

10' CLASS C BUFFER:
3 trees per 100 linear feet
20 shrubs per 100 linear feet

30' Class C Buffer: Typical Section

10' Class C Buffer: Typical Section



Proposed Property Buffer Section A

Atrium Health Main Campus- Charlotte, North Carolina

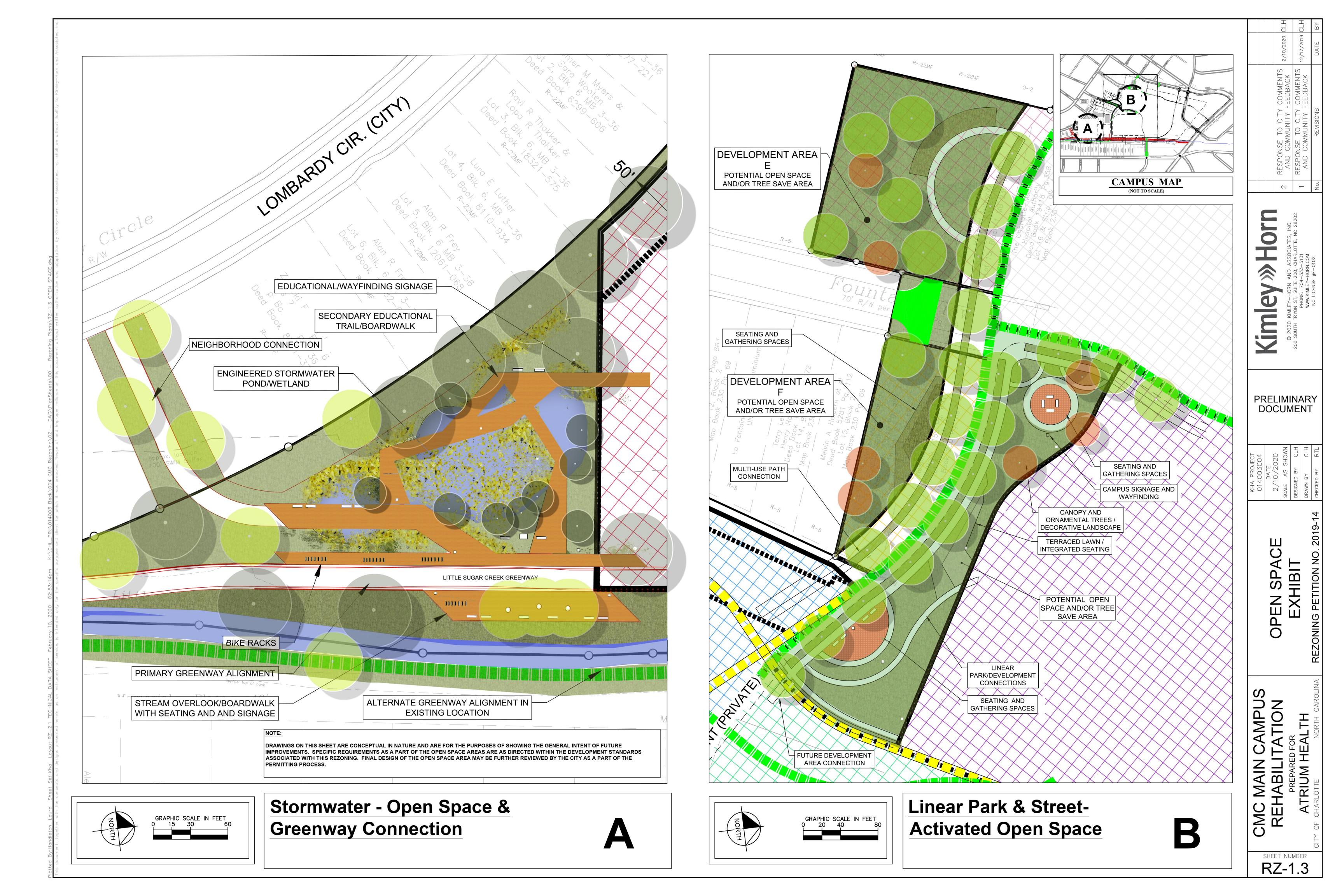
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(d) Professional business and general offices, including clinics, medical, dental and doctors offices.(e) Structured parking facilities as an accessory use.

A. A total maximum of 4,795,000 square feet of gross floor area may be developed and located on the Site.
 B. In the event that multi-family or planned multi-family dwelling units are developed on the Site, each multi-family or planned multi-family dwelling unit shall be counted towards the maximum allowed total gross floor area at the rate of 1,000 square feet per multi-family dwelling unit.

C. Notwithstanding the terms of paragraph B above, a total maximum of 425 multi-family dwelling units may be located on the Site.

D. A maximum of 42 detached, duplex, triplex and/or quadraplex, dwelling units may be located on the Site. The gross floor area of detached, duplex, triplex and/or quadraplex dwelling units shall not be considered or counted towards the maximum gross floor area or density allowed on the Site set out above in paragraphs 4.A and 4.C.

E. Helipads as an accessory use shall only be permitted in Development Area A, Development Area B and Development Area D.

F. For purposes of these development limitations and the development standards in general, the term "gross floor area" shall mean and refer to the sum of the gross horizontal areas of each floor of a principal building on the Site measured from the outside of the exterior walls or from the center line of party walls; provided, however, such term shall exclude structured parking facilities, surface parking facilities, areas used for building and equipment access (such as stairs, elevator shafts, vestibules, roof top equipment rooms and maintenance crawl spaces), all loading dock areas (open or enclosed), outdoor coolers and outdoor dining areas whether on the roof of the building(s) or at street level.

