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<b>REQUEST</b>	Current Zoning: I-2 (general industrial) Proposed Zoning: UMUD-O (uptown mixed use, optional)
<b>LOCATION</b>	Approximately 72 acres located at the southeast intersection of Statesville Avenue and Woodward Avenue, west of North Graham Street. (Council District 1 - Kinsey)
<b>SUMMARY OF PETITION</b>	The petition proposes to allow adaptive reuse and redevelopment of a large light industrial site located in the Applied Innovation Corridor. The proposal allows a mix of uses allowed in the UMUD (uptown mixed use) district, including office, retail, eating/drinking/entertainment uses, hotels, multi-family residential, and light industrial.
<b>PROPERTY OWNER PETITIONER AGENT/REPRESENTATIVE</b>	Newcamp Landowner LP ATCO Bridget Grant, Keith MacVean, and Jeff Brown (Moore & Van Allen, PLLC)
<b>COMMUNITY MEETING</b>	Meeting is required and has been held. Report available online. Number of people attending the Community Meeting: 67
<b>STATEMENT OF CONSISTENCY</b>	<p>The Zoning Committee found this petition to be inconsistent with the <i>Central District Plan</i>, but consistent with the Applied Innovation Corridor concept provided by the <i>Charlotte Center City 2020 Vision Plan</i>, based on information from the staff analysis and the public hearing, and because:</p> <ul style="list-style-type: none"><li>• The <i>Central District Plan</i> recommends industrial uses.</li><li>• However, this petition was found to be reasonable and in the public interest, based on information from the staff analysis and the public hearing, and because:<ul style="list-style-type: none"><li>• The subject property is a 72-acre light industrial site located just outside of Uptown and the I-277 loop. The site has a number of large buildings located on the site, totaling 1,240,000 square feet; and</li><li>• The <i>Central District Plan</i>, which provides the land use recommendation for the site, calls for continuation of light industrial uses for the property; and</li><li>• However, the <i>Charlotte Center City 2020 Vision Plan</i> identifies this area as part of the Applied Innovation Corridor (AIC), an area for which small- and medium-sized businesses in key sectors, such as bioscience, clean energy, informatics, and industrial design/architecture, are a priority. The proposal supports the vision of the <i>Center City Plan</i> by providing locations for such uses, as well as supporting retail and services for businesses and area residents; and</li><li>• The City's Community Investment Plan (CIP) also identifies the site as being located within an important area for reinvestment and job growth, which will result from reuse and redevelopment on this site; and</li><li>• The Urban Land Institute (ULI) studied the area in 2014 and recognized the need for zoning to support adaptive reuse and integration of existing industrial buildings as the area transitions to become more mixed use. The proposed UMUD (uptown mixed use), with the requested optional provisions and conditional commitments, will meet that need; and</li><li>• Preservation of a number of the existing buildings will support the reuse of potentially historic buildings of local significance, as the site has been the location of both a Ford factory and a munitions plant; and</li></ul></li></ul>

- The proposal will also support transportation goals by increasing street connectivity and improving walkability by adding new streetscape and sidewalks;

By a 6-0 vote of the Zoning Committee (motion by Majeed seconded by Spencer).

#### ZONING COMMITTEE ACTION

The Zoning Committee voted 6-0 to recommend **APPROVAL** of this petition with the following modifications:

1. *Staff rescinded the following request:* Petitioner should revise the site plan to depict and add a note to provide the following cross sections. CDOT can work with the petitioner to reduce dimensions when needed at pinch points:
  - a. Camp Road - provide eight-foot minimum width for pedestrian area directly behind straight curb (i.e. not buffered by parking or planting area) (shown on Sheets RZ-05 Section F and RZ-06 Sections H, I-right side, and J) to provide adequate effective pedestrian width as defined in the recently adopted *CharlotteWALKS*, for back of curb sidewalk.
2. *Staff rescinded the following request (as the petitioner added alternative language):* The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all rights-of-way, public access easements, and/or sidewalk utility easements to the City as each facility is constructed. CDOT requests right-of-way set at two feet behind the back of sidewalk where feasible. CDOT's minimum right-of-way and easement expectation is as follows and should be identified on the cross sections:
  - a. Public access easements from back of pedestrian path to back of the pedestrian path for the full length of Woonerf 6 in RZ-01, and Connection 6-E-G- Woonerf 5 (southern portion) on RZ-02. It is important to CDOT that a complete network of public access to thoroughfares and collectors is provided through the site.
3. The petitioner resolved the issue related to the study of the 24th Street/Woodward Avenue realignment by committing to bear 50% of the study cost, up to \$10,000 instead of adding the specific language requested.
4. *Staff rescinded the following request as the petitioner addressed the issue by making a number of alternative changes including a commitment to install Sylvania Avenue by September 30, 2022 and Camp Road by September 20, 2023, with additional provisions, instead of making the following changes originally requested by staff:* The petitioner needs to revise the site plan and conditional notes to commit to construction of the full cross sections (as shown on Sheet RZ-03 through RZ-07) and submittal of public right-of-way or public access easement (as described in Comment 8) as follows:
  - a. Sylvania Avenue connecting Statesville Avenue to Graham Street prior to permit approval for the 200,001st square foot of office of Phase 1 entitlements or before the start of construction of the railroad grade crossing for any use, whichever comes first.
  - b. Camp Road connecting Statesville Avenue to

