY PARK

REVISED SEPTEMBER 14, 2007

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 170 ± acre Site occupied by the old Charlotte Coliseum which lies between on Tryola Road and Yorkmont Road and is more particularly described on the Technical Data Sheet (the "Site").

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").

Unless the Technical Data Sheet or 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, 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 Conceptual Site Plan (Sheet RZ-3) 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 RZ-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.

However, it is the Petitioner's intent to illustrate the type and quality which it intends to achieve in developing this Site by the Graphic which accompanies the Technical Data Sheet (Sheet RZ-1) as Exhibit 1 that has as its viewpoint or point of reference the view a motorist entering City Park Town Square from Tryola Road would have of development within the Site along either side of Paul Buck Avenue as the motorist continued traveling in a northerly direction.

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 rolling balls. The contract which the City of Charlotte entered into with its artist reserved a right on the part of 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

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 be disallowed on the Site:

- restaurants with drive through facilities;
- convenience stores with gasoline sales;
- car washes; and
- automotive service stations

Subject to the provisions of the next succeeding parograph of this Section 3, one of each of the following uses that may be located on the Site within the areas depicted on the Technical Data Sheet will be allowed to have drive-through service lanes and windows as an accessory use:

- a coffee shop;
- 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 right-of-way, shall be located to the rear or side of the principal use. No more than 4 drive through service lanes 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 12.413 of the Ordinance.

• • • •

The building currently situated behind 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 200,000 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 Rental

- 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 be 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

This Petition proposes utilization of the MUDD-O provisions to allow for the following optional deviations:

- Locations of parking and vehicular circulation areas and locations of buildings, including an optional deviation that would allow surface level off street parking and maneuvering space within areas that abut a public street and are located to the front, side or rear of any building fronting the public street;

- 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;
- Urban open space, trees, street trees and other plantings, including types, placement and maintenance system;

- Paving systems used on private plazas and walkways;
- Banners, flags and pennants to be used;
- The utilization of specialty signs of various types, shapes and sizes in order to accommodate a vibrant and innovative signage system for purposes of identifying key areas and buildings within City Park and its Loop and creating a strong sense of place;
- 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 coffee shop;
- a bank;
- a drug store; and
- a dry cleaners

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 Tryola 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 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. Vehicular Access/Roadway Improvements

Vehicular access to Tryola Road and Yorkmont Road will be as generally depicted on the Technical Data Sheet. An optional, supplemental vehicular connection to Tryola Road via South Stream Boulevard, as generally depicted on the Technical Data Sheet, may be provided by others in the event that any needed additional right-of-way for this connection is provided by others and the alternative configuration is approved by the Charlotte Department of Transportation.

The placements and configurations of these access points and the public streets within the Site are subject to any minor modifications required to accommodate final site and architectural construction plans and designs and to any adjustments required for approval by the Charlotte Department of Transportation.

The Petitioner agrees to dedicate and convey (by quitclaim deed and subject to a reservation for any necessary utility easements) any right-of-way along Yorkmont Road required to provide for a total of 60 feet of right-of-way, if such right-of-way does not exist already, prior to the issuance of any building permit for any development on the Site.

Four access points are proposed on the re-aligned 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 2 as part of new collector road extending from Tryola Road to Billy Graham Parkway which will intersect a realigned Yorkmont Road. In order to accommodate this access point, when constructed, an exclusive left-turn lane will be provided on all approaches of the Yorkmont Road/Connector Road intersection. The two additional access points on the re-aligned Yorkmont Road will serve the land parcels between re-aligned Yorkmont Road, the new Collector Road and Billy Graham Parkway. Construction of these two access points will not require any turn lanes or traffic signals.

Six access points are proposed onto Tryola Road, two full-movement and four right-in/right-out movements. It is assumed that a median will be installed by others on Tryola Road extending from South Stream Boulevard to east of the secondary full movement access. The following improvements are necessary to accommodate the access point at Paul Buck Boulevard for any new development taking place on the Site over and above 80,000 square feet of retail development and 40,000 square feet of office development:

- Provision of an exclusive southbound left-turn lane with 275 feet of storage on Tryola Road.
- Provision of an exclusive northbound left-turn lane with 150 feet of storage on Tryola Road.
- Provision of an exclusive northbound right-turn lane with 150 feet of storage on Tryola Road.
- Provision of dual left-turn lanes and a through/right lane extending back to the internal street intersection on the westbound approach.
- Provision of an exclusive left-turn lane and a through/right lane on the eastbound approach.

An exclusive southbound left-turn lane with 150 feet of storage on Tryola Road will be provided at the secondary access.

If additional right-of-way is required to complete this work and the Petitioner after a good faith effort is unable to acquire the right-of-way, the Petitioner may request the City to condemn the property provided it agrees to pay for all costs and expenses associated therewith.

10. Phasing Provisions Keyed to Transportation Modifications

Building Permits for any new development on the Site shall be issued in accordance with the following phasing schedule.

Phase One

Subject to the Land Use Trading Equivalencies set forth below under this Section, up to 80,000 square feet of retail development and up to 40,000 square feet of office development may take place on the Site and the existing building occupied by the Charlotte Hornets may be used without any transportation modifications.

Prior to receiving building permits for additional Phase One development, the Developer must obtain final plat approval for the public street system and all access modifications at Tryola Road as set forth above under the fifth paragraph of Section 9 must be completed. After satisfying this condition, building permits may be issued to increase the total development on the Site to 150,000 square feet of office, 80,000 square feet of retail, 175 hotel rooms, and 750 dwelling units or any combination of these categories of development that would be allowed under the equivalencies formula for land use trading which appears at the end of this Phasing Note.

Phase Two

The Development is permitted to enter Phase Two when the following roadway improvements have been completed:

The extension of the right-turn lane on eastbound Tryola Road at Tryon Street to a total length of 1000 feet.

Construction of an additional eastbound left-turn lane on Yorkmont Road creating 350 feet of dual left turn storage. This improvement is to be completed by others and is not the responsibility of the developer.

Construction of the connector road extending from Billy Graham Parkway to Yorkmont Road as shown on the Technical Data Sheet.

In Phase Two, building permits may be issued to increase the total development on the Site to 400,000 square feet of office, 200,000 square feet of retail, 350 hotel rooms, and 1,751 dwelling units or any combination of these categories of development that would be allowed under the equivalencies formula for land use trading which appears at the end of this Phasing Note.

Phase Three

The Development is permitted to enter Phase Three when the following roadway improvements have been completed:

Modification of the off-ramp from southbound Billy Graham Parkway to Tryola 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 right-turn) with at least 1000 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

Additional southbound through lane on Yorkmont Road at Beam Road. This improvement is to be completed by others and is not the responsibility of the developer.

In Phase Three, building permits may be issued to increase the total development on the Site to 400,000 square feet of office, 200,000 square feet of retail, 350 hotel rooms, and 2,500 detached, attached and multi-family dwelling units or any combination of these categories of development that would be allowed under the equivalencies formula for land use trading which appears at the end of this Phasing Note.