G. As provided in paragraph F above, the gross floor area of any structured parking facilities located on the Site shall not be considered or counted towards the maximum gross floor area or density allowed on the Site.

5. TRANSPORTATION

4. DEVELOPMENT LIMITATIONS

A. Vehicular access shall be as generally depicted on the Rezoning Plan. The placement and configuration of the access points are subject to any minor modifications required by the Charlotte Department of Transportation ("CDOT") and/or the North Carolina Department of Transportation ("NCDOT").

B. The alignments of the internal public streets, internal private streets, internal private drives, vehicular circulation areas and driveways may be modified by Petitioner during the permitting process to accommodate changes in traffic patterns and building and parking layouts, and to accommodate any adjustments required for approval by CDOT and/or NCDOT in accordance with applicable published standards.

C. Petitioner shall submit a Petition to the City of Charlotte (the "City") requesting the abandonment of that portion of the Garden Terrace right of way that is generally depicted on the Rezoning Plan. In the event that the City abandons this right of way, a vehicular connection from the Site to the remaining portion of Garden Terrace shall be maintained as generally depicted on the Rezoning Plan.

D. Petitioner shall submit a Petition to the City requesting the abandonment of that portion of the Fountain View right of way that is generally depicted on the Rezoning Plan.

E. Petitioner shall submit a Petition to the City requesting the abandonment of that portion of an alley located on the Site that is generally depicted on the Rezoning Plan.

F. Petitioner shall not make a vehicular connection from the Site or the private Loop Road to Fountain View. Notwithstanding the foregoing, a vehicular connection from Fountain View to the private Loop Road may be made by CDOT or others upon the redevelopment of the parcels of land located on Fountain View to non-residential or multi-family uses.

G. Pedestrian connections and pedestrian circulation on and through the Site shall be provided as generally depicted on the Walkability Improvement Plan on Sheet RZ-3 of the Rezoning Plan. Adjustments to the pedestrian connections and pedestrian circulation plan shall be permitted during the permitting process to accommodate changes in traffic patterns and building and parking layouts and site conditions.

H. Prior to the issuance of the first certificate of occupancy for a new building constructed in Development Area A, Petitioner shall dedicate and convey to the City of Charlotte (subject to a reservation for any necessary utility easements) those portions of Development Area A located immediately adjacent to Kenilworth Avenue required to provide right of way measuring 40 feet from the centerline of existing Kenilworth Avenue, to the extent that such right of way does not already exist.

I. The minimum required sections for the internal private streets on the Site currently planned to be relocated or improved are set out on the Rezoning Plan. The relocation or improvement to these streets and the implementation of the minimum sections shall be completed prior to the issuance of the first certificate of occupancy for a new building constructed in Development Area D.

J. The minimum required section for Medical Center Drive and the new Medical Center Drive Bridge to be constructed are set out on the Rezoning Plan. The improvements to Medical Center Drive and the construction of the new Medical Center Bridge shall be completed prior to the issuance of the first certificate of occupancy for a new building constructed in Development Area D.

K. As a part of the permitting process for the first new building to be constructed in Development Area D, Petitioner shall submit a wayfinding plan for the Site to CDOT for review and approval.

L. Prior to the issuance of the first certificate of occupancy for a new building constructed in Development Area D and subject to the approval of CDOT and any other applicable governmental agencies, Petitioner shall convert Buchanan Street between Kenilworth Avenue and Scott Avenue into a two-way street. In the event that Petitioner cannot obtain all approvals and permits required to construct this improvement, then Petitioner shall have no obligation to convert Buchanan Street between Kenilworth Avenue and Scott Avenue into a two-way street. See paragraph 5.S below regarding right of way and temporary construction easement acquisition for this improvement.

M. Petitioner shall install a pedestrian signal at the intersection of Loop Road and Scott Avenue to assist pedestrians to cross Scott Avenue.

N. Pedestrian connectivity between and within the Development Areas shall be established and provided during the permitting process for a Development Area. Pedestrian connections may include, without limitation, sidewalks, trails, paths and sky-bridges.

O. Petitioner shall install pedestrian scale street lights on those internal private streets (or portions thereof) that are currently planned to be relocated or improved pursuant to the Rezoning Plan. The pedestrian scale street lights shall be installed prior to the issuance of the first certificate of occupancy for a new building constructed in Development Area D.

P. Transportation Demand Management Plan

(1) A Transportation Demand Management Plan (the "TDM Plan") has been developed for the Site. The TDM Plan is more particularly set out in Section 10.0 of the Traffic Impact Study dated February 2020 prepared by Kimley-Horn and Associates in connection with this Rezoning Petition (the "TIS").

(2) The TDM Plan contains a TDM Measure Toolbox (the "**TDM Toolbox**"). The TDM Toolbox is a menu of various measures (the "**TDM Measures**") that Petitioner can implement to encourage a shift in transportation modes and to achieve a vehicular trip reduction for the Site. The TDM Measures are separated into three categories, namely: Person-Commute Trip Reduction Measures, Bicycle Programs/Infrastructure and Transit Programs/Infrastructure. The TDM Toolbox is set out in Table 10.0 of the TIS.

