



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

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

SHEET #:  
**RZ-00**

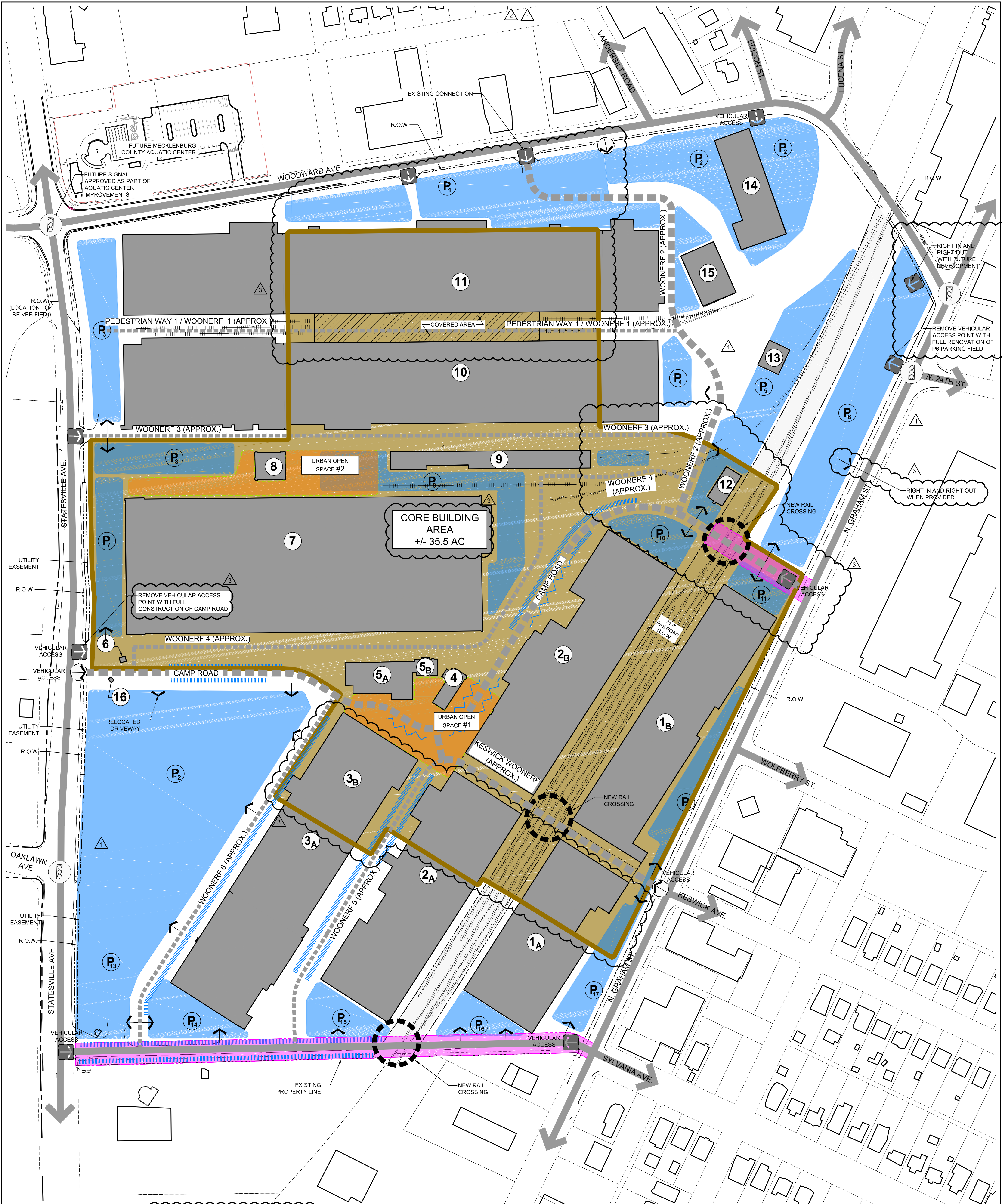
**CAMP NORTH END | REZONING**  
**MIXED USE + INDUSTRIAL REHAB DEVELOPMENT**  
ATCO PROPERTIES & MANAGEMENT  
**CONTEXT MAP**

PETITION NO. 2017-054



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NC Engineering Firm License # C-0658





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

Table 3.e Development Levels				
NON-RESIDENTIAL USES	Existing	Total thru Phase 1	Total thru Phase 2	Total thru Phase 3
	Industrial Light Industrial/Other Uses*	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

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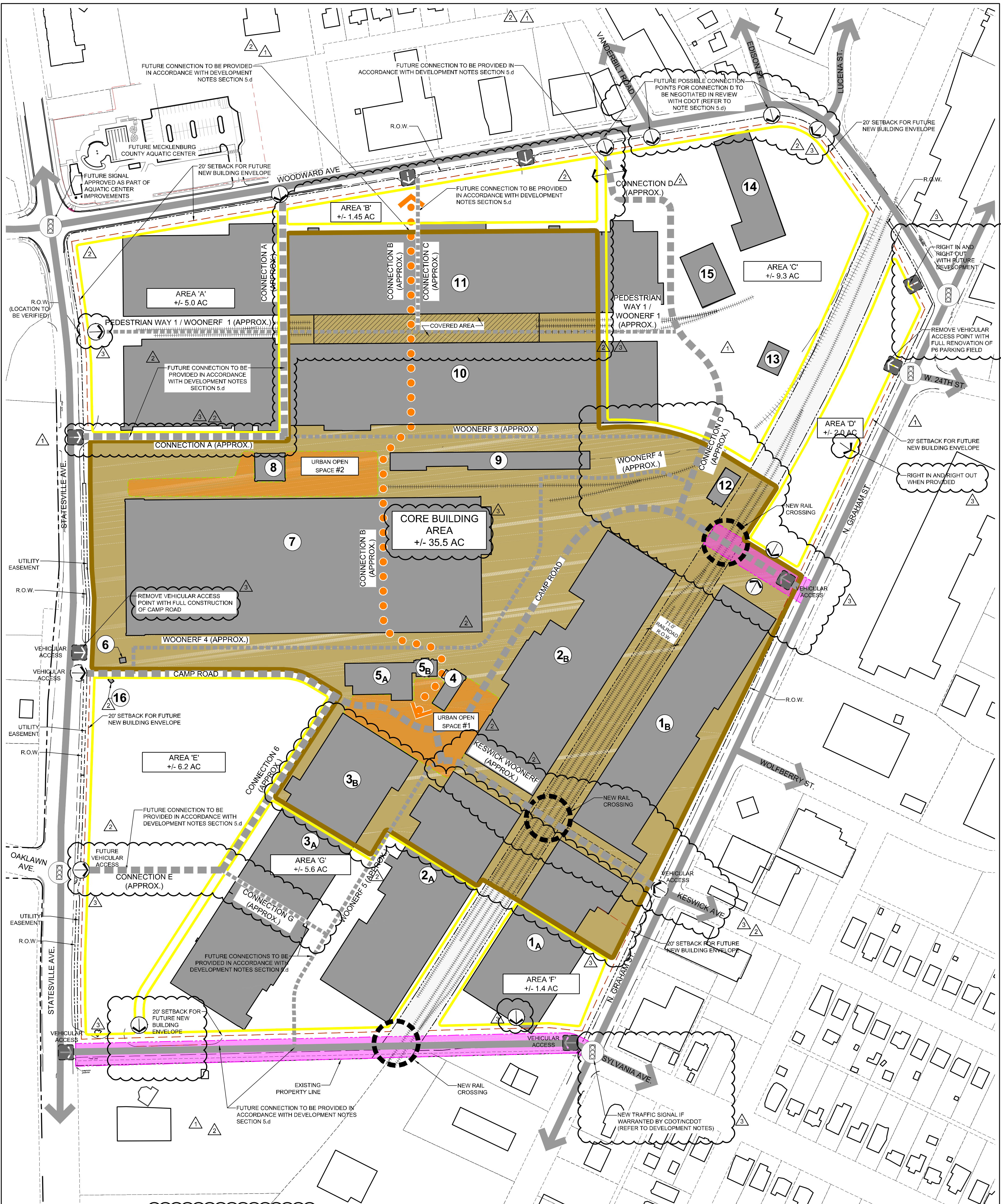
# CAMP NORTH END | REZONING MIXED USE + INDUSTRIAL REHAB DEVELOPMENT

ATCO PROPERTIES & MANAGEMENT

## TECHNICAL DATA SHEET

PETITION NO. 2017-054





DEVELOPMENT AREAS

URBAN OPEN SPACE

PROPOSED FUTURE PUBLIC ROW

CORE BUILDING AREA

POTENTIAL MULTIMODAL CONNECTIONS (WOONERF)

POTENTIAL PRIVATE CONNECTIONS (WITH PUBLIC ACCESS EASEMENT)

PUBLIC ROW (REFER TO ROW FOR PUBLIC STREET SECTIONS)

POTENTIAL PARKING FIELD CONNECTIONS / DRIVEWAYS

POTENTIAL VEHICULAR ACCESS

EXISTING VEHICULAR ACCESS (DRIVEWAYS)

EXISTING SIGNAL (OR PROPOSED AS LABELED)

20' SETBACK FOR FUTURE BUILDING ENVELOPE (AS NOTED)

NOTES:

1. THE PLAN SHOWN IS INTENDED TO BE REVIEWED IN COLOR.

2. THE IMAGES SHOWN ARE ILLUSTRATIVE TO SHOW GENERAL INTENT, CHARACTER, RELATIONSHIPS OF USES, CIRCULATION, AND BUILDING CONFIGURATION FOR THE PURPOSES OF REZONING. FINAL CONSTRUCTION MAY VARY BASED ON UNFORESEEN FIELD CONDITIONS.

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

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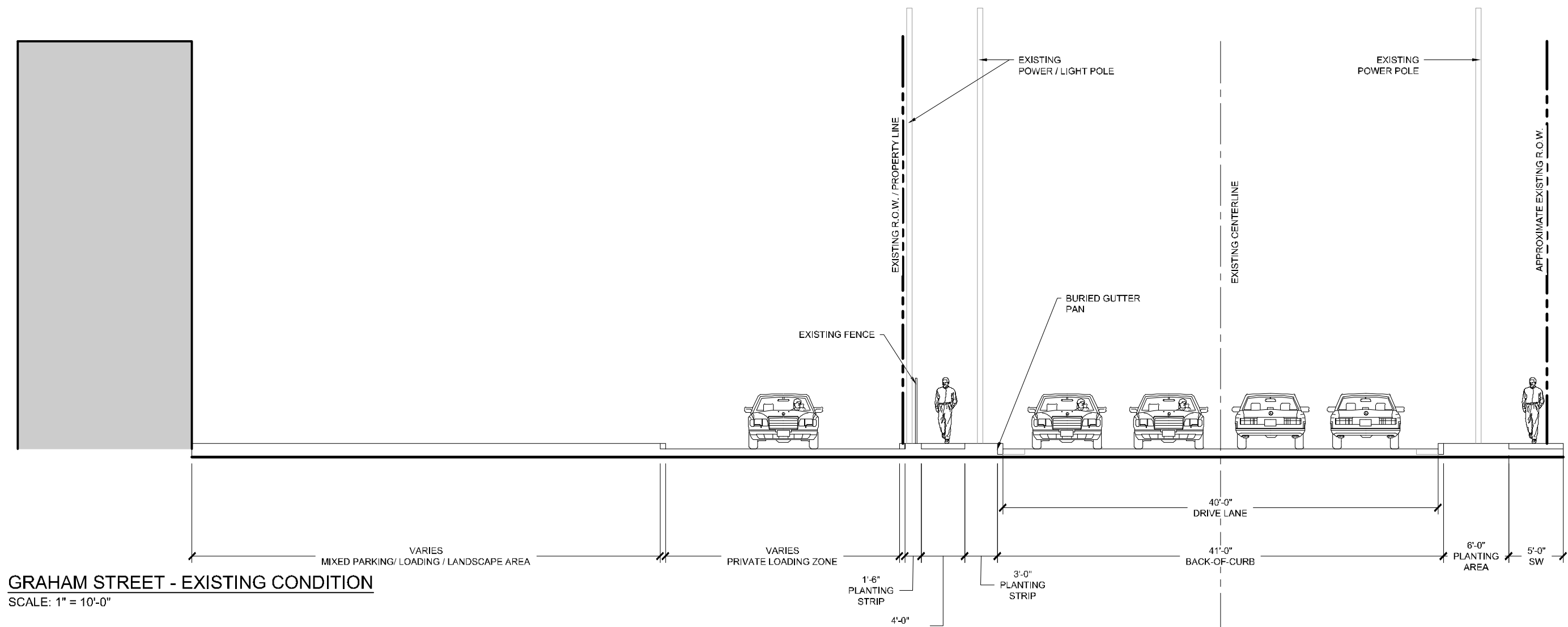
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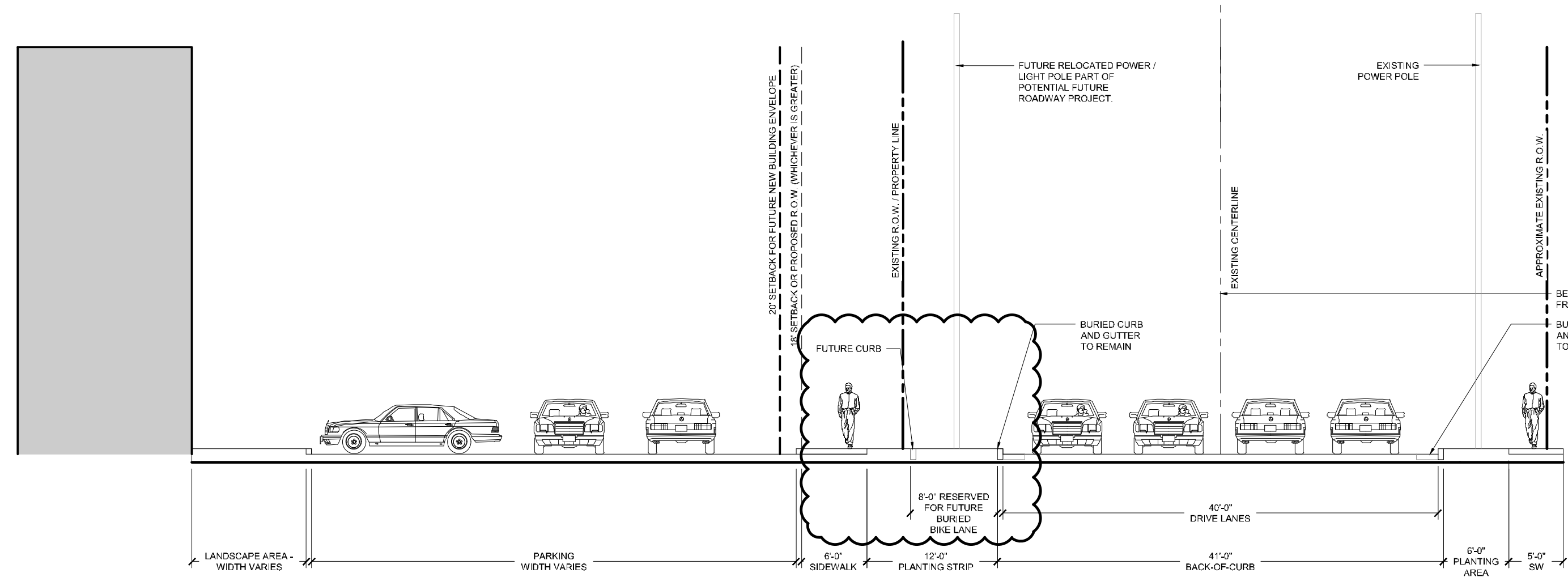


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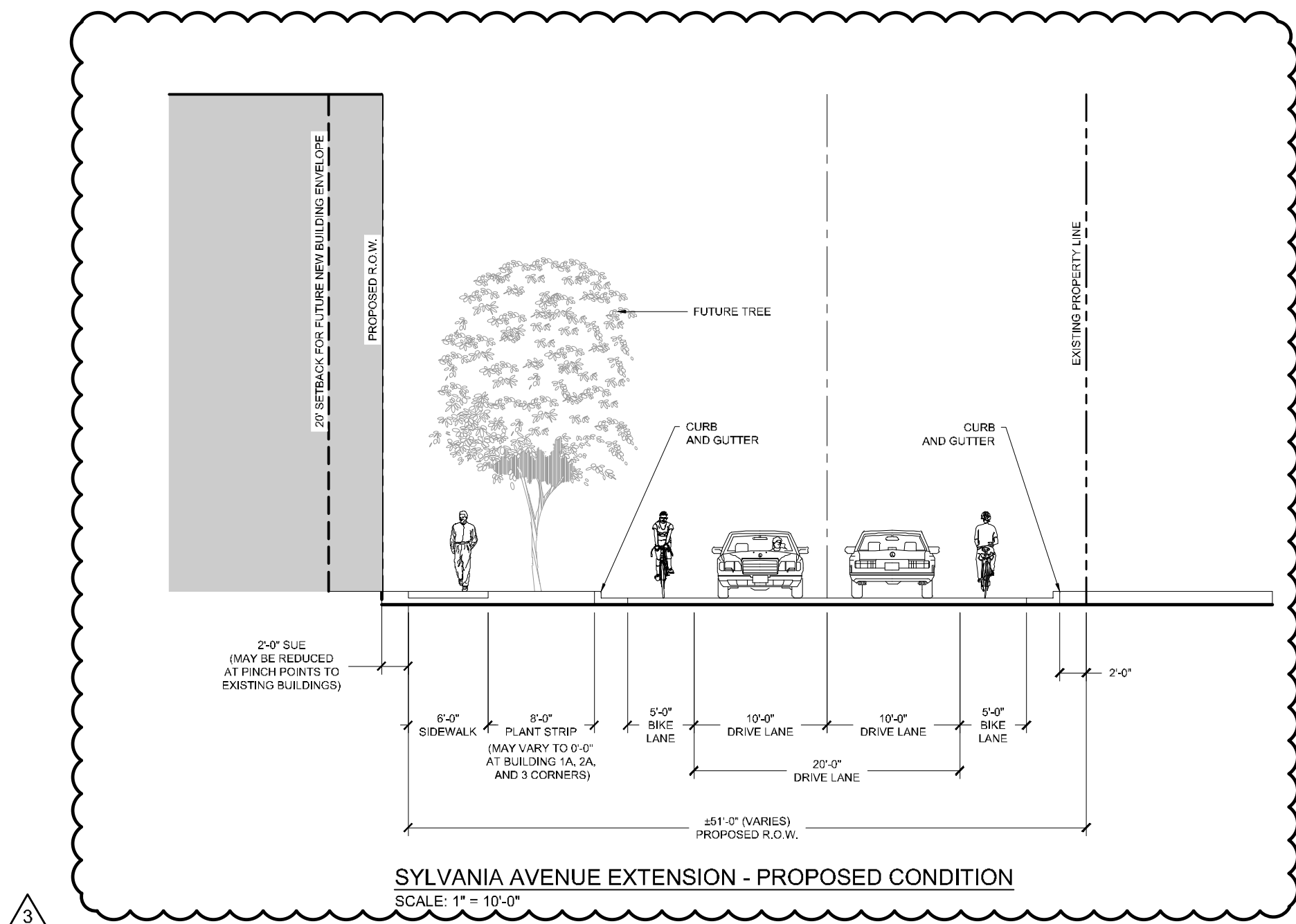




