

<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>STAFF RECOMMENDATION</b>	<p>Staff recommends approval of this petition upon resolution of outstanding issues. Staff supports the proposed concept for the reuse and redevelopment of the site. However, there are a number of outstanding issues remaining to be resolved, including significant issues related to phasing of new street connections through the site, tree ordinance compliance, and retention of the existing buildings within the core of the site.</p> <p><u>Plan Consistency</u> The petition is inconsistent with the <i>Central District Plan</i> which recommends industrial uses. However, it is consistent with the Applied Innovation Corridor concept provided by the <i>Charlotte Center City 2020 Vision Plan</i>.</p> <p><u>Rationale for Recommendation</u></p> <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.</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.</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.</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.</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.</li> </ul>
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- 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.
- The proposal will also support transportation goals by increasing street connectivity in the area and improving walkability by adding new streetscape and sidewalks.

## 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 retaining 680,000 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 are 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 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 be 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.

#### Urban 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.
    - Parking decks are permitted without active ground floor uses. Proposed Connection D (on sheet RZ-02) may include 50% of active ground floor uses, if topography permits. Other areas of parking decks shall screen cars from view of adjacent public streets.
    - 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 stepback approximate to the predominant height of historic buildings on the site.
    - 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.

#### 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. Existing utilities may remain so long as they do not obstruct the sidewalk.
  - Structured Parking Facilities: Parking decks are permitted without active ground floor uses. Proposed Connection D (on sheet RZ-02) may include 50% of active ground floor uses, if the topography permits. Other areas of parking decks shall screen cars from view of adjacent public streets.
  - 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.
- 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.

#### 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.
- **Existing Zoning and Land Use**
    - The subject property is currently zoned I-2 (general industrial), is developed with a number of warehouses and outdoor storage, and was once home to a Ford factory and munitions plant.
    - North of the site across Woodward Avenue are warehouse, office, single family and multi-family

- residential uses in NS (neighborhood services), MUDD-O (mixed use development, optional), I-2 (general industrial), I-1 (light industrial), B-2 (general business), R-8 and R-5 (single family residential), and R-22MF (multi-family residential) districts.
- Properties to the west of Statesville Avenue are zoned B-1 (neighborhood business), NS (neighborhood services), R-17MF and R-22MF (multi-family residential), and R-8 and R-5 (single family residential) and developed with an office use, single family and multi-family dwellings, an automotive gas station, a park, and a cemetery.
  - Properties south of the site are developed with commercial uses, government buildings, and a funeral home in I-2 (general industrial), B-2 (general business), and MUDD-O (mixed use development, optional) zoning.
  - East of North Graham Street are a mixture of commercial, industrial, and residential uses in I-2 (general business), B-1 (neighborhood business), R-5 and R-8 (single family residential), and O-2 (office) zoning districts.
  - See "Rezoning Map" for existing zoning in the area.
- **Rezoning History in Area**
    - Petition 2017-003 rezoned 2.27 acres located on the north side of Woodward Avenue, between Statesville Avenue and Vanderbilt Road and south of Carter Avenue, from I-2 (general industrial) to MUDD-O (mixed use development, optional) to allow reuse of an industrial warehouse building for a brewery, bakery, butcher shop and other uses permitted in the district.
    - 2015-042 rezoned 2.51 acres located on the northeast corner at the intersection of Statesville Avenue and Woodward Avenue from NS (neighborhood services) and I-2 (general industrial) to NS SPA (neighborhood services, site plan amendment) and NS (neighborhood services) to allow the development of a Mecklenburg County Parks and Recreation pool facility, with up to 37,000 square feet of nonresidential square footage inclusive of exterior pool activity areas and accessory building areas.
    - 2014-068 rezoned 5.59 acres generally bounded by Statesville Avenue, Dalton Avenue, North Graham Street and Armour Drive from I-2 (general industrial) to MUDD-O (mixed use development, optional) proposes to allow all uses permitted in the MUDD (mixed use development) zoning district.
  - **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 principally 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. CDOT is very concerned that the current site plan provides no guarantee of a formal street network tied to cumulative land use entitlements and continues to request revisions to match typical phased street implementation to ensure orderly guidance for visitors, as well as regular office and residential tenants into and out of this large industrial site. Additionally, not providing this additional connectivity through the site in early phases will put a larger burden on existing intersections, which was not accounted for in the traffic study. Further, CDOT and the petitioner have not reached full agreement on the scope of offsite mitigation measures and future study areas described for the full build out of the development.

