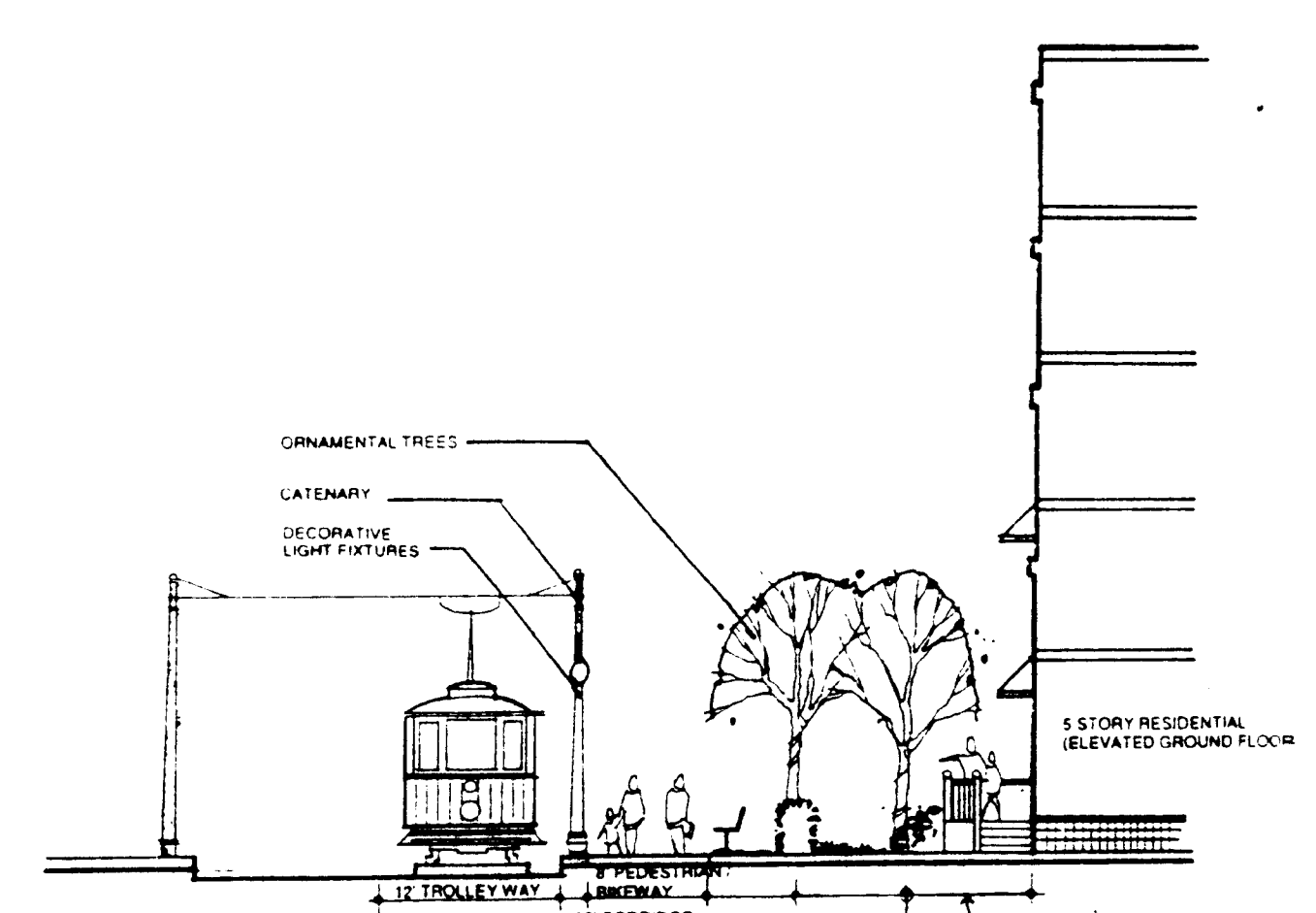
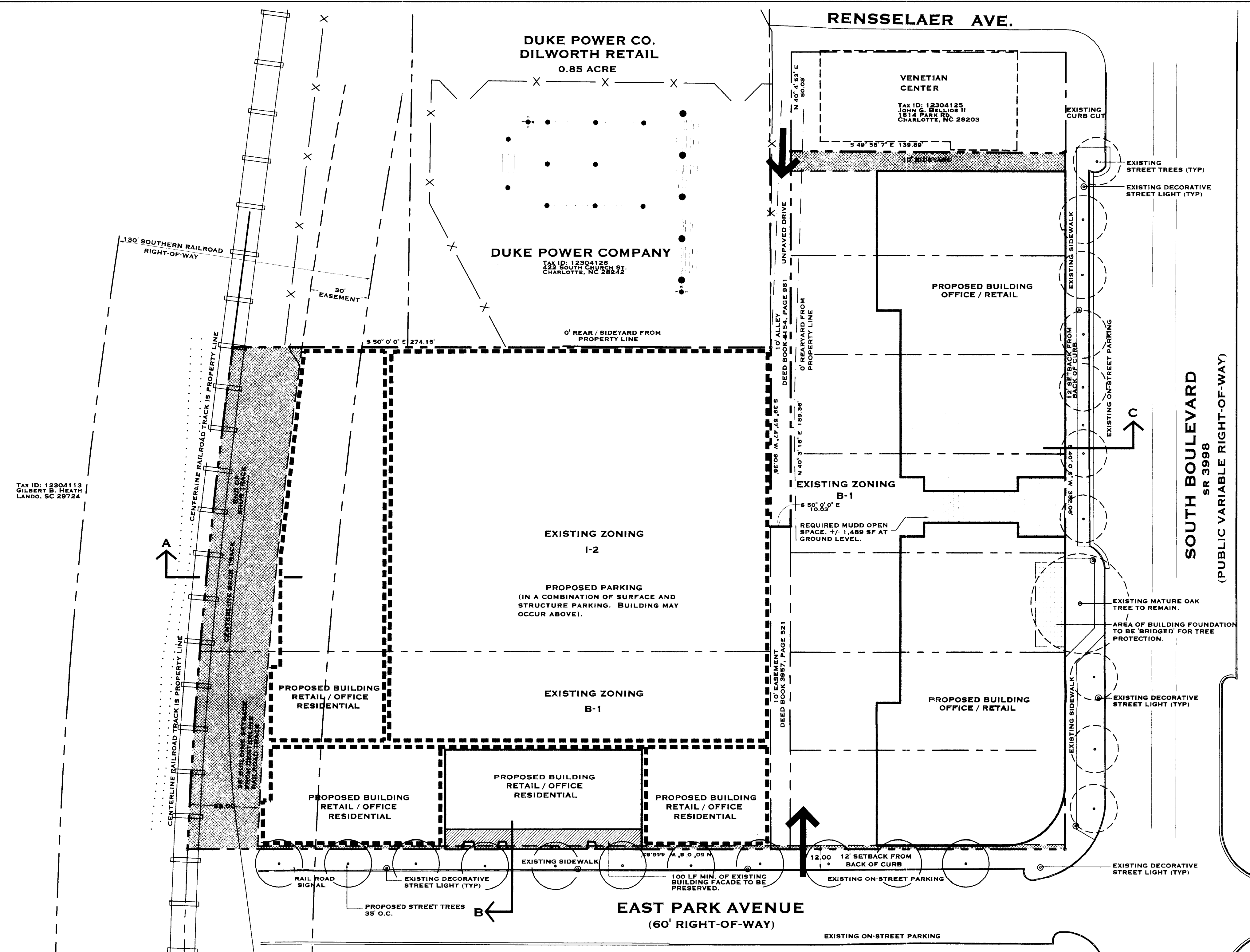
