



DATE: 27 FEBRUARY 2017
DESIGNED BY:
DRAWN BY:
CHECKED BY:
Q.C. BY:
SCALE: AS SHOWN
PROJECT #: 1016320

SHEET #:
RZ-00

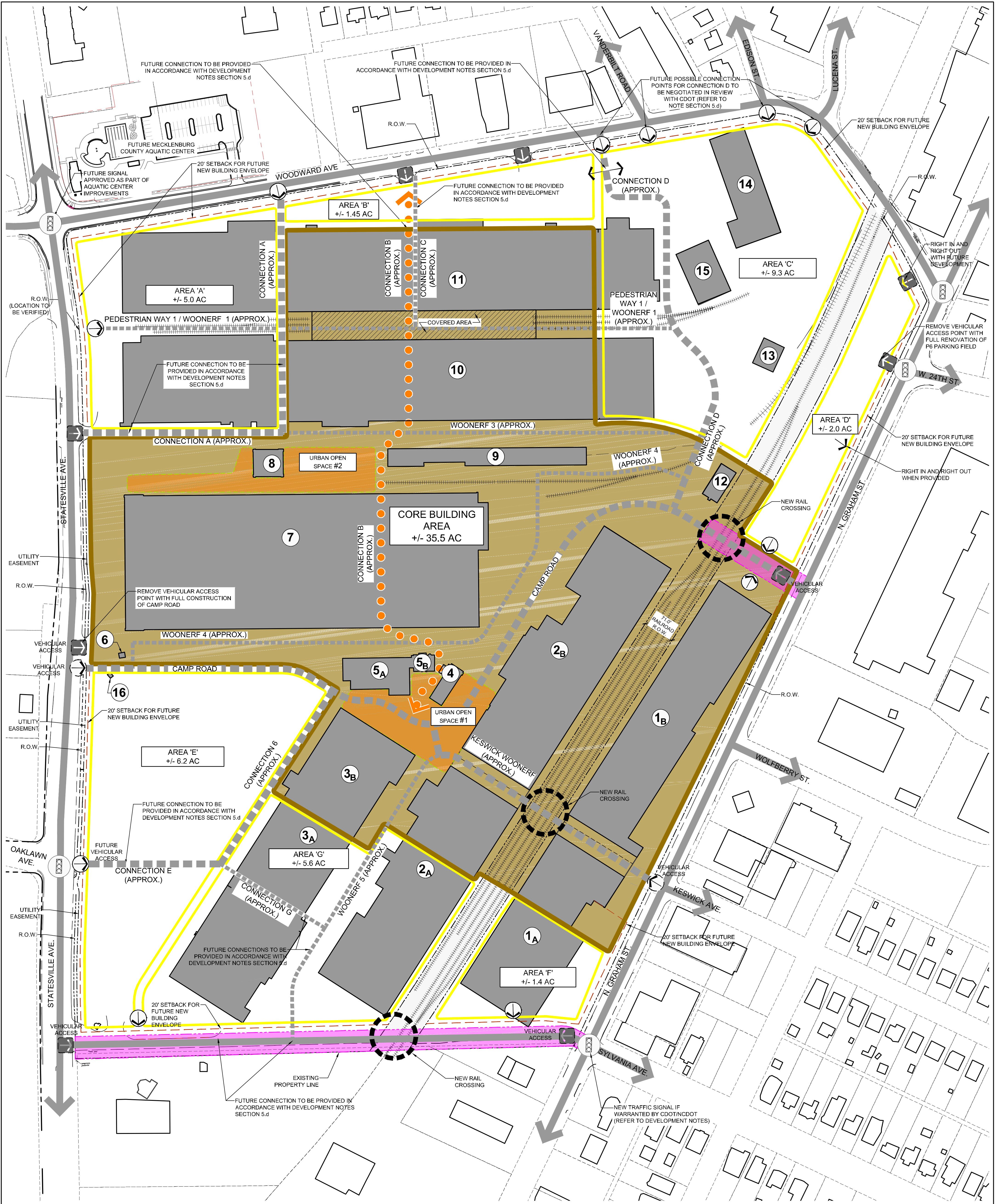
REVISIONS:
1. 04-12-2017 - 2ND REZONING SUBMITTAL
2. 05-18-2017 - 3RD REZONING SUBMITTAL
3. 06-19-2017 - 4TH REZONING SUBMITTAL
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CAMP NORTH END | REZONING
MIXED USE + INDUSTRIAL REHAB DEVELOPMENT
ATCO PROPERTIES & MANAGEMENT
CONTEXT MAP

PETITION NO. 2017-054



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DEVELOPMENT AREAS

URBAN OPEN SPACE

PROPOSED FUTURE PUBLIC ROW

CORE BUILDING AREA

POTENTIAL MULTIMODAL CONNECTIONS (WOONERF)

POTENTIAL PRIVATE CONNECTIONS (WITH PUBLIC ACCESS EASEMENT)

PUBLIC ROW (REFER TO ROW FOR PUBLIC STREET SECTIONS)

POTENTIAL PARKING FIELD CONNECTIONS / DRIVEWAYS

POTENTIAL VEHICULAR ACCESS

EXISTING VEHICULAR ACCESS (DRIVEWAYS)

EXISTING SIGNAL (OR PROPOSED AS LABELED)

20' SETBACK FOR FUTURE BUILDING ENVELOPE (AS NOTED)

NOTES:
1. THE PLAN SHOWN IS INTENDED TO BE REVIEWED IN COLOR.
2. THE IMAGES SHOWN ARE ILLUSTRATIVE TO SHOW GENERAL INTENT, CHARACTER, RELATIONSHIPS OF USES, CIRCULATION, AND BUILDING CONFIGURATION FOR THE PURPOSES OF REZONING. FINAL CONSTRUCTION MAY VARY BASED ON UNFORESEEN FIELD CONDITIONS.
3. REFER TO SECTIONS AND NOTES FOR PRIVATE STREET SETBACK AND ROW INFORMATION.

SITE DEVELOPMENT DATA:
-ACREAGE: 172 ACRES
-TAX PARCELS: 07903101, 07903102, 07903103, 07903104, 07903105, AND 07903106
-EXISTING ZONING: I-2
-PROPOSED ZONING: UMUD-O
-EXISTING USES: VACANT INDUSTRIAL, WAREHOUSE AND OFFICE
-PROPOSED USES: USES PERMITTED BY RIGHT AND UNDER PRESCRIBED CONDITIONS IN UMUD ZONING DISTRICT AND BY THE OPTIONAL PROVISIONS IN THE NOTES, TOGETHER WITH ACCESSORY USES AS ALLOWED IN THE UMUD ZONING DISTRICT, ALL AS MORE SPECIFICALLY DESCRIBED AND LIMITED/RESTRICTED IN NOTES SECTION 3.
- MAXIMUM GROSS SQUARE FEET OF DEVELOPMENT: SEE WITH RESPECT TO THE DEVELOPMENT LEVELS AS DESCRIBED IN SECTION 3 IN THE NOTES.
- MAXIMUM BUILDING HEIGHT: 180 FEET IN HEIGHT AS TO PORTIONS OF THE SITE AND OTHERWISE UP TO 75 FEET IN HEIGHT ABOVE EXISTING GROUND FLOOR SLAB FOR EXISTING BUILDINGS; BUILDING HEIGHT FOR NEW BUILDINGS WILL BE MEASURED AS DEFINED IN THE ORDINANCE.
- PARKING: AMOUNTS AS REQUIRED BY THE ORDINANCE FOR THE UMUD ZONING DISTRICT AS MODIFIED IN THE OPTIONAL PROVISIONS IN THE NOTES.

Table 3.e Development Levels

NON-RESIDENTIAL USES	Existing	Total thru Phase 1	Total thru Phase 2	Total thru Phase 3
Industrial Light Industrial/Other Uses*	1,240,000 sf	530,000 sf	275,000 sf	65,000 sf
EDEE **		30,000 sf	60,000 sf	80,000 sf
Retail/Personal Services		20,000 sf	65,000 sf	200,000 sf
Office		450,000 sf	760,000 sf	1,500,000 sf
Hospitality/Hotel ***				
TOTAL	1,240,000 sf	1,030,000 sf	1,160,000 sf	1,845,000 sf

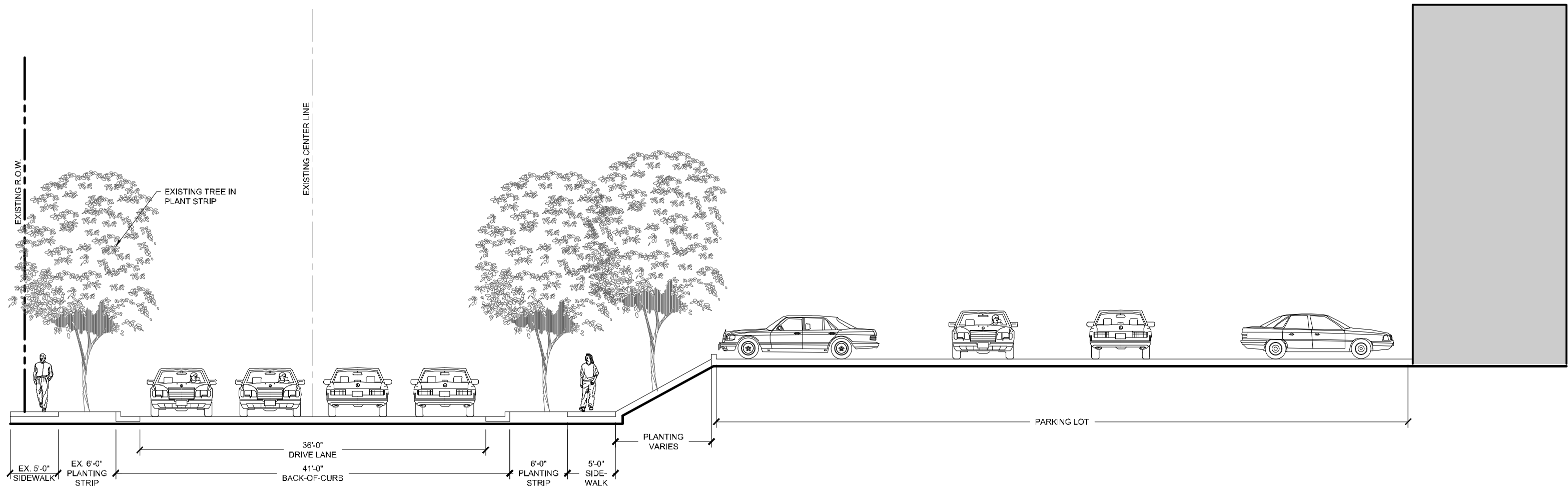
* Industrial /Light Industrial/Other Uses under Phases 1, 2 and 3 include uses that are not accounted for under the other listed uses listed; it is contemplated that such Industrial/Light Industrial/Other Uses will be reduced over time as reflected above. ** EDEE includes drinking establishments. ***Hospitality/hotel uses allowed per conversion rights.

Multi-Family Residential

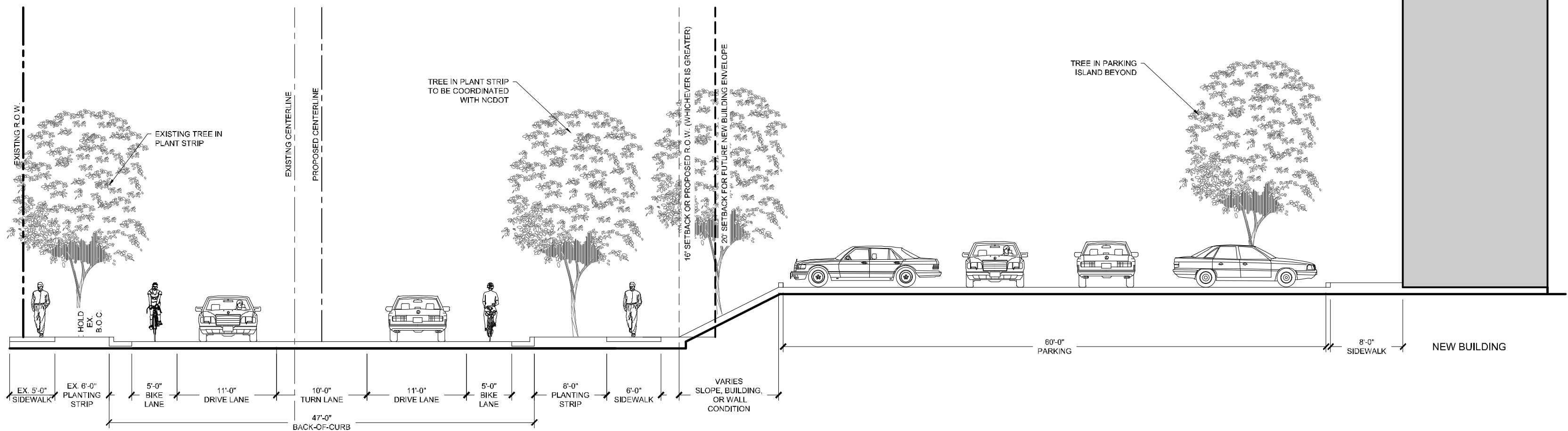
	250 units	600 units	1,500 units	
CONVERSION TABLE				
	Beginning Total	Date of Conversion	Description	Amended Total
Industrial Light Industrial/Other Uses*	65,000			
EDEE **	80,000			
Retail/Personal Services	200,000			
Office	1,500,000			
Hospitality/Hotel ***				

* Beginning Totals Reflect Phase 3 Build Out

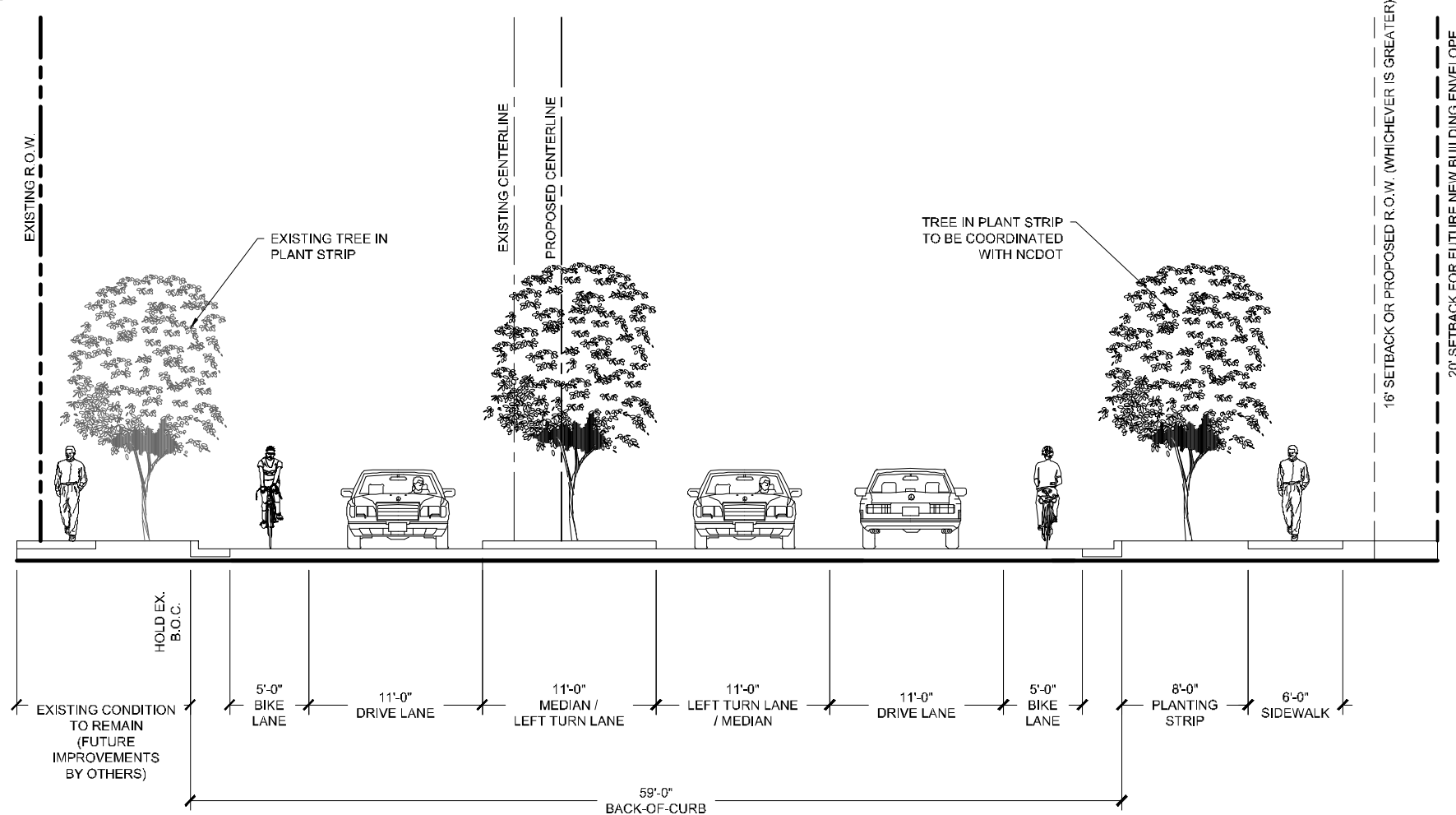
Conversion Summary:
Conversion of Commercial Uses: 1 sq ft of non-office commercial for 1 sq ft of office, not to exceed a 30% increase from base entitlement
Conversion of Residential and Hotel: 1 housing unit for 1 hotel room, not to exceed an increase of 300 units or rooms from base entitlement
Conversion of Hotel & Commercial: 500 sq feet of commercial for 1 hotel room not to exceed an increase of 300 rooms (in addition to the 300 rooms possible from the Residential and Hotel conversion) or 150,000 sq feet of additional commercial above base entitlements
Conversion of Light Industrial and Office Uses: 1 sq ft of office uses for 1.5 sq ft of light industrial uses, not to exceed a 30% increase from base entitlement



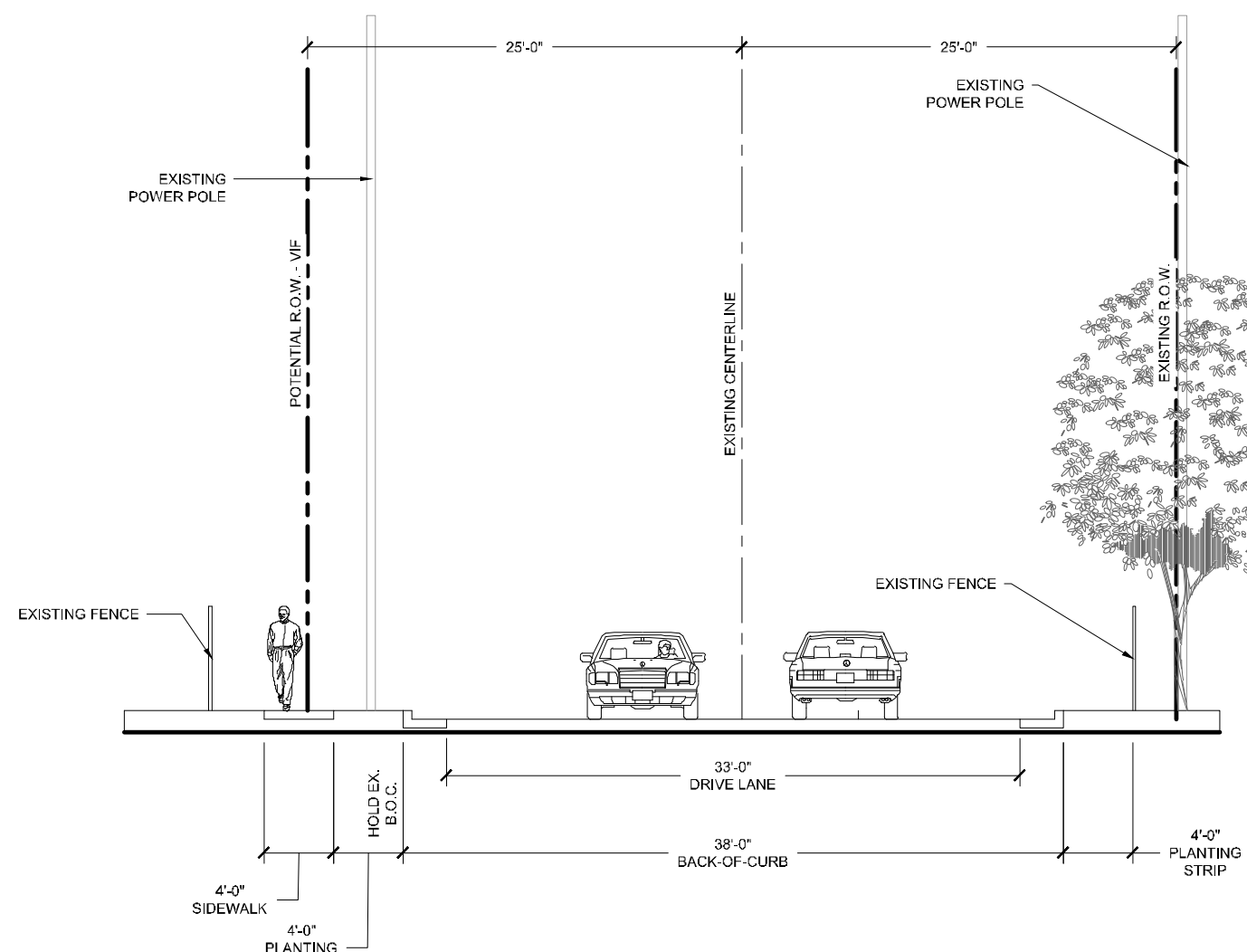
STATESVILLE AVENUE - EXISTING CONDITION
SCALE: 1" = 10'-0"



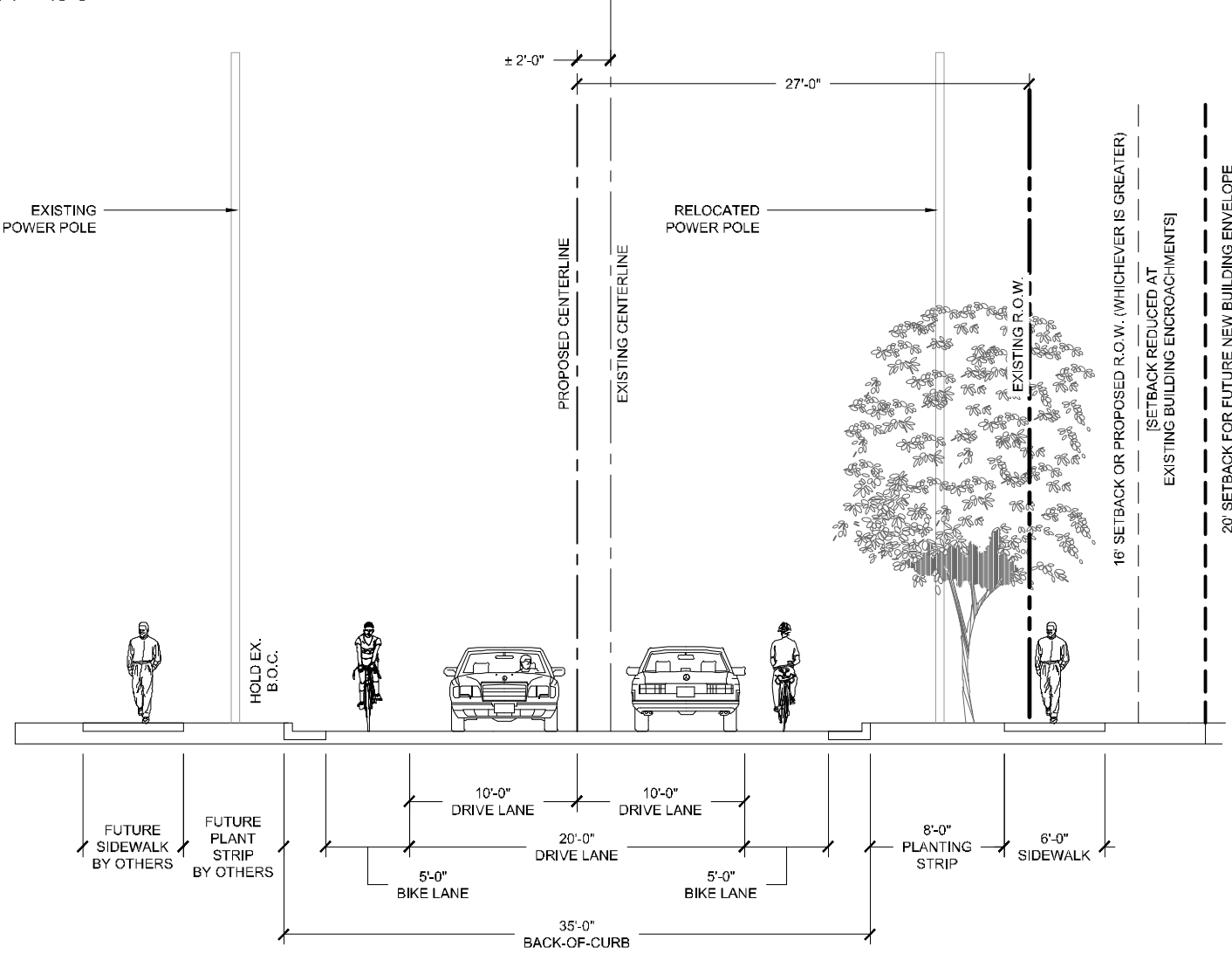
STATESVILLE AVENUE - PROPOSED CONDITION (TYPICAL)
SCALE: 1" = 10'-0"



STATESVILLE AVENUE - PROPOSED TURNING CONDITION (AT OAKLAWN)
SCALE: 1" = 10'-0"