(3) It is estimated that the implementation of TDM Measures by Petitioner can yield a maximum vehicular trip reduction for the Site of 20%. A 15% vehicular trip reduction for the Site due to the implementation of TDM Measures was applied to the trip generation table in the TIS.

(4) The TDM Plan will be refined and finalized by Petitioner and CDOT by way of the following steps:

(a) The completion of a parking strategy study for the Site by Petitioner.

(b) A survey of current employees and staff on the Site.

(c) An evaluation of the TDM Measures to determine which TDM Measures will likely yield the largest vehicular trip reduction for the Site and at the lowest cost to Petitoner.

(d) The development of the final TDM Plan (the "Final TDM Plan"). Among other things, the Final TDM Plan will set forth the TDM Measures to be implemented by Petitioner on the Site.

(5) Petitioner will coordinate with CDOT on the date which Petitioner (through its traffic engineer) will take a daily total vehicular traffic count for the Site and on the methodology of taking the daily total vehicular traffic count. Petitioner shall provide the daily total vehicular traffic count to CDOT after it is taken. The date on which the daily total vehicular traffic count is taken shall hereinafter be referred to as the "Initial Traffic Count Date".

(6) A daily total vehicular traffic count for the Site will be taken by Petitioner (through its traffic engineer) on or about the one year anniversary of the Initial Traffic Count Date, the two year anniversary of the Initial Traffic Count Date and the four year anniversary of the Initial Traffic Count Date for the purpose of determining the effectiveness of the TDM Measures in the Final TDM Plan in reducing daily total vehicular traffic count for the Site. The Petitioner shall provide each daily total vehicular traffic count to CDOT.

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No. REVISIONS

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2020 KIMLEY-HORN AND ASSOCIATES, INC. SOUTH TRYON ST, SUITE 200, CHARLOTTE, NC 28 PHONE: 704-333-5131 www.kimley-horn.com

PRELIMINARY DOCUMENT

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In the event that the daily total vehicular traffic count taken for the Site on the four year anniversary of the Initial Traffic Count Date reveals a daily total vehicular count reduction of less than 15% as compared to the daily total vehicular traffic count taken on the Initial Traffic Count Date, then Petitioner will be required to construct and install the Phase 1 Transportation Improvements (defined below) and the Phase 2 Transportation Improvements (defined below) that are specially set out in paragraph 5.Q(2)(a) below. The Phase 1 Transportation Improvements and the Phase 2 Transportation Improvements set out in paragraph 5.Q(2)(a) shall be required to be substantially complete prior to the issuance of the first certificate of occupancy for a new building constructed in Development Area D. The remaining Phase 2 Transportation Improvements shall be required to be substantially complete in accordance with the time frame set out in paragraph 5.Q(2) below. (8) In the event that the daily total vehicular traffic count taken for the Site on the four year anniversary of the Initial Traffic Count Date reveals a daily total vehicular count reduction of 15% as compared to the daily total vehicular traffic count taken on the Initial Traffic Count Date, then Petitioner will be required to substantially complete the Phase 1 Transportation Improvements prior to the issuance of the first certificate of occupancy for a new building constructed in Development Area D and the Phase 2 Transportation Improvements in accordance with the time frame set out in paragraph 5.Q(2) below. In the event that the daily total vehicular traffic count taken for the Site on the four year anniversary of the Initial Traffic Count Date reveals a daily total vehicular count reduction of more than 15% as compared to the daily total vehicular traffic count taken on the Initial Traffic Count Date, then the required transportation improvements shall be reanalyzed by Petitioner's traffic engineer, CDOT and NCDOT to determine what transportation improvements will be required. Q. Transportation Improvements (1) Subject to the terms of paragraphs 5.P(7), 5.P.(8) and 5.P(9) above, prior to the issuance of the first certificate of occupancy for a new building constructed in Development Area D, Petitioner shall substantially complete the transportation improvements set out below in paragraph 5.Q(1). A new building in Development Area H and a new building in Development Area D comprise the Phase 1 Buildout referenced in the TIS. The transportation improvements set out below in paragraph 5.Q(1) are collectively referred to as the "Phase 1 Transportation Improvements." (a) East Morehead Street and Kenilworth Avenue (i) Construct an eastbound right-turn lane from East Morehead Street onto Kenilworth Avenue with 75 feet of storage. (ii) Construct a northbound right-turn lane from Kenilworth Avenue onto East Morehead Street with 50 feet of storage. (b) East Morehead Street and Harding Place (i) Modify the westbound left-turn lane from East Morehead Street onto Harding Place to provide a lagging protected left-turn. (c) East Morehead Street and Kings Drive (i) Construct an eastbound right-turn lane from East Morehead Street onto Kings Drive with 140 feet of storage. (d) Kings Drive and Medical Center Drive (i) Construct an eastbound left-turn lane from Medical Center Drive onto Kings Drive to create dual left-turn lanes with 150 feet of storage. This lane should be established by utilizing the existing second receiving lane on the western leg of the intersection. (e) Blythe Boulevard and Medical Center Drive (i) Restripe the westbound left-turn lane from Medical Center Drive onto Blythe Boulevard to provide 75 feet of storage. (f) Kings Drive and East Boulevard \(\sqrt{i}\) Construct a southbound left-turn lane from Kings Drive onto Queens Road with 150 feet of storage. (g) East Boulevard and Garden Terrace (i) Construct a southbound right-turn lane from Garden Terrace onto East Boulevard with 100 feet of storage. (h) East Morehead Street and Edgehill Road/Queens Road (i) Construct a northbound right-turn lane from Edgehill Road onto East Morehead Street with 100 feet of storage. (i) Morehead Medical Drive and Loop Road (i) Construct an eastbound left-turn lane from Loop Road onto Morehead Medical Drive with 100 feet of storage. (ii) Construct a two-way left-turn lane along Loop Road between Morehead Medical Drive and Garden Terrace. (j) Garden Terrace and Loop Road (i) Construct an eastbound left-turn lane from Loop Road onto Garden Terrace with 100 feet of storage. (ii) Construct a westbound left-turn lane from Loop Road onto Garden Terrace with 100 feet of storage. (iii) Construct a two-way left-turn lane along Loop Road between Morehead Medical Drive and Garden Terrace. (k) Scott Avenue and Parking Deck Road Right-In/Right-Out (i) Construct one ingress lane and one egress lane. (I) Romany Road and Morehead Medical Drive (i) Restripe the existing intersection to meet current MUTCD standards. (2) Subject to the terms of paragraphs 5.P(7), 5.P.(8) and 5.P.(9) above, prior to the issuance of the first certificate of occupancy for a new building constructed on the Site (other than a new building in Development Area H, a new building in Development Area D and a new parking structure or new parking structures on the Site), Petitioner shall substantially complete the transportation improvements set out below in paragraph 5.Q(2). A new building constructed on the Site (other than a new building in Development Area H, a new building in Development Area D and a new parking structure or new parking structures on the Site) comprises the Phase 2 Buildout referenced in the TIS. The transportation improvements set out below in paragraph 5.Q(2) are collectively referred to as the "Phase 2 Transportation Improvements." (a) East Morehead Street and Kings Drive (i) Construct a northbound left-turn lane from Kings Drive onto Morehead Street to create dual left-turn lanes with 275 feet of storage. (ii) Construct a southbound left-turn lane from Kings Drive onto Morehead Street to create dual left-turn lanes with 100 feet of storage. Due to limited right of way and potential real estate impacts, discussions with NCDOT and CDOT have indicated the potential for other forms of mitigation in