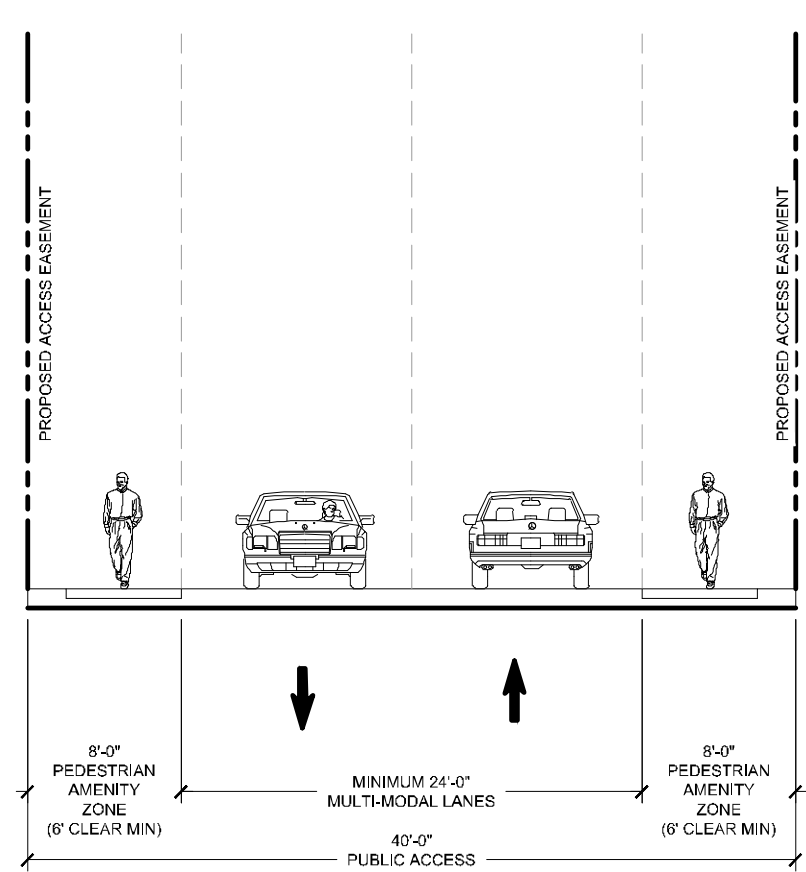
GRAHAM STREET - EXISTING CONDITION  
SCALE: 1" = 10'-0"



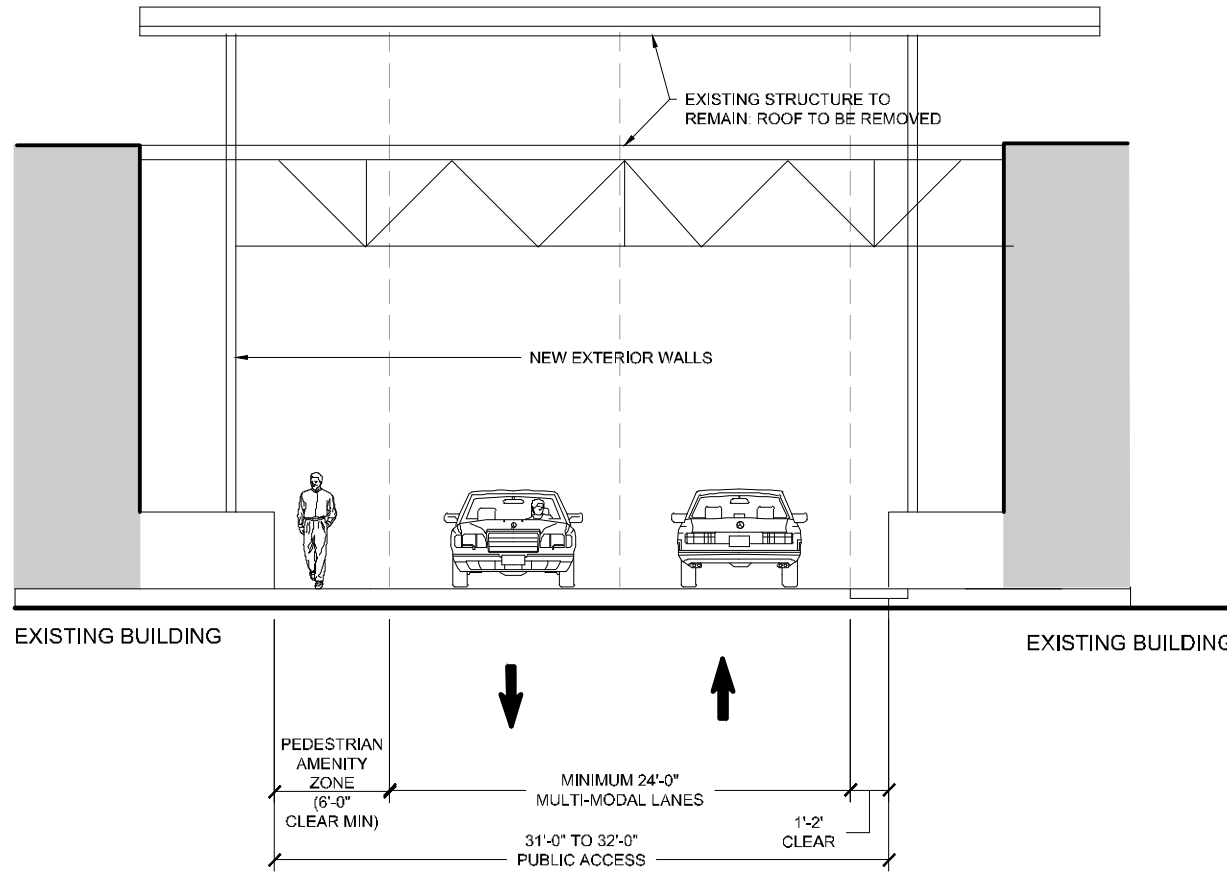
GRAHAM STREET - PROPOSED CONDITION  
SCALE: 1" = 10'-0"



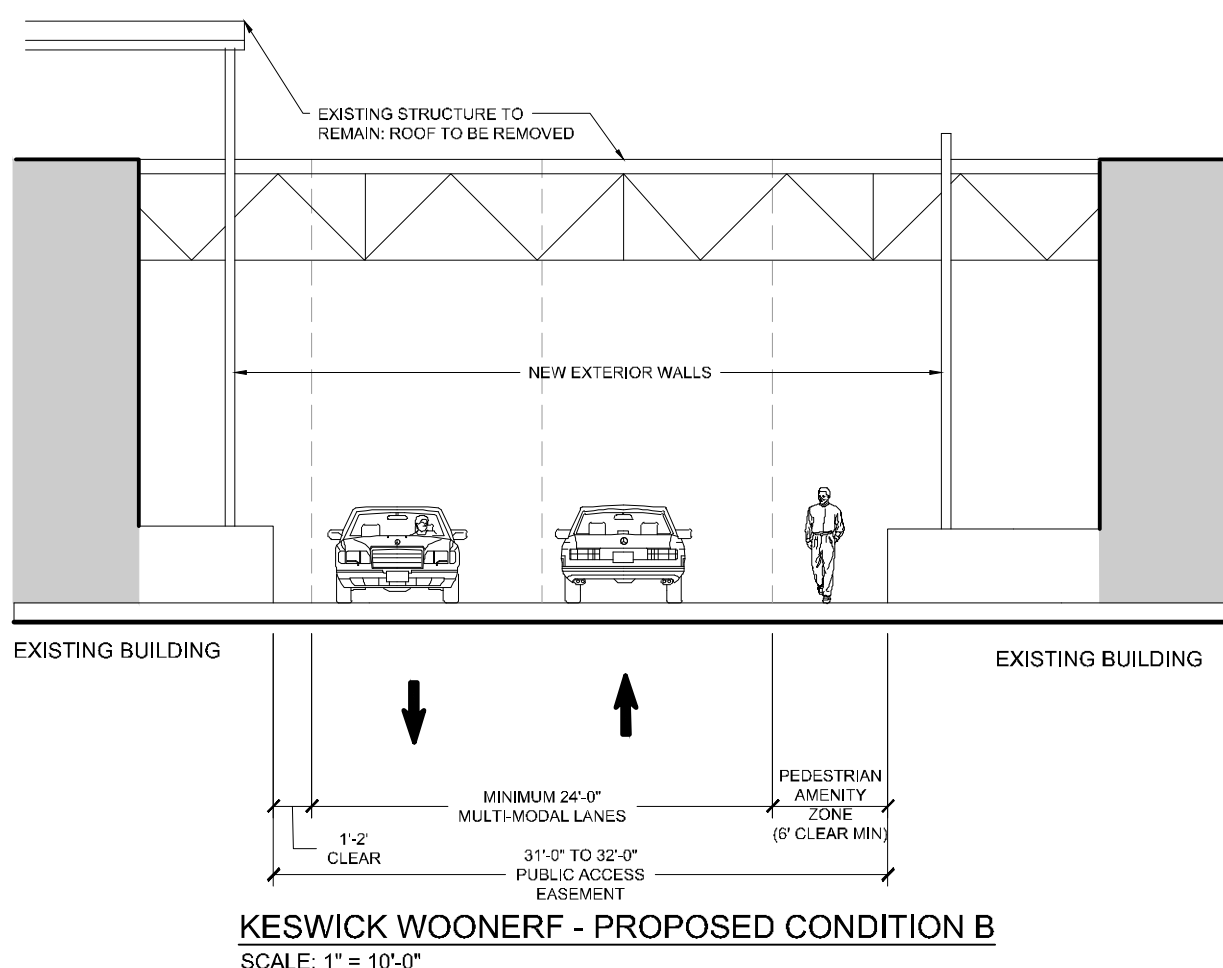
SYLVANIA AVENUE EXTENSION - PROPOSED CONDITION  
SCALE: 1" = 10'-0"



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



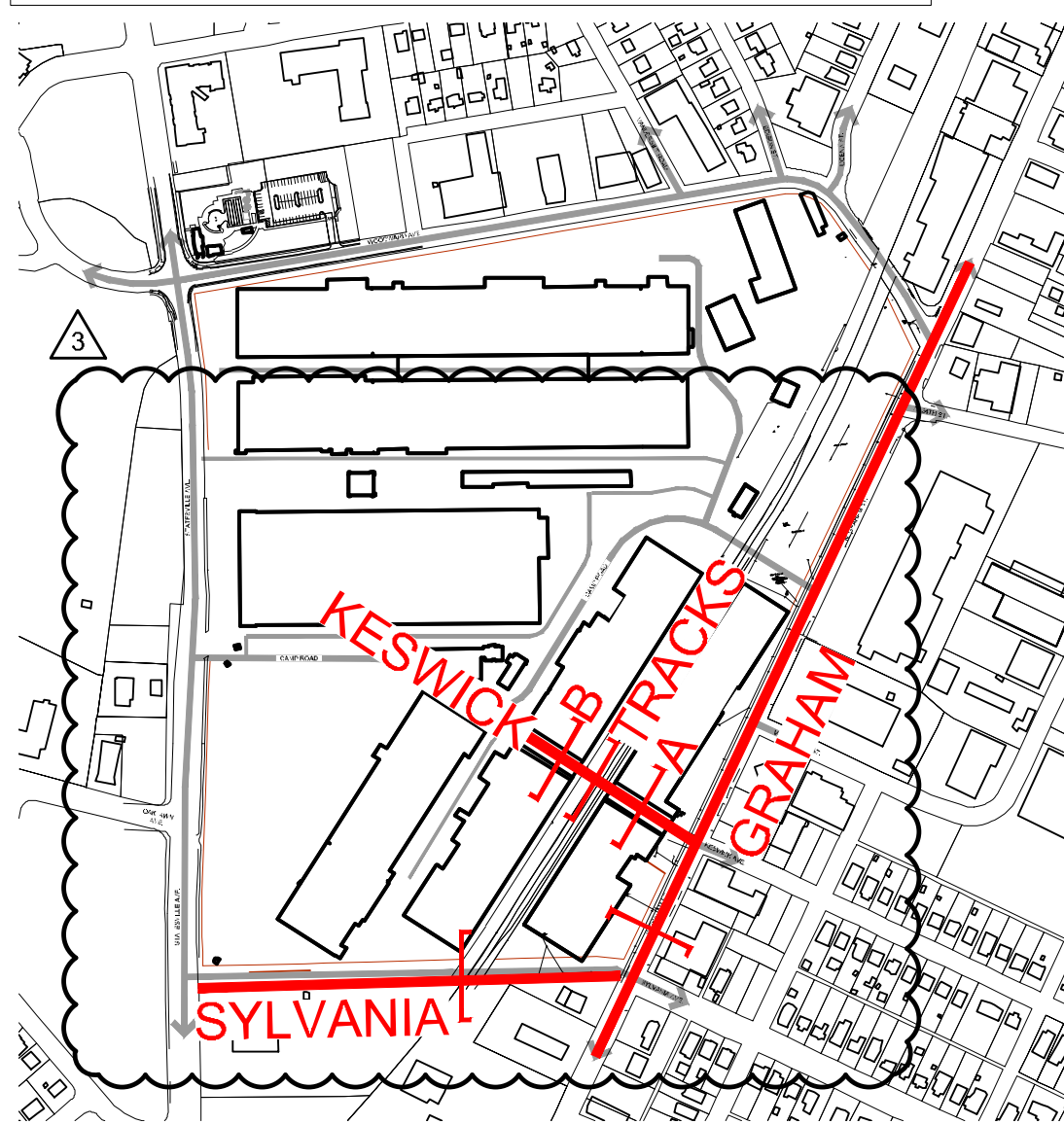
KESWICK WOONERF - PROPOSED CONDITION A  
SCALE: 1" = 10'-0"



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

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

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



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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