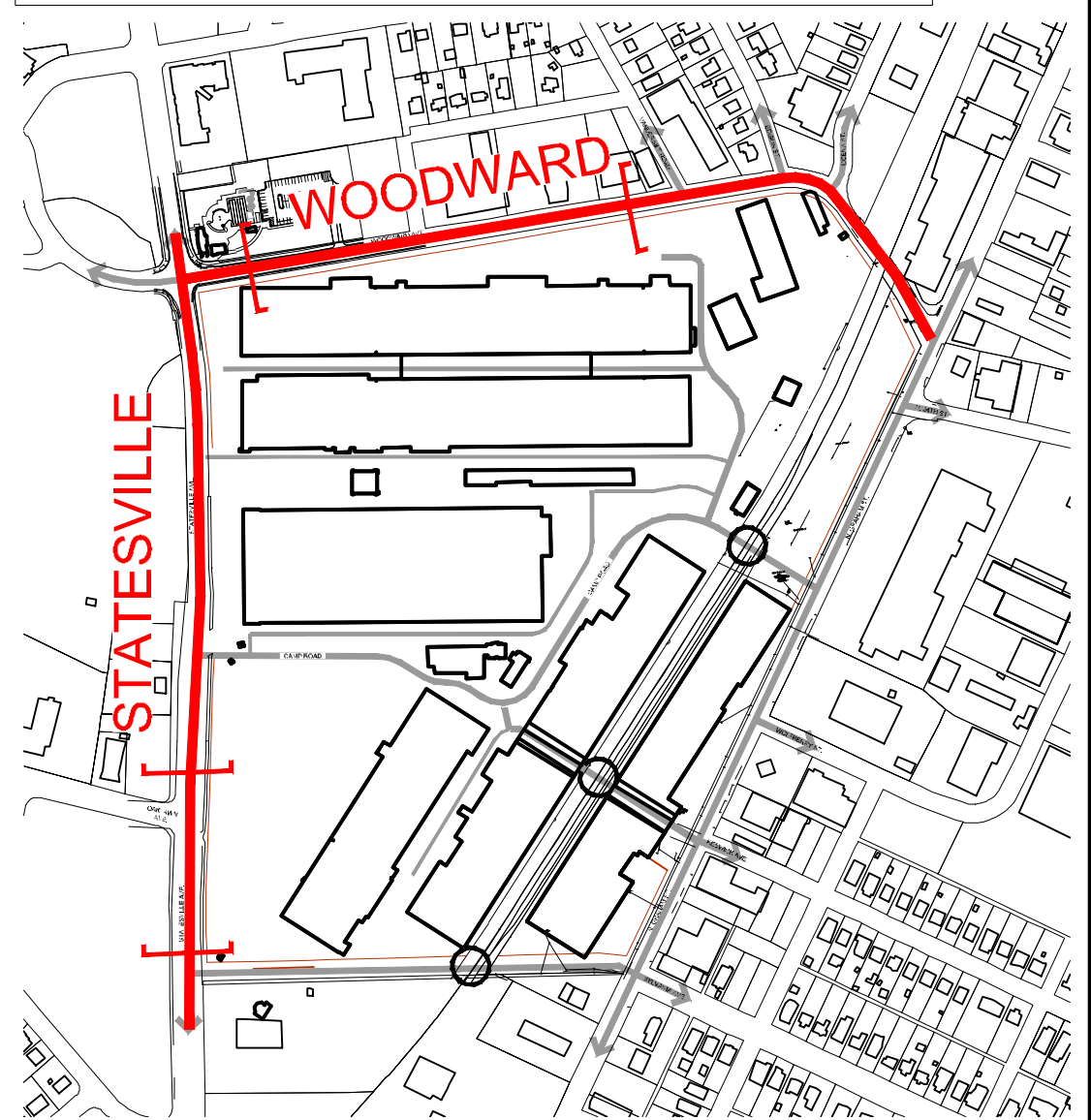


WOODWARD AVENUE - EXISTING CONDITION
SCALE: 1" = 10'-0"



WOODWARD AVENUE - PROPOSED CONDITION
SCALE: 1" = 10'-0"

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CAMP NORTH END | REZONING MIXED USE + INDUSTRIAL REHAB DEVELOPMENT

ATCO PROPERTIES & MANAGEMENT

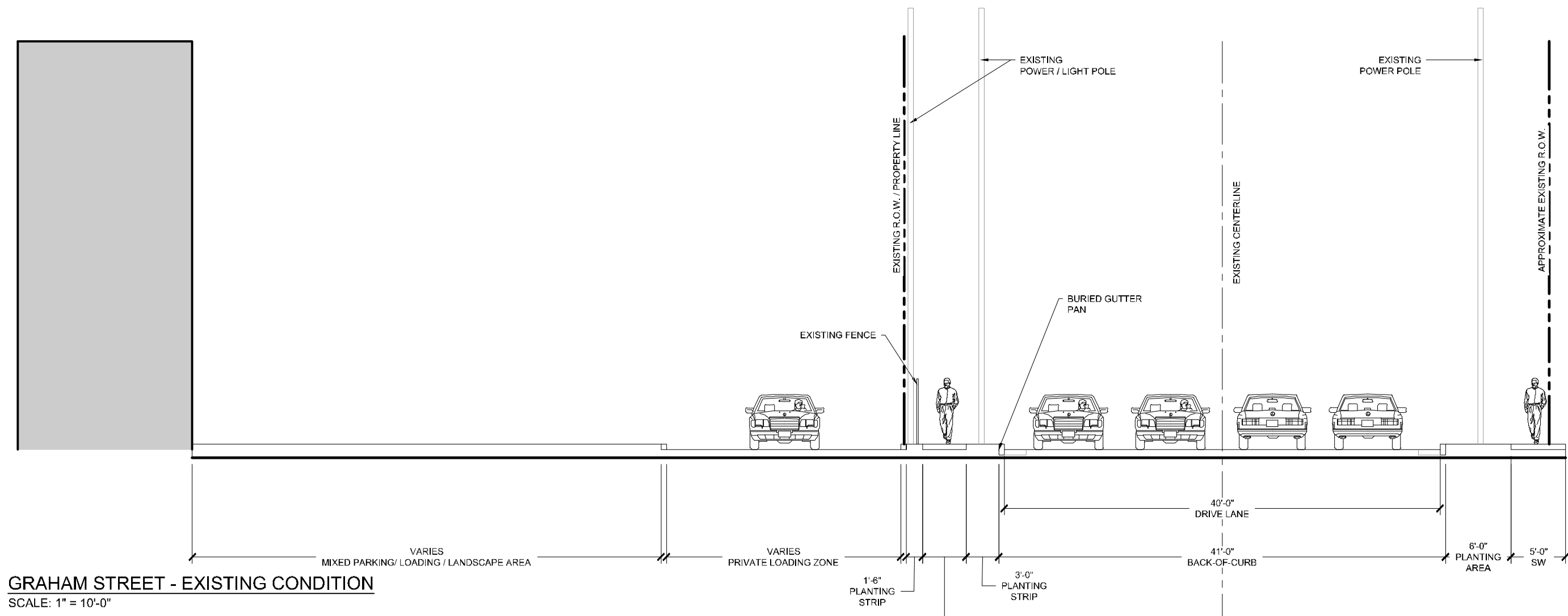
SECTIONS - STATESVILLE AND WOODWARD

PETITION NO. 2017-054

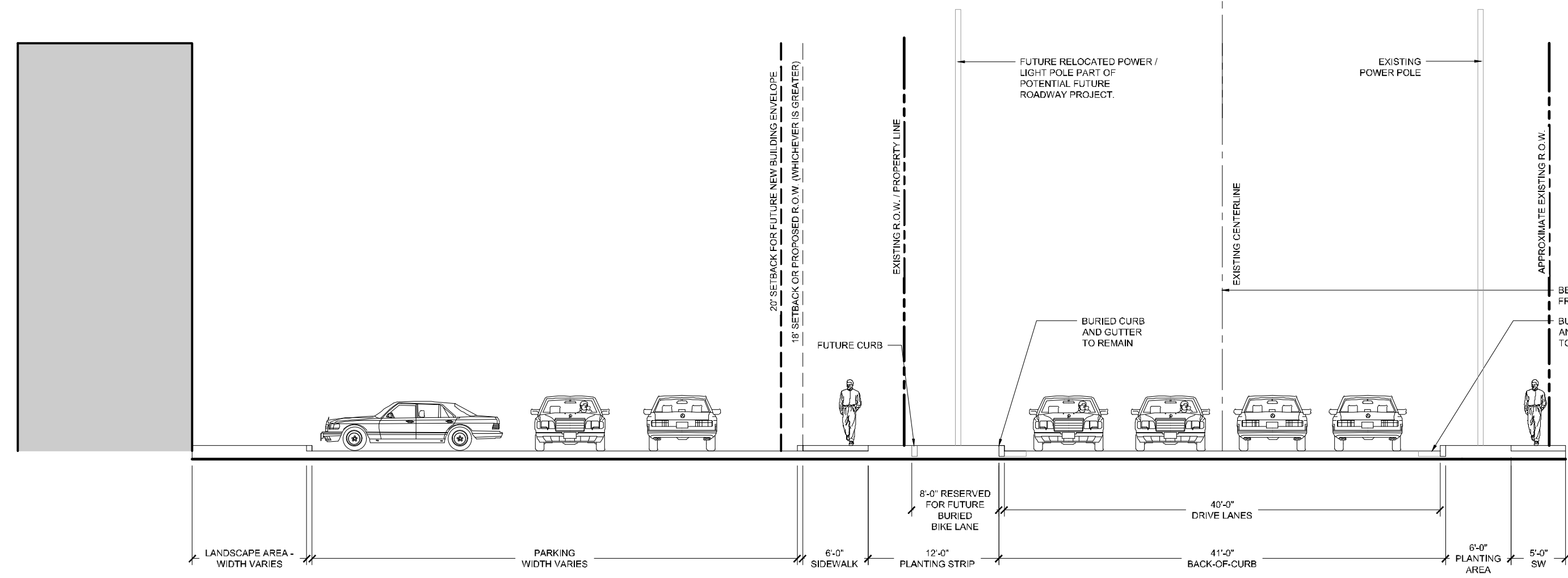


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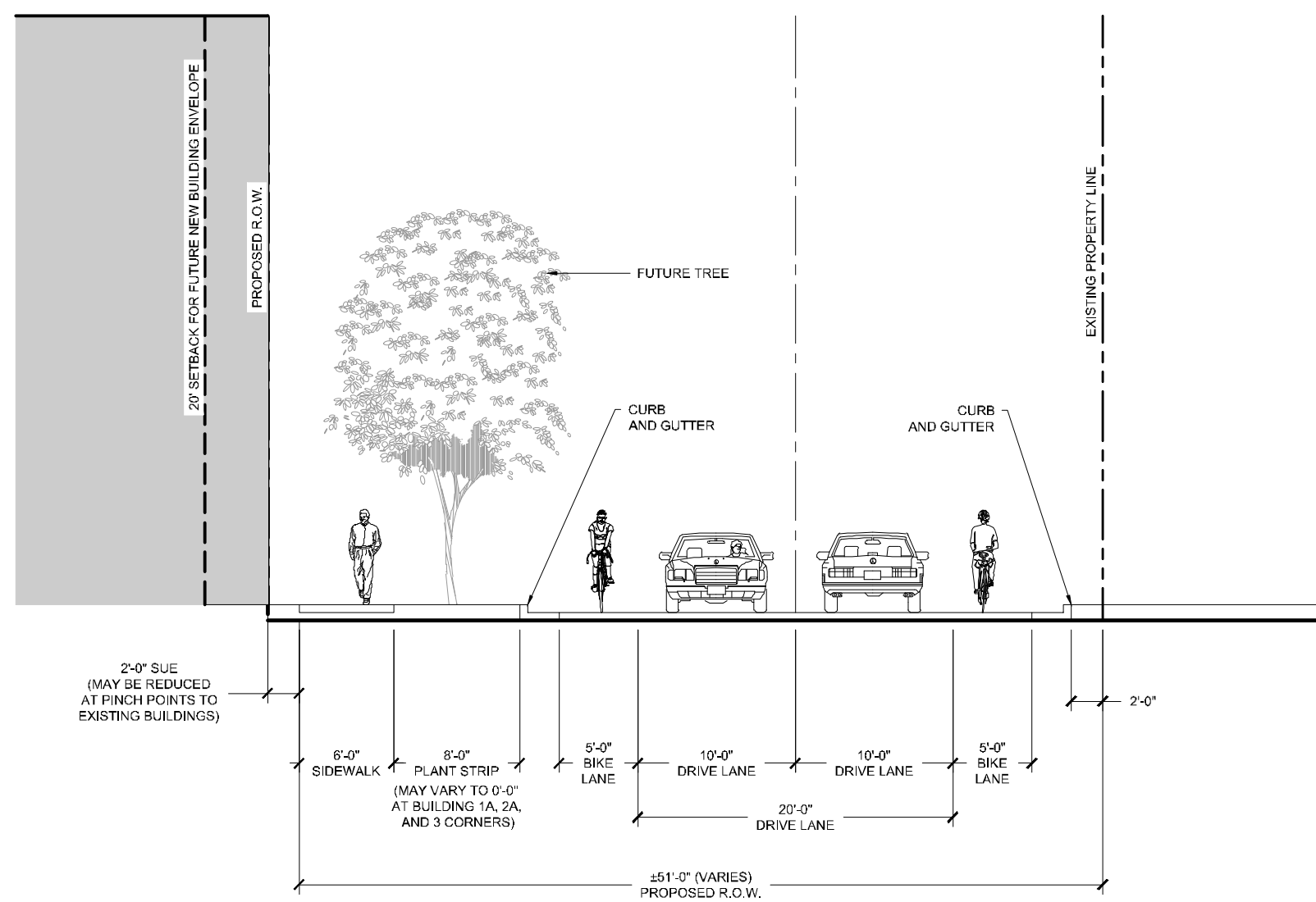
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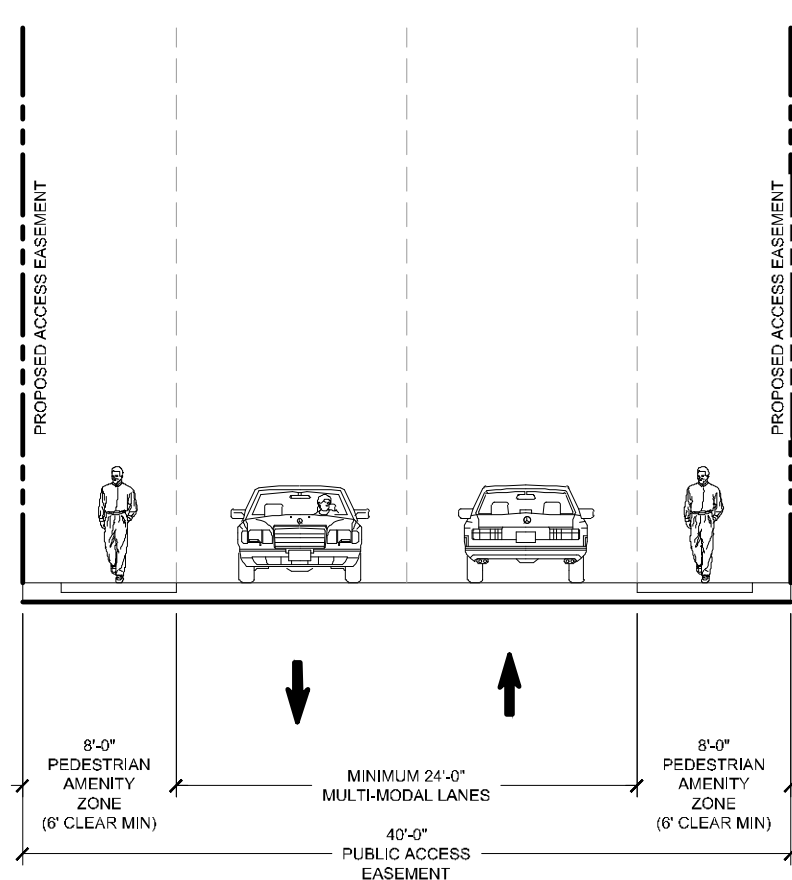
GRAHAM STREET - EXISTING CONDITION
SCALE: 1" = 10'-0"



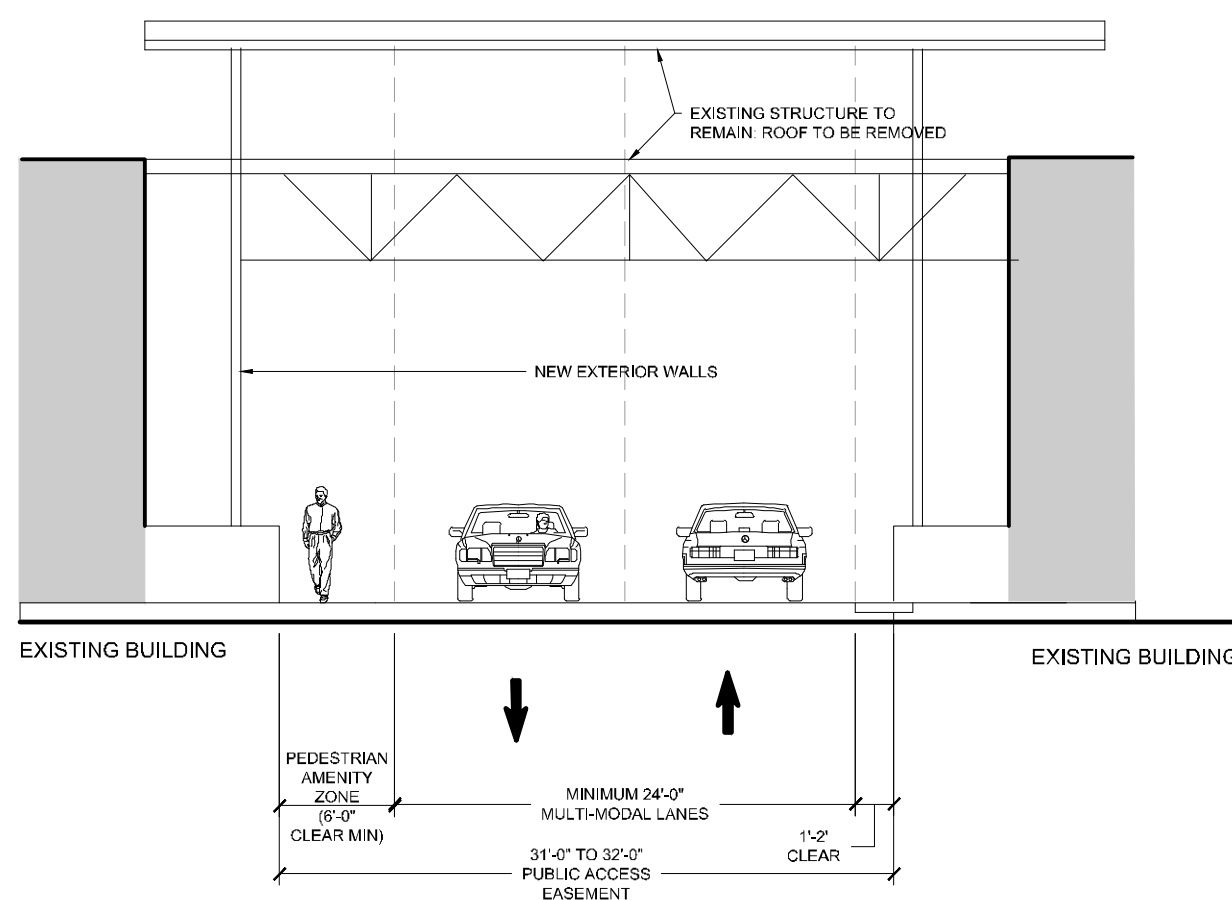
GRAHAM STREET - PROPOSED CONDITION
SCALE: 1" = 10'-0"



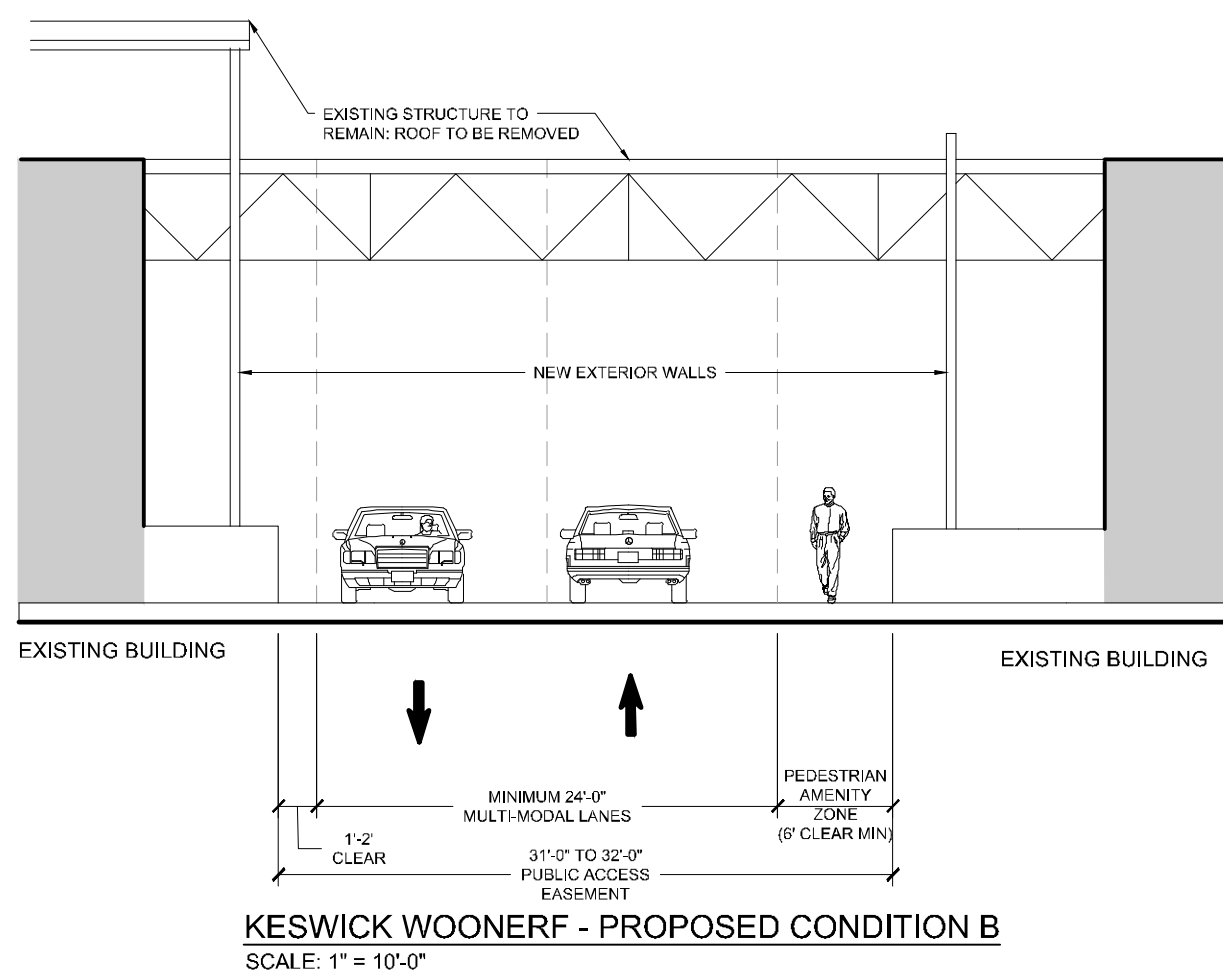
SYLVANIA AVENUE EXTENSION - PROPOSED CONDITION
SCALE: 1" = 10'-0"



KESWICK WOONERF - PROPOSED CONDITION AT TRACKS*
SCALE: 1" = 10'-0"



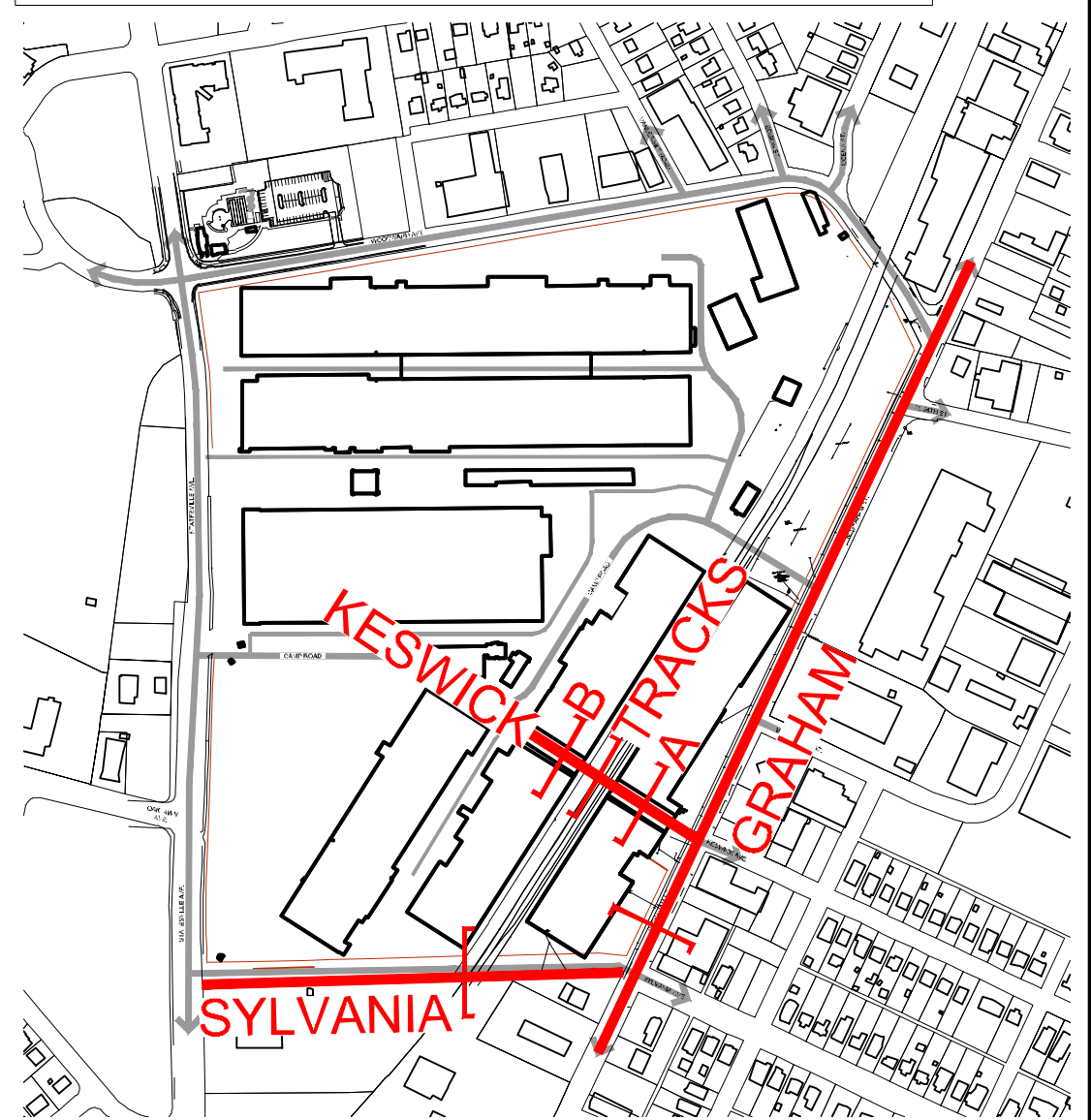
KESWICK WOONERF - PROPOSED CONDITION A
SCALE: 1" = 10'-0"



KESWICK WOONERF - PROPOSED CONDITION B
SCALE: 1" = 10'-0"

*NOTE ALL RAILROAD (RR) CROSSINGS AND SECTION DESIGN ARE SUBJECT TO NORFOLK SOUTHERN DESIGN APPROVAL AND POSSIBLY OTHER APPLICABLE AGENCIES.