the future, such as alternative lane use controls or creative signal technologies. (b) East Boulevard and Garden Terrace (i) Monitor traffic volumes to determine when signal warrants are met. (c) East Morehead Street and Edgehill Road/Queens Road (i) Extend the northbound right-turn lane from Edgehill Road onto East Morehead Street to provide 150 feet of storage. (d) Romany Road and Morehead Medical Drive Restripe the existing northbound approach to provide a dedicated left-turn lane and a shared through/right-turn lane. (Pending validation of the driveway width on the northbound leg of the intersection). (3) Each of the transportation improvements referenced above are subject to the approval of CDOT and/or NCDOT. In the event that any transportation

improvement is not approved by CDOT and/or NCDOT, then Petitioner shall have no obligation to construct such transportation improvement.

R. Any reference to the term "substantially complete" in this Section 5 of the Development Standards shall mean a determination by CDOT and/or NCDOT that

the applicable transportation improvements are deemed "substantially complete" for the purpose of the issuance of certificates of occupancy for new building(s) on the Site. However, in the event that certain non-essential transportation improvements (as reasonably determined by CDOT) are not completed

at the time that Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site, then CDOT will instruct applicable authorities to allow the

issuance of certificates of occupancy for the applicable buildings, and in such event Petitioner may be required to post a letter of credit or a bond for any improvements not in place at the time such certificates of occupancy are issued to secure the completion of the relevant improvements.

