



DATE: 27 FEBRUARY 2017

DESIGNED BY:

DRAWN BY:

CHECKED BY:

O.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

CAMP NORTH END | REZONING MIXED USE + INDUSTRIAL REHAB DEVELOPMENT

ATCO PROPERTIES & MANAGEMENT

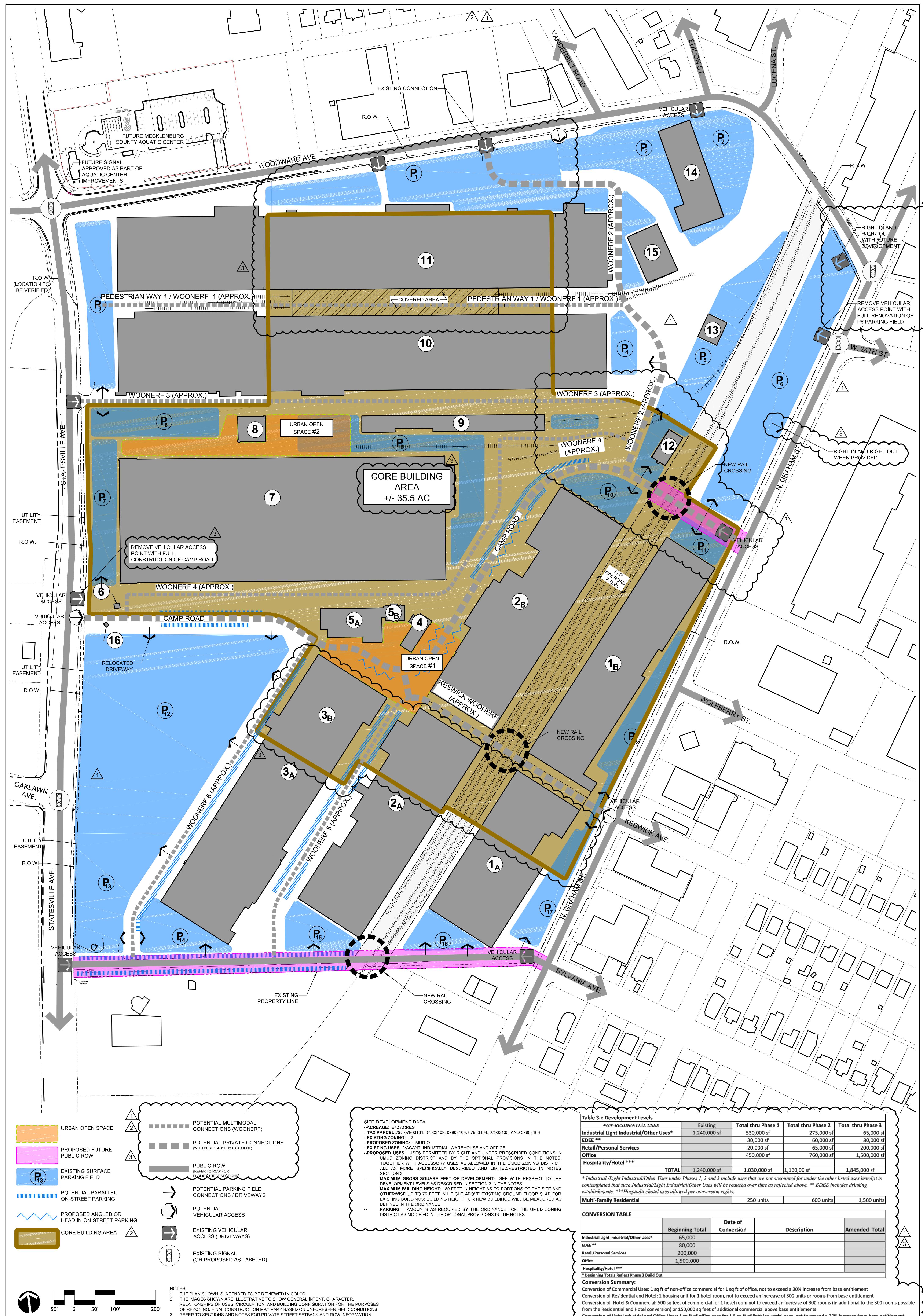
CONTEXT MAP

PETITION NO. 2017-054



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CONTEXT MAP
RZ-00



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ATCO PROPERTIES & MANAGEMENT

TECHNICAL DATA SHEET

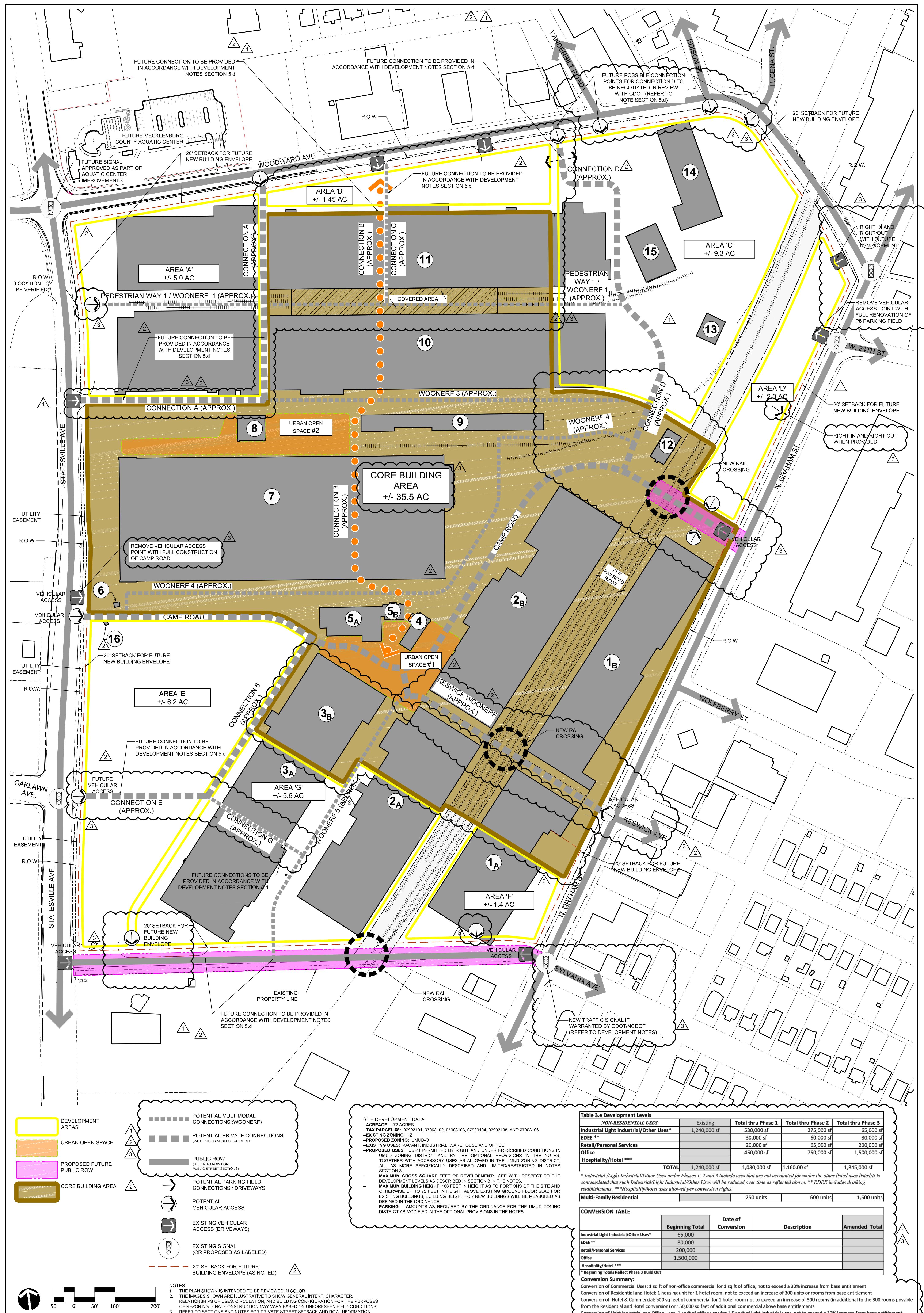
PETITION NO. 2017-054



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SHEET #:
RZ-01



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ATCO PROPERTIES & MANAGEMENT

TECHNICAL DATA SHEET - FUTURE BUILD OUT

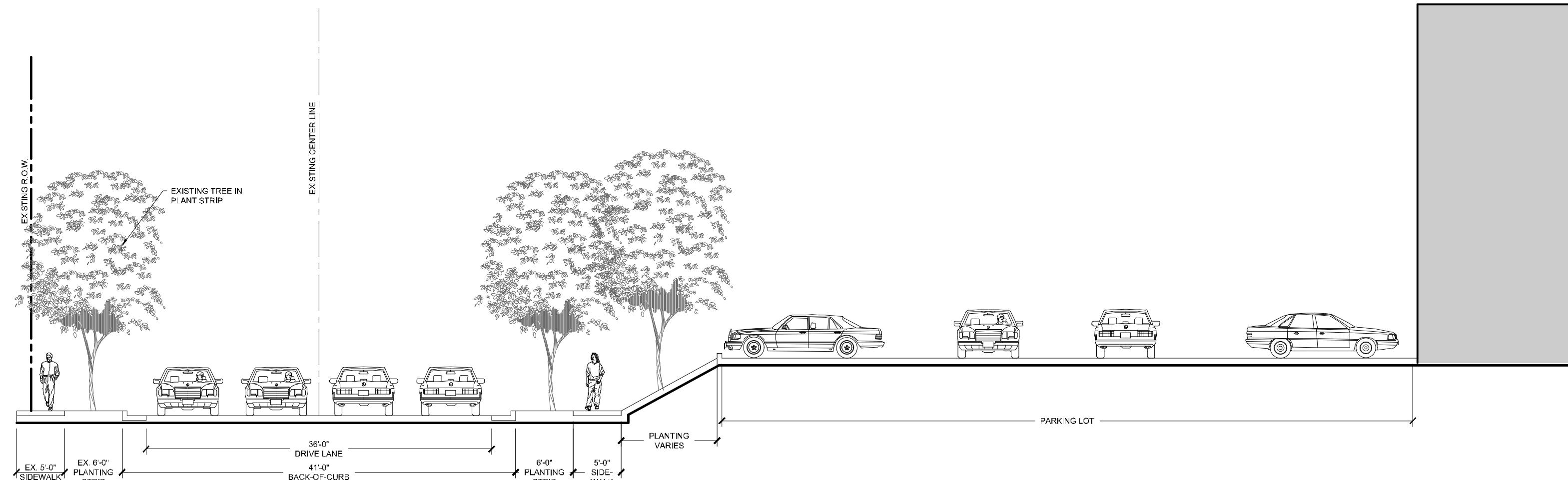
PETITION NO. 2017-054



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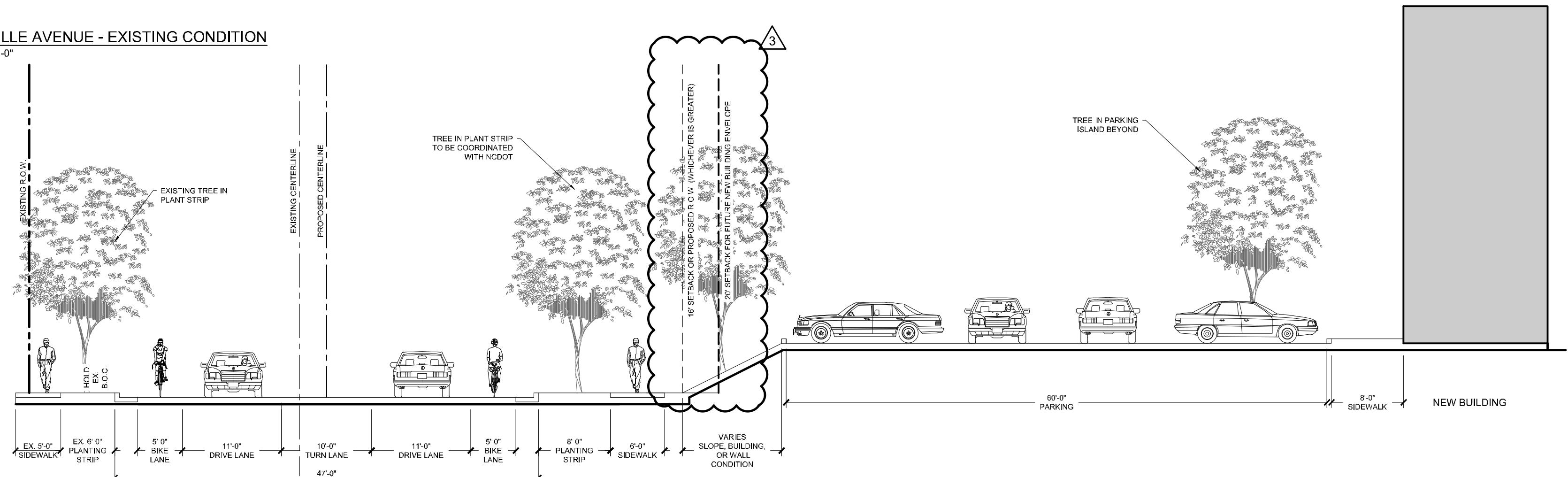
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Sheet #: RZ-02



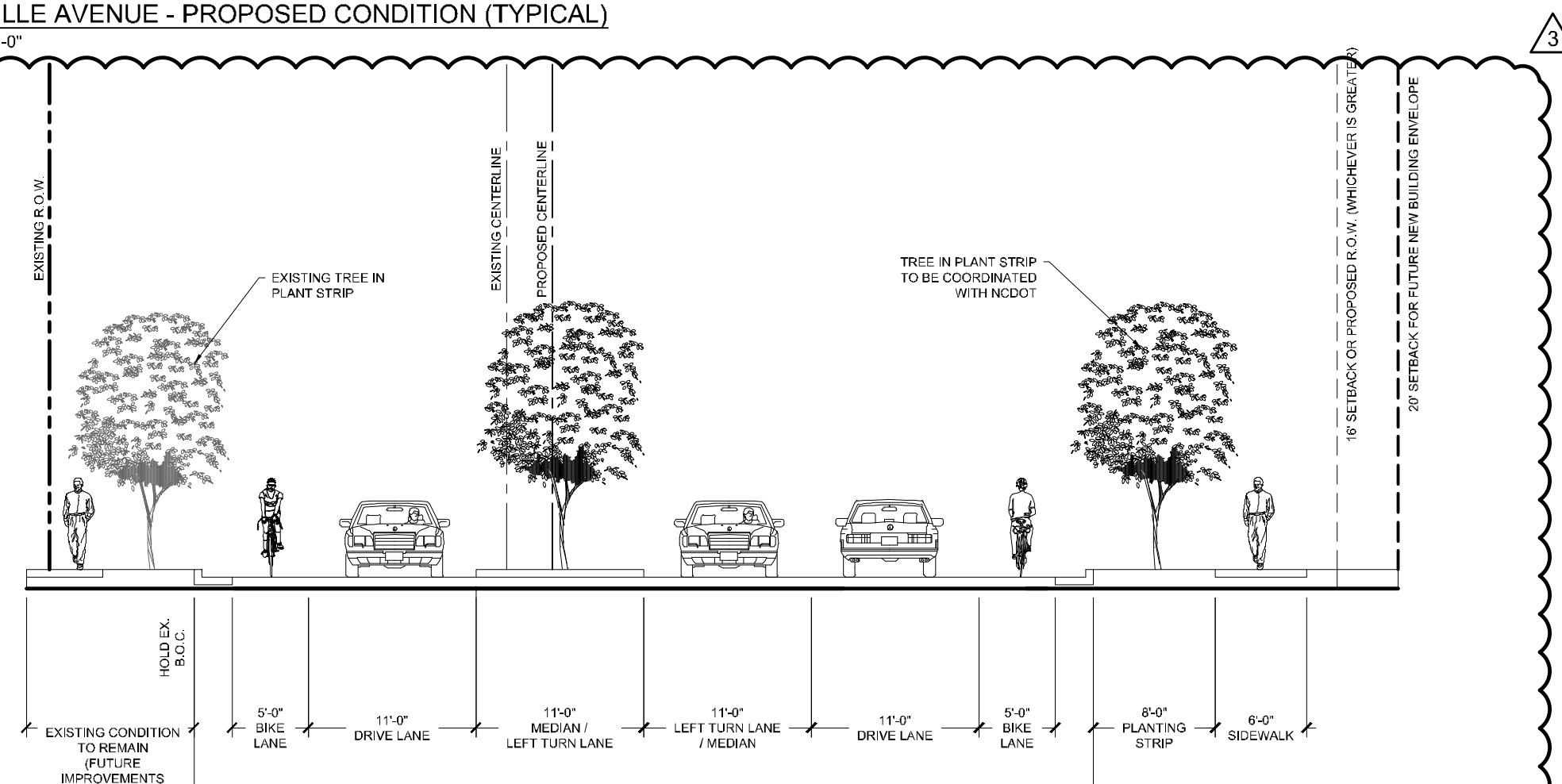
STATESVILLE AVENUE - EXISTING CONDITION

SCALE: 1" = 10'-0"