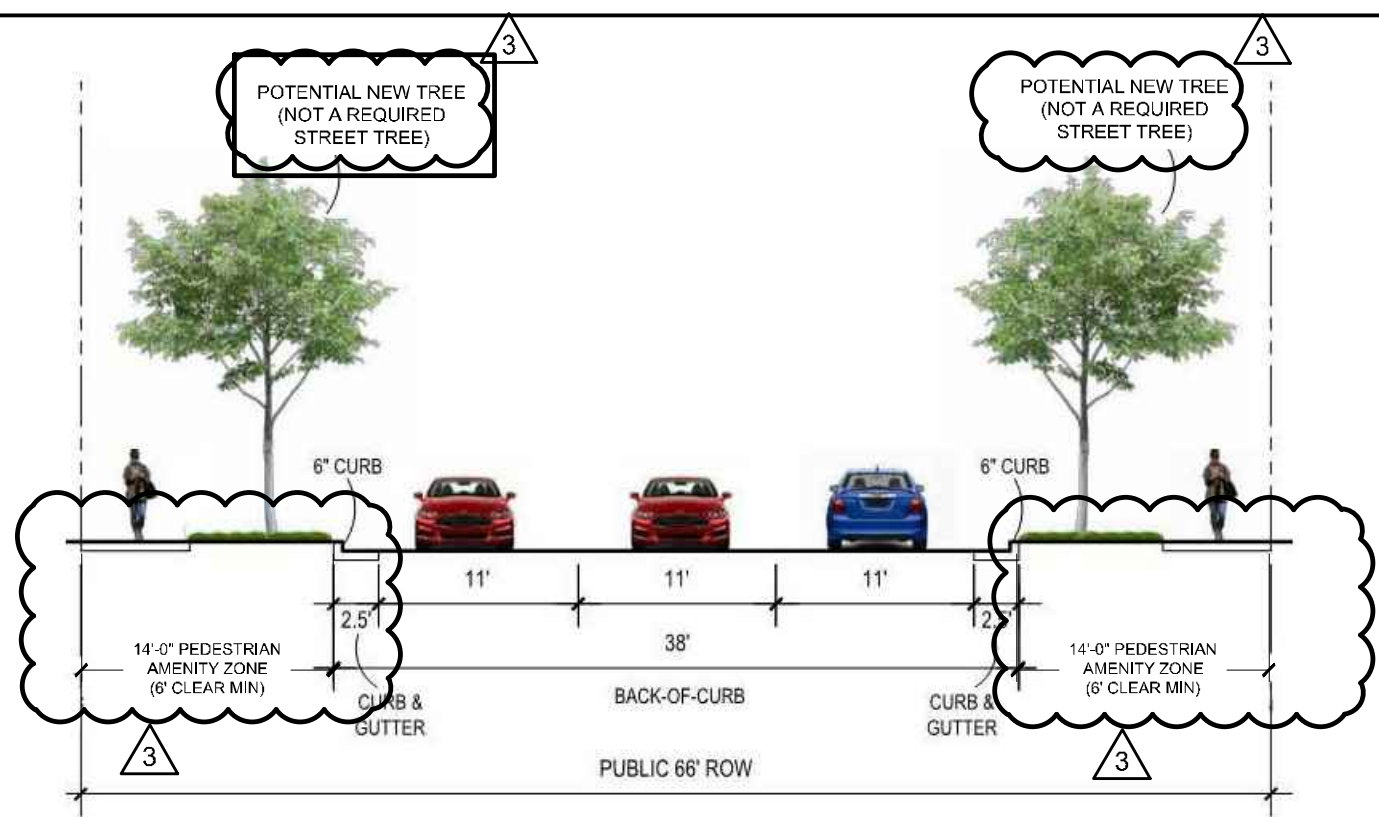


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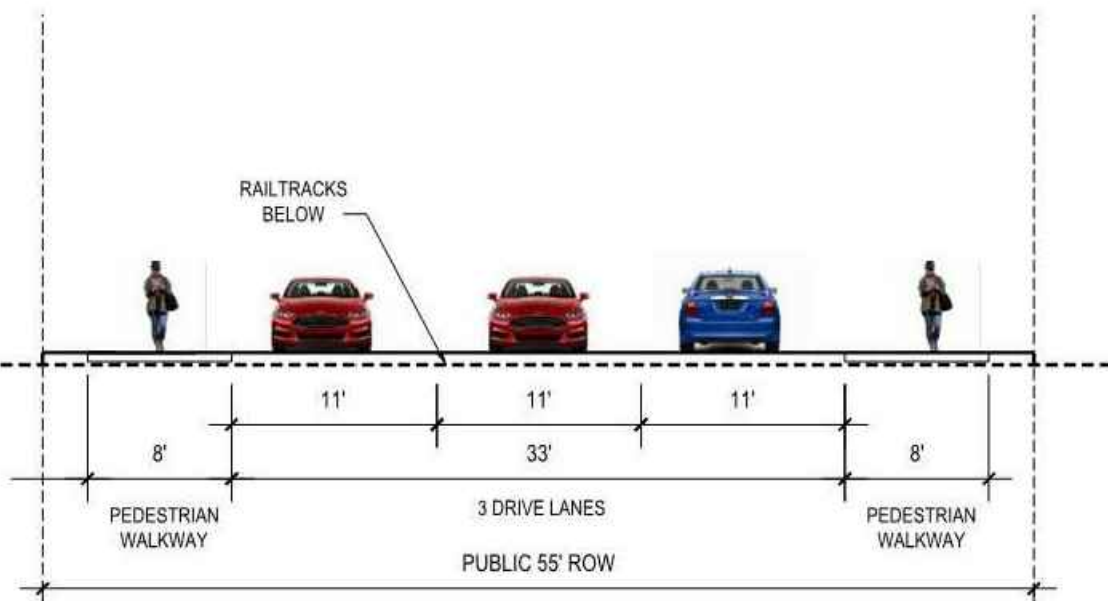
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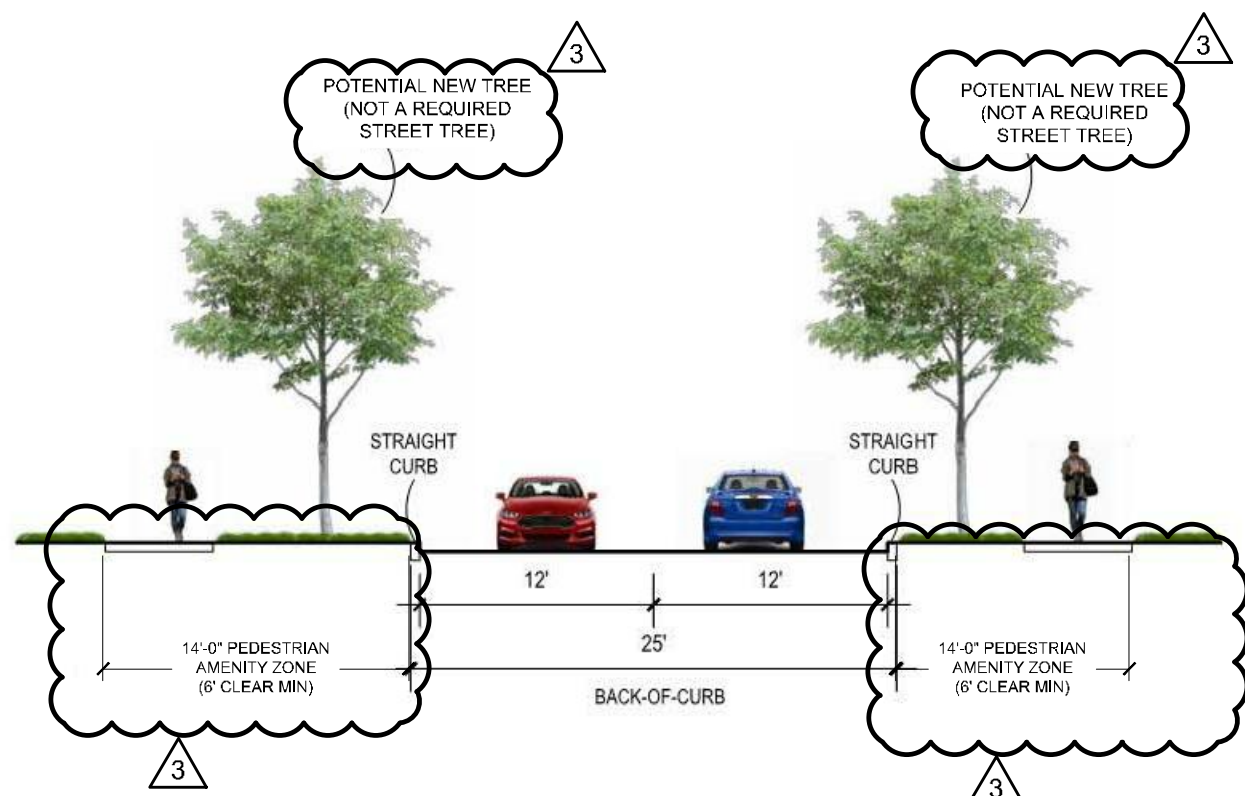




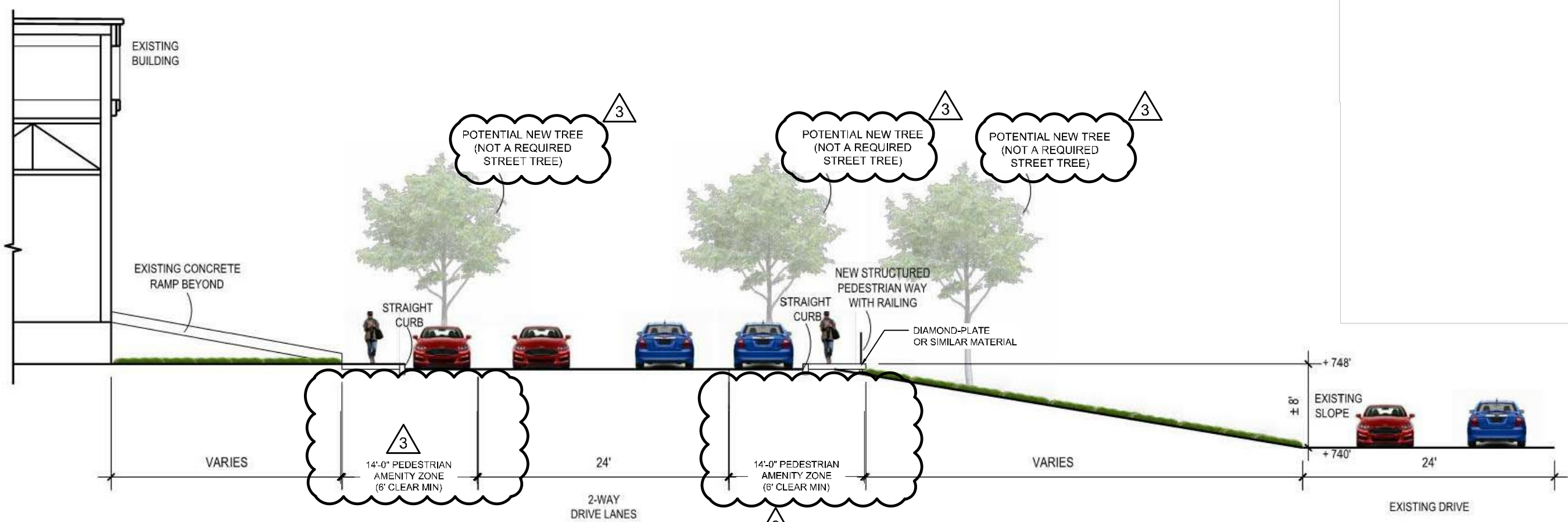
CAMP ROAD - SECTION A



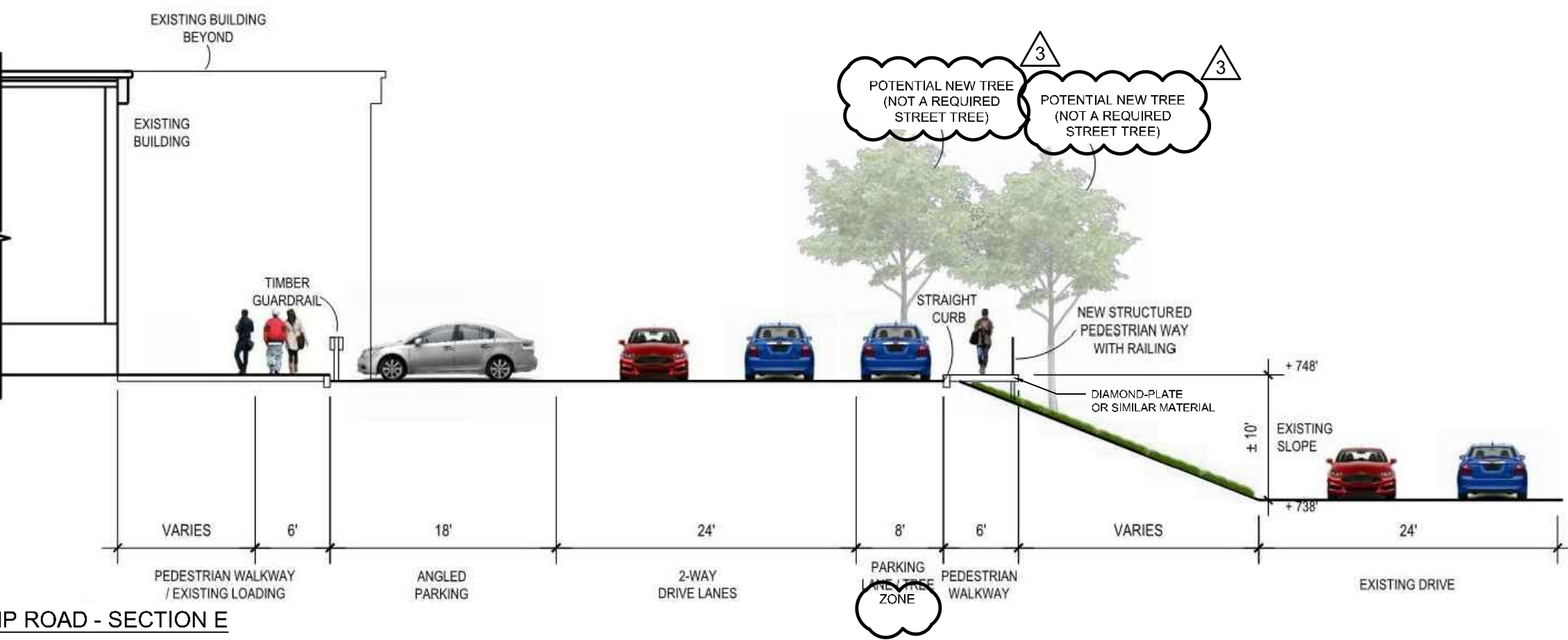
CAMP ROAD - SECTION B



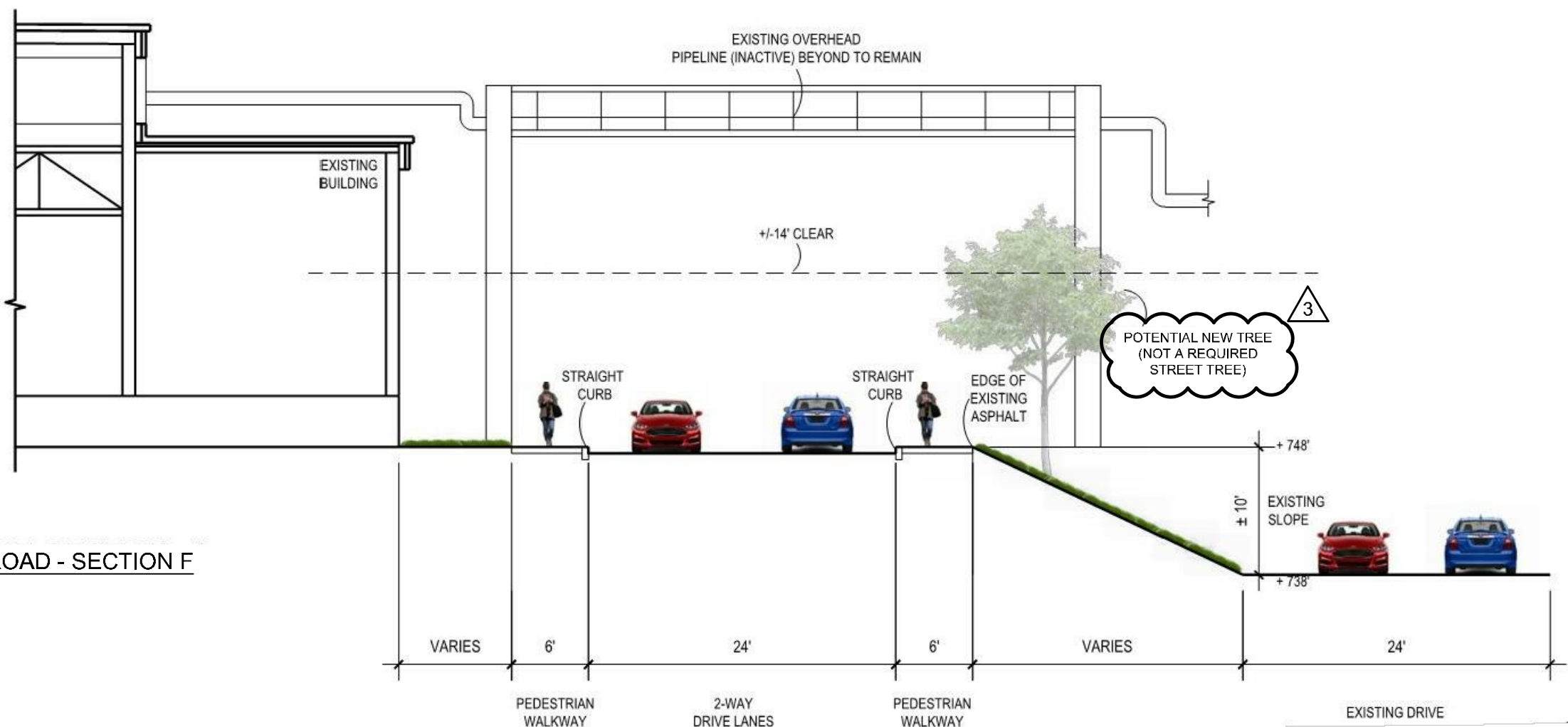
CAMP ROAD - SECTION C



CAMP ROAD - SECTION D

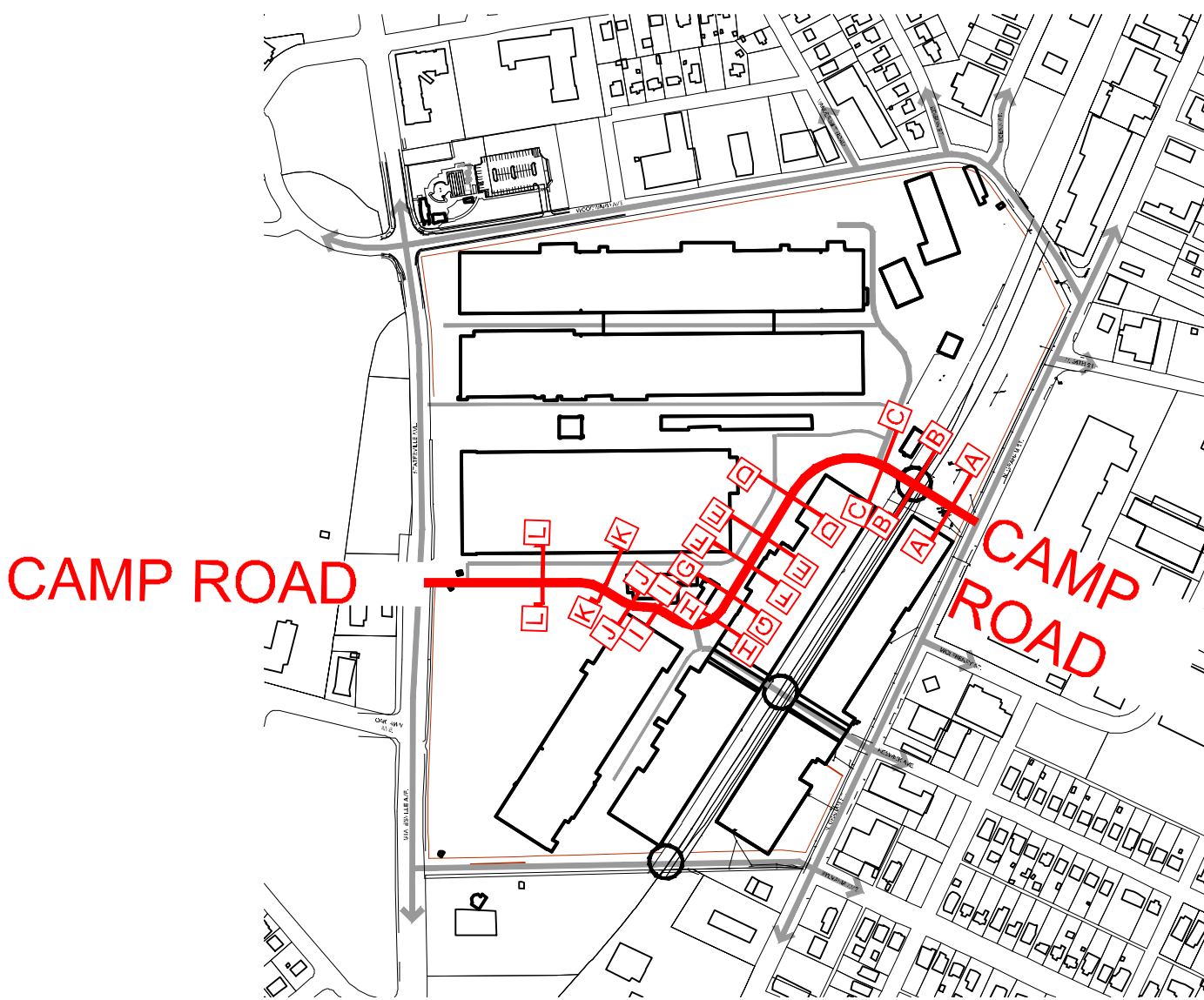


CAMP ROAD - SECTION E



CAMP ROAD - SECTION F

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SHEET #:  
**RZ-05**

REVISIONS:

1.	04-12-2017 - 2ND REZONING SUBMITTAL
2.	05-18-2017 - 3RD REZONING SUBMITTAL
3.	06-19-2017 - 4TH REZONING SUBMITTAL
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## CAMP NORTH END | REZONING MIXED USE + INDUSTRIAL REHAB DEVELOPMENT

ATCO PROPERTIES & MANAGEMENT

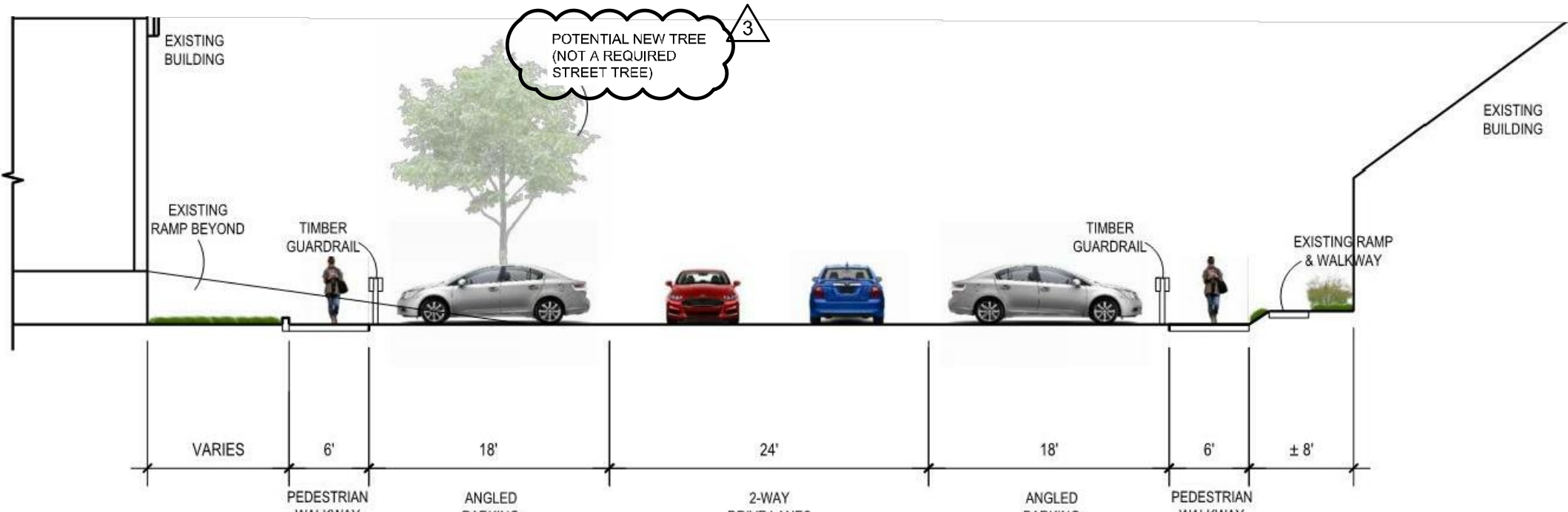
### SECTIONS - CAMP ROAD

PETITION NO. 2017-054

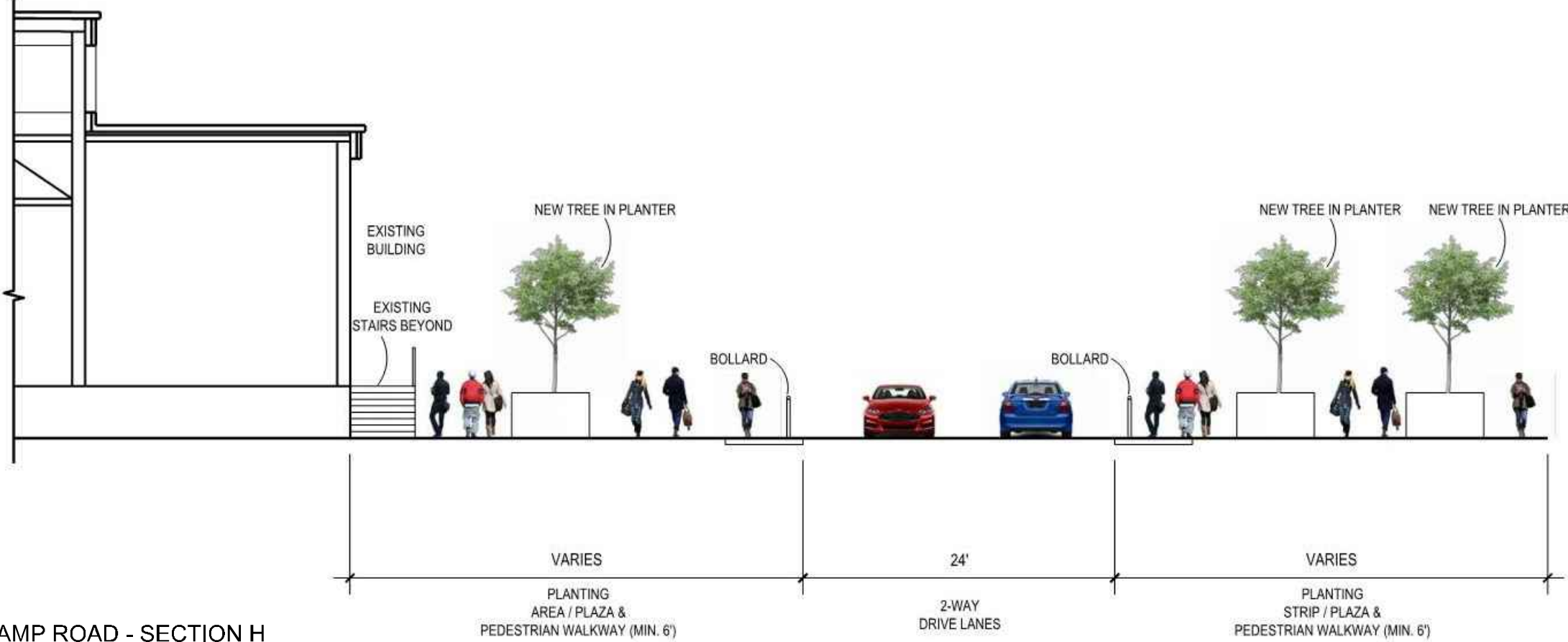


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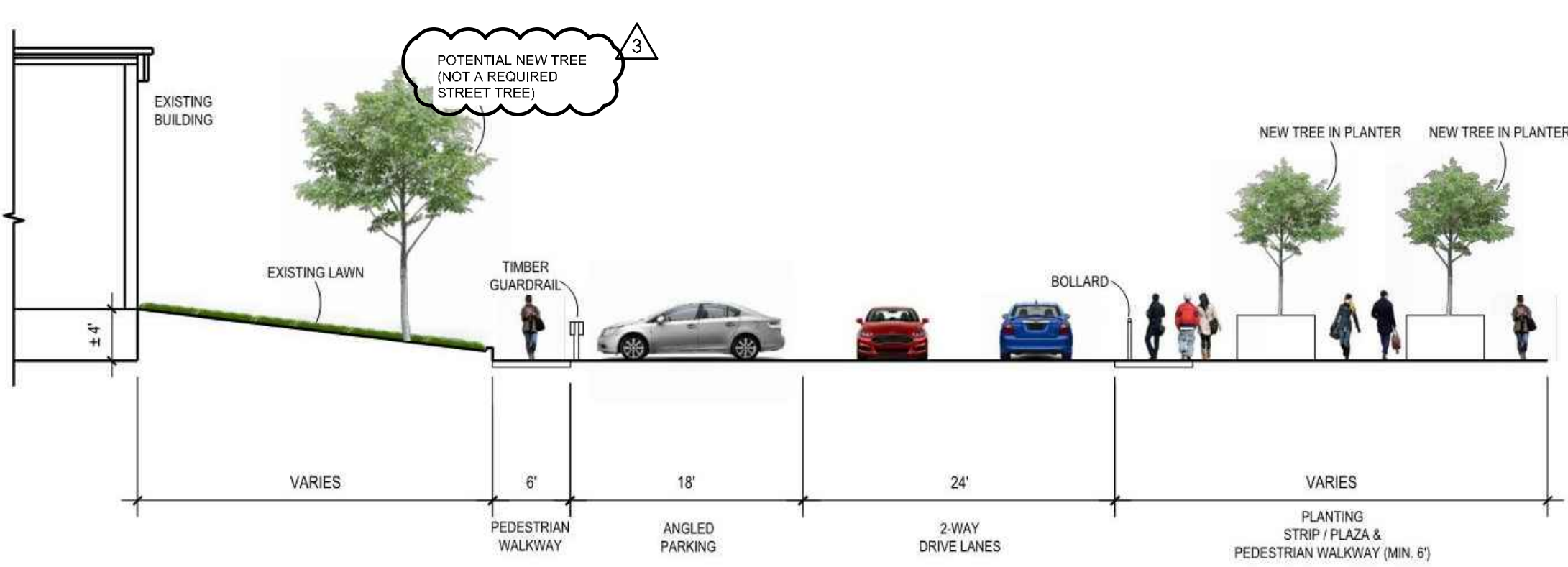