- S. It is understood that some of the transportation improvements referenced in this Section 5 of the Development Standards may not be possible without the acquisition of additional right of way and/or temporary construction easements. If, after the exercise of diligent good faith efforts, as specified in the City of Charlotte right-of-way acquisition process as administered by the City of Charlotte's Engineering Department, Petitioner is unable to acquire any land necessary to provide for any such additional right of way and/or temporary construction easements upon commercially reasonable terms and at market prices, then CDOT, the City of Charlotte Engineering Department or other applicable agency, department or governmental body agree to acquire any such land and/or temporary construction easements. In such event, Petitioner shall reimburse the applicable agency, department or governmental body for the cost of any such acquisition proceedings including compensation paid by the applicable agency, department or governmental body for any such land and/or temporary construction easements and the expenses of such proceedings. Furthermore, in the event that any of the transportation improvements referenced in this Section 5 of the Development Standards are delayed because of delays in the acquisition of additional right of way and/or temporary construction easements as contemplated herein and such delay extends beyond the time that Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in connection with related development phasing described above, then Petitioner will work with City Staff to determine a process to allow the issuance of certificates of occupancy for the applicable buildings; provided, however, Petitioner continues to exercise good faith efforts to complete the transportation improvements; in such event Petitioner may be asked to post a letter of credit or a bond for any transportation improvements not in place at the time such a certificate of occupancy is issued to secure completion of the applicable transportation improvements.
- T. Prior to the issuance of the first certificate of occupancy for a new building constructed in Development Area D, Petitioner shall install APS push-buttons and ADA-compliant pedestrian infrastructure for all crosswalks located at the following intersections, where feasible:
- (1) Kings Drive and Morehead Medical Center Drive.
- (2) East Boulevard and Kenilworth Avenue.
- 6. ARCHITECTURAL STANDARDS
- A. The maximum height of any building or buildings located on Development Area A shall be 150 feet as measured under the Ordinance.
- B. The maximum height of any building or buildings located on Development Area B shall be 200 feet as measured under the Ordinance.
- C. The maximum height of any building or buildings located on Development Area C shall be 110 feet as measured under the Ordinance.
- D. The maximum height of any building or buildings (or portions thereof) located on Development Area D within the 250 foot building height envelope shall be 250 feet as measured under the Ordinance. The maximum height of any building or buildings (or portions thereof) located on Development Area D within the 200 foot building height envelope shall be 200 feet as measured under the Ordinance. Buildings may not be located on Development Area D outside of the building height envelopes. The building height envelopes are depicted on the Buildable Height Exhibit on Sheet RZ-1.1 of the Rezoning Plan.
- The maximum height of any building or buildings (or portions thereof) located on Development Area G within the 60 foot building height envelope shall be 60 feet as measured under the Ordinance. The maximum height of any building or buildings (or portions thereof) located on Development Area G within the 40 foot building height envelope shall be 40 feet as measured under the Ordinance. Buildings may not be located on Development Area G outside of the building height envelopes. The building height envelopes are depicted on the Buildable Height Exhibit on Sheet RZ-1.1 of the Rezoning Plan.
- The maximum height of any building or buildings (or portions thereof) located on Development Area H within the 150 foot building height envelope shall be 150 feet as measured under the Ordinance. The maximum height of any building or buildings (or portions thereof) located on Development Area H within the 110 foot building height envelope shall be 110 feet as measured under the Ordinance. The maximum height of any building or buildings (or portions thereof) located on Development Area H within the 60 foot building height envelope shall be 60 feet as measured under the Ordinance. The maximum height of any building or buildings (or portions thereof) located on Development Area H within the 40 foot building height envelope shall be 40 feet as measured under the Ordinance. Buildings may not be located on Development Area H outside of the building height envelopes. The building height envelopes are depicted on the Buildable Height Exhibit on Sheet RZ-1.1 of the Rezoning Plan.
- G. The maximum setback from Scott Avenue, Kenilworth Avenue and East Morehead Street for any new buildings or structures constructed within that portion of Development Area A designated as Building Setback Envelope A-1 shall be 14 feet from the back of the existing or future curb located along Scott Avenue, Kenilworth Avenue and East Morehead Street. No surface parking, vehicular circulation or vehicular maneuvering space shall be permitted in the setback or between any new building or structure located in Building Setback Envelope A-1 and the setback, except that driveways providing access to a parking area may be installed across these areas. It is the intent that these driveways are as nearly perpendicular to the street right of way as possible.
- 7. STREETSCAPE/LANDSCAPING
- A. Except as otherwise provided below in paragraphs 7.B, 7.G and 7.H, the existing sidewalks, planting strips, street trees and streetscape located along the Site's public street and private street frontages shall remain in place. Notwithstanding the foregoing, the existing sidewalks, planting strips and street trees may be replaced by Petitioner at its option, and such improvements shall comply with the requirements of the Ordinance or the requirements set forth herein.
- B. Petitioner shall install a sidewalk and planting strip along the Site's frontage on Scott Avenue in accordance with the Scott Avenue Streetscape Plan set out on the Rezoning Plan (the "Scott Avenue Streetscape Improvements"). Notwithstanding the depiction of the sidewalk on the Scott Avenue Streetscape Plan, the sidewalk may meander to save existing trees.
- C. The Scott Avenue Streetscape Improvements shall be installed prior to the completion of the relocated Loop Road.
- D. All roof mounted mechanical equipment will be screened from view from adjoining public rights-of-way and abutting properties as viewed from grade.
- E. Dumpster and recycling areas will be enclosed on all four sides by an opaque wall or fence with one side being a hinged opaque gate. If one or more sides of a dumpster and recycling area adjoin a side wall or rear wall of a building, then the side wall or rear wall of the building may be substituted for the wall or fence
- F. Landscape areas planted to the standards of a Class C buffer shall be established along those portions of the Site's boundary lines that are more particularly depicted on the Rezoning Plan and the Buffer Exhibit on Sheet RZ-1.2 of the Rezoning Plan. The widths of these landscape areas are depicted on the Rezoning Plan and the Buffer Exhibit.
- G. Petitioner shall install new sidewalks on realigned and relocated Loop Road and Blythe Boulevard to provide a pedestrian/bicycle connection from the Greenway Trail (defined below) to Scott Avenue as generally depicted on the Walkability Improvement Plan on Sheet RZ-3 of the Rezoning Plan.
- H. New sidewalks and planting strips shall be installed on the internal private streets on the Site currently planned to be relocated or improved in accordance with the minimum sections for these private streets set out on the Rezoning Plan.
- 8. ENVIRONMENTAL FEATURES
- A. Petitioner shall comply with the Charlotte City Council approved and adopted Post-Construction Stormwater Ordinance.
- B. The location, size and type of storm water management systems depicted on the Rezoning Plan are subject to review and approval as part of the full development plan submittal and are not implicitly approved with this rezoning. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and natural site discharge points.
- C. Development of the Site shall comply with the applicable requirements of the City of Charlotte Tree Ordinance.
- D. As noted above in paragraph 1.F, the development of the Site shall be considered to be a planned/unified development. Accordingly, the tree save requirements of the City of Charlotte Tree Ordinance shall be calculated and satisfied over the entire Site, rather than within each individual Development Area. As a result, each individual Development Area shall not be required to meet the tree save requirements of the City of Charlotte Tree Ordinance provided that the Site as a whole meets such tree save requirements.
- E. The tree save areas depicted on the Rezoning Plan are conceptual, and the actual locations of the tree save areas on the Site may vary from what is depicted on the Rezoning Plan. The actual locations of the tree save areas shall be determined during the site plan approval and permitting process.
- F. In the event that the City of Charlotte Tree Ordinance is amended in the future such that tree save areas are no longer required on the Site, then tree save areas will not be required on the Site.
- 9. PARKS/GREENWAYS/OPEN SPACE
- A. As noted above in paragraph 1.F, the Site shall be considered to be a planned/unified development. Accordingly, the urban open space requirements of the Ordinance shall be calculated and satisfied over the entire Site, rather than within each individual Development Area. As a result, each individual Development Area shall not be required to meet the urban open space requirements provided that the Site as a whole meets such urban open space requirements.
- B. Subject to the approval of all applicable governmental agencies and authorities and the acquisition of any required easements from Mecklenburg County, Petitioner shall improve the greenway (the "Greenway") and the greenway trail (the "Greenway Trail") located along the Site's eastern boundary line in accordance with the Greenway Improvement Exhibit on Sheet RZ-4 of the Rezoning Plan or in accordance with alternative plans approved by Mecklenburg County. The improvements to the Greenway and the Greenway Trail shall be completed prior to the issuance of the first certificate of occupancy for a new building constructed on Development Area D. In the event that Petitioner cannot obtain all approvals and permits or any easements from Mechlenburg County required to improve the Greenway and the Greenway Trail, then Petitioner shall have no obligation to improve the Greenway and the Greenway Trail.
- At such times that a detour route for the Greenway Trail is required during the construction and installation of the improvements to the Greenway and the Greenway Trail, a detour route shall be established along the existing sidewalk located along the western side of South Kings Drive. Appropriate signage,