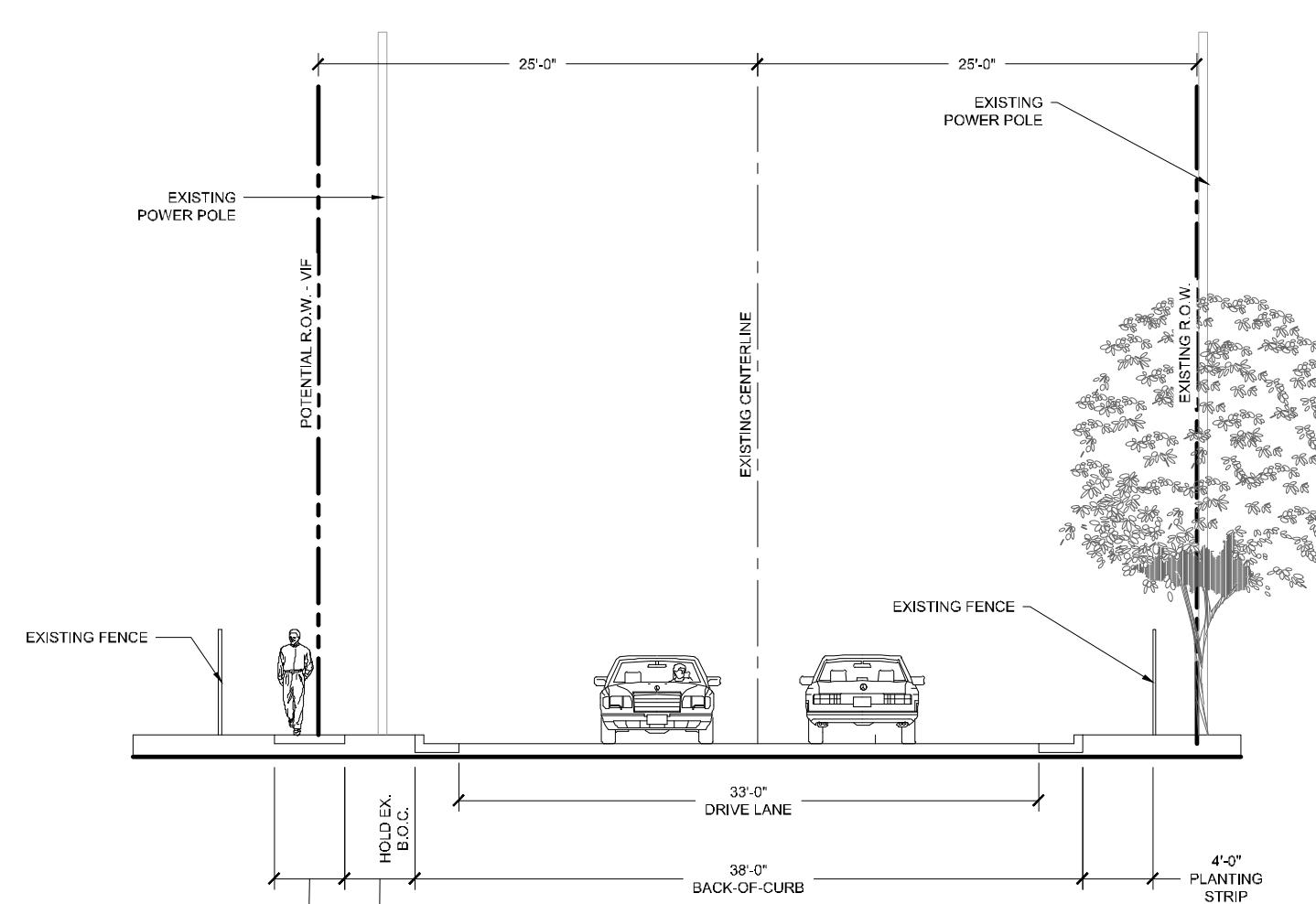
STATESVILLE AVENUE - PROPOSED CONDITION (TYPICAL)

SCALE: 1" = 10'-0"



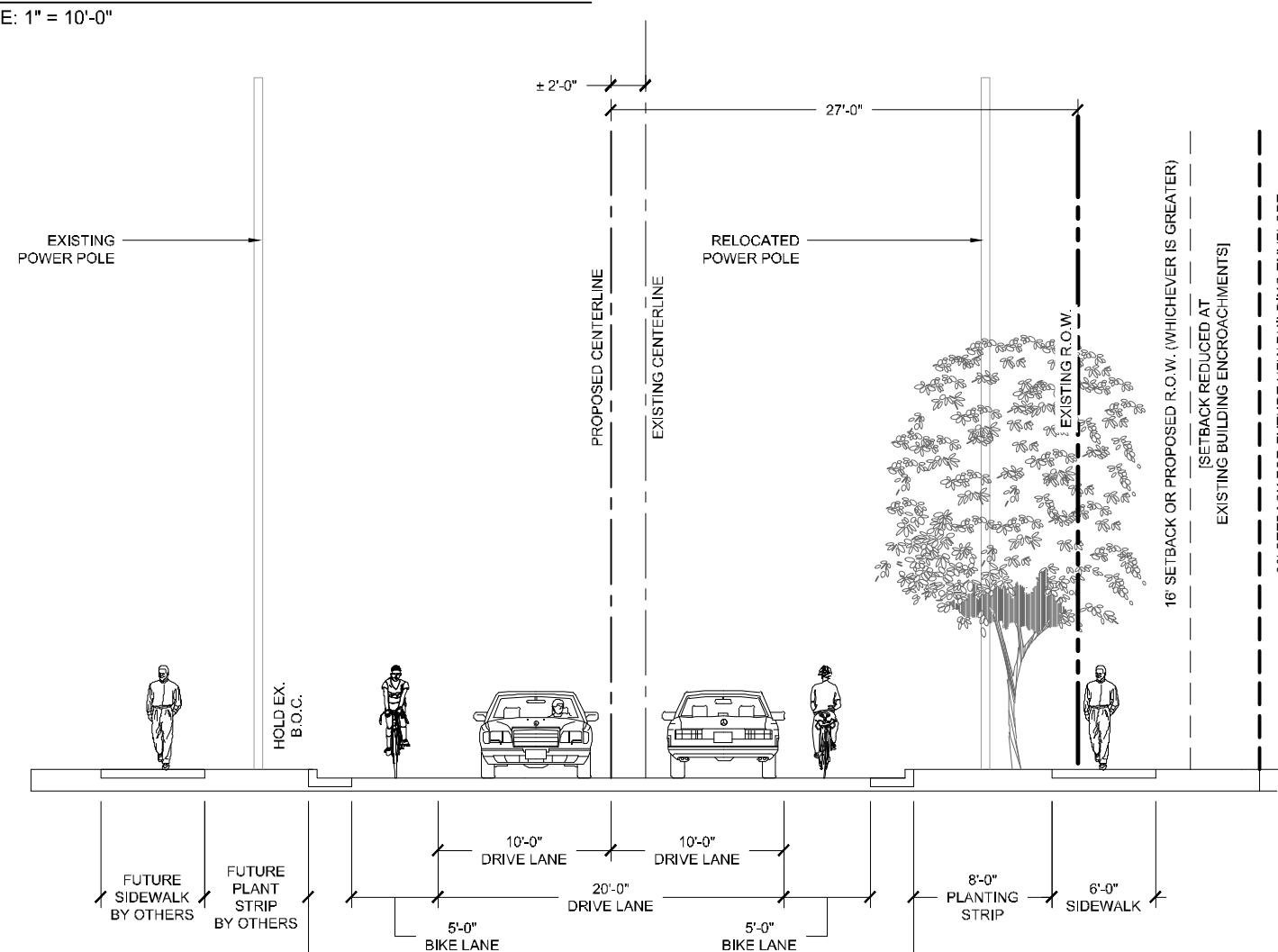
STATESVILLE AVENUE - PROPOSED TURNING CONDITION (AT OAKLAWN)

SCALE: 1" = 10'-0"



WOODWARD AVENUE - EXISTING CONDITION

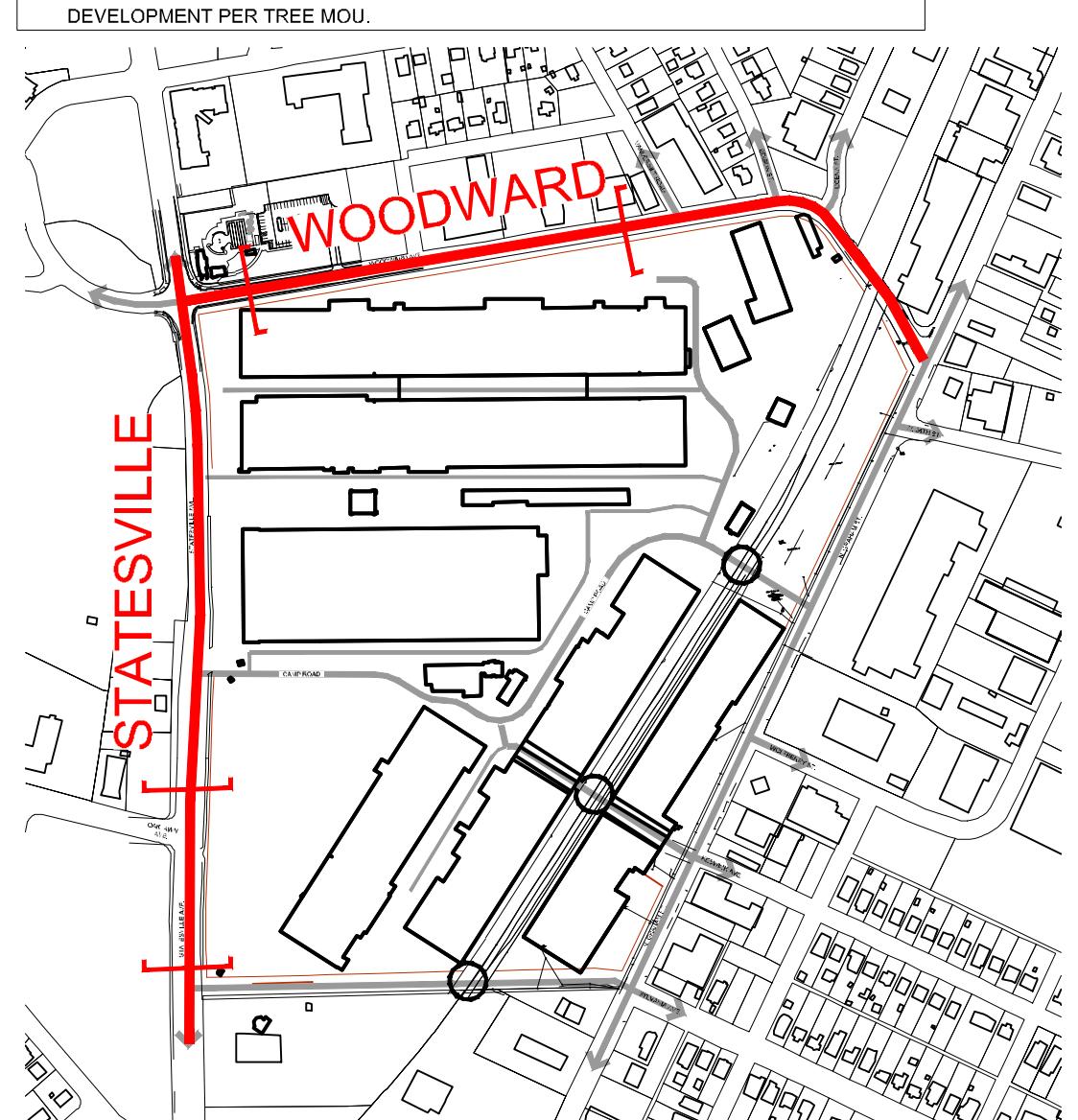
SCALE: 1" = 10'-0"



WOODWARD AVENUE - PROPOSED CONDITION

SCALE: 1" = 10'-0"

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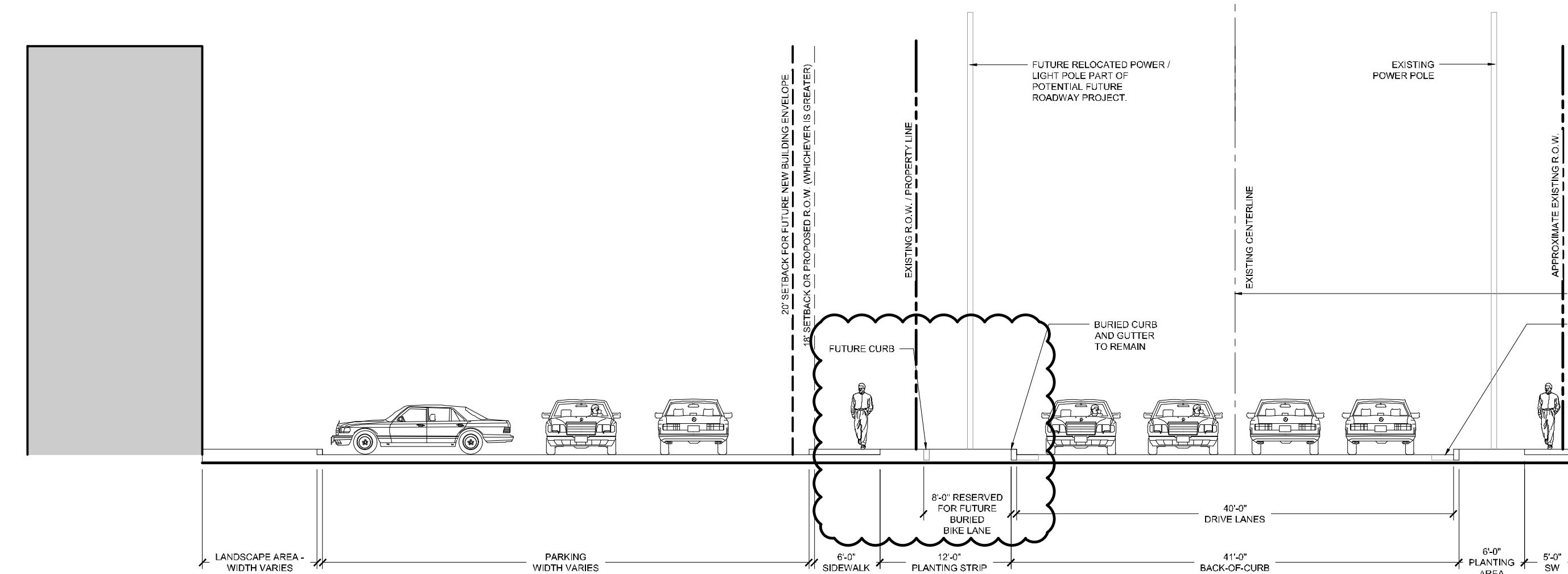
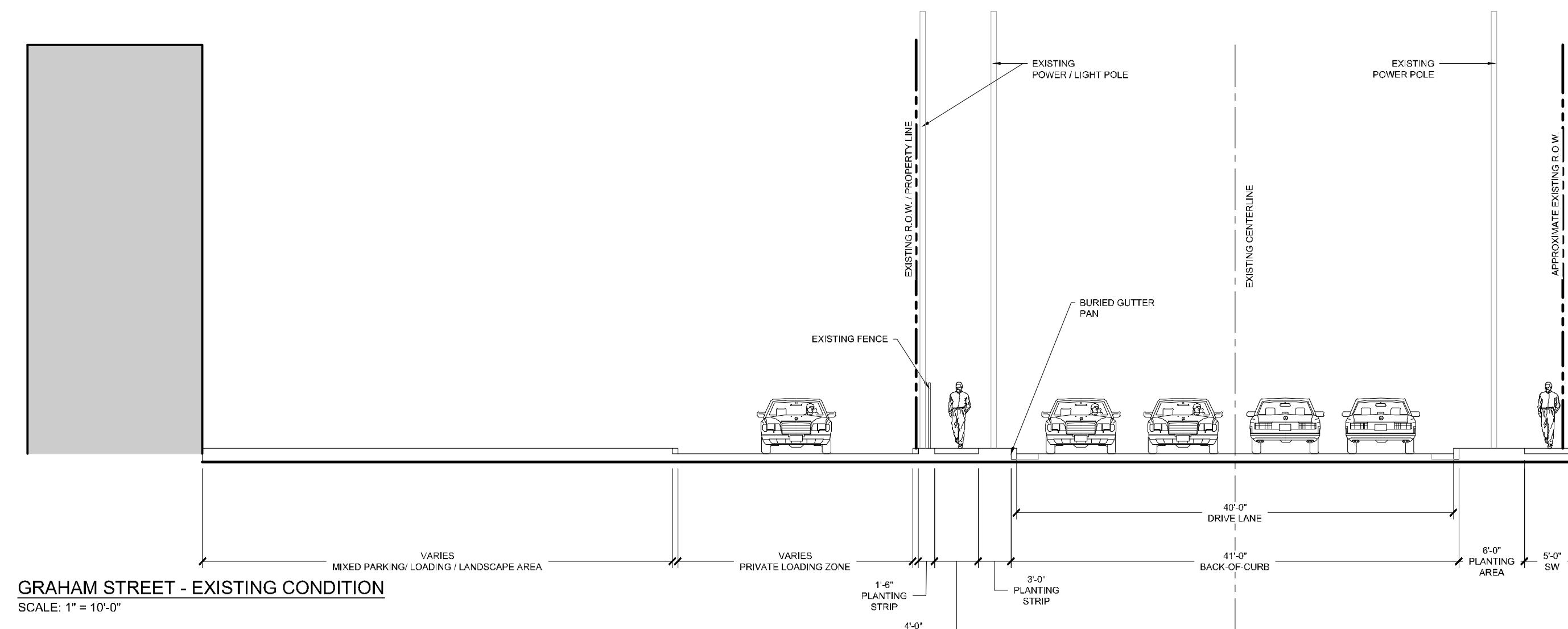
ATCO PROPERTIES & MANAGEMENT