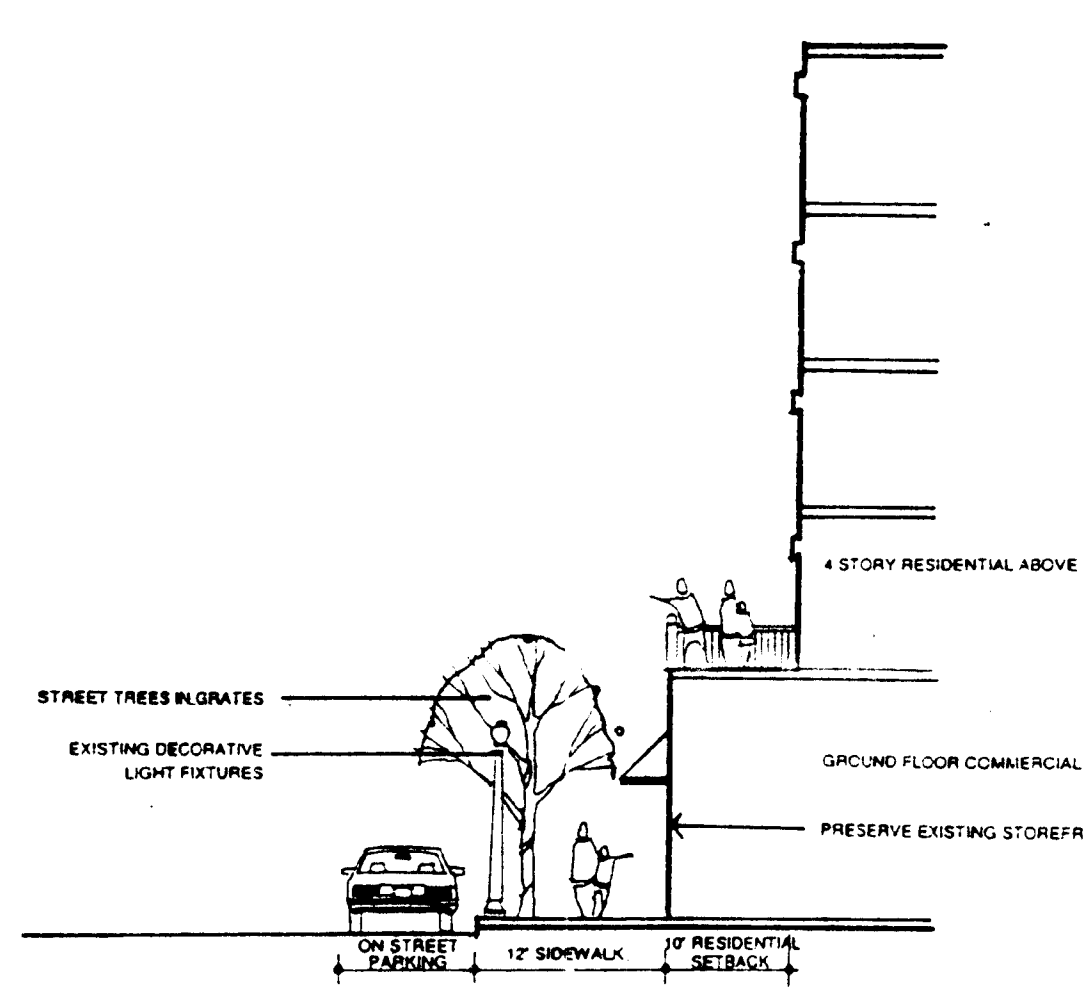