approved during the permitting process, shall be installed to direct pedestrians and bicyclists to the detour route.

- D. To construct and install the improvements to the Greenway and the Greenway Trail described above in paragraph 9.B, Petitioner shall be required to acquire a temporary construction easement from Mecklenburg County to permit Petitioner to enter the Greenway to construct such improvements.
- E. As depicted on the Greenway Improvement Exhibit, portions of the improved Greenway Trail are planned to be located on Tax Parcel Nos. 153-021-32, 153-021-33, 153-021-34, 153-021-35, 153-021-37, 153-021-38, 153-021-39 and 153-021-40 (the "Adjacent Parcels"). Petitioner shall be required to obtain permanent easements from the owners of the Adjacent Parcels to accommodate the location of the improved Greenway Trail on the Adjacent Parcels. If Petitioner is unable to obtain the required easements from the owners of the Adjacent Parcels, then the improved Greenway Trail shall not be located on the Adjacent Parcels and the relevant portion of the improved Greenway Trail shall be located generally in its current location on the east side of Little Sugar
- F. The improved Greenway Trail shall meet the standards and specifications of Mecklenburg County, and the final alignment of the improved Greenway Trail shall be approved by Mecklenburg County.
- G. The construction documents for the improvements to the Greenway and the Greenway Trail shall be reviewed and approved by Storm Water Services during the permitting process.
- H. At a minimum, the open space areas on the Site depicted on the Rezoning Plan shall contain hardscape, landscaping, walking trails and benches.
- I. Petitioner shall construct and install a minimum of three accessible pedestrian connections from the Site to the Greenway Trail. The final locations of the accessible pedestrian connections may vary from what is depicted on Sheet RZ-4 of the Rezoning Plan.
- 10. BINDING EFFECT OF THE REZONING DOCUMENTS AND DEFINITIONS
- A. If this Rezoning Petition is approved, all conditions applicable to the use and development of the Site imposed under these Development Standards and the Rezoning Plan will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of Petitioner and the current and subsequent owners of the Site and their respective successors in interest and assigns.
- B. Throughout these Development Standards, the term "Petitioner" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of Petitioner or the owner or owners of the Site from time to time who may be involved in any future development thereof.
- C. Any reference to the Ordinance herein shall be deemed to refer to the requirements of the Ordinance in effect as of the date this Rezoning Petition is approved.

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PRELIMINARY DOCUMENT

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Legal Description Atrium Carolinas Medical Center - Main Campus

BEING all that certain area or tract of land subject to the related rezoning petition, which said area or tract is comprised of multiple existing land parcels and portions of street rights-of-way and portions of alleys located within the City of Charlotte, Mecklenburg County, North Carolina, and fronting on East Morehead Street, the waters of Little Sugar Creek, Garden Terrace, Fountain View, Scott Avenue, Kenilworth Avenue and others, and being more particularly described as

