



DATE: 27 FEBRUARY 2017
DESIGNED BY:
DRAWN BY:
CHECKED 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
4. 07-24-2017 - 5TH REZONING SUBMITTAL
5. 07-28-2017 - 6TH REZONING SUBMITTAL
6. 08-31-2017 - 7TH REZONING SUBMITTAL

SHEET #:
RZ-00

CAMP NORTH END | REZONING
MIXED USE + INDUSTRIAL REHAB DEVELOPMENT
ATCO PROPERTIES & MANAGEMENT
CONTEXT MAP

PETITION NO. 2017-054



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A FAMILY OF REAL ESTATE COMPANIES

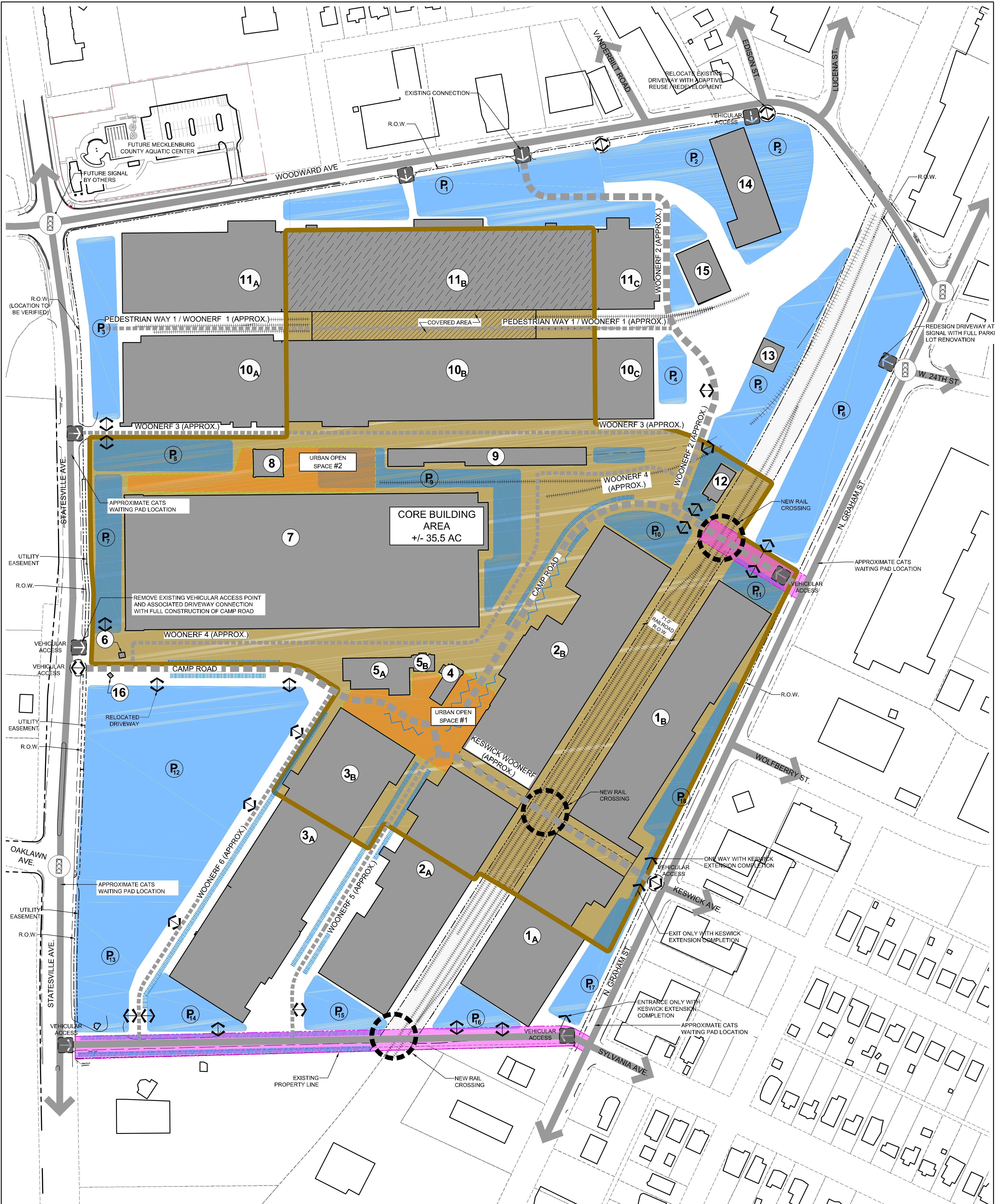


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URBAN OPEN SPACE

PROPOSED FUTURE PUBLIC ROW

EXISTING SURFACE PARKING FIELD

POTENTIAL PARALLEL ON-STREET PARKING

PROPOSED ANGLED OR HEAD-IN ON-STREET PARKING

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)

SITE DEVELOPMENT DATA:

- ACREAGE: ±72 ACRES
- TAX PARCEL IDS: 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 MAXIMUM HEIGHT AS TO NEW BUILDINGS (AS DEFINED IN THE NOTES) PORTIONS OF THE SITE (AND LOWER HEIGHTS FOR NEW BUILDINGS WITHIN THE CORE EXISTING BUILDING AREA, IF ANY, RESULTING FROM CASUALTY AND OTHER CIRCUMSTANCES DESCRIBED IN SECTION 3.D IN THE NOTES), AND UP TO 75 FEET IN HEIGHT ABOVE EXISTING GROUND FLOOR SLAB FOR EXISTING BUILDINGS (AS DEFINED IN THE NOTES) PORTION OF THE SITE. 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.

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. REFER TO SECTIONS AND NOTES FOR PRIVATE STREET SETBACK AND ROW INFORMATION.

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
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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

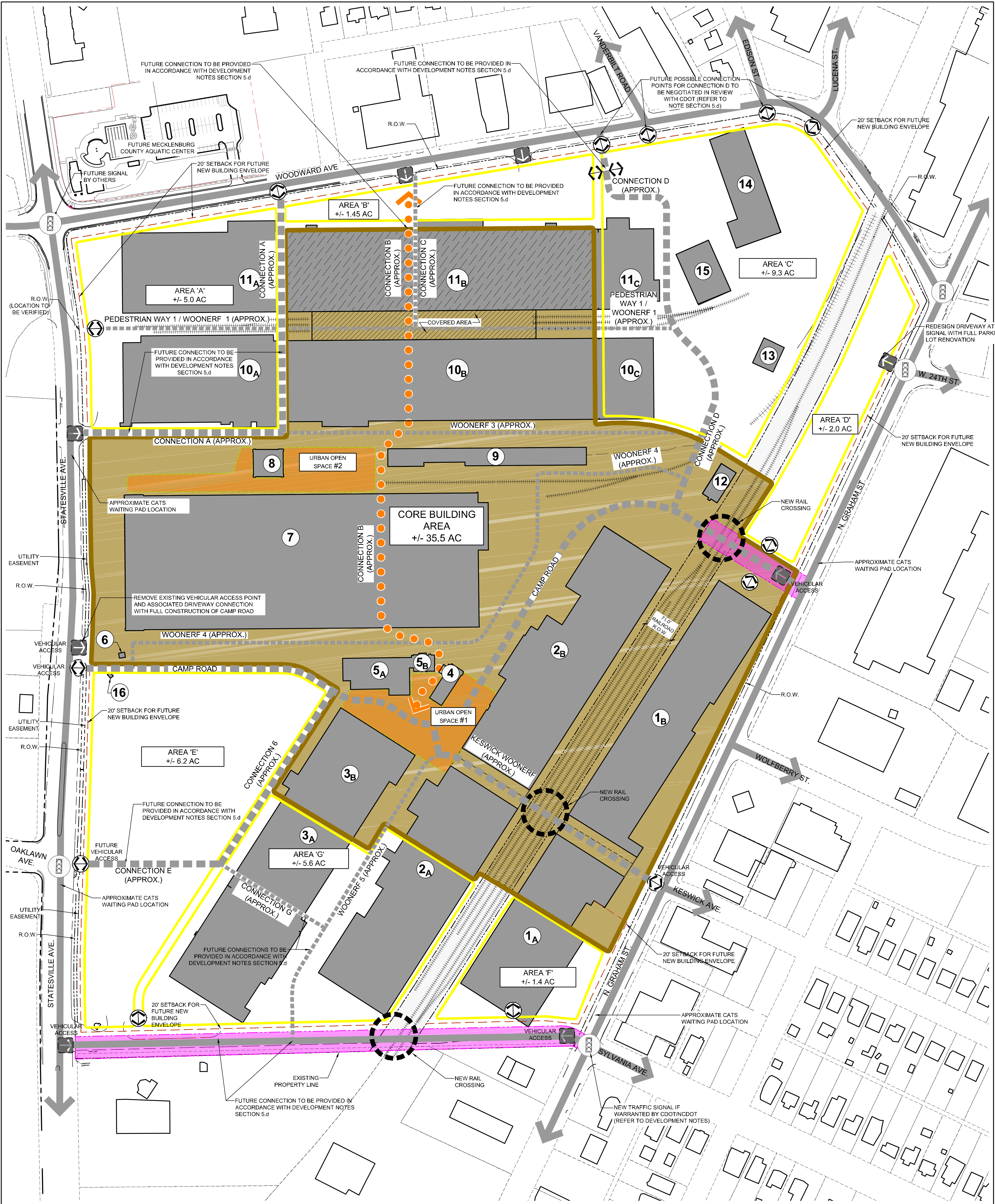
Conversion Summary:

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



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)

SITE DEVELOPMENT DATA:

-ACREAGE: 272 ACRES

-TAX PARCEL IDS: 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.

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-PARKING: AMOUNTS AS REQUIRED BY THE ORDINANCE FOR THE UMUD ZONING DISTRICT AS MODIFIED BY THE OPTIONAL PROVISIONS BELOW.

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Multi-Family Residential

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CAMP NORTH END | REZONING

MIXED USE + INDUSTRIAL REHAB DEVELOPMENT

ATCO PROPERTIES & MANAGEMENT

TECHNICAL DATA SHEET - FUTURE BUILD OUT

PETITION NO. 2017-054

WCHC

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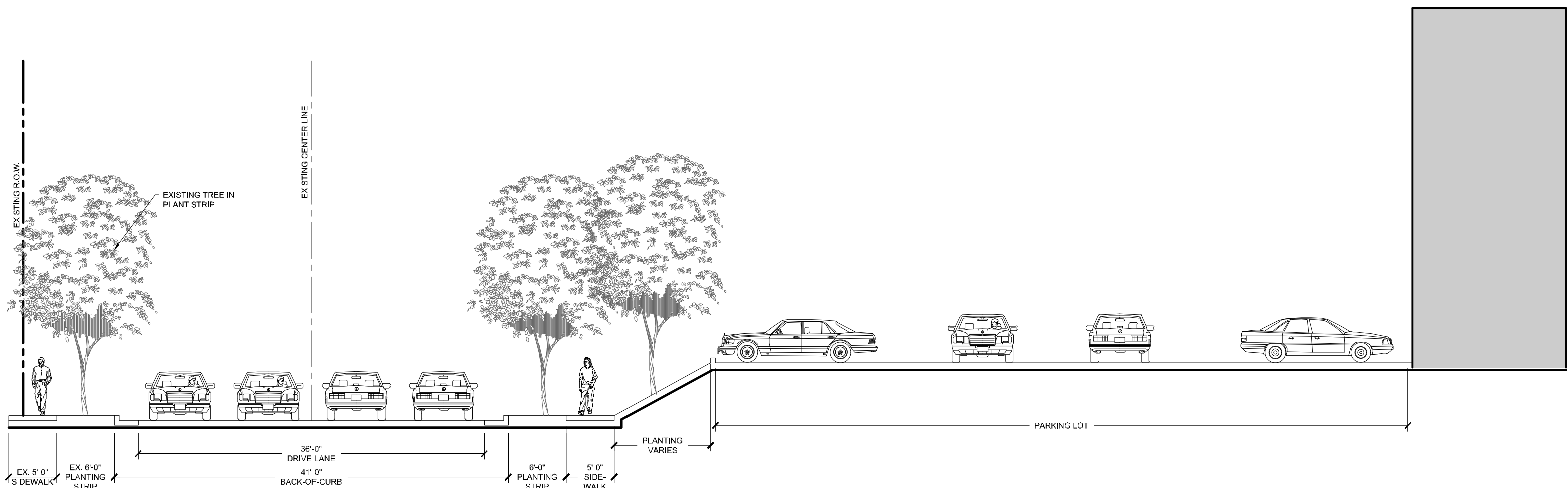
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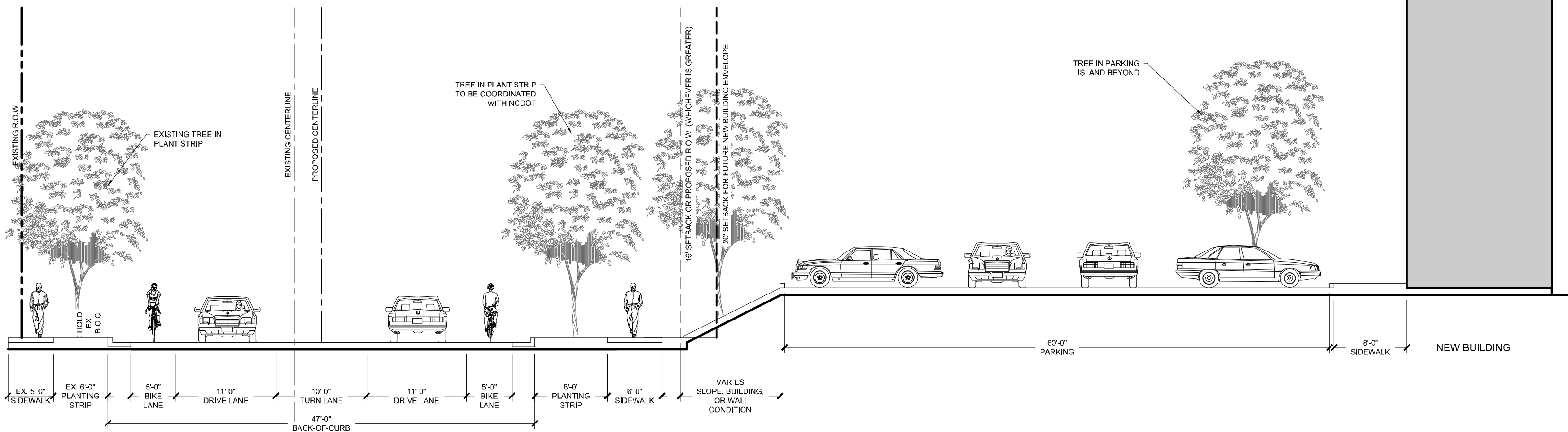
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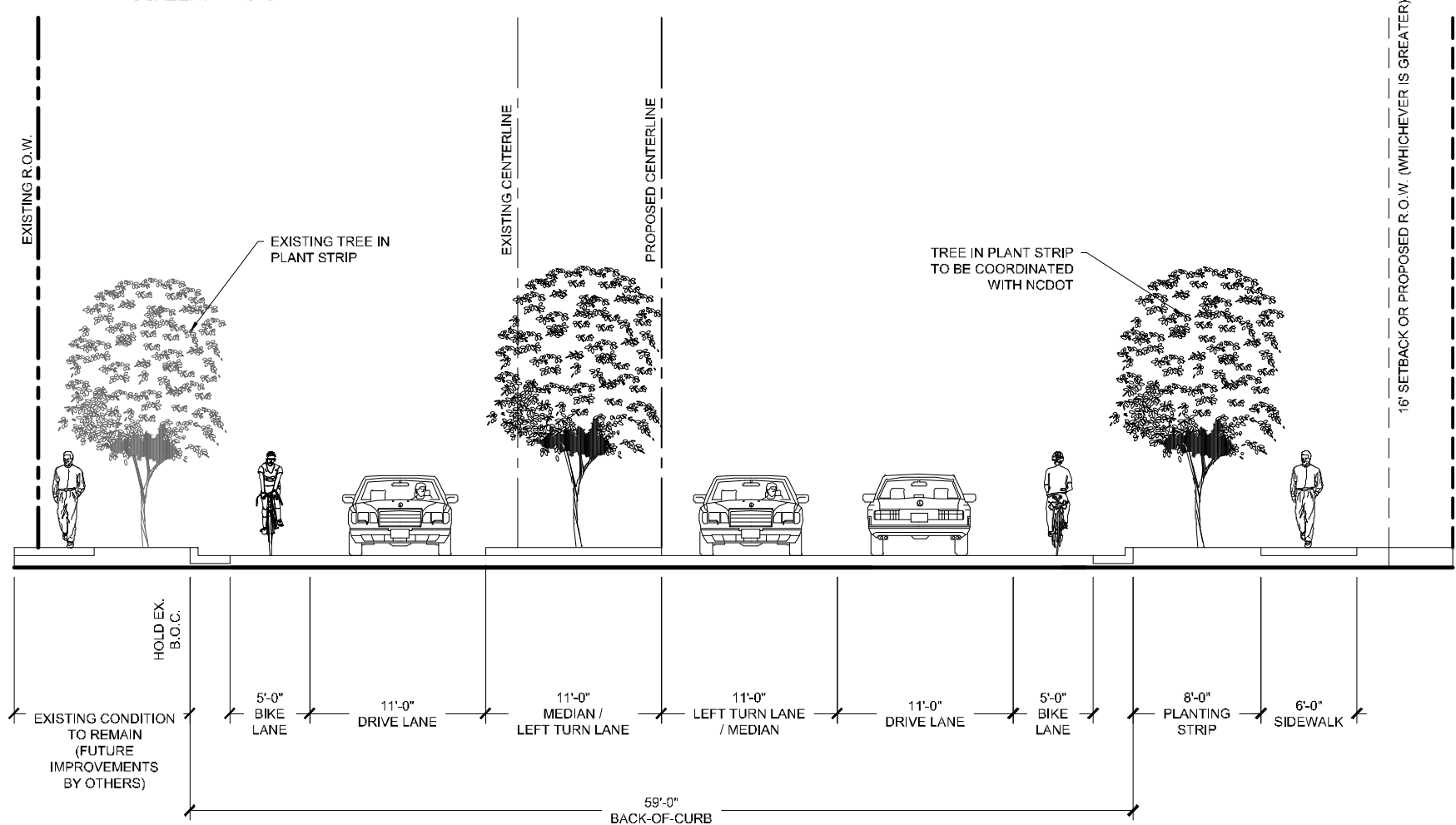
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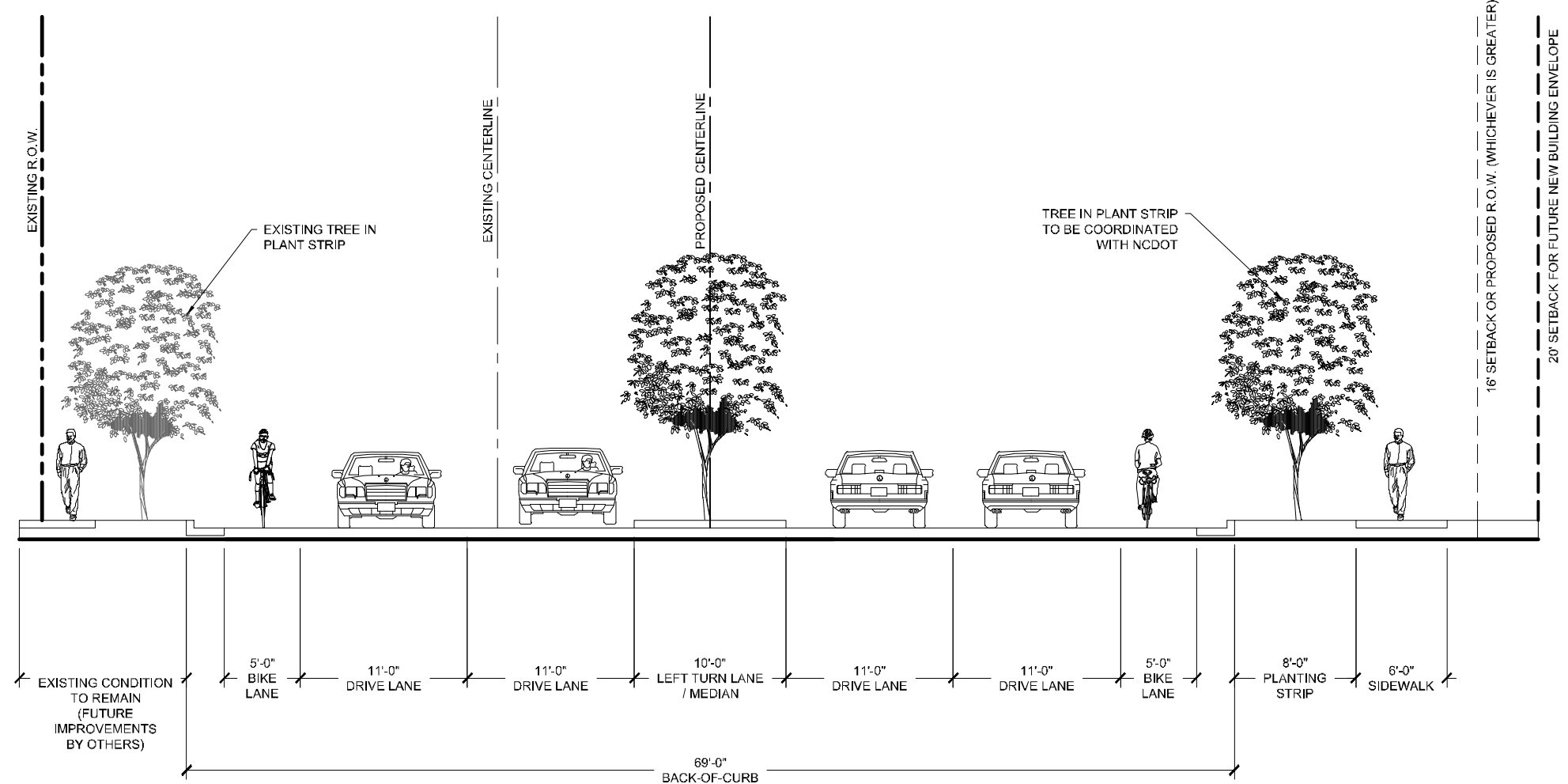
STATESVILLE AVENUE - EXISTING CONDITION
SCALE: 1" = 10'-0"