Equivalencies to be used for Land Use Trading

To provide flexibility for addressing emerging markets, land uses may be exchanged through the following formula which will allow any of the percentage uses to be converted to another permissible land use pursuant to the following equivalency formula:

3 DUs = 1,000 square feet of office use
5 DUs = 1,000 square feet of retail use
1,000 square feet of retail use = 1,560 square feet of office use

Provided, however, that in no event may any category of development (i.e., retail, office, hotel or residential) exceed, in the aggregate, the maximum amount of permissible development specified for the particular category under Sections 4, 5 and 6 above. By way of an example, no more than 400,000 square feet of office development could take place on the Site.

In the event that one or more of the transportation improvements noted above in this Phasing note are completed prior to an improvement tied to a preceding Phase, the Phasing provisions outlined above may be altered to accommodate additional development by way of an administrative site plan amendment the application of which is joined in by CDDT.

11. 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 up to two buses each. The owner shall seek from CATS comments on the design(s) 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 transit stop areas and bus shelters described in this Section shall be completed and available for use prior to the issuance of building permits for retail space totaling, in the aggregate, more than 100,000 square feet.

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.

12. Design and Performance Standards

Except as otherwise provided under Section 6 above, all buildings constructed on this Site shall conform to the MUDD design standards outlined in Section 9.8.508 of the Ordinance.

Surface level off-street parking shall not be located between buildings fronting on public streets and the public streets on which the buildings front. However, parking may be located to the side and/or rear of buildings located along the public streets.

- Any lighting attached to a rear exterior building wall facing a residential component shall be capped and downwardly directed.
- All street and parking lot lighting fixtures will be fully shielded;

Pedestrian scale lighting will be provided along the 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 abut 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.

Except as otherwise provided under Section 6 and Section 7 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 six feet in width and planting strips of at least 5 feet in width. Sidewalks may meander to preserve existing trees.

Off-street parking may be provided either through surface lots or through parking structures.

13. Signs

Except as otherwise provided under Section 6, all signs placed on the Site will be erected in accordance with the requirements of the MUDD District.

A uniform signage and graphic system will be employed throughout the Site.

14. Parking

Except as otherwise provided under Section 6, off street parking and loading will meet the standards established under the Ordinance.

15. Fire Protection

Adequate fire protection in the form of fire hydrants will be provided to the Charlotte Fire Marshal's specifications. Plans for each building will be submitted to the Fire Marshal's office for approval before the construction of that building commences.

16. Storm Water Detention and Quality Protection Measures

S.W.I.M. buffers shall be provided as required by the Ordinance.

Storm water runoff will be managed through proven techniques which satisfy the standards imposed by the City of Charlotte Ordinances and the Charlotte Mecklenburg Storm Water Design Manual in place at the time this Rezoning Petition was filed, except as modified below. Where required, surface level storm water detention may be located in common open space areas but not within setback or S.W.I.M. buffer areas. Specifically, the Petitioner shall provide for the following based on the drainage basins identified on the Supplemental Data Sheet (RZ5.0):

A. Basin 1 (existing coliseum and parking lot draining to Sugar Creek) –

For watersheds exceeding 24% built-upon area within Subareas 1A, 1B, and 1C, the Petitioner will utilize bioretention area(s), sand filters, or other alternate BMPs to provide treatment of storm water runoff from surface parking areas. The BMP(s) shall be designed and constructed in accordance with the Mecklenburg County BMP Design Manual, July 2007, to achieve 85% total suspended solids removal for the runoff generated from the first 1-inch of rainfall. The Petitioner shall be permitted to relocate, eliminate, or combine required tree planting islands to create sufficient areas within the parking lot to accommodate the BMP(s). As an option to installing bioretention areas, sand filters, or alternate BMPs due to slope or other considerations, the Petitioner shall be permitted to install pervious concrete according to specifications from Storm Water Services in lieu of the BMPs to treat surface parking areas.

Within Subarea 1D the Conceptual Site Plan anticipates that no surface parking lots will be constructed. Accordingly, in lieu of providing BMP(s) for this area, the Petitioner shall install 1-1/2 inch caliper trees not to exceed 500 stems, in areas cleared by the City of Charlotte in connection with the proposed channel restoration project at the tributary adjoining the east property boundary. The trees will consist of mixed native hardwoods and planted according to the landscape plan developed by Charlotte Storm Water Services. Additionally, the petitioner agrees to donate a 50-foot conservation easement, which coincides with the 50 foot Class C buffer required by the Zoning Ordinance, measured from the property line along the east property boundary from the confluence with Tryola Road to the upper limit of jurisdictional stream channel.

B. Basin 2 (area draining to unnamed tributary adjacent to Renaissance Park) – For watersheds exceeding 24% built-upon area, the Petitioner will provide stormwater volume control for the 1-year, 24-hour storm. Runoff volume drawdown time shall be a minimum of 24-hours, but not more than 120 hours.

For watersheds exceeding 24% built-upon area, the Petitioner will construct water quality best management practices (BMPs) to achieve 85% total suspended solids removal for the runoff generated from the first 1-inch of rainfall. BMP's shall be designed and constructed in accordance with the Mecklenburg County BMP Design Manual, July 2007.

C. Basin 3 (area draining to existing culvert at Yorkmont Road and Hive Drive) – For watersheds exceeding 24% built-upon area, the Petitioner will provide stormwater volume control for the 1-year, 24-hour storm. Runoff volume drawdown time shall be a minimum of 24-hours, but not more than 120 hours.

For watersheds exceeding 24% built-upon area, the Petitioner will construct water quality best management practices (BMPs) to achieve 85% total suspended solids removal for the runoff generated from the first 1-inch of rainfall. BMP's shall be designed and constructed in accordance with the Mecklenburg County BMP Design Manual, July 2007.

D. Basin 4 (area at south side of Tryola Road draining to Sugar Creek)–

For watersheds exceeding 24% built-upon area, the Petitioner will utilize bioretention area(s), sand filters, or other alternate BMPs to provide treatment of storm water runoff from surface parking areas. The BMP(s) shall be designed and constructed in accordance with the Mecklenburg County BMP Design Manual, July 2007, to achieve 85% total suspended solids removal for the runoff generated from the first 1-inch of rainfall. The Petitioner shall be permitted to relocate, eliminate, or combine required tree planting islands to create sufficient areas within the parking lot to accommodate the BMP(s). As an option to installing bioretention areas, sand filters, or alternate BMPs due to slope or other considerations, the Petitioner shall be permitted to install pervious concrete according to specifications from Storm Water Services in lieu of the BMPs to treat surface parking areas.

The following agencies will be contacted prior to construction regarding wetland and water quality permits, if applicable:

Section 401 Permit NCDENR-Raleigh Office
Section 404 Permit US Army Corps of Engineers

17. Buffers

Buffer areas will be provided in accordance with the requirements of the Ordinance.

18. Amendments to Rezoning Plan

Future amendments to the Technical Data Sheet and these Development Standards may be applied for by the then Owner or Owners of the particular Parcel or (subparcel) within the Site involved in accordance with the provisions of Chapter 6 of the Ordinance.