PETITION NO. 2017-054

SECTIONS - STATESVILLE AND WOODWARD
SHEET #: RZ-03

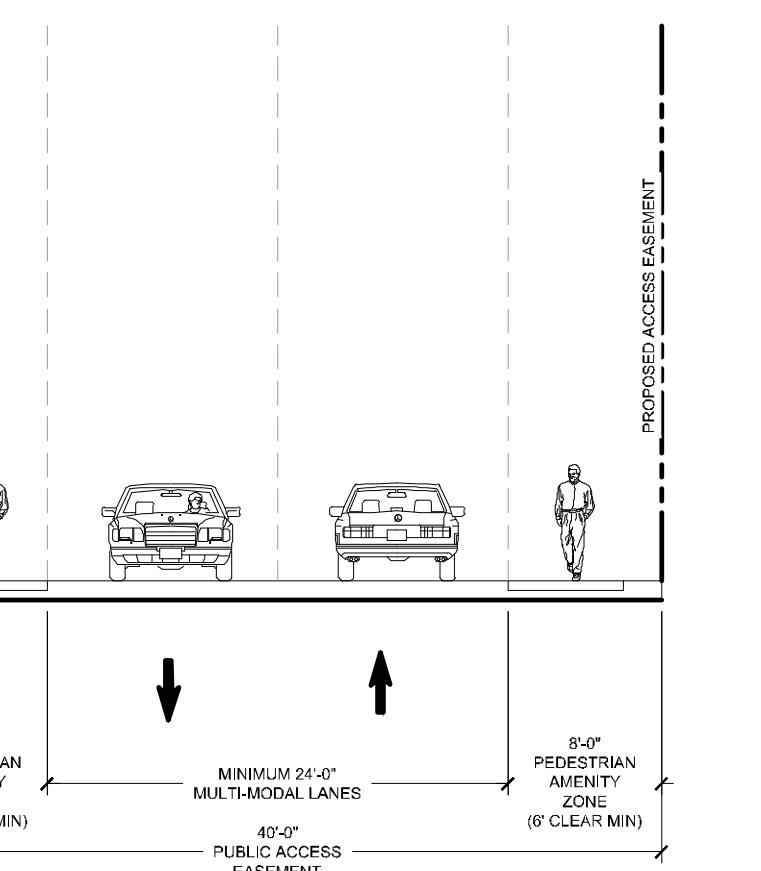
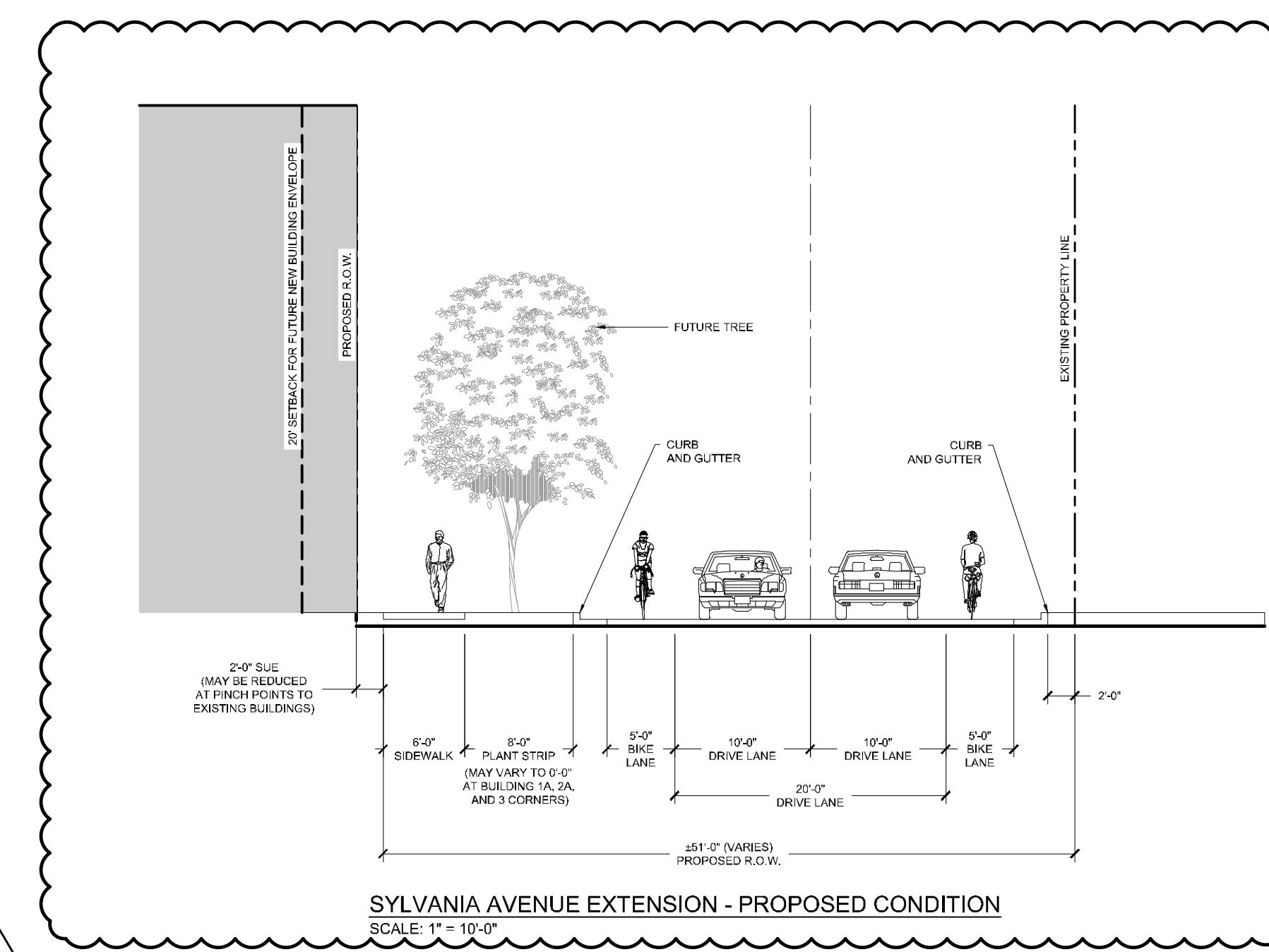


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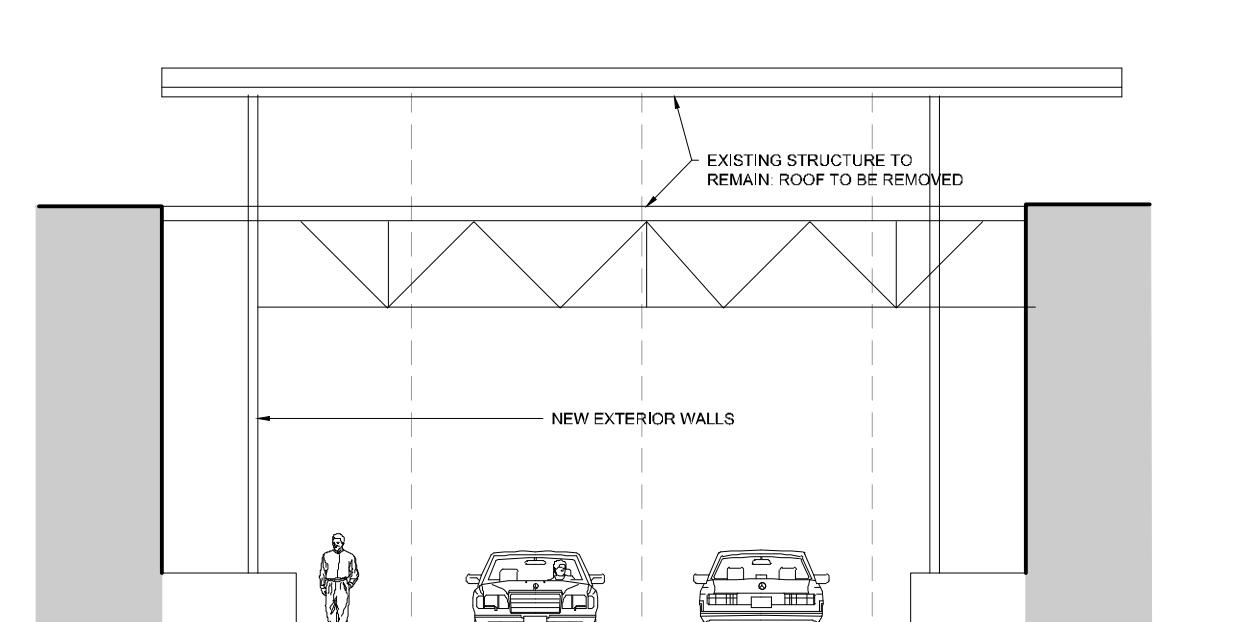


GRAHAM STREET - PROPOSED CONDITION

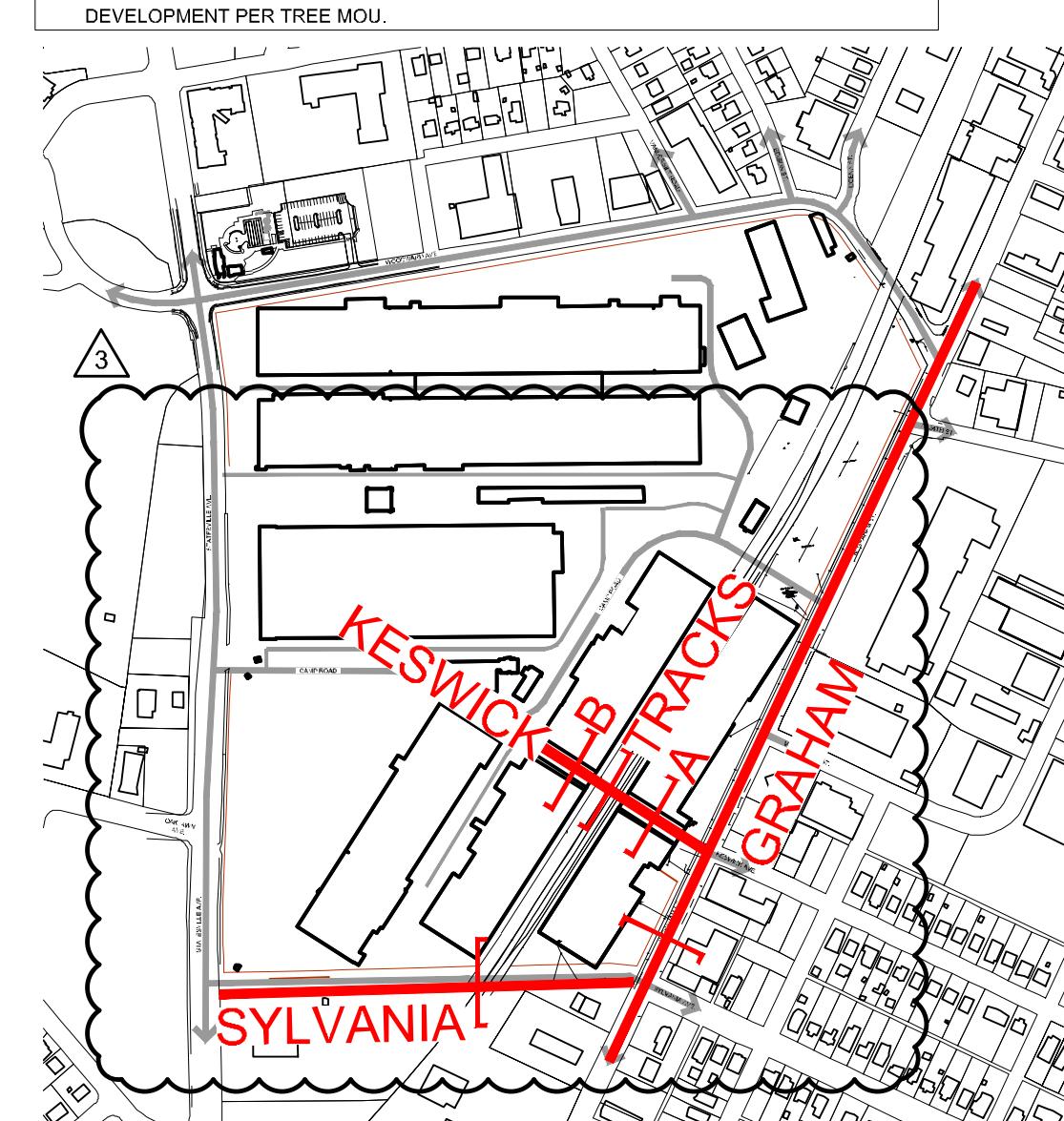
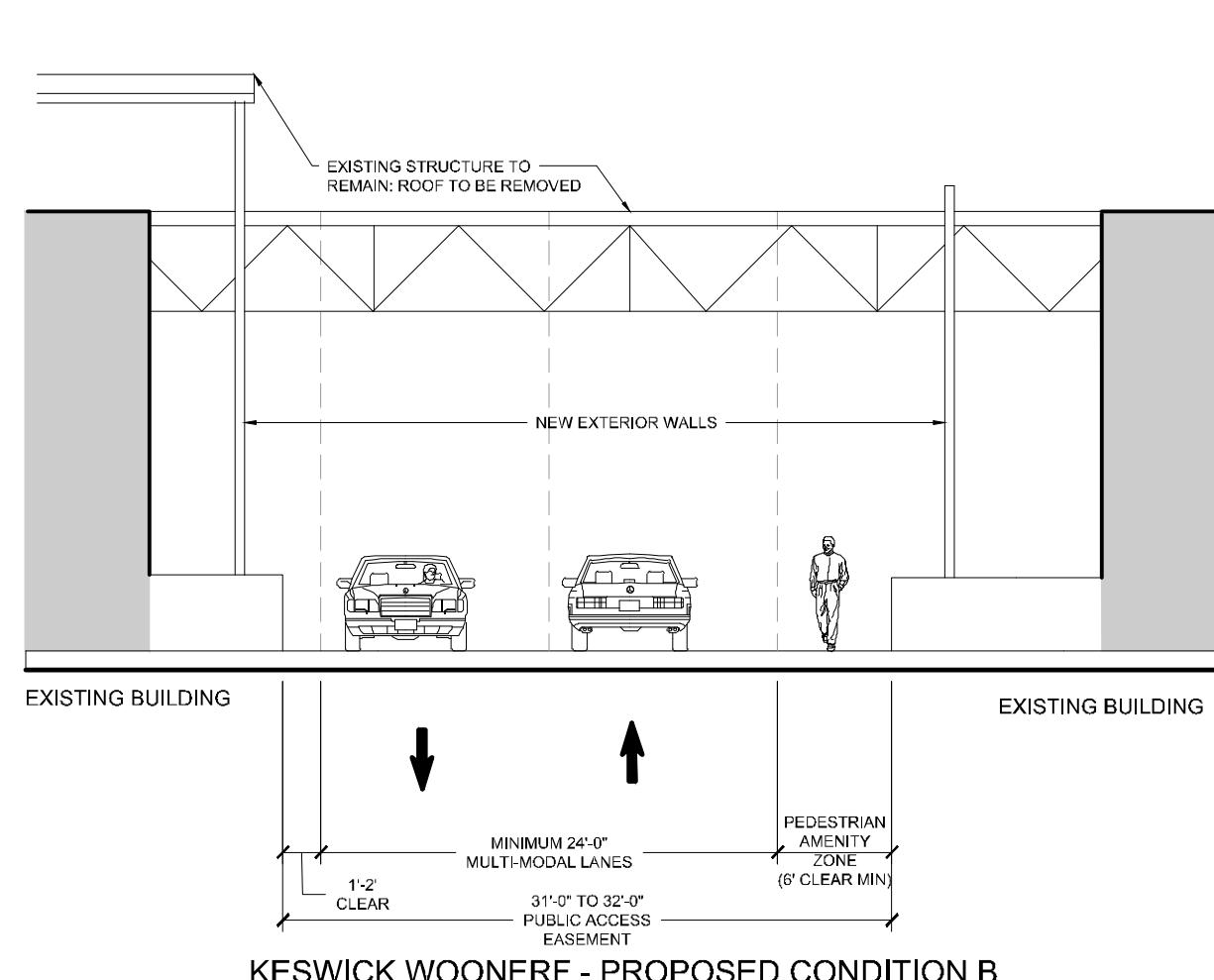
SCALE: 1" = 10'-0"