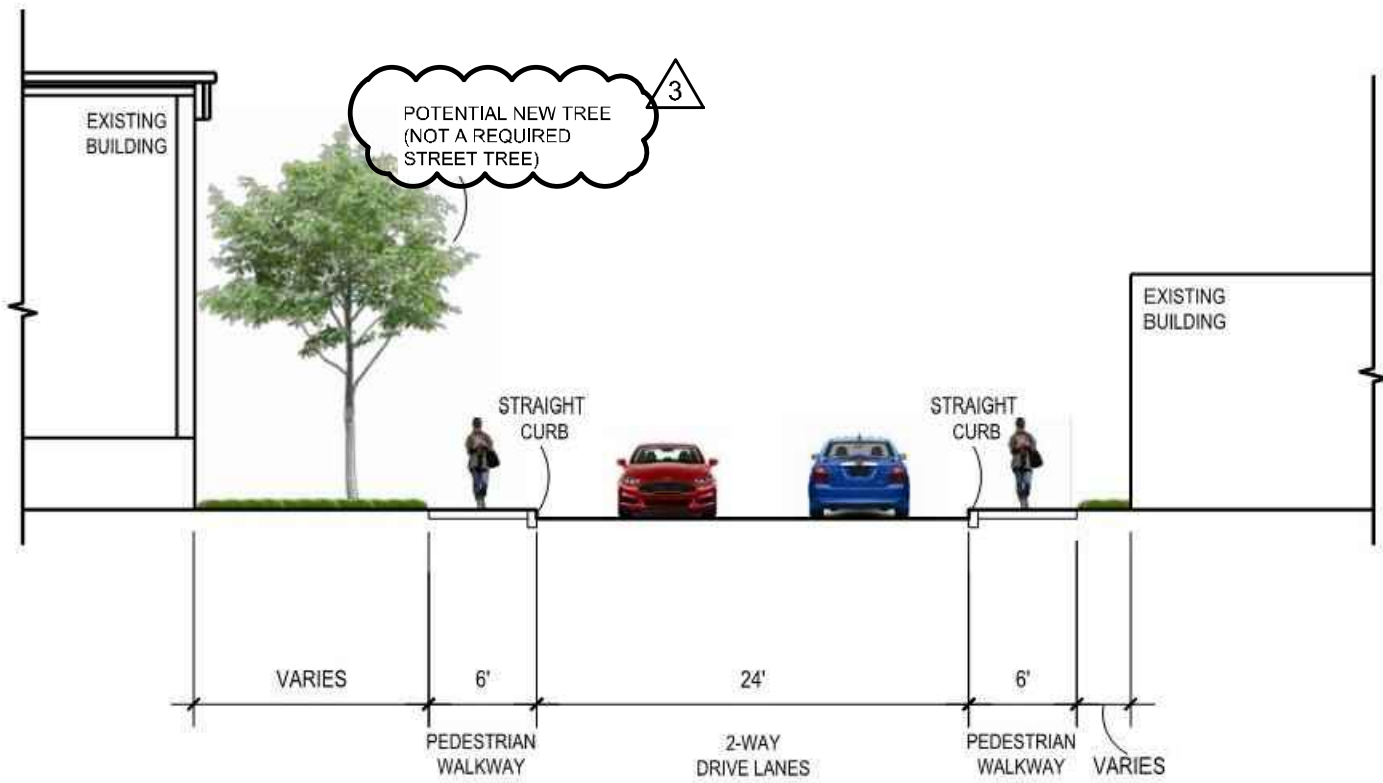
CAMP ROAD - SECTION G



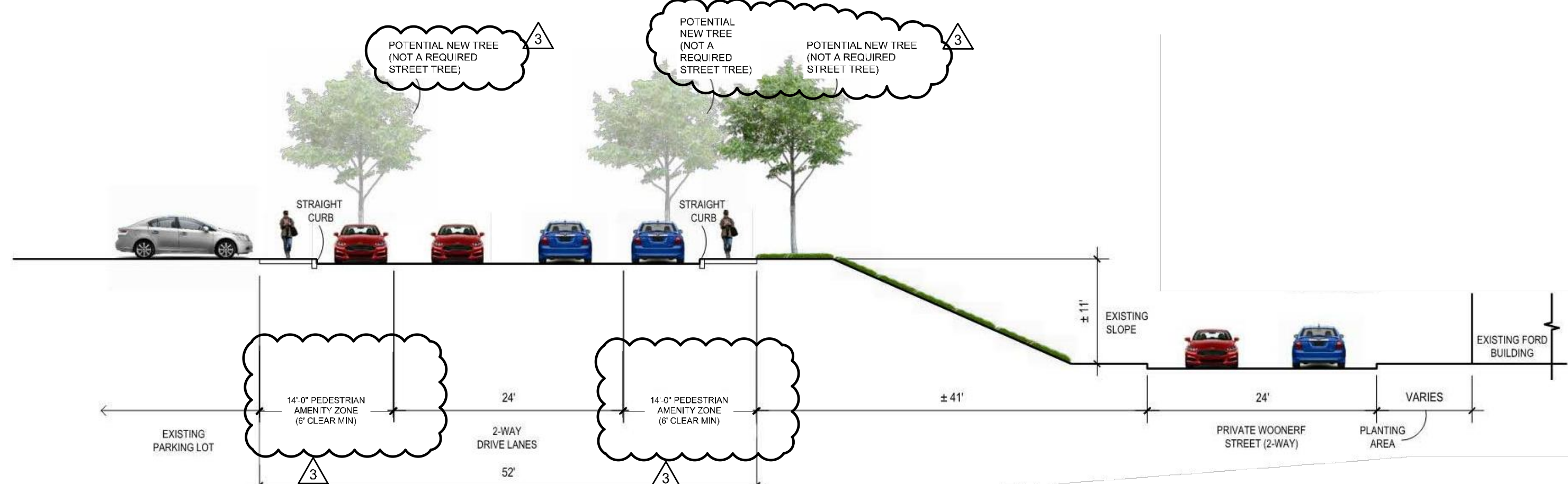
CAMP ROAD - SECTION H



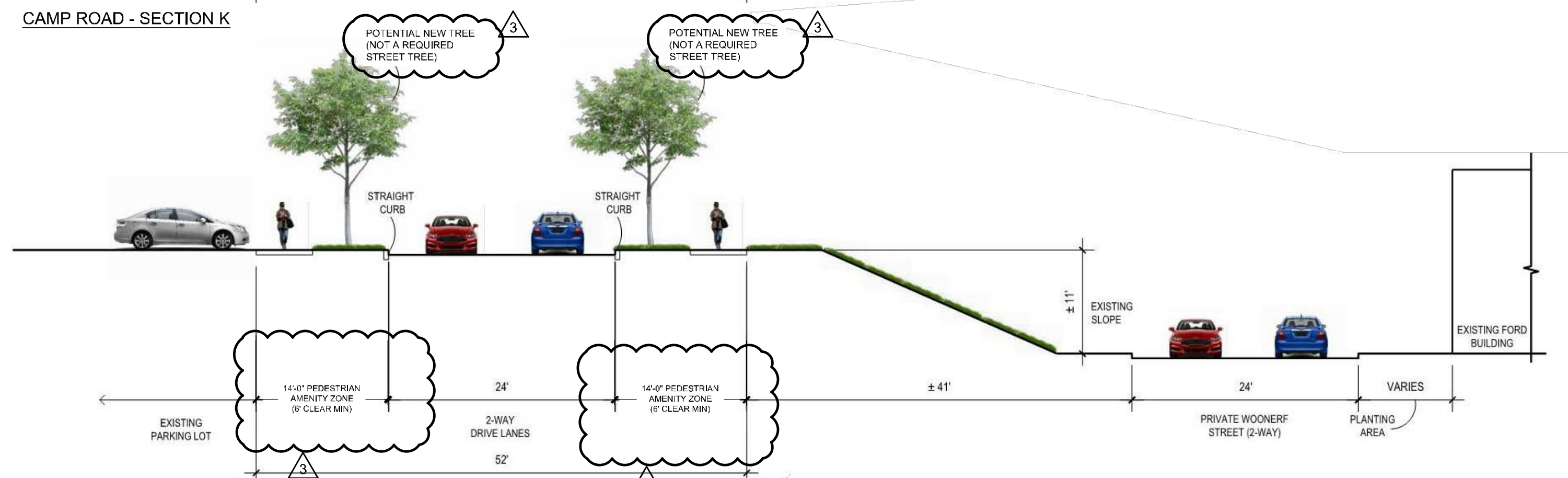
CAMP ROAD - SECTION I



CAMP ROAD - SECTION J

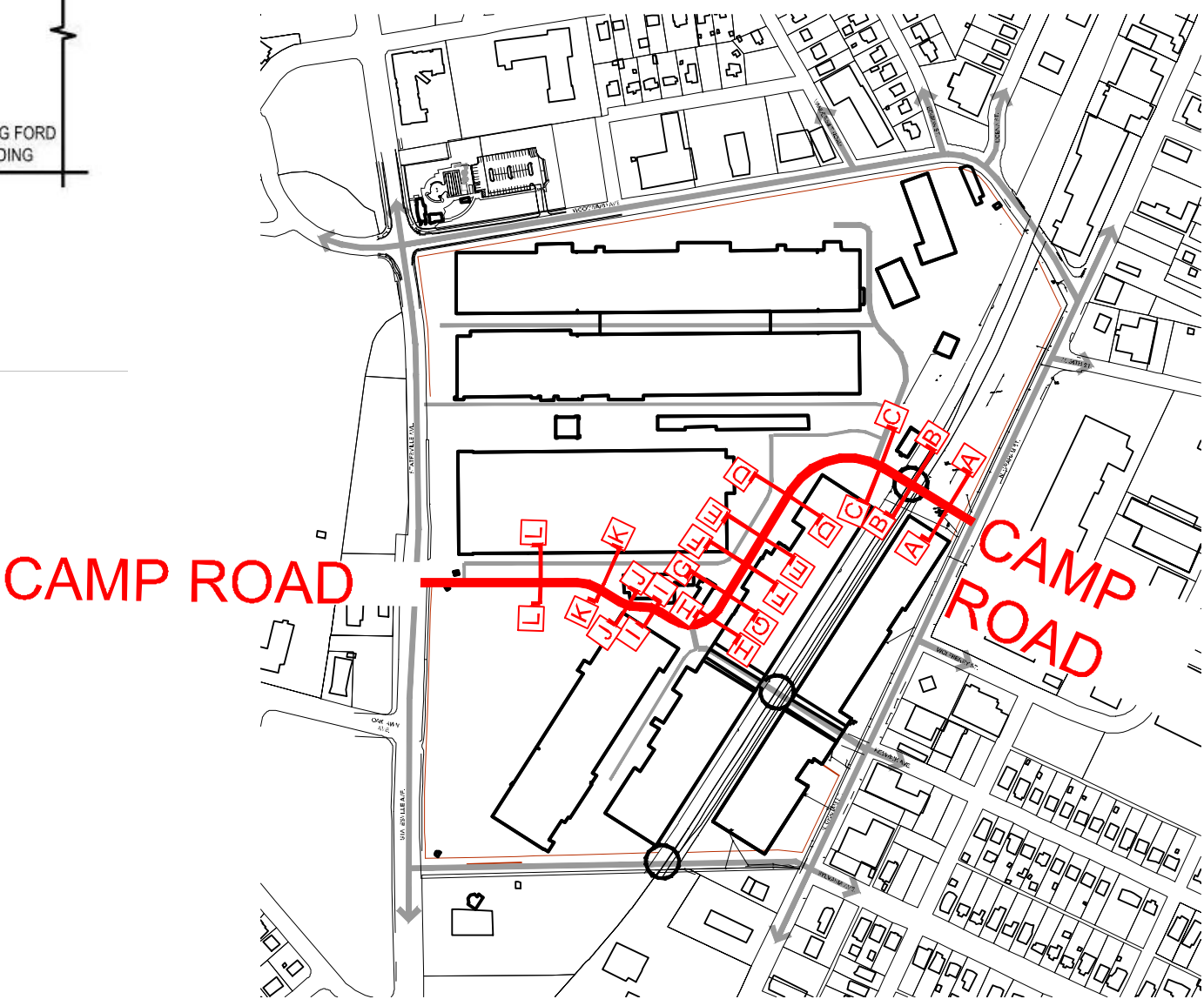


CAMP ROAD - SECTION K



CAMP ROAD - SECTION L

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SHEET #:  
**RZ-06**

## CAMP NORTH END | REZONING MIXED USE + INDUSTRIAL REHAB DEVELOPMENT

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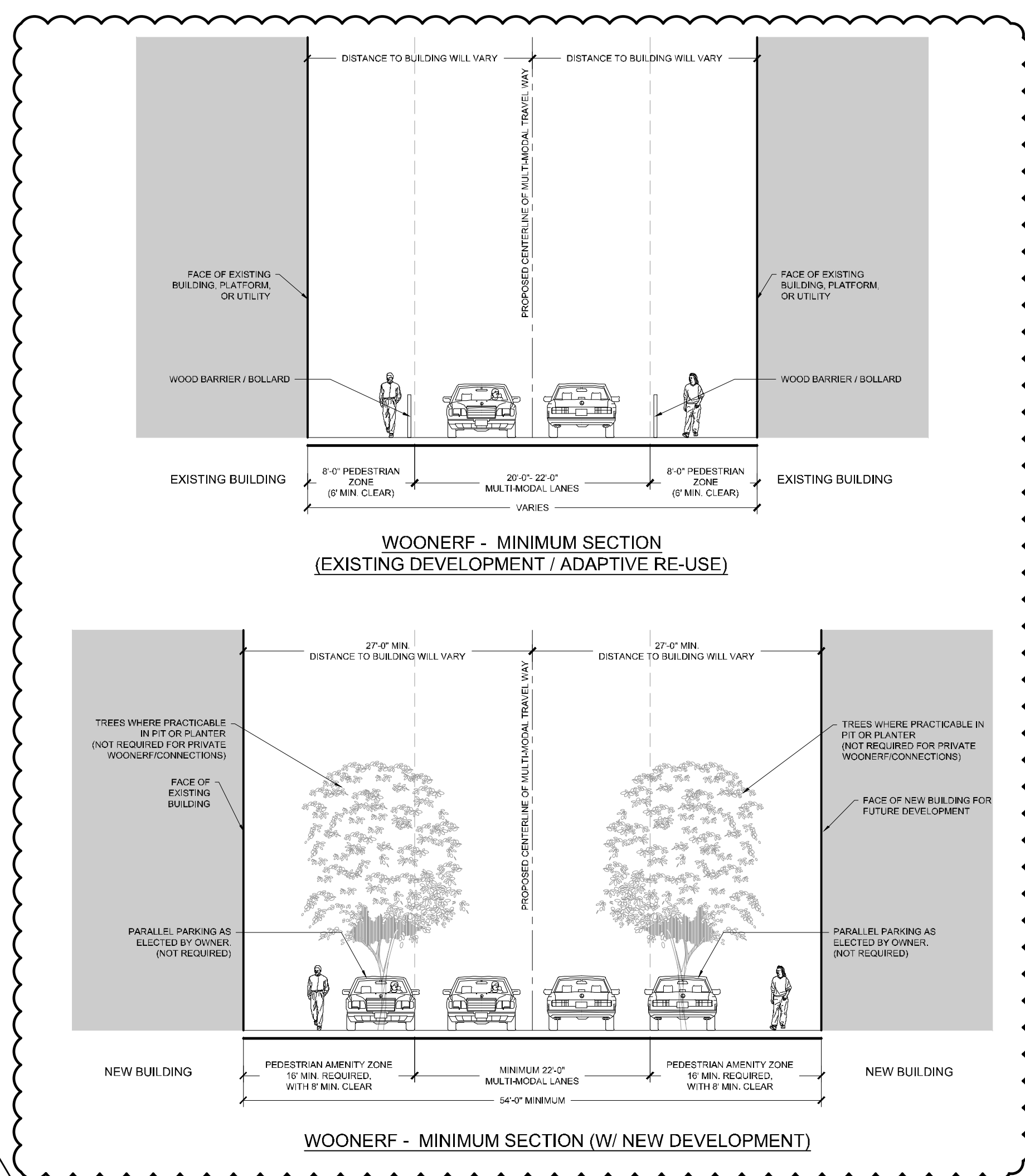
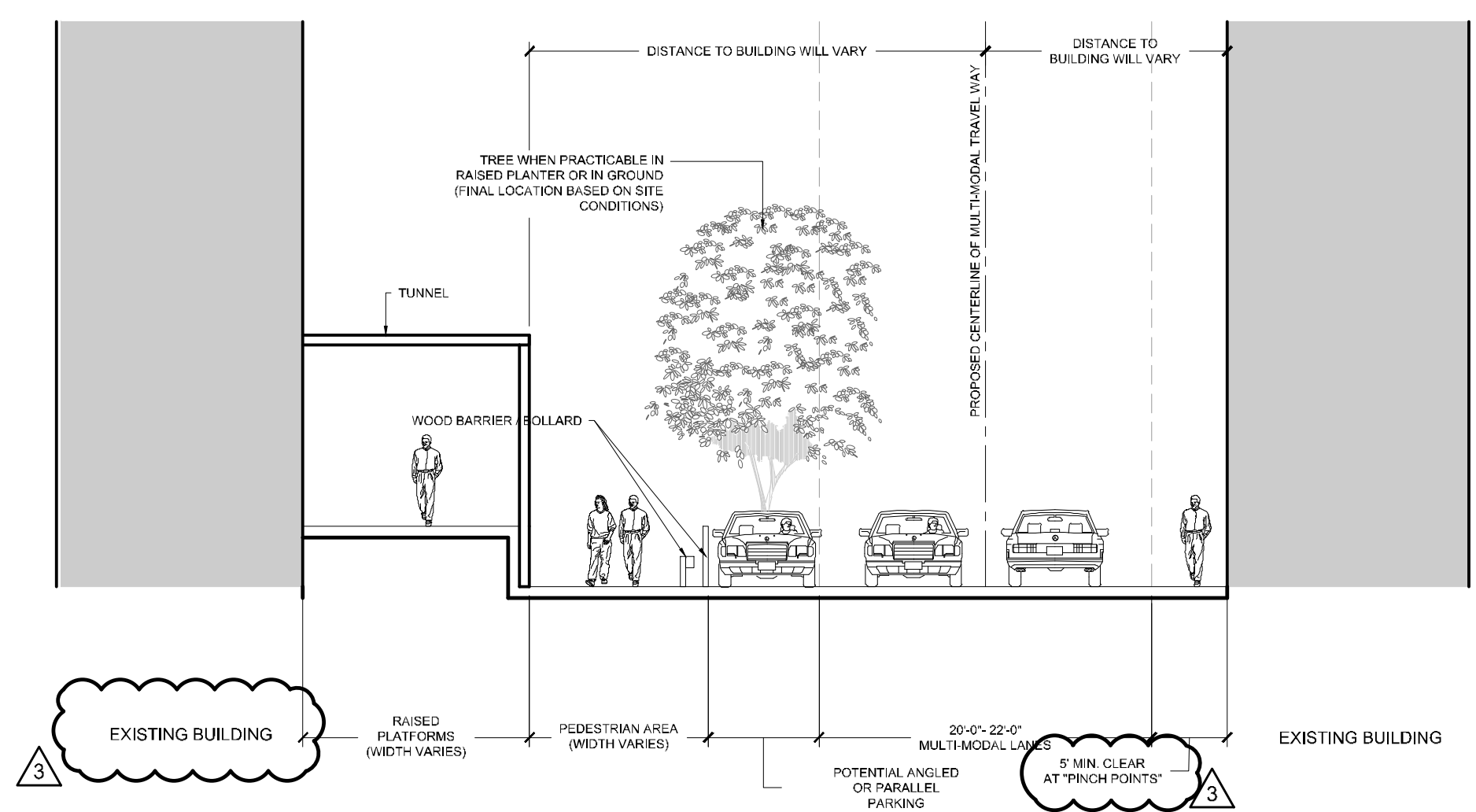
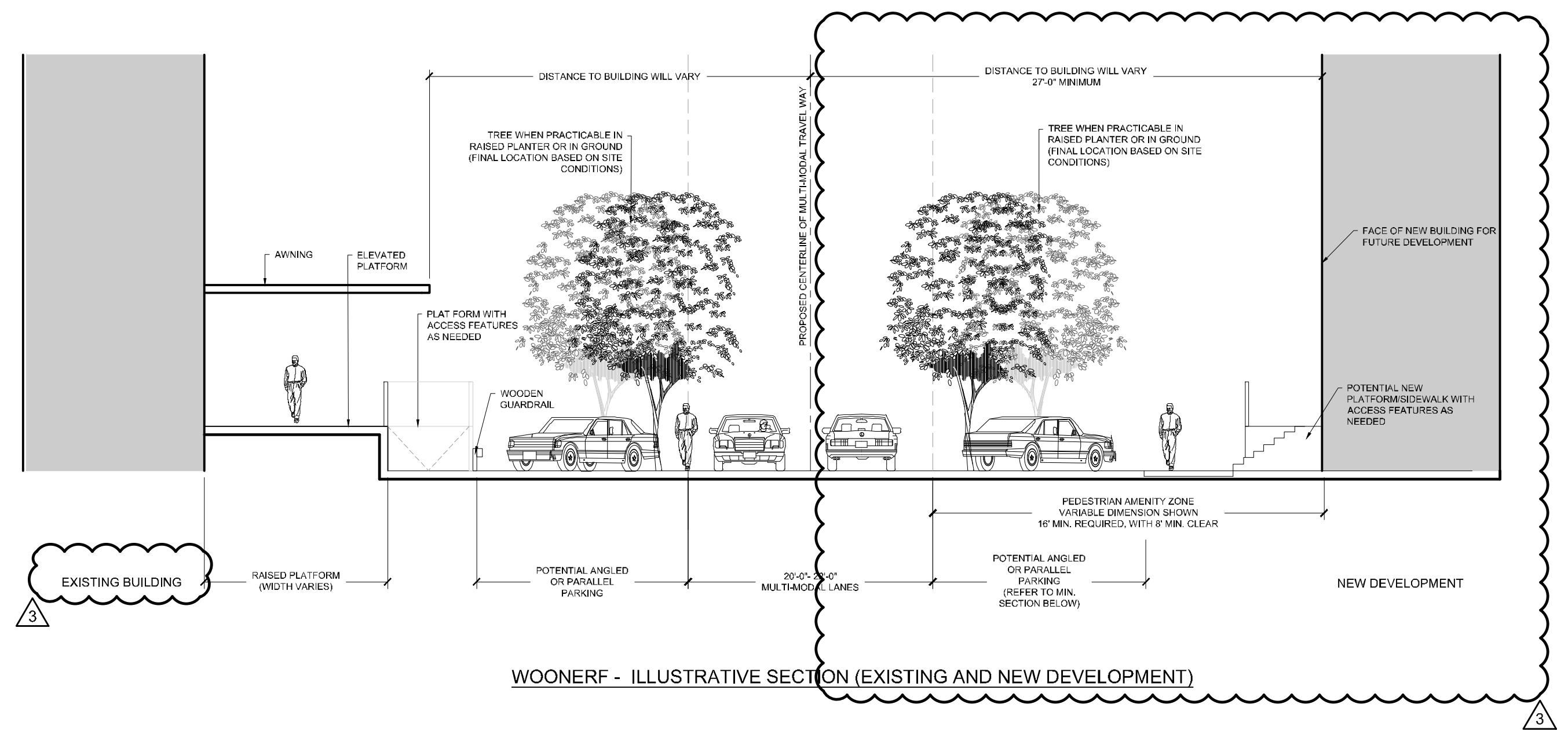
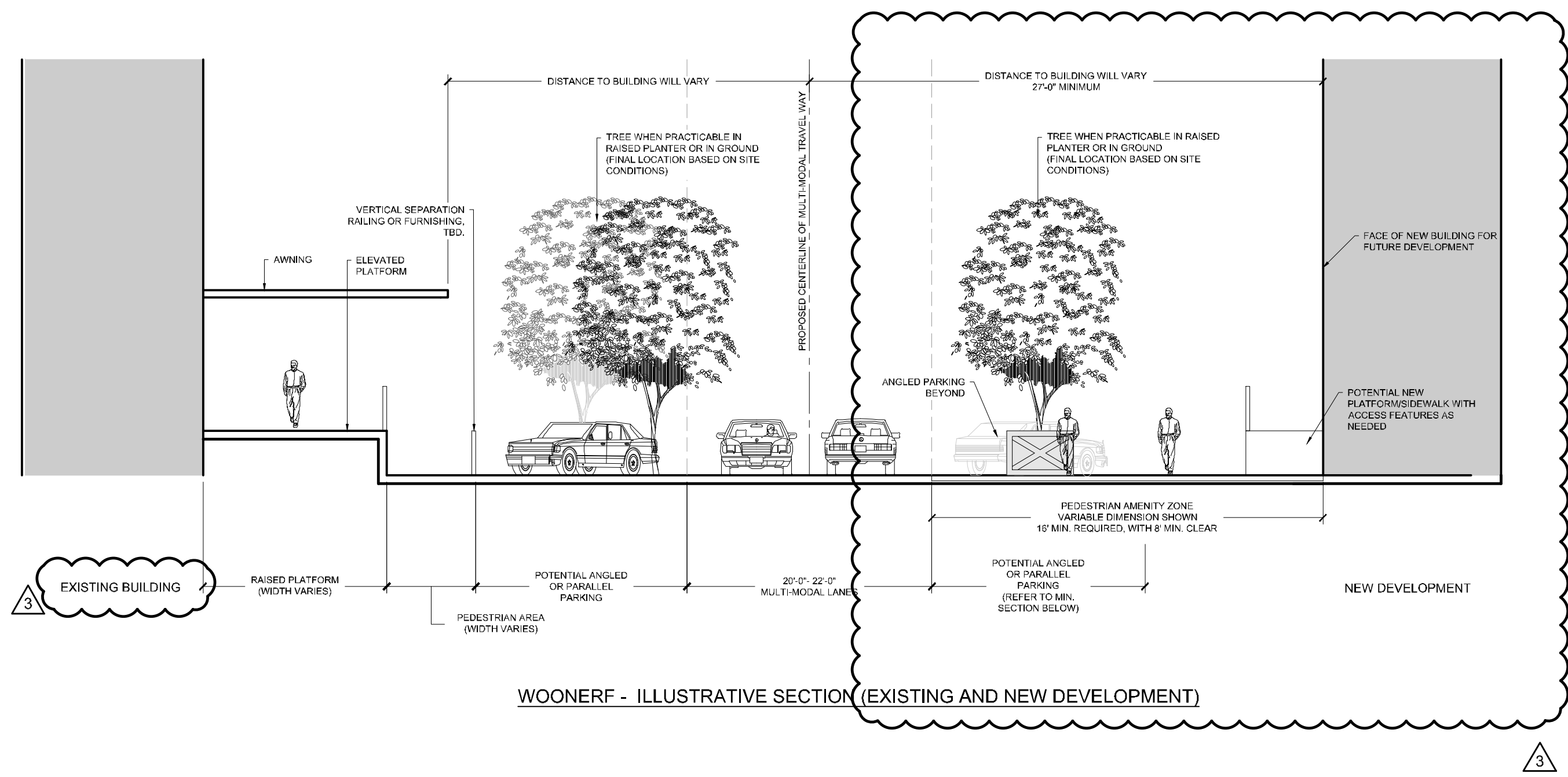
### SECTIONS - CAMP ROAD