- Graham Street prior to permit approval for any Phase 2 entitlements or before the start of construction of the railroad grade crossing for any use, whichever comes first.
- c. Keswick Avenue connecting Camp Road to Graham Street prior to permit approval for any Phase 2 entitlements or before the start of construction of the railroad grade crossing for any use, whichever comes first.
  - d. Connection D connecting Camp Road to Woodward Avenue prior to permit approval for any Phase 2 entitlements.
  - e. Woonerf 6 connecting Camp Road to Sylvania Avenue on RZ-01 prior to permit approval for any Phase 2 entitlements.
  - f. Transportation and streetscape improvements along Woodward Avenue and Graham Street frontages, as shown on RZ-03 and RZ-04, should be completed prior to permit approval for any Phase 2 entitlements.
  - g. Transportation and streetscape improvements on Statesville Avenue frontages as shown on RZ-03 should be completed prior to permit approval for any Phase 3 entitlements.
  - h. Connection 6-E-G-Woonerf 5 (southern portion) on RZ-02 connecting Sylvania Avenue to Statesville Avenue upon demolition of conflicting portion of Building 3A. Southern portion of Woonerf 6 (connecting to Sylvania Avenue) cannot be abandoned until this connection and easement is provided.
  - i. Orange pedestrian route connecting Woodward Avenue to Camp Road upon demolition of conflicting portion of Building 11.
  - j. Connection A on RZ-02 upon development of Area A.
  - k. The petitioner should update Note 5c to exclude these necessary connections in public right-of-way or public easement. The entitlements by these phases are anticipated to bring a lot of people and trips into the site to live, work, and play. CDOT is very concerned that the current site plan provides no guarantee of a formal street network to guide these people into and out of this large industrial site. Additionally, not providing this additional connectivity through the site to the bordering streets (via Camp Road, Woonerf 6, Connection D) will put a larger burden on the existing intersections, which was not accounted for in the traffic study.
5. The petitioner addressed the following items concerning site access to the satisfaction of CDOT:
- a. The proposed site access "B" (study intersection #16) appears to have two access driveways side by side. This will be confusing/conflicting for drivers from Camp Road and P7 and is a significant conflict point that will have impacts on Statesville Avenue operations. Remove the proposed driveway just north of Camp Road and use Woonerf 4

- connection to access P7 as first order of work in Phase 1.
- b. Proposed site access on Woodard Avenue near Graham Street/Woodard Avenue signalized intersection should be removed or restricted to right-in/right-out with a 100-foot median on Woodward Avenue. This access is too close to the signalized intersection to be full movement.
  - c. Proposed site access across from Graham Street/24th Street signalized intersection should be upgraded/reconstructed to street section with a minimum stem length of 100 feet and remove proposed right-in/right-out site driveways accessing Parking Field 6 on Woodward Avenue and Graham Street. CDOT prefers this configuration. Alternatively, but not in addition, right-in/right-out driveway would be permitted on Graham Street midway between Camp Road and 24th Street with a 100-foot median on Graham Street.
  - d. Proposed P15 access on Sylvania Avenue should be relocated to Woonerf 5.
  - e. Proposed P17 access on Sylvania Avenue near Graham Street/Sylvania Avenue proposed signalized intersection should be relocated as close to building 1A as possible or restricted to right-in/right-out. This access is too close to the signalized intersection to be full movement.
  - f. Proposed P2 access on Woodward Avenue near Edison Street - align directly across from Edison Street (i.e. not offset).
  - g. To expedite permitting, CDOT requests exhibits of each site driveway with the petitioner's engineer to determine interim and ultimate expectation for:
    - i. Number of exiting and entering travel lanes;
    - ii. Proposed exit lane turning assignments;
    - iii. Driveway stem length (distance between public street back of curb and first internal parking lot driveway and/or parking stall); and
    - iv. Storage length of left-turn or right-turn exit lanes.
6. The petitioner resolved CDOT's review comments associated with the [Camp End North TIS](#), submitted May 1, 2017:
- a. CDOT had not had adequate time to review and determine if the proposed Statesville Avenue "road diet" can be supported. The petitioner should update the notes to commit to a separate study in Phase III. Please include alternative Statesville Avenue cross section that maintains the four-lane section.
  - b. Petitioner should include restriping, signal modification, and pedestrian refuge work on Graham Street generally between I-277 bridge and Dalton Road to mitigate transportation impacts.
7. The following issue has been resolved:  
Revise RZ-TIA to include the traffic mitigation recommendation concept drawing as recommended in the 2015 Music Factory

TIS (i.e. Figure 7 - between study intersections 6 and 7).

