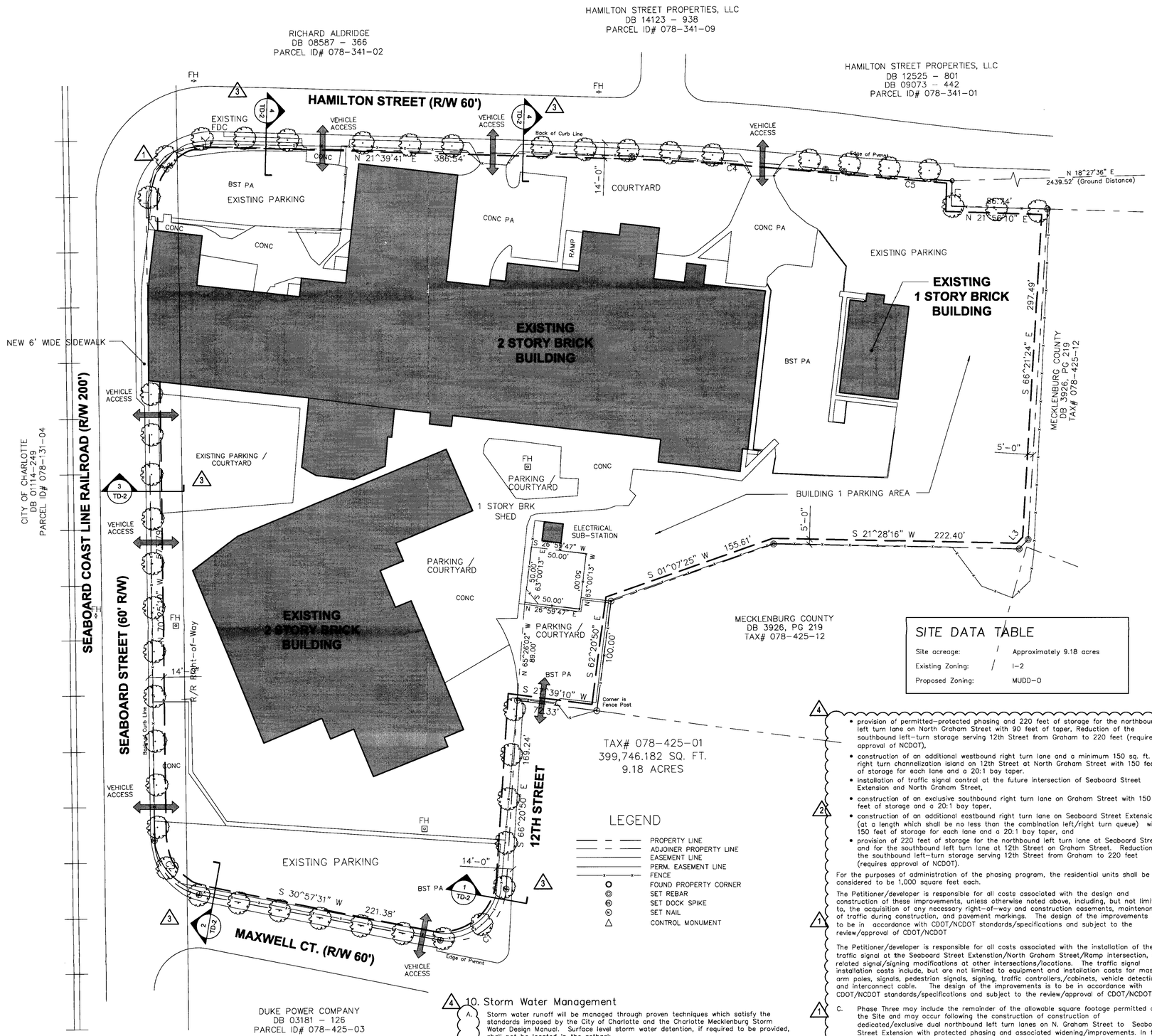
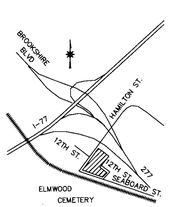


SITE DATA TABLE

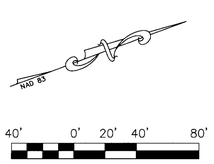
Site acreage:	Approximately 9.18 acres
Existing Zoning:	I-2
Proposed Zoning:	MUDD-O