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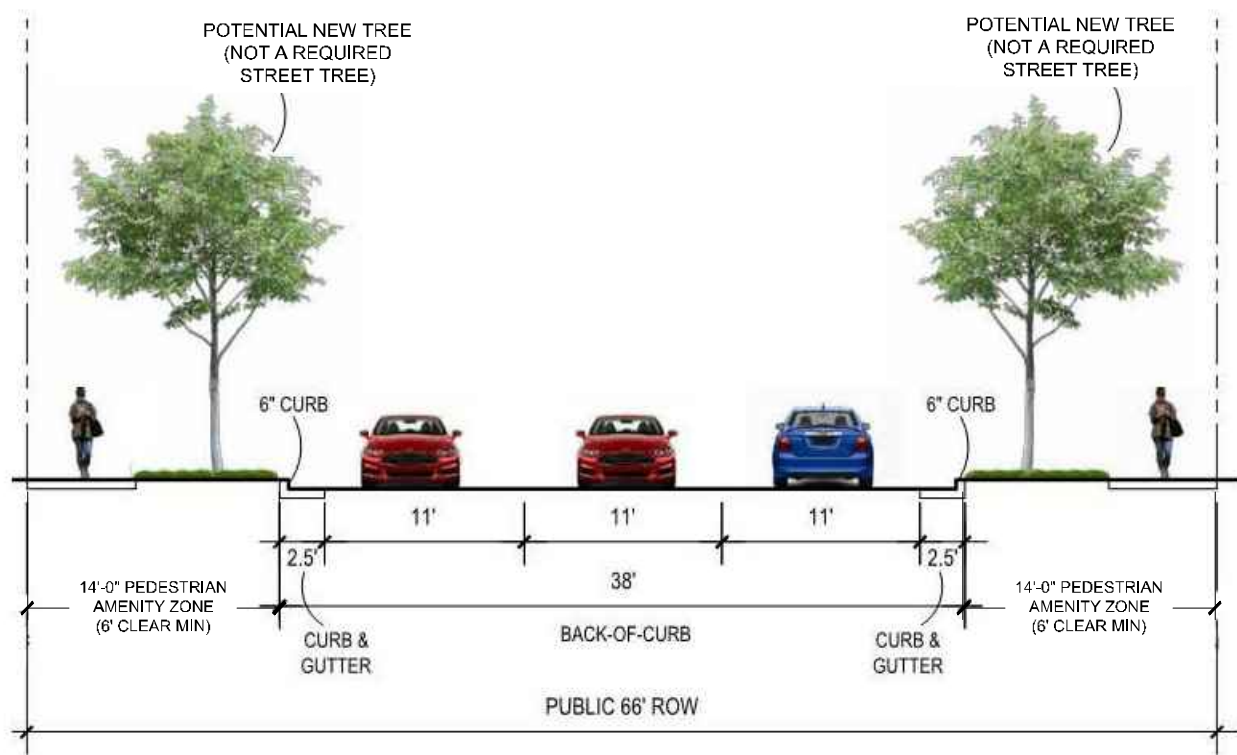
CAMP NORTH END | REZONING
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ATCO PROPERTIES & MANAGEMENT
SECTIONS - GRAHAM AND SYLVANIA

PETITION NO. 2017-054

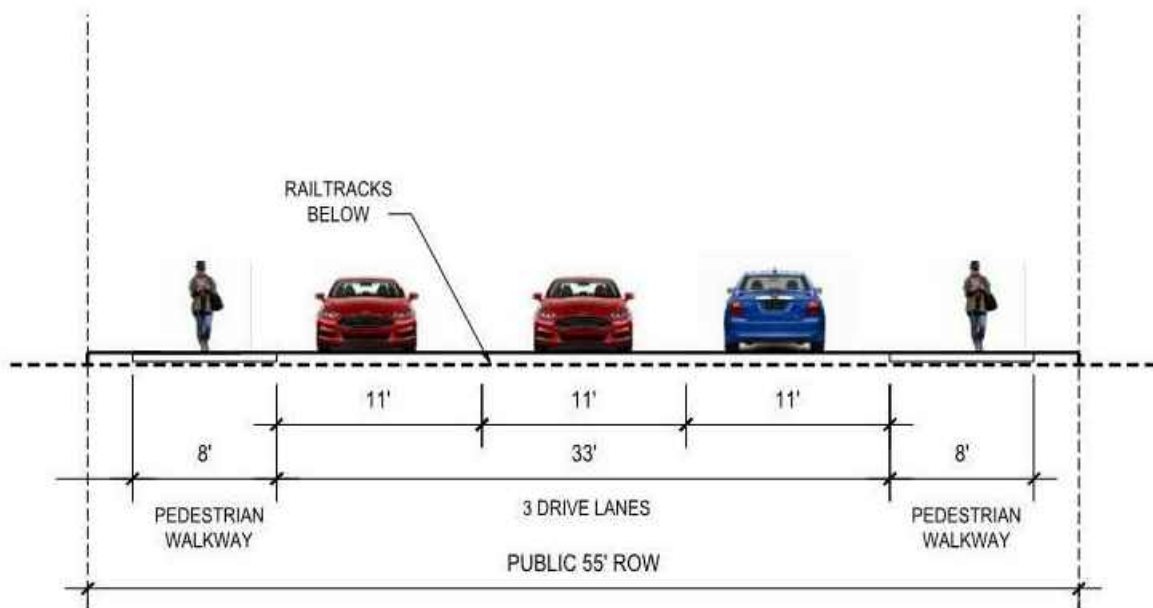


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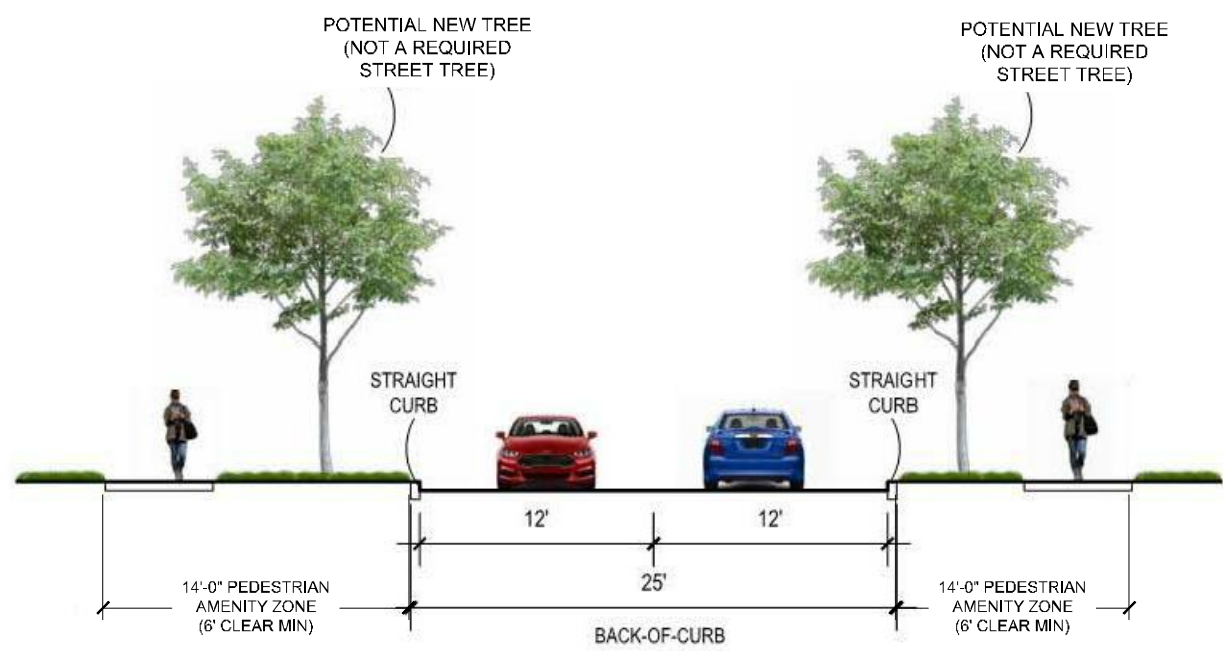


CAMP ROAD - SECTION A

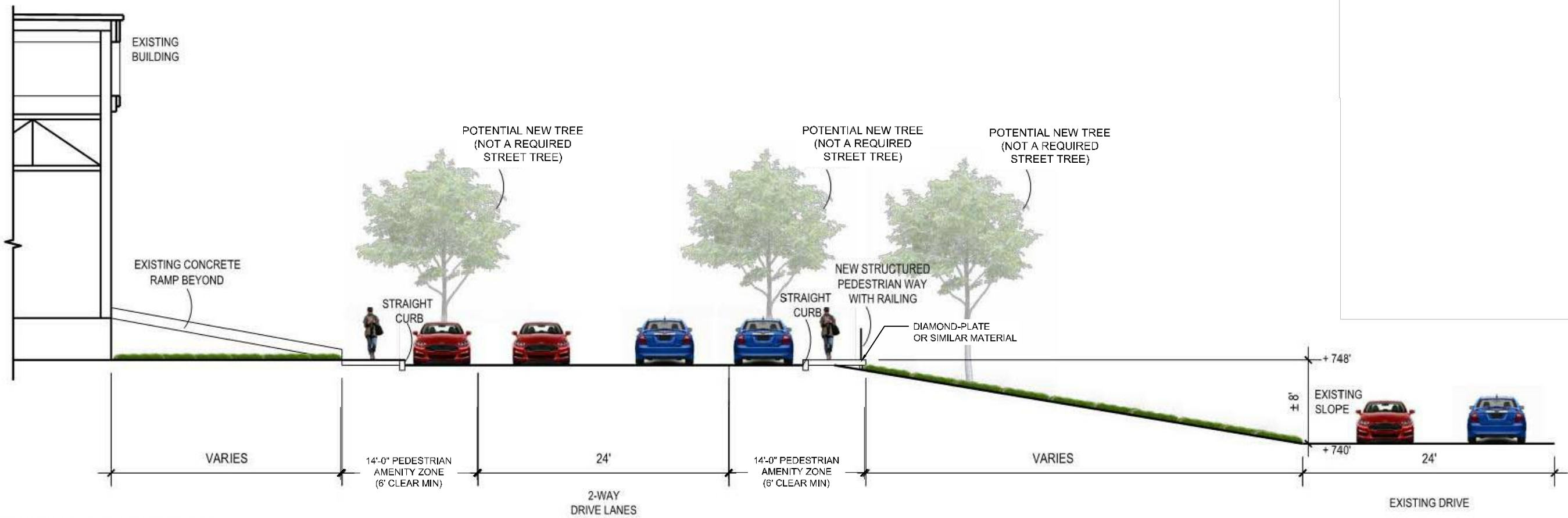


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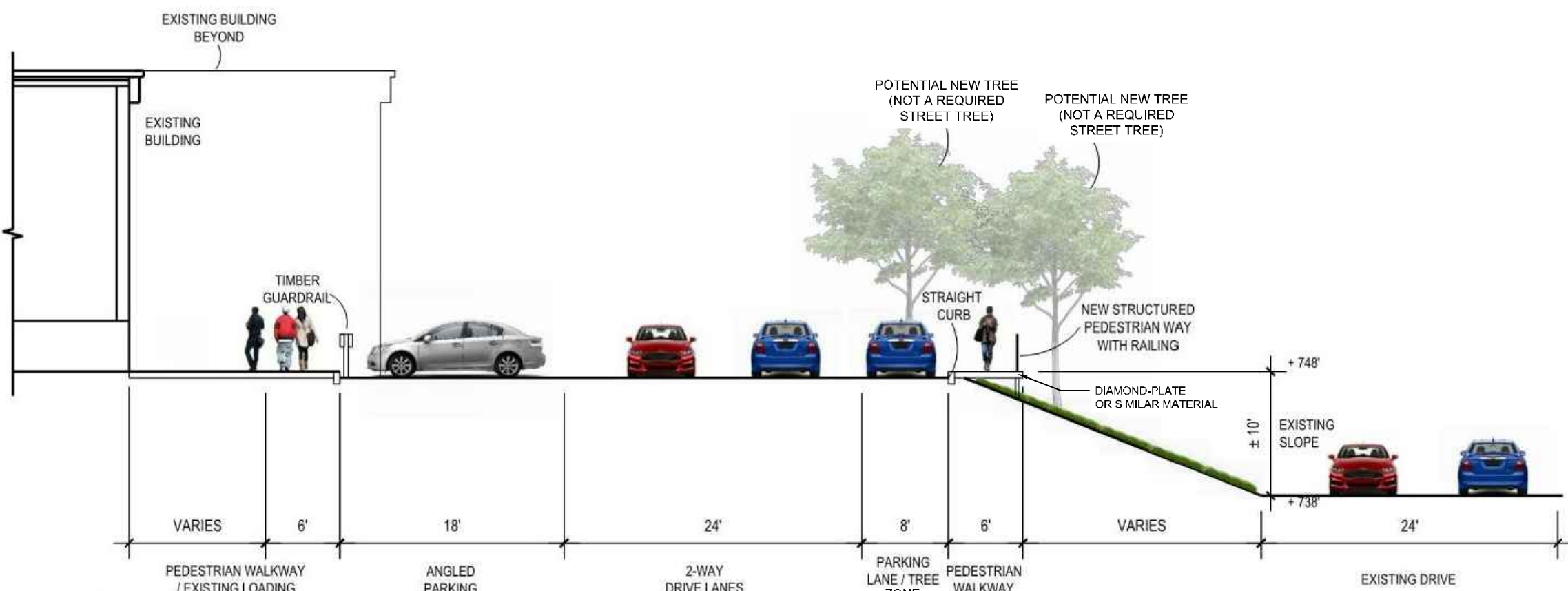
CAMP ROAD - SECTION B