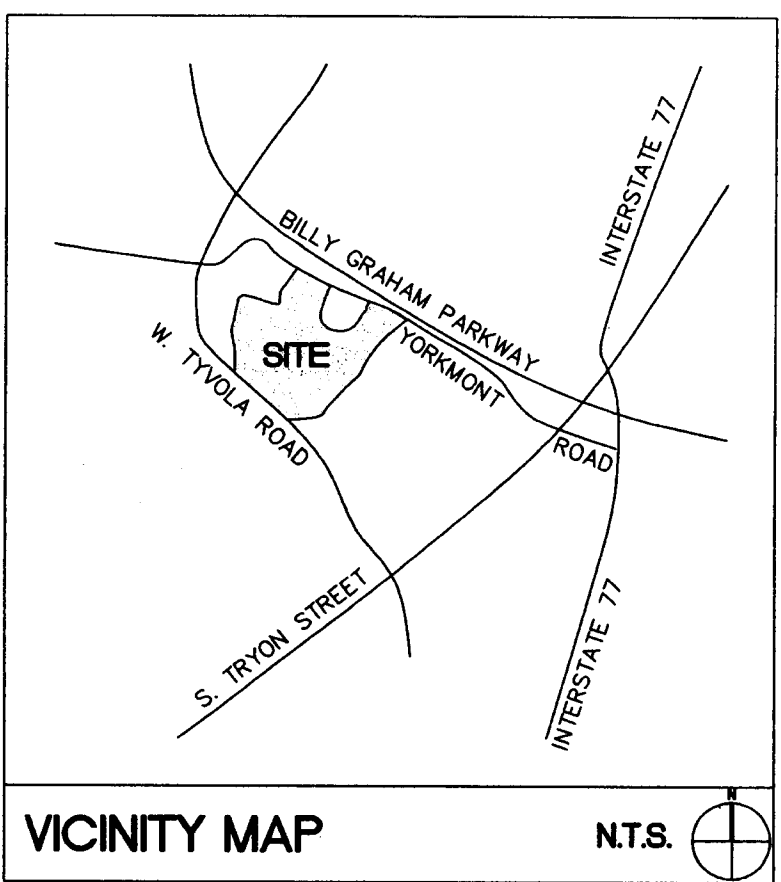
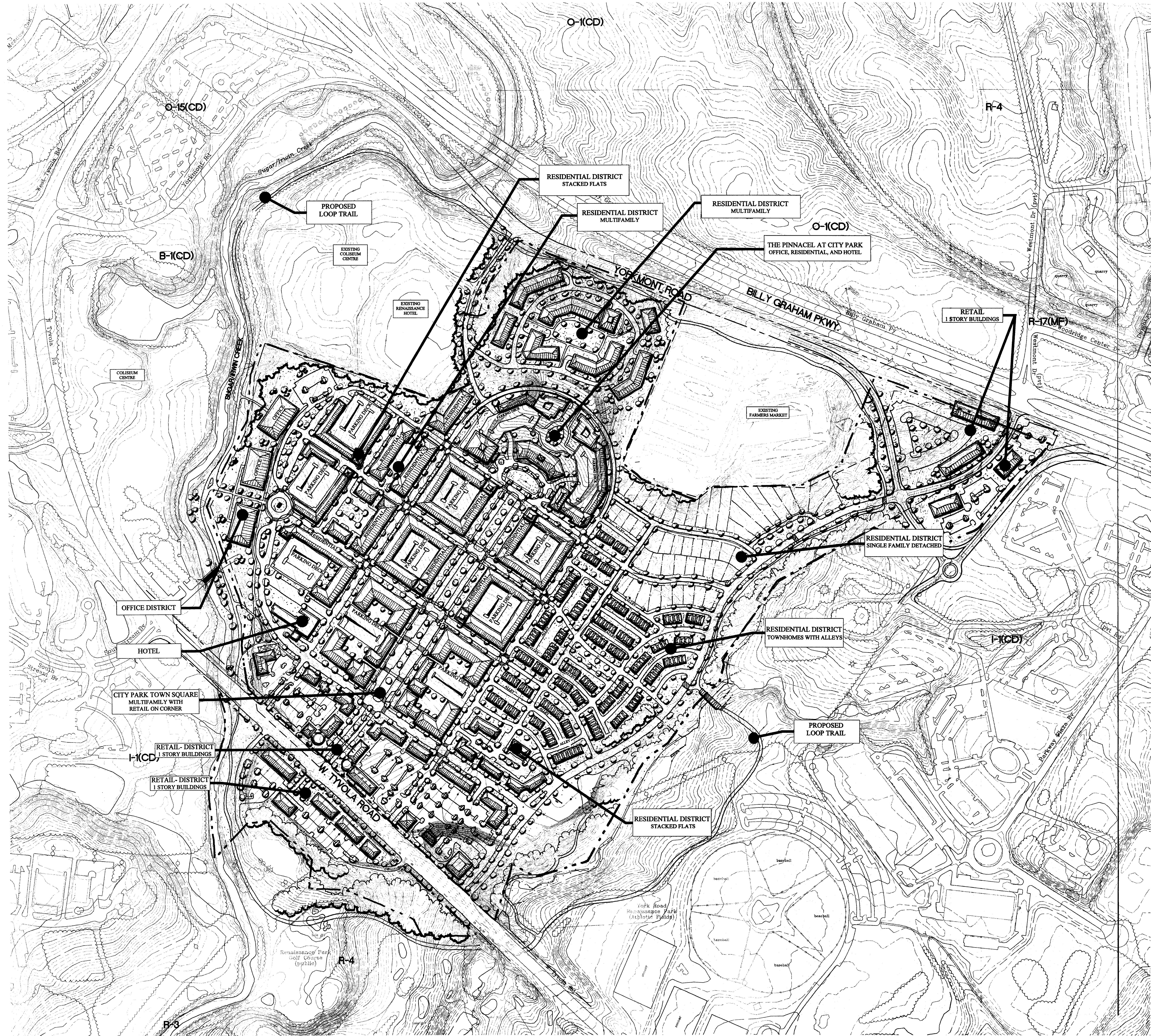
19. Binding Effect of the Rezoning Documents and Definitions

If this Rezoning Petition is approved, all conditions applicable to development of the Site imposed under the Technical Data Sheet and the Development Standards will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site and their respective successors in interest and assigns.

Throughout these Development Standards, the terms, "Petitioner" and "Owner" or "Owners" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of the Petitioner or the owner or owners of any part the Site from time to time who may be involved in any future development thereof.

20. Vested Rights Provision

If this Rezoning Petition is approved by the Charlotte City Council then, pursuant to Section 1.110 of the Ordinance, the Petitioner hereby requests a five-year vested right to undertake and complete the development of this Site under the terms and conditions as so approved, commencing upon approval of this Rezoning Petition by the Charlotte City Council. The Petitioner makes this request for a five-year vested right due to the size and phasing of the proposed development, market conditions and the level of investment involved.