LEGEND

- PROPERTY LINE
- ADJOINER PROPERTY LINE
- EASEMENT LINE
- PERM. EASEMENT LINE
- FENCE
- FOUND PROPERTY CORNER
- SET REBAR
- SET DOCK SPIKE
- SET NAIL
- CONTROL MONUMENT



VICINITY MAP



DEVELOPMENT STANDARDS

General Provisions

Development of the Site will be governed by the Technical Data Sheet, these Development Standards and the applicable provisions of the City of Charlotte Zoning Ordinance (the "Ordinance"). Unless the Technical Data Sheet or these Development Standards establish more stringent standards, the regulations established under the Ordinance for the Mixed Use Development District (MUDD) Zoning Classification shall govern the development of the Site subject, however, to the "Optional" provisions provided below.

1. Summary of Request

The Site is currently zoned I-2. This Petition seeks the ability to reuse, redevelop and expand the old Fiber Mill for purposes of authorizing and accommodating new residential, restaurant, entertainment, commercial, retail, office, bank or other financial institution, civic, institutional and other similar principal uses together with any accessory uses associated therewith as are permitted by the MUDD Zoning District and subject to the Optional provisions outlined below. The redevelopment may occur in phases over an extended time frame.

2. Permissable Development

The Site may be devoted to one or more residential, restaurant, entertainment, commercial, retail, office, bank or other financial institution, civic, institutional and other similar principal uses together with any accessory uses as are permitted in the MUDD-Zoning Classification subject to the following limitations and provisions:

- No more than 600,000 square feet of non-residential floor area shall be permitted on the Site;
- Of this total amount of non-residential floor area, up to 200,000 square feet of office floor area is permitted, up to 150,000 square feet of retail floor area is permitted and up to 250,000 square feet of entertainment floor area is permitted;
- Any single retail tenant shall not exceed 50,000 square feet of floor area;
- No more than 600 residential units shall be permitted on the Site;
- Structured and/or surface level parking areas shall not be included within the maximum floor area noted above;
- Buildings located on the Site shall not exceed 120 feet in height;
- Entertainment floor area includes establishments such as restaurants, nightclubs, theaters and similar uses and shall not be considered to be retail uses within the context of this provision; and
- Areas devoted to outdoor dining or seating , courtyards, plazas and/or musical performance areas are allowed and will not be included within the maximum floor areas noted above.

3. Existing Development

A. Portions of the Site are presently developed and occupied by the Fiber Mill buildings. Those buildings may either be preserved and reused; renovated and reused; and/or removed or replaced as determined by the Petitioner.

B. Ancillary parking and maneuvering areas may be renovated, reused, removed or replaced.

4. Setbacks, Side Yards and Rear Yards

A. All new building and parking areas on the Site shall be located a minimum of 14 feet from the back of the curb line along the abutting public streets.

B. Side and/or rear yards are not required to be provided within the interior of the development or along the project edges/property lines.

5. MUDD-Optional Provisions

This Petition proposes utilization of the MUDD-O provision to accommodate the following variations:

A. Due to the Site's frontage on four public streets and the plans for potential preservation of some or all of the existing buildings, the MUDD-Optional plan allows parking and maneuvering in front of buildings. However, newly created parking areas will not be located between buildings and abutting public streets and any new buildings would be placed such that parking is not located between the buildings and the public streets. In the event existing parking is located between new buildings and public streets, it shall be removed. Parking areas located between public streets and buildings shall be converted to outdoor plazas, outdoor dining areas courtyards and/or similar treatments with some parking areas located between public streets and buildings being allowed to remain so long as they are enhanced through the addition of outdoor plazas, outdoor dining areas, courtyards and/or similar treatments within two years of the reuse of a nearby building or within two years of new construction activity in nearby areas

B. Up to two detached , ground-mounted project/tenant identification signs of up to 25 feet in height and 100 square feet in size may be placed on the Site. One monument style building/tenant identification sign for each of the buildings located on the Site may be installed. These signs must be located along interior private streets or driveways and may be up to 6 feet in height and 18 square feet in size. Detached project identification signage shall not be located within the required Zoning Ordinance setback. Wall and projecting signage shall conform to the UMUD District standards of the Ordinance.