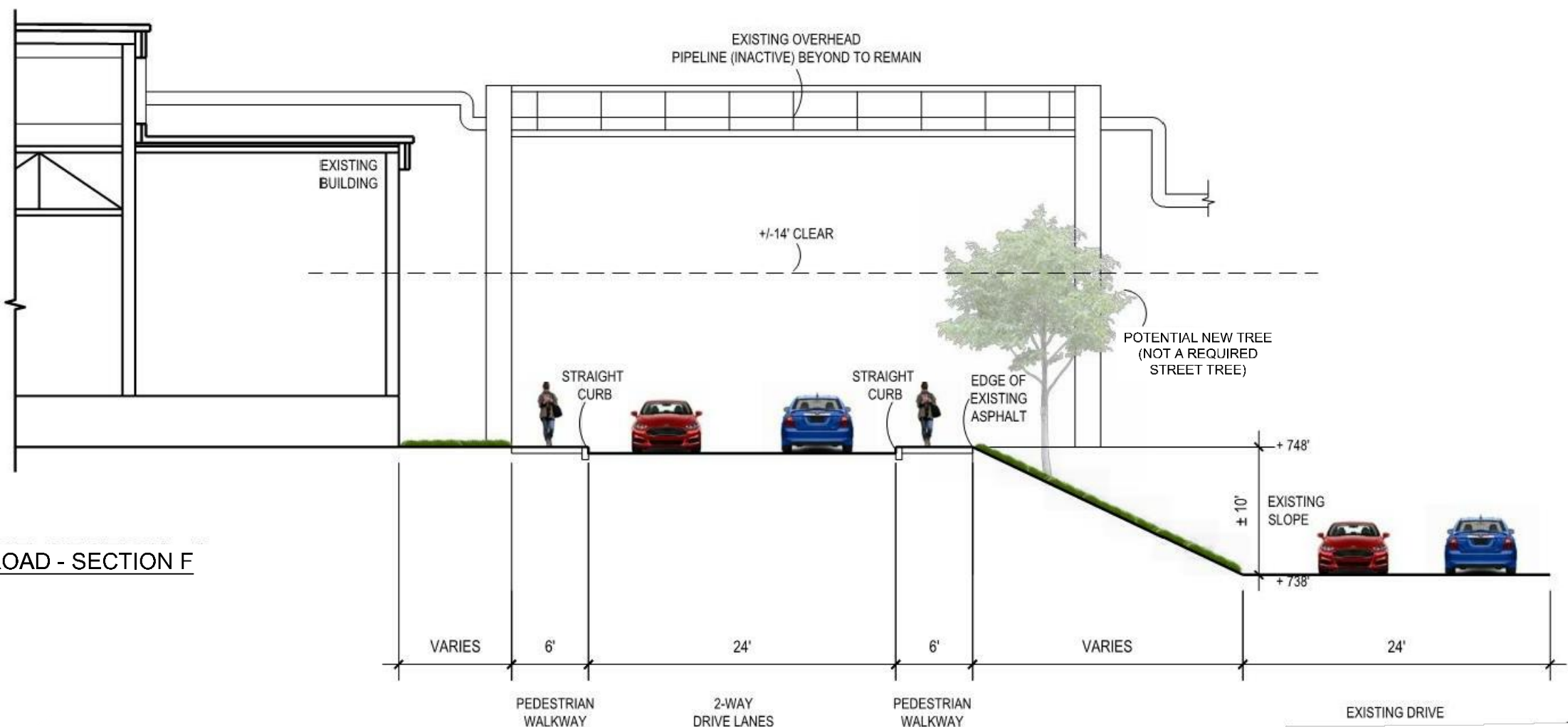
CAMP ROAD - SECTION C



CAMP ROAD - SECTION D

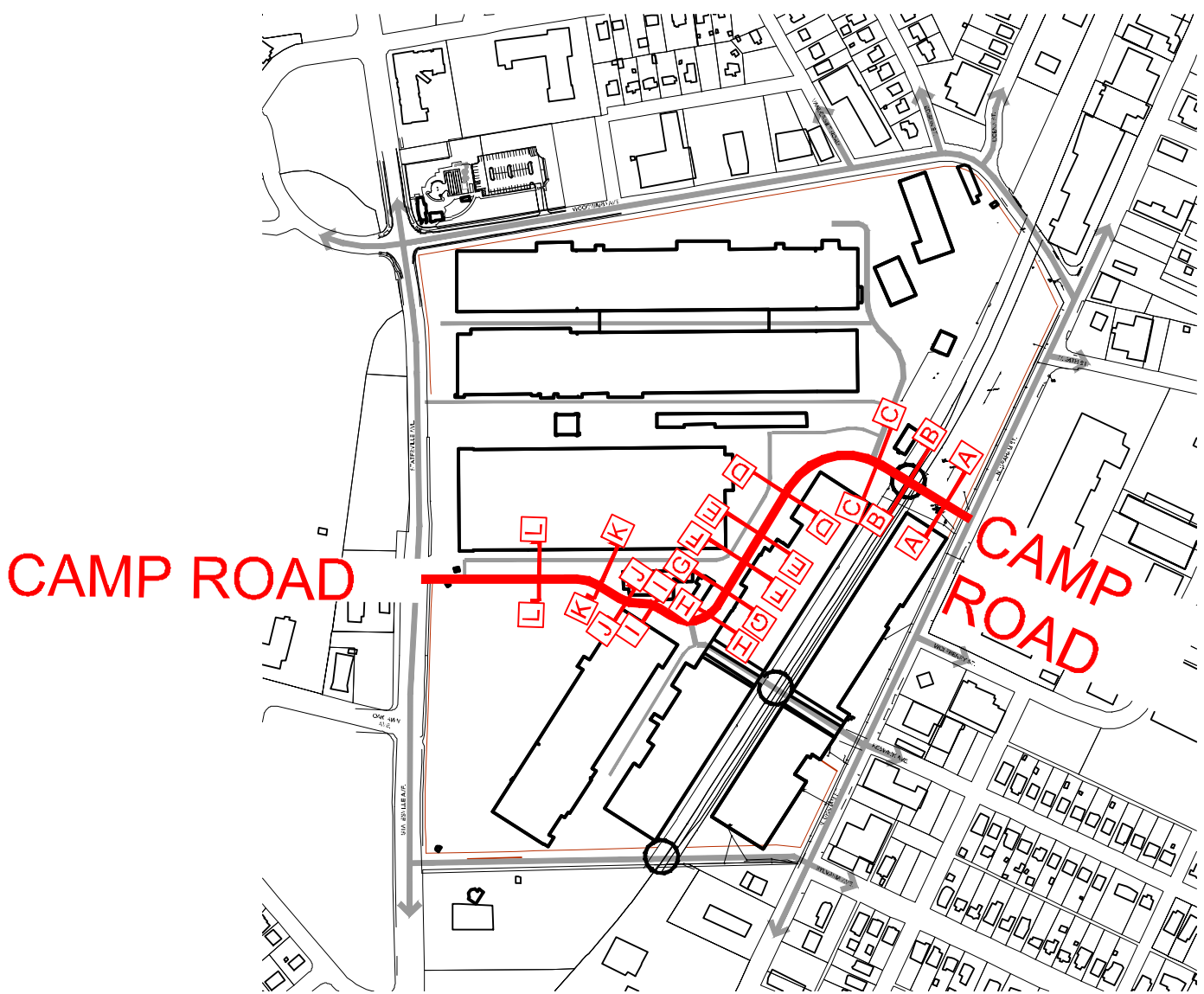


CAMP ROAD - SECTION E



CAMP ROAD - SECTION F

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CAMP NORTH END | REZONING MIXED USE + INDUSTRIAL REHAB DEVELOPMENT

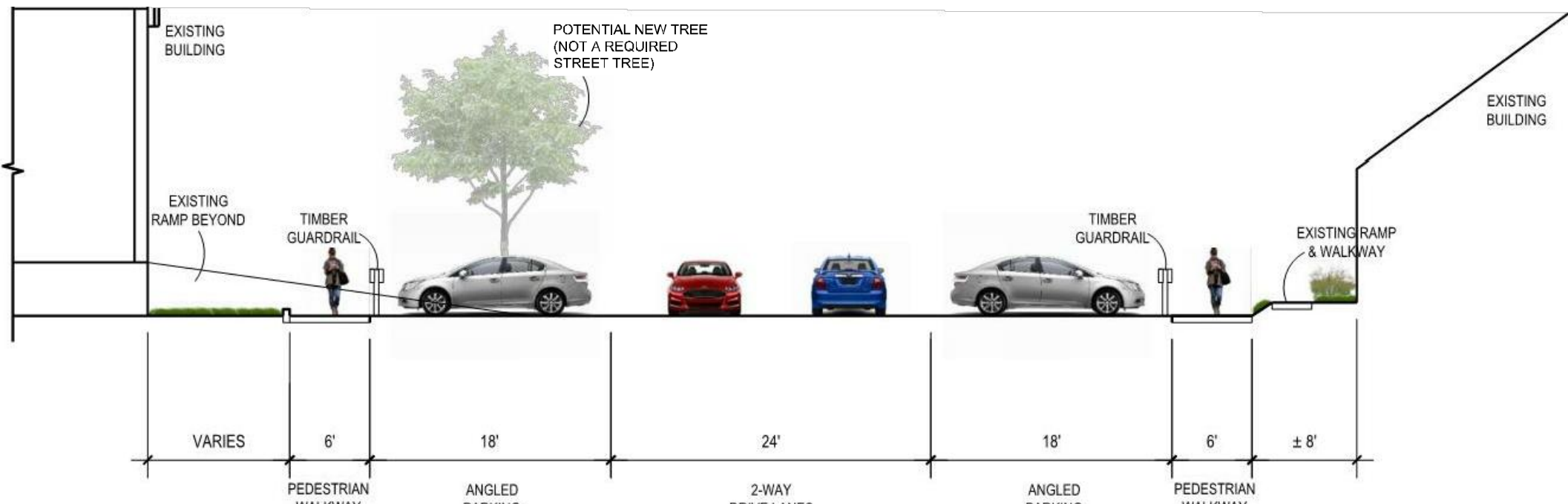
ATCO PROPERTIES & MANAGEMENT

SECTIONS - CAMP ROAD

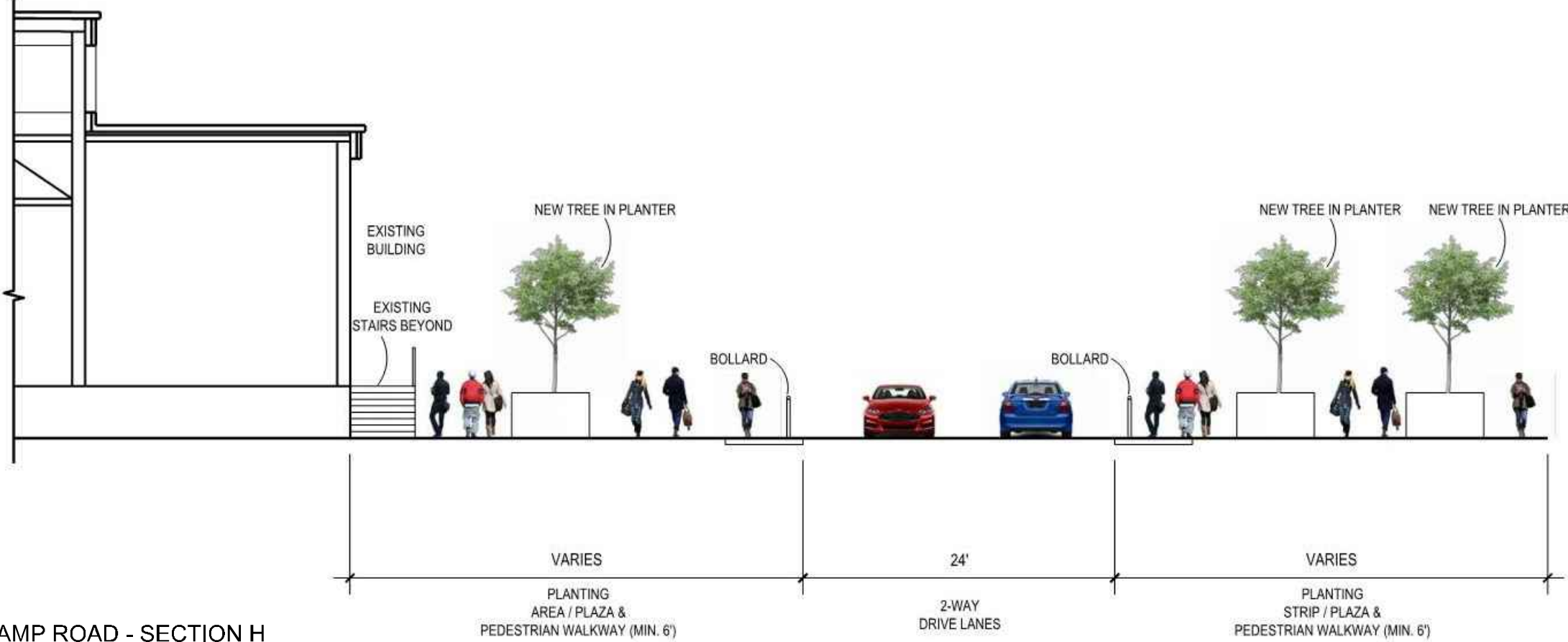
PETITION NO. 2017-054



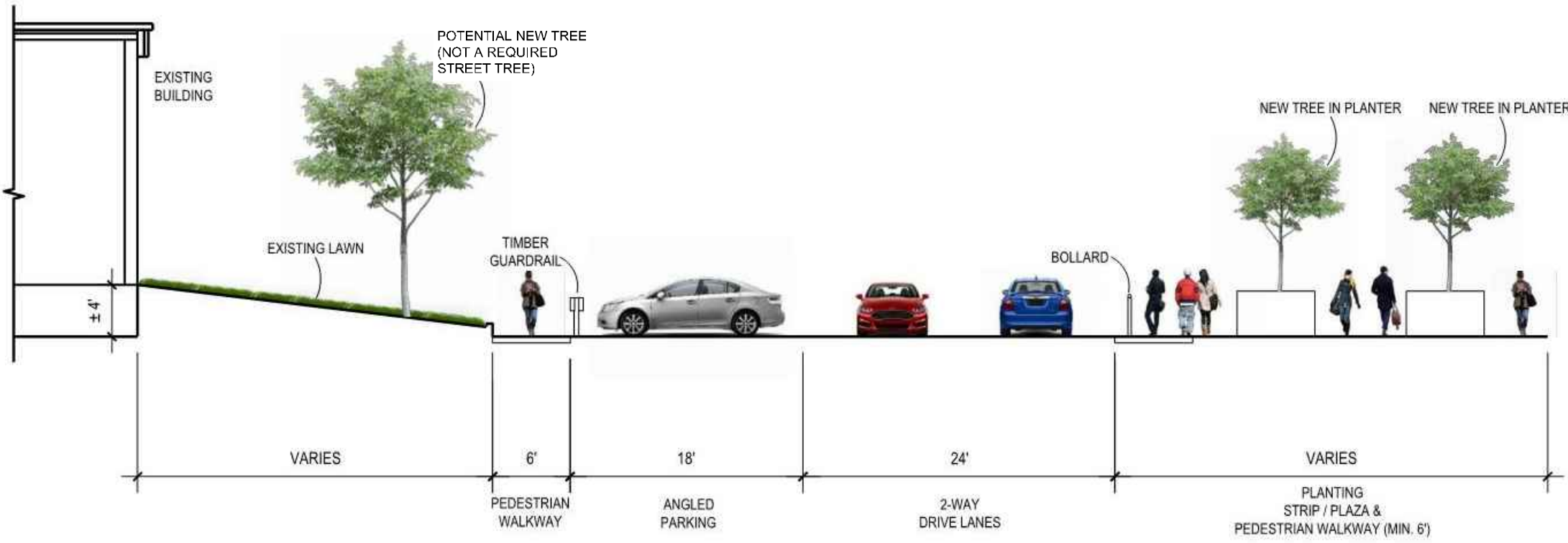
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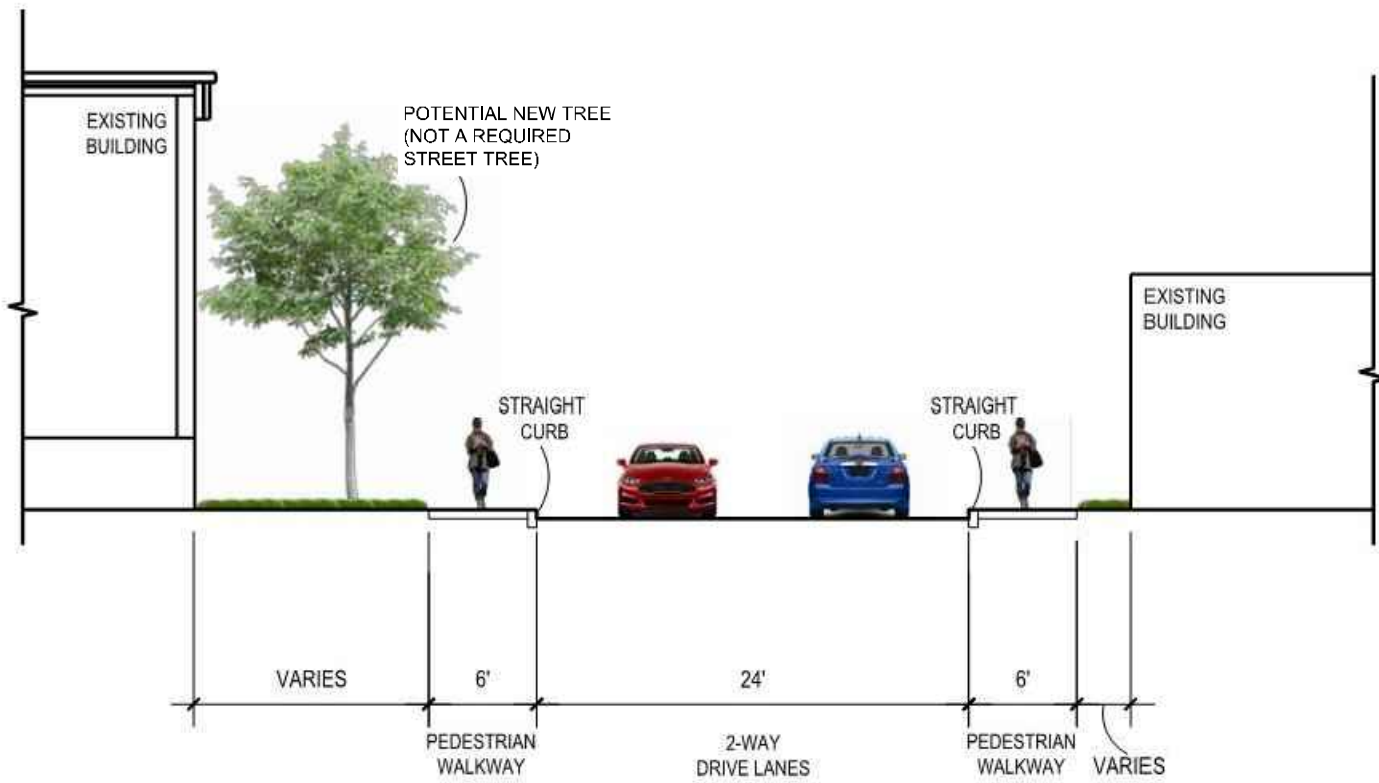
CAMP ROAD - SECTION G



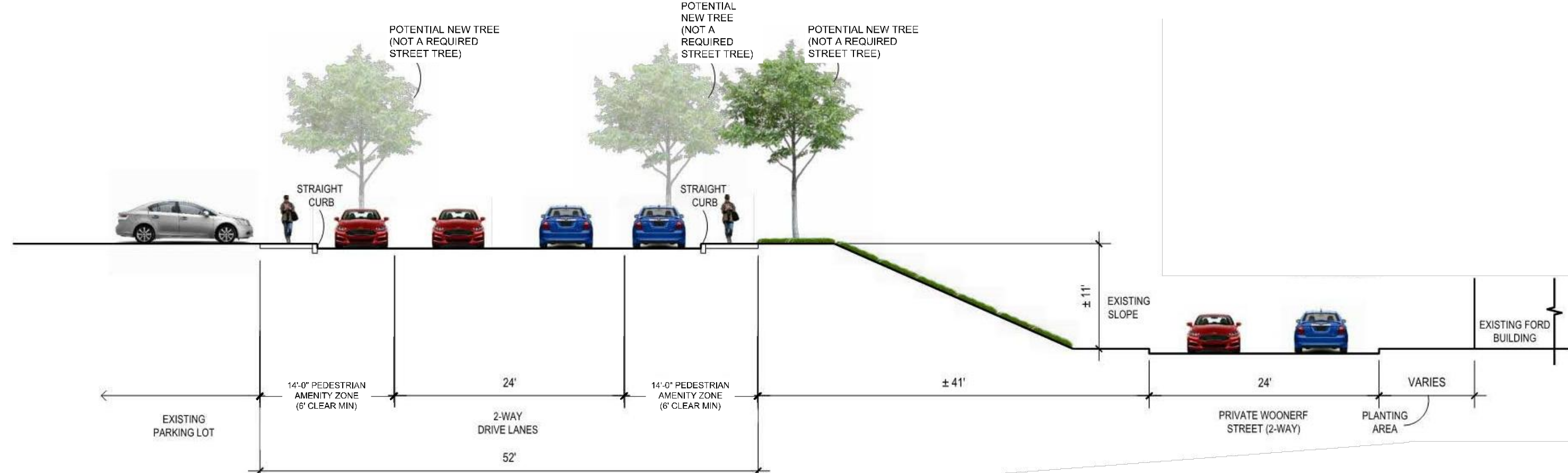
CAMP ROAD - SECTION H



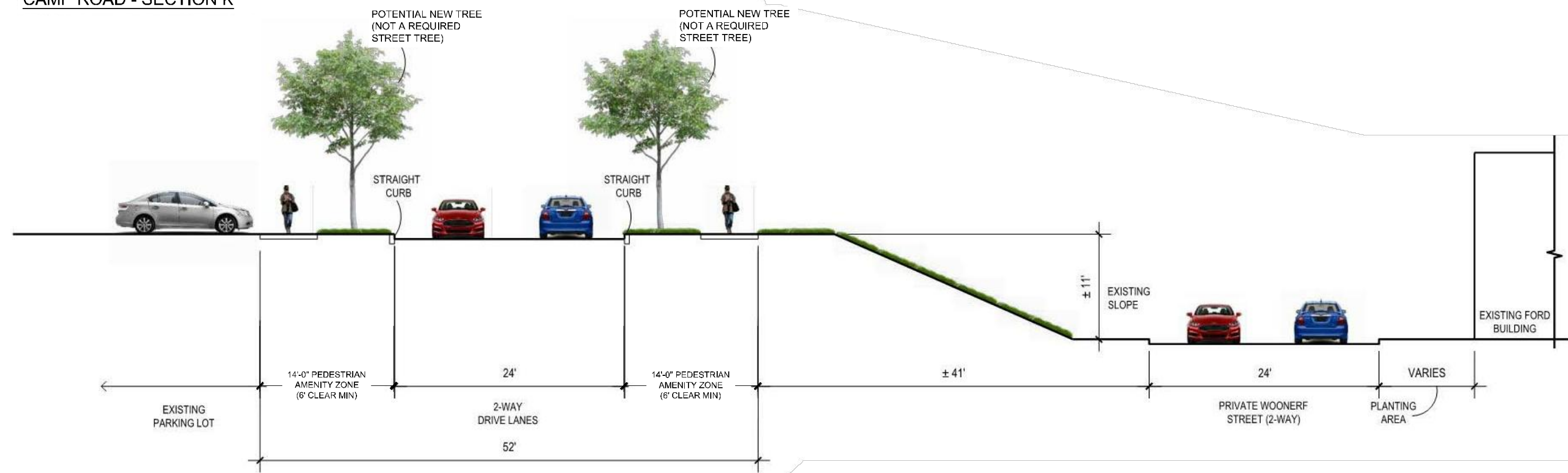
CAMP ROAD - SECTION I



CAMP ROAD - SECTION J

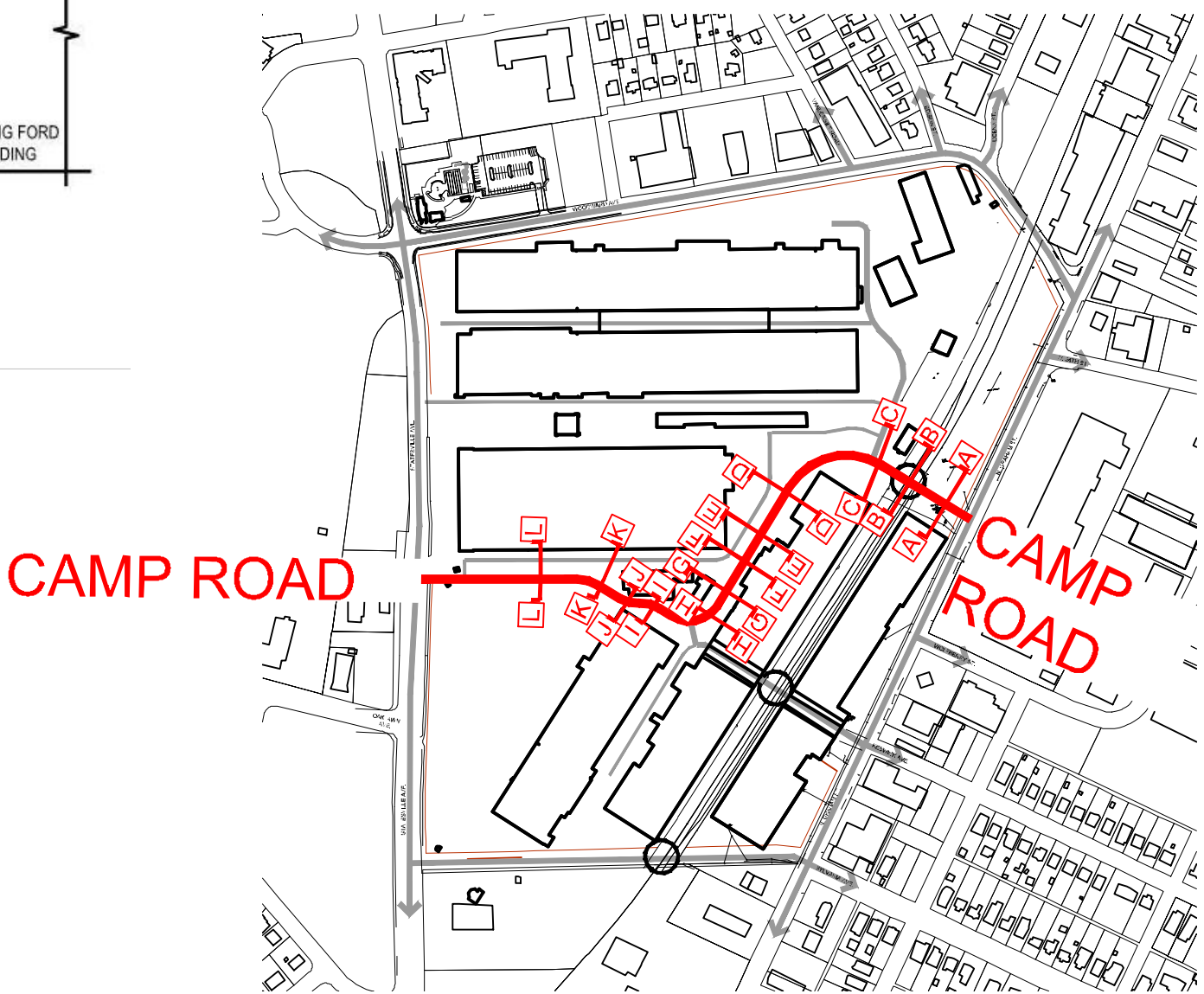


CAMP ROAD - SECTION K



CAMP ROAD - SECTION L

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CAMP NORTH END | REZONING MIXED USE + INDUSTRIAL REHAB DEVELOPMENT

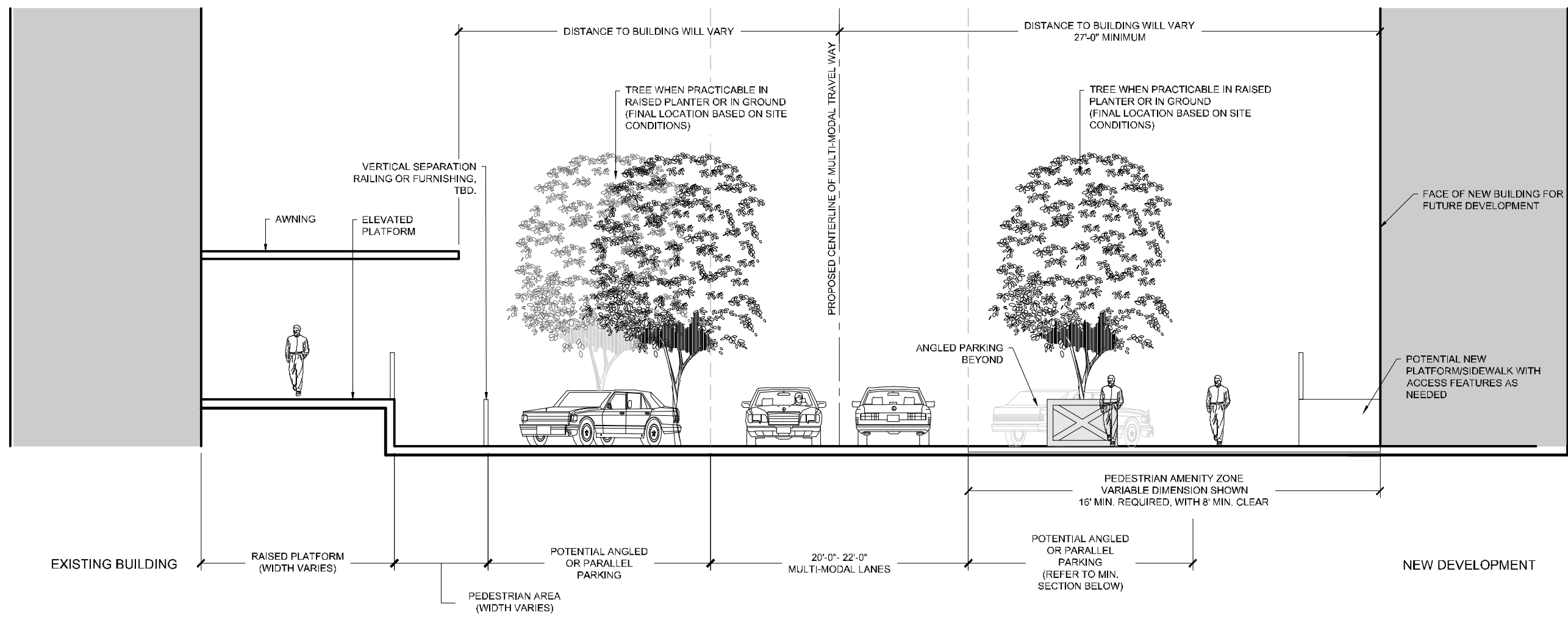
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SECTIONS - CAMP ROAD

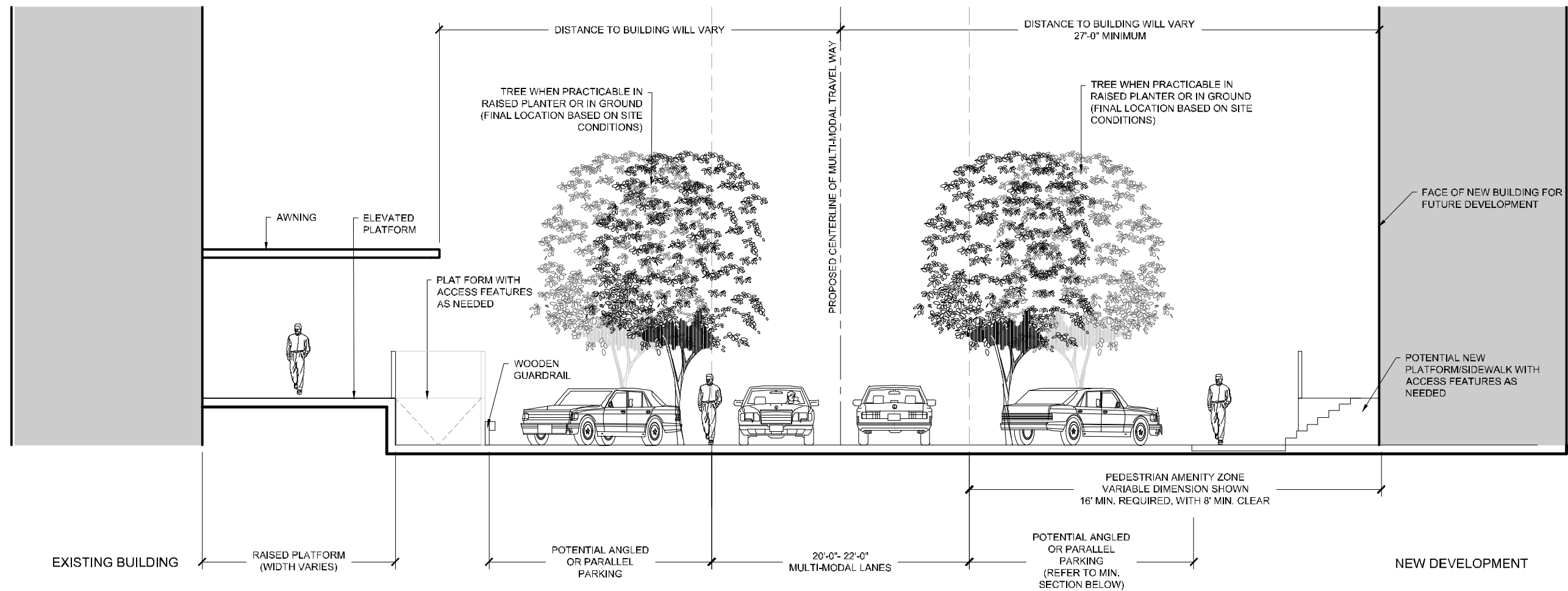
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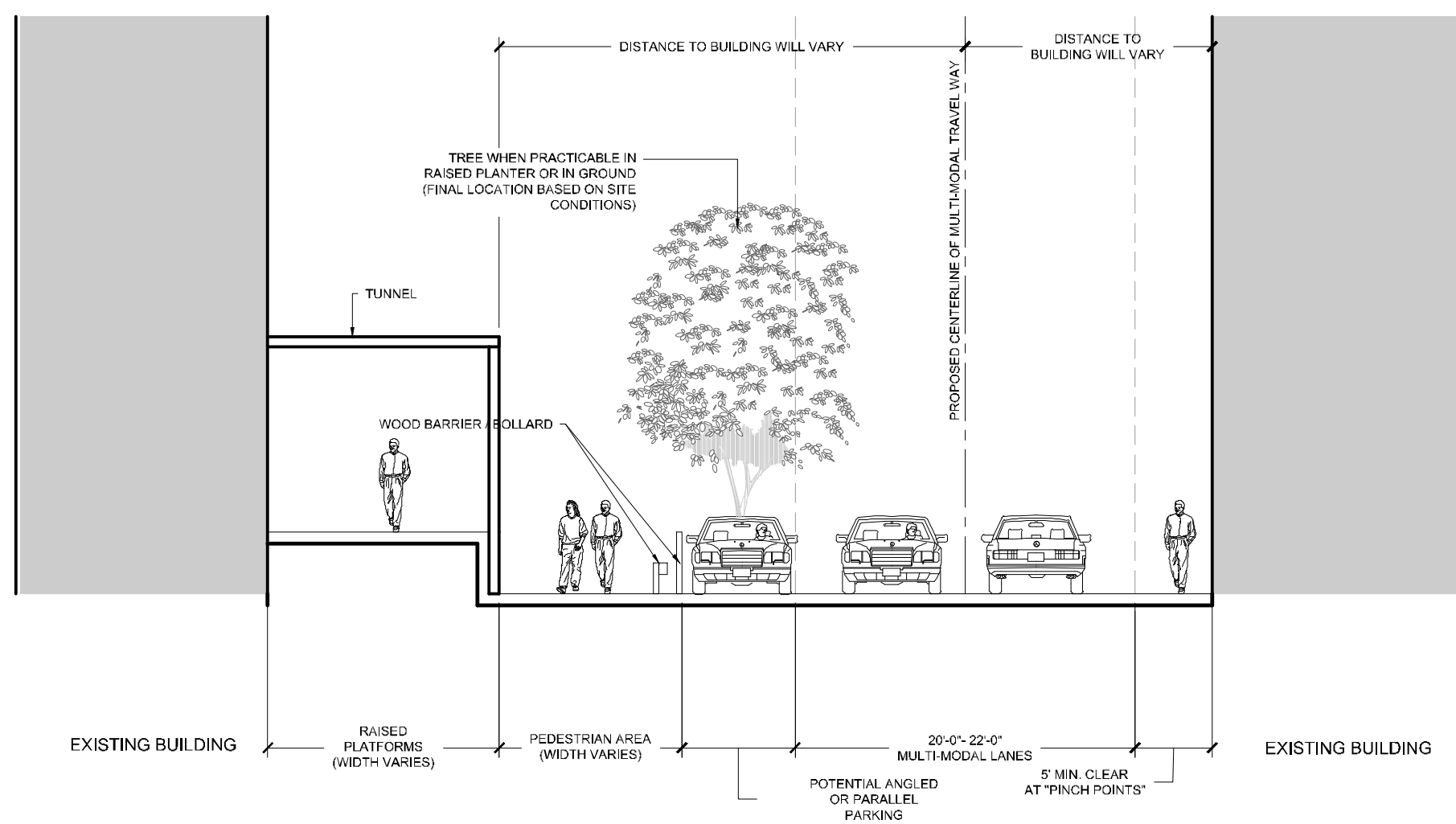
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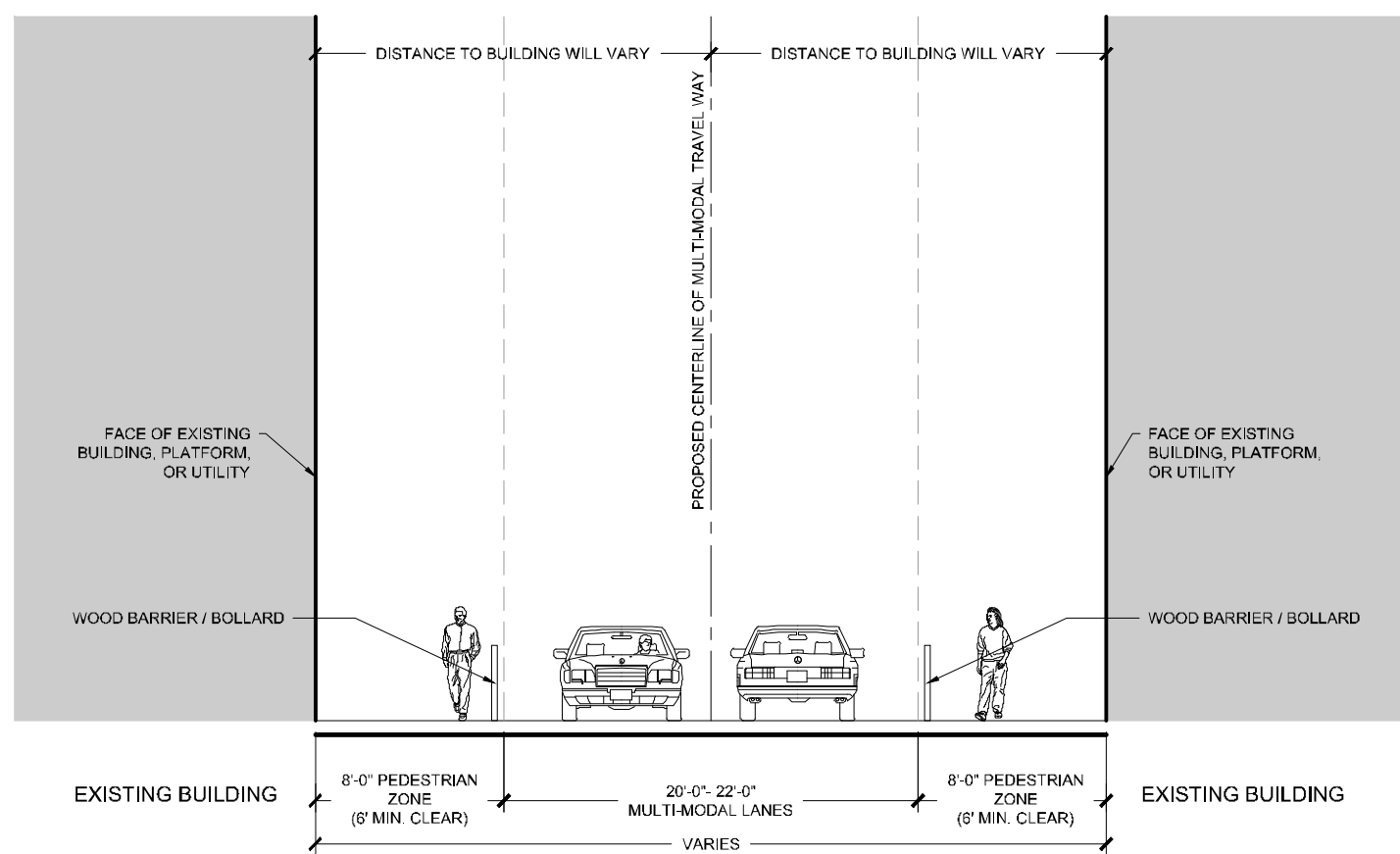
WOONERF - ILLUSTRATIVE SECTION (EXISTING AND NEW DEVELOPMENT)