BOUNDARY INFORMATION OBTAINED FROM "TOPOGRAPHIC SURVEY PREPARED FOR P & L COUSEUM, 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. 67459

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CITY PARK

CHARLOTTE, NORTH CAROLINA

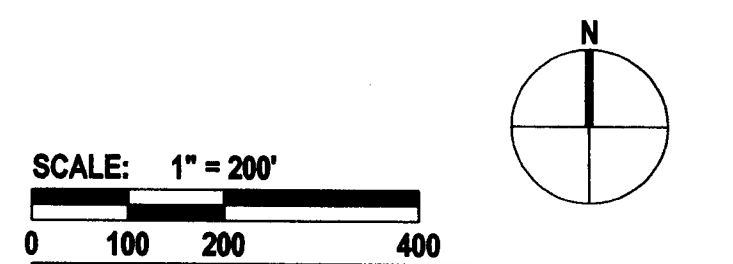
CONCEPTUAL SITE PLAN

For Public Hearing
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3592

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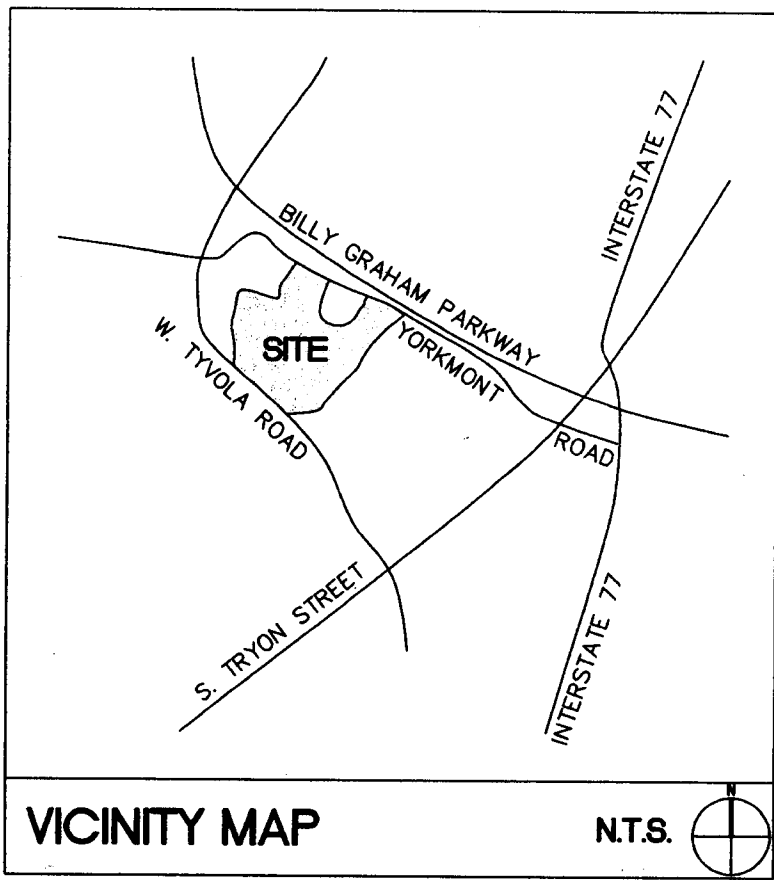
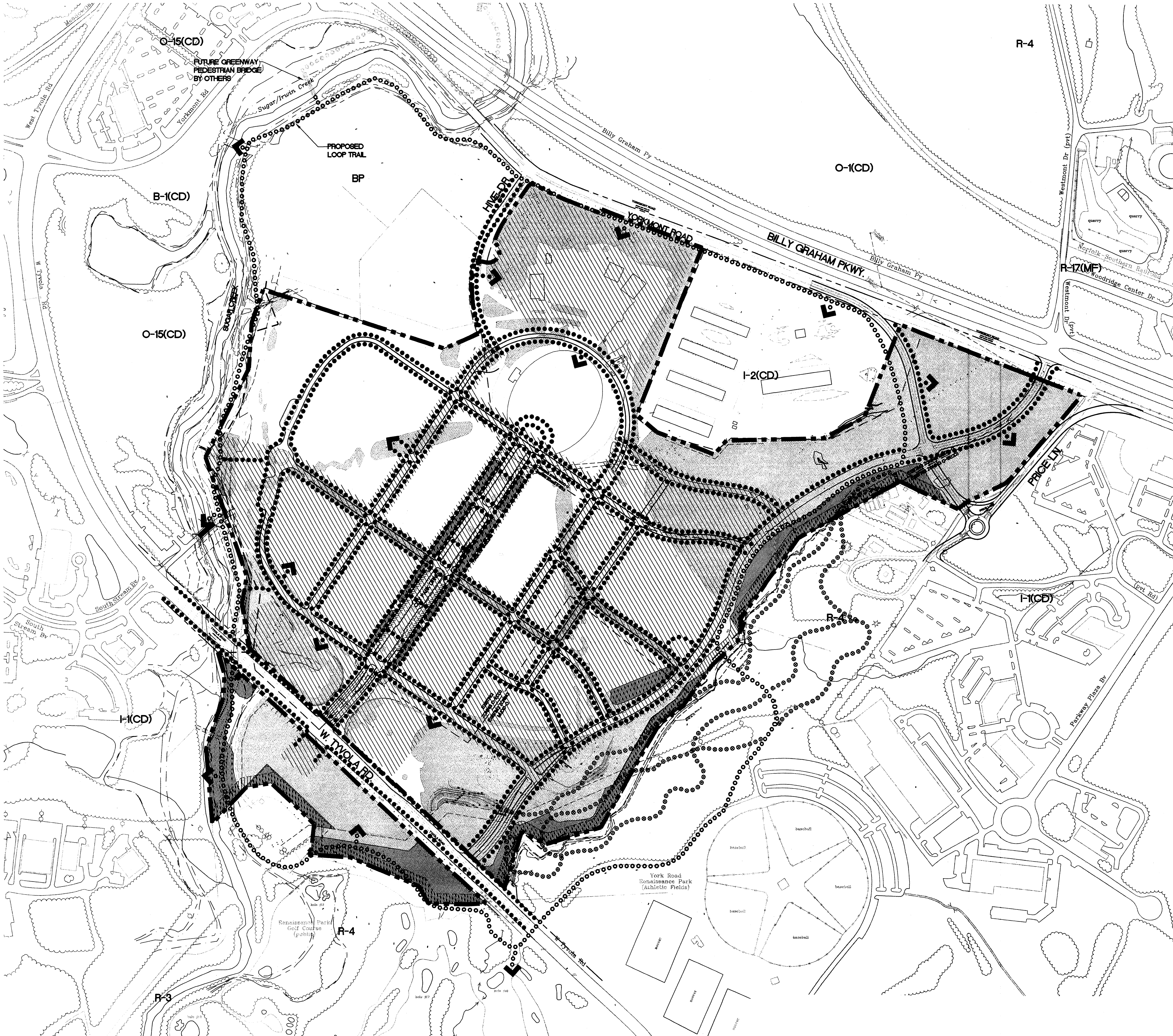
Revised
09/14/07



RZ3.0

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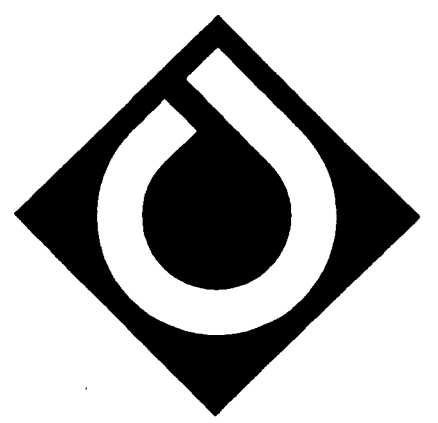
BOUNDARY INFORMATION OBTAINED FROM "TOPOGRAPHIC SURVEY PREPARED FOR P & L COLISEUM, L.P. OF THE CHARLOTTE COLISEUM SITE" BY R.B. PHARR & ASSOCIATES, P.A., 1545 UNION ROAD, SUITE-B, GASTONIA, NC 28054, 704-864-9636, DATED MARCH 17, 2006, JOB NO. 67459

SITE DATA TABLE:

EXISTING ZONING:	MUDD-O; O-1(CD); O-15 (CD), R-4
PROPOSED ZONING:	MUDD-O
SITE ACREAGE:	170.2897 AC
EXISTING WOODED AREA:	74.8 AC
PROPOSED TREE SAVE AREA:	12.4 AC

LEGEND

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



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Realizing the Possibilities

Land Planning
Landscape Architecture
Civil Engineering
Urban Design

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ATLANTA, GEORGIA 30339

CITY PARK

CHARLOTTE, NORTH CAROLINA

SUPPLEMENTAL DATA SHEET For Public Hearing Petition # 2007-082

Project No.