- See Outstanding Issues, Notes 1 through 10.

- **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:** See Outstanding Issues, Note 11.
- **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 13.
- **Mecklenburg County Land Use and Environmental Services Agency:** No issues.
- **Mecklenburg County Parks and Recreation Department:** See Outstanding Issues, Note 12.

#### OUTSTANDING ISSUES

##### Transportation

1. 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. 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 needs to revise the site plan and add a conditional note that states: "Before development areas "C/D" redevelops the petitioner will work with CDOT/NCDOT to evaluate different 24<sup>th</sup>/Woodard at Graham realignment alternatives. This evaluation study needs to be funded by the petitioner to determine a mutually preferred 24<sup>th</sup>/Woodard realignment, which may require necessary right-of-way within these development areas."
4. 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 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 in to 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 should revise the site access as follows:
  - 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. CDOT's review comments associated with the Camp End North TIS, submitted May 1, 2017 are as follows:
  - 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. 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. 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. Revise Notes 4 and 5. Contact CDOT to determine needed changes.
10. In general, the petitioner should revise the conditional notes to use plain language and concisely communicate the intent of each commitment.

#### Infrastructure

11. CATS requests the petitioner provide and construct four new waiting pads along the site's frontage (two pads each) on Statesville Avenue and North Graham Street.
12. Remove the note at the Statesville Avenue and Woodward Avenue intersection stating "future signal approved as part of Aquatic Center improvements." A signal at this intersection is not part of the Double Oaks Aquatic Center, approved via petition 2016-042.

#### Environment

13. 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."

#### Site and Building Design

14. Provide language limiting additional height within the core area. Maintenance of the existing structure and character in the core is the reason behind support of alternative design to meet the intent of subdivision and street design. Divide the note referring to height into the core area vs. redevelopment area.
15. Clarify the intent of the core area. It was staff's understanding that the core shall remain intact without new construction (other than minor repairs, small additions for decks/patios, and aesthetic improvements) and this assumption drove recommendations for the future street network and design, among other notes on the rezoning plan. The note that 680,000 square feet will be preserved does not ensure that the core remains intact. This allows for approximately 200,000 square feet of the core area to be removed. Commit to realistic area to be preserved. For example, if Building 11 is likely compromised then it should not remain within the core area. Another option is to clarify the conditions under which it can be removed and new buildings can be built. Also, address compliance with ordinances if buildings are removed from the core.
16. Remove the provision that new single story buildings may be located within the Core Existing Building Area, or clarify the conditions under which new buildings can be built.
17. Section 2.b. makes reference to Section 9.905(2): a 16-foot setback for a 180-foot tall building along a woonerf is not appropriate. Revise with alternative provision (step back, maximum height, greater setback, etc.).
18. Section 1.i.iv: Optional provisions for urban open space are not appropriate. Reference ordinance definition per the UMUD zoning district, or provide alternative standards for open space.
19. Section 2.b. referencing Section 9.906(4)(a-i): Clarify the basis for the optional provision request. The notes in Section 6.a(iii) of the rezoning plan are vague in comparison to UMUD(urban mixed use) standards. Staff does not currently support this optional provision.
20. Section 6.c(IV): In most cases, parking decks should not be allowed without active ground floor uses. Need a commitment for active ground floor uses for all buildings along public and private streets and woonerfs, unless there are unique conditions that are defined on the site plan.
21. Section 6.c(viii): Notes referring to design of building along public streets should also refer to private streets and woonerfs. Also see Requested Technical Revisions Site and Building Design



- note 52 below.
22. Section 8.c(iii): The maximum size of the signs proposed are too large, and need to be reduced.  
Land Use
23. Provide a note that indicates how development will be limited if one or more crossings of the rail line are not approved.
24. For conversion rights, confirm that the conversion applies only to light industrial and not "other uses."
25. Revise new building setback along Statesville Avenue to match revised cross section. Provide a note indicating that if a "road diet" is approved, the setback will be relocated to match the updated back of curb.