8. New wording has been added to address the following issue: The petitioner should revise Note 3j to include a technical traffic memo that describes entitled and converted trip generation comparison and traffic mitigation recommendations with request for conversion submitted to Planning.
9. The following has been resolved: Revise Notes 4 and 5. Contact CDOT to determine needed changes.
10. Resolution has been reached on this item: In general, the petitioner should revise the conditional notes to use plain language and concisely communicate the intent of each commitment.
11. The petitioner provided a commitment to construct four new waiting pads along the site's frontage (two pads each) on Statesville Avenue and North Graham Street.
12. Revised the note on the site plan at the Statesville Avenue and Woodward Avenue intersection to say "future signal by others."
13. The height in the core area is now limited to 75 feet, except for buildings replaced due to environmental issues or fire/casualty/etc.
14. Petitioner added statement that 814,000 square feet will remain within the core area, except for situations related to fire/casualty etc. or removal of Building 11 and/or 14 due to environmental conditions. Also, stated that if buildings within the core are removed, they will meet the standards provided for new buildings, with the exception of height which is addressed under item #14 above.
15. The notes have been revised to state that new single story buildings may be located within the Core Existing Building Area and shall be limited to one story and 35 feet in height (excluding rooftop activities and structures), and will not have more than 4000 square feet of ground floor gross floor area.
16. Section 2.b. has been revised to say that if a building located on a woonerf is 75 feet or higher, the setback will be 20 feet or will have a step-back of at least 10 feet deep located between 30 and 60 feet of height.
17. *Staff rescinded the request to eliminate the optional provision for urban open space as additional information regarding open space is included in another section of the conditional notes and that information has been updated to provide greater clarity on the commitment being made.*
18. Petitioner clarified the basis for the optional provision related to urban open space.
19. Section 6.c(iv) has been revised to indicate parking decks will meet the standards of new buildings, with the exception of any parking decks located in Area C. Also added a commitment stating that 50% of the length of length of new buildings will have active uses with a minimum depth of 18 feet, subject to deviations resulting from physical site constraint or

- incompatible orientations with existing buildings.
20. Petitioner defined private connections to include private streets, private connections, woonerfs and other connections. This change addressed the issue related to design of buildings along public streets.
  21. In Section 8.c(iii), the petitioner reduced the size of wall signs to a maximum of 300 square feet, except that each building may have one wall sign that is 550 square feet.
  22. Added a note addressing process to deal with transportation impacts if rail crossings for either Sylvania Avenue or Camp Road are not opened prior to the issuance of the first certificate of occupancy for the Phase III Development.
  23. Petitioner confirmed that the conversion applies only to light industrial and not "other uses."
  24. Building setback along Statesville Avenue has been revised to match revised cross section. Petitioner provided a note indicating that if a "road diet" is approved, the setback will be relocated to match the updated back of curb.
  25. Added a note addressing process to deal with transportation impacts if rail crossings for either Sylvania Avenue or Camp Road are not opened prior to the issuance of the first certificate of occupancy for the Phase III Development.
  26. Petitioner confirmed that the conversion applies only to light industrial and not "other uses."
  27. Building setback along Statesville Avenue has been revised to match revised cross section. Petitioner provided a note indicating that if a "road diet" is approved, the setback will be relocated to match the updated back of curb.
  28. Petition has been updated and includes text clarifying difference between redevelopment and reuse.
  29. Minor expansion has been defined as no more than a 5% increase in the ground floor footprint or 2,000 square feet of gross floor area of the ground floor footprint.
  30. Most references to Community Investment Plan/CIP/etc. have been removed from the document. Staff has no concerns about the remaining references in the document.
  31. Petitioner has added tracking for all phases of development, including tracking for Phase I and II and tracking related to open space.
  32. Clarified the building areas that are within multiple Development Areas and adjusted labeling accordingly.
  33. For Note 6.c(iv), changed wording.
  34. Statement acknowledging that no activity shall occur within the railroad right-of-way without written approval from the Railroad has been added to the conditional notes.
  35. Petitioner added language to the definition section indicating that if definitions in the rezoning notes conflict with those in the zoning ordinance, the definitions in the rezoning notes will control.
  36. For Section 1.i.vii, added "Other Uses" to the title, as referenced within the paragraph.
  37. For Section 1.i.ix, added residential uses to the list of what may be considered an Active Ground

Floor Use.