PETITION NO. 2017-054

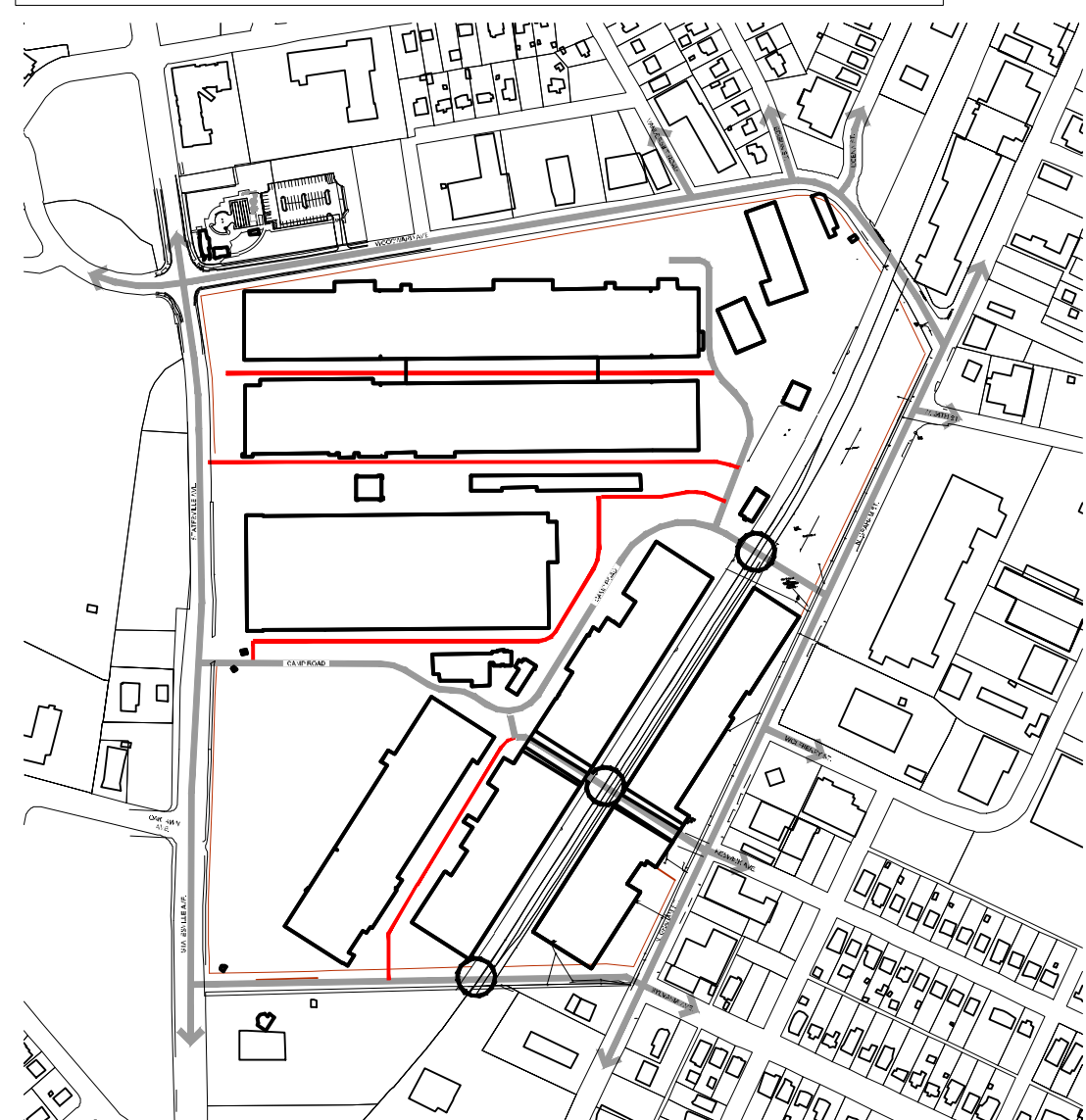


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**CAMP NORTH END | REZONING**  
**MIXED USE + INDUSTRIAL REHAB DEVELOPMENT**  
 ATCO PROPERTIES & MANAGEMENT  
 SECTIONS - WOONERF

PETITION NO. 2017-054

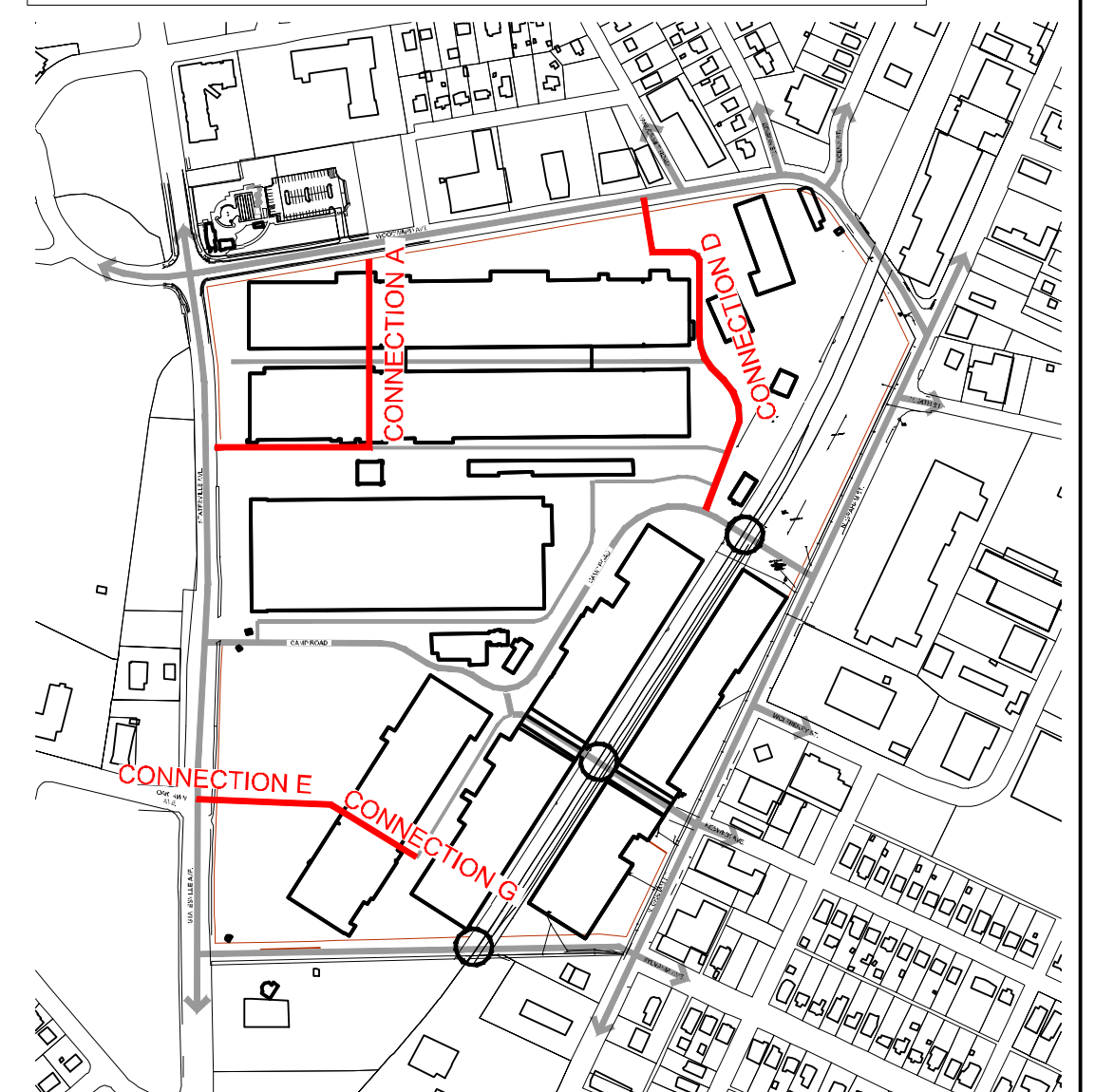
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**RZ-08**

 $\triangle 3$





CHARLOTTE, NC

---

**Camp Landowner, LP**  
397-77 QUEENS BOULEVARD SUITE 1103  
REGO PARK, NY 11375  
704-906-4586

0 250  
SCALE: 1" = 250'