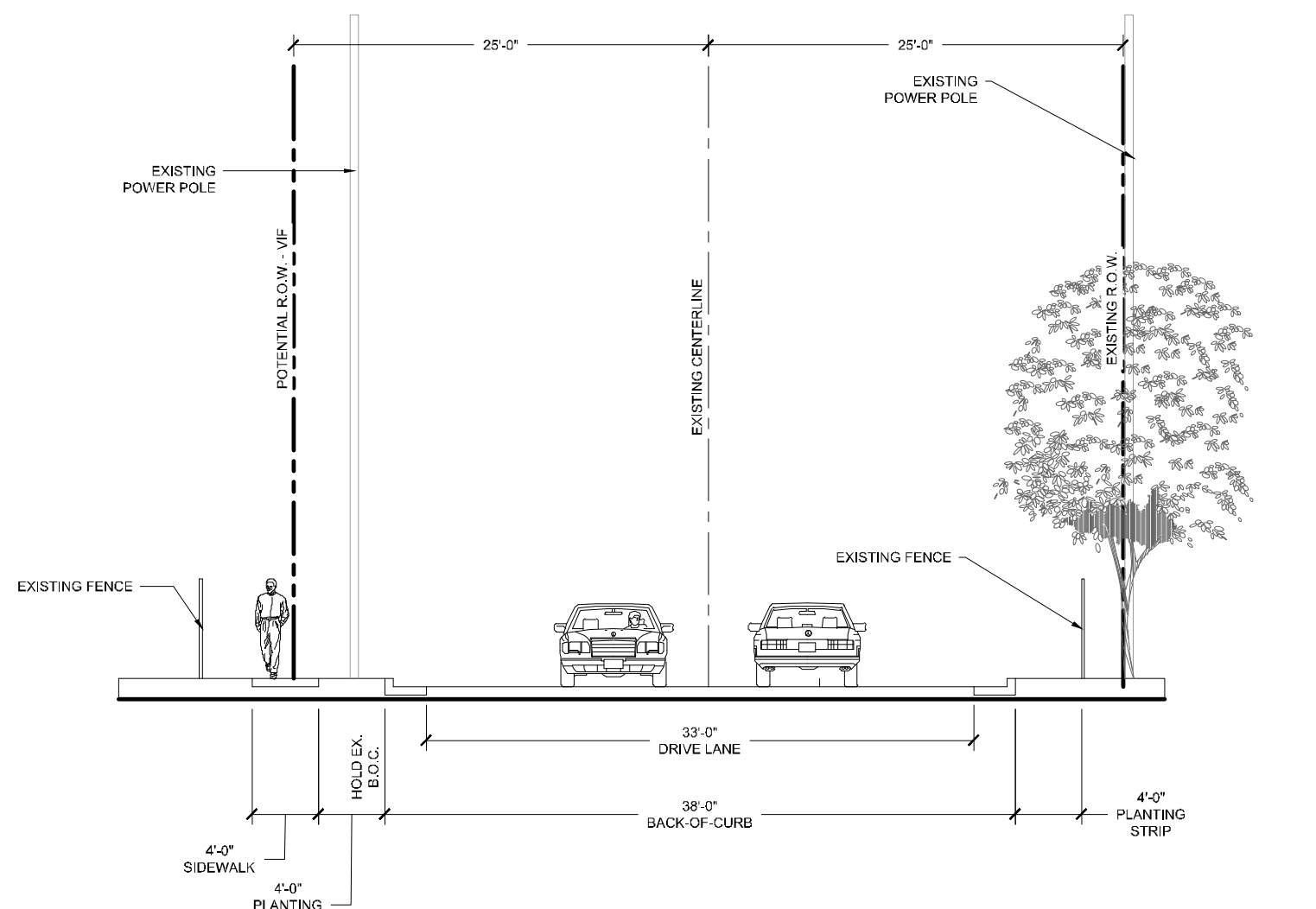
STATESVILLE AVENUE - PROPOSED CONDITION (TYPICAL)
SCALE: 1" = 10'-0"



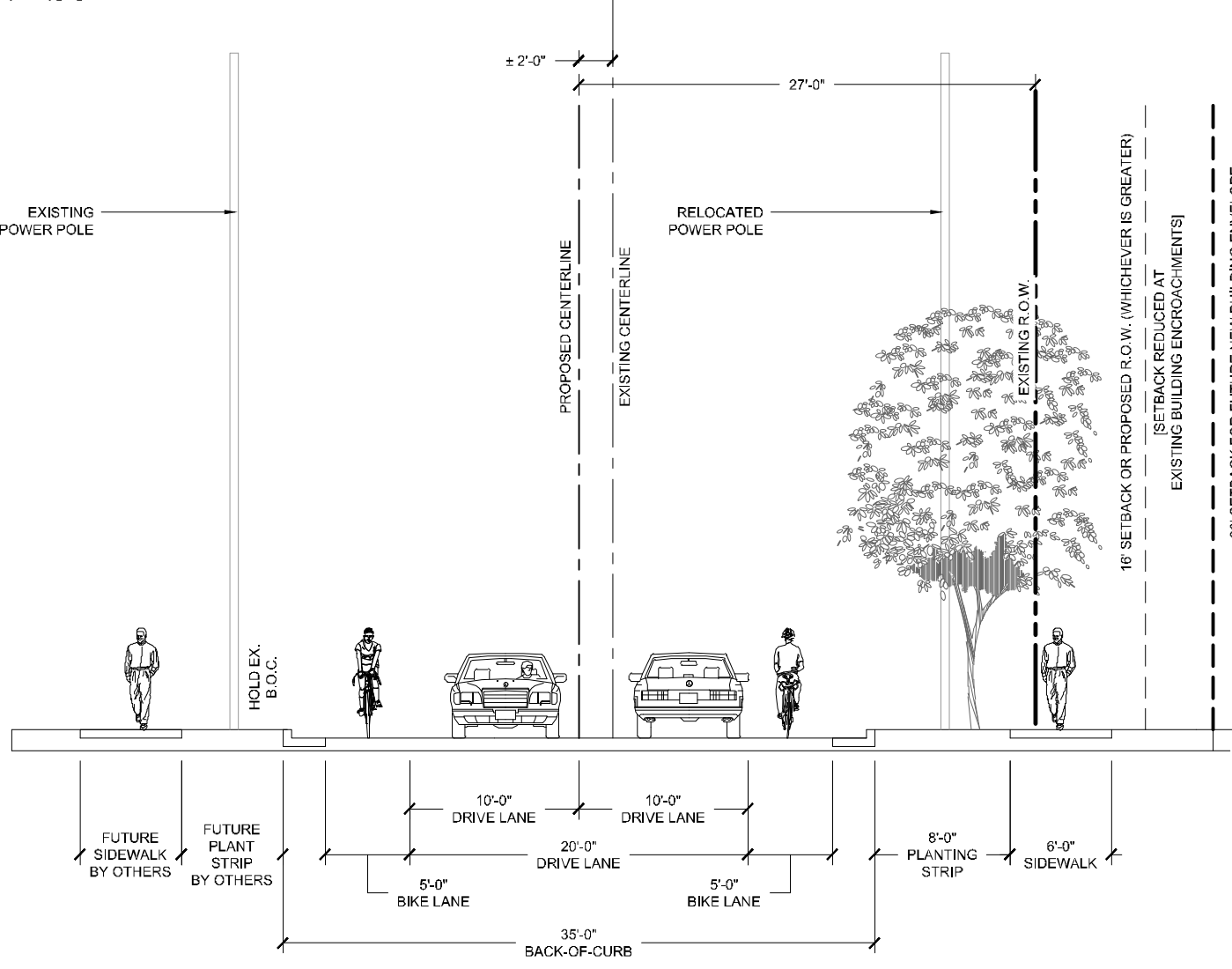
STATESVILLE AVENUE - PROPOSED TURNING CONDITION (AT OAKLAWN)
SCALE: 1" = 10'-0"



STATESVILLE AVENUE - PROPOSED ALTERNATIVE CROSS SECTION (TYPICAL)
SCALE: 1" = 10'-0"

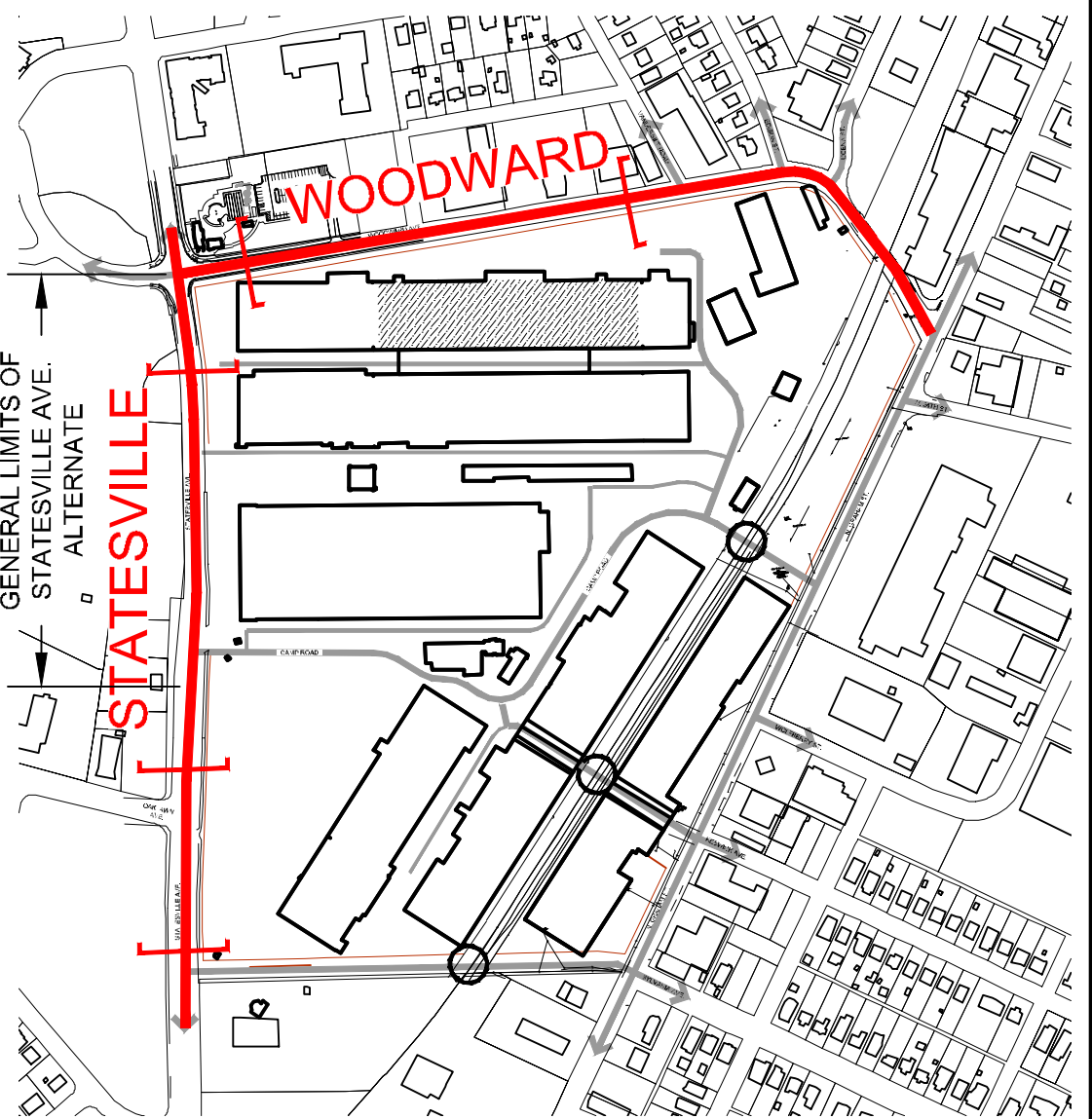


WOODWARD AVENUE - EXISTING CONDITION
SCALE: 1" = 10'-0"



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

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 4. TREES TO BE COORDINATED WITH URBAN FORESTRY/ARBORIST DURING LAND DEVELOPMENT PER TREE MOU.