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



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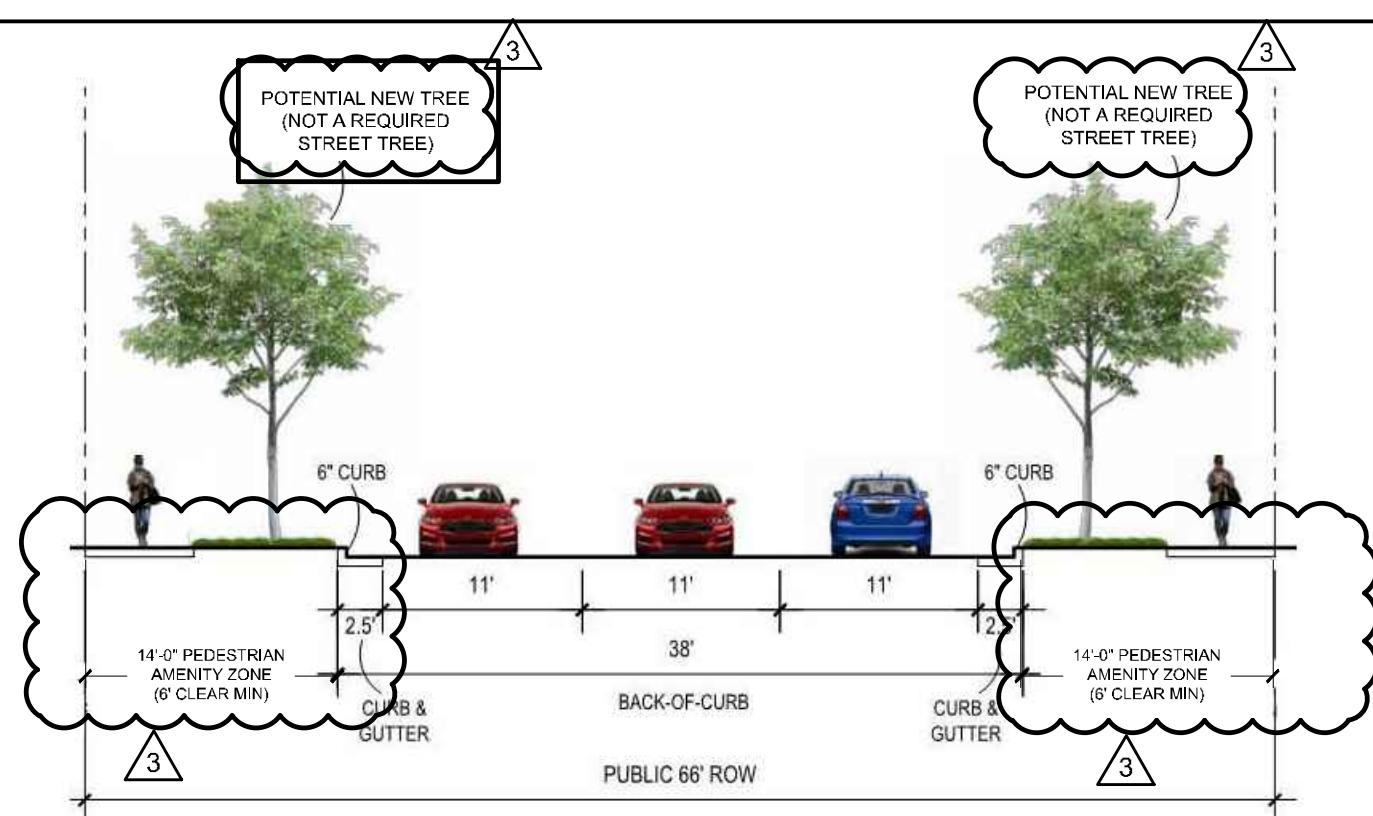
CAMP NORTH END | REZONING
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ATCO PROPERTIES & MANAGEMENT
SECTIONS - GRAHAM AND SYLVANIA

PETITION NO. 2017-054

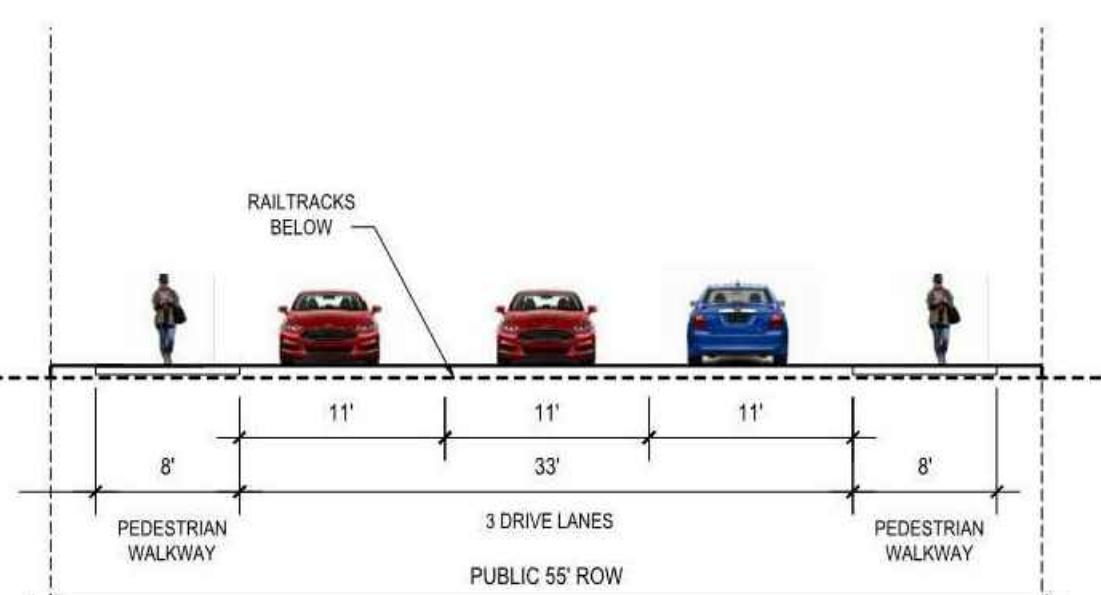
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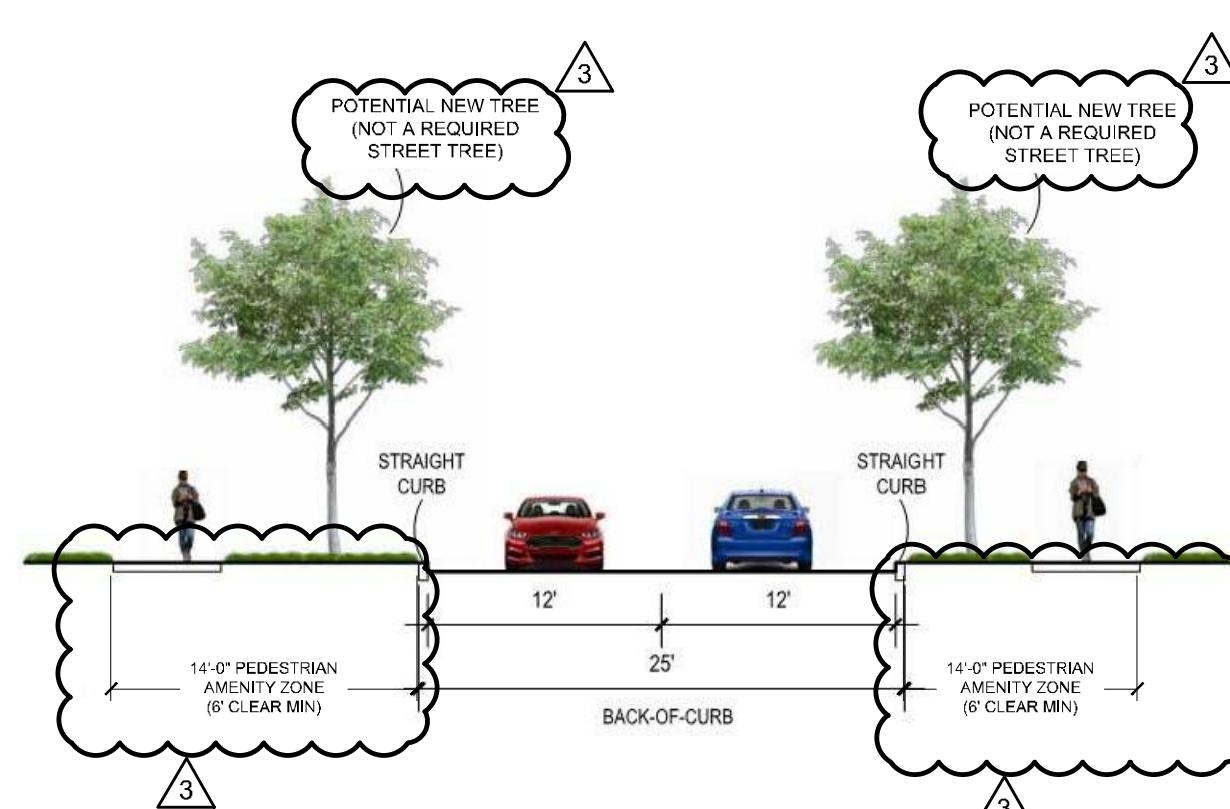
RZ-04