---

MAY 2017

Exhibit 1



SHEET #:  
**RZ-TIA**

**REVISIONS:**

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<div>5. <b>Internal/External Streets, Streetscape &amp; Pedestrian Mobility.</b></div> <div>a. <b>Context.</b> The following provisions address the approach to the design of the internal streets, streetscape and pedestrian mobility in a manner that recognizes the unique site conditions and Adaptive Reuse nature of the redevelopment. These provisions are set forth with the understanding that the provisions of Section 3.d. (New Building Areas) and Section 3.e. (Core Existing Building Areas) shall be complied with such that a minimum of 680,000 square feet of gross floor area of the Existing Buildings and the Core Existing Building Development Areas shall remain in place (subject to provisions of Section 3.e.), with the further understanding that the redevelopment of the same for Adaptive Reuse is permitted.</div> <div>b. <b>Connectivity/Mobility Plan Generally.</b> Reference is made to <u>[Sheet RZ-02]</u> which sets forth the conceptual connectivity and mobility plan for private and limited public streets that are internal to the Site and that connect to external public streets as well as the design approach to streetscape and pedestrian mobility features (collectively, the "connectivity/mobility plan features"). As such, connectivity/mobility features shall include a combination of sidewalks, gathering places and multi-modal connections, some of which may be woonerf-style connections that support the historical warehouse district and proposed Adaptive Reuse character of most of the project, and others of which may be more traditional in format if the character of the adjacent development is more typical of traditional development patterns. These connectivity/pedestrian mobility features are anticipated to be privately owned and maintained provided that certain portions of the vehicular connections described below and generally depicted on <u>[Sheet RZ-02]</u> will have public access, as well as that will be documented upon completion of the applicable installation. The intent of this Section 5 is generally depicted on <u>[Sheet RZ-02]</u>, but it is understood that the locations of connectivity/pedestrian features shown are illustrative and diagrammatic since the same will be more concretely planned and developed as part of the design development and construction phases of the project when development parcels and/or redevelopment of buildings occurs.</div> <div>c. <b>Installation of Connectivity/Pedestrian Features Generally.</b></div> <div>(i) Except as set forth in the provisions of Section 4 above and subsection 5.d. and e. below regarding the installation of specific connectivity/pedestrian features and the timing of such installation, the connectivity/pedestrian features generally depicted on <u>[Sheet RZ-02]</u> shall be installed as redevelopment, including Adaptive Reuse of the Existing Buildings, occurs as may be necessary to provide appropriate pedestrian access to the redevelopment site in question or such portion of the Existing Buildings being redeveloped for such Adaptive Reuse; provided, however, subject to the provisions of subsection d. below, only such connectivity/pedestrian features that are in close proximity to such redevelopment site or Adaptive Reuse location or that are so required to ensure such vehicular and/or pedestrian access thereto shall be required at the time of the applicable redevelopment.</div> <div>(ii) It is understood that the routes for such connectivity/pedestrian features, including without limitation streets, pedestrian connections to external public streets and internal streets, driveways and woonerfs generally depicted on <u>[Sheet RZ-02]</u>, may be adjusted as reasonably necessary to address site constraints such as abrupt changes in topography, implications arising from the railroad conditions, brownfields regulations and the like.</div> <div>(iii) Except as provided below, (X) new internal driveways/vehicular connections to the Camp Avenue/Statesville Avenue intersection and the Connection E/Statesville Avenue/Oakland intersection shall be designed for 150 feet of storage and (Y) new internal driveways/vehicular connections to Connection D/Woodward intersection and the Camp Avenue/Graham Street intersection shall be designed for 75 feet of storage; provided, however, certain portions of the Site contain "pinch points" resulting from tight to the building driveways and the like that are likely to affect the width of the driveway and related improvements, as such the Petitioner, CDOT and Planning will work cooperatively to adjust specific conditions as appropriate.</div> <div>d. <b>Specific Connectivity/Pedestrian Features Provisions.</b> The following provisions shall govern the design and installation of certain specific connectivity/pedestrian features described below and generally depicted on <u>[Sheet RZ-02]</u>. To the extent of a conflict between the general provisions of subsection c. above and the more specific provisions of this subsection d., this subsection d. shall control, but subsection c. shall control for those connectivity/pedestrian features not set forth or referenced below.</div> <div>(i) <b>Interim Driveway Conditions.</b> Current conditions of the Site reflect driveways that provide external connections to adjacent public streets such as Statesville Avenue, Woodward Avenue, and Graham Street and driveways that provide internal connections to various Site Elements within the Site. It is understood that such external and internal driveways may stay in their current form and design, subject to appropriate refurbishing of pavement surfaces to ensure public safety until such time that the contemplated connectivity/pedestrian features generally depicted on <u>[Sheet RZ-02]</u> are installed per the requirements of this Section 5 in connection with redevelopment.</div> <div>(ii) <b>Statesville Avenue &amp; Graham Street Connections.</b> As generally depicted on <u>[Sheet RZ-02]</u> but subject to the other provisions of this subsection d. dealing with specific street and woonerf connections to Statesville Avenue and Graham Street (other than Sylvania Avenue), those streets that are proposed to connect to Statesville Avenue and Graham Street shall reflect a more customary street cross-section for the portion of such street located with 75 feet of the intersection with such public streets with the understanding that the cross-section/profile may become more innovative and tight/urban in nature in areas located more internal to the Site.</div> <div>(iii) <b>Urban Open Space #1.</b> In the event that the portion of Existing Buildings 2A, 2.B, 3A, 3B, 4, 5A or 5B located adjacent to the proposed urban open space area located within the internal portion of the Site as generally depicted and designated as "Urban Open Space #1" on <u>[Sheet RZ-02]</u> is redeveloped for Adaptive Reuse (but not triggered upon reuse by a tenant or user in predominantly "as-is" condition), then such Urban Open Space #1 and accompanying pedestrian features and improvements (to the extent not already completed) shall be installed prior to the issuance of the certificate of occupancy for the applicable portion of such Existing Buildings being redeveloped for Adaptive Reuse.</div> <div>(iv) <b>Urban Open Space #2.</b> In the event that the portion of Existing Buildings 7.8, 9 or 10 located adjacent to the proposed urban open space area located within the internal portion of the Site as generally depicted and designated as "Urban Open Space #2" on <u>[Sheet RZ-02]</u> is redeveloped for Adaptive Reuse (but not triggered upon reuse by a tenant or user in predominantly "as-is" condition), then such Urban Open Space #2 and accompanying pedestrian features and improvements (to the extent not already completed) shall be installed prior to the issuance of the certificate of occupancy for the applicable portion of such Existing Buildings being redeveloped for Adaptive Reuse.</div> <div>(v) <b>Installation of Camp Road.</b> Subject to approval by Norfolk &amp; Southern Railroad ("N&amp;S") of the crossing over the currently abandoned railroad line generally depicted on <u>[Sheet RZ-02]</u>, (i) the portion of Camp Road extending from Graham Street into the Site and connecting to the Urban Open Space #1 as generally depicted on <u>[Sheet RZ-02]</u> shall be installed (if not already installed) prior to issuance of certificates of occupancy for greater than 50% of the floor area within Building 2B or Building 7 for Adaptive Reuses (but not triggered upon reuse by a tenant or uses in predominantly "as-is" condition), and (ii) the balance of Camp Road (if not already installed) extending from the Urban Open Space #1 to Statesville Avenue as generally depicted on <u>[Sheet RZ-02]</u> shall be installed prior to issuance of certificates of occupancy for greater than 75% of the floor area within Building 7 or issuance of a certificate of occupancy for the first New Building to be located within Area E that is adjacent to the proposed right of way of Camp Road. In addition, if the portions of Camp Road extension described in item (i) above or (ii) above occur prior to the extension of the other such item (i) or (ii) above, appropriate orderly vehicular circulation acceptable to CDOT and the Planning Director, or designee, shall be provided to ensure that vehicles can return back to Graham Street or Statesville Avenue, as applicable. The general cross-section for portions of Camp Road are set forth on <u>[Sheet RZ-02]</u> but such portions of such cross-sections may be adjusted with the approval of CDOT and the Planning Director, or designee, as reasonably necessary to address site constraints such as abrupt changes in topography, implications arising from the railroad conditions, brownfields regulations and the like. As indicated, the above commitments are subject to approval of the applicable railroad crossings near Graham Street and alterations to Graham Street per the improvements contemplated by the City's Community Investment Plan for area roads (the "CIP"). Furthermore, at such time that Camp Street is extended to Statesville Avenue as described above, the adjacent area in close proximity to Camp Street shall be consolidated into Camp Street and the Camp Street shall contain a [1150 foot] minimum stem length from its intersection point at Statesville Avenue. <b>[NOTE: Staff seeks 200 feet; appears we can do 150 feet on this one but advise]</b></div> <div>(vi) <b>Connection A - Woodward/Statesville Connectivity Network.</b> In the event that greater than fifty percent (50%) of each portion of Building 10 and Building 11 located within Area A as generally depicted on <u>[Sheet RZ-02]</u> is developed for New Buildings (as opposed to Adaptive Reuse of Existing Buildings), the connectivity/pedestrian streets/connections/woonerfs shown within Area A that provide vehicular and pedestrian connectivity to Statesville Avenue and Woodward Avenue as so depicted shall be installed in order to provide for such connectivity; it is understood that such connectivity shall at a minimum provide for the setback dimensions and form generally depicted and referenced as "Minimum Connection A Standards" on <u>[Sheet RZ-08]</u>, unless CDOT and the Planning Director, or designee, otherwise approve different such standards in response to site constraints such as abrupt changes in topography, implications arising from the railroad conditions, brownfields regulations or otherwise as deemed appropriate such as to introduce innovative or new streetscape design features.</div> <div>(vii) <b>Connection B - "Spine" Pedestrian Connection through Existing Buildings to Urban Open Space #1.</b> <b>Keswick Connection.</b> Prior to completion of redevelopment for Adaptive Use of greater than 50% of all gross floor area of Building 7 and greater than 50% for Building 10, the pedestrian open space feature generally depicted on <u>[Sheet RZ-02]</u> as "Connection B" shall be installed with a 16 foot total pedestrian clear zone within such Buildings thereby connecting to connectivity/pedestrian features such as the woonerfs between Building 10 and 11, between Building 10 and Buildings 9 and 7, and between Building 7 and Buildings 5A, 5B, and 4, then connecting to Urban Open Space #1, all as generally depicted on <u>[Sheet RZ-02]</u>. Furthermore, in the event that Building 11 is redeveloped for Adaptive Reuse or portions or all of Building 11 are Buildings for New Buildings, at such time as greater than 50% of Building 11 is so redeveloped, the portion of the pedestrian connection described as "Connection B" shall be installed as to provide for a continued connection to Woodward Avenue. Similarly, once the portions of Buildings 2A, 2B, 1A and 1B located adjacent to the pedestrian/woonerf connection generally depicted on <u>[Sheet RZ-02]</u> and identified as the "Keswick Pedestrian Woonerf" are redeveloped for Adaptive Use, such pedestrian connection shall be further extended to Graham Street, subject to the approval of the applicable railroad crossing. It is acknowledged that the Keswick Pedestrian Woonerf may be located within an open air roof enclosed area.</div> <div>(viii) <b>Connection C - North/South Connection to Woodward across Building 11.</b> Upon the demolition and redevelopment of the entire portion of Building 11 located within Area B, a woonerf connection shall be installed to connect Woodward Avenue to the woonerf located between Buildings 10 and 11 and if such woonerf between Buildings 10 and 11 has not yet been installed it shall be installed at such time.</div> <div>(ix) <b>Connection D - North/South Connection from Camp Street to Woodward Avenue.</b> Upon the demolition of Buildings 14 and 15 and the redevelopment of the portions of Area C in lieu of such buildings, a private street connectivity extending from Camp Street to Woodward Avenue as generally depicted on <u>[Sheet RZ-02]</u> shall be installed. It is understood that such connectivity shall be permitted to provide for the setback dimensions and form generally depicted and referenced as "Minimum Connection D Standards" on <u>[Sheet RZ-09]</u>, unless CDOT and the Planning Director, or designee, otherwise approve different such standards in response to site constraints such as abrupt changes in topography, implications arising from the railroad conditions, brownfields regulations or otherwise as deemed appropriate such as to introduce innovative or new streetscape design features.</div> <div>(x) <b>Transportation Analysis for 24th Street &amp; Woodward.</b> As part of the CIP or before Buildings 13, 14, or 15 are demolished for New Buildings or other portions of Area C (other than portions within Buildings 10 and 11) or Area D are developed, Petitioner will cooperate with CDOT, and as applicable NCDOT, to evaluate with appropriate transportation analysis an alternative alignment for the intersection of Woodward Avenue, Graham Street and West 24th Street. The cost of this transportation analysis shall incurred in connection with the CIP or other public sector transportation planning matters or as otherwise agreed by Petitioner and CDOT. Petitioner shall work in good faith to consider proposed realignments, but in no event shall any such realignment result in a material adverse effect on the Petitioner's ability to develop Areas C and D (including as well tree bank planting areas and the like), nor shall Petitioner be responsible for the cost of any such resulting roadway improvements.</div> <div>(xi) <b>Connection E &amp; Other Area E Connections.</b> The following connectivity/pedestrian features shall be reserved and installed within Area E:</div> <div>(A) the potential street connection from Statesville Avenue across from its intersection with Oakland Avenue as generally depicted within Area E on <u>[Sheet RZ-02]</u> and identified as "Connection E" thereon shall be reserved so as to avoid New Buildings from preventing its connection internal as shown, but it shall not be required to be installed until New Buildings located adjacent to such proposed street within Area E are developed or when greater than 80% of the floor area that portion of Building 3A outlined in yellow is redeveloped for New Buildings, whereupon such street shall be connected to the diagonal street shown within Area E and identified as "Connection G", and if practicable extended further to "Woonerf S" located between Building 3A and Building 2A, and then on to the proposed extension of Sylvania Avenue, as generally depicted on <u>[Sheet RZ-02]</u>. It is understood that the form of such Connection E shall at a minimum provide for the setback dimensions and form generally depicted and referenced as "Minimum Connection E Standards" on <u>[Sheet RZ-08]</u>, unless CDOT and the Planning Director, or designee, otherwise approve different such standards in response to site constraints such as abrupt changes in topography, implications arising from the railroad conditions, brownfields regulations or otherwise as deemed appropriate such as to introduce innovative or new streetscape design features.</div> <div>(B) the diagonal private street within Area E as identified as "Connection G" and as generally depicted on <u>[Sheet RZ-02]</u> shall be installed prior to development of greater than 50% of the floor area of that portion of Building 3A is redeveloped for Adaptive Reuse or for New Buildings, and such private street shall connect to Camp Street and to the proposed extension of Sylvania Avenue as applicable at the time of such installation.</div> <div>(vi) <b>Installation of Pedestrian Ways/Woonerfs.</b> In addition to the provisions above regarding installation of woonerf features, the following shall apply, subject to adjustments reflecting then-existing industrial/distribution uses in the areas referenced for installation:</div> <div>(A) <b>Pedestrian Way #1/Woonerf #1.</b> In the event that a portion of Building 10 or Building 11 that has frontage on the Pedestrian Way #1/Woonerf #1 as generally depicted on <u>[Sheet RZ-02]</u> as "Pedestrian Way #1/Woonerf #1" is redeveloped for Adaptive Reuse (but not triggered upon reuse by a tenant or user in predominantly "as-is" condition), then that portion of such Pedestrian Way #1/Woonerf #1 shall be installed to connect such redeveloped portion to internal private streets, driveways and/or parking areas, as applicable (such internal private streets, driveways, and/or parking areas being allowed for connectivity in an interim condition until greater than 50% of the applicable Building is redeveloped for Adaptive Reuse and/or demolished for redevelopment with New Buildings).</div> <div>(B) <b>Woonerf #3.</b> In the event that a portion of Building 10 that has frontage on Woonerf #3 as generally depicted on <u>[Sheet RZ-02]</u> is redeveloped for Adaptive Reuse (but not triggered upon reuse by a tenant or user in predominantly "as-is" condition), then a portion of such Woonerf #3 shall be installed to connect such redeveloped portion to internal private streets, driveways, and/or parking areas (such internal private streets, driveways and/or parking areas being allowed for connectivity in an interim condition until greater than 50% of the applicable Building is redeveloped for Adaptive Reuse and/or demolished for redevelopment with New Buildings).</div> <div>(C) <b>Woonerf #4.</b> In the event that a portion of Building 7 that has frontage on Woonerf as generally depicted on <u>[Sheet RZ-02]</u> is redeveloped for Adaptive Reuse (but not triggered upon reuse by a tenant or user in predominantly "as-is" condition), then a portion of such Woonerf #4 shall be installed to connect such redeveloped portion to internal private streets, driveways, and/or parking areas (such internal private streets, driveways and/or parking areas being allowed for connectivity in an interim condition until greater than 50% of the applicable Building is redeveloped for Adaptive Reuse and/or demolished for redevelopment with New Buildings).</div> <div>(D) <b>Woonerf #5.</b> In the event that a portion of Building 2A, Building 2B, Building 3A or Building 3B that has frontage on the Woonerf #5 as generally depicted on <u>[Sheet RZ-02]</u> is redeveloped for Adaptive Reuse (but not triggered upon reuse by a tenant or user in predominantly "as-is" condition), then a portion of such Woonerf #5 shall be installed to connect such redeveloped portion to internal private streets, driveways, and/or parking areas (such internal private streets,</div>	<div>driveways and/or parking areas being allowed for connectivity in an interim condition until greater than 50% of the applicable Building is redeveloped for Adaptive Reuse and/or demolished for redevelopment with New Buildings).</div> <div>e. <b>Streetscape Improvements for Exterior Streets/Roads; Sylvania Extension.</b></div> <div>(i) Reference is made to <u>[Sheets RZ-03 and RZ-04]</u> for proposed streetscape improvements to be undertaken with respect to Site edges adjacent to Statesville Avenue, Woodward Avenue, Graham Street, the existing portion of Sylvania Avenue and the proposed extension of Sylvania Avenue. It is contemplated that the streetscape improvements described therein will be completed as part of the Phase III Improvements requirements referenced in Section 4.1 above, and they are not required as part of the Phase I Development nor Phase II Development.</div> <div>(ii) With respect to redevelopment for New Buildings located within Area A and Area E along Statesville Avenue and Area C and Area D along Graham Street, for new development sites having greater than 100 feet of road frontage along such roads, Petitioner will install the applicable streetscape improvements generally depicted on <u>[Sheets RZ-03 &amp; 04]</u> prior to issuance of the first certificate of occupancy for such New Building.</div> <div>(iii) In addition, the special site and regulatory conditions and Adaptive Reuse nature of the development contemplated by this Rezoning Petition may dictate that adjustments be made to the cross-sections and streetscape improvements design for such Phase III Improvements set forth on <u>[Sheets RZ-03 and RZ-04]</u> and such adjustments will be made in coordination with and subject to the approval of the Planning Director, or designee, and CDOT during the design development phase associated with the Phase III Development and Phase III Development Improvements.</div> <div>(iv) Similarly, reference is made to the Tree Ordinance Alternative Compliance MOU (as defined below) by which in light of the special site and regulatory conditions and the Adaptive Reuse nature of the development the Petitioner shall comply with alternative compliance provisions as to "Perimeter Tree Planting". Accordingly, adjustments may be made to the cross-sections and streetscape improvements design set forth on <u>[Sheets RZ-03 and RZ-04]</u> in connection with the Tree Ordinance Alternative Compliance MOU (as relates to the Phase III Improvements.</div> <div>(v) Sylvania Avenue shall be extended from Graham Street to Statesville Avenue as generally depicted on <u>[Sheet RZ-02]</u> upon the occurrence of both the approval for construction of the railroad crossing on Sylvania Avenue and redevelopment for Adaptive Reuse or new development of greater than 50% of Buildings 2A and 3A; provided however, it is understood that as to the extension of Sylvania Avenue streetscape improvements related to Sylvania Avenue, such improvements will be made along the northerly right of way margin as part of development of the Site but not on the southerly margin. The southerly right of way margin is installed as property south of the Site is developed, and such southerly improvements shall be the responsibility of other parties. It is understood that the form of portion of the northerly right of margin improvements for Sylvania Avenue shall at a minimum be as generally depicted and referenced as "Minimum Northerly Sylvania Connection Standards" on <u>[Sheet RZ-04]</u>, unless CDOT and the Planning Director, or designee, otherwise approve different such standards in response to site constraints such as abrupt changes in topography, implications arising from the railroad conditions, brownfields regulations or otherwise as deemed appropriate such as to introduce innovative or new streetscape design features.</div> <div>6. <b>Design Standards and Setbacks:</b></div> <div>a. <b>Buffer/Yards; Screening &amp; Open Space:</b></div> <div>(i) Above ground backfill preventers will be screened from public view and will be located outside of the required setbacks per this conditional plan.