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CAMP NORTH END | REZONING MIXED USE + INDUSTRIAL REHAB DEVELOPMENT

ATCO PROPERTIES & MANAGEMENT

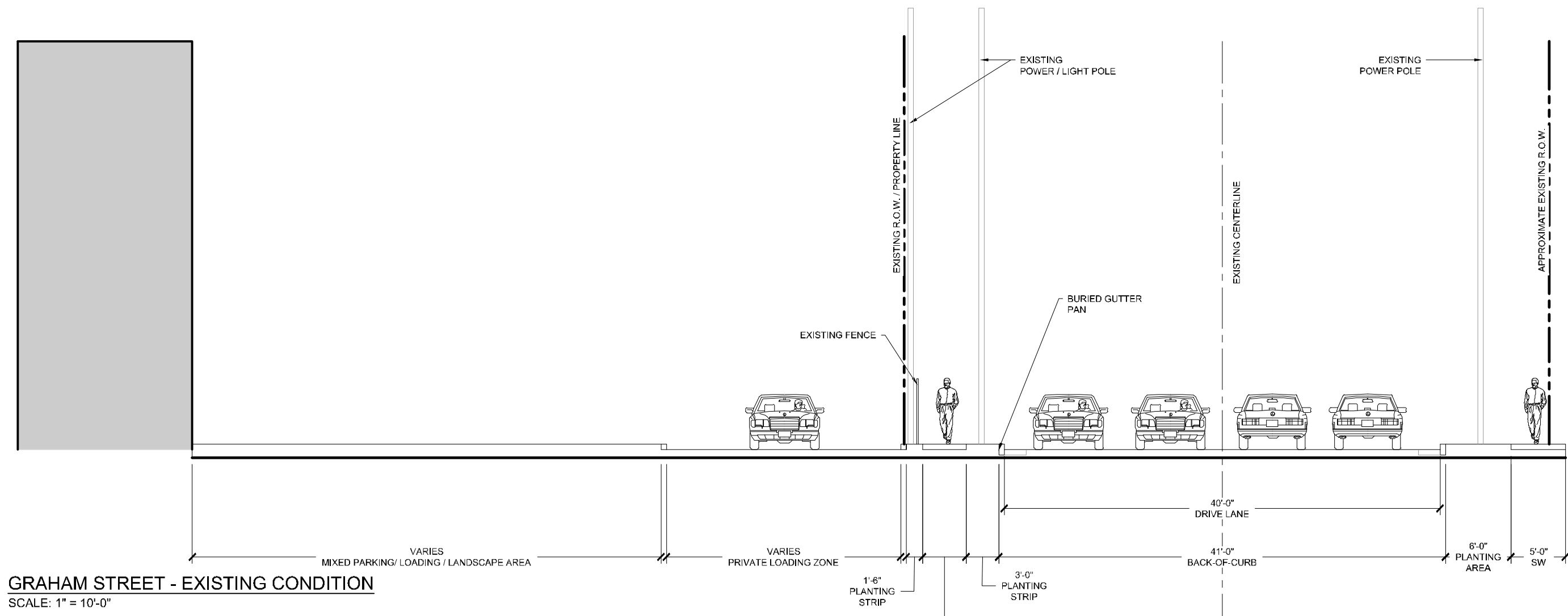
SECTIONS - STATESVILLE AND WOODWARD

PETITION NO. 2017-054

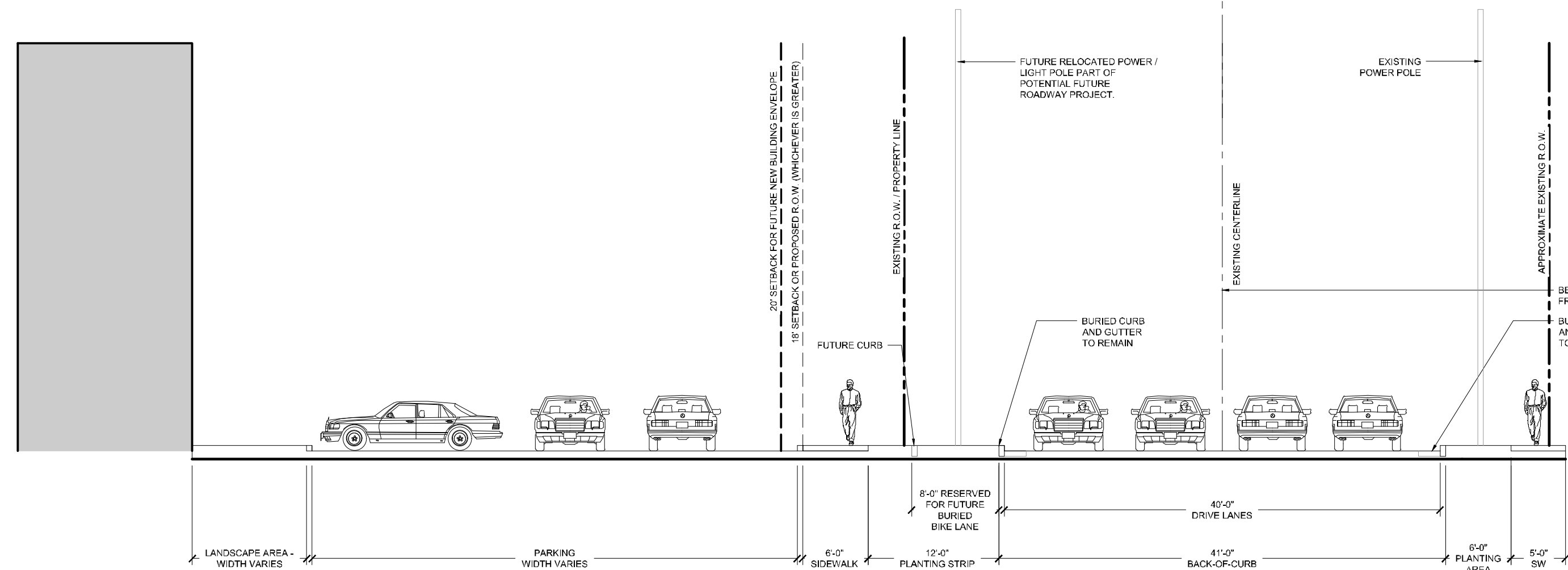


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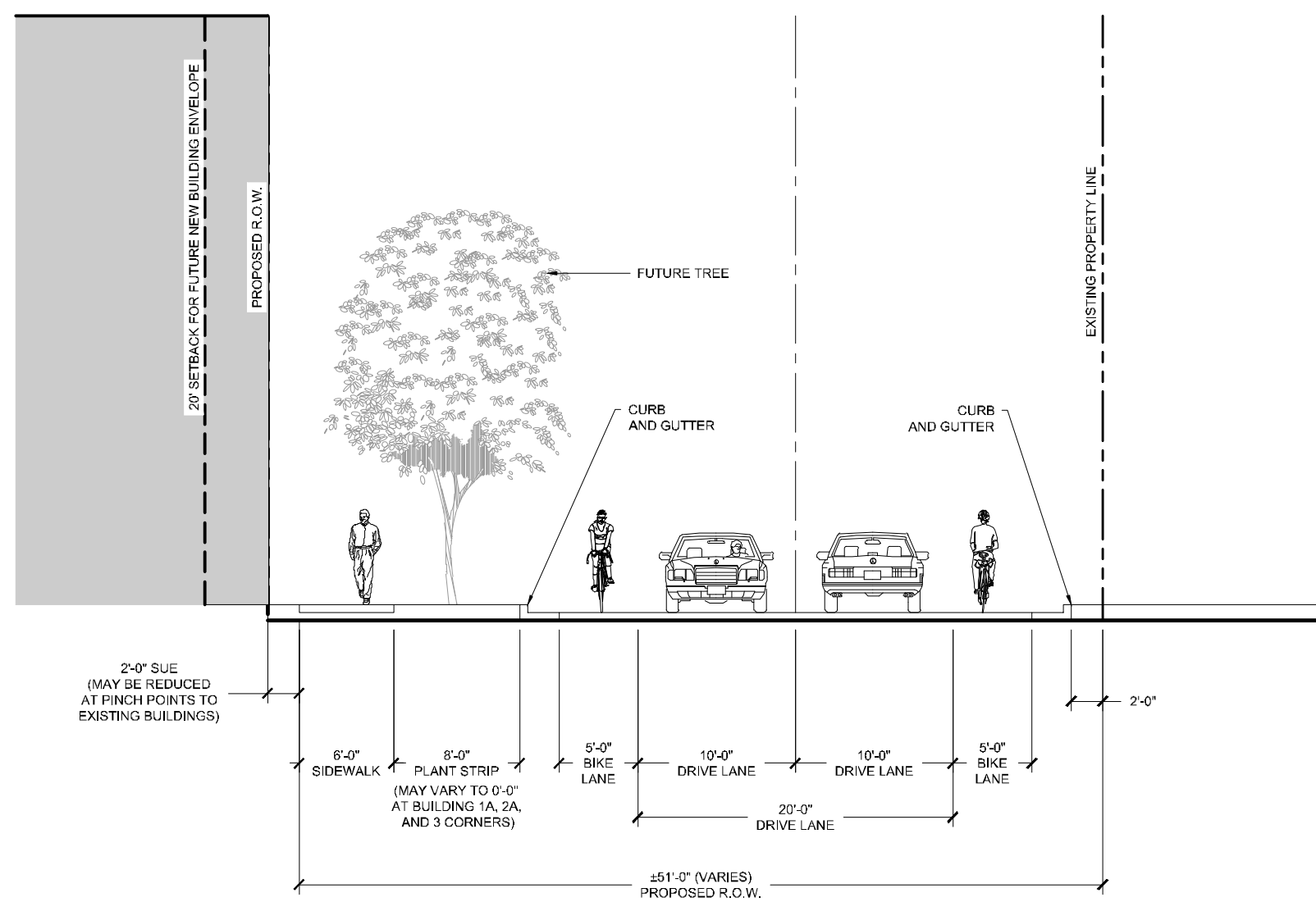
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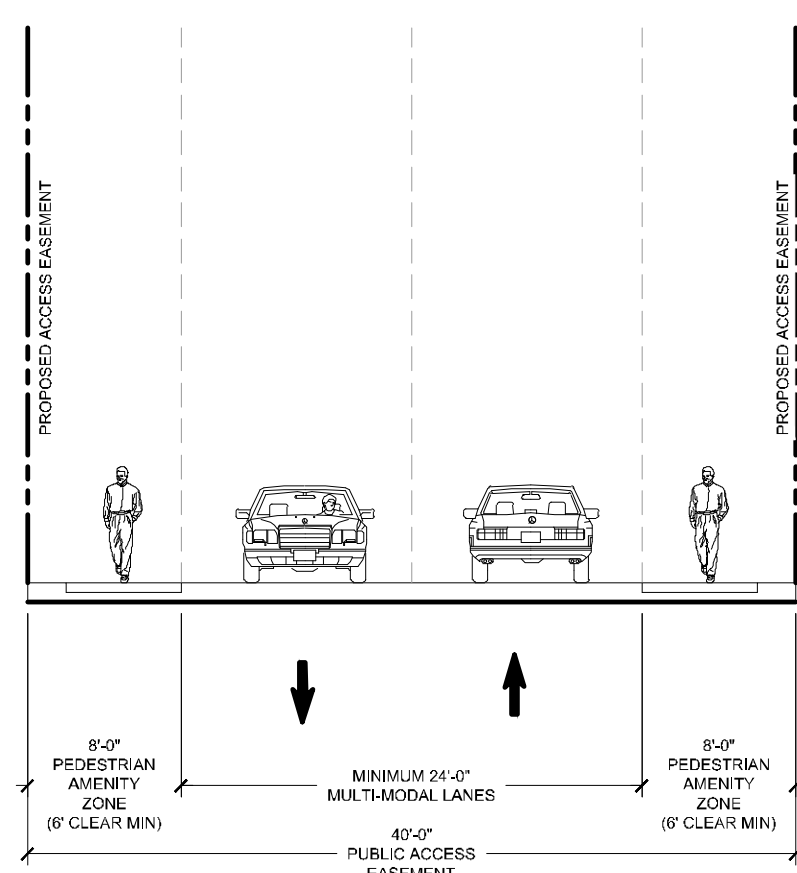
GRAHAM STREET - EXISTING CONDITION
SCALE: 1" = 10'-0"



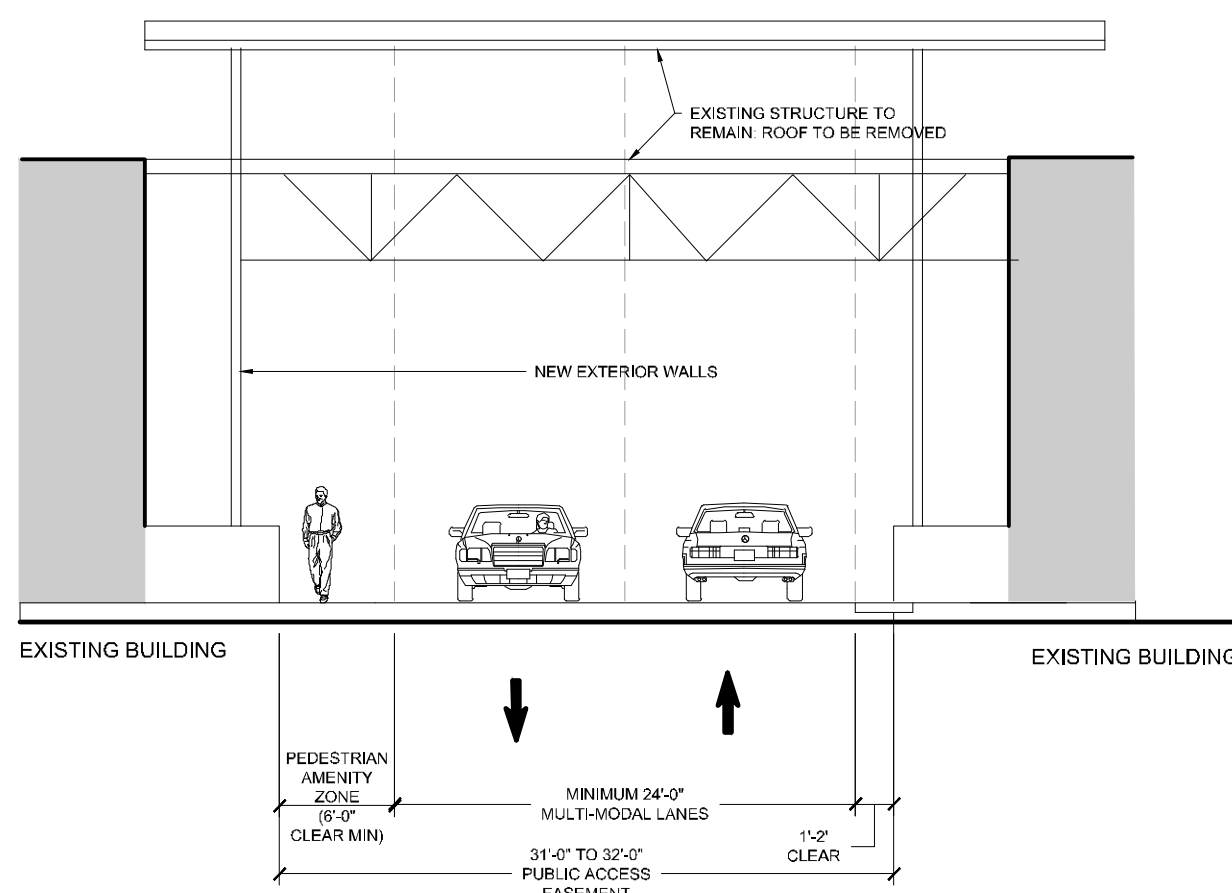
GRAHAM STREET - PROPOSED CONDITION
SCALE: 1" = 10'-0"



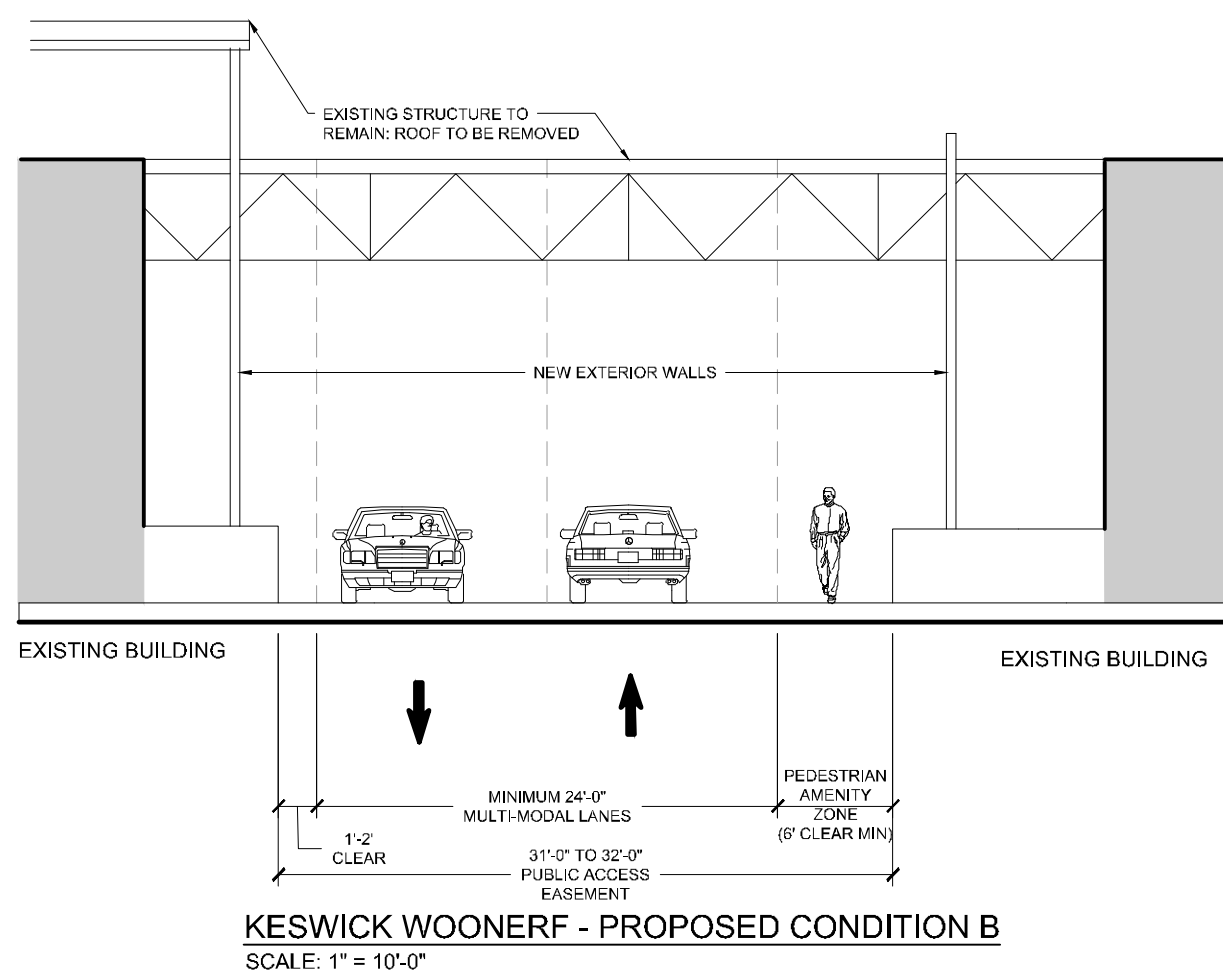
SYLVANIA AVENUE EXTENSION - PROPOSED CONDITION
SCALE: 1" = 10'-0"



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

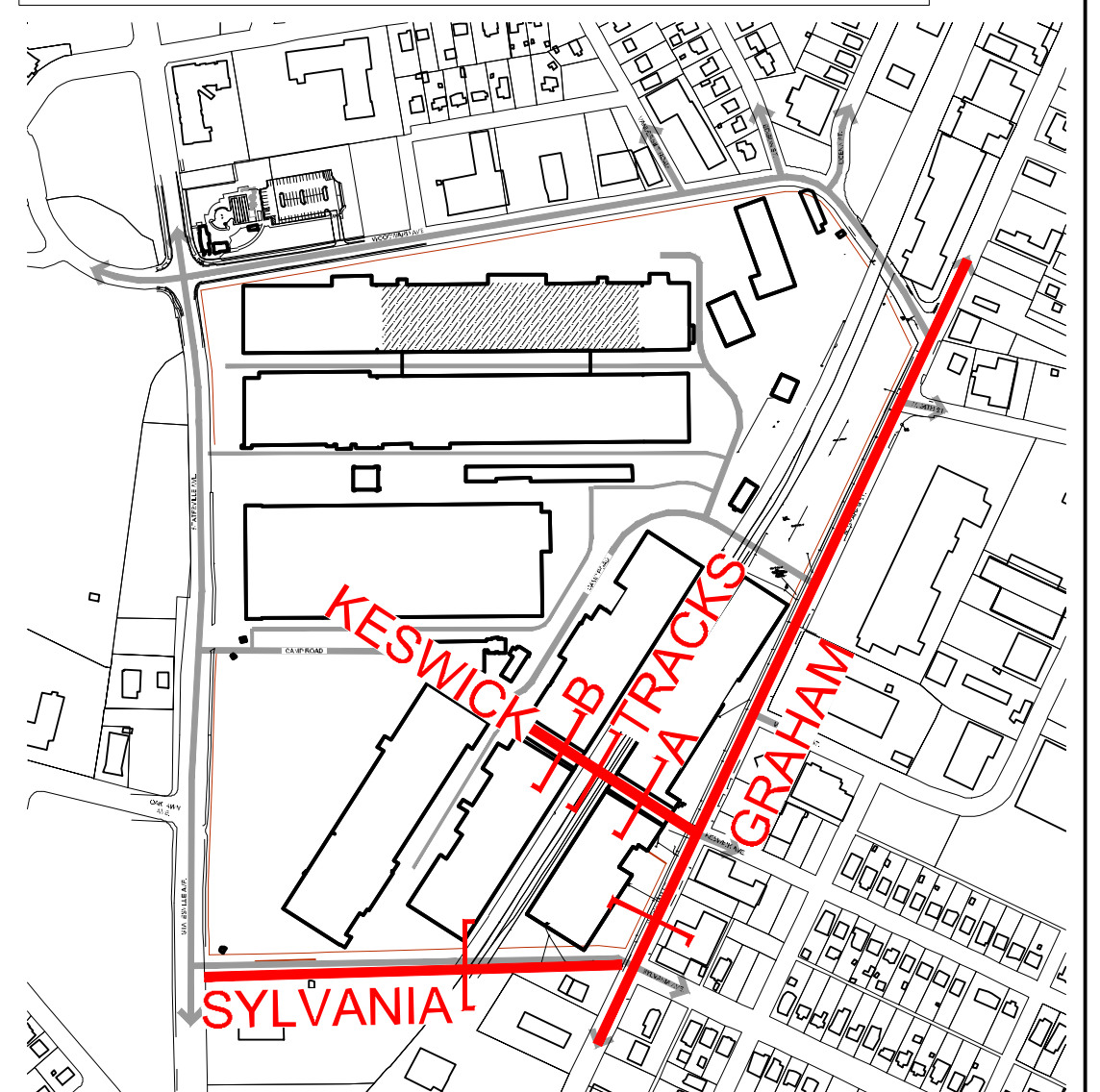


KESWICK WOONERF - PROPOSED CONDITION A
SCALE: 1" = 10'-0"