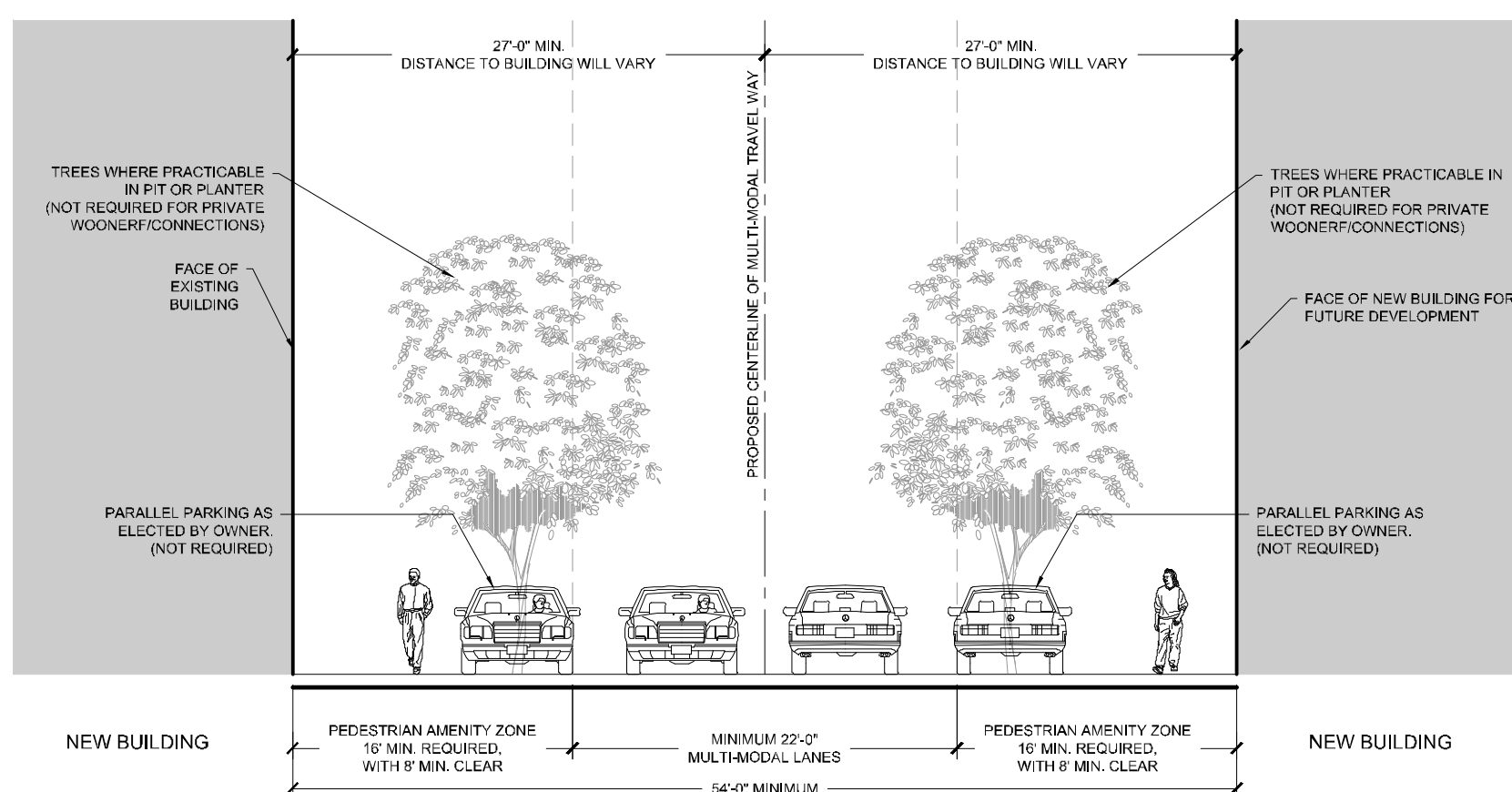
WOONERF - ILLUSTRATIVE SECTION (EXISTING AND NEW DEVELOPMENT)



WOONERF - ILLUSTRATIVE SECTION
(EXISTING DEVELOPMENT / ADAPTIVE RE-USE)

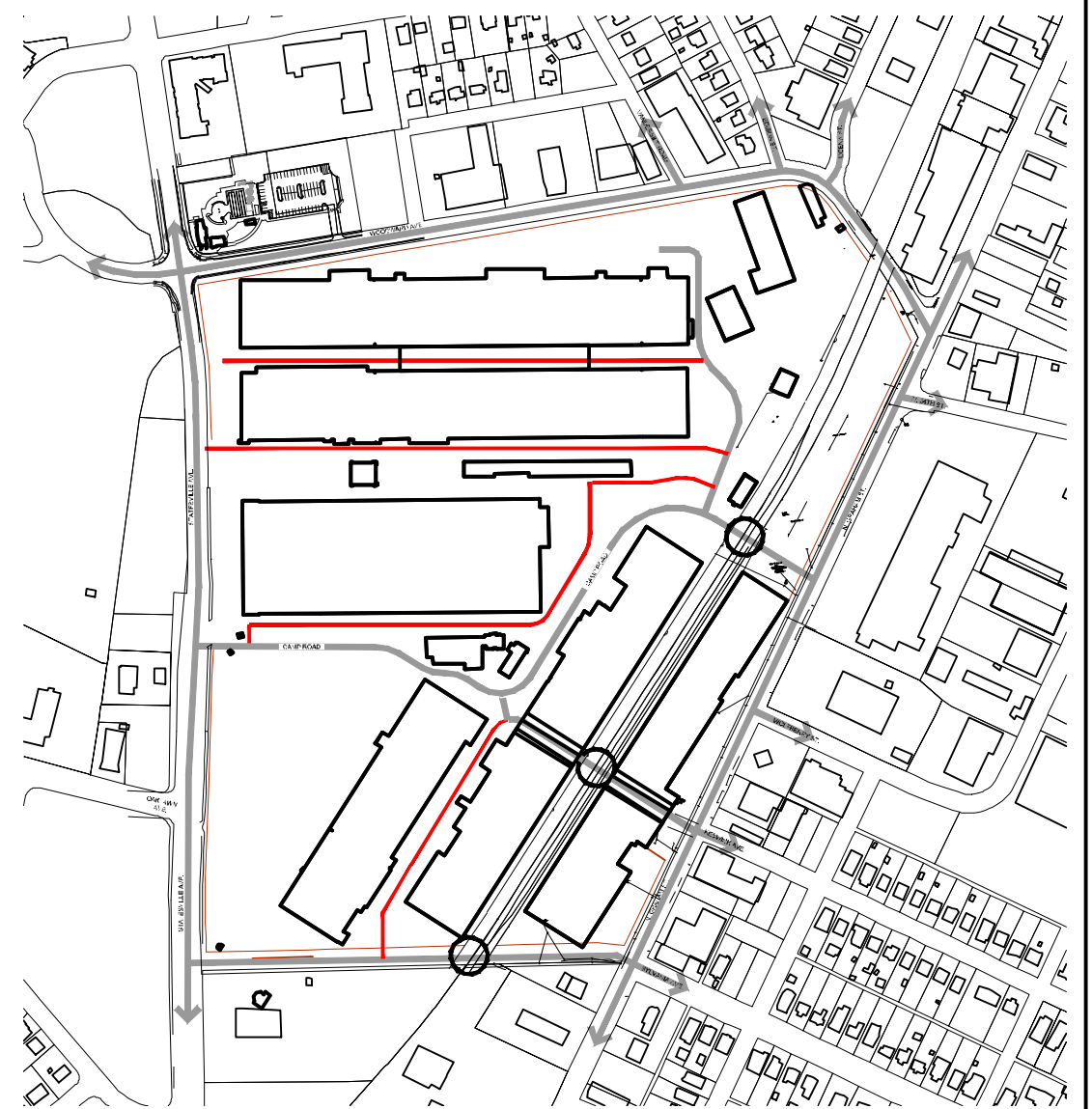


WOONERF - MINIMUM SECTION
(EXISTING DEVELOPMENT / ADAPTIVE RE-USE)



WOONERF - MINIMUM SECTION (W/ NEW DEVELOPMENT)

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SECTIONS - WOONERF

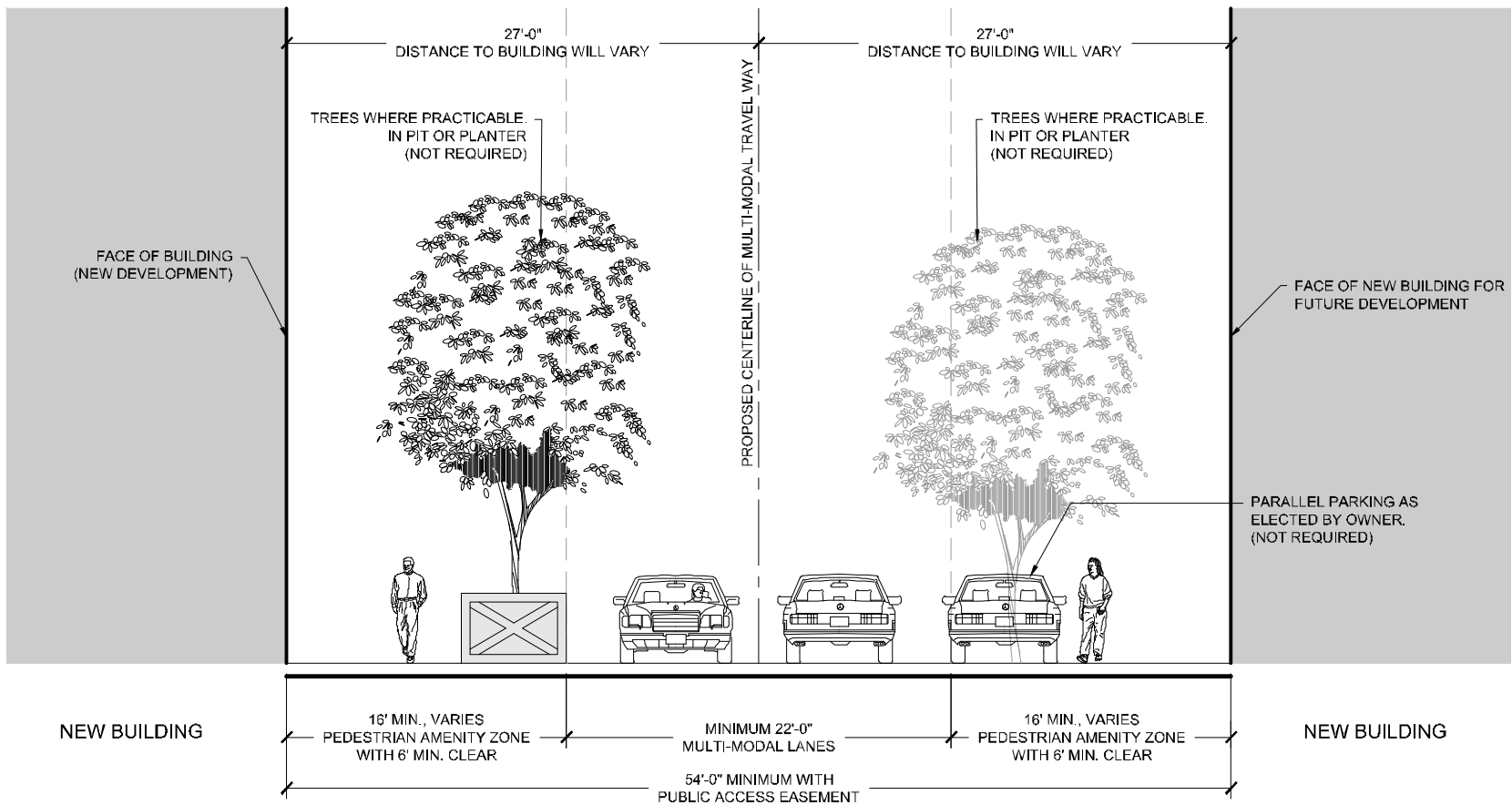
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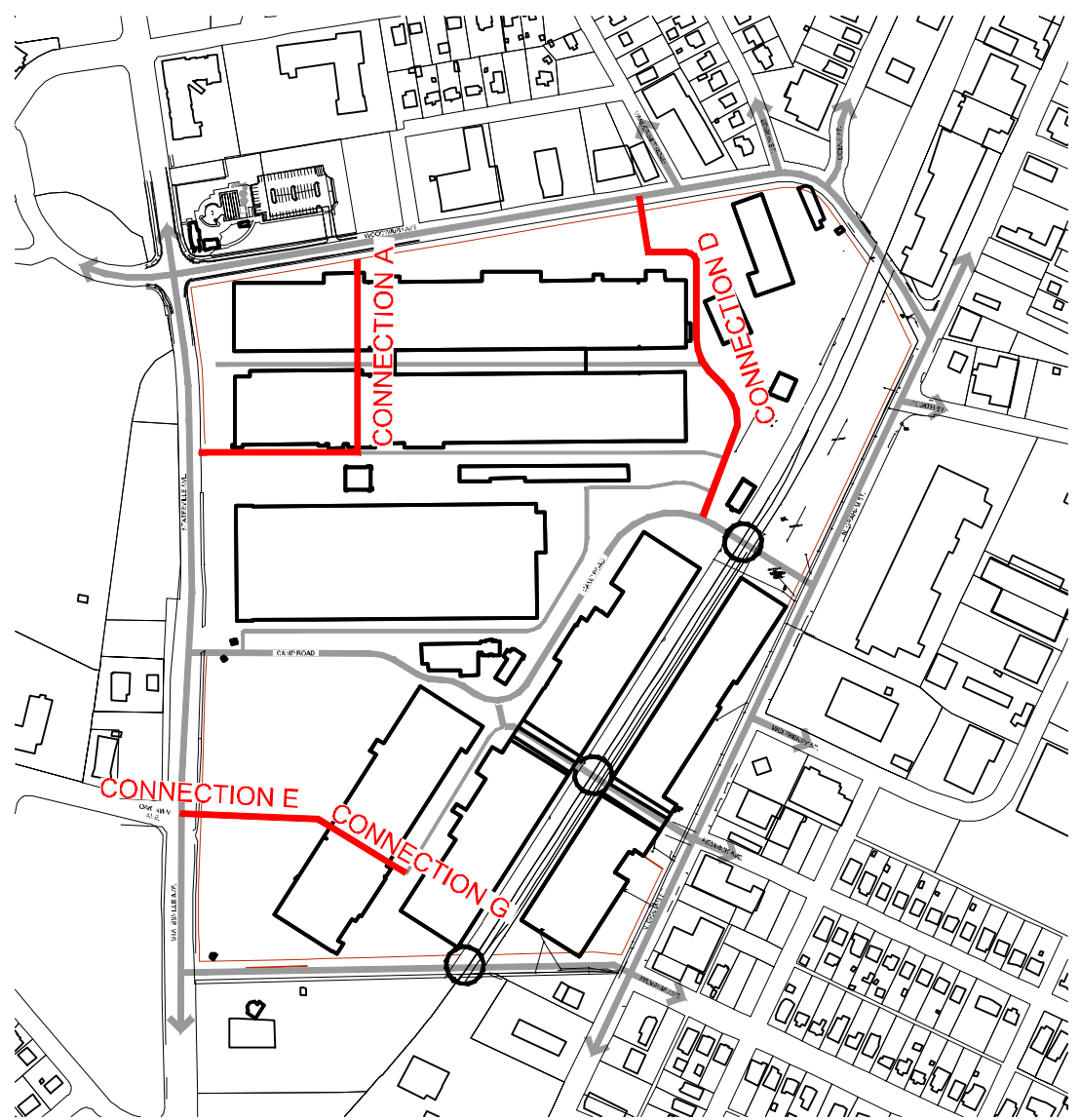
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MINIMUM CONNECTION A, D, E, G, AND #6 STANDARDS
ILLUSTRATIVE SECTION FOR NEW DEVELOPMENT (AS SHOWN ON RZ-02)

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OTHER CONNECTIONS

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ATCO/CAMP NORTH END

Development Standards

Preliminary Draft: 6/19/17

Rezoning Petition No. 2017-054

Site Development Data:

--Acreage: 47.2 acres

--Tax Parcel #: 07903101, 07903102, 07903103, 07903104, 07903105, and 07903106

--Existing Zoning: I-2

--Proposed Zoning: UMUD-O

--Existing Uses: Vacant, Industrial, Warehouse and Office

--Proposed Uses: Uses permitted by right and under prescribed conditions in UMUD zoning district and by the Optional Provisions below, together with accessory uses as allowed in the UMUD zoning district, all as more specifically described and limited/restricted below in Section 3.

--Maximum Gross Square Feet of Development: See with respect to the Development Levels as described in Section 3 below.

--Maximum Building Height: 180 feet in height as to portions of the Site, and otherwise up to 75 feet in height above existing ground floor slab for existing buildings; building height for new buildings will be measured as defined in the Ordinance.

--Parking: Amounts as required by the Ordinance for the UMUD zoning district as modified by the Optional Provisions below.

1. General Provisions:

a. Site Location. These Development Standards, the Technical Data Sheet of Sheet RZ-1 and other graphics set forth on attached Sheets form this rezoning plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by ATCO ("Petitioner") for an approximately 72 acre site located between Statesville Avenue and Graham Street south of Woodward Avenue (the "Site").

b. Overview/Nature of Redevelopment. Redevelopment of the Site as contemplated by the Rezoning Plan involves an innovative, adaptive reuse of significant portions of the existing industrial/distribution buildings that were constructed as early as the 1920s as well as some new development for new buildings and maintenance of existing and new buildings. The redevelopment to be known as "Camp North End" seeks to resurrect and continue the legacy of innovation of this unique property by transforming the historical industrial distribution components into a vibrant destination and vehicle for economic mobility. The Rezoning Plan contemplates a dynamic mix of retail, food and beverage, creative office, craft/light industrial production, creative lab, community programming, film studios, entertainment venues, education uses and other commercial and light industrial related uses, and possible lodging and multi-family residential uses - many of which will occupy in an adaptive reuse format the existing unique industrial period buildings and some will occupy new buildings located in certain designated areas on the Site. The Rezoning Plan reflects the need for creativity and flexibility in compliance with land use regulations by way of UMUD Optional Provisions and other regulatory allowances in order to create the innovative and unique place sought for the City's Applied Innovation Corridor, among other community planning instruments.

c. Zoning District. Development of the Site will be governed by the Rezoning Plan as well as the applicable provisions of the City of Charlotte Zoning Ordinance (the "Ordinance") for the UMUD-O zoning district. Unless the Rezoning Plan establishes more stringent standards the regulations established under the Ordinance, the UMUD-O zoning classification shall govern the Site, subject to the Optional Provisions set forth below.

d. Development within Existing & New Buildings.

(i) It is acknowledged that the existing buildings located on the Site as generally depicted and identified on [Sheet RZ-00, Sheet RZ-01 and Sheet RZ-02] of the Rezoning Plan (each an "Existing Building" and collectively the "Existing Buildings") consist of 11.24 million square feet of space and in the recent past over 90% of such Existing Building space has been used for a combination of distribution, light industrial and office related uses.

(ii) Given the size and scale of the Site, portions of the Site and the Existing Buildings will be developed in a combined effort to meet and create market demand with a mix of small or larger rehabs for Adaptive Reuses (as defined in Section 1.1. below) of portions of Existing Buildings together with other Development/Site Elements as described below in Section 3.e. In addition, as more particularly described in Sections 3.d. and 3.e. below, portions of the Site may be redeveloped for new buildings and portions of the Existing Buildings may be demolished to allow for redevelopment of new buildings on the Site (each a "New Building" and collectively the "New Buildings") that will occur in areas currently consisting of surface parking or driveway areas or portions of Existing Buildings, each as generally depicted within the "yellow outlined areas" on [Sheet RZ-02]. The boundaries of the "yellow outlined areas" may be subject to minor adjustments as set forth in Section 3.d. below (New Building Areas).

(iii) The provisions of Section 3.d. (New Building Areas) and Section 3.e. (Core Existing Building Areas) below reflect the above-described approach to construction of New Buildings on portions of the Site and redevelopment with Adaptive Reuses of portions of the Existing Buildings and other Development/Site Elements; it is expressly agreed that at least [680,000] square feet of gross floor area within the Existing Buildings shall remain on the Site (subject to fire, casualty or similar events and subject to potential limitations associated with Building 11 and Building 4, as described below in Section 3.e.), and such areas may be developed for Adaptive Reuses (as defined below) and other Development/Site Elements as described below in Section 3.e.

e. Graphics and Alterations. The schematic depictions of the uses, parking areas, sidewalks, structures and buildings (including without limitation Existing Buildings or New Buildings, together "buildings"), driveways, and other development matters and site elements (collectively the "Development/Site Elements") may be set forth on the Rezoning Plan should be reviewed in conjunction with the provisions of these Development Standards. The layout, locations, sizes and formulations of the Development/Site Elements depicted on the Rezoning Plan are graphic representations of the Development/Site Elements proposed. Changes to the Rezoning Plan not anticipated by the Rezoning Plan will be reviewed and approved as allowed by Section 6.207 of the Ordinance. Since the project is a design development and the design development and construction phases, it is intended that this Rezoning Plan provide for flexibility in allowing some alterations or modifications to the graphic representations of the Development/Site Elements. Therefore, there may be instances where minor modifications will be allowed without requiring the Administrative Amendment Process per Section 6.207 of the Ordinance. These instances would include changes to graphics if they are:

(i) expressly permitted by the Rezoning Plan (it is understood that if a modification is expressly permitted by the Rezoning Plan it is deemed a minor modification for the purposes of these Development Standards); or

(ii) minor and don't materially change the overall design intent depicted on the Rezoning Plan.

f. Number of Buildings Principal and Accessory. Given the phased master planned nature of the Site, Petitioner is not required to set forth the number of the buildings and structures on the Site, and the total number of such buildings or structures to be developed on the Site shall not be limited.

g. Planned/Unified Development. The Site and Development Areas within the Site shall be viewed as a planned/unified development plan as to the elements and portions of the Site generally depicted on the Rezoning Plan for the Site and such Development Areas. As such, side and rear yards, buffers, building height separation standards, FAR requirements, and other similar zoning standards will not be required internally between improvements and other Development/Site Elements located within the Site or in an applicable Development Area. Furthermore, the Petitioner and/or owner of any portion of the Site reserves the right to subdivide portions or all of the Site and create lots within the interior of the portion of the Site or within a Development Area without regard to any such internal separation standards and FAR requirements, provided, however, all such separation standards along the exterior boundary of the Site shall be adhered to. In addition, all FAR requirements will be regulated by any development limitations set forth in this Rezoning Plan for the Plan Site as a whole and not individual portions, Development Areas or lots located therein.

h. Five Year Vested Rights. Per Section 1.110 of the Ordinance and N.C.G.S. Section 160A-385.1, due to the scale, size and master planned nature of the development & its timing, and the level of investment, among other factors, this Petition includes vesting of the Rezoning Plan and conditional zoning districts for a five (5) year period, but such provisions shall not limit any other vested rights at common law or otherwise.

i. Definitions & Clarifications. In addition to certain defined terms set forth in the Development Standards, the following apply to certain definitions:

(i) Gross Floor Area Clarification. When determining the maximum development levels set forth in this Rezoning Plan, the term gross floor shall exclude mechanical spaces, crawl spaces, elevator shafts and similar areas as well as any surface or structured parking facilities (including, without limitation, corridors and elevators within such facilities), enclosed loading dock/service areas, and outdoor dining and gathering areas whether on the roof of the building or at street level.