C. Seaboard Street is currently being studied for potential widening to four lanes. As such, the Technical Data Sheet is based upon a future back of curb along Seaboard Street that would accommodate such widening. In the event a decision is made not to widen Seaboard Street, the back of curb shall be deemed to be the existing back of curb rather than the future back of curb and the sidewalk and planting strip along Seaboard Street may then be measured from the existing back of curb. The installation of new sidewalks and planting strips along Seaboard Street and the portion of Hamilton Street that intersects with Seaboard Street may be delayed until a final decision is made about the road widening project.

D. Due to the plans for potential preservation of one or more existing buildings located near the existing curb line associated with Seaboard Street, the planting strip along those portions of Seaboard Street may be eliminated or reduced in width in accordance with the available space if such building(s) are preserved. However, the required six foot sidewalk will be installed in any event. In the event existing buildings are not preserved, the required eight foot planting strip and six foot sidewalk will be installed

6. Design and Performance Standards

A. All new buildings will have windows and/or doors oriented to adjoining streets

B. Internal sidewalks of at least five feet in width shall be provided on the Site so as to provide pedestrian connections between the parking areas and buildings on the Site and to the abutting public sidewalk system.

C. Outdoor dining and courtyard areas may be located within the "established" (but outside of the "required") setbacks.

D. All new parking lot lighting shall be designed such that direct illumination does not extend past any exterior project edge. All new parking lot lighting shall be capped and not exceed 30 feet in height.

E. Any new lighting attached to a building shall be capped and downwardly directed. New wall pak type lighting shall not be permitted

F. Wall-mounted decorative light fixtures such as sconces are permitted.

G. The attached cross sections depict the existing and proposed streetscape treatment. The streetscape treatment will include an eight foot planting strip, a six foot sidewalk and a five foot planting strip for the purpose of screening of parking areas. The portion of the streetscape treatment (including the eight foot planting strip, the six foot sidewalk and the five foot planting / screening strip) that is determined to not be impacted by the future road project would be commenced within 30 days of the approval of the rezoning. The remaining portion of the streetscape treatment would be installed within three months of the completion of the Seaboard Street roadway project.

H. The existing fencing located along the perimeter of the Site will be removed within 30 days of the approval of the rezoning.

I. The Site Plan includes the attached rendering of the front courtyard. The front courtyard will be constructed generally as depicted on the attached rendering. However, the Petitioner reserves the right to revise or redevelop the courtyard over the long term future of the development.

J. Any parking structures will either be 1) located within the interior of the site and not visible from the adjoining streets or 2) the street edge of any parking structure shall be lined with other uses.

7. Vehicular Access

The number of vehicular access points shall be limited to that depicted on the Technical Data Sheet. The placement and configuration of these access points are subject to any 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.

8. Transportation/Phasing

A. Phase One of the redevelopment may include up to 250,000 square feet of occupied space (within the existing buildings or within new buildings) prior to the planned improvement of Seaboard Street. Of the 250,000 square feet of development permitted within Phase One, no more than 30,000 square feet may be devoted to office uses.

B. Phase Two of the redevelopment may include up to 75 percent of the total allowable development square footage and may occur once the following improvements have been completed:

- construction of Seaboard Street Extension between existing Seaboard Street and North Graham Street to a minimum of 4 lanes in accordance with the alignment designed by Gannett Fleming, Inc. Should Seaboard Street Extension be constructed by other parties as part of the NCDOT's Intermodal/9th Street Rail Crossing Closure Project, the Petitioner is responsible for all design/construction costs for those items that are in addition to the conceptual plan prepared by Gannett Fleming, Inc. and described below.
- provision of permitted-protected phasing and 220 feet of storage for the northbound left turn lane on North Graham Street with 90 feet of taper. Reduction of the southbound left-turn storage serving 12th Street from Graham to 220 feet (requires approval of NCDOT),
- construction of an additional westbound right turn lane and a minimum 150 sq. ft. right turn channelization island on 12th Street at North Graham Street with 150 feet of storage for each lane and a 20:1 bay taper.
- installation of traffic signal control at the future intersection of Seaboard Street Extension and North Graham Street,
- construction of an exclusive southbound right turn lane on Graham Street with 150 feet of storage and a 20:1 bay taper,
- construction of an additional eastbound right turn lane on Seaboard Street Extension (at a length which shall be no less than the combination left/right turn queue) with 150 feet of storage for each lane and a 20:1 bay taper, and
- provision of 220 feet of storage for the northbound left turn lane at Seaboard Street and for the southbound left turn lane at 12th Street on Graham Street. Reduction of the southbound left-turn storage serving 12th Street from Graham to 220 feet (requires approval of NCDOT).