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

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SHEET #:
RZ-04

CAMP NORTH END | REZONING MIXED USE + INDUSTRIAL REHAB DEVELOPMENT

ATCO PROPERTIES & MANAGEMENT

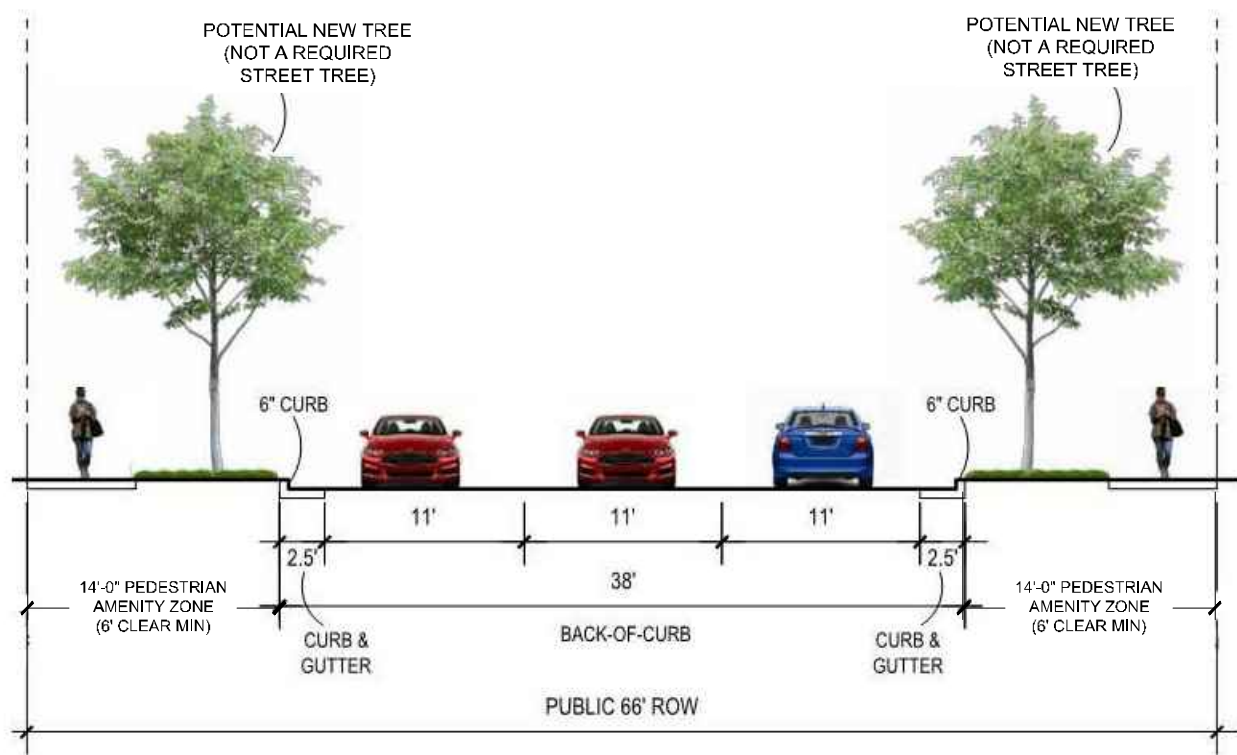
SECTIONS - GRAHAM AND SYLVANIA

PETITION NO. 2017-054

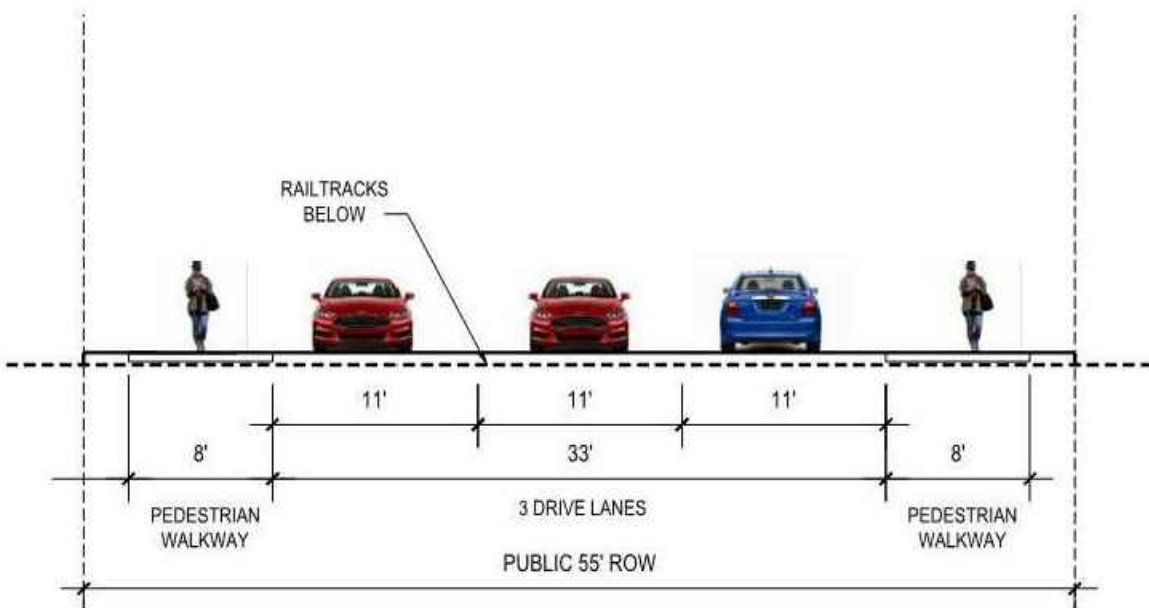


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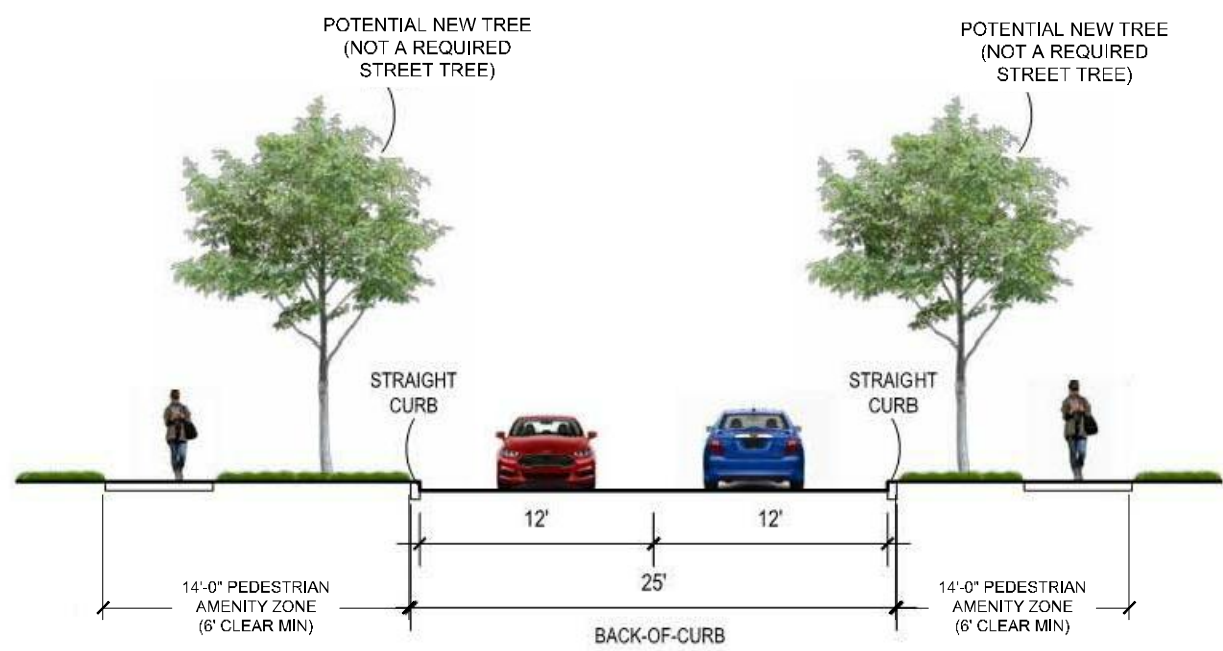
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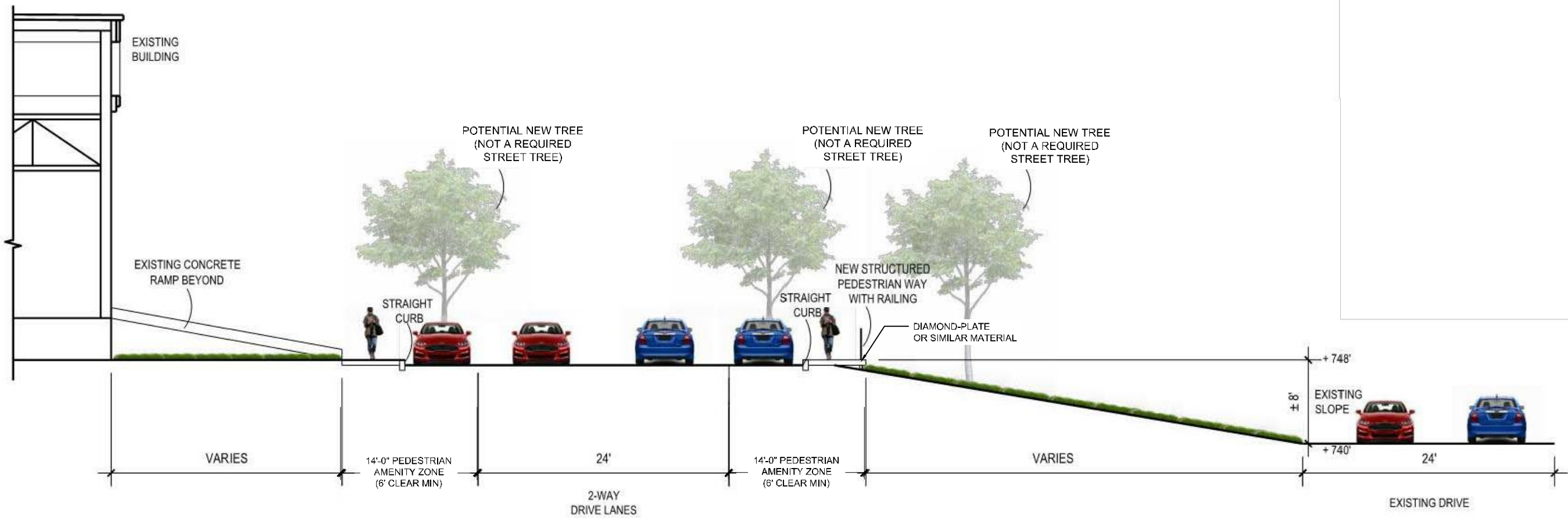
CAMP ROAD - SECTION A



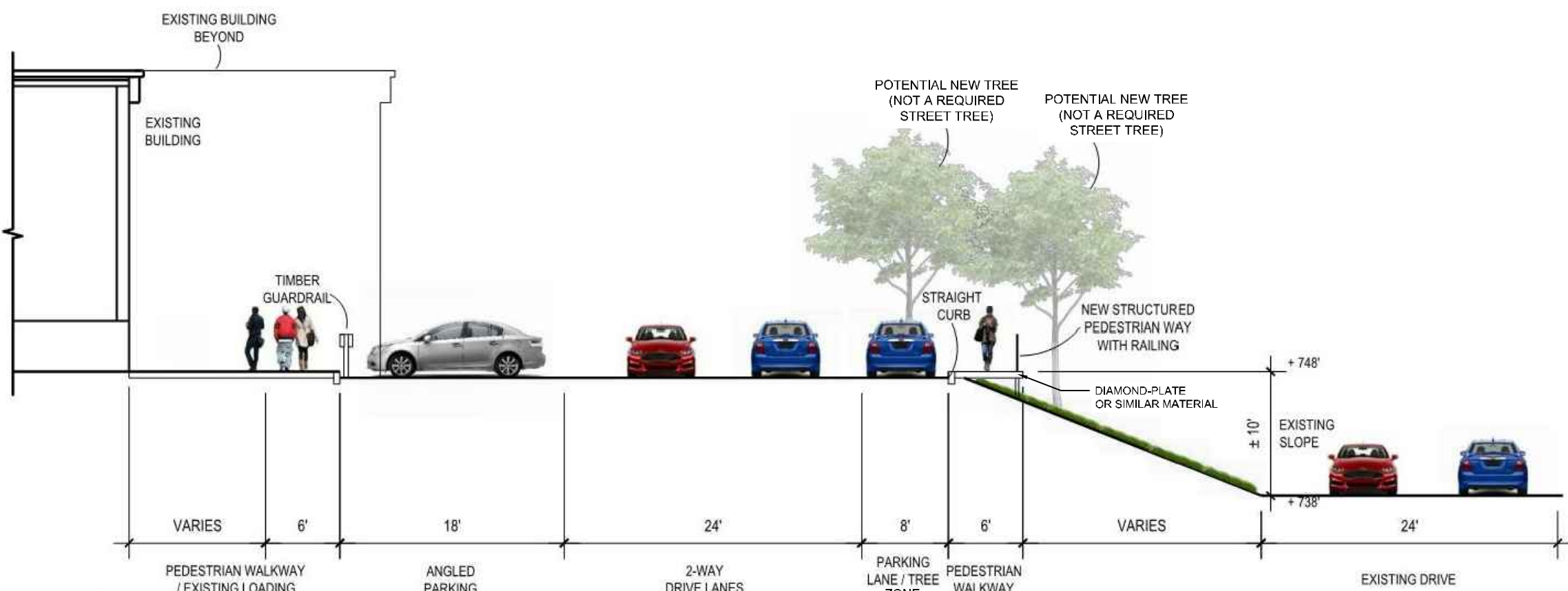
CAMP ROAD - SECTION B



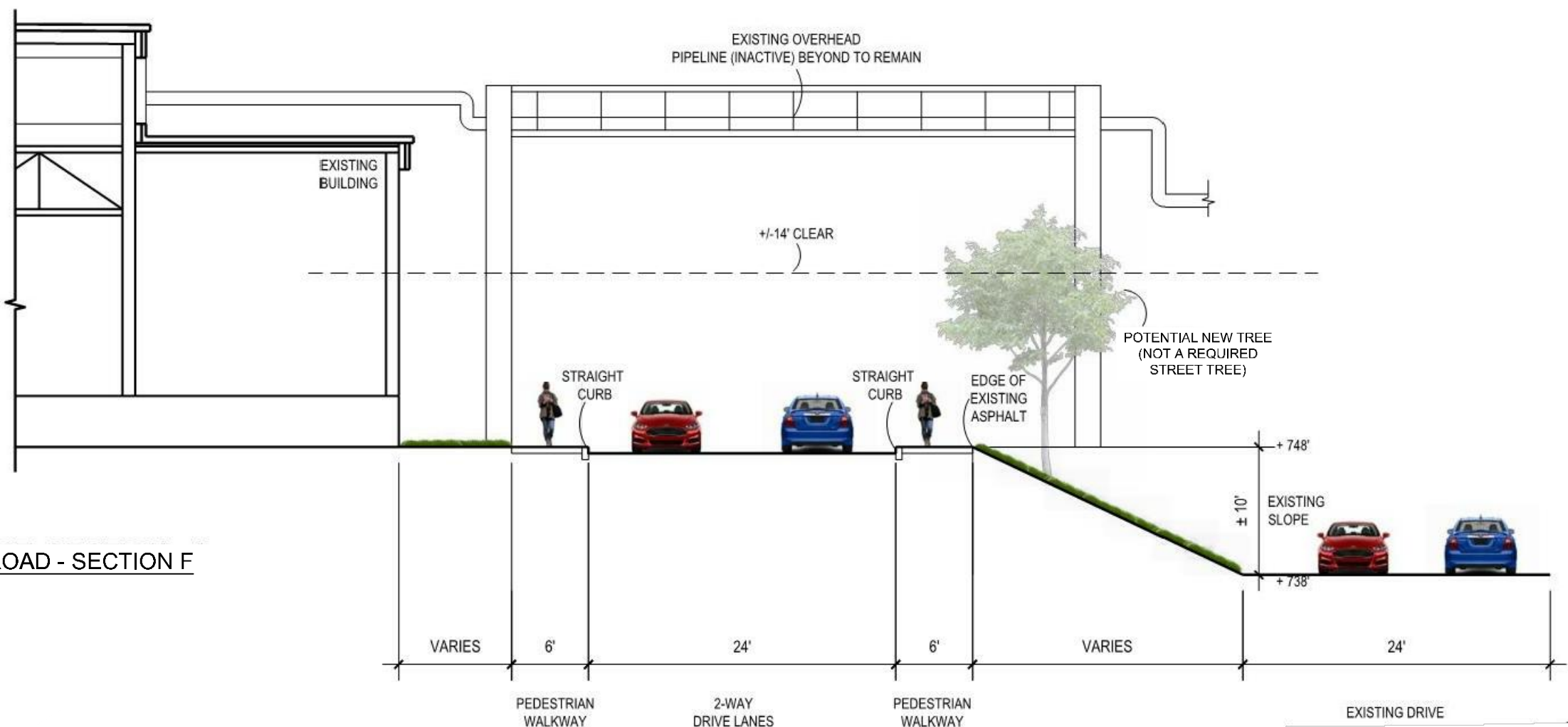
CAMP ROAD - SECTION C



CAMP ROAD - SECTION D

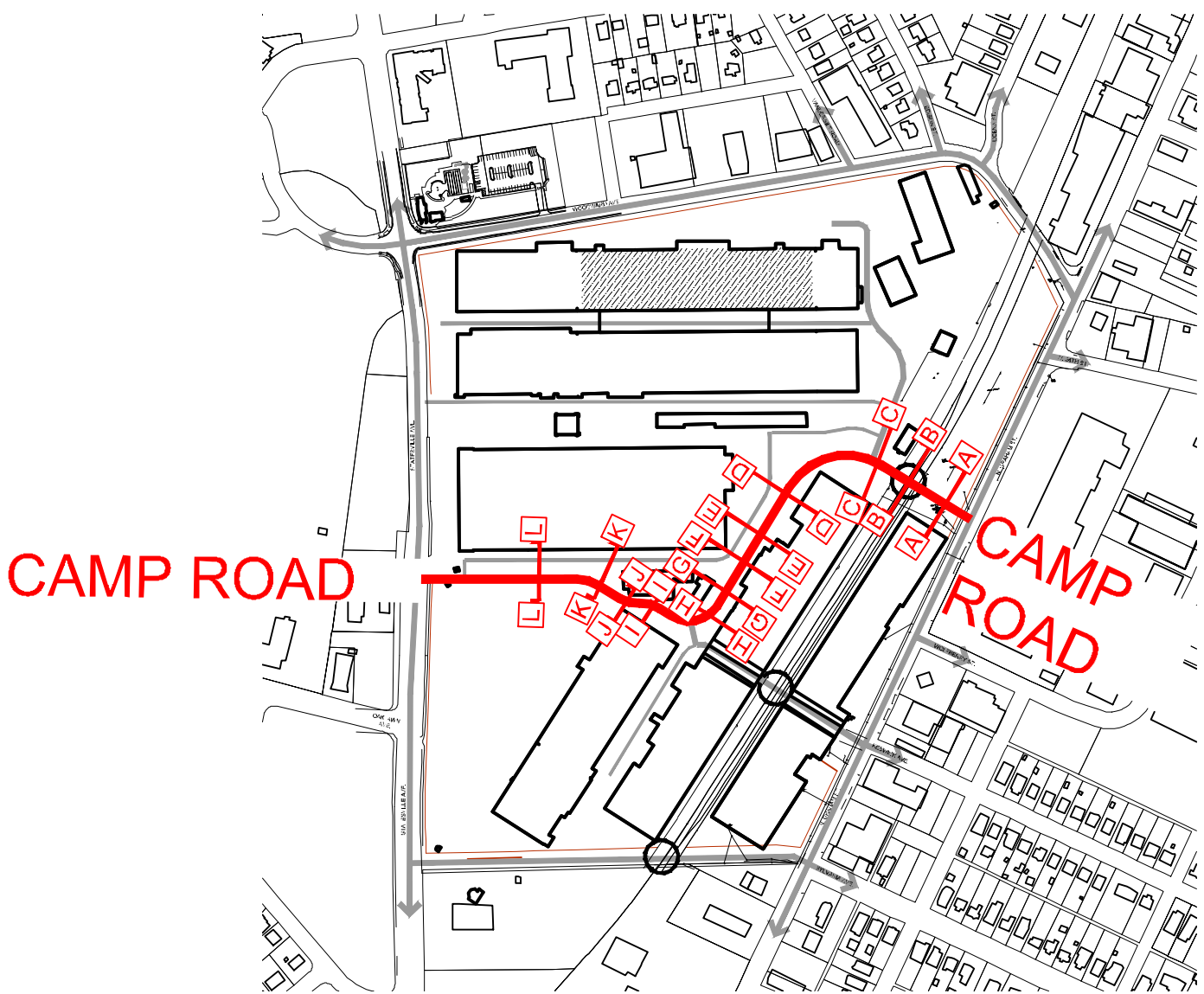


CAMP ROAD - SECTION E



CAMP ROAD - SECTION F

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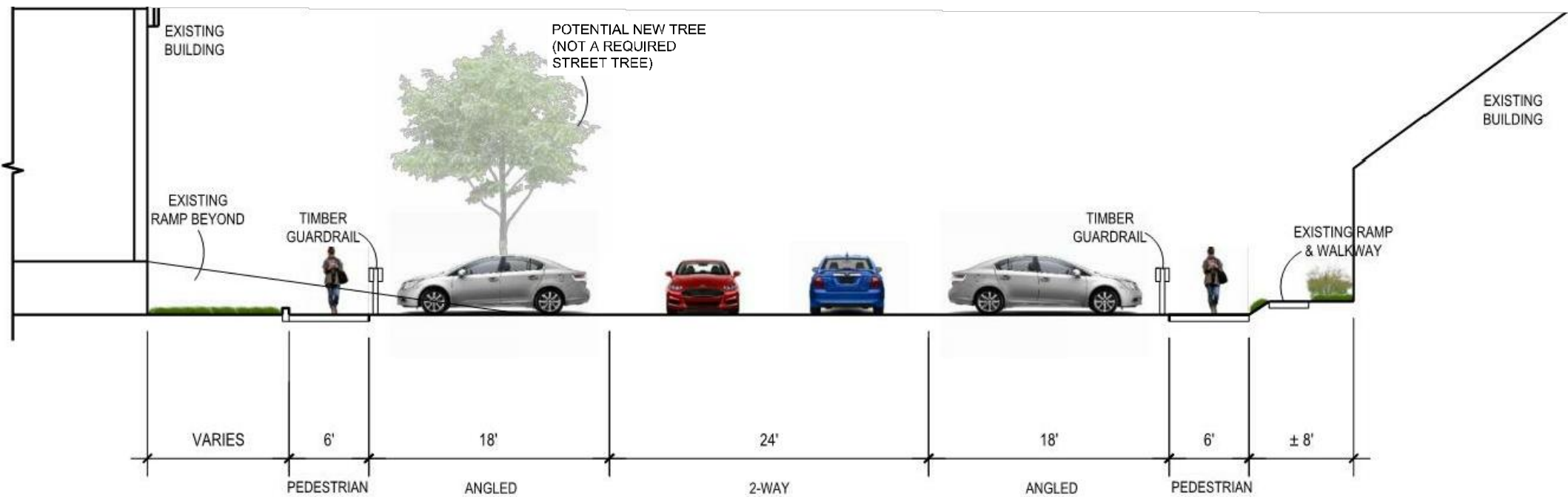
ATCO PROPERTIES & MANAGEMENT