38. For Section 2(b) referencing Section 9.905(2), the statement that "Existing utilities in the setback may remain so long as they do not obstruct the sidewalk" was relocated to be its own statement and the appropriate ordinance section has been referenced.
39. The optional provision related to Structured Parking Facilities has been included in the Optional Provisions Section of the conditional notes.
40. Staff has rescinded the following request: For Section 9.906(4)(a-i): Delete the first sentence as it is not needed.
41. Section 2.b. referencing Section 9.907(2) was revised to clarify loading standards.
42. Staff rescinded the request for a supplemental chart to clarify conversion rights.
43. Section 6.c(viii) was revised to provide commitments for ground floor activity along public streets and private connections.
44. Missing words have been added to Section 8.d(i).
45. Staff has rescinded request to provide standards related to temporary signs.
46. Zoning Administrator has confirmed language related to Artwork/murals/sculptures and Lighting are acceptable.
47. For Section 6.c(xi), text was added to clarify that the transition zone will be four feet wide.
48. For Section 6.c(xii), petitioner clarified that above ground utilities for New Buildings on public streets shall be out of the setback.
49. For Section 8.a, delete paragraph: "provided, however, it is expressly understood that the following signage types shall not be permitted unless approved by the Planning Director or designee, in his or her discretion: digitally printed vinyl projecting signs, internally illuminated flat panel acrylic face embossed signs with translucent vinyl graphics, or internally illuminated box signs."
50. Staff has rescinded the request to insert the corridor preservation phrase for all future connections on the site and will work with the petitioner during permitting to ensure that buildings are not located in a manner that will preclude future street connections shown on the site plan.
51. In most cases reference to treatments along public streets has been revised to apply also to private streets and woonerfs. In addition, private connections have been defined to include private streets, woonerfs and pedestrian connections.
52. In the section addressing allowed language, petitioner deleted language related to utilities and related facilities as these uses are already allowed in UMUD and no additional standards have been provided.
53. Petitioner added the following note to the end of Note 4.l.b: "In connection with the above-referenced adjustments to the access to and from the Site, Petitioner shall deliver to CDOT, and as applicable NCDOT, proposed plans for the

- proposed access and driveways to adjacent public streets to be used on an interim basis as development takes place on the Site prior to completion of the Phase I Development.”
- 54. Added “and add a bike lane in each direction” to Note 15 related to Statesville Avenue.
  - 55. Added an optional provision that utilities will not be required to be placed underground as part of development/redevelopment.
  - 56. Revised conversion factor for non-office commercial to office commercial as follows: 1.5 square feet of gross floor area of non-office commercial use to 1.0 square foot of office commercial use and vice versa.
  - 57. Added phasing requirements for urban open space.
  - 58. Petitioner committed to make corrections to any inconsistencies between the notes and information on the site plan.

**VOTE**

Motion/Second: Spencer / Sullivan  
 Yeas: Fryday, Majeed, McClung, McMillan, Spencer and Sullivan  
 Nays: None  
 Absent: None  
 Recused: None

**ZONING COMMITTEE DISCUSSION**

Staff provided an overview of the petition and noted that the petition is inconsistent with the *Central District Plan*, but is consistent with the Applied Innovation Corridor concept provided by the *Charlotte Center City 2020 Vision Plan*. Staff explained that the petition proposes adaptive reuse and redevelopment of a 72-acre light industrial site currently developed with 1.2 million square feet to allow a mix of uses allowed in the UMUD (uptown mixed use) district. The site is located in the Applied Innovation Corridor, which seeks to grow and retain small and medium businesses. The site plan identifies core building areas (where existing buildings may be reused, with a few exceptions), and new building areas (where existing buildings may remain or be redeveloped with new buildings and associated development). In addition, the proposal includes a workforce housing component, and overall development will occur in three phases.

Staff pointed out some of the changes made since the public hearing, which include: (a) a commitment to preserve 814,000 square feet of building area in the core area, with some exceptions, (b) a commitment to provide a mixture of uses, (c) the addition of design standards added to those required by the UMUD district that are applicable to both existing and new buildings, and that require ground floor activation, (d) clarification of a 75-foot height limit for existing buildings in the core area that would allow for rooftop decks and similar uses, and a 180-foot height limit for the area outside the core, with some exceptions for unique conditions, (e) amendment of building setbacks along external streets and some internal woonerfs, (f) the addition of a number of optional provisions to make the zoning work with the unique site, (g) reduction of the maximum allowable size of wall signs, (h) addition of signals and road network that will allow movement through the site, and (i) provision of a significant amount of capital work on exterior streets, with commitments to install Sylvania Avenue and Camp Road by specified dates.