BEGINNING at an existing surveyor's pk nail ("Beginning Point") located at the intersection of the southwesterly right-of-way margin of East Morehead Street, said right-of-way having a width that varies from 80 feet as shown on that certain plat recorded in Map Book 332 Page 90 of the Mecklenburg County Registry, and the easterly or southeasterly right-of-way margin of Kenilworth Avenue, said right-of-way having a width that varies from 60 feet as shown on those certain plats recorded in Map Book 332 Page 464 and Map Book 40 Page 609 both of the Mecklenburg County Registry, said existing surveyor's pk nail Beginning Point having North Carolina State Plane coordinates of Northing = 535,800.20 feet and Easting = 1,450,523.11 feet as based on the Epoch 2010.0000 realization of the North American Horizontal Datum of 1983, said datum having a combined grid factor of 0.99984784 to convert from the ground distances noted herein, and running thence from said POINT AND PLACE OF BEGINNING along the southwesterly right-of-way margin of the said East Morehead Street the following fourteen (14) calls: (1) South 36-01-50 East 84.84 feet to a point, (2) South 35-59-28 East 62.02 feet to an existing iron rebar, (3) South 35-58-35 East 81.86 feet to an existing iron rebar, (4) South 35-59-53 East 160.08 feet to an existing iron pipe, (5) South 35-47-46 East 100.26 feet to a point, (6) South 35-52-34 East 166.50 feet to a point, (7) following along the arc of a circular curve to the left having a radius of 1,763.18 feet and an arc length of 56.34 feet (chord bearing South 37-03-40 East 56.34 feet) to a point, (8) following along the arc of a circular curve to the left having a radius of 2,905.88 feet and an arc length of 176.09 feet (chord bearing South 36-56-37 East 176.06 feet) to a point, (9) following along the arc of a circular curve to the left having a radius of 2,911.29 feet and an arc length of 84.03 (chord bearing South 41-34-55 East 84.03 feet) to an existing surveyor's nail, (10) crossing the right-of-way of Harding Place, said right-of-way having a width of 50 feet as shown on that certain plat recorded in Map Book 4 Page 85 of the Mecklenburg County Registry, South 52-48-38 East 50.33 feet to a point, (11) following along the arc of a circular curve to the left having a radius of 3,021.14 feet and an arc length of 66.87 feet (chord bearing South 44-04-33 East 66.87 feet) to a point, (12) South 44-42-22 East 72.90 feet to a point, (13) following along the arc of a circular curve to the left having a radius of 875.04 feet and an arc length of 67.60 feet (chord bearing South 46-55-10 East 67.58 feet) to a new surveyor's pk nail and (14) South 45-31-13 East 63.37 feet to a point in the Little Sugar Creek bridge wall; thence following along the centerline meanderings of the said Little Sugar Creek the following twenty-one (21) calls: (1) South 06-54-36 West 274.70 feet, (2) South 07-19-47 West 160.25 feet, (3) South 07-10-10 West 58.09, (4) South 03-21-08 West 58.55 feet, (5) South 06-57-16 West 128.41 feet, (6) South 06-36-50 West 220.36 feet, (7) crossing the right-of-way of Medical Center Drive, said right-of-way having a width of 50 feet as shown on that certain plat recorded in Map Book 5 Page 438 and as described in Deed Book 6645 Page 363 both of the Mecklenburg County Registry, South 06-36-49 West 55.97 feet, (8) South 12-37-42 West 94.99 feet, (9) South 09-10-38 West 103.60 feet, (10) South 04-51-26 West 93.45 feet, (11) South 04-34-31 West 203.48 feet, (12) South 08-15-37 West 101.84 feet, (13) South 06-13-42 West 197.86 feet, (14) South 08-06-43 West 199.34 feet, (15) South 12-17-30 West 35.13 feet, (16) South 06-05-35 West 172.32 feet, (17) South 04-13-21 West 51.56 feet, (18) South 07-05-51 West 133.34 feet, (19) South 13-25-32 West 181.18 feet, (20) South 07-55-13 West 111.12 feet and (21) South 01-37-44 East 130.04 feet; thence along Sub-Lot A-1 as shown on that certain plat recorded in Map Book 58 Page 278 of the Mecklenburg County Registry South 84-29-35 West 38.09 feet to an existing iron pipe; thence along the common boundary line with the Lombardy Green Condominium as shown on that certain map recorded in Unit Ownership File No. 901 and continuing with the common boundary line of Lot 12 in Block 6 as shown on that certain plat recorded in Map Book 3 Page 36 both of the Mecklenburg County Registry following along the arc of a circular curve to the left having a radius of 1,170.85 feet and an arc length of 170.93 feet (chord bearing North 10-17-51 West 170.78 feet); thence along the common boundary line with Lot 11 in Block 6 as shown on that certain plat recorded in Map Book 3 Page 36 of the Mecklenburg County Registry following along the arc of a circular curve to the left having a radius of 1,170.85 feet and an arc length of 57.26 feet (chord bearing North 16-30-40 West 57.25 feet); thence along the common boundary line with Lots 10 and 9 in Block 6 as shown on that certain plat recorded in Map Book 3 Page 36 of the Mecklenburg County Registry following along the arc of a circular curve to the left having a radius of 1,170.85 feet and an arc length of 114.60 feet (chord bearing North 19-19-52 West 114.55 feet) to an existing surveyor's pk nail; thence along the common boundary line with Lots 8, 7, 6, 5, 4, 3, 2 and 1 in Block 6 as shown on that certain plat recorded in Map Book 3 Page 36 of the Mecklenburg County Registry following along the arc of a circular curve to the left having a radius of 1,170.85 feet and an arc length of 463.89 feet (chord bearing North 34-03-28 West 460.86 feet) to an existing iron pipe; thence along the common boundary line with the said Lot 1 in Block 6 South 42-55-47 West 153.47 feet