SECTIONS - CAMP ROAD

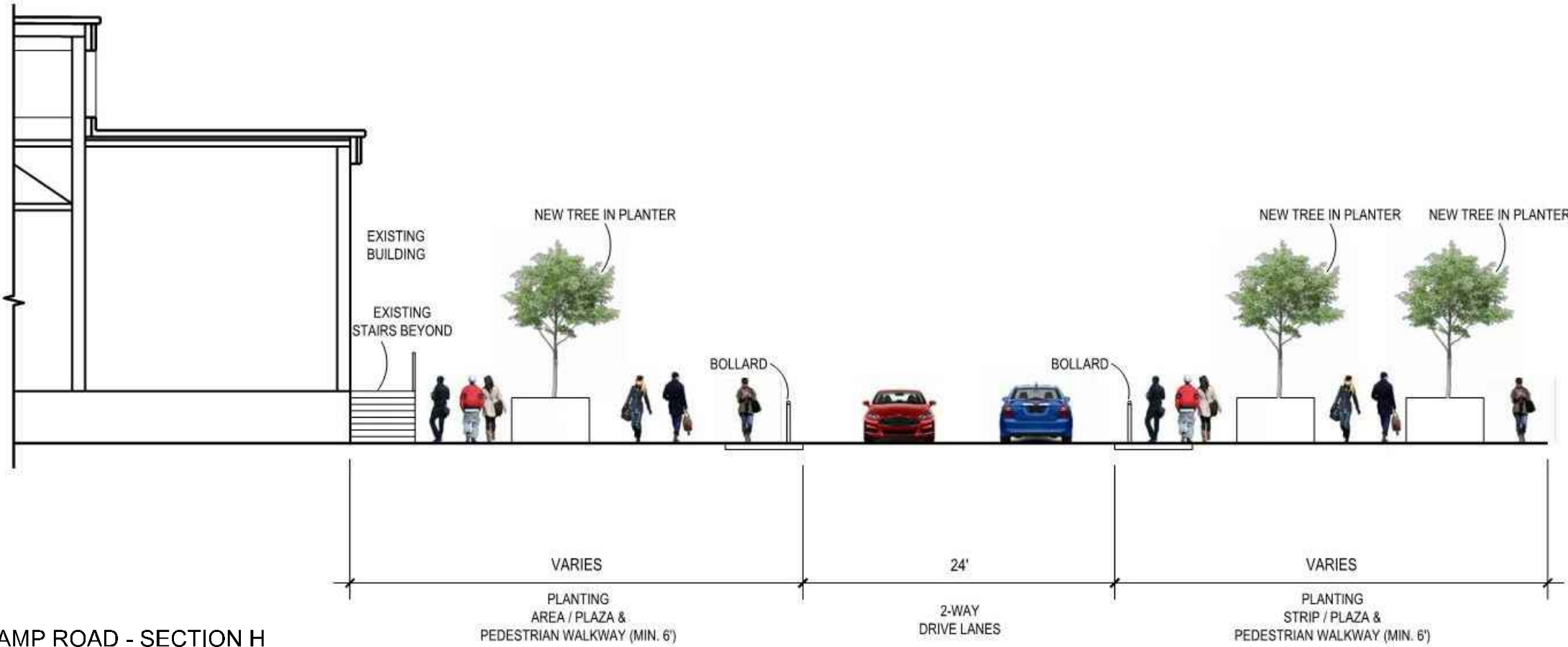
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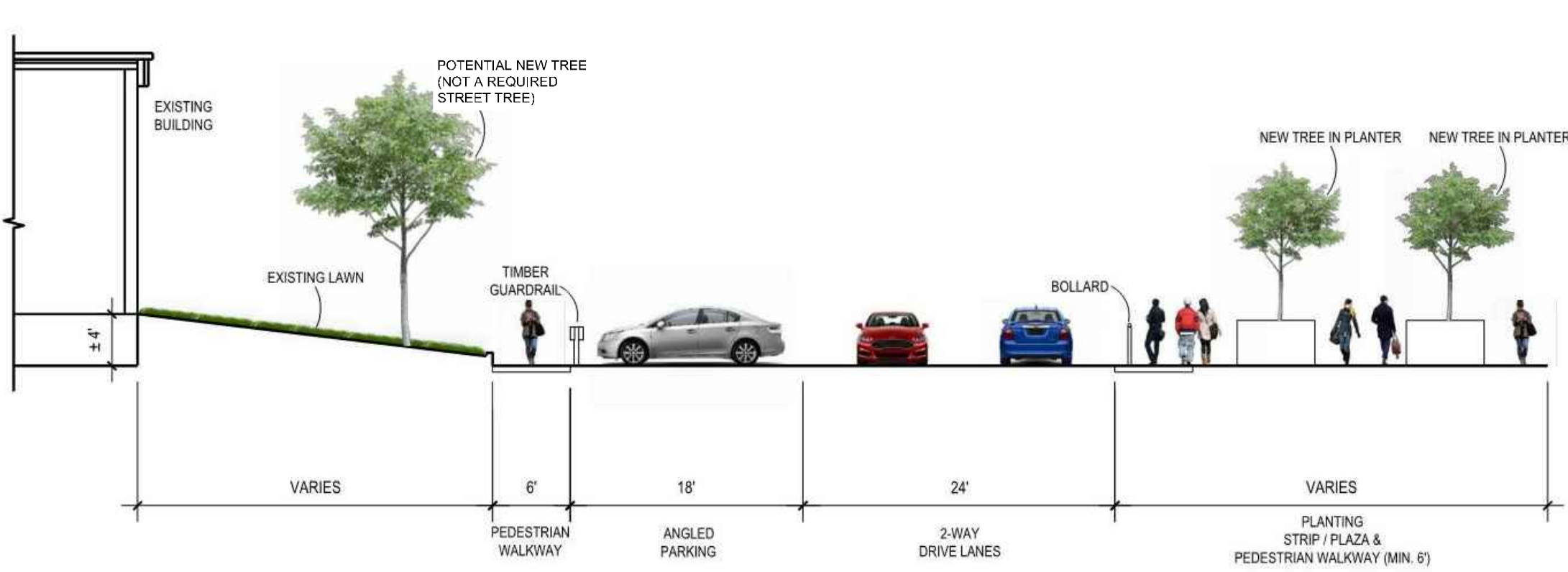
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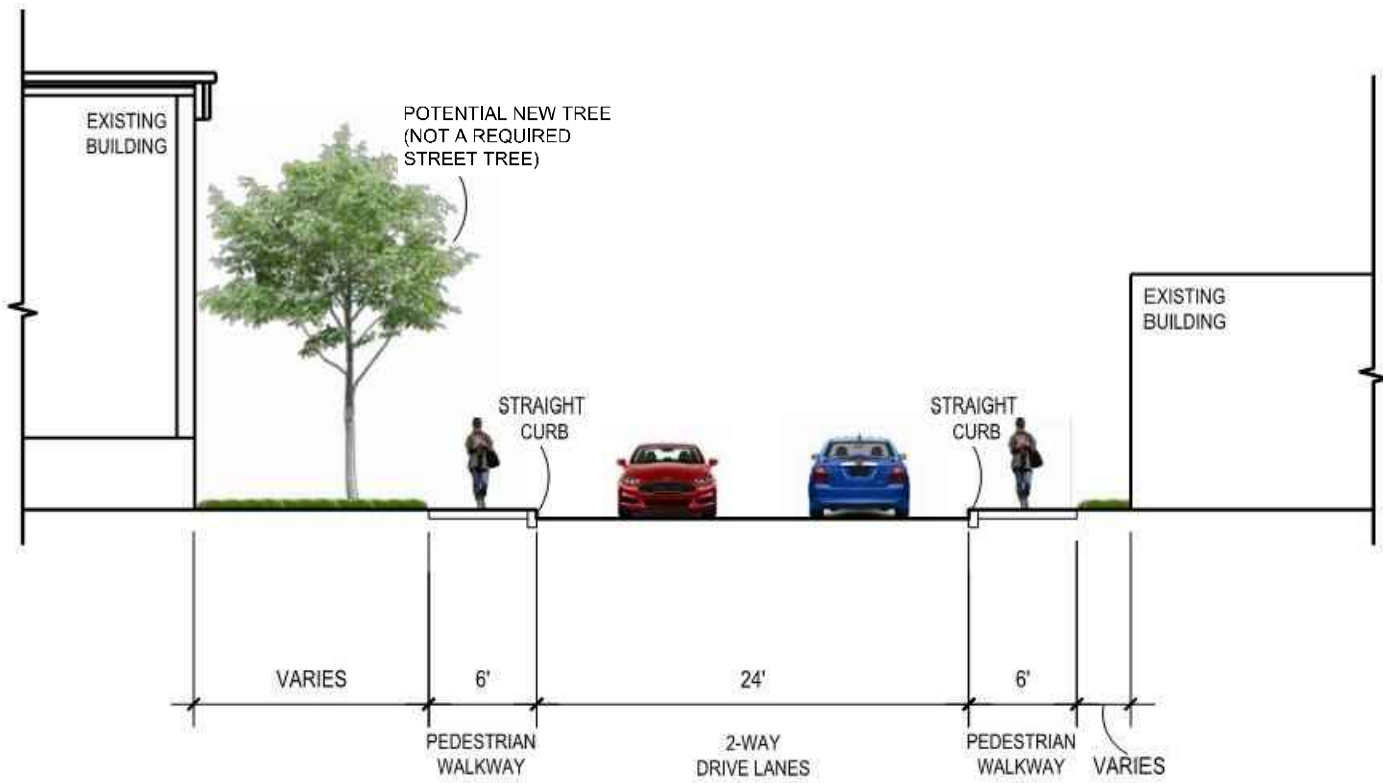
CAMP ROAD - SECTION G



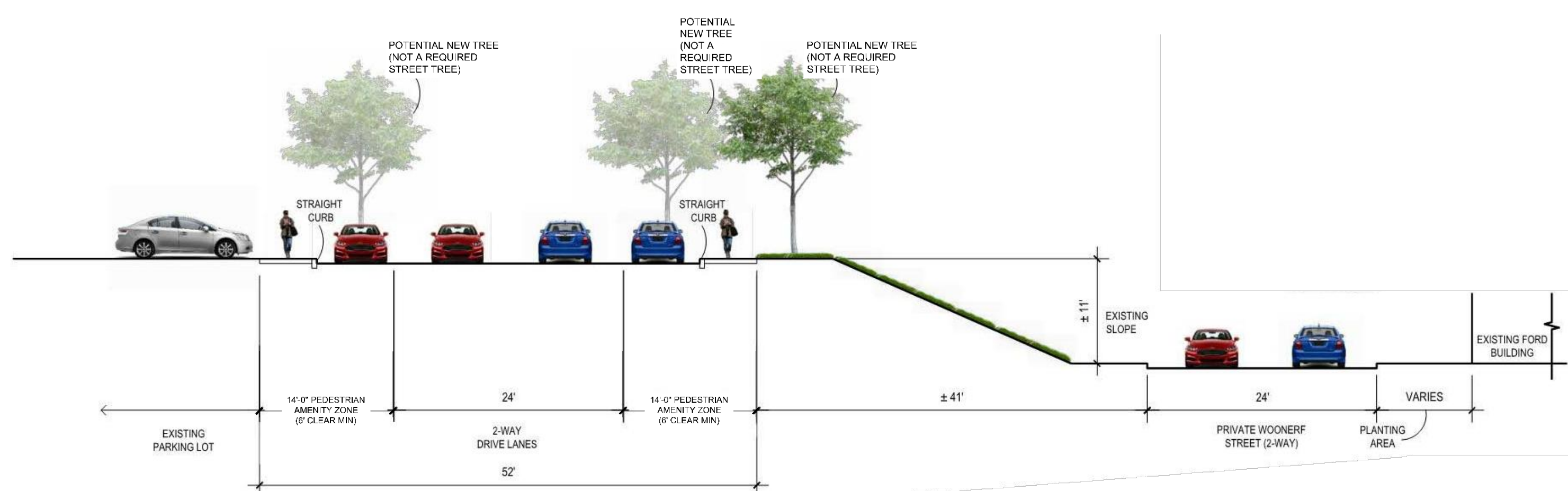
CAMP ROAD - SECTION H



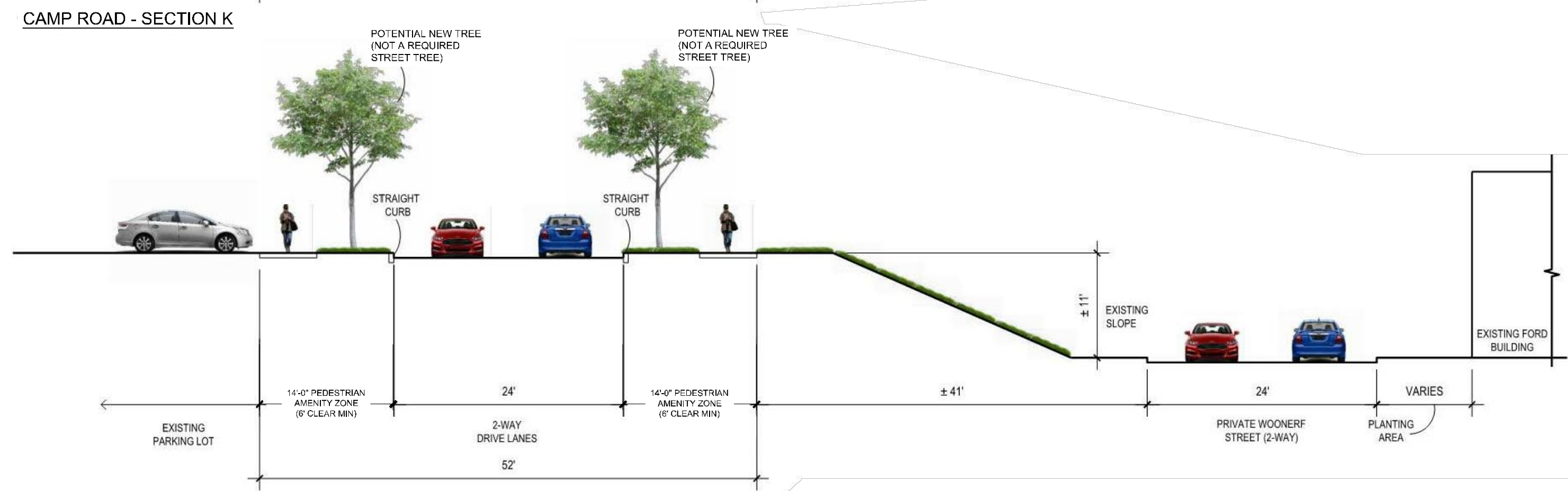
CAMP ROAD - SECTION I



CAMP ROAD - SECTION J

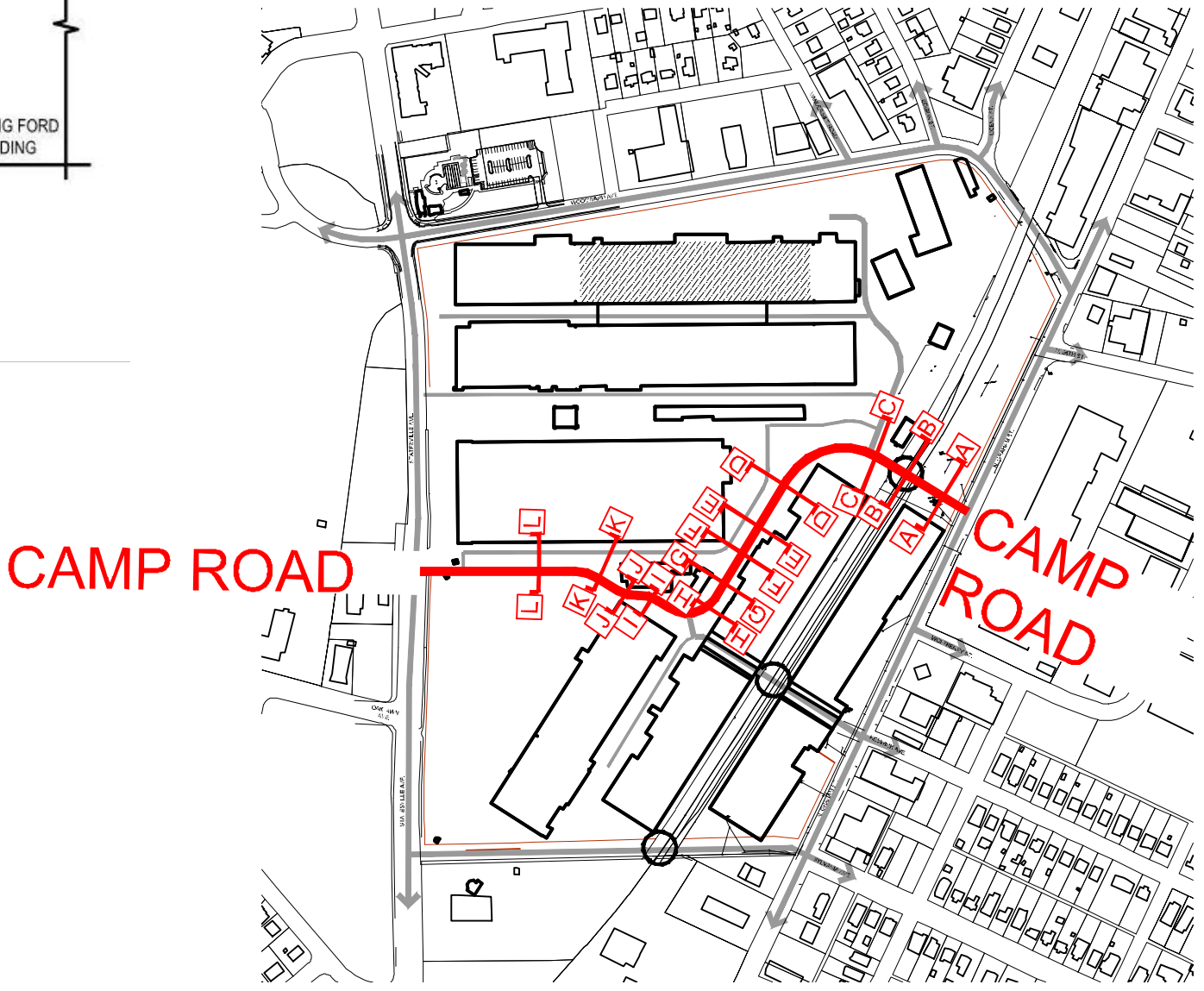


CAMP ROAD - SECTION K



CAMP ROAD - SECTION L

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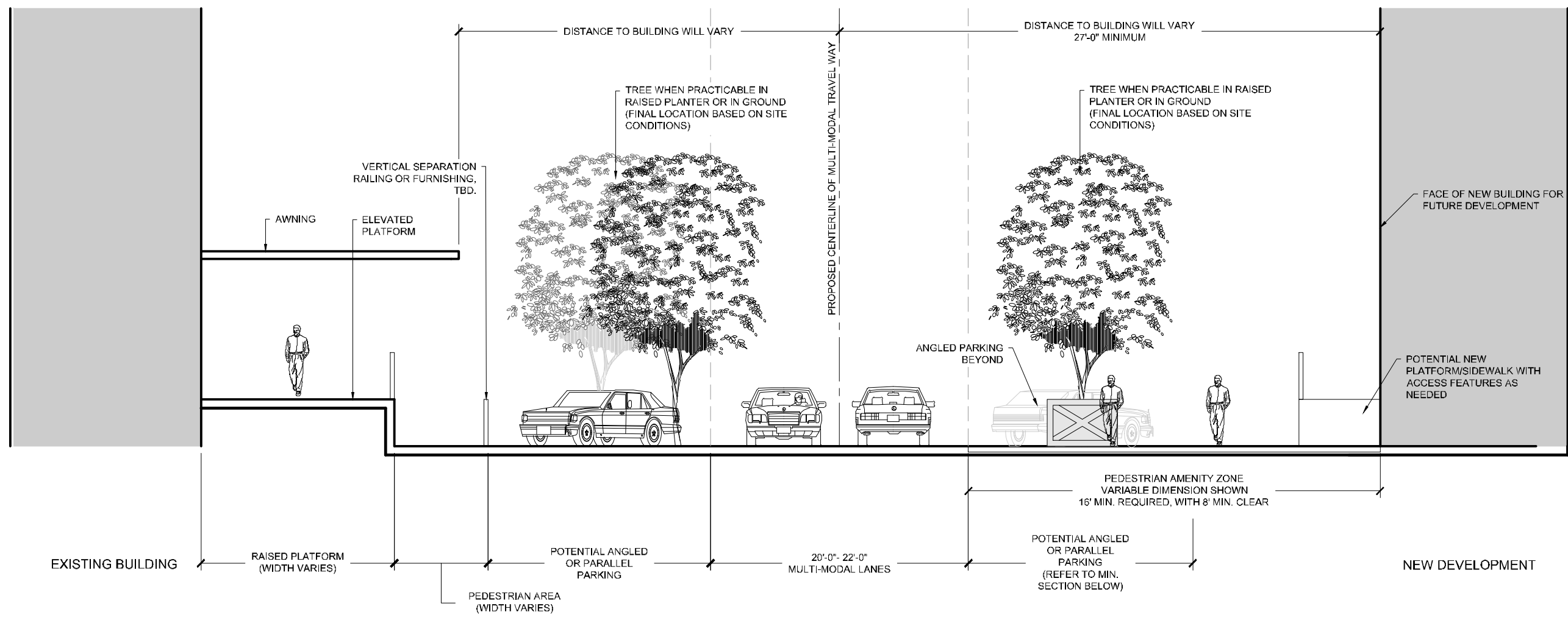
ATCO PROPERTIES & MANAGEMENT