(ii) Personal Services. The terms "personal service uses" and/or "personal services" (whether capitalized or not) will mean and refer to uses that primarily provide or sell a service to customers versus the selling of goods together with associated accessory uses. A personal service use may also sell products or merchandised but the sale of products and merchandise is typically ancillary. Examples of Personal Service uses include but are not limited to: beauty salons and barber shops, artist studios and galleries, Yoga and exercise studios, fitness and wellness facilities, nail salons, martial art training studios, laundries and dry cleaning establishments, locksmiths, funeral homes and the like.

(iii) Limited Service Restaurant. A "Limited Service Restaurant" or "limited service restaurant" (whether capitalized or not) shall mean a restaurant with no more than 3,000 square feet of gross floor area serving primarily items such as coffee, ice cream, yogurt, juices, bagels, muffins, pastries, sandwiches and similar foods that do not require on-premise cooking of food (other than heating and the baking of premixed dough), together with associated accessory uses.

(iv) Urban Open Space. References to the term "Urban Open Space" (whether capitalized or not) shall have the meaning ascribed to such term in the Ordinance as modified pursuant to the Optional Provisions in Section 2 below and in Section 7 below.

(v) EDEE Uses. References to the term "EDEE" shall mean "Eating Drinking Entertainment Establishments" as defined in the Ordinance together with associated accessory uses.

(vi) Commercial Uses. References to the term "commercial uses" or "Commercial Uses" (whether capitalized or not) shall mean office uses, retail uses, EDEE uses and personal services uses, and the term "non-office commercial uses" or "Non-office Commercial Uses" (whether capitalized or not) shall mean retail uses, EDEE uses and personal services uses together with associated accessory uses.

(vii) Industrial/Light Industrial Uses. References to the term "Industrial/Light Industrial/Other Uses" or "industrial/light industrial/other uses" (whether capitalized or not) shall mean all such uses permitted by right or under prescribed conditions under the UMUD zoning district other than the Commercial Uses, hotel/lodging uses and multi-family residential uses, together with associated accessory uses (it is understood that the defined term Industrial/Light Industrial/Other Uses is intended to capture permitted uses beyond industrial or light industrial uses that are not Commercial Uses, hotel/lodging uses and multi-family uses; for instance institutional uses are captured by such term).

(viii) Adaptive Reuse. Reference to the term "Adaptive Reuse" (whether capitalized or not) is intended to describe reuse of such as such of an existing building and is permitted by applicable building regulatory codes. The reuse will marry the spirit of the original architecture with anticipated sympathetic architectural interventions such as, but not limited to renovations, repairs, upgrades to mechanical systems and otherwise, partial demolitions, minor expansions, and establishment of passageways, patios, entries, connectivity, new fenestration, facade treatments, roof replacement and removal.

(ix) Active Ground Floor Use. Reference to the term "Active Ground Floor Use" (whether capitalized or not) shall mean retail, Personal Services, business services, EDEE, facilities, office, lobbies, meeting areas, instructional venues, financial services, hotel lobby, leasing offices, lounges, exercise facilities, amenity areas, institutional and/or similar uses.

2. Optional Provisions under UMUD:

a. Intent/Context. The Site is part of the Center City 2020 Vision Plan, Central District Plan, Applied Innovation Corridor and Smart District planning areas that place an emphasis on adaptive reuse, innovative development and maintaining space and opportunities for industrial uses that can be integrated into the area with residential, Commercial and Light Industrial Uses. As noted in Section 1.b above, the intent of Camp North End is to maintain much of the unique character and innovative nature associated with many of the existing Development/Site Elements. This will require flexibility in the application of and variations from certain UMUD standards to preserve portions of the existing Development/Site Elements while incorporating New Buildings and connectivity throughout the Site.

b. Specific Identified Optional Provisions. While UMUD provides many exemptions for the Existing Buildings and does not require renovated or rehabilitated structures to comply with the setback requirements or urban open space, the following UMUD-Optional Provisions (the "Optional Provisions" or "optional provisions") shall apply to existing and new development taking place on the Site for so long as no less than [680,000] square feet of gross floor area of the Existing Buildings remains, as the same may be redeveloped for Adaptive Reuse.

Ordinance Section	Standard	Deviation/Rationale
9.905 (2)	Setback	Setbacks shall be established on public and private streets as generally depicted on Sheets RZ-03-07 but in response to existing utilities, parking, existing buildings, site constraints and/or similar features Existing Buildings shall be exempt from setback requirements. New Buildings will adhere to 20 foot setbacks measured from existing or future back of curb on public and private streets. A 16 foot setback as measured from the edge of travel lane shall be provided for new buildings on wooners. Existing utilities in the setback may remain so long as they do not obstruct the sidewalk.
9.906(2)(b)	Structured Parking Facilities	Design standards for structured parking facilities are defined in Section 6.c of these Development Standards.
9.906(2)(c)	Screening	Existing areas located on the Site as generally depicted on Sheet RZ-01 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 Building improvements shall adhere to the UMUD screening standards except that the Planning Director or designee, in his or her discretion, may allow deviations from these standards when site conditions dictate flexibility associated with existing adjacent buildings as in keeping with the design ingredients associated with adjacent Existing Buildings so as to render screening requirements of limited utility.
9.906(2)(e)	Signage	Signs that vary from the UMUD standards shall be permitted as set forth in Section 8 below.
9.906(2)(i)	Building Entrances	Doorways do not need to be recessed into the building on Existing Buildings.

3. Permitted Uses; Development Levels; Conversion Rights.

a. Permitted Uses Generally. The Site may be developed with uses permitted by right and under prescribed conditions in the UMUD zoning district together with accessory uses as allowed in the UMUD zoning district, in accordance with the Optional Provisions set forth above AND EXCEPT as noted below in Sections 3.b, 3.c, 3.d, 3.e, adjustments to the boundary of the New Building Development Areas may be made, provided that:

(i) Retail sales for automobiles (new and used), food, fences and fence materials, packaged fertilizer, motorcycles, pawnshops and trucks within a completely enclosed building limited to Development Areas A, B, and C as generally depicted on [Sheet RZ-02]

(ii) Extremotimers, funeral homes and embalming, laundries and dry cleaning establishments and locksmiths and gunsmiths limited to Development Areas A, B, and C as generally depicted on [Sheet RZ-02]

(iii) Utility and related facilities such as distribution lines, railroad rights-of-way, telephone repeater stations, and water storage tanks.

(iv) Drive-in windows as part of an accessory part of a principal structure designed to be completely internal to the building.

(v) Outdoor sales accessory, subject to the regulations of the Zoning Ordinance Section 12.417 limited to Development Areas A, B, and C as generally depicted on [Sheet RZ-02]

(vi) Beneficial fill permitted from within the overall Site and as associated with Brownfield restoration and related regulations.

b. Prohibited Uses. The following uses are not permitted: 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 allowed as noted in subsection b.(iv) above.

c. New Building Areas. [Sheet RZ-02] generally depicts these portions of the Site outlined in yellow in which New Buildings and associated development, in lieu of all or a portion of an Existing Building or associated Development/Site Elements could take place (the "New Building Development Areas"). Development within the New Building Development Areas may include demolition of all or portions of the Existing Buildings and associated development consisting of a New Building Development Areas may be take place, provided, that:

(i) at least [680,000] square feet of gross floor area within Existing Buildings shall remain on the Site (subject to fire, casualty or similar events and the provisions of Section 3.e. below related to Existing Buildings 11 and 4) and (ii) in no event shall New Building Development Areas encroach into the core of the Existing Buildings and associated Development/Site Elements (the "Core Existing Building Areas") as generally depicted on [Sheet RZ-02] (except as may be permitted with respect to Existing Buildings 11 and 4 and otherwise as described in Section 4.3. below).

d. Core Existing Building Areas. The Core Existing Building Areas, as may be adjusted as described above, may be redeveloped as Adaptive Reuses (as defined above in Section 1). In addition, portions of the Core Existing Building Areas that are not Existing Buildings may be redeveloped with Development/Site Elements to include, without limitation, single story New Buildings, kiosks and trailers (whether temporary or permanent in nature), open space areas and other Development/Site Elements, each of which are intended to activate and provide pedestrian scale energy within such portions of the Core Existing Building Areas.

e. Petitioner agrees to use diligence good faith efforts to preserve Existing Building 4 and the portion of Existing Building #11 located within the Core Existing Building Areas for Adaptive Reuses, but it is acknowledged that these portions of the Existing Buildings have been occupied for uses in the past and are otherwise in such condition from a structural, environmental and/or other standpoint that preservation may not be possible. Accordingly, if after Petitioner's exercise of diligent good faith efforts to preserve as described above, a third party engineer licensed in North Carolina certifies that portions or all of Existing Building 4 and/or Existing Building 11 located within the Core Existing Building Areas cannot reasonably be used for Adaptive Reuses, then such portions may be redeveloped for New Buildings and associated development.

f. Development Levels. Development levels for permitted uses are set forth in Table 3.f, below for the purposes of regulating traffic/transportation related aspects that result from development taking place on the Site as more particularly set forth in Section 4 below. When referencing development levels in Table 3.f, below, it is understood that those permitted uses falling within the category of uses listed below shall be accounted for within the listing for Light Industrial uses. It is acknowledged that the actual development levels allowed may be increased or decreased above or below the development levels reflected in Table 3.f, below in accordance with the conversion rights set forth in Sections 3.g - 3.j, below up to the maximum conversion amounts set forth in such sections.

Development Level	Existing	Total thru Phase 1	Total thru Phase 2	Total thru Phase 3
Industrial/Light Industrial/Other Uses*	1,240,000 sf	530,000 sf	275,000 sf	65,000 sf
EDEE **		30,000 sf	60,000 sf	80,000 sf
Retail/Personal Services		20,000 sf	65,000 sf	200,000 sf
Office		450,000 sf	760,000 sf	1,500,000 sf
Hospitality/Hotel ***				
TOTAL	1,240,000 sf	1,030,000 sf	1,160,000 sf	1,845,000 sf

* Industrial /Light Industrial/Other Uses under Phases 1, 2 and 3 include uses that are not accounted for under the other listed uses listed; it is contemplated that such Industrial/Light Industrial/Other Uses will be reduced over time as reflected above. ** EDEE includes drinking establishments. ***Hospitality/Hotel uses allowed per conversion rights.

Multi-Family Residential	250 units	600 units	1,500 units
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g. Conversion of Commercial Uses. Retail, EDEE, and Personal Services uses ("non-office commercial uses") may exceed the applicable development levels set forth in Section c. above by up to 30% and office commercial uses may exceed the applicable development level specifications by up to 30% by converting non-office commercial uses into office commercial uses and vice versa at a ratio of 1.0 square foot of gross floor area of such uses so converted. In such event the total gross floor area of commercial uses (office and non-office) allowed shall not exceed the total specified amount as a result of such conversions, rather only the mix of such uses shall change but not by greater than 30%. The conversions described above are in addition to other conversions set forth herein.

h. Conversion of Hotel Rooms & Residential Units. Hotel rooms may be developed within the Site by converting residential dwelling units into hotel rooms at the rate of one (1) residential unit so converted into one (1) hotel room, up to a maximum of 300 hotel rooms created in the aggregate within the Site by such conversion. The conversions described above are in addition to other conversions set forth herein.

i. Conversion of Hotel Rooms, Multifamily Units & Commercial Uses. Hotel rooms and additional multifamily residential units may be developed within the Site by converting commercial uses (e.g. office, retail, EDEE and Personal Services) into hotel rooms or multifamily units at the rate of 500 square feet of gross floor area of such commercial uses so converted for one (1) hotel room added or one (1) multifamily unit so added, up to a maximum of 300 hotel rooms and/or multifamily units created in the aggregate by such conversion, and additional commercial uses may be developed by converting hotel rooms or multifamily units into commercial uses at the rate of one (1) hotel room or one (1) multifamily unit so added so converted into 500 square feet of gross floor area of commercial uses so converted up to a maximum of 300 hotel rooms or multifamily units so converted in the aggregate. The conversions described above are in addition to other conversions set forth herein.

j. Conversion of Light Industrial Uses & Office Uses. Light Industrial uses and office uses may exceed the applicable development levels set forth in Section f. above by up to 30% by converting such office uses into Light Industrial uses at the rate of 1.0 square foot of gross floor area of office use so converted to 1.5 square foot of gross floor area of Light Industrial uses created and vice-versa for the conversion of Light Industrial uses into office uses. The conversions described above are in addition to other conversions set forth herein.

k. Written Request & Records for Conversions; Administrative Amendments. Prior to any conversions of entitlement pursuant to subsections 3.g, h, i and j above, the Petitioner or owner of the portion of the Site involved in the conversion under request shall provide to the Planning Department a written request for such conversion as well as an updated Entitlement Summary, including the applicable Conversions Levels. Furthermore, the results of such conversions shall be evidenced by an administrative site plan amendment.

4. Transportation Related Aspects

a. Transportation Evaluation/Assessment & Improvements.

b. Context/Transportation Evaluation & Assessment. The 472 acre Site is currently zoned I-2 and contains 11.24 Million square feet of floor area in the Existing Buildings on the Site, which have been and many of which currently are occupied for industrial/distribution and other active uses. In addition, the existing I-2 zoning allowing currently "by right" a broad range of commercial uses (including without limitation retail, EDEE, office and similar uses) in addition to the industrial/distribution and other active uses that have been operating on the site for years. Accordingly, the existing I-2 zoning and uses currently result in significant level of existing or allowed by right vehicular trips to and from the Site by way of the existing street network located in the area.

Based on discussions and evaluation/assessment by CDOT, it is estimated that the vehicular trip generation associated with the Phase I level of development set forth in Section 3.f. and on Table 3.f. (the "Phase I Development") will be less than the estimated trip generation levels that would be associated with a reasonable level of development that is available under the existing by right I-2 zoning for the Site.

Similarly, based on discussions and evaluation/assessment by CDOT, it is estimated that the vehicular trip generation associated with the Phase I level of development set forth in Section 3.e. and on Table 3.f. (the "Phase II Development") will not be substantially higher than the estimated trip generation levels that would be associated with a reasonable level of development that is available under the existing by right I-2 zoning for the Site.

The Traffic Impact Study undertaken in consultation with CDOT (the "TIA") focuses on the full build-out associated with the Phase III level of development set forth in Section 3.f. and Table 3.f. above (the "Phase III Development"), together with possible traffic safety elements associated with vehicular accesses to and from the Site. The TIA requested by CDOT and provided by the Petitioner provides an assessment of certain transportation improvements that may be appropriate with upon the full build-out associated with the Phase III Development, and such items are described in Section 4.1.d. below (the "Phase III Improvements").

It is understood that the Phase III Improvements are subject to further review and approval by CDOT (or as applicable NCDDOT) in the form of appropriate transportation analysis consisting of the TIA and supplements thereof, or future transportation impact studies or technical transportation memoranda (together "transportation analysis"), and as a result adjustments may be needed to such transportation analysis. It is further acknowledged that the Phase III Development and the associated Phase III Improvements may be undertaken in sub-phases within the Phase III Development. The appropriate sub-phases and adjustments to the overall Phase III Improvements for the entire Phase III Development and/or sub-phases may be allowed administratively subject to review and approval by CDOT (or as applicable NCDDOT) of appropriate transportation analysis. Such adjustments and/or sub-phases resulting from approval of appropriate transportation analysis may result in alternative improvements being deemed suitable to address transportation adequacy. Approval by NCDDOT as referenced herein shall only be applicable to the extent necessary per customary approval practice of NCDDOT. It is understood, however, that all roadway improvements for the major Phase III phase, or sub-phases, as may be adjusted as set forth above, are required to be completed prior to the issuance of the first certificate of occupancy for development within Phase III major phase, or each sub-phase, as applicable, that is approved by CDOT (or as applicable NCDDOT) per appropriate transportation analysis.

b. Interim Entitlement. It is understood that development existing as of the date of approval of this Rezoning shall be included within the development levels for permitted uses set forth in Section 3.f. and Table 3.f. for the purposes of references to Phase I Development, Phase II Development, Phase III Development, any sub-phases of the same, or other entitlement calculations regulating the timing of transportation improvements.

c. Access to Site. Access to the Site will be from Graham Street, Statesville Avenue, Woodward Avenue and Sylvania Avenue as generally depicted on the Rezoning Plan. Petitioner shall cooperate with CDOT and as applicable NCDDOT for adjustments to the existing points of access to and from the Site as may be appropriate to preserve traffic safety and operations. Any such adjustments shall be considered in conjunction with actual redevelopment taking place in close proximity to the applicable access point and thereby having a material impact on the traffic safety and operations associated with the access in question. Where practicable, new or reconstructed access points will comply with appropriate design standards, but it is expressly understood that in light of the Adaptive Reuse and other unique features of the Site and this project, variations from design standards will be needed and the parties agree to work in good faith to address such standards on a case by case basis. By way of example only, it is anticipated that tight building to driveway, parking and right of way conditions along portions of Graham Street, Woodward Avenue and Statesville Avenue, among others, will require such a case by case review and adjustment to applicable standards.

d. Internal Streets; Connectivity/Pedestrian Features; Adjacent External Streetscape Improvements. Reference is made to Section 5 below regarding the installation of internal streets, connectivity/pedestrian features and streetscape improvements associated with adjacent external public streets. In addition to other transportation improvements referenced in this Section 4.1, Petitioner shall comply with the provisions of Section 5 regarding such installations within the timelines set forth substantial completion of such improvements described therein.

e. Phase I Development. There are no off-site transportation improvements required for the Phase I Development provided the Petitioner shall cooperate with CDOT (and as applicable NCDDOT) with respect to adjustments/refinements to points of access to and from the Site as described above in subsection c. above.

f. Phase II Development. There are no off-site transportation improvements required for the Phase II Development provided the Petitioner shall cooperate with CDOT (and as applicable NCDDOT) with respect to adjustments/refinements to points of access to and from the Site as described in subsection c. above.

g. Phase III Development/Sub-phases & Phase III Improvements. The TIA sets out the Phase III Improvements that are

contemplated in connection with Phase III Development, or sub-phases thereof. Furthermore, as set forth in subsection a. above, such Phase III Improvements and sub-phases may be adjusted based upon applicable transportation analysis and with the approval of CDOT and as applicable NCDDOT. As set forth in more detail in Section 4.1.i. a. below, such Phase III Improvements as the same may be adjusted per the transportation analysis, may be completed by the Petitioner, or assigns, or by others, such as governmental bodies by way of Community Investment Plan funding (e.g. CIP) or otherwise, but any required Phase III Improvements must be completed prior to issuance of the first certificate of occupancy for development within Phase III major phase, or each sub-phase, as applicable, that is approved by CDOT (and as applicable NCDDOT) per appropriate transportation analysis.

Without limiting the generality of the foregoing, additional traffic analysis and review time will be required prior to submittal for permitting of Phase III Development, and/or sub-phases, to confirm the Statesville Road diet cross-section modifications as generally depicted on [Sheet RZ-03]. In this regard, the limits of applicable roadway improvements may be extended south of the Site frontage, and adjustments may be needed to the related intersection improvements (as described below) along the Statesville Road frontage and additional improvements may be required at the confluence area of the Graham Street/Statesville Avenue/Dalton Road. Petitioner will fund, scope, submit and coordinate the review of this additional transportation analysis, including concept designs, with CDOT and NCDDOT (as applicable). It is acknowledged that Petitioner should account for a period of 120 days for the review in connection with the Petitioner's permitting schedule for the Phase III Development, and any applicable sub-phases.

The following is the description of the Phase III Improvements to be substantially completed as part of the Phase III Development, or sub-phases, as the same may be adjusted per the transportation analysis as described above; an illustration of such Phase III Improvements is generally depicted on [Sheet RZ-11] and the numbers for items below correspond to those set forth on such illustration:

1. Statesville Avenue & Atandt Avenue (signalized)

• Install a 2nd northbound left turn lane on Statesville Avenue with 150 feet of storage (pavement re-mark)

• Modify traffic signal to accommodate new lane configuration, interconnected cables, and pedestrian facilities.

2. Statesville Avenue & Oaklawn Avenue/Oaklawn Avenue Extension (signalized)

• [Modify the existing northbound left turn lane on Statesville Avenue to an off-set left turn lane with 215 feet of storage and an appropriate bay taper

• Construct an off-set southbound left turn lane on Statesville Avenue with 225 feet of storage and an appropriate bay taper (within the existing median)

• Modify the existing eastbound right turn lane on Oaklawn Avenue to a combined thru-right turn lane

• Construct Oaklawn Avenue Extension with one entering lane and two exit lanes (a dedicated left turn lane and a combined thru-right turn lane with 100 feet of storage)

• Remove one northbound/southbound thru lane on Statesville Avenue and add a bike lane in each direction (but only upon approval of the Statesville Avenue road diet)

• Modify traffic signal to accommodate new lane configuration, interconnect cables, and pedestrian facilities.

3. N. Graham Street & Dalton Avenue (signalized)

• Construct a southbound left turn lane on N. Graham Street with 100 feet of storage and appropriate bay taper (which will require a mirror amount of storage widening on the west side of N. Graham Street)

• Modify traffic signal to accommodate new lane configuration, interconnect cables and pedestrian facilities.

10. N. Graham Street & Sylvania Avenue/Sylvania Avenue Extension, (recommended signalization)

• Install a traffic signal, including interconnect cables and pedestrian facilities, with left turn permitted/protected phasing on the N. Graham Street legs of the intersection upon request of Petitioner and when reasonably justified by NCDDOT and CDOT

• Construct a northbound left turn lane on N. Graham Street with 160 feet of storage and an appropriate bay taper

• Construct a southbound left turn lane on N. Graham Street with 140 feet of storage and a 90-foot bay taper (back-to-back with the northbound left turn lane at intersection #11 described in the next segment)

• Stripe the existing westbound right turn lane on Sylvania Avenue to one entering and two exit lanes (a dedicated left turn lane and a combined thru-right turn lane with 100 feet of storage.

11. N. Graham Street & Keswick Avenue/Keswick Avenue Extension (unsignalized)

• Construct a northbound left turn lane on N. Graham Street with 145 feet of storage and a 70-foot bay taper (back-to-back with the southbound left turn lane at intersection #10 described in the previous segment)

• Construct a southbound left turn lane on N. Graham Street with 50 feet of storage and an appropriate bay taper

• Modify the existing Graham Street westbound combined left-right turn lane on Keswick Avenue to a combined thru-left-right turn lane

• Construct Keswick Avenue Extension with one entering lane and one exit lane (a dedicated left turn lane with 125 feet of storage and a combined thru-right exit lane)

15. Statesville Avenue & Existing Cemetery Driveway/Proposed Access "A" (unsignalized)

• Provide a southbound left turn lane on Statesville Avenue with 135 feet of storage (within the proposed two-way left-turn lane)

• Provide a northbound left turn lane on Statesville Avenue with 125 feet of storage (within the proposed two-way left-turn lane)

• Remove one northbound/southbound thru lane on Statesville Avenue (but only upon approval of the Statesville Avenue road diet)

• Construct Proposed Access "A" with one entering lane and one exit lane

• Modify existing Cemetery Driveway's left turn to a combined thru-left turn lane

16. Statesville Avenue & Proposed Access "B" (unsignalized)

• Provide a southbound left turn lane on Statesville Avenue with 150 feet of storage (within the proposed two-way left-turn lane)

• Remove one northbound/southbound thru lane on Statesville Avenue and add a bike lane in each direction (but only upon approval of the Statesville Avenue road diet)

• Construct Proposed Access "B" with one entering lane and two exit lanes (a left turn lane with 150 feet of storage and a right turn lane)

17. Statesville Avenue & Sylvania Avenue Extension (unsignalized)

• Install an off-set southbound left turn lane on Statesville Avenue with 135 feet of storage and an appropriate bay taper

• The off-set left will separate the southbound left turn lane and maintain the road diet section (but only upon approval of the Statesville Avenue road diet)

• Widen the existing raised median on the south side of Sylvania Avenue Extension

• Terminate the other northbound thru lane on Statesville Avenue as a right turn lane at Sylvania Avenue extension (but only upon approval of the Statesville Avenue road diet)

• Remove one southbound thru lane on Statesville Avenue and add bike lane in each direction (but only upon approval of the Statesville Avenue road diet)

• The modification of the northbound other thru lane on Statesville Avenue will terminate as a right turn lane

• Construct Sylvania Avenue Extension with one entering lane and two exit lanes (a left turn lane and a right turn lane with 125 feet of storage)

18. N. Graham Street & Proposed Access "C" (recommended signalization)

• Install a traffic signal, including interconnect and pedestrian facilities, with northbound left turn permitted/protected phasing on N. Graham Street upon request of Petitioner and when reasonably justified by NCDDOT and CDOT

• Construct Proposed Access "C" with one entering lane and two exit lanes (a left turn lane and a right turn lane with 75 feet of storage)

19. Woodward Avenue & Proposed Access "D" (unsignalized)

• Construct Proposed Access "D" with one entering lane and two exit lanes (a left turn lane with 150 feet of storage and a right turn lane)

Construction of one mid-block pedestrian crossing along each Site frontage for N. Graham Street, Woodward Avenue, Sylvania Avenue and Statesville Avenue, at mutually agreed upon locations. Such crossings may be signalized as determined by CDOT and NCDDOT, as applicable, but except for Statesville Avenue will not include pedestrian refuge features.