3592

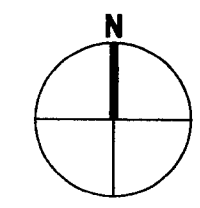
Issued

03.26.07

Revised

09/14/07

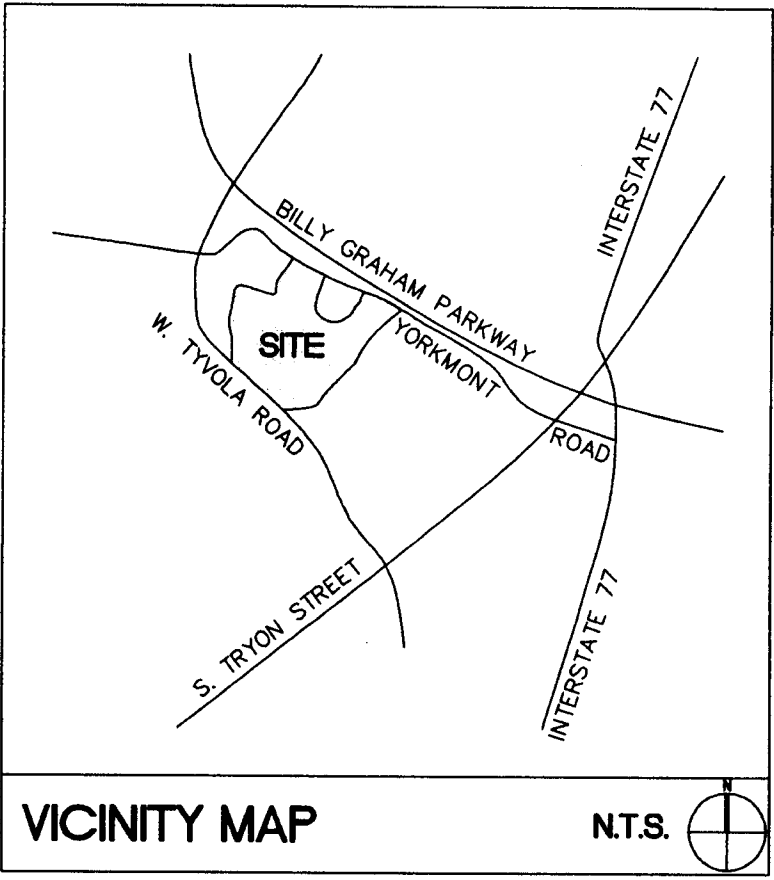
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RZ4.0

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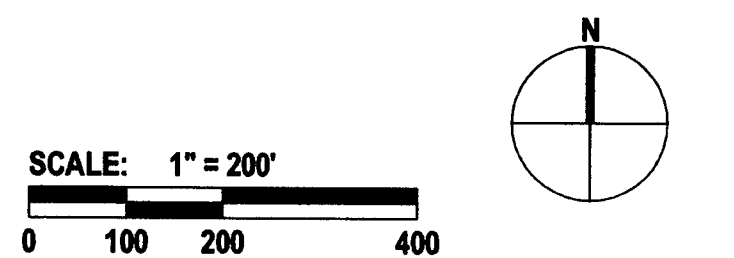
CHARLOTTE, NORTH CAROLINA

SUPPLEMENTAL DATA SHEET
For Public Hearing
Petition # 2007-082

Project No.
3592

Issued
03.26.07

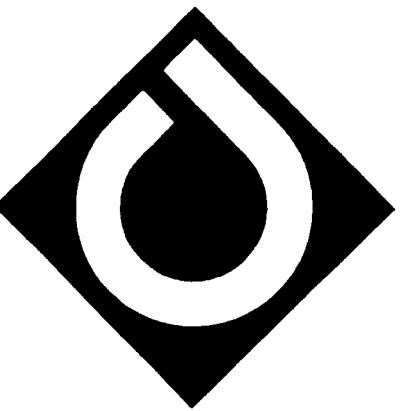
Revised
09/14/07



RZ5.0

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CHARLOTTE, NORTH CAROLINA

STREET SECTION DETAILS
For Public Hearing
Petition # 2007-082

Project No.