SOUTHEND

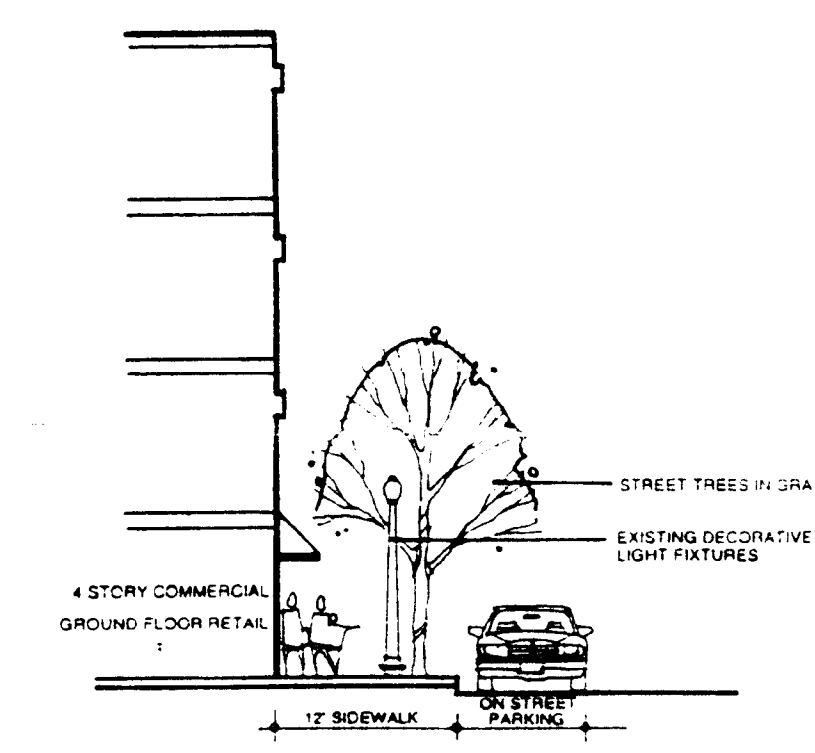
PETITIONER: CHILDRESS - KLEIN PROPERTIES



TROLLEY CORRIDOR: SECTION A



EAST PARK AVENUE: SECTION B



SOUTH BOULEVARD: SECTION C

APPROVED BY CITY COUNCIL
DATE 12-21-98

12304114, 15, 16, 17, 18, 19, 20, 21, 22

SITE TABULATION

TOTAL SITE ACREAGE:	2.84 AC
ACREAGE IN RAIL R/W:	0.20 AC
EXISTING ZONING:	I-2 & B-1
PROPOSED ZONING:	MUDD (CD)
TAX ID NUMBERS:	123-041-14, 15-21, 23
BUILDING HT.:	80' MAX.
TOTAL PROPOSED COMMERCIAL SF:	*250,000 SF MAX.