Staff pointed out that there is one outstanding environmental issue and that the petitioner will continue to work with staff to generate a plan for alternative compliance with the Tree Ordinance, which should be worked out prior to a decision on the petition.

A committee member asked if a transit stop associated with the proposed Redline Regional Rail Project is proposed in the area near the



petition? CDOT staff responded that it can't be determined because there is currently no active Redline project but the rezoning petition does nothing to preclude a transit stop.

A committee member asked if the 75-foot height limit is comparable to the height of existing buildings in the core area? Staff responded that the 75-foot height limit does not represent a significant increase above the height of existing buildings, and would allow for roof top activities such as terraces and decks. A committee member noted the narrow width of Statesville Avenue along the site's frontage and asked if any improvements will be provided that will make it consistent, in terms of the number of lanes and pattern, with the street cross-sections that exist before and after the petitioned site? Staff responded that the site plan has conditions that provide the potential to pull bike lanes through the side and getting rid of a travel lane in each direction. However, the entitlements won't be known until Phase 3 of the project, and the project will be studied at that time to determine the correct treatment. In addition, coordination with NCDOT will be required. Until that time, Statesville Avenue will remain a two lane road north of the area, with no dedicated right turn lanes proposed.

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**STAFF OPINION**

Staff agrees with the recommendation of the Zoning Committee.

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**FINAL STAFF ANALYSIS**  
(Pre-Hearing Analysis online at [www.rezoning.org](http://www.rezoning.org))

**PLANNING STAFF REVIEW****• Proposed Request Details**

The site plan accompanying this petition contains the following provisions:

- Adaptive reuse of a number of the existing industrial/distribution buildings that were constructed as early as the 1920's, as well as demolition and construction of new buildings on the remainder of the site. The petitioner has committed to retain 814,000 of the 1,240,000 square feet of buildings that currently exist on the site.
- The 72-acre site is divided into two distinct geographies – "New Building Areas" and "Core Existing Building Areas." Existing buildings are numbered 1 through 15.
- The "Core Existing Building Areas" are identified on Site Plan Sheet Site Plan RZ-02 and existing buildings may be reused. In addition, this area may include new single story buildings, kiosks and trailers, open space areas and other similar elements.
- "New Building Areas" are also identified on Sheet RZ-02 and are also shown alphabetically as seven subareas, Development Areas A through G. On this portion of the site, existing buildings may remain or may be redeveloped with new buildings and associated development.

Land Use

- Allowed uses for the site include office, retail, eating/drinking/entertainment establishments, personal services, hotels, residential, industrial, and other uses permitted within the UMUD (urban mixed use) zoning district. In addition to the uses listed above, the following uses will be allowed, or prohibited, as described below:
  - Retail sales for automobiles (new and used), feed, fences and fence materials, packaged fertilizer, motorcycles, pawnshops, and trucks within a completely enclosed building are allowed within Development Areas A, B, and C only.
  - Exterminators, funeral homes and embalming, laundries and dry cleaning establishments, and locksmiths and gunsmiths are permitted uses under prescribed conditions and limited to Development Areas A, B, and C.
  - Outdoor sales (accessory), subject to regulations of the Zoning Ordinance Section 12.417, are permitted uses under prescribed conditions and limited to Development Areas A, B, and C.
  - Utility and related facilities such as distribution lines, railroad rights-of-way, telephone repeater stations, and water storage tanks are permitted uses under prescribed conditions.
  - Accessory drive-through windows are allowed if designed to be completely internal to the building in which they are located.
- Prohibited uses include animal crematoriums, jails, land clearing and inert debris landfills (but not to exclude on-site reuse of soils), crematory facilities, petroleum storage, and uses with drive-through window facilities, except as described above.
- Development will occur in three phases, as described below:

- 1.24 million square feet of industrial buildings currently exist on site.
- The first phase will allow 530,000 square feet of light industrial/other uses, 30,000 square feet of eating/drinking/entertainment establishments, 20,000 square feet of retail/personal services, 450,000 square feet of office, and 250 residential units.
- The second phase will allow an additional 275,000 square feet of light industrial/other uses, 60,000 square feet of eating/drinking/entertainment establishments, 65,000 square feet of retail/personal services, 760,000 square feet of office, and 600 residential units.
- The third phase will allow an additional 65,000 square feet of light industrial/other uses, 80,000 square feet of eating/drinking/entertainment establishments, 200,000 square feet of retail/personal services, 1.5 million square feet of office, and 1,500 residential units.
- When fully developed, up to 1,845,000 square feet of non-residential development and 1,500 residential units will be allowed on the site.
- The petition includes conversion rights which allow entitlements for one use to be converted to entitlements for another use, as described below:
  - Non-office commercial uses may be converted into office uses at a ratio of 1.5 square feet of non-office commercial uses to one square foot of gross floor area of such uses so converted and vice versa, up to 30% of the base entitlement.
  - Multi-family units may be developed as hotel rooms at a rate of one residential unit to one hotel room, up to a maximum of 300 hotel rooms.
  - Hotel rooms and additional multi-family units may developed by converting commercial uses at a rate of 500 square feet of gross floor area to one hotel room added or one multi-family unit added and vice versa, up to a maximum of 300 hotel rooms and/or multi-family units.
  - Light industrial uses may be converted to office uses at a rate of 1.5 square feet of light industrial uses to one square feet of office uses and vice versa, up to a maximum of 30% of the base entitlement.
- Provides a process to deal with transportation impacts if rail crossings for either Sylvania Avenue or Camp Road are not opened prior to the issuance of the first certificate of occupancy for Phase III Development. No activity shall occur within the railroad right-of-way without written approval from the Railroad.