SECTIONS - CAMP ROAD

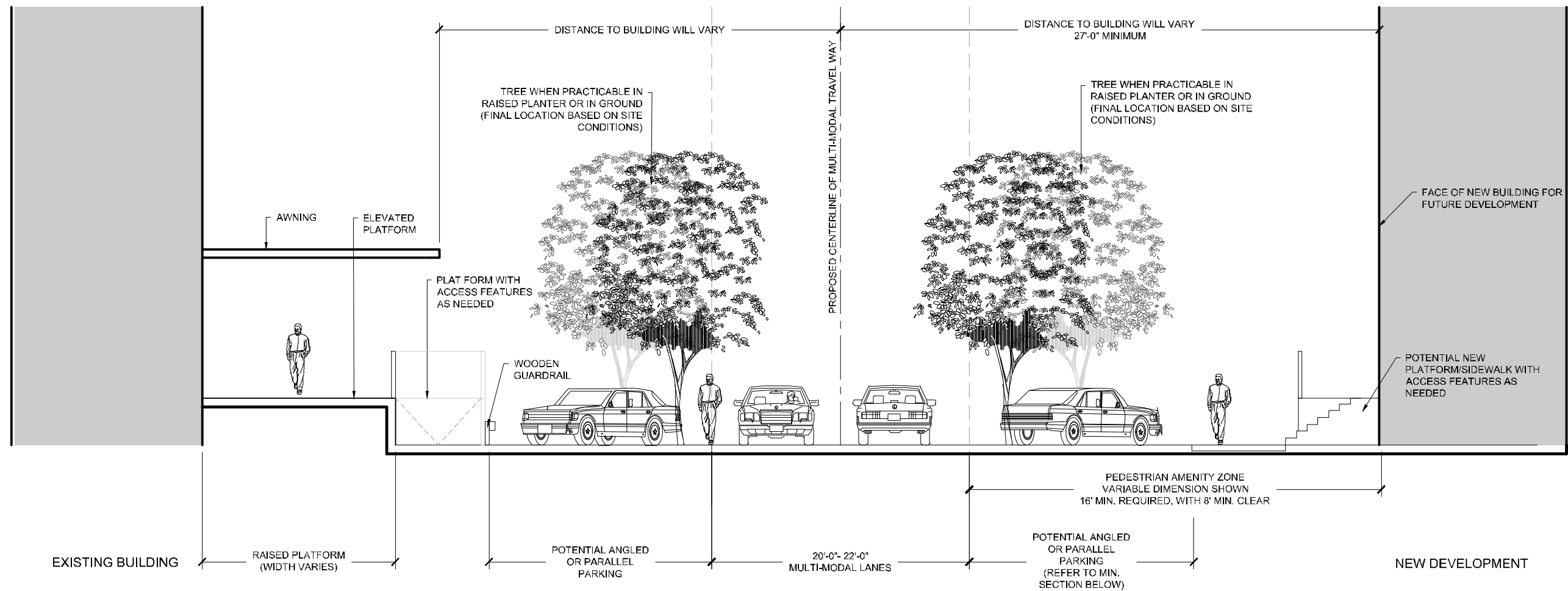
PETITION NO. 2017-054



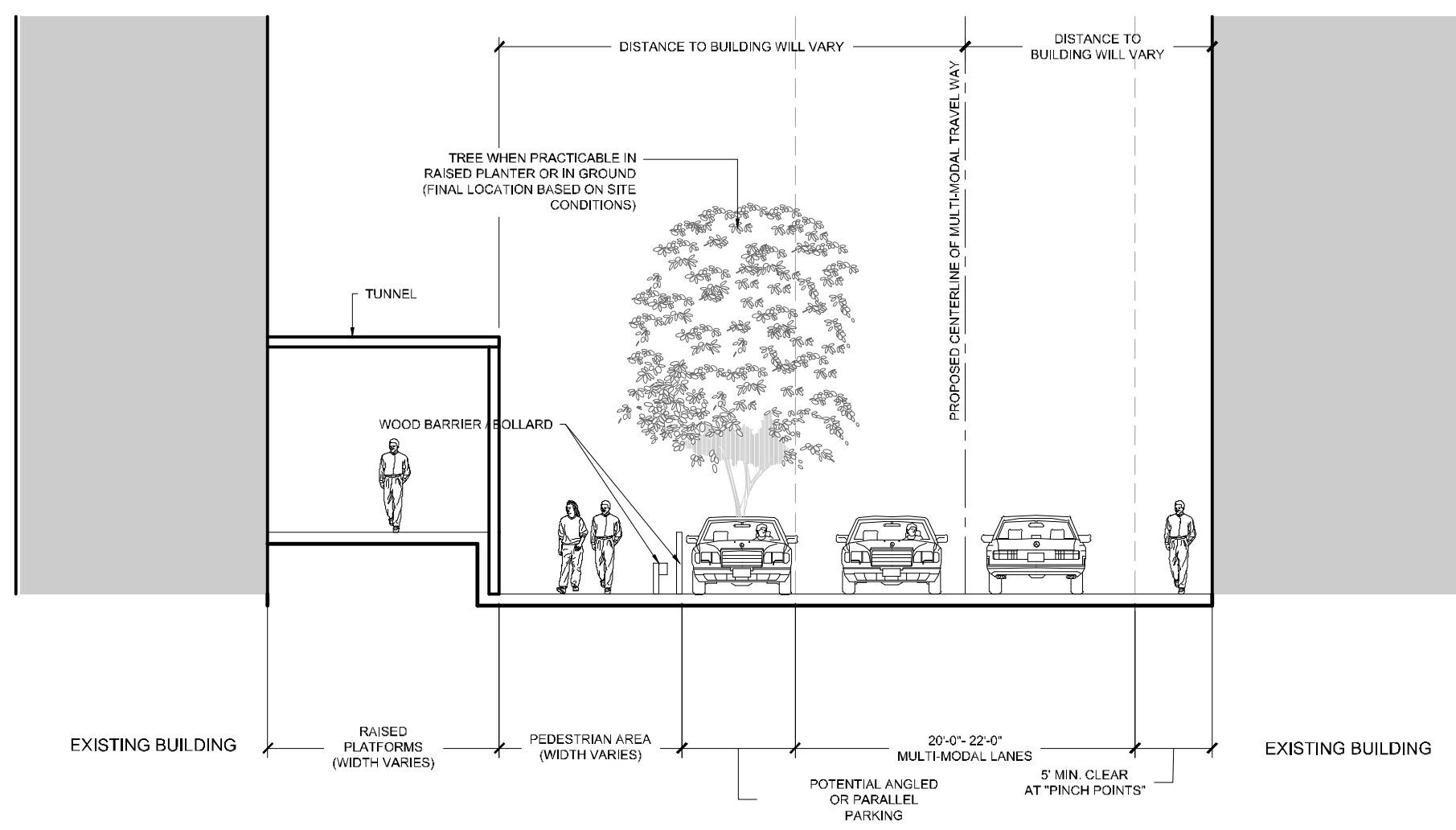
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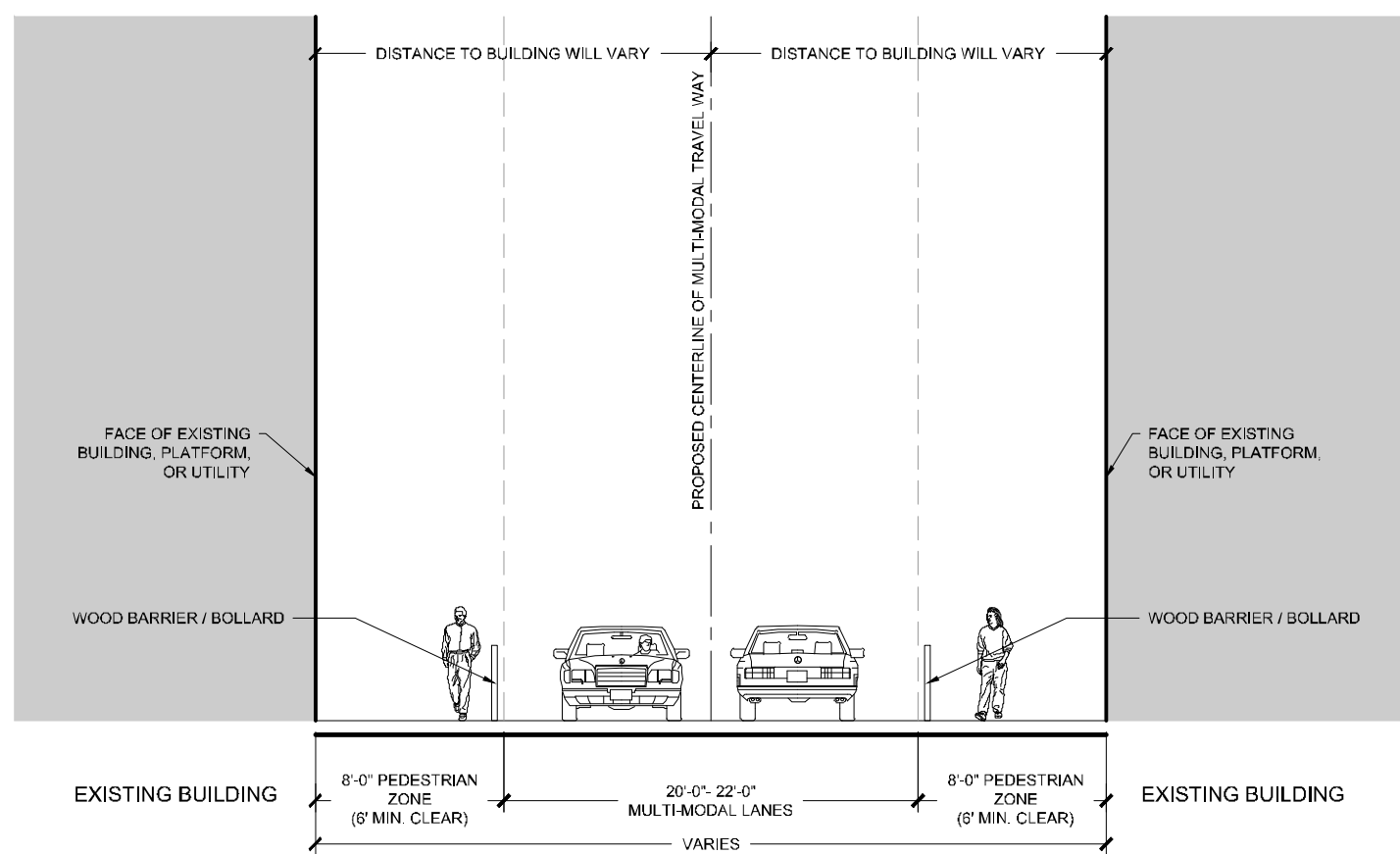
WOONERF - ILLUSTRATIVE SECTION (EXISTING AND NEW DEVELOPMENT)



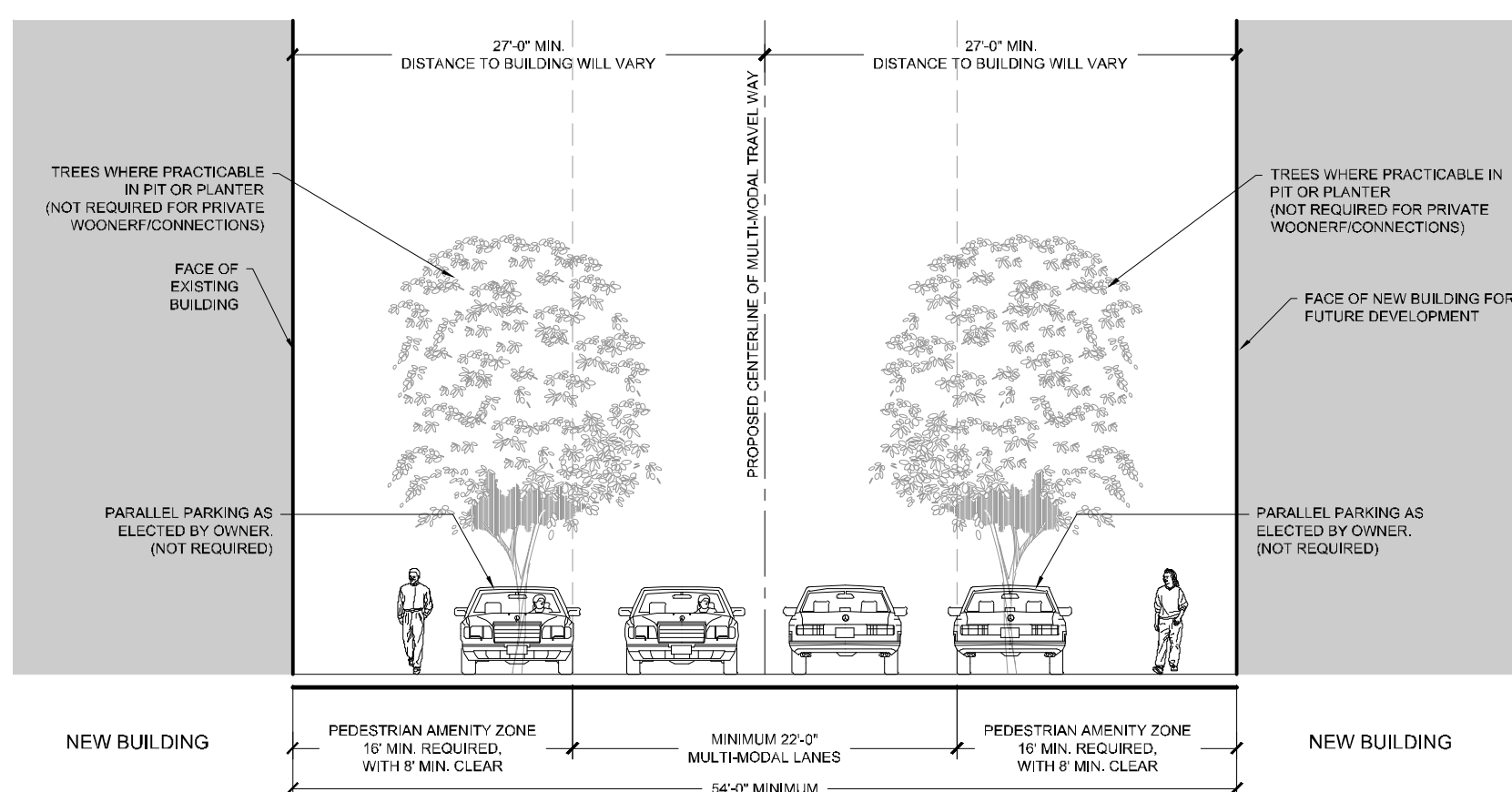
WOONERF - ILLUSTRATIVE SECTION (EXISTING AND NEW DEVELOPMENT)



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

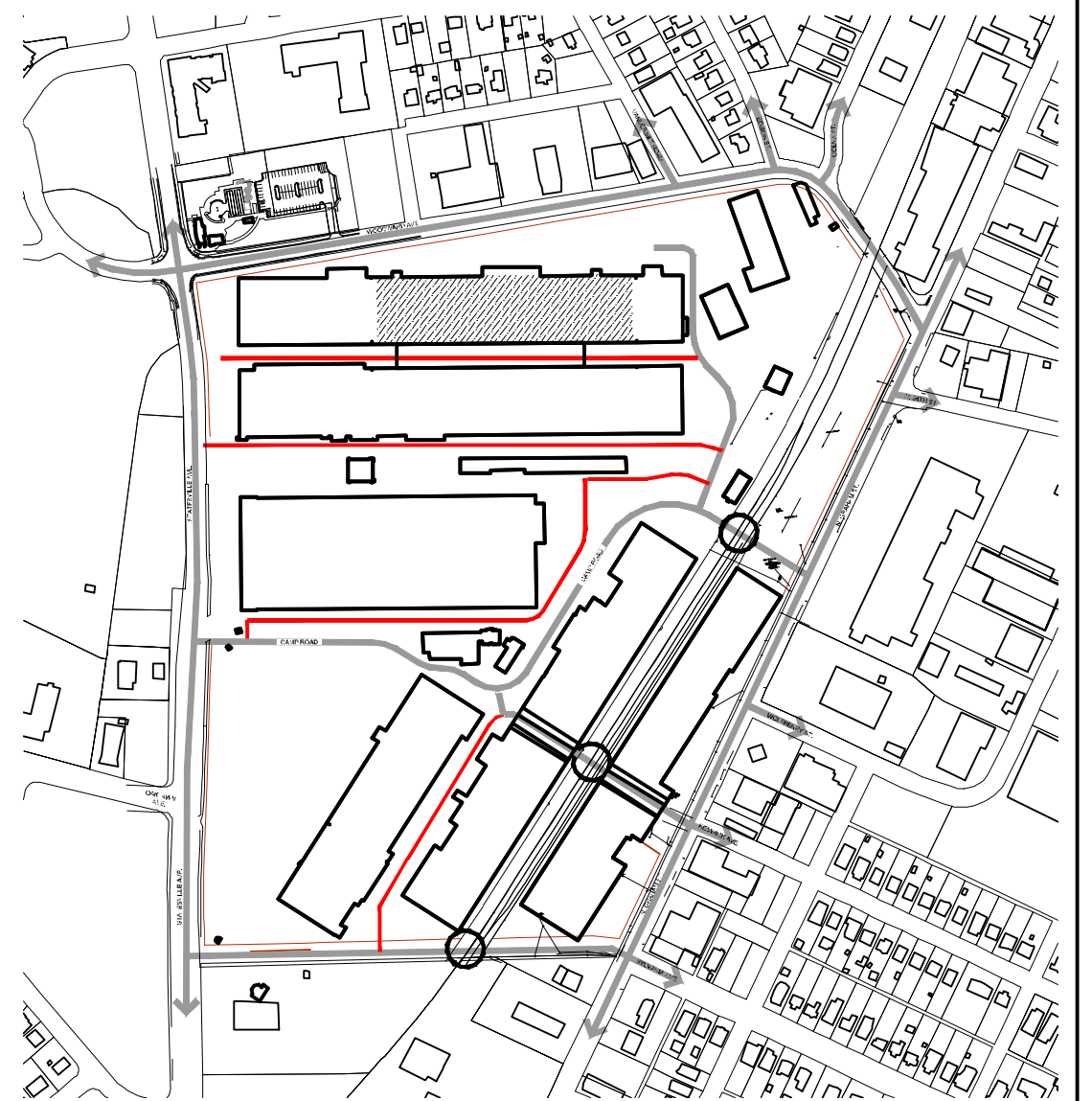


WOONERF - MINIMUM SECTION
(EXISTING DEVELOPMENT / ADAPTIVE RE-USE)



WOONERF - MINIMUM SECTION (W/ NEW DEVELOPMENT)

- 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 FIELD CONDITIONS.
 3. FINAL CROSS SECTION DESIGN AND ANY SPECIAL CONDITIONS WILL BE COORDINATED WITH MULTIPLE ENTITIES (CDOT, NCDOT, PLANNING, ETC.) DURING PERMITTING FOR CONSTRUCTION AND/OR THROUGH C.I.P. ENGINEERING AND PLANNING EFFORTS.
 4. TREES TO BE COORDINATE WITH URBAN FORESTRY/ARBORIST DURING LAND DEVELOPMENT PER TREE MOU.