3592

Issued

03.26.07

Revised

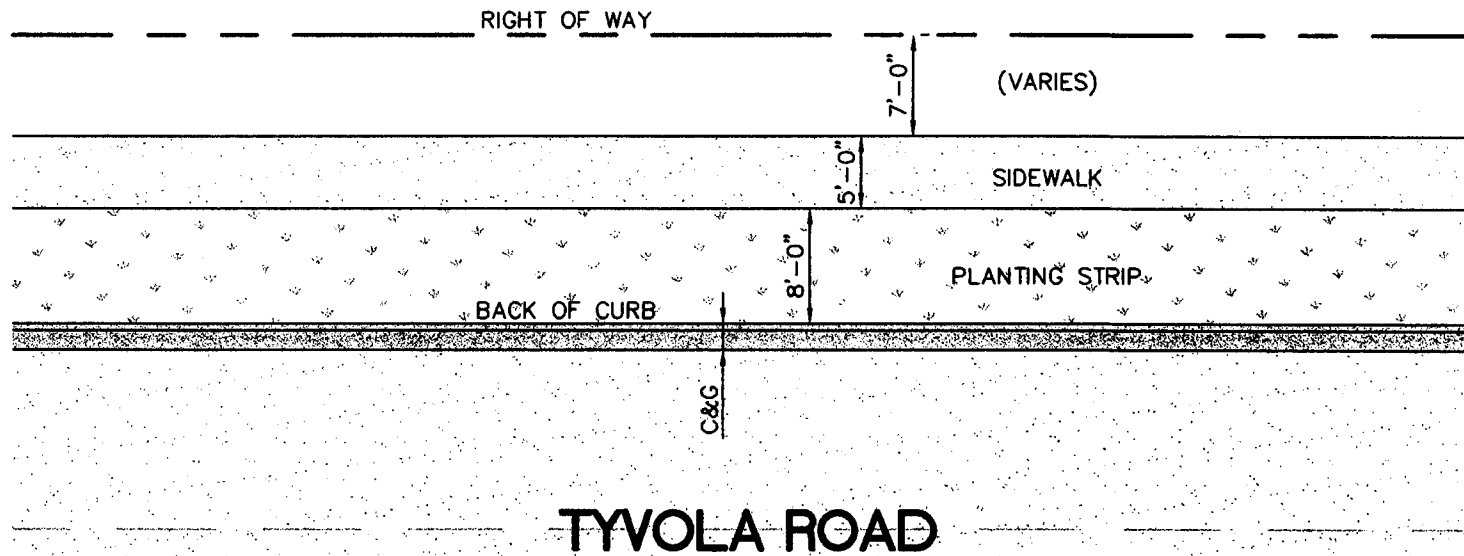
09/14/07

NOT TO SCALE

RZ6.0

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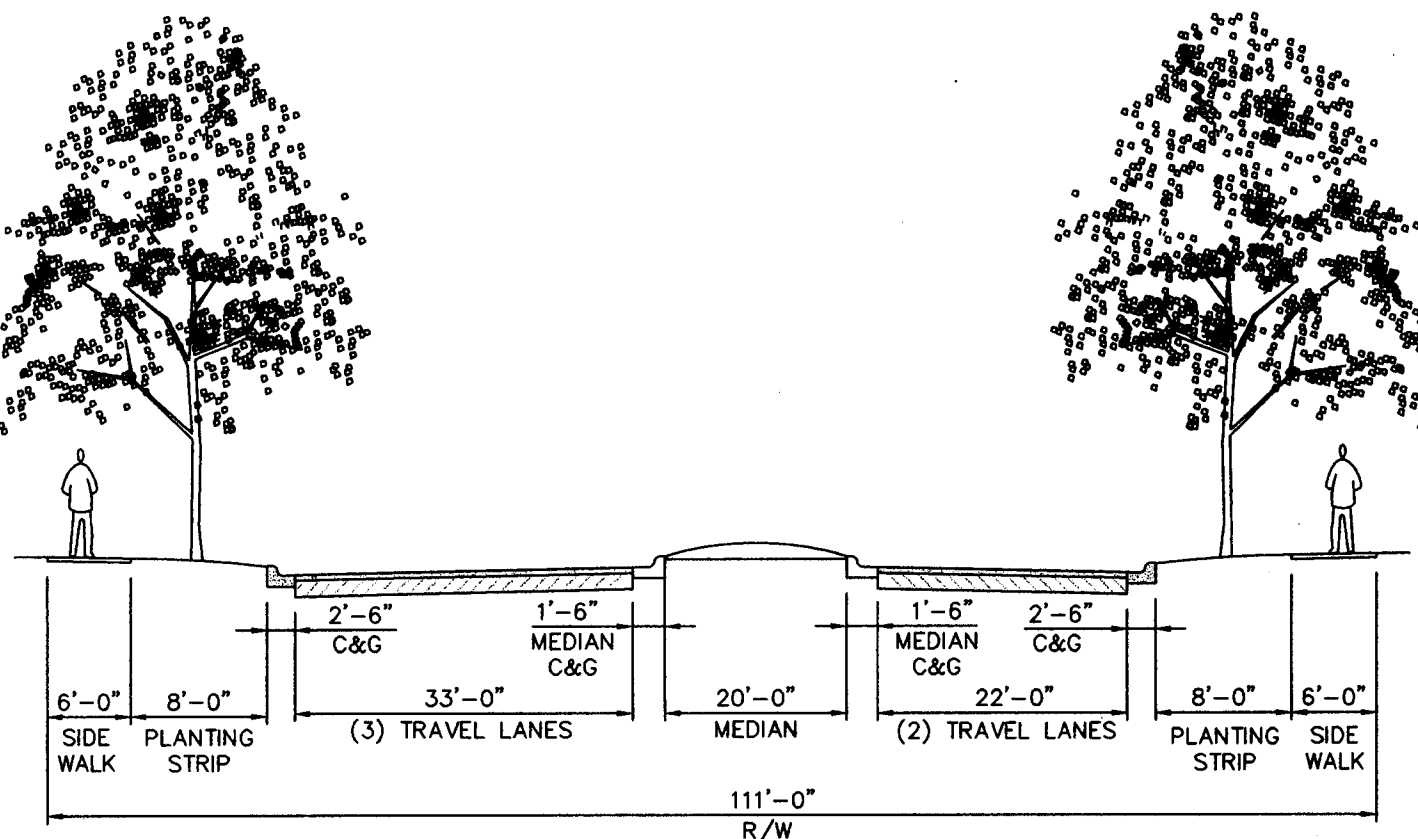
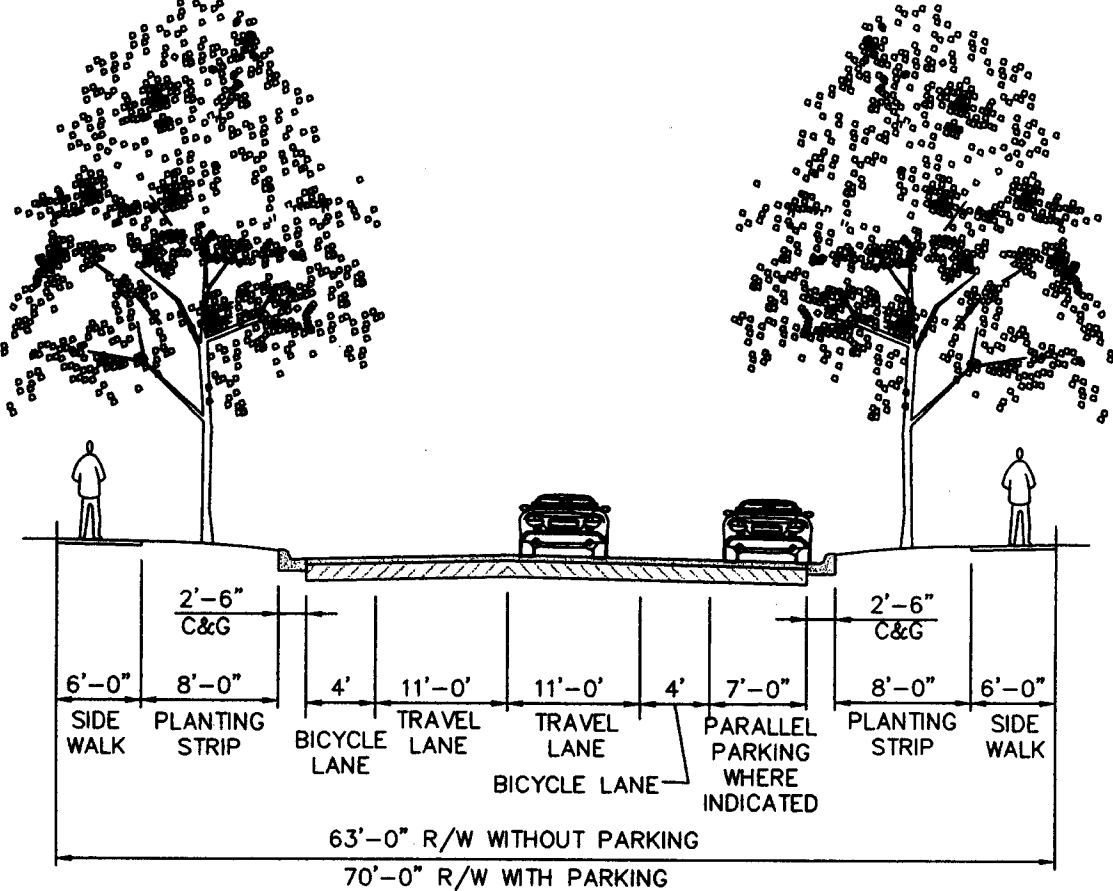