#### Site and Building Design

- The urban design standards of the UMUD district generally apply to this site. Additional design guidelines include:
  - For Existing Buildings: Renovated buildings will include fenestration along 30% of the street-side of buildings, unless infeasible and with approval from the Planning Director or designee.
  - For New Buildings:
    - No parking between new buildings and Statesville Avenue and Woodward Avenue.
    - Parking located between the building and the street along Graham and Sylvania shall be limited to one bay.
    - Proposed Connection D (on sheet RZ-02) may include 50% of active ground floor uses, if topography permits.
    - Otherwise, parking decks will meet the standards of new buildings, with the exception of in Area C.
    - New buildings shall not exceed 180 feet in height. New buildings along Statesville Avenue, Graham Street, Woodward Avenue, and Sylvania Avenue that are taller than 70 feet will have a 10-foot setback approximate to the predominant height of historic buildings on the site.
    - Minimum 50% of the length of new buildings will have 50% active uses with a minimum depth of 18 feet.
    - New residential buildings will have a four-foot transition zone between the sidewalk and the building along streets. Stoops and porches may encroach into the transition zone. Residential entrances shall be prominent and at or slightly above grade.
    - New non-residential facades between two feet and eight feet from the ground shall include a minimum of 60% transparent glass.
    - Buildings longer than 150 feet along a street or multi-use path shall minimize the scale and massing with design elements.
    - Principal entrances will be connected by sidewalk to adjacent streets.
    - New non-residential buildings will include a transition zone behind the required sidewalk to allow for outdoor dining, wider sidewalk, display, or other streetscape amenities.
    - New buildings on streets will have a minimum 20-foot setback measured from the future back of curb. New buildings situated along woonerfs (road in which devices for reducing or slowing the flow of traffic have been installed) shall have a minimum 16-foot setback measured from the future edge of the travel lane.
    - New buildings greater than 75 feet in height situated along woonerfs will have a setback of 20 feet or will have a step-back of at least 10 feet deep located between 30 and 60

feet of height.

- A minimum 1.5 acres of open space identified as Urban Open Space #1 and Urban Open Space #2, and shall be used to meet the open space requirements for office uses in new buildings.
- Maximum building height in the core area is limited to 75 feet, except for buildings replaced due to environmental issues or fire/casualty/etc.
- Commitment to retain 814,000 square feet within the core area, except for situations related to fire/casualty etc. or removal of Building 11 and/or 14 due to environmental conditions. If buildings within the core area are removed, they will meet the standards provided for new buildings, with the exception of height.
- New single story buildings may be located within the core building area, which shall be limited to one story and 35 feet in height (excluding rooftop activities and structures), and will not have more than 4,000 square feet of ground floor gross floor area.
- All phases of development will be tracked, including tracking for Phase I and II and tracking related to open space.