* (SF DOES NOT INCLUDE PARKING STRUCTURE)
(1) RESIDENTIAL UNIT MAY BE ADDED FOR EVERY 500 SF LESS OF TOTAL PROPOSED COMMERCIAL SF.)

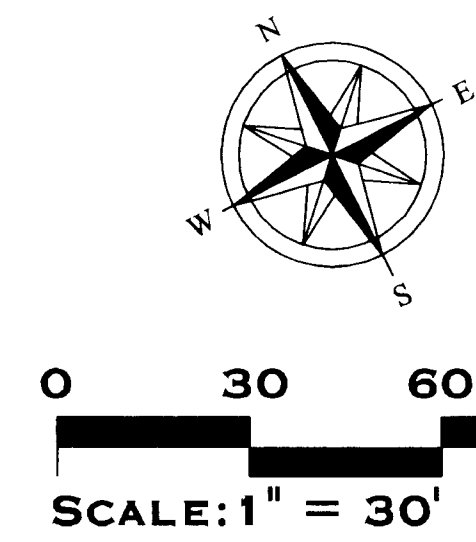
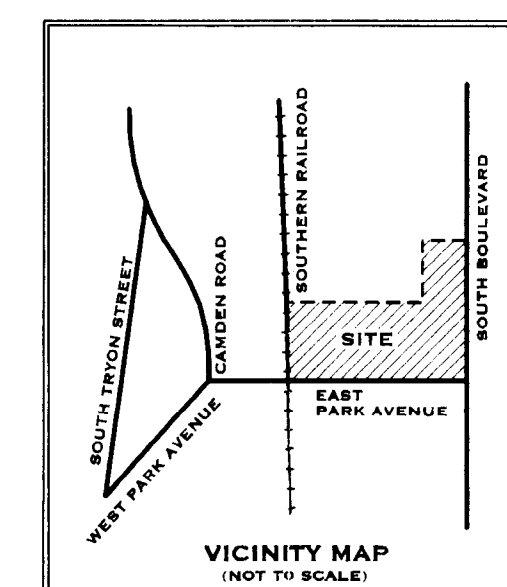
TECHNICAL DATA SHEET

PETITION NO. 98-97 FOR PUBLIC HEARING

Land Design

DATE: JULY 24, 1998
PROJECT NO: 18084

REVISIONS:
9-18-98 PER CITY / CLIENT COMMENTS
11-25-98 PER CITY / CLIENT COMMENTS



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© 1414 Prince Street, Alexandria, VA 22314 703/549-7784
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© 135 2nd Ave. Ste. 201, Franklin, TN 37060 615/591-7164

LandDesign, Inc.
Landscape Architecture
Urban Design
Land Planning

SHEET NO. 1 OF 1
FILE NAME: G:\18084\18084B01.DWG

General Provisions
Unless more stringent standards are established by the Technical Data Sheet or these Development Standards, all development standards established under the City of Charlotte Zoning Ordinance (the "Ordinance") for the Mixed Use Development District (MUDD) zoning district classification shall be followed.

The Conditional Site Plan shall consist of the Technical Data Sheet. The Technical Data Sheet indicates conditions governing the development rights of this proposed plan such as the total amount of building square footage, points of access, setbacks and yards, screening, signage, etc.

Plan Concept
The site plan, architecture, and hardscape/landscape for this development is based on the following urban design principles:
1. The plan is to reinforce/emphasize architectural massing as a "street wall" along the South Boulevard, East Park Avenue, and trolley right-of-way. The street wall shall provide for building elevations to be the dominant component of street frontage and shall encourage pedestrian scale elements at the ground floor level.
2. The historic character of the Park Avenue building elevation shall be encompassed in the development through the retention of at minimum a portion of the existing storefront elevation and integrating it into new buildings.
3. Building facades oriented to the trolley corridor shall be visually interesting in form, color, surface material and design. Where expanses of blank wall are necessary, they may not exceed 20 feet in length. The developer shall minimize the use of concrete block walls, stucco, and precast concrete panels along the corridor.
4. Surface parking and parking structures shall be located so as not to be a dominant component of the South Boulevard, East Park Avenue, or trolley right of way. Parking shall generally be internalized in relation to the overall site plan.
5. The plan shall encourage pedestrian activity and pedestrian scale through the design of ground floor architectural components including windows, and building entrances, arcades or awnings, sidewalk furnishings, and street trees among others.
6. Detailed site drawings shall be approved by the Charlotte Planning Dept. prior to the issuance of building permits.