EXISTING CONDITIONS ON TYVOLA ROAD

H

PUBLIC STREET - AVENUE WITH BICYCLE LANE

D



PUBLIC STREET - DIVDED ENTRY ROAD FOR CITY PARK DRIVE AT TYVOLA ROAD

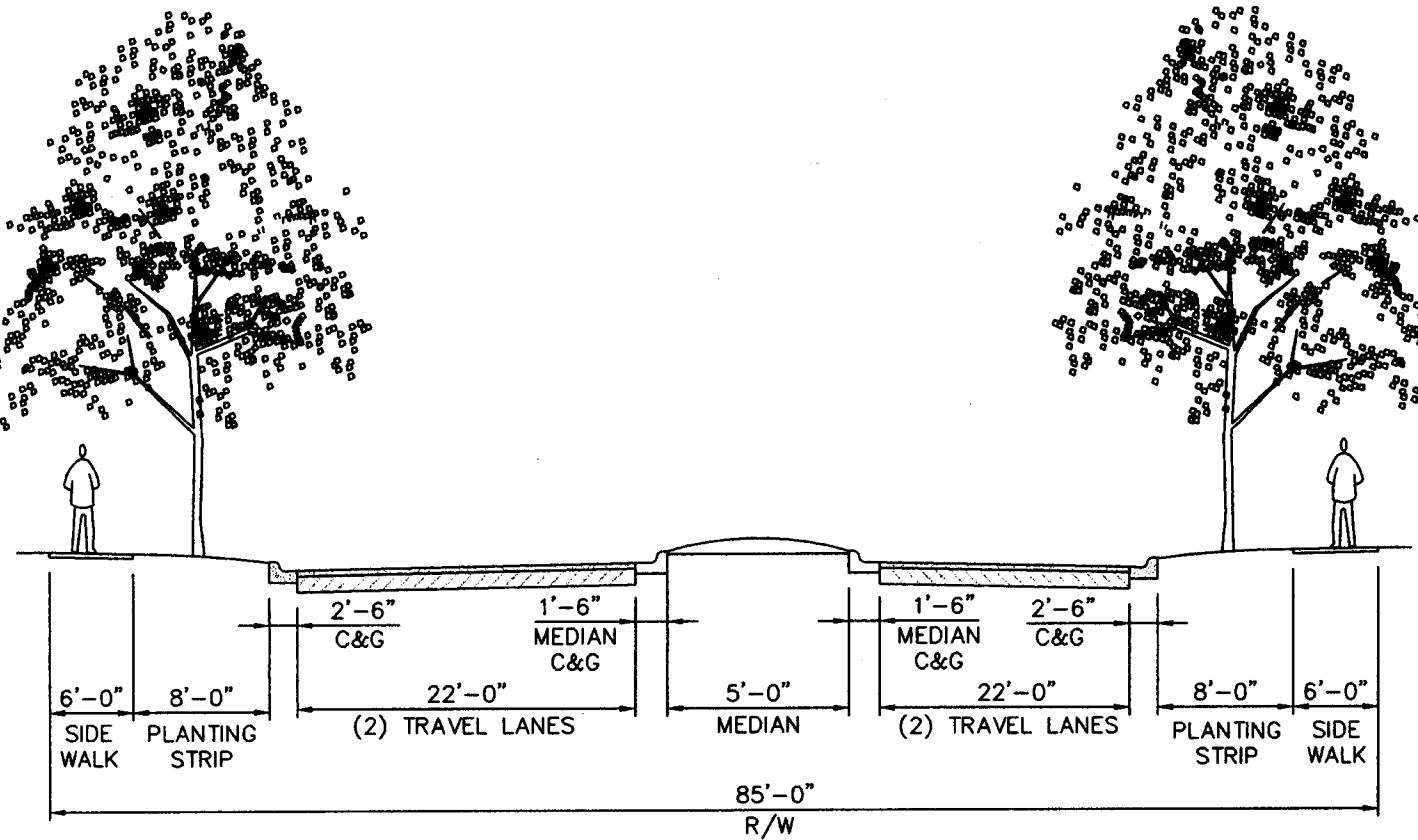
K

PUBLIC STREET - LOCAL STREET - PARKING TWO SIDES

G

PUBLIC STREET - DIVDED ENTRY ROAD FOR NORTH-SOUTH CONNECTOR AT TYVOLA ROAD

C



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