Construction of traffic signal modifications, including pedestrian signalization, signal interconnect cables and all accessible ramps at the existing offset signals at Graham/24th/Woodward.

General Corridor Suggested Improvements - Not Tied to Phase III Development:

The following reflects additional suggested corridor related improvements but these improvements are subject to further evaluation and are not required to be completed by Petitioner, or assigns, in connection with the Phase III Development but rather are contemplated as part of broader community transportation planning efforts, which may or may not be funded by others including by way of the CIP or a public private partnership arrangement:

• Statesville Road "Road Diet" - The primary benefits of reducing a roadway section from 4-lanes to 3-lanes is to increase pedestrian safety (pedestrian crossing medians) and the inclusion of bike lanes on both sides of the corridor as anticipated with the CIP.

• Graham Street Widening - The primary benefit associated with a 5-lane roadway section is that with the inclusion of left turn lanes on N. Graham Street the chance of rear-end collisions is reduced (left turning vehicles are no longer queued in the thru lane).

II. Standards, Phasing and Other Provisions.

a. CDOT Standards; Improvements by Others. Any of the foregoing public roadway improvements will be subject to the standards and criteria of CDOT and NCDDOT (as it relates to the roadway improvements within its applicable road system authority). It is understood that such improvements may be undertaken by the Petitioner, or assigns, by other parties/developers, by governmental bodies and/or in conjunction with other development or public roadway projects taking place within the transportation area. Accordingly, references to "Petitioner," or "Petitioner or assigns" in this Section 4 may include such other third parties, and a listing of required improvements needed to allow certain development to take place does not mean that the Petitioner is exclusively responsible for such improvements. The applicable requirements, however, for Phase III Improvements, or sub-phases, must be satisfied prior to issuance of the applicable certificates of occupancy associated with the same regardless of which party is involved in such development or commits to make such improvements, unless adjusted in accordance with the provisions of this Section 4.

b. Communication; Record-Keeping/Tracking. Petitioner, or assigns, shall provide such communication and approvals related to the improvements to be done and completed as CDOT shall reasonably request so as to properly track the Phase III Improvements and associated development levels for record keeping purposes. CDOT, Planning Director, or designee, and Petitioner, its successors and assigns, may mutually agree on appropriate notice and record-keeping procedures in the future as part of an administrative amendment.

c. Substantial Completion. Reference to "substantial completion" or "substantially completed" for the improvements as set forth in the provisions of Section 4.1 above, as the same may be adjusted, shall mean completion of the Phase III Improvements in accordance with the standards set forth in Section 4.1.i.a. above provided, however, in the event certain non-essential roadway improvements (as reasonably determined by CDOT) are not completed at the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in connection with related development phasing described above, then CDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings; provided, however, Petitioner continues to exercise good faith efforts to complete the applicable road-way improvements; in such event the Petitioner may be asked to post a letter of credit or a bond for any improvements not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvements. It is understood that the above provisions are not to be construed as a limitation on the general rights of the City or State of North Carolina, in its discretion, to acquire or condemn the right of way needed for installation of public streets, which, unless agreed otherwise, shall not require reimbursement by the Petitioner, or assigns.

d. Right-of-way Availability. It is understood that some of the public roadway improvements referenced in Section 4.1. above may not be possible without the acquisition of additional right of way. Such right of way may be acquired by governmental bodies as part of customary roadway projects funded by such governmental bodies or as part of the CIP or similar governmental efforts; if not, then in such event after the exercise of diligent good faith efforts over a minimum of a 60 day period, the Petitioner is unable to acquire any land necessary to provide for any such additional right of way upon commercially reasonable terms and at market prices, then CDOT, the City of Charlotte Engineering Division or other applicable agency, department or governmental body agree to proceed with acquisition of any such land. In such event, the Petitioner shall reimburse the applicable agency, department or governmental body for the cost of any such acquisition including compensation paid by the applicable agency, department or governmental body for any such land and the expenses of such proceedings. Furthermore, in the event public roadway improvements referenced in Section 4.1. above are delayed because of delays in the acquisition of additional right-of-way as contemplated herein and such delay extends beyond the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in connection with related development phasing described above, then CDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings; provided, however, Petitioner continues to exercise good faith efforts to complete the applicable road-way improvements; in such event the Petitioner may be asked to post a letter of credit or a bond for any improvements not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvements. It is understood that the above provisions are not to be construed as a limitation on the general rights of the City or State of North Carolina, in its discretion, to acquire or condemn the right of way needed for installation of public streets, which, unless agreed otherwise, shall not require reimbursement by the Petitioner, or assigns.

e. Alternative Improvements; Design Changes. The Phase III Improvements, as adjusted, are anticipated to take place over the long term development horizon contemplated by this Rezoning Plan. As a result, changes in circumstances or conditions (e.g. increased transit service and the like) may arise as to the ability or advisability of the construction of the roadway improvements. In addition, certain design changes or alternative roadway improvements may make sense under future circumstances. Accordingly, the development level for record keeping purposes, CDOT, Planning Director, or designee, and Petitioner, its successors and assigns, may mutually agree on appropriate notice and record-keeping procedures in the future as part of an administrative amendment.

DATE: 27 FEBRUARY 2017

DESIGNED BY:

DRAWN BY:

CHECKED BY:

Q.C. BY:

SCALE: AS SHOWN

PROJECT #: 1016320

SHEET #:

RZ-NI

REVISIONS:

1. 04-12-2017 - 2ND REZONING SUBMITTAL

2. 05-18-2017 - 3RD REZONING SUBMITTAL

3. 06-19-2017 - 4TH REZONING SUBMITTAL

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<div>5. <u>Internal/External Streets, Streetscape & Pedestrian Mobility.</u></div> <div>a. Context. The following provisions address the approach to the design of the internal streets, streetscape and pedestrian mobility in a manner that recognizes the unique site conditions and Adaptive Reuse nature of the redevelopment. These provisions are set forth with the understanding that the provisions of Section 3.d. (New Building Areas) and Section 3.e. (Core Existing Building Areas) shall be complied with such that a minimum of 1680,000 square feet of gross floor area of the Existing Buildings and the Core Existing Buildings Development Areas shall remain in place (subject to provisions of Section 3.e.), with the further understanding that the redevelopment of the same for Adaptive Reuse is permitted.</div> <div>b. Connectivity/Mobility Plan Generally. Reference is made to <u>[Sheet RZ-02]</u> which sets forth the conceptual connectivity and mobility plan for private and limited public streets that are internal to the Site and that connect to external public streets as well as the design approach to streetscape and pedestrian mobility features collectively, <u>[connectivity/pedestrian features]</u>. As such, connectivity/mobility features shall include a combination of sidewalks, gathering places and multi-modal connections, some of which may be woonerf-style connections that support the historical warehouse district and proposed Adaptive Reuse character of most of the project, and others of which may be more traditional in format if the character of the adjacent development is more typical of traditional development patterns. These connectivity/pedestrian mobility features are anticipated to be privately owned and maintained provided that certain portions of the vehicular connections described below and generally depicted on <u>[Sheet RZ-02]</u> will have public access easements that will be documented upon completion of the applicable installation. The intent of this Section 5 is generally depicted on <u>[Sheet RZ-02]</u>, but it is understood that the locations of connectivity/pedestrian features shown are illustrative and diagrammatic since the same will be more concretely planned and developed as part of the design development and construction phases of the project when development parcels and/or redevelopment of buildings occurs.</div> <div>c. Installation of Connectivity/Pedestrian Features Generally.</div> <div>(i) Except as set forth in the provisions of Section 4 above and subsection 5.d. and e. below regarding the installation of specific connectivity/pedestrian features and the timing of such installation, the connectivity/pedestrian features generally depicted on <u>[Sheet RZ-02]</u> shall be installed as redevelopment, including Adaptive Reuse of the Existing Buildings, occurs as may be necessary to provide appropriate pedestrian access to the redevelopment site in question or other portion of the Existing Buildings being redeveloped for such Adaptive Reuse; provided, however, subject to the provisions of subsection d. below, only such connectivity/pedestrian features that are in close proximity to such redevelopment site or Adaptive Reuse location or that are so required to ensure such vehicular and/or pedestrian access thereto shall be required at the time of the applicable redevelopment.</div> <div>(ii) It is understood that the routes for such connectivity/pedestrian features, including without limitation streets, pedestrian connections to external public streets and internal streets, driveways and woonerfs generally depicted on <u>[Sheet RZ-02]</u>, may be adjusted as reasonably necessary to address site constraints such as abrupt changes in topography, implications arising from the railroad conditions, brownfields regulations and the like.</div> <div>(iii) Except as provided below, (X) new internal driveways/vehicular connections to the Camp Avenue/Statesville Avenue intersection and the Connection E/Statesville Avenue/Oaklawn intersection shall be designed for 150 feet of storage and (Y) new internal driveways/vehicular connections to Connection D/Woodward intersection and the Camp Avenue/Graham Street intersection shall be designed for 75 feet of storage; provided, however, certain portions of the Site contain "pinch points" resulting from tight to the building driveways and the like that are likely to affect the width of streetscape and related improvements; as such the Petitioner, CDOT and Planning will work cooperatively to adjust specific conditions as appropriate.</div> <div>d. Specific Connectivity/Pedestrian Features Provisions. The following provisions shall govern the design and installation of certain specific connectivity/pedestrian features described below and generally depicted on <u>[Sheet RZ-02]</u>. To the extent of a conflict between the general provisions of subsection c. above and the more specific provisions of this subsection d., this subsection d. shall control, but subsection c. shall control when for those connectivity/pedestrian features not set forth or referenced below.</div> <div>(i) Interim Driveway Conditions. Current conditions of the Site reflect driveways that provide external connections to adjacent public streets such as Statesville Avenue, Woodward Avenue, and Graham Street and driveways that provide internal connections to various Site Elements within the Site. It is understood that such external and internal driveways may stay in their current form and design, subject to appropriate refurbishing of pavement surfaces to ensure public safety until such time that the contemplated connectivity/pedestrian features generally depicted on <u>[Sheet RZ-02]</u> are installed per the requirements of this Section 5 in connection with redevelopment.</div> <div>(ii) Statesville Avenue & Graham Street Connections. As generally depicted on <u>[Sheet RZ-02]</u> but subject to the other provisions of this subsection d. dealing with specific street and woonerf connections to Statesville Avenue and Graham Street (other than Sylvania Avenue), those streets that are proposed to connect to Statesville Avenue and Graham Street shall reflect a more customary street cross-section for the portion of such street located with 75 feet of the intersection with such public streets with the understanding that the cross-section/profile may become more innovative and tight/urban in nature in areas located more internal to the Site.</div> <div>(iii) Urban Open Space #1. In the event that the portion of Existing Buildings 2A, 2.B, 3A, 3B, 4, 5A or 5B located adjacent to the proposed urban open space area located within the internal portion of the Site as generally depicted and designated as "Urban Open Space #1" on <u>[Sheet RZ-02]</u> is redeveloped for Adaptive Reuse (but not triggered upon reuse by a tenant or user in predominantly "as-is" condition), then such Urban Open Space #1 and accompanying pedestrian features and improvements (to the extent not already completed) shall be installed prior to the issuance of the certificate of occupancy for the applicable portion of such Existing Buildings being redeveloped for Adaptive Reuse.</div> <div>(iv) Urban Open Space #2. In the event that the portion of Existing Buildings 7.8, 9 or 10 located adjacent to the proposed urban open space area located within the internal portion of the Site as generally depicted and designated as "Urban Open Space #2" on <u>[Sheet RZ-02]</u> is redeveloped for Adaptive Reuse (but not triggered upon reuse by a tenant or user in predominantly "as-is" condition), then such Urban Open Space #2 and accompanying pedestrian features and improvements (to the extent not already completed) shall be installed prior to the issuance of the certificate of occupancy for the applicable portion of such Existing Buildings being redeveloped for Adaptive Reuse.</div> <div>(v) Installation of Camp Road. Subject to approval by Norfolk & Southern Railroad ("N&S") of the crossing over the currently abandoned railroad line generally depicted on <u>[Sheet RZ-02]</u>, (i) the portion of Camp Road extending from Graham Street into the Site and connecting to Urban Open Space #1 as generally depicted on <u>[Sheet RZ-02]</u> shall be installed (if not already installed) prior to issuance of certificates of occupancy for greater than 50% of the floor area within Building 2B or Building 7 for Adaptive Reuses (but not triggered upon reuse by a tenant or user in predominantly "as-is" condition), and (ii) the balance of Camp Road (if not already installed) extending from the Urban Open Space #1 to Statesville Avenue as generally depicted on <u>[Sheet RZ-02]</u> shall be installed prior to issuance of certificates of occupancy for greater than 75% of the floor area within Building 7 or issuance of a certificate of occupancy for the first New Building to be located within Area E that is adjacent to the proposed right of way of Camp Road. In addition, if the portions of Camp Road extension described in item (i) above or (ii) above occur prior to the extension of the other such item (i) or (ii) above, appropriate order vehicular circulation acceptable to CDOT and the Planning Director, or designee, shall be provided to ensure that vehicles can return back to Graham Street or Statesville Avenue, as applicable. The general cross-section for portions of Camp Road are set forth on <u>[Sheet RZ-03 and RZ-04]</u> but such portions of the cross-sections may be adjusted with the approval of CDOT and the Planning Director, or designee, as reasonably necessary to address site constraints such as abrupt changes in topography, implications arising from the railroad conditions, brownfields regulations and the like. As indicated, the above commitments are subject to approval of the applicable railroad crossings near Graham Street and alterations to Graham Street per the improvements contemplated by the City's Community Investment Plan for area roads (the "CIP"). Furthermore, at such time that Camp Street is extended to Statesville Avenue as described above, the adjacent area in close proximity to Camp Street shall be consolidated into Camp Street and Camp Street shall contain a [1150 foot] minimum stem length from its intersection point at Statesville Avenue. [NOTE: Staff seeks 200 feet; appears we can do 150 feet on this one but advise]</div> <div>(vi) Connection A - Woodward/Statesville Connectivity Network. In the event that greater than fifty percent (50%) of each portion of Building 10 and Building 11 located within Area A as generally depicted on <u>[Sheet RZ-02]</u> is developed for New Buildings (as opposed to Adaptive Reuse of Existing Buildings), the "connection" private streets/connection/woonerfs shown within Area A that provide vehicular and pedestrian connectivity to Statesville Avenue and Woodward Avenue as so depicted shall be installed in order to provide for such connectivity; it is understood that such connectivity shall at a minimum provide for the setback dimensions and form generally depicted and referenced as "Minimum Connection A Standards" on <u>[Sheet RZ-03]</u>, unless CDOT and the Planning Director, or designee, otherwise approve different such standards in response to site constraints such as abrupt changes in topography, implications arising from the railroad conditions, brownfields regulations or otherwise as deemed appropriate such as to introduce innovative or new streetscape design features.</div> <div>(vii) Connection B - "Spine" Pedestrian Connection through Existing Buildings to Urban Open Space #1; Keswick Connection. Prior to completion of redevelopment for Adaptive Use of greater than 50% of all gross floor area of Building 7 and greater than 50% for Building 10, the pedestrian open space feature generally depicted on <u>[Sheet RZ-02]</u> as "Connection B" shall be installed with a 16 foot total pedestrian clear zone within such Buildings thereby connecting to connectivity/pedestrian features such as the woonerfs between Building 10 and 11, between Building 10 and Buildings 9 and 7, and between Building 7 and Buildings 5A, 5B, and 4, then connecting to Urban Open Space #1, all as generally depicted on <u>[Sheet RZ-02]</u>. Furthermore, in the event that Building 11 is redeveloped for Adaptive Reuse or portions or all of Building 11 are Buildings for New Buildings, at such time as greater than 50% of Building 11 is so redeveloped, the portion of the pedestrian connection described as "Connection B" shall be installed so as to provide for a continued connection to Woodward Avenue. Similarly, once the portions of Buildings 2A, 2B, 1A and 1B located adjacent to the pedestrian/woonerf connection generally depicted on <u>[Sheet RZ-02]</u> and identified as the "Keswick Pedestrian/Woonerf") are redeveloped for Adaptive Use such pedestrian connection shall be further extended to Graham Street, subject to the approval of the applicable railroad crossing. It is acknowledged that the Keswick Pedestrian/Woonerf may be located within an open air roof enclosed area.</div> <div>(viii) Connection C - North/South Connection to Woodward across Building 11. Upon the demolition and redevelopment of the entire portion of Building 11 located within Area B, a woonerf connection shall be installed to connect Woodward Avenue to the woonerf located between Buildings 10 and 11 and if such woonerf between Buildings 10 and 11 has not yet been installed it shall be installed at such time.</div> <div>(ix) Connection D - North/South Connection from Camp Street to Woodward Avenue. Upon the demolition of Buildings 14 and 15 and the redevelopment of the portions of Area C in lieu of such Buildings, a private street connectivity extending from Camp Street to Woodward Avenue as generally depicted on <u>[Sheet RZ-02]</u> shall be installed. It is understood that such connectivity shall at a minimum provide for the setback dimensions and form generally depicted and referenced as "Minimum Connection D Standards" on <u>[Sheet RZ-03]</u>, unless CDOT and the Planning Director, or designee, otherwise approve different such standards in response to site constraints such as abrupt changes in topography, implications arising from the railroad conditions, brownfields regulations or otherwise as deemed appropriate such as to introduce innovative or new streetscape design features.</div> <div>(x) Transportation Analysis for 24th Street & Woodward. As part of the CIP or before Buildings 13, 14, or 15 are demolished for New Buildings or other portions of Area C (other than portions within Buildings 10 and 11) or Area D are developed, Petitioner will cooperate with CDOT, and as applicable NCDOT, to evaluate with appropriate transportation analysis an alternative alignment for the intersection of Woodward Avenue, Graham Street and West 24th Street. The cost of this transportation analysis shall incurred in connection with the CIP or other public sector transportation planning matters or as otherwise agreed by Petitioner and CDOT. Petitioner shall work in good faith to consider appropriate realignments, but in no event shall any such realignment result in a material adverse effect on the Petitioner's ability to develop Areas C and D (including as well tree bank planting areas and the like), nor shall Petitioner be responsible for the cost of any such resulting roadway improvements.</div> <div>(xi) Connection F & Other Area E Connections. The following connectivity/pedestrian features shall be reserved and installed within Area E:</div> <div>(A) the potential street connection from Statesville Avenue across from its intersection with Oaklawn Avenue as generally depicted within Area E on <u>[Sheet RZ-02]</u> and identified as "Connection F" thereon shall be reserved so as to avoid New Buildings from preventing its connection internal as shown, but it shall not be required to be installed until New Buildings located adjacent to such proposed street within Area E are developed or when greater than 50% of the floor area that portion of Building 3A outlined in yellow is redeveloped for New Buildings, whereupon such street shall be connected to the diagonal street shown within Area E and identified as "Connection G", and if practicable extended further to "Woonerf 5" located between Building 3A and Building 2A, and then on to the proposed extension of Sylvania Avenue, as generally depicted on <u>[Sheet RZ-02]</u>. It is understood that the form of such Connection E shall at a minimum provide for the setback dimensions and form generally depicted and referenced as "Minimum Connection E Standards" on <u>[Sheet RZ-03]</u>, unless CDOT and the Planning Director, or designee, otherwise approve different such standards in response to site constraints such as abrupt changes in topography, implications arising from the railroad conditions, brownfields regulations or otherwise as deemed appropriate such as to introduce innovative or new streetscape design features.</div> <div>(B) the diagonal private street within Area E as identified as "Connection G" and as generally depicted on <u>[Sheet RZ-02]</u> shall be installed prior to development of greater than 50% of the floor area of that portion of Building 3A is redeveloped for Adaptive Reuse or for New Buildings, and such private street shall connect to Camp Street and to the proposed extension of Sylvania Avenue as applicable at the time of such installation.</div> <div>(vi) Installation of Pedestrian Ways/Woonerfs. In addition to the provisions above regarding installation of woonerf features, the following shall apply, subject to adjustments reflecting then-existing industrial/distribution uses in the areas referenced for installation:</div> <div>(A) Pedestrian Way #1/Woonerf #1. In the event that a portion of Building 10 or Building 11 that has frontage on the Pedestrian Way #1/Woonerf #1 as generally depicted on <u>[Sheet RZ-02]</u> as "Pedestrian Way #1/Woonerf #1" is redeveloped for Adaptive Reuse (but not triggered upon reuse by a tenant or user in predominantly "as-is" condition), then portion of such Pedestrian Way #1/Woonerf #1 shall be installed to connect such redeveloped portion to internal private streets, driveways and/or parking areas, as applicable (such internal private streets, driveways, and/or parking areas being allowed for connectivity in an interim condition until greater than 50% of the applicable Building is redeveloped for Adaptive Reuse and/or demolished for redevelopment with New Buildings).</div> <div>(B) Woonerf #3. In the event that a portion of Building 10 that has frontage on Woonerf #3 as generally depicted on <u>[Sheet RZ-02]</u> is redeveloped for Adaptive Reuse (but not triggered upon reuse by a tenant or user in predominantly "as-is" condition), then a portion of such Woonerf #3 shall be installed to connect such redeveloped portion to internal private streets, driveways, and/or parking areas (such internal private streets, driveways and/or parking areas being allowed for connectivity in an interim condition until greater than 50% of the applicable Building is redeveloped for Adaptive Reuse and/or demolished for redevelopment with New Buildings).</div> <div>(C) Woonerf #4. In the event that a portion of Building 7 that has frontage on Woonerf as generally depicted on <u>[Sheet RZ-02]</u> is redeveloped for Adaptive Reuse (but not triggered upon reuse by a tenant or user in predominantly "as-is" condition), then a portion of such Woonerf #4 shall be installed to connect such redeveloped portion to internal private streets, driveways, and/or parking areas (such internal private streets, driveways and/or parking areas being allowed for connectivity in an interim condition until greater than 50% of the applicable Building is redeveloped for Adaptive Reuse and/or demolished for redevelopment with New Buildings).</div> <div>(D) Woonerf #5. In the event that a portion of Building 2A, Building 2B, Building 3A or Building 3B that has frontage on the Woonerf #5 as generally depicted on <u>[Sheet RZ-02]</u> is redeveloped for Adaptive Reuse (but not triggered upon reuse by a tenant or user in predominantly "as-is" condition), then a portion of such Woonerf #5 shall be installed to connect such redeveloped portion to internal private streets, driveways, and/or parking areas (such internal private streets,</div>	<div>driveways and/or parking areas being allowed for connectivity in an interim condition until greater than 50% of the applicable Building is redeveloped for Adaptive Reuse and/or demolished for redevelopment with New Buildings).</div> <div>e. Streetscape Improvements for Exterior Streets/Roads; Sylvania Extension.</div> <div>(i) Reference is made to <u>[Sheets RZ-03 and RZ-04]</u> for proposed streetscape improvements to be undertaken with respect to Site edges adjacent to Statesville Avenue, Woodward Avenue, Graham Street, the existing portion of Sylvania Avenue and the proposed extension of Sylvania Avenue. It is contemplated that the streetscape improvements described therein will be completed as part of the Phase III Improvements requirements referenced in Section 4.1 above, and they are not required as part of the Phase I Development nor Phase II Development.</div> <div>(ii) With respect to redevelopment for New Buildings located within Area A and Area E along Statesville Avenue and Area C and Area D along Graham Street, for new development sites having greater than 100 feet of road frontage along such roads, Petitioner will install the applicable streetscape improvements generally depicted on <u>[Sheets RZ-03 & 04]</u> prior to issuance of the first certificate of occupancy for such New Building.</div> <div>(iii) In addition, the special site and regulatory conditions and Adaptive Reuse nature of the development contemplated by this Rezoning Petition may dictate that adjustments be made to the cross-sections and streetscape improvements design for such Phase III Improvements set forth on <u>[Sheets RZ-03 and RZ-04]</u> and such adjustments will be made in coordination with and subject to the approval of the Planning Director, or designee, and CDOT during the design development phase associated with the Phase III Development and Phase III Development Improvements.</div> <div>(iv) Similarly, reference is made to the Tree Ordinance Alternative Compliance MOU (as defined below) by which in light of the special site and regulatory conditions and the Adaptive Reuse nature of the development the Petitioner shall comply with alternative compliance provisions as to "Perimeter Tree Planting". Accordingly, adjustments may be made to the cross-sections and streetscape improvements design set forth on <u>[Sheets RZ-03 and RZ-04]</u> in connection with the Tree Ordinance Alternative Compliance MOU as relates to the Phase III Improvements.</div> <div>(v) Sylvania Avenue shall be extended from Graham Street to Statesville Avenue as generally depicted on <u>[Sheet RZ-02]</u> upon the occurrence of both the approval for construction of the railroad crossing on Sylvania Avenue and redevelopment for Adaptive Reuse or new development of greater than 50% of Buildings 2A and 3A; provided however, it is understood that as to the extension of Sylvania Avenue streetscape improvements related to Sylvania Avenue, such improvements will be made along the northerly right of way margin as part of development of the Site but not on the southerly margin until the southerly right of way perimeter is installed as the property south of the Site is developed, and such southerly improvements shall be the responsibility of other parties. It is understood that the form of portion of the northerly right of margin improvements for Sylvania Avenue shall at a minimum be as generally depicted and referenced as "Minimum Northerly Sylvania Connection Standards" on <u>[Sheet RZ-04]</u>, unless CDOT and the Planning Director, or designee, otherwise approve different such standards in response to site constraints such as abrupt changes in topography, implications arising from the railroad conditions, brownfields regulations or otherwise as deemed appropriate such as to introduce innovative or new streetscape design features.</div> <div>6. Design Standards and Setbacks:</div> <div>a. Buffer/Yards; Screening & Open Space:</div> <div>(i) Above ground backfill and preventers will be screened from public view and will be located outside of the required setbacks per this conditional plan.</div> <div>(ii) Dumpster areas and recycling areas will be enclosed by a solid wall or fence with one side being a decorative gate. The wall or fence used to enclose the dumpster will be architecturally compatible with the building materials and colors used on the principal building.</div> <div>(iii) Open Space shall be provided in the areas as generally depicted on <u>[Sheet RZ-01 and RZ-02]</u> (including those within the "yellow outlined areas") and shall be used to meet the open space requirements for office uses in New Buildings. Urban Open Space may include a combination of the following features: raised planters, seat walls, benches, outdoor dining, displays of art, water features, play amenities, specialty pavers, movable seating, informal furnishings, or other similar features or amenities that encourage people to gather.</div> <div>b. Existing Buildings. The following standards shall apply to all Adaptive Reuses of the Existing Buildings:</div> <div>(i) Renovation of Existing Building(s) shall have fenestration through vision glass, doors or active outdoor spaces along 30% of the building side that fronts the public right-of-way or private street between two (2) feet and eight (8) feet of the ground floor. If the building architecture or site prohibits meeting the above condition, Planning Director or designee may approve alternative approaches.</div> <div>(ii) Utilities associated with existing buildings or adaptive reuse of existing buildings may remain in their current form, located and/or be replaced in like kind in a comparable manner.</div> <div>c. New Buildings. The following standards shall apply to all New Buildings constructed on the Site:</div> <div>(i) New Buildings fronting Statesville Avenue and Woodward Avenue shall not have parking between the building and the street. Parking shall be permitted to the side of the building.</div> <div>(ii) New Buildings fronting Graham Street and Sylvania Avenue may have parking, maneuvering and loading between the building and the street limited to one bay.</div> <div>(iii) Decorative louvers, grillwork, or panels shall be utilized to screen cars from view on all facades facing public streets.</div> <div>(iv) Proposed parking decks(s) in [Development Area "C"] generally depicted on <u>[Sheet RZ-02]</u> shall be permitted without active ground floor use. Unless regarding and/or significant site work is completed and creates an opportunity for a relationship between the building and the proposed Connection D, in which case, 50% of the ground floor frontage shall have active use.</div> <div>(v) New Building heights shall not exceed 180 feet. New Buildings located on and fronting Woodward Avenue, Statesville Avenue, Graham Street and Sylvania Avenue taller than 70 feet will have a building step-back approximate to the predominate height of the historic existing buildings on the site that is a minimum of 10' deep. This standard does not apply to New Buildings developed at the center of the site that are not located on the setback of the above noted streets.</div> <div>(vi) New Buildings principally for residential uses ("Residential Buildings") will have a four (4) foot transition zone between the sidewalk or a multi-use trail provided along public streets or proposed public streets and the building. The principle building will not be allowed to be located in the four (4) foot transition zone, however, stoops, porches, steps, rails, and similar items may be located within the transition zone.</div> <div>(vii) Residential Building(s) entrances shall be at or slightly above grade (individual unit entrances will be located a minimum of one (1) to two (2) feet above grade), and shall be highly visible and architecturally treated as prominent pedestrian entrances through a combination of at least five (5) of the following features: (1) decorative pedestrian light fixtures; (2) arched or vaulted details carried through to upper stories; (3) covered porches, canopies, awnings or sunshades; (4) arcwalks; (5) transom windows; (6) terraced or raised planters that can be utilized as seat walls; (7) common outdoor seating enhanced with specialty details, paving, landscaping or water features; (8) double doors; (9) stoops or stairs; and/or (10) contrasting pavement from primary sidewalk.</div> <div>(viii) New building with non-residential facades, excluding parking decks located in [Development Area C], fronting on public streets or proposed private connections generally depicted on <u>[Sheet RZ-02]</u> shall include a minimum of 60% transparent glass between two feet (2) and eight feet (8) on the first floor. Shadow boxes or window graphics may be utilized behind transparent glass to screen bathrooms, back of house or kitchens, but may not exceed more that 20% of the total required building transparency requirement. Multi-story buildings shall have a minimum upper story transparency of 20% per floor.</div> <div>(ix) The scale and massing of multi-tenant non-residential or Residential Buildings longer than 150 feet along a street or proposed private connections generally depicted on <u>[Sheet RZ-02]</u> shall be minimized by utilizing a combination of the following options: (1) varied roof lines through the use of slopes, modulated buildings heights, gables, dormers or innovative architectural solutions; (2) building corners to provide visual interest at the pedestrian level as well as to differentiate roof lines or highlight ground floor uses; (3) horizontal and vertical variations in wall planes; and/or (4) architectural protrusion; and/or (5) architectural recess or projections with a minimum offset of 15 feet by 15 feet that extend from the adjacent building.</div> <div>(x) Principle entrances for all New Buildings will be connected via a sidewalk to adjacent public streets or proposed private connections generally depicted on <u>[Sheet RZ-02]</u>.</div> <div>(xi) Between the New Building(s) principally used for non-residential uses and the sidewalk there shall be a transition zone. For such uses the transition zone may be a wider sidewalk, artwork, outdoor dining, artwork, bike racks, and landscaping or streetscape amenities.</div> <div>(xii) With respect to New Buildings, utilities shall be screened and shall not be visible from the public streets; this includes, mechanical and electrical equipment, utility meters, dumpsters, and backflow preventers. Utilities should be out of the setback, located either to the side or rear of a building. Utilities are permitted in the setback if they are underground. No permanent fencing shall be located between the building and the public street subject to the Planning Director or designee's approval.</div> <div>d. Setbacks: Existing Buildings shall be exempt for setback requirements. New Buildings will adhere to a 20 foot setback measured from existing or future back of curb on public and private streets. A 16 foot setback as measured from the edge of travel lane shall be provided for new buildings on woonerfs.</div> <div>7. Environmental Features:</div> <div>a. The Petitioner shall comply with the Charlotte City Council approved Post Construction Ordinance.</div> <div>b. The Site will comply with the Tree Ordinance, provided, however, such compliance may be in accordance with that certain Memorandum of Understanding regarding alternative compliance dated 12/15/2017 titled "Tree Ordinance Alternative Compliance MOU" whereby certain matters regarding alternative compliance with the Tree Ordinance provisions based on the unique nature of this project redevelopment.</div> <div>c. Urban Open Space shall be provided in the areas as generally depicted on <u>[Sheet RZ-01 and RZ-02]</u> (including those within the "yellow outlined areas") and shall be used to meet the open space requirements for office uses in New Buildings. Urban Open Space may include a combination of the following features: raised planters, seat walls, benches, outdoor dining, displays of art, water features, play amenities, specialty pavers or other similar features or amenities that encourage people to gather.</div> <div>d. A minimum of 1.5 acres of open space shall be provided.</div> <div>8. Signage & Signage Optional Variations:</div> <div>The UMUD signage standards may be modified to allow a signage system for the Site that accounts for the unique nature of this signature mixed use project consisting of Adaptive Reuses of the most of the Existing Buildings in a large urban setting and helps to create a vibrant sense of place while encouraging and connectivity among uses. Accordingly, all signage associated with the Site shall conform to Section 13.108(a) of the Ordinance with the exception of the following Optional Provisions that allow variations to such standards:</div> <div>a. Optional Provision: Allowable Sign Types. As an Optional Provision, allowable signage types may include all detached and attached signs permitted under Chapter 13 of the Ordinance together with the following additional signage types:</div> <div><ul style="list-style-type: none">computer programmable L.E.D. systems with full-color, full-matrix and/or digital display;full color outdoor video display;signs with movable parts (signs with parts that revolve, adjust, are interactive or are similar in nature to artwork);movie type projected images from either direct projection or rear screen projection;murals/artwork;sculpture signs;landscape wall signs (landscape walls are low walls associated with landscape features or amenity areas);banners hung on a supporting structure or above a pedestrian or vehicular connection on public streets or proposed connections;water towers & shipping container and accessory structure signs; andother such signs having substantially the same characteristics as the foregoing or developed in response to innovative technology;</div> <div>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.</div> <div>b. Optional Provision: Applicability Visible Signs/Internal Signs. The following Optional Provisions governing signs set forth in subsections c., d. and e. below shall apply only to those signs ("Visible Signs") that are visible from the existing public rights of way at grade and within 300' of the existing back of curb on Sylvania Avenue, Statesville Avenue, Graham Street and Woodward Avenue. Except as limited by the provisions of subsection a. above, all other allowable signs not visible ("Internal Signs") from the existing public rights of way at grade and within 300' of the existing back of curb on Sylvania Avenue, Statesville Avenue, Graham Street and Woodward Avenue shall be permitted without regard to the provisions of subsections c., d. and e. below nor the provisions of Section 13.108(a) of the Ordinance.</div> <div>c. Optional Provision: Visible Building and Wall Signs. The following Optional Provisions shall apply to all Visible Signs (but not Internal Signs) that are building and wall signs which shall refer to all signs located on, projecting or extending from and/or located on the parapet wall or roof of a building. This includes, without limitation, all signage on walls, parapets, roofs, awnings or canopies, project identification, marquee, display, directional or address information greater than five square feet, and/or window graphics subject to the size limitations set forth below.</div> <div>(i) The maximum aggregate amount of signage area per building side for all types of wall signs shall not exceed the lesser of: (A) square footage equal to three (3) X (times) the linear foot length of the building's public or private street frontage per building side (e.g. if a building has street frontage of 1,000 linear feet then the maximum square footage for this item (i) shall be 3,000 square feet), or (B) 2,000 square feet.</div> <div>(ii) The maximum size of each individual wall sign, excluding digital display or LED signs referenced in item (iii) below, shall be 500 square feet, except that each building wall may have one (1) such sign of greater than 500 feet but not to exceed up to 1,000 square feet, subject to the aggregate maximum size limitations per wall set forth in item (i) above.</div> <div>(iii) Digital display or LED wall signs may be up to [150] square feet in size, subject to the aggregate maximum size limitations per wall set forth in item (i) above.</div> <div>(iv) Signage may project from a building face up to 5 feet and may extend above and/or beyond the parapet or roof of a building by 3 feet, provided that such projecting signs are over 9 feet in height above grade measured from the base of the sign. The area of projecting signs and the parapet (or extent as set forth below) the rear mounted signs shall be included within and calculated as part of the maximum aggregate area and the size per individual sign limitations set forth in items (i) and (ii) above. A projecting sign may be located on any building wall. One roof mounted sign is permitted per building but does not count toward the maximum aggregate sign area set forth in item (i) above.</div> <div>d. Optional Provision: Visible Detached Signs. The following Optional Provisions shall apply to all Visible Signs (but not Internal Signs) that are detached signs, which shall refer to all ground mounted and/or free standing signs as well as signage applied to accessory structures, shipping containers, landscape walls or similar structures, subject to the size limitations set forth below.</div> <div>(i) The maximum height for large detached signs shall be twenty-five (25) feet and the maximum size of such detached signs shall not exceed 250 square feet. 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. Such detached signs may be placed in the required setbacks as long as they do not block sidewalks.</div> <div>(ii) The maximum height for small detached signs shall be ten (10) feet and the maximum size of such detached signs shall not exceed 50 square feet. The maximum number of small detached signs permitted in the aggregate shall not exceed eight (8) such signs nor greater than three (3) such detached signs on any such street. Such detached signs may be placed in the required setbacks as long as they do not block sidewalks.</div> <div>e. Optional Provision: General Sign Provisions for Visible Signs. The following general sign provisions apply to Visible Signs (but not to Internal Signs):</div> <div>(i) Illumination. All signs shall be indirectly illuminated. Internally illuminated signs (not including LED or neon signs) are not permitted;</div> <div>(ii) Temporary signs. Any temporary sign shall not be calculated as a part of the maximum allowable wall signage area nor individual sign size limitations set forth in subsection b. above; otherwise, such signs are subject to the UMUD</div>	<div>standards of Section 13.108(a).</div> <div>(iii) Artwork/Murals/Sculptures. Artwork, such as but not limited to murals, may be painted directly onto the building facades or digitally printed on an acrylic or vinyl type material and permanently applied to facades of buildings and thereon shall not be calculated as a part of the maximum allowable wall signage area nor individual sign size limitations set forth in subsection b. above.</div> <div>(iv) Lighting Deemed Not Signs & Allowed. Lighting on the Site or buildings/structures thereon are not considered to be signage under the Ordinance nor this Rezoning Petition, provided, however, in addition to other provisions of these Development Standards addressing lighting, it is understood that lighting will be a design element for the project, and as such any type of lighting, such as but not limited to accent lighting, T-volt type lighting, neon lights, colored lights, attached lighting, major or minor projecting lighting, light beams of any color and lampost lighting may be utilized on the Site. Any lighting on the Site shall not be calculated as a part of the maximum allowable wall signage area nor individual sign size limitations set forth in subsection b. above. In addition, year-round decorative lighting may be attached to trees on the Site and/or within abutting rights-of-way subject to any necessary approval from the appropriate governmental entity.</div> <div>(v) Existing Water Tower. The existing water tower on the Site may be used for wall signs or artwork and shall not be subject to maximum wall sign limitations set forth above. The existing water tower shall not be expanded for the purpose of providing additional signage.</div> <div>9. Lighting:</div> <div>a. All new detached and attached lighting shall be full cut-off type lighting fixtures excluding lower, decorative lighting that may be installed along the driveways, sidewalks, and parking areas.</div> <div>b. Detached lighting on the Site will be limited to 26 feet in height.</div> <div>c. Pedestrian lighting shall be provided along public streets and the private network streets generally depicted on the Rezoning Plan and will complement other lighting.</div> <div>10. Workforce Housing.</div> <div>The Petitioner, or assigns, recognizes that transformative communities with exceptional livability are benefited by a variety of housing opportunities to promote a vibrant community accessible to residents who will make up the broad-based workforce associated with the community vision for the area. Accordingly, Petitioner agrees to the following commitments:</div> <div>a. Phase I Workforce Housing Commitment. 60 workforce housing residential rental units (the "Phase I & II Commitment") and reflecting 7% of the available multifamily dwelling units entitlement permitted under the Phases I & II Development) will be provided prior to the issuance of certificates of occupancy for greater than 850 residential dwelling units as part of the residential development allowed in Phases I & II set forth in Table 3.e. above. The Phase I & II Housing Commitment will be subject to and based on approval by applicable governmental entities of an appropriate tax credit housing grants pursuant to North Carolina Housing Finance Agency, other possible public funding support in the form of tax increment grants and/or other such workforce housing funding vehicles ("Tax Credit/Housing Support Vehicles") associated with such commitment. The Phase I & II Housing Commitment will provide that the designated workforce/affordable housing rental units maintain monthly rents that are income restricted for households earning 80% or less of the area median income, for a period of not less than 15 years after occupancy, or some other metric mutually acceptable to the Petitioner, or assigns, and the City of Charlotte Neighborhood Development Department. Petitioner, or assigns, including without limitation experienced providers of workforce/affordable housing, will use diligent good faith efforts to comply in a timely manner with the Phase I & II Housing Commitment (including approval of an appropriate Tax Credit/Housing Support Vehicle(s)).</div> <div>b. Additional Phase Workforce Housing Commitment. Petitioner, or assigns, including without limitation experienced providers of workforce housing, commit that 7% of the total number of residential dwelling units built in connection with Phase III (the "Phase III Housing Commitment") will consist of residential rental dwelling units that maintain monthly rents that are income restricted for households earning 80% or less of the area median income, for a period of not less than 15 years after occupancy, or some other metric mutually acceptable to the Petitioner, or assigns, and the City of Charlotte Neighborhood Development Department. It is understood that the Phase III Housing Commitment will be subject to and based upon approval of applicable Tax Credit/Housing Support Vehicle(s)).</div> <div>11. Amendments to the Rezoning Plan:</div> <div>a. Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners of the portion of the Site affected by such amendment in accordance with the provisions of Chapter 6 of the Ordinance.</div> <div>12. Binding Effect of the Rezoning Application:</div> <div>a. If this Rezoning Petition is approved, all conditions applicable to the development of the Site imposed under the Rezoning Plan will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site and their respective heirs, devisees, personal representatives, successors in interest or assigns.</div>
<div>DATE: 27 FEBRUARY 2017</div> <div>DESIGNED BY:</div> <div>DRAWN BY:</div> <div>CHECKED BY:</div> <div>Q.C. BY:</div> <div>SCALE: AS SHOWN</div> <div>PROJECT #: 1016320</div> <div>SHEET #:</div> <div>RZ-N2</div> <div>REVISIONS:</div> <div>1. 04-12-2017 - 2ND REZONING SUBMITTAL</div> <div>2. 05-18-2017 - 3RD REZONING SUBMITTAL</div> <div>3. 06-19-2017 - 4TH REZONING SUBMITTAL</div> <div>4. 07-19-2017 - 5TH REZONING SUBMITTAL</div> <div>5. 08-19-2017 - 6TH REZONING SUBMITTAL</div> <div>6. 09-19-2017 - 7TH REZONING SUBMITTAL</div> <div>7. 10-19-2017 - 8TH REZONING SUBMITTAL</div> <div>8. 11-19-2017 - 9TH REZONING SUBMITTAL</div> <div>9. 12-19-2017 - 10TH REZONING SUBMITTAL</div> <div>10. 01-19-2018 - 11TH REZONING SUBMITTAL</div> <div>11. 02-19-2018 - 12TH REZONING SUBMITTAL</div> <div>12. 03-19-2018 - 13TH REZONING SUBMITTAL</div> <div>13. 04-19-2018 - 14TH REZONING SUBMITTAL</div> <div>14. 05-19-2018 - 15TH REZONING SUBMITTAL</div> <div>15. 06-19-2018 - 16TH REZONING SUBMITTAL</div> <div>16. 07-19-2018 - 17TH REZONING SUBMITTAL</div> <div>17. 08-19-2018 - 18TH REZONING SUBMITTAL</div> <div>18. 09-19-2018 - 19TH REZONING SUBMITTAL</div> <div>19. 10-19-2018 - 20TH REZONING SUBMITTAL</div> <div>20. 11-19-2018 - 21TH REZONING SUBMITTAL</div> <div>21. 12-19-2018 - 22TH REZONING SUBMITTAL</div> <div>22. 01-19-2019 - 23TH REZONING SUBMITTAL</div> <div>23. 02-19-2019 - 24TH REZONING SUBMITTAL</div> <div>24. 03-19-2019 - 25TH REZONING SUBMITTAL</div> <div>25. 04-19-2019 - 26TH REZONING SUBMITTAL</div> <div>26. 05-19-2019 - 27TH REZONING SUBMITTAL</div> <div>27. 06-19-2019 - 28TH REZONING SUBMITTAL</div> <div>28. 07-19-2019 - 29TH REZONING SUBMITTAL</div> <div>29. 08-19-2019 - 30TH REZONING SUBMITTAL</div> <div>30. 09-19-2019 - 31TH REZONING SUBMITTAL</div> <div>31. 10-19-2019 - 32TH REZONING SUBMITTAL</div> <div>32. 11-19-2019 - 33TH REZONING SUBMITTAL</div> <div>33. 12-19-2019 - 34TH REZONING SUBMITTAL</div> <div>34. 01-20-2020 - 35TH REZONING SUBMITTAL</div> <div>35. 02-20-2020 - 36TH REZONING SUBMITTAL</div> <div>36. 03-20-2020 - 37TH REZONING SUBMITTAL</div> <div>37. 04-20-2020 - 38TH REZONING SUBMITTAL</div> <div>38. 05-20-2020 - 39TH REZONING SUBMITTAL</div> <div>39. 06-20-2020 - 40TH REZONING SUBMITTAL</div> <div>40. 07-20-2020 - 41TH REZONING SUBMITTAL</div> <div>41. 08-20-2020 - 42TH REZONING SUBMITTAL</div> <div>42. 09-20-2020 - 43TH REZONING SUBMITTAL</div> <div>43. 10-20-2020 - 44TH REZONING SUBMITTAL</div> <div>44. 11-20-2020 - 45TH REZONING SUBMITTAL</div> <div>45. 12-20-2020 - 46TH REZONING SUBMITTAL</div> <div>46. 01-21-2021 - 47TH REZONING SUBMITTAL</div> <div>47. 02-21-2021 - 48TH REZONING SUBMITTAL</div> <div>48. 03-21-2021 - 49TH REZONING SUBMITTAL</div> <div>49. 04-21-2021 - 50TH REZONING SUBMITTAL</div> <div>50. 05-21-2021 - 51TH REZONING SUBMITTAL</div> <div>51. 06-21-2021 - 52TH REZONING SUBMITTAL</div> <div>52. 07-21-2021 - 53TH REZONING SUBMITTAL</div> <div>53. 08-21-2021 - 54TH REZONING SUBMITTAL</div> <div>54. 09-21-2021 - 55TH REZONING SUBMITTAL</div> <div>55. 10-21-2021 - 56TH REZONING SUBMITTAL</div> <div>56. 11-21-2021 - 57TH REZONING SUBMITTAL</div> <div>57. 12-21-2021 - 58TH REZONING SUBMITTAL</div> <div>58. 01-22-2022 - 59TH REZONING SUBMITTAL</div> <div>59. 02-22-2022 - 60TH REZONING SUBMITTAL</div> <div>60. 03-22-2022 - 61TH REZONING SUBMITTAL</div> <div>61. 04-22-2022 - 62TH REZONING SUBMITTAL</div> <div>62. 05-22-2022 - 63TH REZONING SUBMITTAL</div> <div>63. 06-22-2022 - 64TH REZONING SUBMITTAL</div> <div>64. 07-22-2022 - 65TH REZONING SUBMITTAL</div> <div>65. 08-22-2022 - 66TH REZONING SUBMITTAL</div> <div>66. 09-22-2022 - 67TH REZONING SUBMITTAL</div> <div>67. 10-22-2022 - 68TH REZONING SUBMITTAL</div> <div>68. 11-</div>		



ADJACENT OWNERSHIP LISTINGS*

1. CHARLOTTE-MECKLENBURG HOUSING PARTNERSHIP INC
Tax # 07510543
Tax # 07510537
Zoning: NS
2. HEBREW CEMETERY
Tax # 07510528
Zoning: R-6
3. HEBREW CEMETERY ASSOC OF CLT
Tax # 07510620
Zoning: B-1
4. HEBREW BENEVOLENT SOCIETY OF THE CITY OF CHARLOTTE
Tax # 07510613
Zoning: B-1
5. HEBREW CEMETRY ASSOC OF CHAR
Tax # 07510611
Zoning: B-1
6. JETT ACQUISITIONS LLC
Tax # 07510607
Zoning: B-1

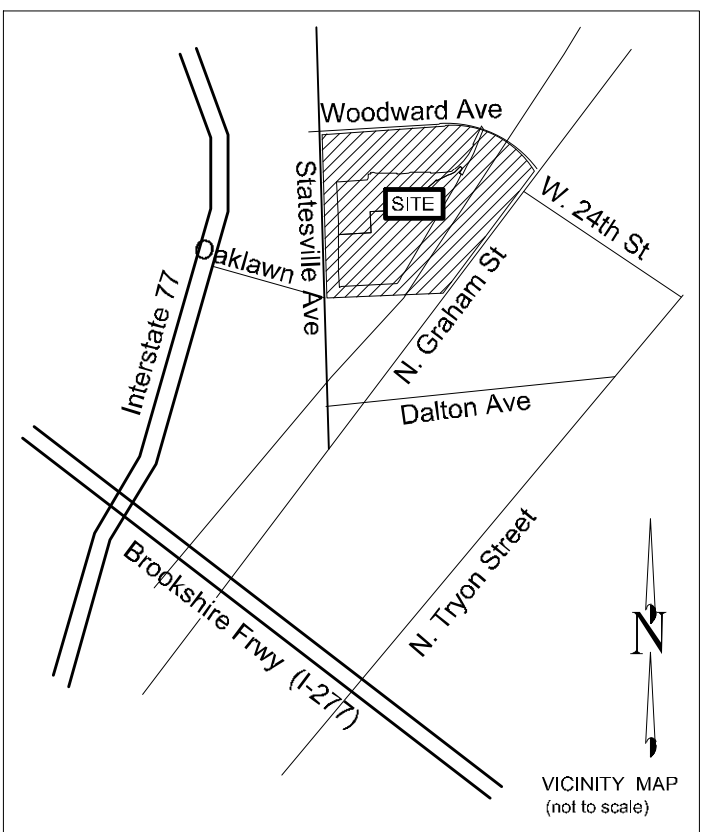
7. JETT ACQUISITIONS LLC
Tax # 07510602
Zoning: B-1
8. TDC GREENVILLE LLC
Tax # 07844101
Zoning: B-1
9. END SPOT HOLDINGS II LLC
Tax # 07909944
Zoning: I-2

*ADDITIONAL OWNERSHIP INFORMATION SHOWN ON PLAN

NOTES:
EXISTING CONDITION PLAN DERIVED FROM VARYING SOURCES (I.E. MULTIPLE SURVEYS, GIS, AERIAL RECONNAISSANCE, AND SITE OBSERVATIONS). ACTUAL SITE AND/OR CONTEXT CONDITIONS MAY VARY. TO THE FULL KNOWLEDGE OF THE PETITIONER ALL KNOWN EXISTING EASEMENTS AND ROW RESERVATIONS ARE SHOWN.

SITE INFORMATION

SITE AREA	71.81 ACRES (+/- 3,127,825.80 SQFT)
TAX PARCEL(S) INCLUDED WITHIN THE AREA TO BE REZONED	07903101, 07903102, 07903103, 07903104, 07903105, 07903106
EXISTING ZONING	INDUSTRIAL DISTRICT (I-2)
EXISTING USES	WAREHOUSE, VACANT
PROPERTY OWNERS	NEWCAMP LANDOWNER LP 97-77 QUEENS BOULEVARD, SUITE 1103 REGO PARK, NY, 11374



DATE: 27 FEBRUARY 2017
DESIGNED BY:
DRAWN BY:
CHECKED BY:
Q.C. BY:
SCALE: AS SHOWN
PROJECT #: 1016320

REVISIONS:
1. 04-12-2017 - 2ND REZONING SUBMITTAL
2. 05-18-2017 - 3RD REZONING SUBMITTAL
3. 06-19-2017 - 4TH REZONING SUBMITTAL

SHEET #:
RZ-EX

CAMP NORTH END | REZONING MIXED USE + INDUSTRIAL REHAB DEVELOPMENT

ATCO PROPERTIES & MANAGEMENT
EXISTING CONDITIONS

PETITION NO. 2017-054



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