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
4. 07-24-2017 - 5TH REZONING SUBMITTAL
5. 07-28-2017 - 6TH REZONING SUBMITTAL
6. 08-31-2017 - 7TH REZONING SUBMITTAL

SHEET #:
RZ-07

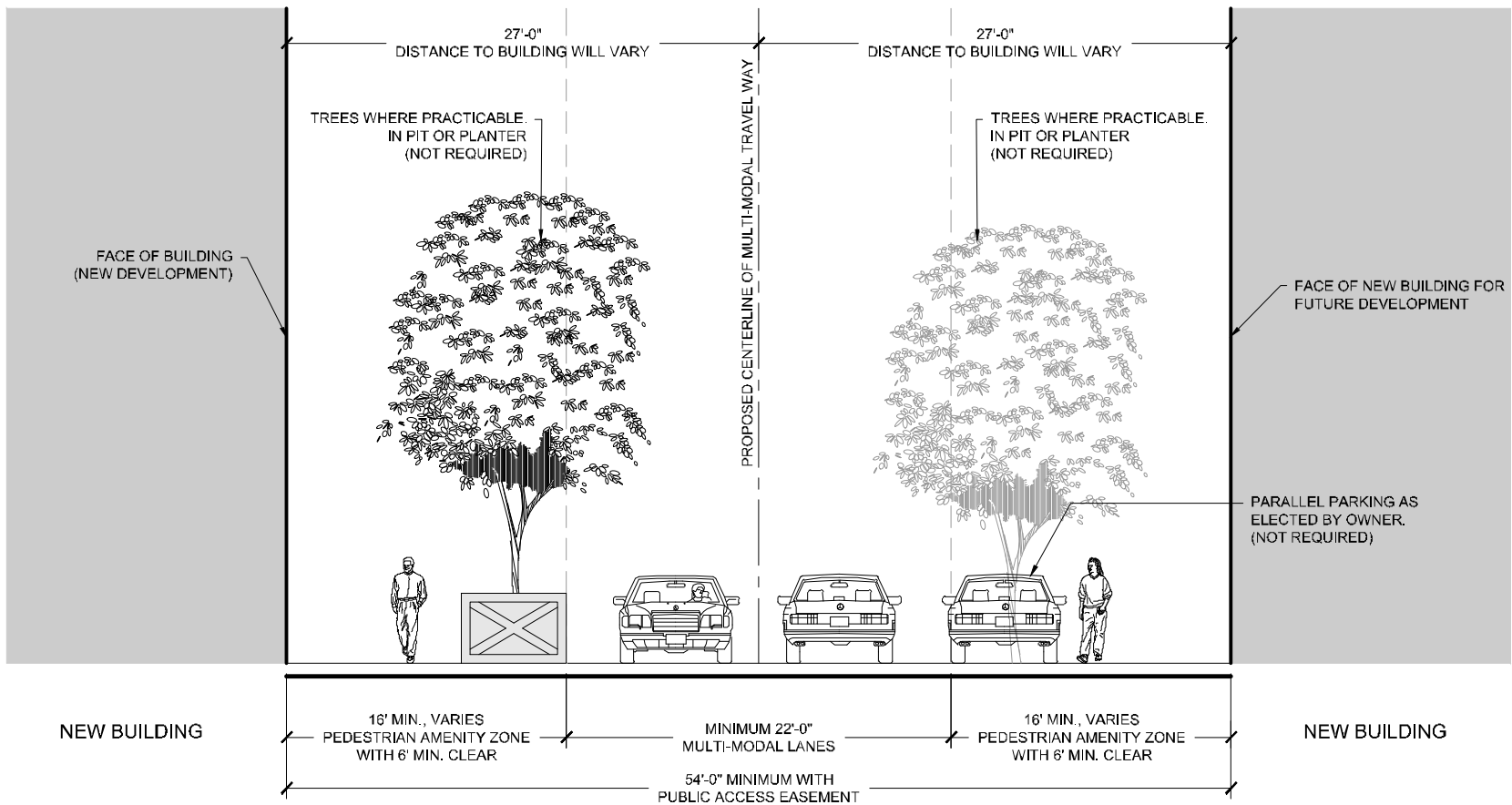
CAMP NORTH END | REZONING
MIXED USE + INDUSTRIAL REHAB DEVELOPMENT
ATCO PROPERTIES & MANAGEMENT
SECTIONS - WOONERF

PETITION NO. 2017-054

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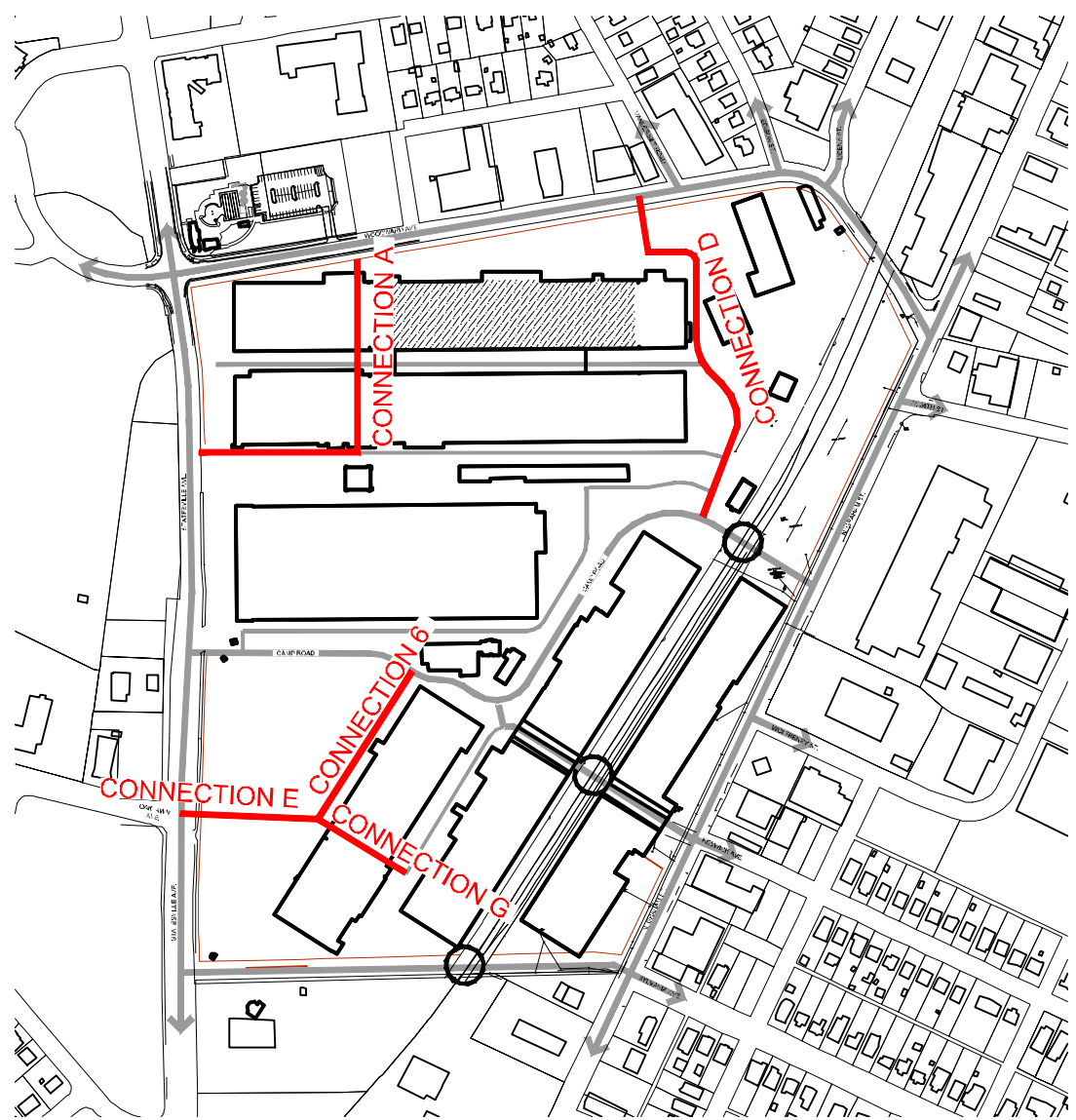
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MINIMUM CONNECTION A, D, E, G, AND #6 STANDARDS
ILLUSTRATIVE SECTION FOR NEW DEVELOPMENT (AS SHOWN ON RZ-02)

- 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 FIELD CONDITIONS.
 3. FINAL CROSS SECTION DESIGN AND ANY SPECIAL CONDITIONS WILL BE COORDINATED WITH MULTIPLE ENTITIES (CDOT, NCDOT, PLANNING, ETC.) DURING PERMITTING FOR CONSTRUCTION AND/OR THROUGH C.I.P. ENGINEERING AND PLANNING EFFORTS.
 4. TREES TO BE COORDINATE WITH URBAN FORESTRY/ARBORIST DURING LAND DEVELOPMENT PER TREE MOU.



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
4.	07-24-2017 - 5TH REZONING SUBMITTAL
5.	07-28-2017 - 6TH REZONING SUBMITTAL
6.	08-31-2017 - 7TH REZONING SUBMITTAL

SHEET #:
RZ-08

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OTHER CONNECTIONS

PETITION NO. 2017-054



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Charlotte, NC
Camp Landowner, LP
97-77 QUEENS BOULEVARD SUITE 1103
RENO PARK, NY 11375
704-906-4586

CIP &
SUGGESTED
CONCEPTUAL
IMPROVEMENTS

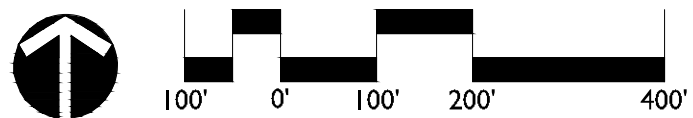
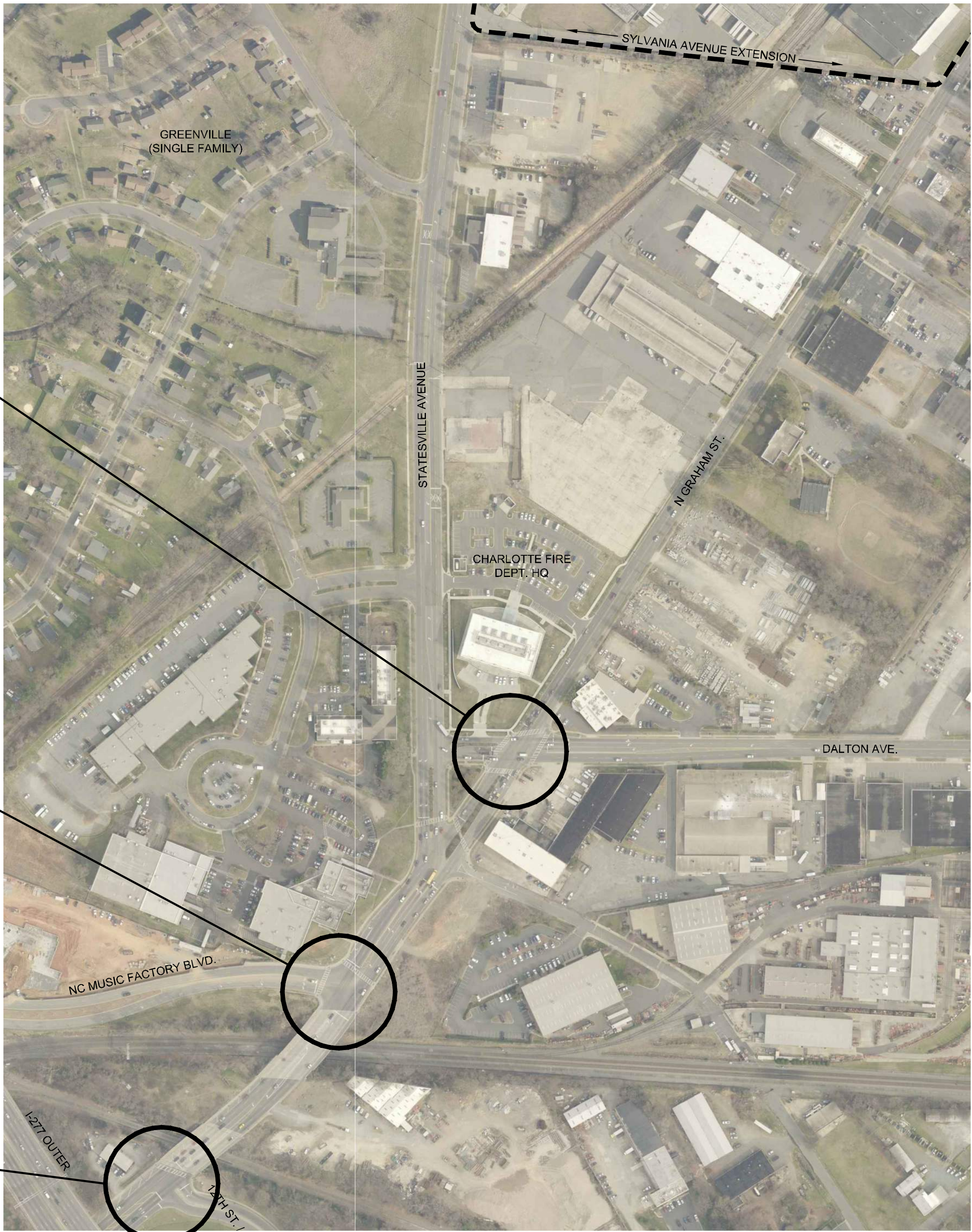
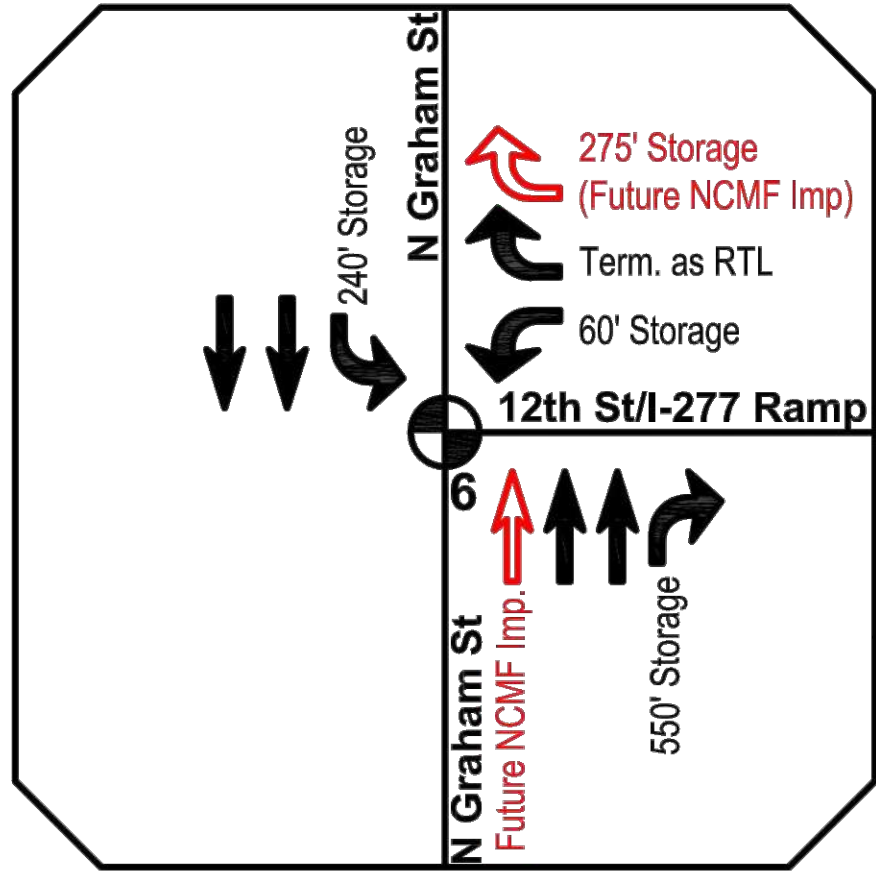
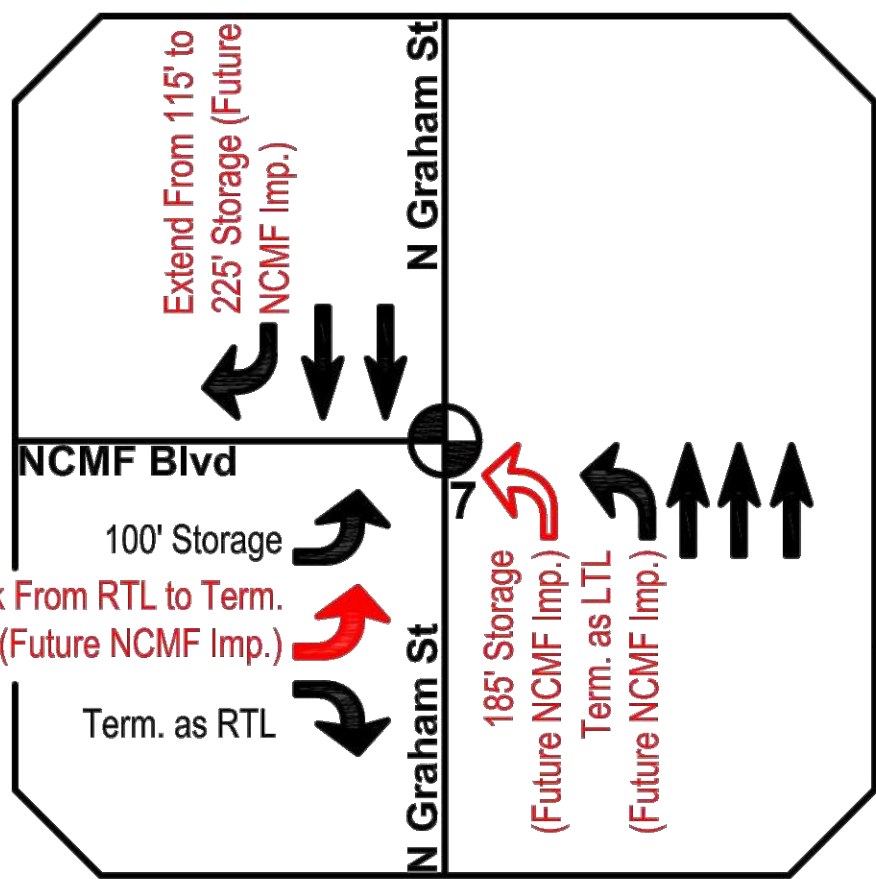
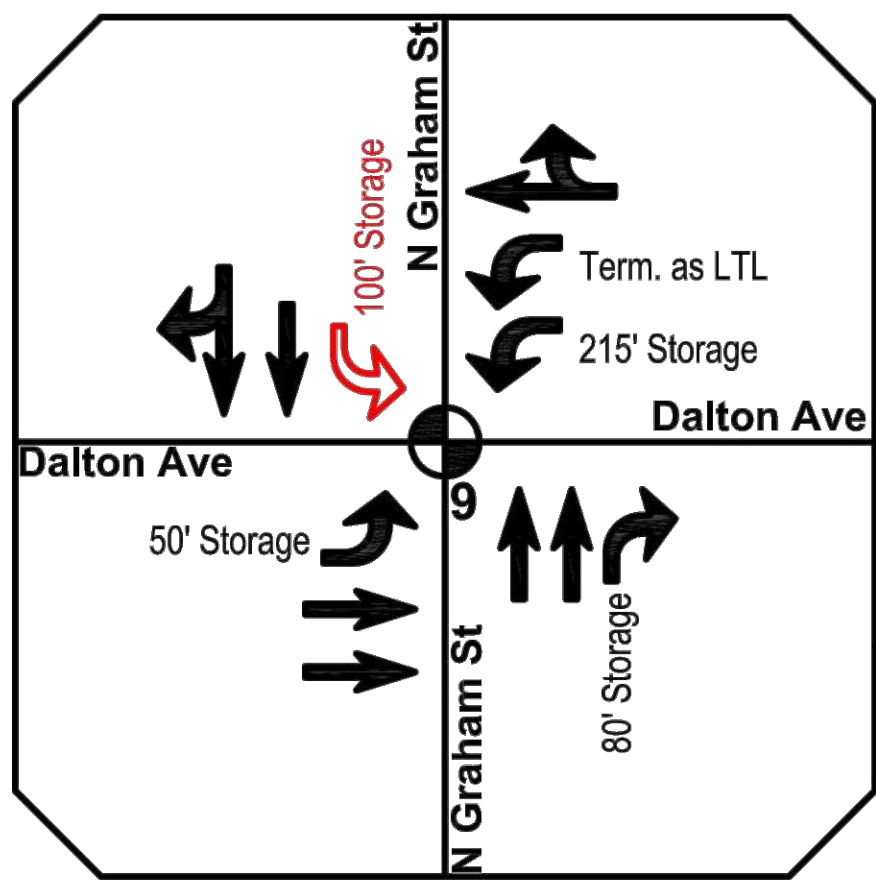
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SCALE: 1" = 250'

PROJECT #: 654-001
DRAWN BY: MMW
CHECKED BY: RES

MAY 2017

REVISIONS:
1. 05/17/17 Rev. Sylvania/Keswick curb line

Exhibit 1



DATE: 27 FEBRUARY 2017
DESIGNED BY:
DRAWN BY:
CHECKED BY:
Q.C. BY:
SCALE: NOT TO SCALE
PROJECT #: 1016320

REVISIONS:
1. 04-12-2017 - 2ND REZONING SUBMITTAL
2. 05-18-2017 - 3RD REZONING SUBMITTAL
3. 06-19-2017 - 4TH REZONING SUBMITTAL
4. 07-24-2017 - 5TH REZONING SUBMITTAL
5. 07-28-2017 - 6TH REZONING SUBMITTAL
6. 08-31-2017 - 7TH REZONING SUBMITTAL

SHEET #:
RZ-TIA

CAMP NORTH END | REZONING
MIXED USE + INDUSTRIAL REHAB DEVELOPMENT
ATCO PROPERTIES & MANAGEMENT
TRAFFIC IMPACT ANALYSIS

PETITION NO. 2017-054



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ATCO/CAMP NORTH END Development Standards
Preliminary Draft: 8/31/17
Rezonimg Petition No. 2017-054

Site Development Data:

- Acreage: ±72 acres
- Tax Parcel #: 07903101, 07903102, 07903103, 07903104, 07903105, and 07903106
- Existing Zoning: I-2
- Proposed Zoning: UMUD-O
- Existing Uses: 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 maximum height as to New Buildings (as defined below) portions of the Site (and lower heights for New Buildings within the Core Existing Building Area, if any, resulting from casualty and other circumstances described in Section 3.4 below), and up to 75 feet in height above existing ground floor slab for Existing Buildings (as defined below) portion of the Site; 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 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/development of the Site as contemplated by the Rezoning Plan involves both (i) an innovative, adaptive reuse of significant portions of the existing industrial/distribution buildings (e.g. Existing Buildings, as defined below) that were constructed as early as the 1920s and (ii) construction of New Buildings (as defined below) in areas where Existing Buildings do not now exist and in certain areas of the Site where Existing Buildings do exist but are not located within the Core Existing Building Area (as defined below). The overall redevelopment being 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, educational 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 Buildings (as defined below) and some will occupy New Buildings (as defined below) 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 Ordinance. 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 Buildings & 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 ±1.24 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 occupied by the Existing Buildings will be developed for Adaptive Uses (as defined in Section 1.3(b)(vii)) in a combined effort to meet and create market demand together with limited Development/Site Elements as are permitted and described below in Section 3.e. In addition, as more particularly described in Sections 3.d. and 3.e. below, new buildings may be built on portions of the Site unoccupied by Existing Buildings and located outside the “Core Existing Buildings Area” and portions of the Existing Buildings located outside of the “Core Existing Buildings Area” may be demolished to allow for construction of new buildings on the Site (reference to such new buildings collectively the “New Buildings”) and each a “New Building”). The “Core Existing Buildings Area” are generally depicted within the “yellow outlined/brown areas” on Sheet RZ-02 such that those areas for New Buildings (“New Building/Development Areas”) may only take place outside of the Core Existing Building Areas, except for such limited Development/Site Elements allowed per Section 3.e that do not result in demolition of Existing Buildings located within the Core Existing Building Areas. The boundaries of the “yellow outlined/brown areas” designating the Core Existing Buildings Area and the New Building Development Areas may be subject to minor adjustments reasonably approved either as part of the Urban Review process or administrative site plan amendment process, and as set forth in Section 3.4 below; provided that at least 814,000 square feet of gross floor area within the Existing Buildings located within the Core Existing Buildings Area shall remain on the Site (subject to reduction due 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.).