For the purposes of administration of the phasing program, the residential units shall be considered to be 1,000 square feet each.

The Petitioner/developer is responsible for all costs associated with the design and construction of these improvements, unless otherwise noted above, including, but not limited to, the acquisition of any necessary right-of-way and construction easements, maintenance of traffic during construction, and pavement markings. The design of the improvements is to be in accordance with CDOT/NCDOT standards/specifications and subject to the review/approval of CDOT/NCDOT

The Petitioner/developer is responsible for all costs associated with the installation of the traffic signal at the Seaboard Street Extension/North Graham Street/Ramp intersection, and related signal/signing modifications at other intersections/locations. The traffic signal installation costs include, but are not limited to equipment and installation costs for mast arm poles, signals, pedestrian signals, signing, traffic controllers,/cabinets, vehicle detection and interconnect cable. The design of the improvements is to be in accordance with CDOT/NCDOT standards/specifications and subject to the review/approval of CDOT/NCDOT.

C. Phase Three may include the remainder of the allowable square footage permitted on the Site and may occur following the construction of construction of dedicated/exclusive dual northbound left turn lanes on N. Graham Street to Seaboard Street Extension with protected phasing and associated widening/improvements. In the event that the changeable lane assignment signs/signals (CLASS) are approved by CDOT and NCDOT, it will not be necessary to construct the additional lane on North Graham Street to provide the second northbound left turn lane to Seaboard Street. Should the CLASS be approved by CDOT/NCDOT, then the Petitioner is responsible for all costs associated with their design and installation, including any modifications to existing pavement markings, traffic signals and signing.

D. The Petitioner shall install signage that is intended to direct vehicular traffic leaving the Site to Seaboard Street in order to minimize the traffic impact on the Greenville neighborhood, if such signage is permitted by CDOT.

E. The Petitioner shall provide curb and gutter where none exists at the corner of Seaboard Street and Hamilton Street at the time of the installation of the required planting strip and sidewalk in that area.

9. Parking

A. On-street parking is allowed in accordance with City standards.

B. Off-street parking for those portions of buildings located on the Site that are devoted to restaurants with a floor area of over 2,000 square feet in size will be provided at a ratio of one parking space per 125 square feet of floor area. The parking ratio for smaller restaurants shall be one space per 175 square feet. Off-street parking for those portions of buildings located on the Site that are devoted to nightclub use will be provided at a ratio of one parking space per 400 square feet of floor area so used. Off-street parking for other uses located on the Site will be provided in accordance with the standards outlined by the Ordinance.

C. Bicycle parking spaces shall be provided such that one bicycle parking space is provided per each 20 vehicular parking spaces provided on the Site.

10. Storm Water Management

A. Storm water runoff will be managed through proven techniques which satisfy the standards imposed by the City of Charlotte and the Charlotte Mecklenburg Storm Water Design Manual. Surface level storm water detention, if required to be provided, shall not be located in the setback.

B. The following agencies must be contacted prior to construction regarding wetland and water quality permits if determined to be applicable during the design development phase of the project:

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

11. Fire Protection

Adequate fire protection in the form of fire hydrants and other fire protection devices and measures as required by code will be provided to the Charlotte Fire Marshal's specifications

12. 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 tract or tracts within the Site involved in accordance with the provisions of the Ordinance.

13. Binding Effect of the Rezoning Documents and Definitions

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

B. 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 the Site from time to time who may be involved in any future development thereof.

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FIBER MILLS LLC

2005-043

APPROVED BY CITY COUNCIL
DATE 5/16/05

FIBER MILLS

1000 SEABOARD ST
CITY OF CHARLOTTE
MECKLENBURG COUNTY
NORTH CAROLINA

Issued: 12-24-2004
Revisions :
1 Feb 17 2005
2 Mar 7 2005
3 Apr 27 2005
4 May 31 2005

TECHNICAL DATA SHEET

TD-1