#### Optional Provisions and Innovative Design Standards

- Optional provisions for the site are listed below. These optional provisions only apply as long as 680,000 square feet of existing structures remain on the site.
- Setbacks: Setbacks are established on sheets RZ-03 through RZ-07. In response to existing utilities, parking, existing buildings, site constraints and similar features, existing buildings shall be exempt from setback requirements. New buildings on streets will have a minimum 20-foot setback measured from the future back of curb. New buildings situated along woonerfs shall have a minimum 16-foot setback measured from the future edge of travel lane.
- Utilities: Existing utilities may remain so long as they do not obstruct the sidewalk. Utilities will not be required to be placed underground as part of development/redevelopment.
- Structured Parking Facilities: Proposed parking decks in Area "C" shall be permitted without addressing transparency requirements set forth in Note 6c(viii) unless grading and/or significant site work is completed and creates an opportunity for a relationship between the applicable parking deck building and the proposed Connection D, in which case, applicable design standards shall be adhered to. Other areas of parking decks shall utilize decorative louvers, grillwork, or panels to screen cars from view on all facades facing public streets and facing Connections A, E and G.
- Screening: Existing areas that are used for surface parking, structures and facilities for trash, storage, loading, and other outdoor equipment do not need to be screened from streets or pedestrian circulation areas. Screening for new buildings will meet UMUD (Uptown Mixed Use) standards, unless deviations are approved by the Planning Director or designee.
- Signage:
  - Allowable sign types may include all attached and detached sign types permitted in Chapter 13 with provisions for additional sign types.
  - Optional provisions for "Visible Signs" within 300 feet of the existing right-of-way of public streets (Sylvania Avenue, Statesville Avenue, Graham Street, and Woodward Avenue) include:
    - Signs on a parapet wall or roof of a building shall not exceed the lesser of three times the linear foot length of the building's street frontage per building side, or 2,000 square feet.
    - The maximum wall sign shall be 500 square feet, excluding digital display or LED signs, except that each building may have one sign up to 1,000 square feet.
    - Digital Display or LED signs may be up to 150 square feet.
    - Signage may project from a building face up to 15 feet and may extend above a roof or parapet by 15 feet.
  - Optional provisions for "Visible Detached Signs" include:
    - A maximum height of 25 feet and overall maximum square footage of 250 square feet is proposed. A maximum of eight of these signs may be permitted throughout the site.
    - Additional small detached signs may be permitted up to 10 feet in height and up to 50 square feet. A maximum of eight of these signs may be permitted throughout the site.
  - Optional provisions for "General Visible Signs" related to illumination, content, and the existing water tower are also included.
  - Optional provisions for "Visible Building and Wall Signs" include:
    - Wall signs limited to a maximum of 300 square feet, except that each building may have one wall that is 550 square feet.
- Building Entrances: Doorways do not need to be recessed on existing buildings.
- Urban Open Space: Urban open space is not required for existing buildings. Urban open space for office uses in new buildings shall be provided in areas generally depicted on sheet RZ-02.
- Parking Standards: Parking may be provided at a distance on the site of more than 1,600 feet

from new uses.

- Loading Standards: Loading may be provided at a distance of more than 1,600 feet from new uses and other permitted by CDOT and Planning during the design and development review process.

#### Transportation

- Due to the large nature of this master planned site, the roadway and street network will be implemented over time.
- CDOT and the submitted traffic study estimate that the site would generate 9,600 trips per day based on the existing 1.3 million square feet of industrial buildings. The site could generate 16,100 daily trips with entitlements in existing I-2 (general industrial) zoning. At full proposed build out of approximately 1.9 million square feet of light industrial, office, retail, and residential uses under the proposed UMUD-O (uptown mixed use, optional) zoning, the site will generate 32,800 daily trips.
- The off-site transportation improvements required for the master planned site will be accomplished in the Development's Phase 3. The scope of final off-site transportation improvements are subject to additional traffic study in Phase 3 and NCDOT approval on state-maintained streets, which are Statesville Avenue and Graham Street.
- The plan proposes new east-west connections via an extension of Sylvania Avenue and the proposed Camp Road between Statesville Avenue and Graham Street. Several north-south connections shall be provided as development occurs within the areas for New Development.
- The east-west connections are contingent upon approval of new at-grade railroad crossings by Norfolk Southern and acceptance of right-of-way and maintenance by the City of Charlotte.
- The plan preserves a pedestrian corridor for a connection between Woodward Avenue, the "core" of the site, and Graham Street.
- The Subdivision Ordinance is applicable to portions of the site. In the core area, significant existing buildings shall remain and compliance with the Subdivision Ordinance may not be feasible. In New Building/Development Areas, the intent of the Subdivision Ordinance is met as phased development occurs in terms of block length and street design.
- Petitioner committed to bear 50% of the study cost of the 24<sup>th</sup> Street/Woodward Avenue realignment, up to \$10,000.

#### Infrastructure

- Provided a commitment to construct four new CATS waiting pads along the site's frontage (two pads each) on Statesville Avenue and Graham Street.

#### Environment

- The petitioner will meet the requirements of the Tree Ordinance; however, compliance may be in accordance with a Memorandum of Understanding allowing alternative compliance.

#### Workforce Housing

- The petitioner commits to 60 workforce housing residential units to be provided prior to the issuance of Certificates of Occupancy for greater than 850 residential dwelling units through Phases I and II. Designated affordable units are restricted to households earning 80% or less of the area median income for a period not less than 15 years after occupancy.
- Additional workforce housing (with same income and holding restrictions) will be provided for at a rate of seven percent of total residential units established in Phase III, contingent upon approval of applicable Tax Credit/Housing Support Vehicles.