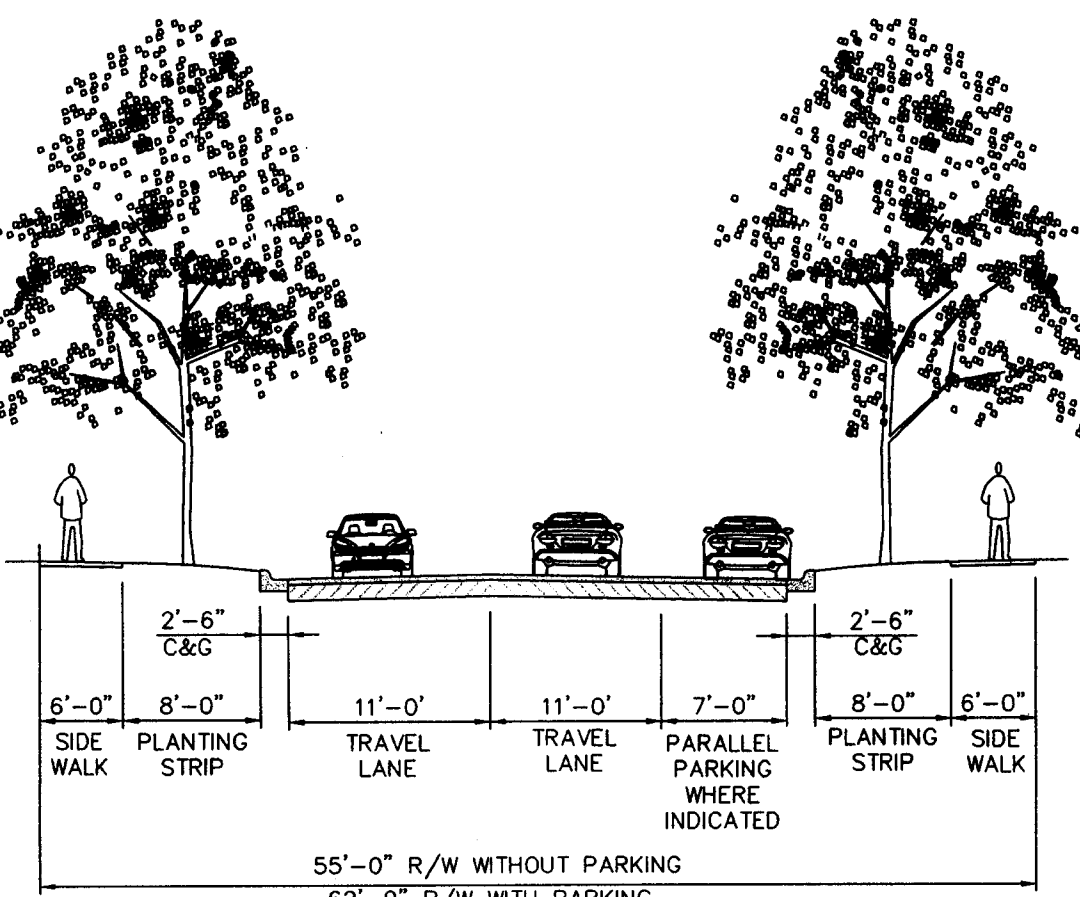
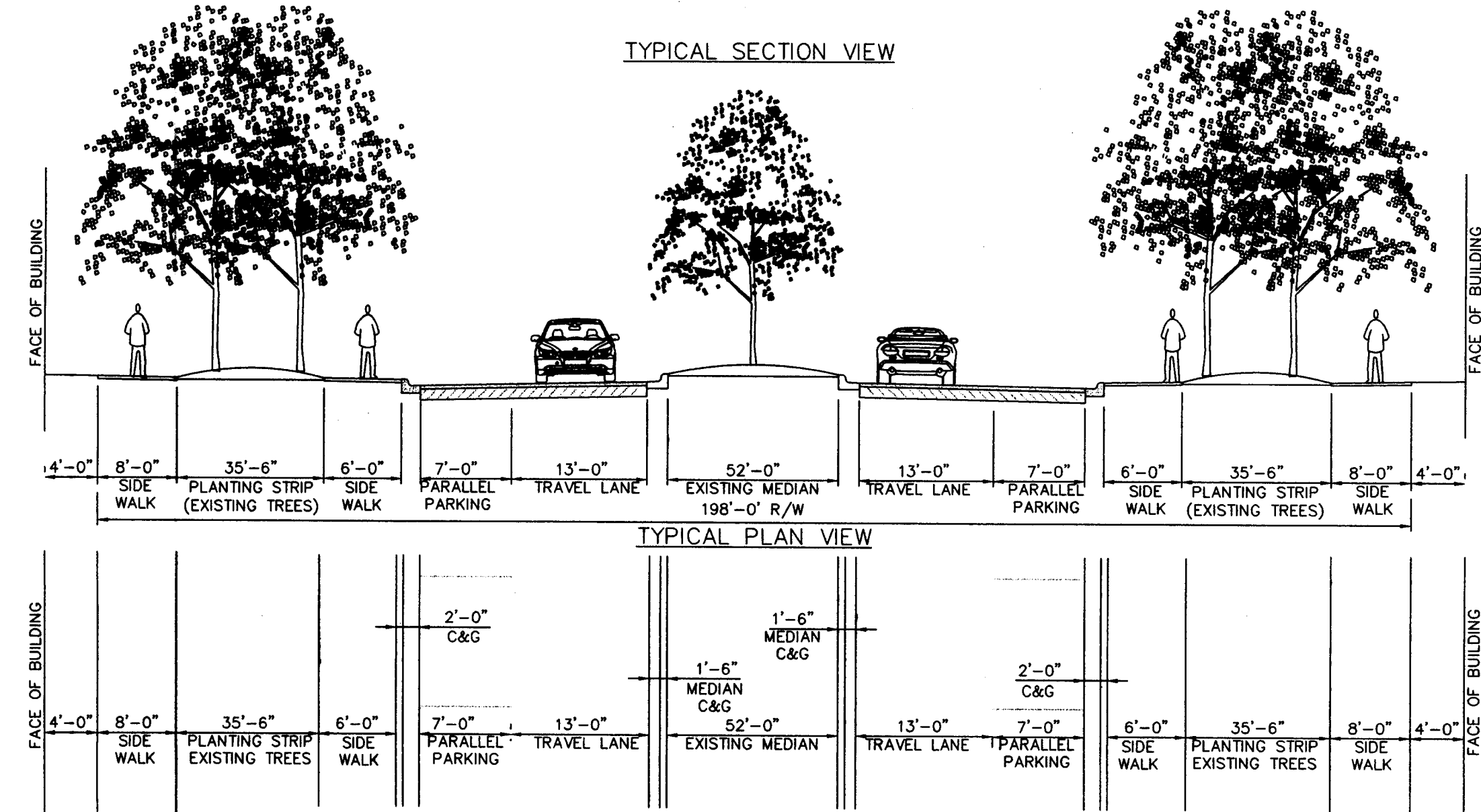
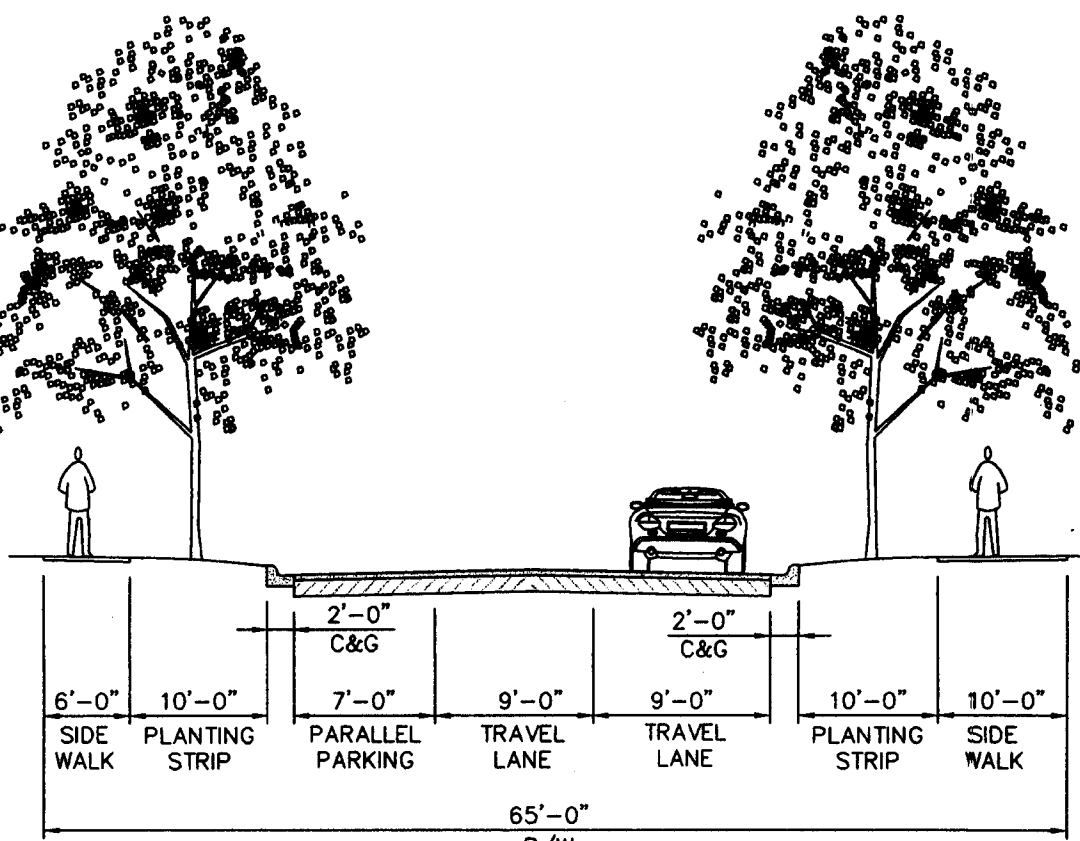
J

PUBLIC GREEN STREET - PARKING ONE SIDE

F

PUBLIC STREET (MAIN STREET) - CITY PARK DRIVE - PARALLEL PARKING

B



PUBLIC STREET - AVENUE WITHOUT BICYCLE LANE

I

PUBLIC STREET - LOCAL STREET - PARKING ONE SIDE

E

PUBLIC STREET (MAIN STREET) - CITY PARK DRIVE - ANGLED PARKING

A