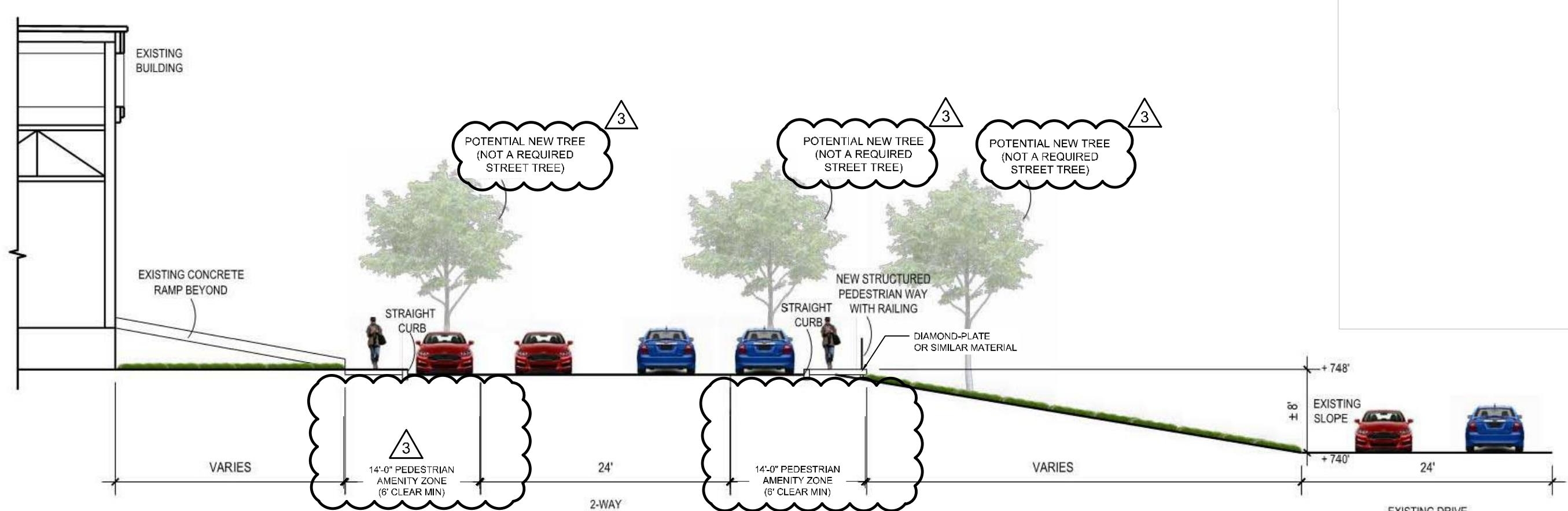
CAMP ROAD - SECTION A



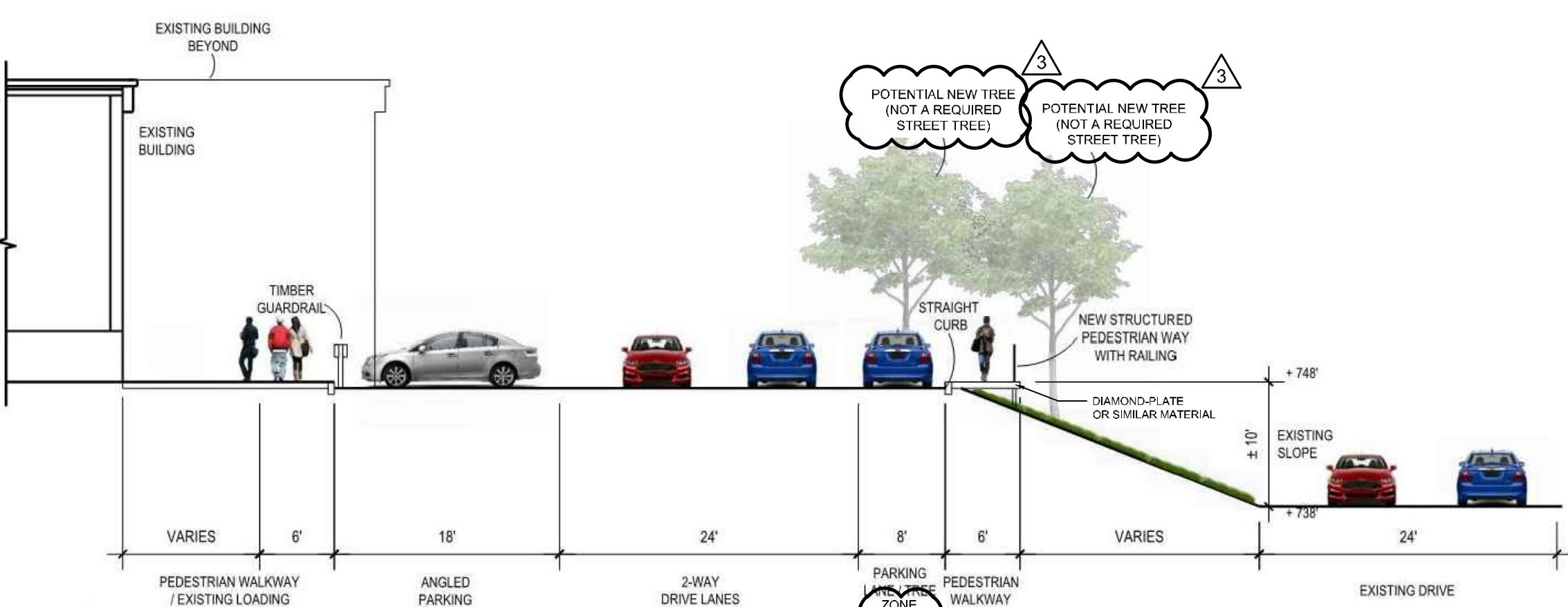
CAMP ROAD - SECTION B



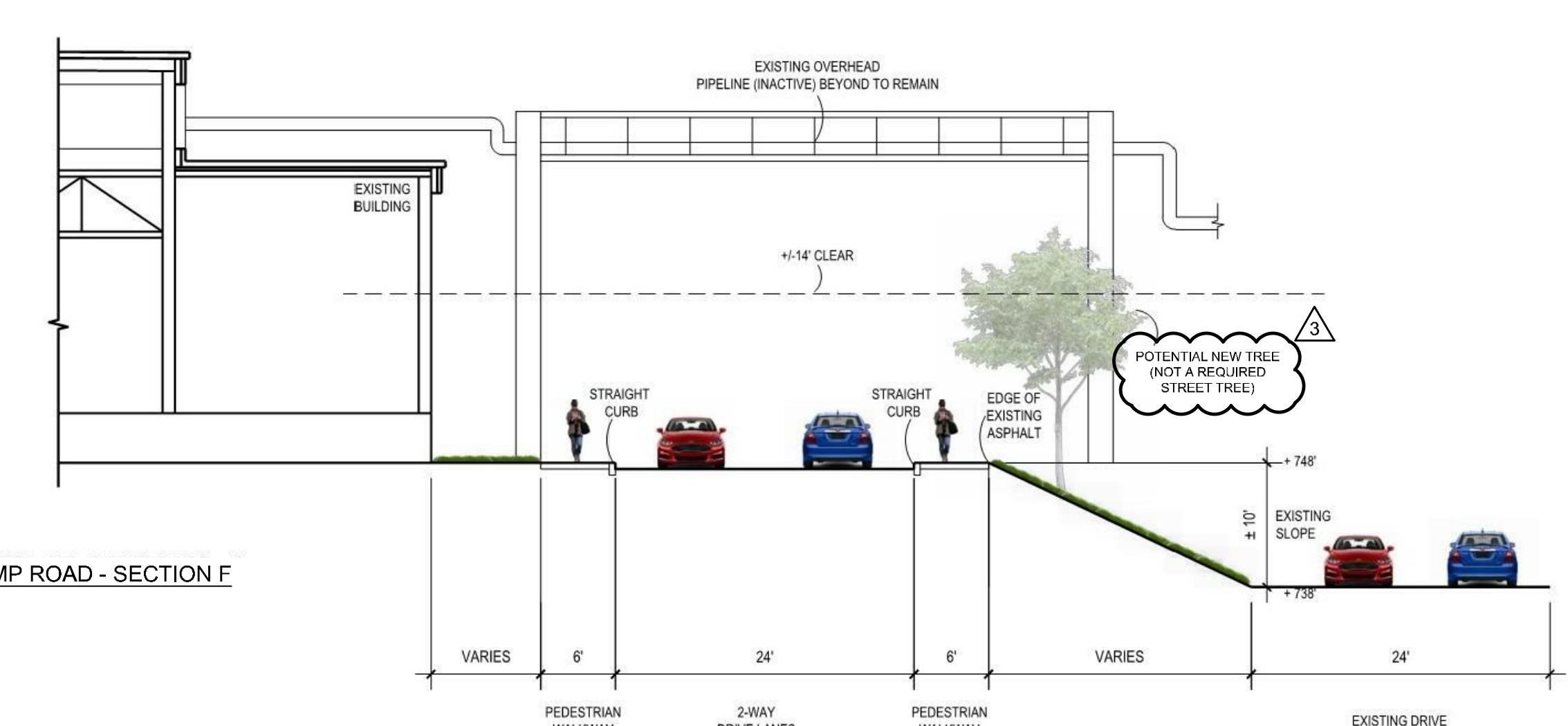
CAMP ROAD - SECTION C



CAMP ROAD - SECTION D

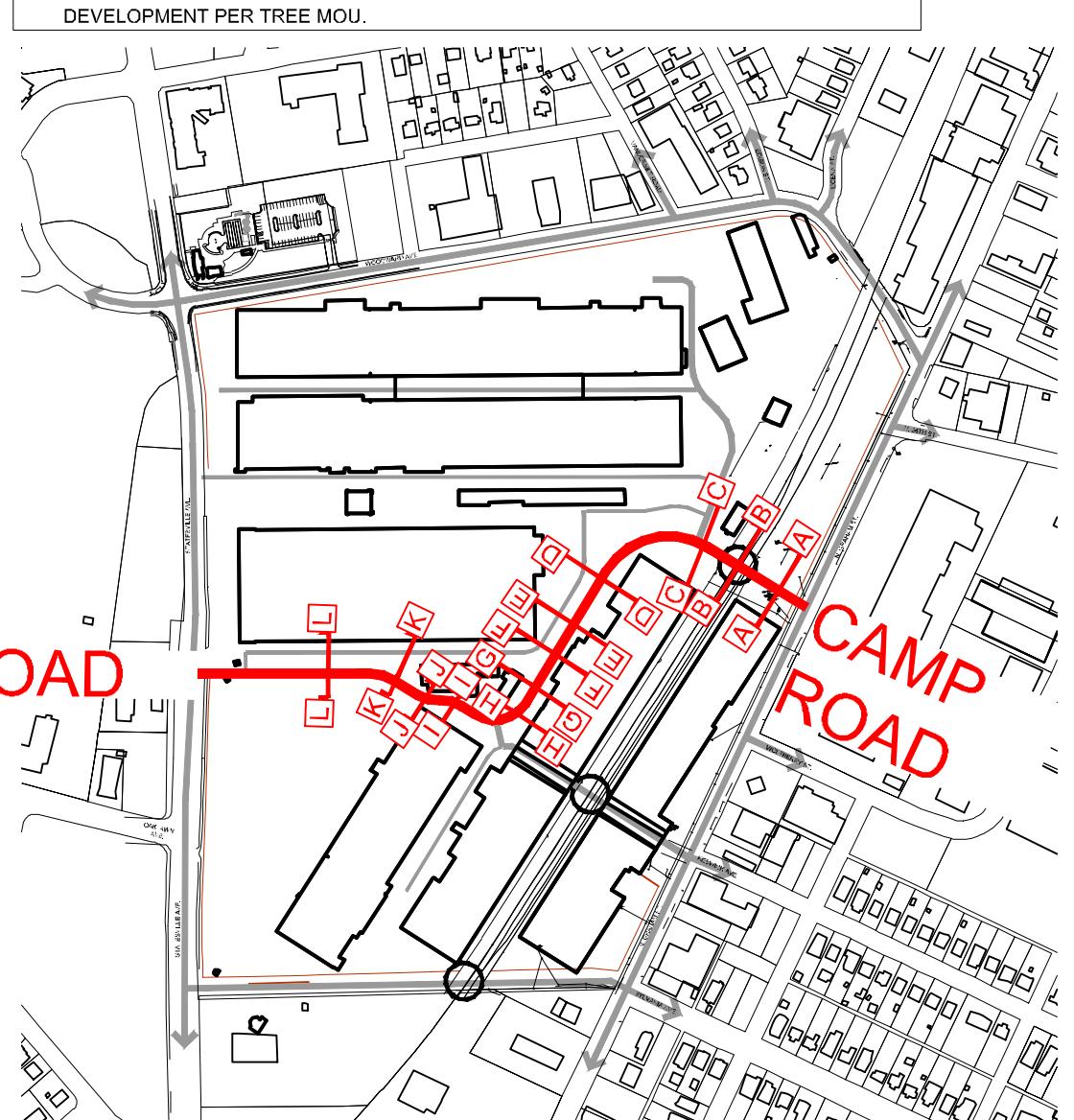


CAMP ROAD - SECTION E



CAMP ROAD - SECTION F

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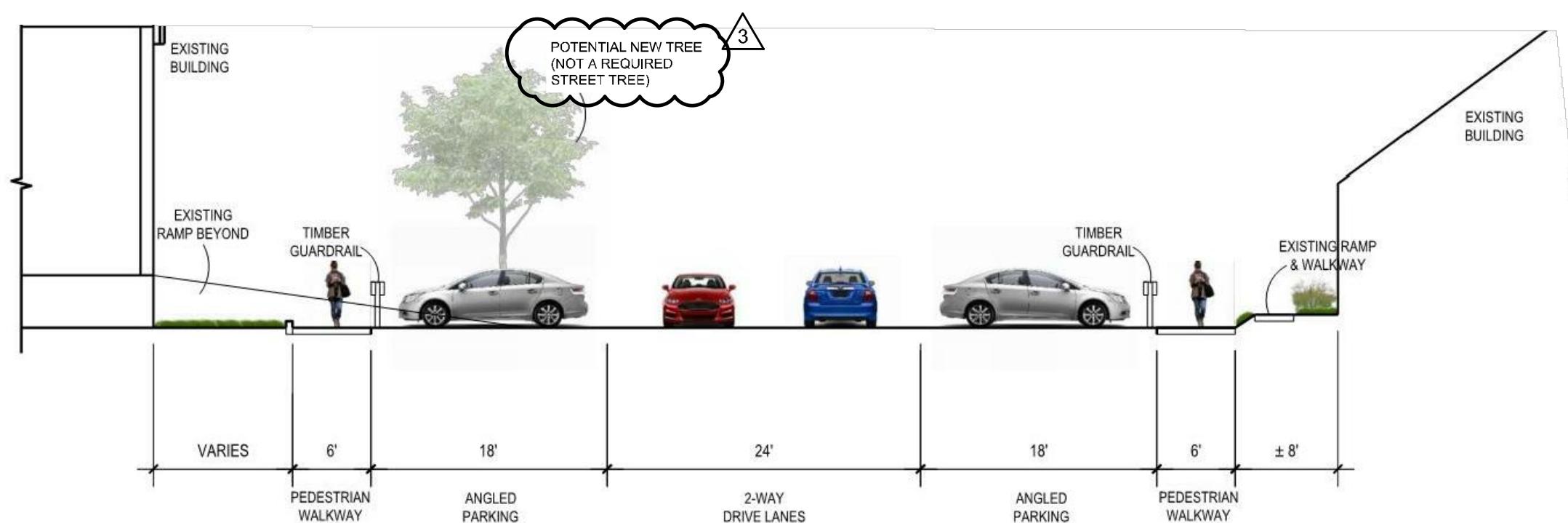
CAMP NORTH END | REZONING
MIXED USE + INDUSTRIAL REHAB DEVELOPMENT
ATCO PROPERTIES & MANAGEMENT
SECTIONS - CAMP ROAD

PETITION NO. 2017-054

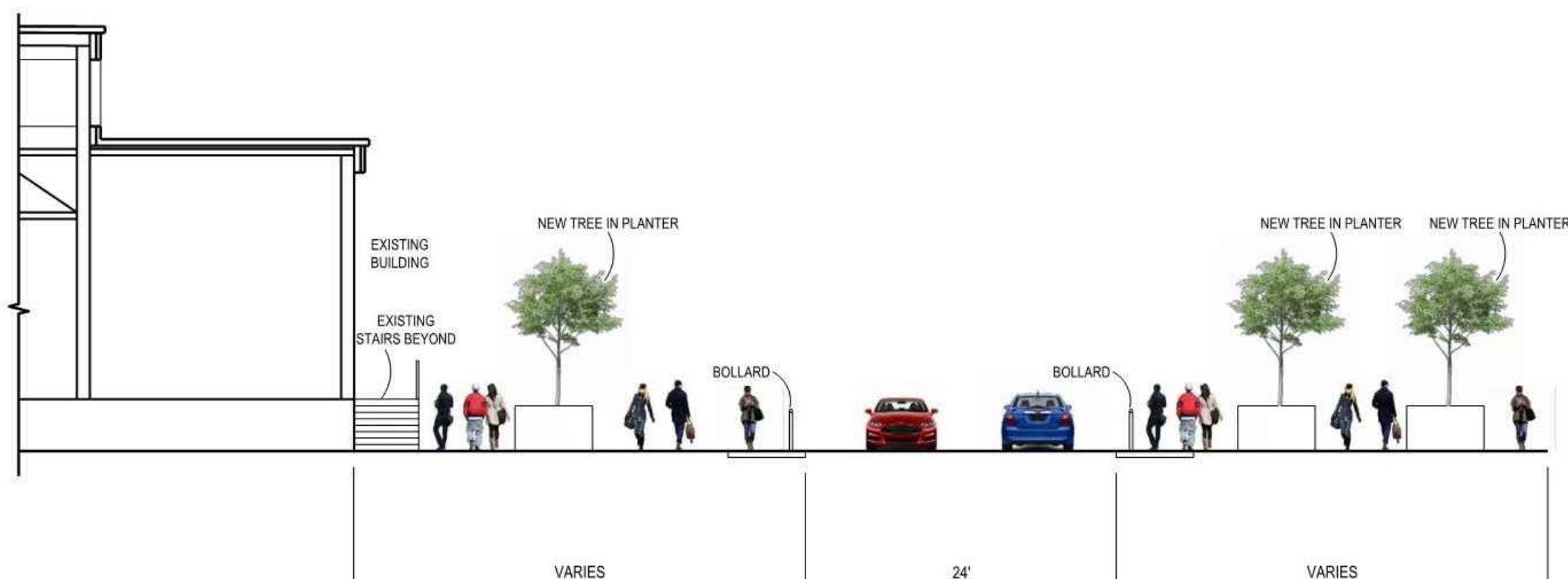
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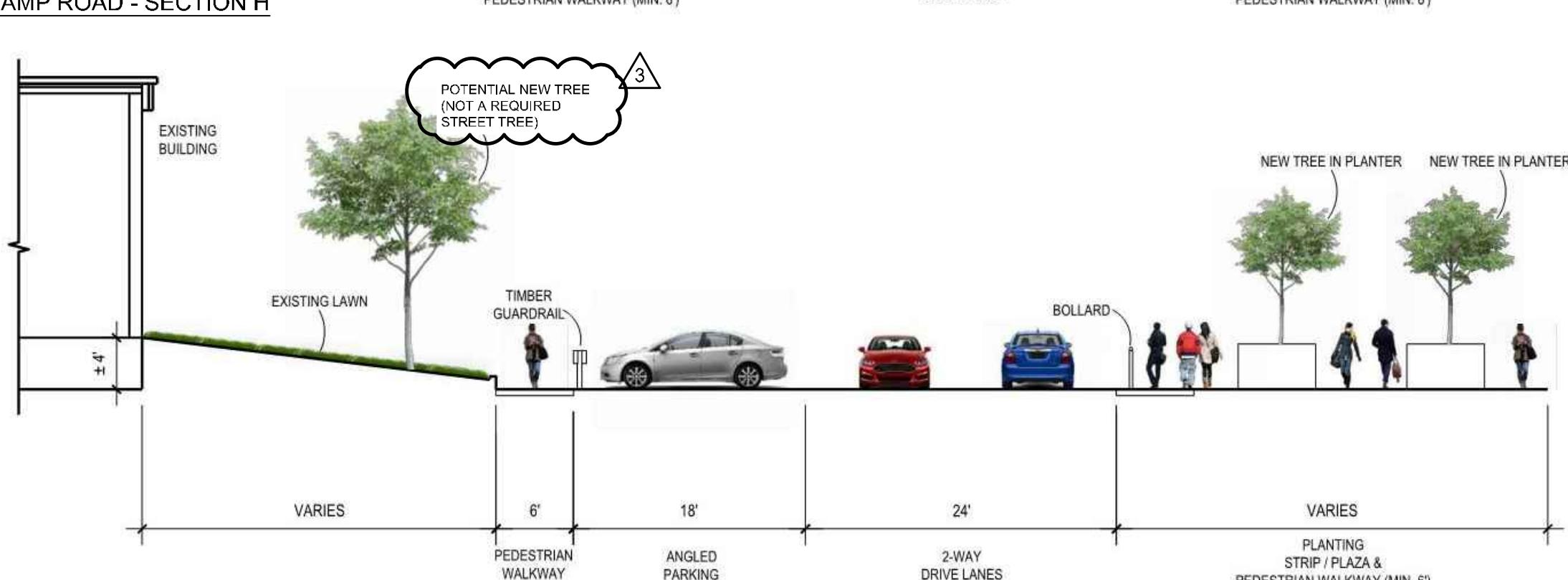
SHEET #: RZ-05