#### • **Public Plans and Policies**

- The *Central District Plan* (1993) recommends industrial uses for this site. The policy recommends redevelopment of industrial uses within the limits of existing industrial zoning. This is an older industrial area that is largely developed.
- The *Charlotte Center City 2020 Vision Plan* (2011) identifies this area as part of the Applied Innovation Corridor (AIC). The plan specifically identifies North End as a key anchor of the AIC, linking South End and Uptown with UNC Charlotte with access to the Blue Line Extension light rail system. A primary focus of the Applied Innovation Corridor is growing and retaining small- and medium-sized businesses in key sectors, including bioscience/health care and nutrition, clean energy production, finance, film and video, informatics, and industrial design/architecture. Appropriate spaces, access to capital and co-location opportunities with like industries are all important factors to success. The plan specifically identifies the need for additional east-west connectivity throughout the area.
- In 2014, the Urban Land Institute (ULI) studied and prepared a document for Charlotte's North End. The report studied the feasibility of establishing an Applied Innovation Corridor within North End and recommended several strategies to achieve the vision established in the *Charlotte Center City 2020 Vision Plan*. Among many recommendations, the team identified the need for a new zoning district with design guidelines that would allow the adaptive reuse and integration of existing industrial buildings and businesses as the area transitions to become more mixed use.

- As part of the Community Investment Plan (CIP), the Applied Innovation Corridor's North End is an area identified to fulfill the emphasis on investing in corridors and promoting job growth through investment. The study developed an economic strategy for the North End and assessed which locations are strategically positioned to be redeveloped as compact districts attractive to a variety of start-up and entrepreneurial industries. As part of the study, a market analysis was conducted that identified the subject site as a short-term redevelopment opportunity due to its characteristics of a large, single owner site and good geographic location. The market analysis indicated that a mix of uses could likely be supported in this location.
- **TRANSPORTATION CONSIDERATIONS**
  - The site is bounded by major thoroughfares and major collector streets in the Applied Innovation Corridor. The current site plan commits to developing an internal public and private street network to enhance the connectivity through the site; construction of a new collector street along the site's southern boundary; streetscape and future bike lane accommodation along all streets; and offsite mitigations to help relieve some of the vehicle impacts associated with the site.
  - **Vehicle Trip Generation:**
    - Current Zoning:
      - Existing Use: 9,600 trips per day (based on 1.3 million square feet of light industrial use).
      - Entitlement: 16,100 trips per day (based on 850,000 square feet of light industrial, 360,000 square feet of office, and 90,000 square feet of retail uses).
    - Proposed Zoning: 32,800 trips per day (based on 65,000 square feet of light industrial, 1.5 million square feet of office, 280,000 square feet of retail uses, and 1,500 multi-family residential units).

#### DEPARTMENT COMMENTS (see full department reports online)

- **Charlotte Area Transit System:** No issues.
- **Charlotte Department of Neighborhood & Business Services:** No issues.
- **Charlotte Fire Department:** No on-street parking on roads less than 26 feet clear width.
- **Charlotte-Mecklenburg Schools:** No comments received.
- **Charlotte Water:** Charlotte Water has water system availability via existing 12-inch water distribution mains located along North Graham Street and Statesville Avenue, in addition to an existing six-inch water distribution main located along Woodward Avenue. The proposed rezoning has the potential to significantly impact the capacity of the local sanitary sewer collection system.
- **Engineering and Property Management:**
  - **Arborist:** No trees can be removed from or planted in the right-of-way of State maintained streets without permission of NCDOT and the City Arborist's office. Petitioner must submit a tree survey for all trees two inches or larger located in the right-of-way, and the survey shall include all trees eight inches or larger in the setback.
  - **Erosion Control:** No issues.
  - **Land Development:** No issues.
  - **Storm Water Services:** No issues.
  - **Urban Forestry:** See Outstanding Issues, Note 1.
- **Mecklenburg County Land Use and Environmental Services Agency:** No issues.
- **Mecklenburg County Parks and Recreation Department:** No issues.

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#### OUTSTANDING ISSUES

1. Amend Note 7.b. on Sheet RZ-N2 as follows: "The site will comply with the Tree Ordinance. The petition reserves the right to pursue an agreement for alternative compliance consistent with the alternative compliance provision in the Tree Ordinance."

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#### Attachments Online at [www.rezoning.org](http://www.rezoning.org)

- Application
- Pre-Hearing Staff Analysis
- Site Plan
- Locator Map

- Community Meeting Report
- Department Comments
  - Charlotte Area Transit System Review
  - Charlotte Department of Neighborhood and Business Services Review
  - Charlotte Fire Department Review
  - Charlotte Water Review
  - Engineering and Property Management Review
    - City Arborist Review
    - Erosion Control
    - Land Development
    - Storm Water
    - Urban Forestry
  - Mecklenburg County Land Use and Environmental Services Agency Review
  - Mecklenburg County Parks and Recreation Review
  - Transportation Review

**Planner:** Sonja Strayhorn Sanders (704) 336-8327