## REQUESTED TECHNICAL REVISIONS

### Site and Building Design

26. In Section 1.b. please define the terms redevelopment and reuse and use accordingly. These should not be used interchangeably, as redevelopment implies removal of buildings and reuse implies retaining buildings.
27. The phrase "redeveloped for Adaptive Reuse" needs to be modified throughout the document as there is a clear distinction between redevelopment and Adaptive Reuse for this project and implications for adjacent improvements. Suggest rewording this phrase to "Adaptively Reused".
28. Define "minor expansion" as it relates to the Adaptive Reuse definition.
29. Remove all references to Community Investment Plan/CIP/etc. in the document.
30. Petition commits to tracking Phase III development and improvements. Suggest a provision for tracking all development on site, as improvements will be tied to changes over several phases.
31. Clarify the building areas that are within multiple Development Areas. For example, Building 10 is within Development Areas A, B, and C. The various parts of the building should be labeled 10A, 10B, 10C for clarity.
32. Note 6.c(iv): change "regarding" to "redevelopment."
33. Statement needs to be included that acknowledges that no activity shall occur within the railroad right-of-way without written approval from the Railroad.
34. Section 1.i.vi: The definition provided for commercial uses does not match the zoning ordinance definition. Change to match the zoning ordinance definition.
35. Section 1.i.vii: Add "Other Uses" to the title, as referenced within the paragraph.
36. Section 1.i.ix: Staff suggests adding residential uses to the list of what may be considered an Active Ground Floor Use.
37. 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" should be its own statement and the appropriate ordinance should be referenced.
38. Section 2(b) referencing Section 9.906(2)(b): This optional provision related to Structured Parking Facilities needs to be defined in this section.
39. Section 2.b. referencing Section 9.906(4)(a-i): Delete the first sentence as it is not needed.
40. Section 2.b. referencing Section 9.907(2): Delete "Certain deviations of loading standards shall be permitted including\_\_\_\_". Clarify the reference to "others" – adaptive reuse?
41. Provide a supplemental chart to clarify conversion rights.
42. Section 6.c(viii): Note seems to imply active uses being along streets but does not make a commitment. See also Outstanding Item Site and Building Design note 20.
43. Section 8.d(i): missing wording in the second sentence, "The maximum number of large detached signs shall not eight (8) such signs nor greater than three (3) such detached signs on any such street."
44. Section 8.e(ii): Need to provide standards related to temporary signs.
45. Section 8.e(iii) and (iv): Need to confirm that Artwork/murals/sculptures and Lighting Deemed Not Signs notes are legal per Zoning Administrator
46. Section 6.c(xii): Clarify the transition zone (e.g. width of transition zone).
47. Section 6.c(xii): Add "Above ground" before the sentence beginning with utilities. Change "should" to "shall".
48. 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"

### Transportation

51. Insert the corridor preservation phrase for all future connections on the site. The statement is in 5.d.xi(A), "The potential street connection from Statesville Avenue across from its intersection with Oaklawn Avenue as generally depicted within Development Area E on Sheet RZ-02 and identified as Connection E thereon shall be reserved so as to avoid New Buildings from

preventing its connection internal as shown.”

52. Section 6.c.(ii): The reference to “public streets” should be changed to refer to both public and private streets and wonerfs. Similar change should be made to Section 6.c(ix) and (x) and 6.d. Any references to “connections” should be changed to “streets” (public, private, wonerfs) for consistency.

Land Use

53. In the section addressing allowed language, delete language related to utilities and related facilities as these uses are already allowed in UMUD and not additional standards have been provided.
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**Attachments Online at [www.rezoning.org](http://www.rezoning.org)**

- Application
- Site Plan
- Locator Map
- Community Meeting Report
- Department Comments
  - Charlotte Area Transit System Review
  - Charlotte Department of Neighborhood & 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