Permitted Uses and Building Area Restrictions
1. The development may be devoted only to office, retail, and residential uses as permitted in the MUDD district as shown above. The gross by right area of all constructed within the development may not exceed, in the aggregate, 250,000 SF of office, retail and residential uses. (excluding parking structure).

Existing Structures
The existing structures on the site shall be razed, except for the preservation of 100 LF minimum of building facade along East Park Avenue as shown on the plan.

Access Points/Driveways
The total number of ingress/egress points to East Park Avenue shall be limited to the number shown on the Technical Data Sheet. The access into the site from the north is via the existing alley. There is no intention to improve or widen this access. The exact locations may vary somewhat from that depicted based upon final design and localational requirements as regulated by CDOT.

Setback Side Yards Rear Yards Trolley Right-of-Way, and Building Heights
1. All buildings constructed within the development shall satisfy or exceed the setback, rear yard, sideyard and building height requirements established under the Ordinance for the Mixed-Use Development District.
2. No proposed structure shall encroach into the 35' railroad / trolley right of way.
3. Surface parking and driveways shall not front the rail corridor in the 130 feet charter easement.
4. Building service areas shall not be in the 130 feet charter easement.
5. If a building is constructed within the 30' easement area, the developer will install concurrent with construction of the building, amenities such as sidewalks, benches, trees and / or landscaping between the building facade and the rail line. Design details for such improvements will be determined as part of the MUDD review process.

Screening, Landscape, and Open Space Areas
1. The Petitioner will, as a minimum, commit to the following:
• Comply with the City Zoning Ordinance with regard to screening landscaping and open space requirements.
• The periphery of any parking lot adjacent to public road and trolley right-of-way shall be planted with a combination of evergreen and deciduous shrubs and trees so as to form a continuous shrub bed.

• Dumpster areas will be enclosed on all four sides by a brick wall with one side being a hinged gate. If one or more sides of a dumpster area adjoining a rear wall of a building, the rear wall may be substituted for a side.
• All trash, storage, loading, outdoor equipment and utility structures outside of the 130 feet charter easement shall be screened to MUDD standards.

2. The building foundation will be designed to minimize the impact its construction will have on the root area of the existing mature Oak tree in the South Blvd. right-of-way. The area crosshatched within the building area adjacent to the Oak tree will be free of foundation piers. However, the slab floor of the building will cover this area via suspension from a foundation along the perimeter of this area. Immediately underneath the area of the designated suspended slab shall be installed 3'-4" of 2" diameter stone. Additionally, a temporary tree protection fence shall be installed in a 20' diameter area around the tree trunk prior to commencement of construction.

Sidewalk / Pedestrian Access
1. The development shall include the construction of an internal pedestrian walkway system connecting to South Boulevard, East Park Avenue, and the trolley.
2. A minimum of (1) active pedestrian entrance to the building facing the trolley corridor will be included in the project design. This entrance will provide access and egress to the establishment from the rail corridor. Loading, fire, storage and service entrances will not count toward meeting this requirement.
3. The exact details of tree planting on the E Park Avenue frontage will be determined during the MUDD review process.

Parking
1. Off street parking, and / or loading, will meet the minimum standards established under the Ordinance.
2. No more than 30% of the East Park Avenue frontage shall be devoted to off-street surface parking.
3. Parking structures will meet the structured parking facilities section of the MUDD requirements. Parking decks in the 130 feet charter easement will have an active non parking related ground floor use fronting the rail corridor. All parking levels and will be visually screened from the rail corridor. Grade level parking lots will be screened from the rail and pedestrian areas either by shrubs and/or evergreen trees planted at the most appropriate spacing for the species used or by solid walls or fences not to exceed 4' in height.

Signs
1. All signs placed on the Site will be erected in accordance with the requirements of the Ordinance.

Storm Water Detention
1. Storm water detention will not be required. The site was 80% / 90% impervious at the time of the 1978 ruling.

Utilities
1. All overhead utilities located along East Park South Blvd and the Railroad right-of-way shall be buried.

Lighting
1. All freestanding lighting fixtures to be installed by the developer, along South Blvd and E Park Ave. shall conform to the City standard used on South Blvd in Southend.
2. All freestanding lighting fixtures installed within the Site will be uniform in design.
3. The maximum height of any freestanding lighting fixture, including its base, shall not exceed 20 feet in height.
4. Wall pack type lighting on the proposed buildings shall not be used.