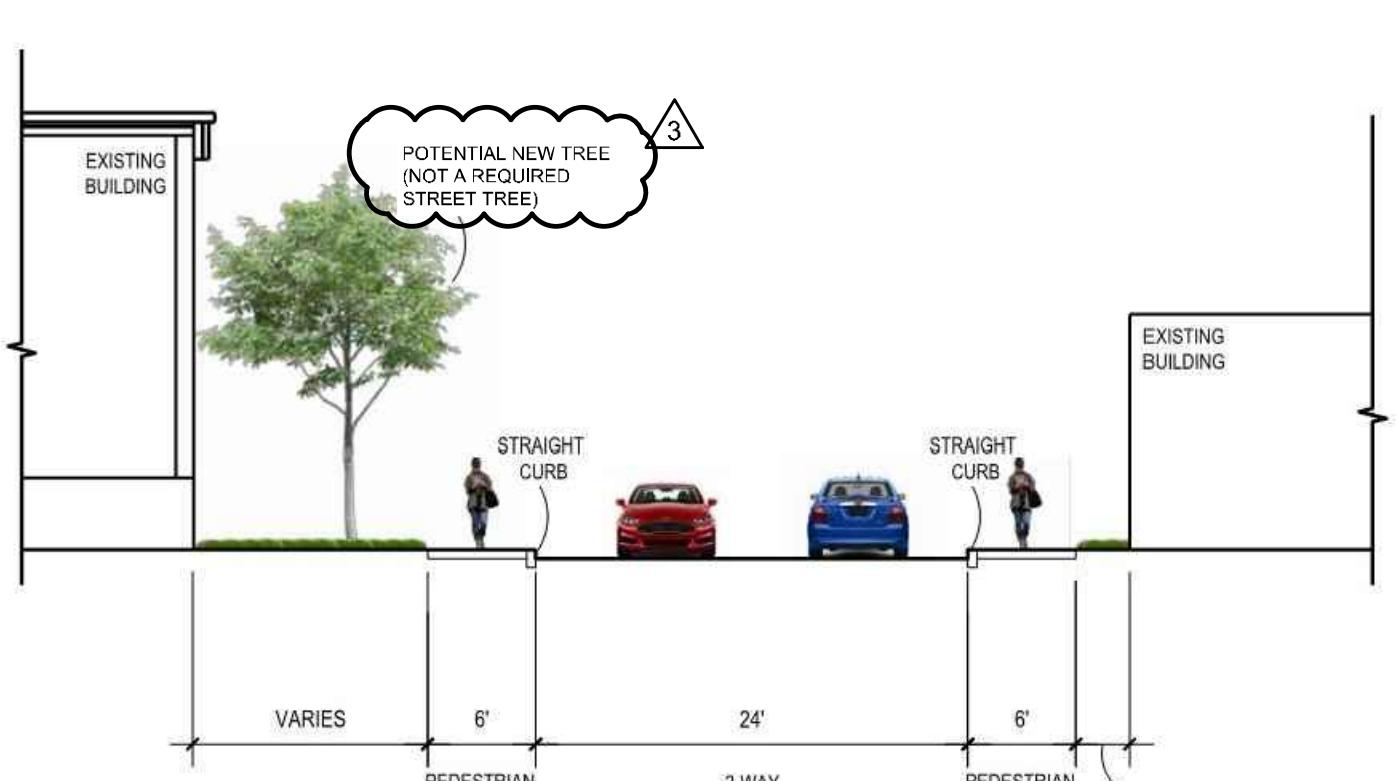
CAMP ROAD - SECTION G



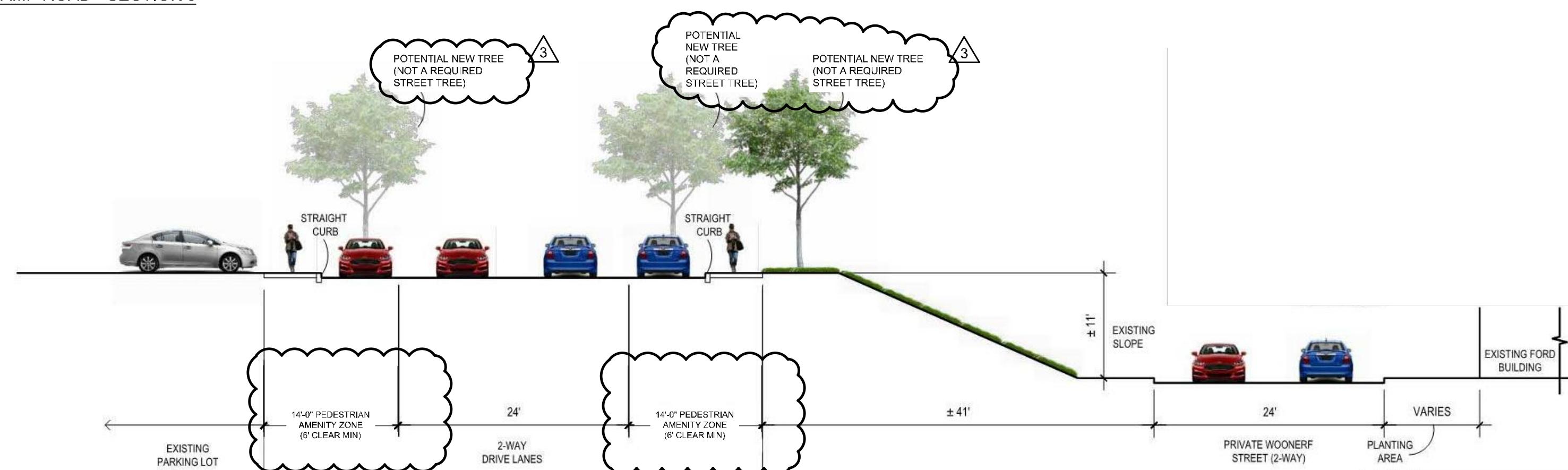
CAMP ROAD - SECTION H



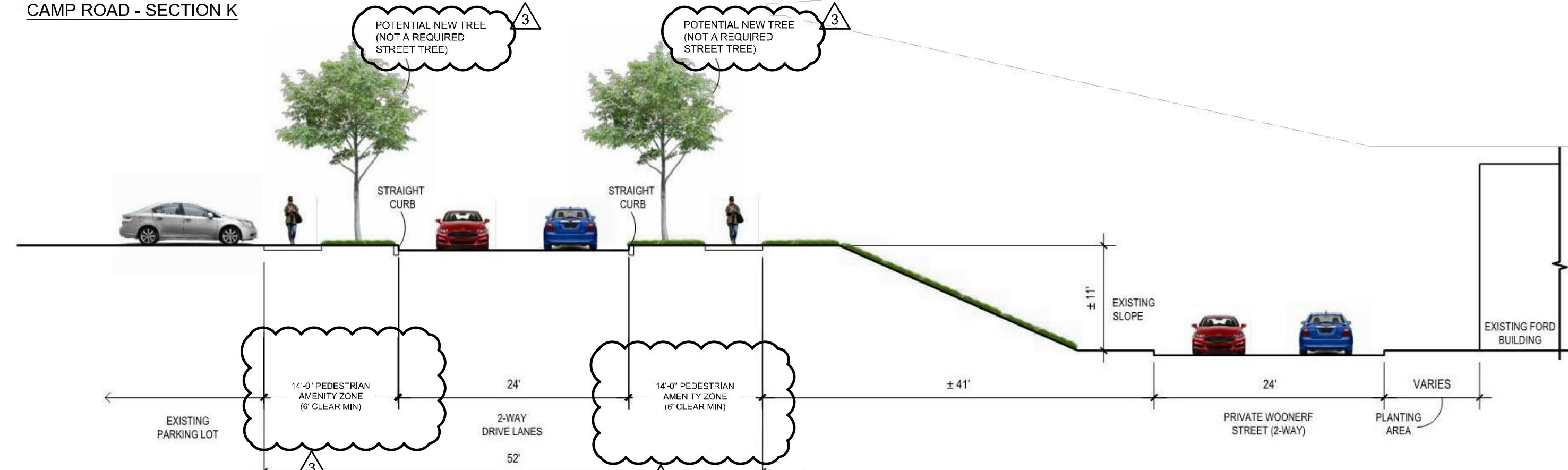
CAMP ROAD - SECTION I



CAMP ROAD - SECTION J

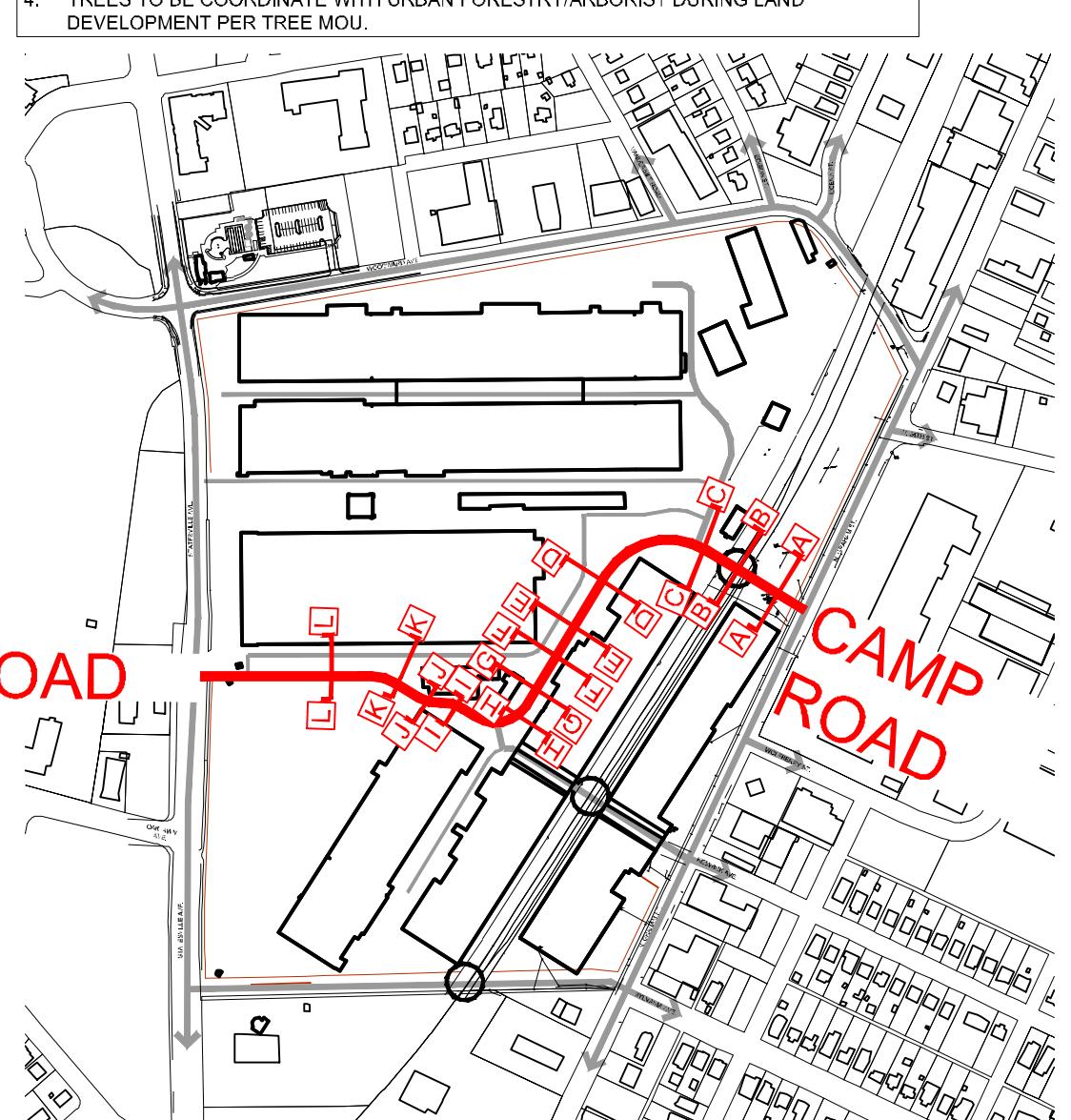


CAMP ROAD - SECTION K



CAMP ROAD - SECTION L

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CAMP ROAD

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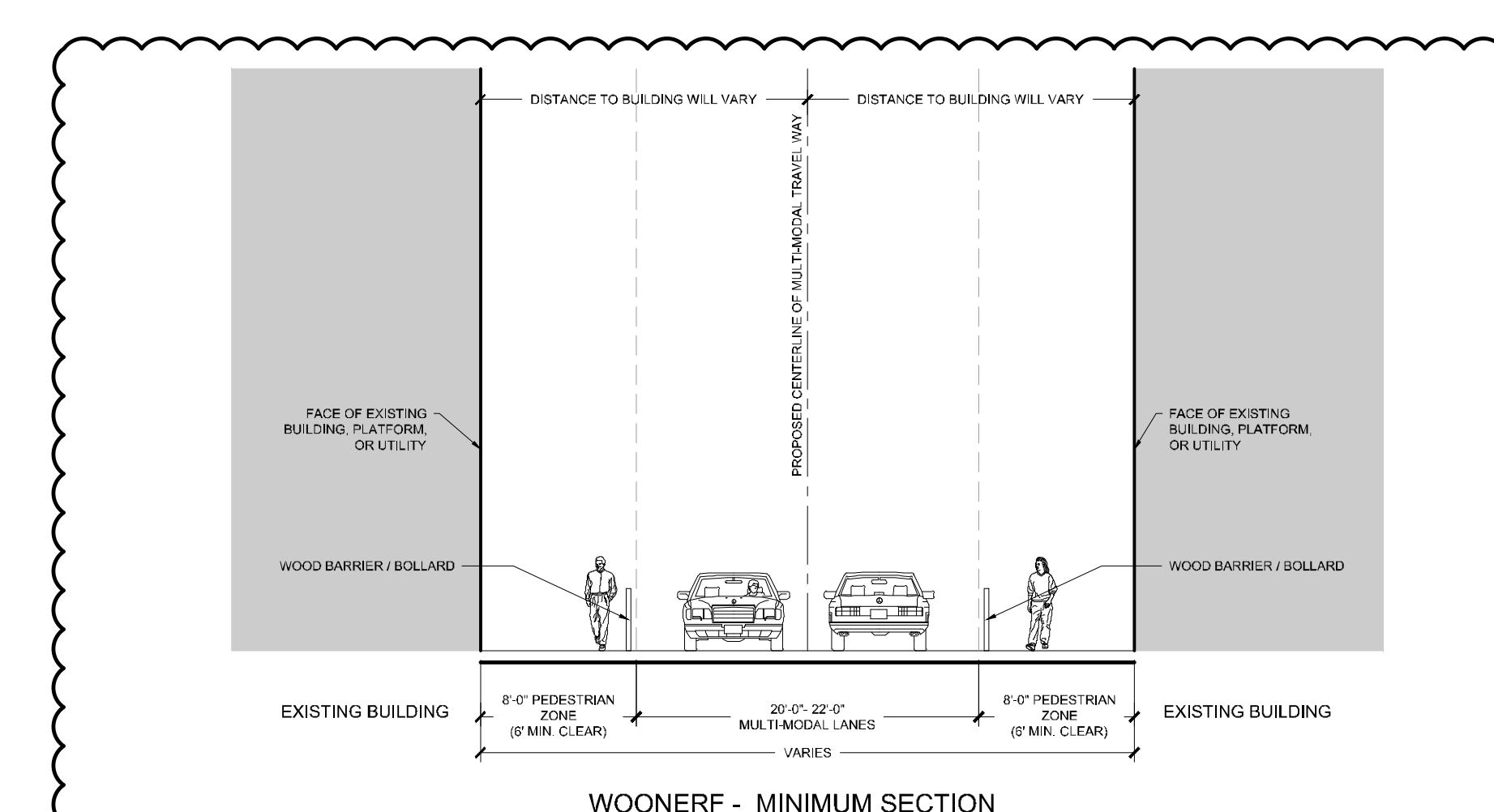
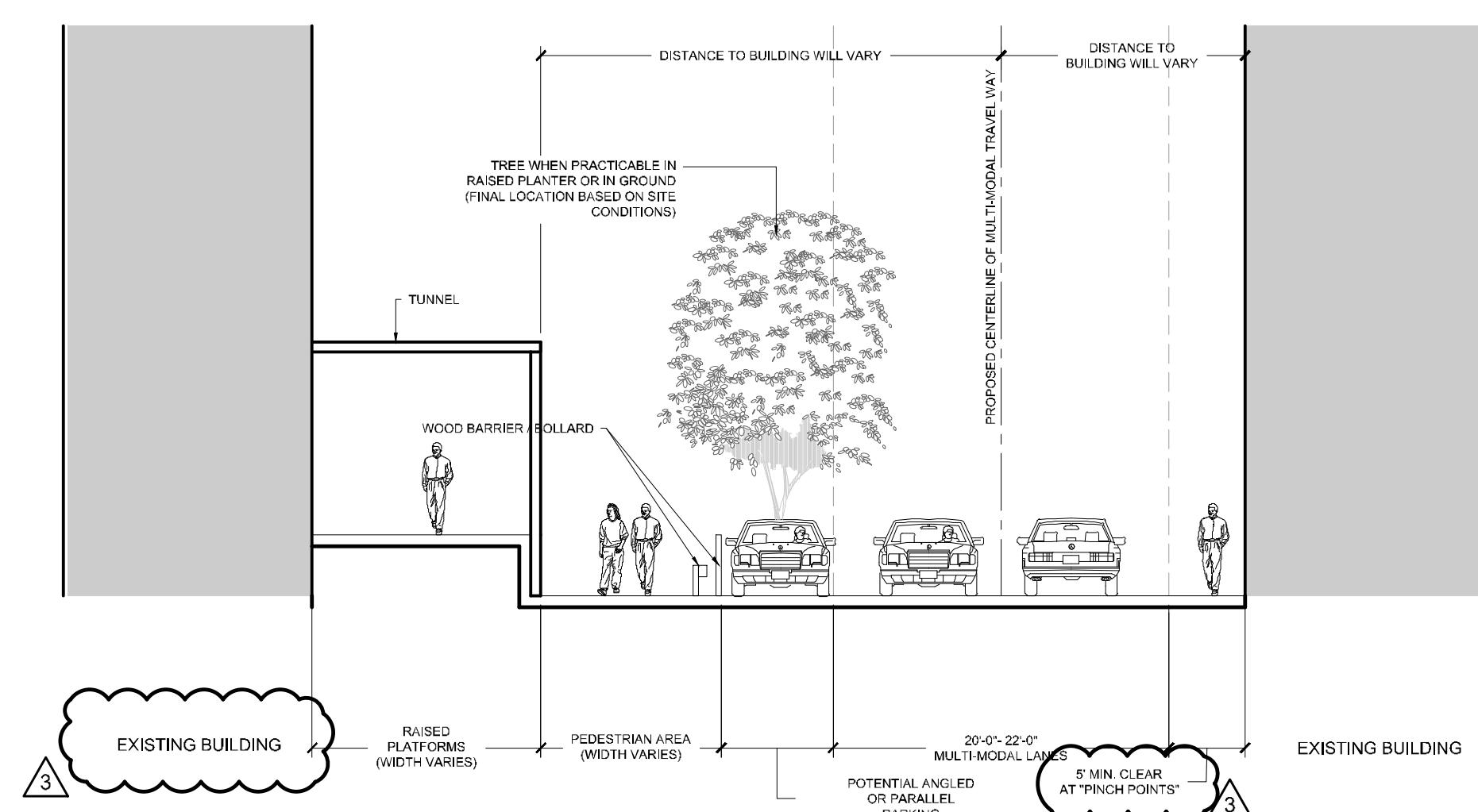
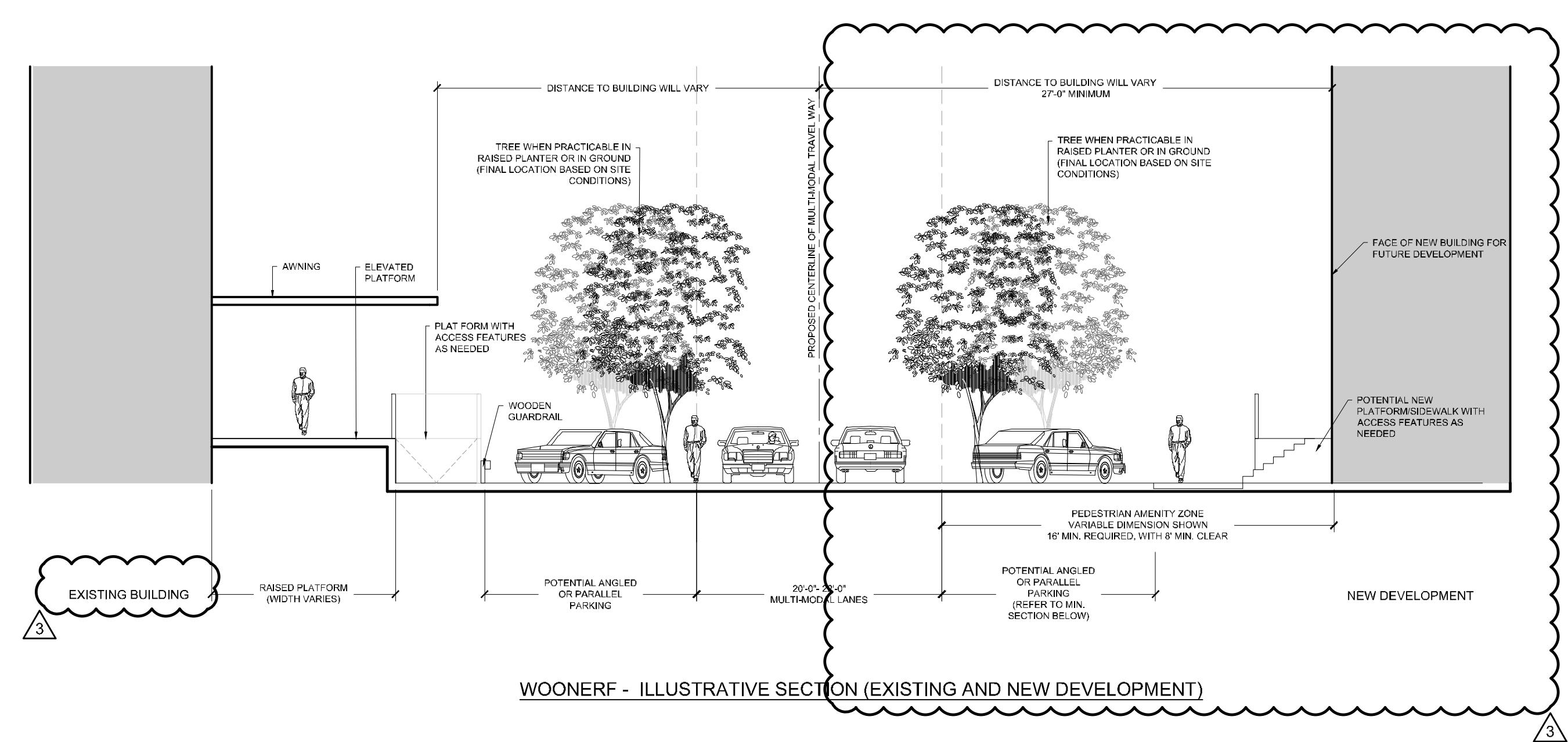
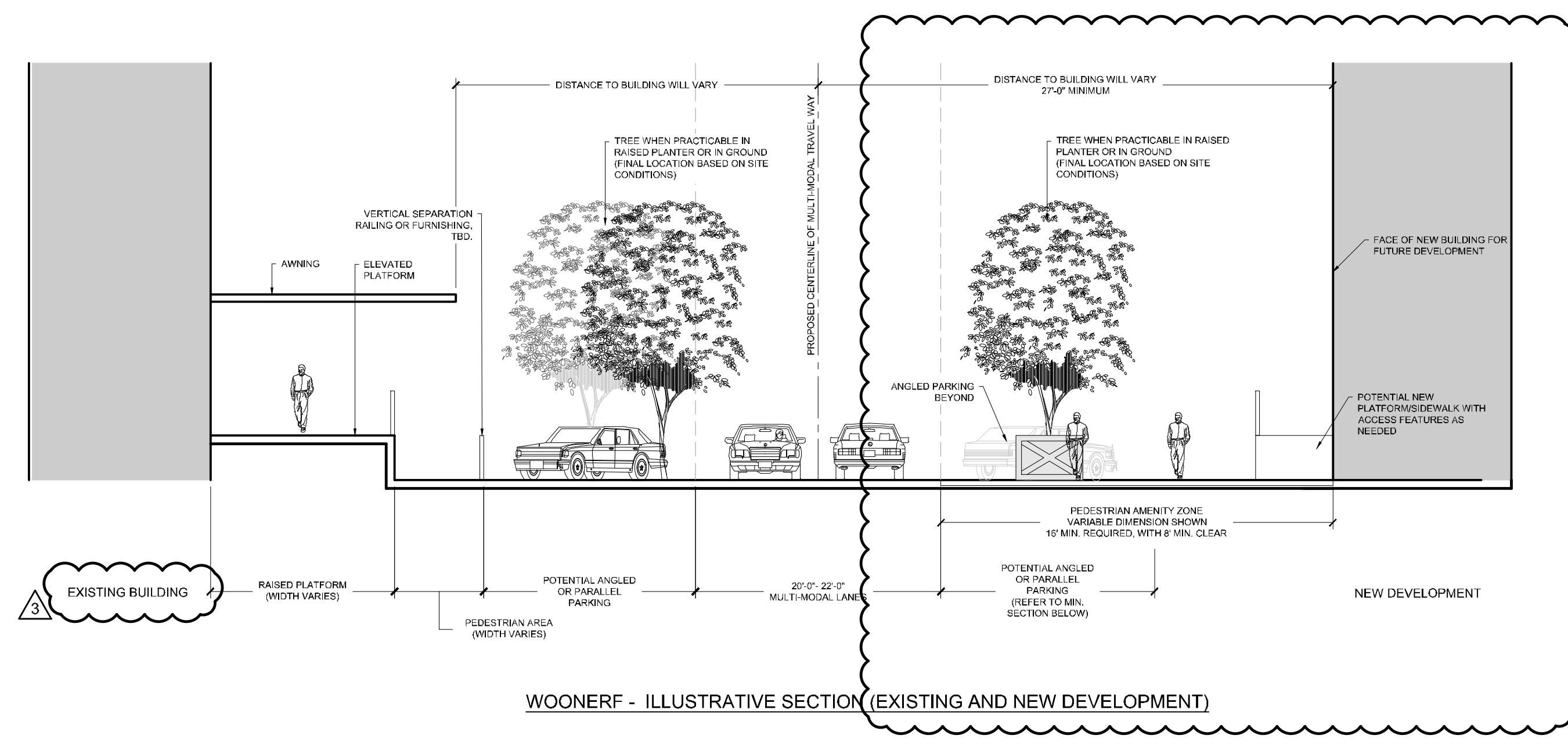
CAMP NORTH END | REZONING
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ATCO PROPERTIES & MANAGEMENT
SECTIONS - CAMP ROAD