</div> <div>(ii) Dumpster areas and recycling areas will be enclosed by a solid wall or fence with one side being a decorative gate. The wall or fence used to enclose the dumpster will be architecturally compatible with the building materials and colors used on the principal building.</div> <div>(iii) Open Space shall be provided in the areas as generally depicted on <u>[Sheet RZ-01 and RZ-02]</u> (including those within the "yellow outlined areas") and shall be used to meet the open space requirements for office uses in New Buildings. Urban Open Space may include a combination of the following features: raised planters, seat walls, benches, outdoor dining, displays of art, water features, play amenities, specialty pavers, movable seating, informal furnishings, or other similar features or amenities that encourage people to gather.</div> <div>b. <b>Existing Buildings.</b> The following standards shall apply to all Adaptive Reuses of the Existing Buildings:</div> <div>(i) Renovated Existing Building(s) shall have fenestration through vision glass, doors or active outdoor spaces along 30% of the building side that fronts the public right-of-way or private street between two (2) feet and eight (8) feet of the ground floor. If the building architecture or site prohibits meeting the above condition, Planning Director or designee may approve alternative approaches.</div> <div>(ii) Utilities associated with existing buildings or adaptive reuse of existing buildings may remain in their current form, located and/or be replaced in like kind in a comparable manner.</div> <div>c. <b>New Buildings.</b> The following standards shall apply to all New Buildings constructed on the Site:</div> <div>(i) New Buildings fronting Statesville Avenue and Woodward Avenue shall not have parking between the building and the street. Parking shall be permitted to the side of the building.</div> <div>(ii) New Buildings fronting Graham Street and Sylvania Avenue may have parking, maneuvering and loading between the building and the street limited to one bay.</div> <div>(iii) Decorative louvers, grillwork, or panels shall be utilized to screen cars from view on all facades facing public streets.</div> <div>(iv) Proposed parking decks(s) in [Development Area "C"] generally depicted on <u>[Sheet RZ-02]</u> shall be permitted without active ground floor use. Unless regarding and/or significant site work is completed and creates an opportunity for a relationship between the building and the proposed Connection D, in which case, 50% of the ground floor frontage shall have active ground floor use.</div> <div>(v) New Building heights shall not exceed 180 feet. New Buildings located on and fronting Woodward Avenue, Statesville Avenue, Graham Street and Sylvania Avenue taller than 70 feet will have a building step-back approximate to the predominate height of the historic existing buildings on the site that is a minimum of 10' deep. This standard does not apply to New Buildings developed at the center of the site that are not located on the setback of the above noted streets.</div> <div>(vi) New Buildings principally for residential uses ("Residential Buildings") will have a four (4) foot transition zone between the sidewalk and the building, which shall include the following features: (1) decorative pedestrian lighting fixtures; (2) architectural details carried through to upper stories; (3) covered porches, canopies, awnings or sunshades; (4) arcways; (5) transom windows; (6) terraced or raised planters that can be utilized as seat walls; (7) common outdoor seating enhanced with specialty details, paving, landscaping or water features; (8) double doors; (9) stoops or stairs; and/or (10) contrasting pavement from primary sidewalk.</div> <div>(vii) New building with non-residential facades, excluding parking decks located in [Development Area C], fronting on public streets or proposed private connections generally depicted on <u>[Sheet RZ-02]</u> shall include a minimum of 60% transparent glass between two feet (2') and eight feet (8') on the first floor. Shadow boxes or window graphics may be utilized behind transparent glass to screen bathrooms, back of house or kitchens, but may not exceed more that 20% of the total required building transparency requirement. Multi-story buildings shall have a minimum upper story transparency of 20% per floor.</div> <div>(viii) The scale and massing of multi-tenant non-residential or Residential Buildings longer than 150 feet along a street or proposed private connections generally depicted on <u>[Sheet RZ-02]</u> shall be minimized by utilizing a combination of the following options: (1) varied roof lines through the use of slopes, modulated buildings heights, gables, dormers or innovative architectural solutions; (2) building corners to provide visual interest at the pedestrian level as well as to differentiate roof lines or highlight ground floor uses; (3) horizontal and vertical variations in wall planes; and/or (4) architectural protrusion; and/or (5) architectural recess or projections with a minimum offset of 15 feet by 15 feet that extend above the building.</div> <div>(ix) Principle entrances for all New Buildings will be connected via a sidewalk to adjacent public streets or proposed private connections generally depicted on <u>[Sheet RZ-02]</u>.</div> <div>(x) Between the New Building(s) principally used for non-residential uses and the sidewalk there shall be a transition zone. For such uses the transition zone may be a wider sidewalk, artwork, outdoor dining, artwork, bike racks, and landscaping or streetscape amenities.</div> <div>(xi) With respect to New Buildings, utilities shall be screened and shall not be visible from the public streets; this includes, mechanical and electrical equipment, utility meters, dumpsters, and backflow preventers. Utilities should be out of the setback, located either to the side or rear of a building. Utilities are permitted in the setback if they are underground. No permanent fencing shall be located between the building and the public street subject to the Planning Director or designee's approval.</div> <div>d. <b>Setbacks.</b> Existing Buildings shall be exempt for setback requirements. New Buildings will adhere to a 20 foot setback measured from existing or future back of curb on public and private streets. A 16 foot setback as measured from the edge of travel lane shall be provided for new buildings on woonerfs.</div> <div>7. <b>Environmental Features:</b></div> <div>a. The Petitioner shall comply with the Charlotte City Council approved Post Construction Ordinance.</div> <div>b. The Site will comply with the Tree Ordinance, provided, however, such compliance may be in accordance with that set forth in the Tree Ordinance Alternative Compliance MOU (as defined below) whereby certain matters regarding alternative compliance with the Tree Ordinance provisions based on the unique nature of this project redevelopment.</div> <div>c. Urban Open Space shall be provided in the areas as generally depicted on <u>[Sheet RZ-01 and RZ-02]</u> (including those within the "yellow outlined areas") and shall be used to meet the open space requirements for office uses in New Buildings. Urban Open Space may include a combination of the following features: raised planters, seat walls, benches, outdoor dining, displays of art, water features, play amenities, specialty pavers or other similar features or amenities that encourage people to gather.</div> <div>d. A minimum of 1.5 acres of open space shall be provided.</div> <div>8. <b>Signage &amp; Signage Optional Variations:</b></div> <div>The UMUD signage standards may be modified to allow a signage system for the Site that accounts for the unique nature of this signature mixed use project consisting of Adaptive Reuses of the most of the Existing Buildings in a large urban setting and helps to create a vibrant sense of place while encouraging and connectivity among uses. Accordingly, all signage associated with the Site shall conform to Section 13.108(a) of the Ordinance with the exception of the following Optional Provisions that allow variations to such standards:</div> <div>a. <b>Optional Provision: Allowable Sign Types.</b> As an Optional Provision, allowable signage types may include all detached and attached signs permitted under Chapter 13 of the Ordinance together with the following additional signage types:</div> <div><ul style="list-style-type: none"><li>computer programmable L.E.D. systems with full-color, full-matrix and/or digital display;</li><li>full color outdoor video display;</li><li>signs with movable parts (signs with parts that revolve, adjust, are interactive or are similar in nature to artwork);</li><li>movie type projected images from either direct projection or rear screen projection;</li><li>murals/artwork;</li><li>sculpture signs;</li><li>landscape wall signs (landscape walls are low walls associated with landscape features or amenity areas);</li><li>banners hung on a supporting structure or above a pedestrian or vehicular connection on public streets or proposed connections;</li><li>water towers &amp; shipping container and accessory structure signs; and</li><li>other such signs having substantially the same characteristics as the foregoing or developed in response to innovative technology;</li></ul></div> <div>provided, however, it is expressly understood that the following signage types shall not be permitted unless approved by the Planning Director or designee, in his or her discretion: digitally printed vinyl projecting signs, internally illuminated flat panel acrylic face embossed signs with translucent vinyl graphics, or internally illuminated box signs.</div> <div>b. <b>Optional Provision: Applicability Visible Signs/Internal Signs.</b> The following Optional Provisions governing signs set forth in subsections c., d. and e. below shall apply only to those signs ("Visible Signs") that are visible from the existing public rights of way at grade and within 300' of the existing back of curb on Sylvania Avenue, Statesville Avenue, Graham Street and Woodward Avenue. Except as limited by the provisions of subsection a. above, all other allowable signs not visible ("Internal Signs") from the existing public rights of way at grade and within 300' of the existing back of curb on Sylvania Avenue, Statesville Avenue, Graham Street and Woodward Avenue shall be permitted without regard to the provisions of subsections c., d. and e. below nor the provisions of Section 13.108(a) of the Ordinance.</div> <div>c. <b>Optional Provision: Visible Building and Wall Signs.</b> The following Optional Provisions shall apply to all Visible Signs (but not Internal Signs) that are building and wall signs which shall refer to all signs located on, projecting or extending from and/or located on the parapet wall or roof of a building. This includes, without limitation, all signage on walls, parapets, roofs, awnings or canopies, proper identification, marquee, display, directional or address information greater than five square feet, and/or window graphics subject to the size limitations set forth below.</div> <div>(i) The maximum aggregate amount of signage area per building side for all types of wall signs shall not exceed the lesser of: (A) square footage equal to three (3) X (times) the linear foot length of the building's public or private street frontage per building side (e.g. if a building has street frontage of 1,000 linear feet then the maximum square footage for this item (i) shall be 3,000 square feet), or (B) 2,000 square feet.</div> <div>(ii) The maximum size of each individual wall sign, excluding digital display or LED signs referenced in item (iii) below, shall be 500 square feet, except that each building wall may have one (1) such sign of greater than 500 feet but not to exceed up to 1,000 square feet, subject to the aggregate maximum size limitations per wall set forth in item (i) above.</div> <div>(iii) Digital display or LED wall signs may be up to [150] square feet in size, subject to the aggregate maximum size limitations per wall set forth in item (i) above.</div> <div>(iv) Signage may project from a building face up to 5 feet and may extend above and/or beyond the parapet or roof of a building by 3 feet, provided that such projecting signs are over 9 feet in height above grade measured from the base of the sign. The area of projecting signs and the parapet (or extent as set forth below) the roof mounted signs shall be included within and calculated as part of the maximum aggregate area and the size per individual sign limitations set forth in items (i) and (ii) above. A projecting sign may be located on any building wall. One roof mounted sign is permitted per building but does not count toward the maximum aggregate sign area set forth in item (i) above.</div> <div>d. <b>Optional Provision: Visible Detached Signs.</b> The following Optional Provisions shall apply to all Visible Signs (but not Internal Signs) that are detached signs, which shall refer to all ground mounted and/or free standing signs as well as signage applied to accessory structures, shipping containers, landscape walls or similar structures, subject to the size limitations set forth below.</div> <div>(i) The maximum height for large detached signs shall be twenty-five (25') feet and the maximum size of such detached signs shall not exceed 250 square feet. The maximum number of large detached signs shall not eight (8) such signs nor greater than three (3) such detached signs on any such street. Such detached signs may be placed in the required setbacks as long as they do not block sidewalks.</div> <div>(ii) The maximum height for small detached signs shall be ten (10') feet and the maximum size of such detached signs shall not exceed 50 square feet. The maximum number of small detached signs permitted in the aggregate shall not exceed eight (8) such signs nor greater than three (3) such detached signs on any such street. Such detached signs may be placed in the required setbacks as long as they do not block sidewalks.</div> <div>e. <b>Optional Provision: General Sign Provisions for Visible Signs.</b> The following general sign provisions apply to Visible Signs (but not to Internal Signs):</div> <div>(i) Illumination. All signs shall be indirectly illuminated. Internally illuminated signs (not including LED or neon signs) are not permitted.</div> <div>(ii) Temporary signs. Any temporary sign shall not be calculated as a part of the maximum allowable wall signage area nor individual sign size limitations set forth in subsection b. above; otherwise, such signs are subject to the UMUD standards of Section 13.108(a).</div> <div>(iii) Artwork/Murals/Sculptures. Artwork, such as but not limited to murals, may be painted directly onto the building facades or digitally printed on an acrylic or vinyl type material and permanently applied to facades of buildings and thereon shall not be calculated as a part of the maximum allowable wall signage area nor individual sign size limitations set forth in subsection b. above.</div> <div>(iv) Lighting Deemed Not Signs &amp; Allowed. Lighting on the Site or buildings/structures thereon are not considered to be signage under the Ordinance nor this Rezoning Petition, provided, however, in addition to other provisions of these Development Standards addressing lighting, it is understood that lighting will be a design element for the project, and as such any type of lighting, such as but not limited to accent lighting, throw type lighting, neon lights, colored lights, attached lighting, major or minor projecting lighting, light beams of any color and lampost lighting may be utilized on the Site. Any lighting on the Site shall not be calculated as a part of the maximum allowable wall signage area nor individual sign size limitations set forth in subsection b. above. In addition, year-round decorative lighting may be attached to trees on the Site and/or within abutting rights-of-way subject to any necessary approval from the appropriate governmental entity.</div> <div>(v) Existing Water Tower. The existing water tower on the Site may be used for wall signs or artwork and shall not be subject to maximum wall sign limitations set forth above. The existing water tower shall not be expanded for the purpose of providing additional signage.</div> <div>9. <b>Lighting.</b></div> <div>a. All new detached and attached lighting shall be full cut-off type lighting fixtures excluding lower, decorative lighting that may be installed along the driveways, sidewalks, and parking areas.</div> <div>b. Detached lighting on the Site will be limited to 26 feet in height.</div> <div>c. Pedestrian lighting shall be provided along public streets and the private network streets generally depicted on the Rezoning Plan and will complement other lighting.</div> <div>10. <b>Workforce Housing.</b></div> <div>The Petitioner, or assigns, recognizes that transformative communities with exceptional livability are benefited by a variety of housing opportunities to promote a vibrant community accessible to residents who will make up the broad-based workforce associated with the community vision for the area. Accordingly, Petitioner agrees to the following commitments:</div> <div>a. <b>Phase I Workforce Housing Commitment.</b> 60 workforce housing residential rental units (the "Phase I &amp; II Commitment") and reflecting 7% of the available multifamily dwelling units entitlement permitted under the Phases I &amp; II Development) will be provided prior to the issuance of certificates of occupancy for greater than 850 residential dwelling units as part of the residential development allowed in Phases I &amp; II set forth in Table 3.e. above. The Phase I &amp; II Housing Commitment will be subject to and based on approval by applicable governmental entities of an appropriate tax credit housing grants pursuant to North Carolina Housing Finance Agency, other possible public funding support in the form of tax increment grants and/or other such workforce housing funding vehicles ("Tax Credit/Housing Support Vehicles") associated with such commitment. The Phase I &amp; II Housing Commitment will provide that the designated workforce/affordable housing rental units maintain monthly rents that are income restricted to households earning 80% or less of the area median income, for a period of not less than 15 years after occupancy, or some other metric mutually acceptable to the Petitioner, or assigns, and the City of Charlotte Neighborhood Development Department. Petitioner, or assigns, including without limitation experienced providers of workforce/affordable housing, will use diligent good faith efforts to comply in a timely manner with the Phase I &amp; II Housing Commitment (including approval of an appropriate Tax Credit/Housing Support Vehicle(s)).</div> <div>b. <b>Additional Phase Workforce Housing Commitment.</b> Petitioner, or assigns, including without limitation experienced providers of workforce housing, commit that 7% of the total number of residential dwelling units built in connection with Phase III (the "Phase III Housing Commitment") will consist of residential rental dwelling units that maintain monthly rents that are income restricted for households earning 80% or less of the area median income, for a period of not less than 15 years after occupancy, or some other metric mutually acceptable to the Petitioner, or assigns, and the City of Charlotte Neighborhood Development Department. It is understood that the Phase III Housing Commitment will be subject to and based upon approval of applicable Tax Credit/Housing Support Vehicle(s).</div> <div>11. <b>Amendments to the Rezoning Plan:</b></div> <div>a. Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners of the portion of the Site affected by such amendment in accordance with the provisions of Chapter 6 of the Ordinance.</div> <div>12. <b>Binding Effect of the Rezoning Application:</b></div> <div>a. If this Rezoning Petition is approved, all conditions applicable to the development of the Site imposed under the Rezoning Plan will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site and their respective heirs, devisees, personal representatives, successors in interest or assigns.</div>	
<div>DATE: 27 FEBRUARY 2017</div> <div>DESIGNED BY:</div> <div>DRAWN BY:</div> <div>CHECKED BY:</div> <div>QC'd BY:</div> <div>SCALE: AS SHOWN</div> <div>PROJECT #: 1016320</div> <div>SHEET #:</div> <div>RZ-N2</div> <div>REVISIONS:</div> <div>1. 04-12-2017 - 2ND REZONING SUBMITTAL</div> <div>2. 05-18-2017 - 3RD REZONING SUBMITTAL</div> <div>3. 06-19-2017 - 4TH REZONING SUBMITTAL</div> <div>4. 07-19-2017 - 5TH REZONING SUBMITTAL</div> <div>5. 08-19-2017 - 6TH REZONING SUBMITTAL</div> <div>6. 09-19-2017 - 7TH REZONING SUBMITTAL</div> <div>7. 10-19-2017 - 8TH REZONING SUBMITTAL</div> <div>8. 11-19-2017 - 9TH REZONING SUBMITTAL</div> <div>9. 12-19-2017 - 10TH REZONING SUBMITTAL</div> <div>10. 01-19-2018 - 11TH REZONING SUBMITTAL</div> <div>11. 02-19-2018 - 12TH REZONING SUBMITTAL</div> <div>12. 03-19-2018 - 13TH REZONING SUBMITTAL</div> <div>13. 04-19-2018 - 14TH REZONING SUBMITTAL</div> <div>14. 05-19-2018 - 15TH REZONING SUBMITTAL</div> <div>15. 06-19-2018 - 16TH REZONING SUBMITTAL</div> <div>16. 07-19-2018 - 17TH REZONING SUBMITTAL</div> <div>17. 08-19-2018 - 18TH REZONING SUBMITTAL</div> <div>18. 09-19-2018 - 19TH REZONING SUBMITTAL</div> <div>19. 10-19-2018 - 20TH REZONING SUBMITTAL</div> <div>20. 11-19-2018 - 21TH REZONING SUBMITTAL</div> <div>21. 12-19-2018 - 22TH REZONING SUBMITTAL</div> <div>22. 01-19-2019 - 23TH REZONING SUBMITTAL</div> <div>23. 02-19-2019 - 24TH REZONING SUBMITTAL</div> <div>24. 03-19-2019 - 25TH REZONING SUBMITTAL</div> <div>25. 04-19-2019 - 26TH REZONING SUBMITTAL</div> <div>26. 05-19-2019 - 27TH REZONING SUBMITTAL</div> <div>27. 06-19-2019 - 28TH REZONING SUBMITTAL</div> <div>28. 07-19-2019 - 29TH REZONING SUBMITTAL</div> <div>29. 08-19-2019 - 30TH REZONING SUBMITTAL</div> <div>30. 09-19-2019 - 31TH REZONING SUBMITTAL</div> <div>31. 10-19-2019 - 32TH REZONING SUBMITTAL</div> <div>32. 11-19-2019 - 33TH REZONING SUBMITTAL</div> <div>33. 12-19-2019 - 34TH REZONING SUBMITTAL</div> <div>34. 01-20-2020 - 35TH REZONING SUBMITTAL</div> <div>35. 02-20-2020 - 36TH REZONING SUBMITTAL</div> <div>36. 03-20-2020 - 37TH REZONING SUBMITTAL</div> <div>37. 04-20-2020 - 38TH REZONING SUBMITTAL</div> <div>38. 05-20-2020 - 39TH REZONING SUBMITTAL</div> <div>39. 06-20-2020 - 40TH REZONING SUBMITTAL</div> <div>40. 07-20-2020 - 41TH REZONING SUBMITTAL</div> <div>41. 08-20-2020 - 42TH REZONING SUBMITTAL</div> <div>42. 09-20-2020 - 43TH REZONING SUBMITTAL</div> <div>43. 10-20-2020 - 44TH REZONING SUBMITTAL</div> <div>44. 11-20-2020 - 45TH REZONING SUBMITTAL</div> <div>45. 12-20-2020 - 46TH REZONING SUBMITTAL</div> <div>46. 01-21-2021 - 47TH REZONING SUBMITTAL</div> <div>47. 02-21-2021 - 48TH REZONING SUBMITTAL</div> <div>48. 03-21-2021 - 49TH REZONING SUBMITTAL</div> <div>49. 04-21-2021 - 50TH REZONING SUBMITTAL</div> <div>50. 05-21-2021 - 51TH REZONING SUBMITTAL</div> <div>51. 06-21-2021 - 52TH REZONING SUBMITTAL</div> <div>52. 07-21-2021 - 53TH REZONING SUBMITTAL</div> <div>53. 08-21-2021 - 54TH REZONING SUBMITTAL</div> <div>54. 09-21-2021 - 55TH REZONING SUBMITTAL</div> <div>55. 10-21-2021 - 56TH REZONING SUBMITTAL</div> <div>56. 11-21-2021 - 57TH REZONING SUBMITTAL</div> <div>57. 12-21-2021 - 58TH REZONING SUBMITTAL</div> <div>58. 01-22-2022 - 59TH REZONING SUBMITTAL</div> <div>59. 02-22-2022 - 60TH REZONING SUBMITTAL</div> <div>60. 03-22-2022 - 61TH REZONING SUBMITTAL</div> <div>61. 04-22-2022 - 62TH REZONING SUBMITTAL</div> <div>62. 05-22-2022 - 63TH REZONING SUBMITTAL</div> <div>63. 06-22-2022 - 64TH REZONING SUBMITTAL</div> <div>64. 07-22-2022 - 65TH REZONING SUBMITTAL</div> <div>65. 08-22-2022 - 66TH REZONING SUBMITTAL</div> <div>66. 09-22-2022 - 67TH REZONING SUBMITTAL</div> <div>67. 10-22-2022 - 68TH REZONING SUBMITTAL</div> <div>68. 11-22-2022 - 69TH REZONING SUBMITTAL</div> <div>69. 12-22-2022 - 70TH REZONING SUBMITTAL</div> <div>70. 01-23-2023 - 71TH REZONING SUBMITTAL</div> <div>71. 02-23-2023 - 72TH REZONING SUBMITTAL</div> <div>72. 03-23-2023 - 73TH REZONING SUBMITTAL</div> <div>73. 04-23-2023 - 74TH REZONING SUBMITTAL</div> <div>74. 05-23-2023 - 75TH REZONING SUBMITTAL</div> <div>75. 06-23-2023 - 76TH REZONING SUBMITTAL</div> <div>76. 07-23-2023 - 77TH REZONING SUBMITTAL</div> <div>77. 08-23-2023 - 78TH REZONING SUBMITTAL</div> <div>78. 09-23-2023 - 79TH REZONING SUBMITTAL</div> <div>79. 10-23-2023 - 80TH REZONING SUBMITTAL</div> <div>80. 11-23-2023 - 81TH REZONING SUBMITTAL</div> <div>81. 12-23-2023 - 82TH</div>		