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 sites (collectively the “Development/Site Elements”) as 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 shown in Section 6.207 of the Ordinance. Since the project has not undergone the design development and construction phases, it is intended that this Rezoning Plan provide for flexibility in allowing some alterations or modifications from 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 not materially change the overall design intent depicted on the Rezoning Plan.

The Planning Director will determine if such minor modifications are allowed per this amended process, and if it is determined that the alteration does not meet the criteria described above, the Petitioner shall then follow the Administrative Amendment Process per Section 6.207 of the Ordinance; in such instance, however, subject to the Petitioner's appeal rights set forth in the Ordinance.

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 provisions of the Site generally depicted on the Rezoning Plan for the Site and 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 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, 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 Voted 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 the 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 other portions of the Development Standards, the following apply to certain definitions, and the definitions of such defined terms set forth herein shall control over definitions of such terms that may be set forth in the Ordinance:

- (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, whether the uses are the uses of the Site and 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 “Fating 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/Other 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 redevelopment for the reuse of as much of an Existing Building as practical and as permitted by applicable building regulation codes. The reuse will marry the spirit of the original architecture with anticipated sympathetic architectural intervention such as, but not limited to renovations, repairs, upgrades to mechanical systems and otherwise, partial demolitions, minor expansions (not resulting in an increase in the ground floor footprint or more than 2,000 square feet of gross floor area of the ground floor footprint, nor an increase in the maximum height of 90 feet of the applicable Existing Building), and/or 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, residential uses, galleries, office, lobbies, meeting areas, instructional venues, financial services, hotel lobby, leasing offices, lounges, exercise facilities, amenity areas, institutional and/or private uses.
- (x) **Private Connections.** Reference to the term “Private Connections” (whether capitalized or not) shall include private streets, private connections, owner's and other connections as more particularly described on Sheet RZ-02.

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 Uses 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:

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 as further defined in Section 6.d of these Development Standards. A 16 foot setback as measured from the edge of travel lane shall be provided for New Buildings on owner's lots, but New Buildings of greater than 75 feet in height on owner's lots either have a setback of 20 feet, or shall have a setback of 16 feet provided that the New Building will have a vertical step-back at least 10 feet deep that is located between 30 feet and 60 feet of the height of the New Building.
9.905 (2)	Utilities	Existing utilities in the setback may remain so long as they do not obstruct the sidewalk.
9.906.10		Utilities shall not be required to be placed underground as part of development/redevelopment.
9.906(2)(b)	Structured Parking Facilities	Design standards for structured parking facilities are defined in Section 6.c of these Development Standards. Decorative louvers, grillwork, or panels shall be utilized to screen cars from view on all facades facing public streets and facing Connections A, E and G as generally depicted on <u>Sheet RZ-02</u> . Proposed parking decks in Area “C” generally depicted on <u>Sheet RZ-02</u> shall be permitted without addressing transparency requirements set forth in 6.c (viii), unless grading and/or significant site work is completed and creates an opportunity for a relationship between the applicable parking deck building and the proposed Connection D, in which case, applicable design standards shall be adhered to.

Ordinance Section	Standard	Deviation/Rationale
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 5 below.
9.906(2)(j)	Building Entrances	Doorways do not need to be recessed into the building on Existing Buildings.
9.906(4)(a-i)	Urban Open Space	Urban Open Space is not required by Ordinance for Existing Buildings or any new uses within such Existing Buildings. When open space is provided as a requirement of office development or as amenity for the Site as part of the development for New Buildings, it will be developed as defined in Section 6.a.(iii) of these Development Standards in lieu of the standards set forth in Section 9.906(4)(a.-i.) of the Ordinance. The intent is to provide open space that will maintain and build upon the unique character of the site in a less systematic and formulaic approach than prescribed in Section 9.906.
9.907(1)(a-e)	Parking Standards	By Ordinance, existing floor area in Existing Buildings is exempt from parking requirements of this section and no such parking requirements shall apply to uses within Existing Buildings. Due to the locations of the Existing Buildings and parking locations, parking may be provided a distance on Site of more than 1,600 feet from new uses. New Buildings shall meet the UMUD parking ratio standards.
9.907(2)	Loading Standards	Loading may be provided at a distance on Site of more than 1,600 feet from new uses, and from other uses to the extent deemed appropriate under the site conditions by CDOT and Planning during the design development review process.

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., and 3.f.

b. Permitted Uses Under Prescribed Conditions. The following principle uses are permitted as described below and under the prescribed conditions for such uses that are set forth in the Ordinance:

- (i) Retail sales for automobiles (new and used), feed, 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) Extentimators, 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) Drive-in windows as part of an accessory part of a principal structure designed to be completely internal to the building.
- (iv) 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.
- (v) Beneficial fill permitted from within the overall Site and as associated with Brownfield remediation and related regulations.

c. 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.(iii), above.

d. New Building Areas. Sheet RZ-02 generally depicts the New Building Development Areas as those portions of the Site outlined in yellow in which construction of New Buildings and associated development, in lieu of all or a portion of an Existing Building or associated Development/Site Elements, could take place. Development within the New Building Development Areas may include demolition of all or portions of the Existing Buildings that are located outside of the Core Existing Buildings Area. Minor adjustments to the boundary of the New Building Development Areas and the Core Existing Buildings Area are permitted as may be reasonably approved as part of the Urban Review process or the administrative site plan amendment process; provided that at least 814,000 square feet of gross floor area within the Existing Buildings located within the Core Existing Buildings Area shall remain on the Site (subject to reduction due 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.).

In the event that Existing Buildings located within the Core Existing Buildings Area are reduced in whole or in part due to fire, casualty or similar events or portions of all of Buildings 11B and 4 cannot be preserved as described below in Section 3.e. below, replacement development for New Buildings (within the Core Existing Building Areas) shall take place in accordance with provisions of this Rezoning Plan that govern New Building Development except that the maximum height of such New Buildings associated with replacement development within the Core Existing Buildings Area shall be as follows: (i) the height of New Buildings that are built to replace Buildings 11B, 11A, and 3B shall not exceed 120 feet and (ii) the height of other such New Buildings that replace other Existing Buildings within the Core Existing Buildings Area shall not exceed 95 feet. Upon the events described above and during permitting for such resulting replacement development, Petitioner shall provide to CDOT, unless waived by CDOT, a transportation analysis confirming that such replacement development does not result in material adverse Site access or transportation conditions.

e. Core Existing Building Area; Special Provisions for Buildings 11B & 4. The Existing Buildings located within the Core Existing Buildings Area, as may be subject to minor adjustments as described above, may be developed for Adaptive Reuses (as defined above in Section 1) and portions of the Core Existing Buildings Area 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 such Development/Site Elements, each of which are intended to activate and provide pedestrian scale energy within such portions of the Core Existing Buildings Area; provided, however, any such New Building, trailers or similar structures located within the Core Existing Buildings Area shall not exceed one story and 35 feet in height (excluding rooftop activities and structures) and shall not contain greater than 4,000 square feet of ground floor gross floor area.

Petitioner agrees to use diligent good faith efforts to preserve Existing Building 4 and the portion of Existing Building 11B located within the Core Existing Buildings Area for Adaptive Reuses, but it is acknowledged that those 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 such Existing Buildings as described above, a third party engineer licensed in North Carolina certifies that portions or all of Existing Building 4 and/or Existing Building 11B located within the Core Existing Buildings Area cannot reasonably be used for Adaptive Reuses, then such portions of these Existing Buildings may be redeveloped for New Buildings and associated development subject to compliance with the provisions of this Rezoning Plan governing New Building Development, subject to and in accordance with Section 3.d. above regarding building height.

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 may 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 for increases or decreases 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.

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	60,000 sf	80,000 sf
Retail/Personal Services	20,000 sf	60,000 sf	60,000 sf	200,000 sf
Office	450,000 sf	1,430,000 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
Multi-Family Residential	250 units	600 units	600 units	1,500 units

* 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.

g. Conversion of Commercial Uses. Retail, EDEE, and Personal Services uses (“non-office commercial uses”) may exceed the applicable development level specifications 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 1.5 square foot of gross floor area of such non-office commercial uses to 1.0 square foot of office commercial 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. The conversions and resulting development levels shall be set forth in the Chart/Summary set forth on Sheet RZ-02, as the same shall be updated in connection with administrative amendments described in subsection k. below.

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. The conversions and resulting development levels shall be set forth in the Chart/Summary set forth on Sheet RZ-02, as the same shall be updated in connection with administrative amendments described in subsection k. below.

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 uses) 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 created 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. The conversions and resulting development levels shall be set forth in the Chart/Summary set forth on Sheet RZ-02, as the same shall be updated in connection with administrative amendments described in subsection k. below.

j. Conversion of Light Industrial Uses & Office Uses. Light Industrial uses (for the purposes of this subsection shall be as defined in the Ordinance) and office uses may exceed the applicable development levels set forth in Section 3.f. above by 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. The conversions and resulting development levels shall be set forth in the Chart/Summary set forth on Sheet RZ-02, as the same shall be updated in connection with administrative amendments described in subsection k. below.

k. Written Requests & 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. Petitioner or owner of the portion of the Site involved in the conversion shall also provide to CDOT a trip generation summary based on the ITE manual reflecting transportation adequacy amendment and the Chart/Summary described above.

4. Transportation Related Aspects

1. Transportation Evaluation/Assessment & Improvements.

a. Context/Transportation Evaluation & Assessment. The ±72 acre Site is currently zoned I-2 and contains ±1.24 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 allows 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.

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 the permitted uses set forth in Section 3.f. and Table 2.f. for the purposes of reference 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 NCDOT, 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 points and thereby saving a material amount of time and safety 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. In connection with the above-referenced adjustments to the access to and from the Site, Petitioner shall deliver to CDOT, and as applicable NCDOT, proposed plans for the proposed access and driveways to adjacent public streets to be used on an interim basis as development takes place on the Site prior to completion of the Phase I Development.

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 internal connectivity/pedestrian and streetscape installations within the timelines set forth for substantial completion of such improvements described therein, such installations to include without limitation the extensions of Camp Road from Graham Street to Statesville Avenue and Sylvania Avenue from Graham Street to Statesville Avenue in the manner set forth therein.

e. Phase I Development. There are no off-site transportation improvements required for the Phase I level of development set forth in Section 3.f. and on Table 3.f. (the “Phase I Development”) provided that: (i) the Petitioner shall cooperate with CDOT (and as applicable NCDOT) with respect to adjustments/refinements to points of access to and from the Site as described above in subsection c. above; (ii) the Petitioner shall comply with the provisions of Sections 5d. and e. regarding such internal connectivity/pedestrian and streetscape installations within the timelines set forth for substantial completion of such improvements described therein, such installations to include without limitation the extensions of Camp Road from Graham Street to Statesville Avenue and Sylvania Avenue from Graham Street to Statesville Avenue in the manner set forth therein; and (iii) unless earlier completed, prior to the issuance of the certificate of occupancy for the last component of gross floor area of the

Phase I Development, Petitioner shall cause the split driveway accesses on Statesville Avenue at Camp Road to be consolidated and reconstructed to provide a 100 foot minimum stem length and a single entry/exit point onto Statesville Avenue.

f. Phase II Development. There are no off-site transportation improvements required for the Phase II level of development set forth in Section 3.f. and on Table 3.f. (the “Phase II Development”) provided that: (i) the Petitioner shall cooperate with CDOT (and as applicable NCDOT) with respect to adjustments/refinements to points of access to and from the Site as described in subsection c. above; and (ii) the Petitioner shall comply with the provisions of Section 5d. and e. regarding such internal connectivity/pedestrian and streetscape installations within the timelines set forth for substantial completion of such improvements described therein, such installations to include without limitation the extensions of Camp Road from Graham Street to Statesville Avenue and Sylvania Avenue from Graham Street to Statesville Avenue in the manner set forth therein.

Coordination with NCDOT on NCDOT Phase II TIA. Petitioner will work with NCDOT to ensure compliance with approved improvement that are set forth in the negative Transportation Impact Study dated as of July, 2017 required by NCDOT as part of the NCDOT access permit review/approval process as relates to access locations along Statesville Avenue and Graham Street which are NCDOT maintained roads.

g. Phase III Development/Sub-phases & Phase III Improvements. It is understood that the roadway improvements (the “Phase III Improvements”) associated with the Phase III level of development (e.g. full build-out) set forth in Section 3.f. and on Table 3.f. (the “Phase III Development”) are subject to further review and approval by CDOT (or as applicable NCDOT) in the form of appropriate transportation analysis consisting of the TIA and supplements thereto, or future transportation impact studies and/or technical transportation studies (together “transportation studies”), and as such CDOT adjustments may be needed to such Phase III Improvements. 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 NCDOT) 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 NCDOT as referenced herein shall only be applicable to the extent necessary per customary approval practice of NCDOT. 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 such Phase III major phase, or each sub-phase, as applicable, that is approved by CDOT (or as applicable NCDOT) per appropriate transportation analysis.

Railroad Crossings. It is further understood that the Phase III Improvements are based on a TIA that assumed certain access points to and through the Site are to cross over railroad at grade crossings associated with a non-operating railroad line as generally depicted on the Rezoning Plan, and such at-grade crossings are subject to approval by Norfolk & Southern Railroad. It is therefore further acknowledged that should the at grade railroad crossings for either Sylvania Avenue or Camp Road not be opened prior to the issuance of the first certificate of occupancy for the Phase III Development, additional transportation analysis and review time will be required to determine the impact and any applicable transportation mitigation for study intersections identified in the original and any subsequent TIAs as shall be reasonably appropriate based on customary transportation analysis methodology. Petitioner acknowledges that no activity shall occur within the railroad right of way without the written approval from Norfolk and Southern Railroad.

Installation by Others. As set forth in more detail in Section 4.1i, a below, the Phase III Improvements, as the same may be adjusted per the transportation analysis as described above, 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 such Phase III Development major phase, or each sub-phase, as applicable, that is approved by CDOT (and as applicable NCDOT) per appropriate transportation analysis.

Statesville Avenue “Road Diet”. Without limiting the generality of the foregoing, additional traffic analysis and review time will be required prior to substantial completion of Phase III Development, and/or sub-phases, to confirm the Statesville Avenue “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 Avenue road frontage and additional improvements may be required at the confluence area of the Graham Street/Statesville Avenue/Dalton Road. If it is determined after good faith efforts to seek approval, that the proposed Statesville Avenue “road diet” cannot be supported by CDOT and/or NCDOT, Petitioner will promptly submit and coordinate the review of this additional transportation analysis, including concept designs, with CDOT and NCDOT (as applicable) and such evaluation shall include Statesville Avenue in its existing four-lane condition to identify appropriate turn lane locations as well as additional right of way along the Site frontage as generally depicted in the “Statesville Avenue Proposed Condition (Alternative)” on Sheet RZ-03. Such alternative condition shall accommodate street widening for appropriate left turn lanes, 5 foot non-buffered bike lanes on both sides of Statesville Avenue, an 8 foot planting strip and a 6 foot sidewalk. 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-T1A and the numbers for items below correspond to those set forth on such illustration:

- 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.
- 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 turn 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 minor amount of roadway 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/

Building Area Tracking Table				
Building No.	Existing Building Area	Date of Adjustment	Description	Adjusted Building Area
Example.	169,721 sf	d/m/y	Divide Building 1 to 1a and 1. For Keswick Connection	158,000 sf
1	169,721 sf			
2	216,883 sf			
3	136,835 sf			
4	3,320 sf			
5	13,083 sf			
6	781 sf			
7	245,739 sf			
8	4,216 sf			
9	17,173 sf			
10	227,581 sf			
11	227,743 sf			
12	3,252 sf			
13	3,139 sf			
14	21,631 sf			
15	10,045 sf			
16	86 sf			
Total	1,301,228 sf		New Total	

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 additional 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

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

REVISIONS:

4. 07-24-2017 - 5TH REZONING SUBMITTAL
5. 07-28-2017 - 6TH REZONING SUBMITTAL
6. 08-31-2017 - 7TH REZONING SUBMITTAL

-
-
-

SHEET #:
RZ-N3

CAMP NORTH END | REZONING
MIXED USE + INDUSTRIAL REHAB DEVELOPMENT
ATCO PROPERTIES & MANAGEMENT
DEVELOPMENT TRACKING SHEET

PETITION NO. 2017-054



ADJACENT OWNERSHIP LISTINGS*

1. CHARLOTTE-MECKLENBURG HOUSING PARTNERSHIP INC
Tax # 07510543
Tax # 07510537
Zoning: NS
2. HEBREW CEMETERY
Tax # 07510528
Zoning: R-8
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

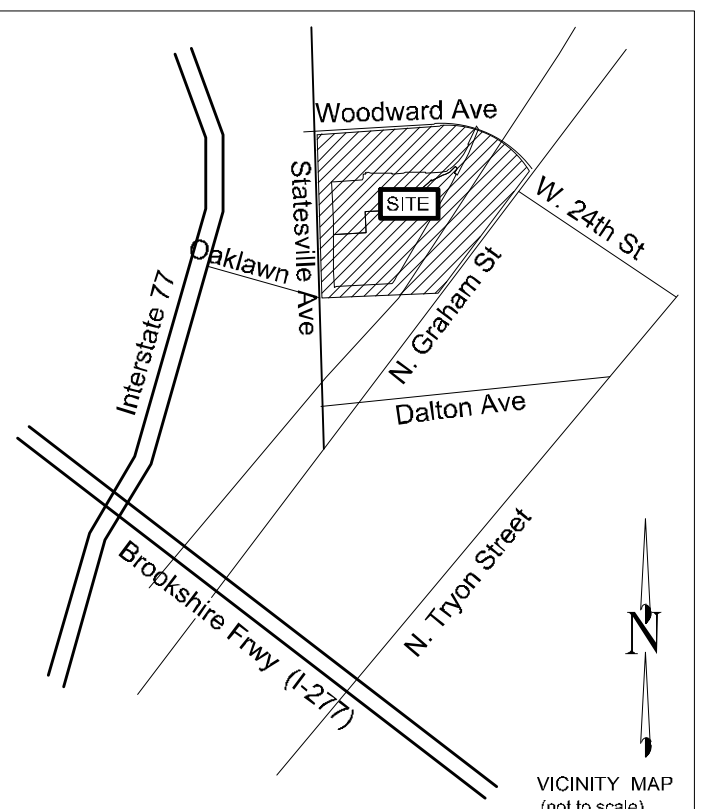
7. JETT ACQUISITIONS LLC
Tax # 07510602
Zoning: B-1
8. TDC GREENVILLE LLC
Tax # 07844101
Zoning: B-1
9. END SPOT HOLDINGS II LLC
Tax # 07909944
Zoning: I-2

*ADDITIONAL OWNERSHIP INFORMATION SHOWN ON PLAN

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

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.



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
4. 07-24-2017 - 5TH REZONING SUBMITTAL
5. 07-28-2017 - 6TH REZONING SUBMITTAL
6. 08-31-2017 - 7TH 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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