PETITION NO. 2017-054

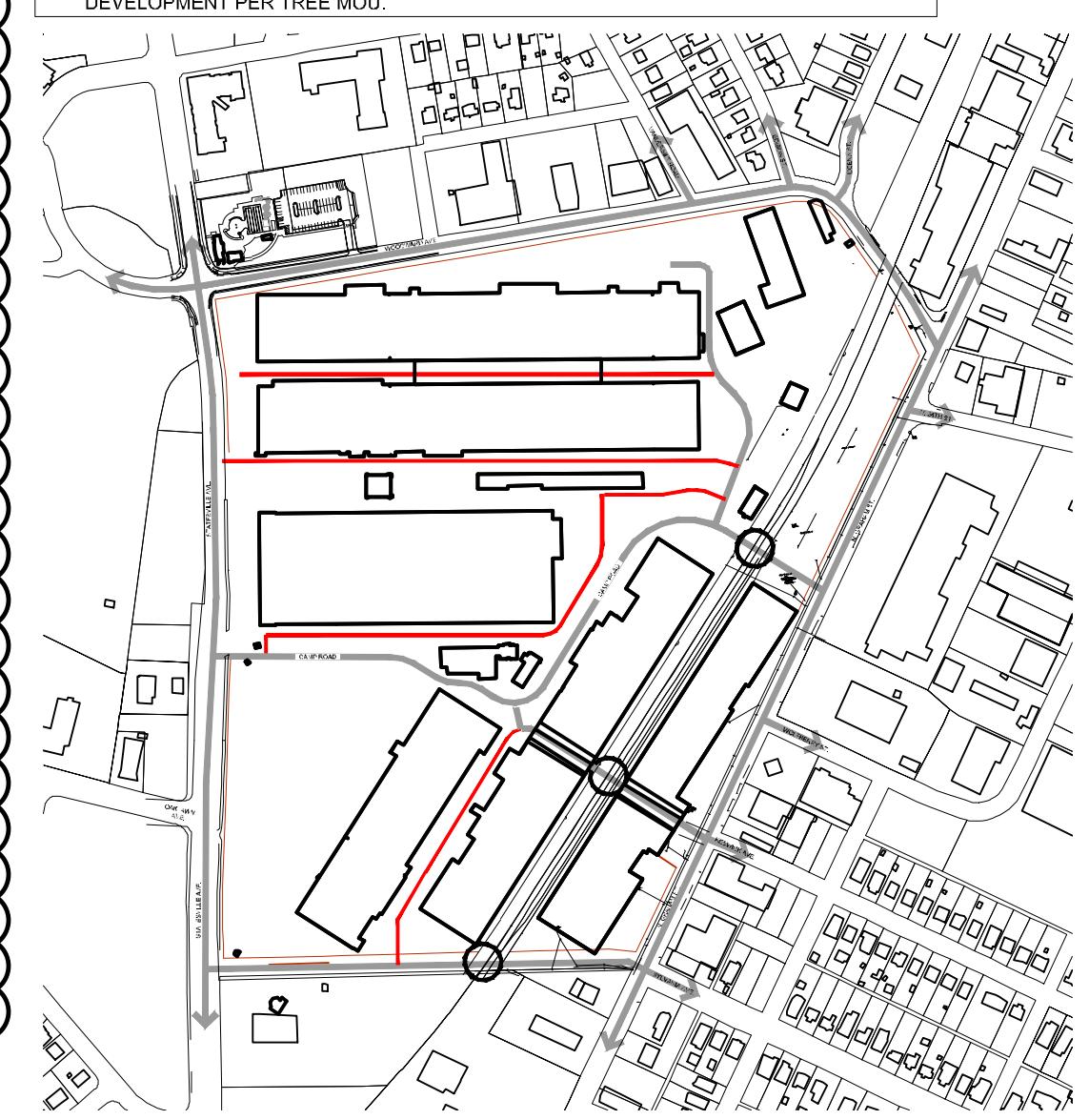
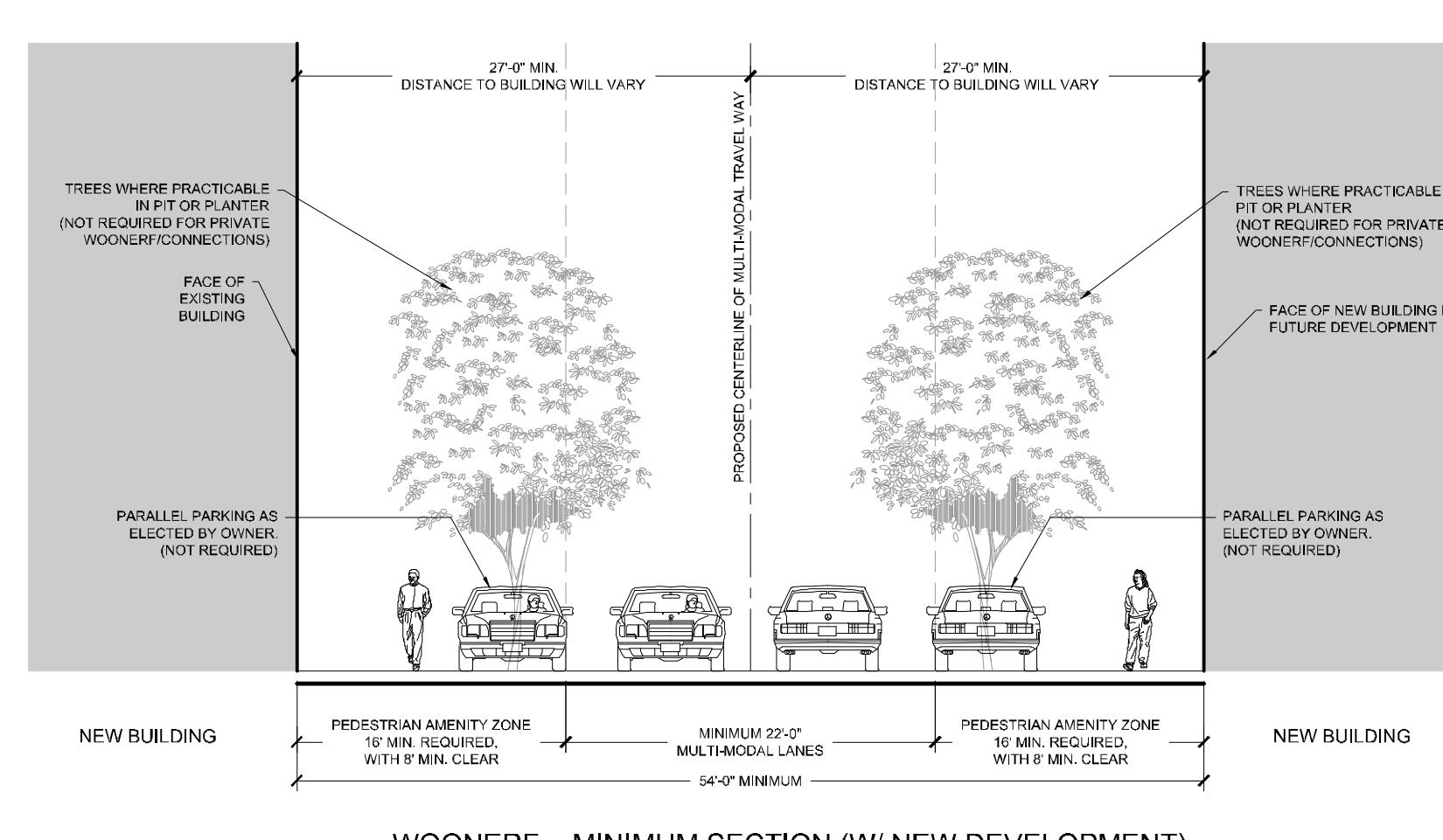


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SHEET #:
RZ-06



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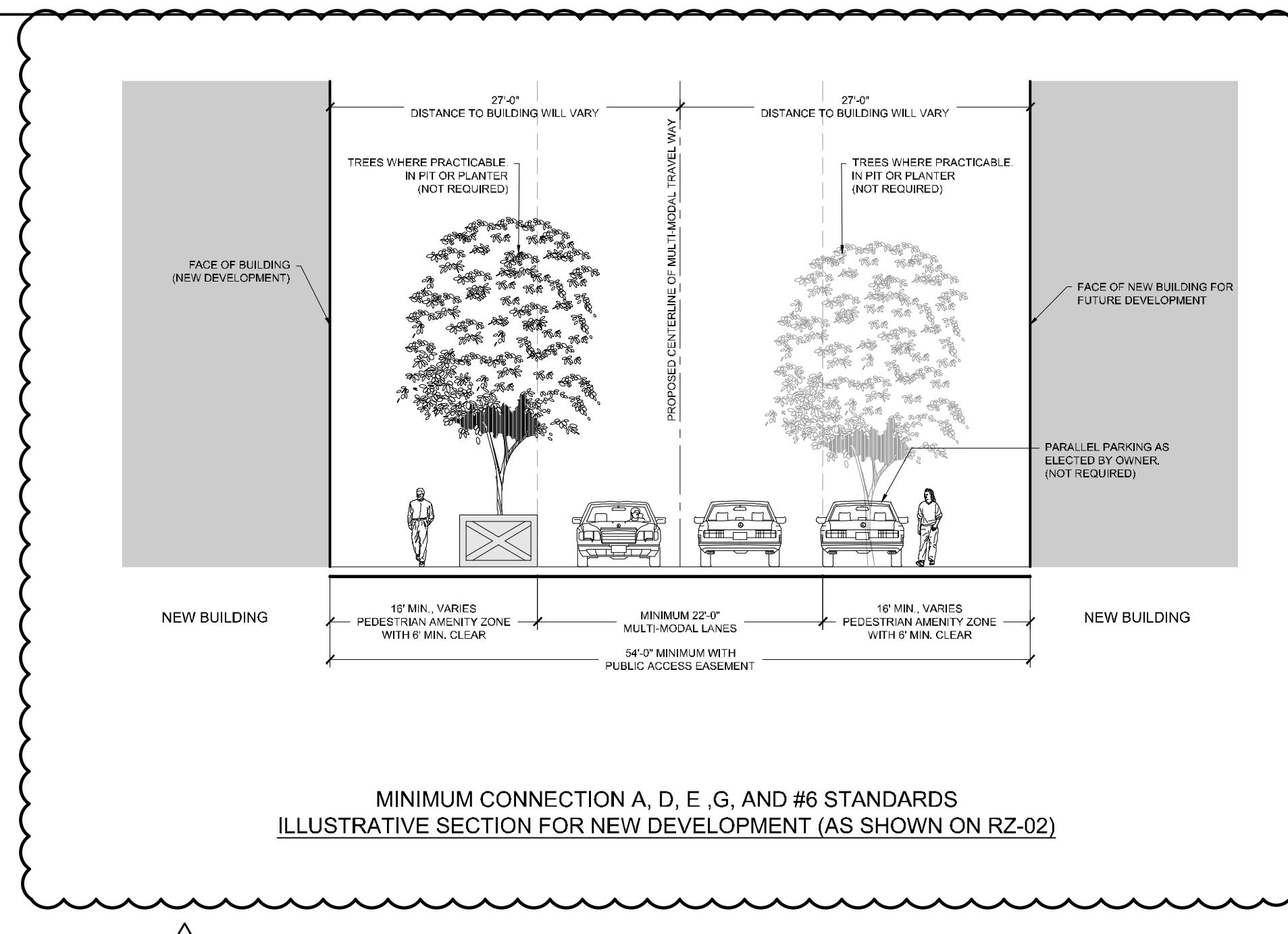
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ATCO PROPERTIES & MANAGEMENT

PETITION NO. 2017-054

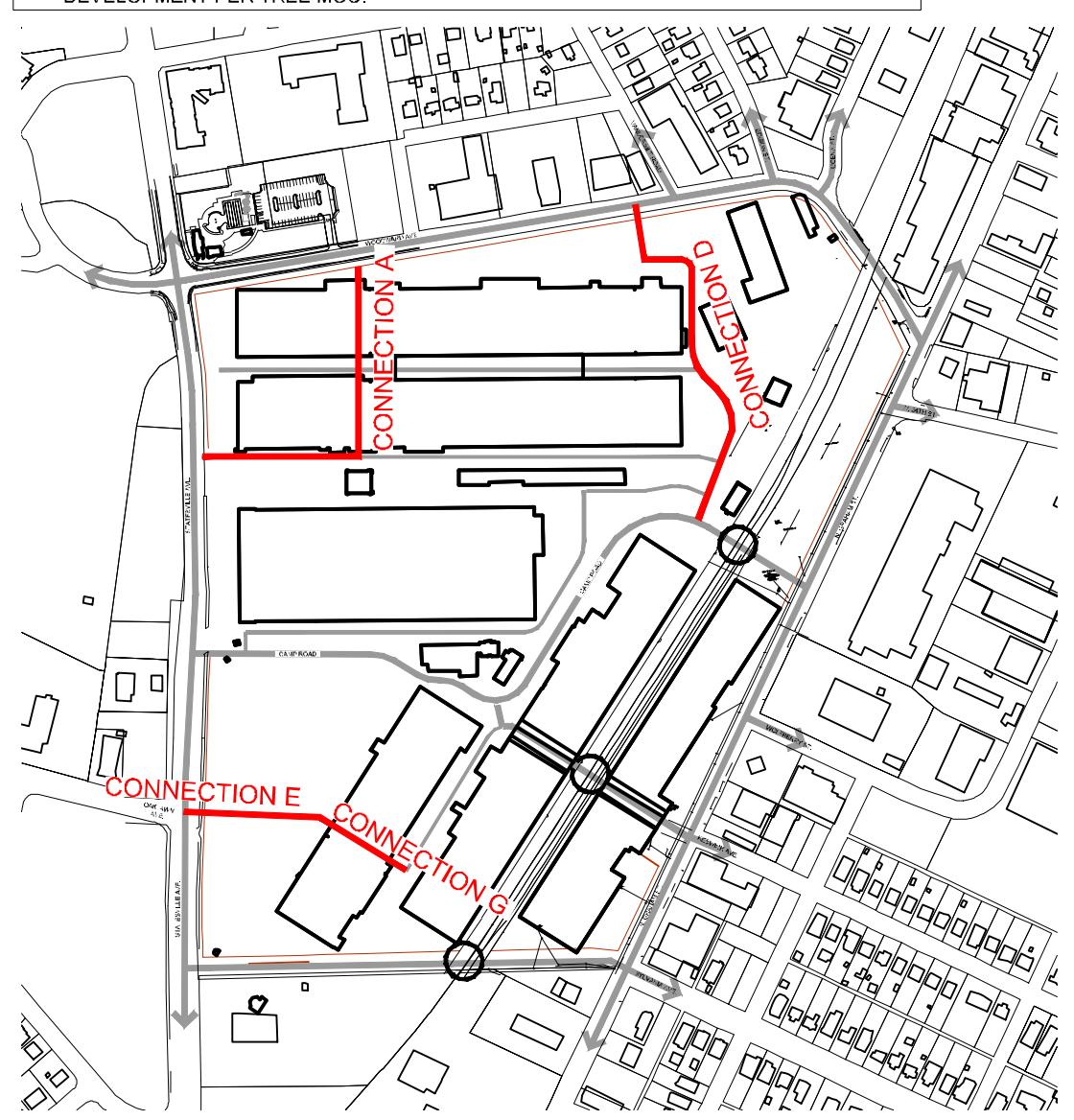
SECTION: RZ-07

SECTIONS - WOONERF



3

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ATCO PROPERTIES & MANAGEMENT

OTHER CONNECTIONS

PETITION NO. 2017-054



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SHEET #: RZ-08



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REGO PARK, NY 11375
704-906-4586

CAMP NORTH END FULL BUILD TIA

CIP & SUGGESTED CONCEPTUAL IMPROVEMENTS

0 250

SCALE: 1" = 250'

PROJECT #: 654-001

REVISIONS: MAY 2017

REVISIONS: 1.06/12/17 Rev. Sylvania/Keswick curb line

Exhibit 1

DATE: 27 FEBRUARY 2017
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ATCO PROPERTIES & MANAGEMENT

TRAFFIC IMPACT ANALYSIS

PETITION NO. 2017-054



CREATING PLACES
THAT MATTER

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SHEET #: RZ-TIA

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: 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

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 complex into a vibrant destination vehicle for industrial production, creative labs, community programming, film studios, entertainment venues, educational uses and other commercial and light industrial related uses, and possible lodging and multi-family residential units, 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 uses 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 Applicable 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 regulations than 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 ±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 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 3.e.) below of portions of Existing Buildings together with other Development/Site Elements as described below in Section 3.e.

(iii) 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).

(iv) 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") 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 allowed by 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 don't 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 section, 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 each 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 to the elements and portions of the Site generally depicted on the Rezoning Plan for the Site and such Development Areas. As such, site and yard 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 of the Site and create lots within the interior of the portions of the Site or within a Development Area with respect to a much 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 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 to refer to uses that primarily provide a service to a customer's personal needs or goods (together with associated accessory uses) such as personal use of apparel products and services, and/or medical but not the sale of products and merchandise & 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, 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 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, portal demolitions, minor expansions, and establishment of passageways, patios, entries, connectivity, new fenestrations, façade 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, galleries, office, lobbies, meeting areas, instructional venues, financial services, hotel/lodging offices, lounges, exercise facilities, amenity areas/institutional and/or similar uses.

2. General 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 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 rehabilitation/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 more than [680,000] square feet of gross floor area of the Existing Buildings remains, as the same may be redeveloped for Adaptive Reuse.

c. Development Standards:

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 lanes shall be provided for new buildings on woonerfs.

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)(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 7 Environmental Features of these Development Standards in lieu of the standards set forth in Section 9.906(4)(a-i) of the Ordinance.
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	Certain deviations of loading standards shall be permitted including loading may be provided at a distance on Site of more than 1,600 feet from new uses and others permitted by CDOT and Planning during the design development review

contemplated in connection with Phase III Development, or sub-phases thereof. Furthermore, as set forth in subsection a. above, Phase III Improvements and sub-phases may be adjusted based upon applicable transportation analysis and with the approval of CDOT and, as applicable NCDOT. As set forth in more detail in Section 4.II, a. below, such Phase III Improvements, as the same may be adjusted by the transportation analysis, may be completed by the Petitioner, or assigns, or by others, such as governmental bodies or 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 major phase, or each sub-phase, as applicable; that is approved by CDOT (and as applicable NCDOT) 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 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 Avenue/Petitioner will fund, scope, submit and coordinate the review of this additional transportation analysis, including concept designs, with CDOT and NCDOT (as applicable). It 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-TL1] and the numbers for items below correspond to those set forth on such illustration:

1. Statesville Avenue & Atando 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, interconnect 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 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.

4. N. Graham Street & Sylvana Avenue/Sylvana 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 NCDOT 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 #1 described in the next segment)
- Strip the existing westbound right turn lane on Sylvana 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 #1 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)

16. Statesville Avenue & 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

17. Statesville Avenue & Sylvana 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 from the southbound thru 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 Sylvana Avenue Extension
- Terminate the outer northbound thru lane on Statesville Avenue as a right turn lane at Sylvana 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 outer thru lane on Statesville Avenue will terminate as a right turn lane
- Construct Sylvana 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 NCDOT 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)
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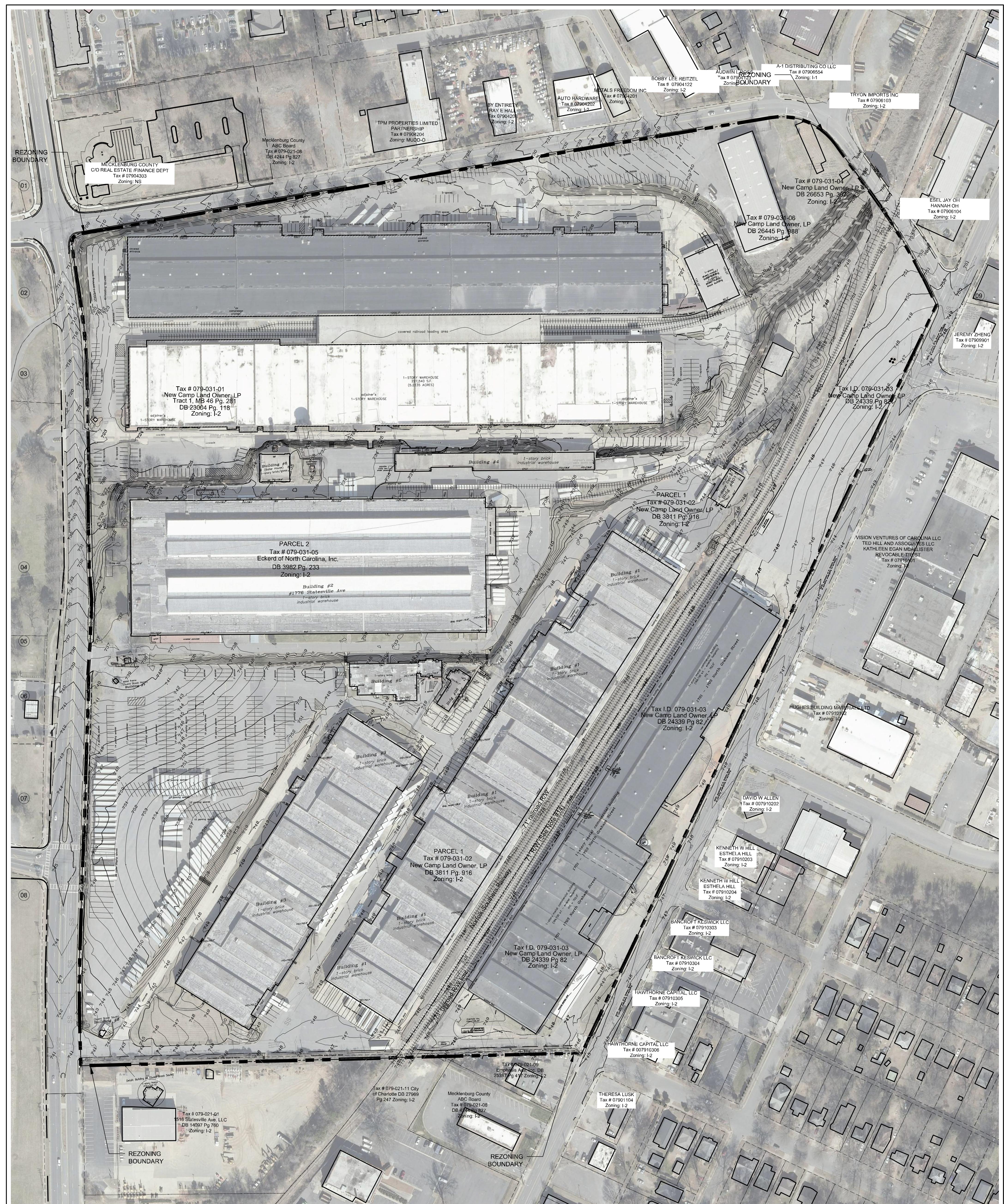


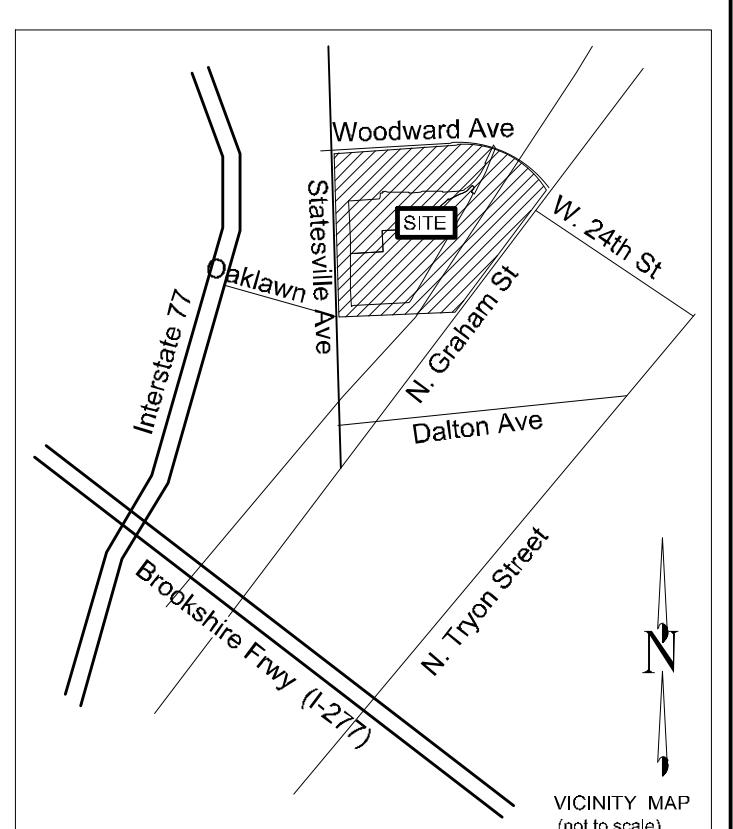
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<u>ADJACENT OWNERSHIP LISTINGS*</u>	
1. CHARLOTTE-MECKLENBURG HOUSING PARTNERSHIP INC Tax # 07510543 Tax # 07510537 Zoning: NS	7. JETT ACQUISITIONS LLC Tax # 07510602 Zoning: B-1
2. HEBREW CEMETERY Tax # 07510528 Zoning: R-8	8. TDC GREENVILLE LLC Tax # 07844101 Zoning: B-1
3. HEBREW CEMETERY ASSOC OF CLT Tax # 07510620 Zoning: B-1	9. END SPOT HOLDINGS II LLC Tax # 07909944 Zoning: I-2
4. HEBREW BENEVOLENT SOCIETY OF THE CITY OF CHARLOTTE Tax # 07510613 Zoning: B-1	*ADDITIONAL OWNERSHIP INFORMATION PLAN
5. HEBREW CEMETRY ASSOC OF CHAR Tax # 07510611 Zoning: B-1	
6. JETT ACQUISITIONS LLC Tax # 07510607 Zoning: B-1	

9. END SPOT
HOLDINGS II LLC
Tax # 07909944
Zoning: L2

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 2011
DESIGNED BY:
DRAWN BY:
CHECKED BY:
Q.C. BY:
SCALE: AS SHOWN

REVISIONS:

CAMP NORTH END | REZONING MIXED USE + INDUSTRIAL REHAB DEVELOPMENT

PETITION NO. 2017-054



LandDesign.
CREATING PLACES
THAT MATTER.