to an existing iron pipe; thence passing through and along the right-of-way of Lombardy Circle, said right-of-way having a width of 50 feet as shown on that certain plat recorded in Map Book 3 Page 36 of the Mecklenburg County Registry South 87-23-59 West 68.27 feet to an existing iron pipe; thence along the common boundary line with Lot 5 in Block 4 as shown on that certain plat recorded in Map Book 3 Page 36 of the Mecklenburg County Registry the following two (2) calls: (1) North 47-39-56 West 152.17 feet to an existing iron pipe and (2) South 42-41-35 West 5.07 feet to an existing iron pipe; thence along the common boundary line with Lot 39 as shown on that certain plat recorded in Map Book 332 Page 339 of the Mecklenburg County Registry North 60-17-07 West 190.00 feet to an iron stake under a tree root; thence along the easterly right-of-way margin of Garden Terrace, said right-of-way having a width of 50 feet as shown on that certain plat recorded in Map Book 332 Page 339 of the Mecklenburg County Registry the following three (3) calls: (1) following along the arc of a circular curve to the left having a radius of 1,132.77 feet and an arc length of 49.36 feet (chord bearing North 28-48-45 East 49.36 feet) to an existing iron pipe, (2) North 25-39-46 East 49.59 feet to an existing iron pipe and (3) North 26-20-40 East 84.83 feet to a point; thence crossing the right-of-way of the said Garden Terrace and continuing along the common boundary line with Camilla E. Moffitt as described in Deed Book 1000 Page 6 of the Mecklenburg County Registry North 63-43-53 West 238.24 feet to a point; thence along the centerline of that certain 10-foot alley serving Block 2 as shown on that certain plat recorded in Map Book 230 Page 69 of the Mecklenburg County Registry the following two (2) calls: (1) North 31-05-15 East 301.27 feet to a point and (2) North 31-04-26 East 164.32 feet to a point; thence along the common boundary line with Lot 15 in Block 2 as shown on that certain plat recorded in Map Book 230 Page 69 of the Mecklenburg County Registry North 70-19-32 West 242.94 feet to an existing iron pipe; thence crossing the right-of-way of Fountain View, said right-of-way having a width of 70 feet as shown on that certain plat recorded in Map Book 230 Page 69 of the Mecklenburg County Registry North 71-07-25 West 69.91 feet to an existing iron pipe; thence along the westerly right-of-way of the said Fountain View the following two (2) calls: (1) South 19-20-58 West 50.13 feet to an iron stake under the public sidewalk pavement and (2) South 19-29-07 West 49.96 feet to an existing iron pipe; thence along the common boundary line with Lot 11 in Block 1 as shown on that certain plat recorded in Map Book 230 Page 69 of the Mecklenburg County Registry North 70-31-48 West 204.61 feet to a point; thence along the centerline of that certain 10-foot alley serving Block 1 as shown on that certain plat recorded in Map Book 230 Page 69 of the Mecklenburg County Registry North 19-18-54 East 215.21 feet to a point; thence along the common line with Daisy and James Payseur as described in Deed Book 7927 Page 117 of the Mecklenburg County Registry North 48-23-59 West 51.99 feet to an existing iron pipe; thence along the easterly right-of-way margin of Scott Avenue, said right-of-way having a width of 50 feet as shown on that certain plat recorded in Map Book 230 Page 55 of the Mecklenburg County Registry the following six (6) calls: (1) North 41-27-15 East 117.36 feet to a point, (2) crossing the said 10-foot alley serving Block 1 North 41-29-42 East 24.96 feet to an existing surveyor's pk nail, (3) North 41-29-42 East 52.12 feet to a point, (4) North 19-31-55 East 755.75 feet to a point on a telephone cabinet, (5) South 70-28-05 East 9.68 feet to a drill hole in the public sidewalk and (6) North 19-47-52 East 159.38 feet to an existing iron pipe; thence crossing the right-of-way of Romany Road North 12-39-13 East 89.58 feet to an existing surveyor's pk nail; thence along the easterly right-of-way of the aforesaid Kenilworth Avenue the following nine (9) calls: (1) North 19-46-47 East 168.47 feet to an existing iron rebar, (2) following along the arc of a circular curve to the left having a radius of 545.72 feet and an arc length of 185.12 feet (chord bearing North 10-03-42 East 184.23 feet) to an existing surveyor's pk nail, (3) North 00-20-34 East 41.57 feet to an existing surveyor's pk nail, (4) North 00-20-34 East 125.53 feet to an existing iron rebar, (5) following along the arc of a circular curve to the right having a radius of 450.72 feet and an arc length of 107.37 feet (chord bearing North 07-10-03 East 107.12 feet) to an existing iron rebar, (6) following along the arc of a circular curve to the right having a radius of 454.85 feet and an arc length of 94.06 feet (chord bearing North 17-35-21 East 93.89 feet) to an existing iron rebar, (7) following along the arc of a circular curve to the right having a radius of 454.85 feet and an arc length of 125.40 feet (chord bearing North 31-24-42 East 125.00 feet) to a new iron rebar, (8) following along the arc of a circular curve to the right having a radius of 459.72 feet and an arc length of 87.36 feet (chord bearing North 47-02-08 East 87.23 feet) to a point and (9) North 52-42-37 East 15.87 feet to the point and place of BEGINNING, containing 70.5262 acres, more or less, all as shown on a survey conducted by Andrew G. Zoutewelle, North Carolina Professional Land Surveyor No. L-3098 dated May 1,

2007, as supplemented with calls across and through the various public streets and alleys noted herein on June 19, 2019.

Rezoning Petition 2019

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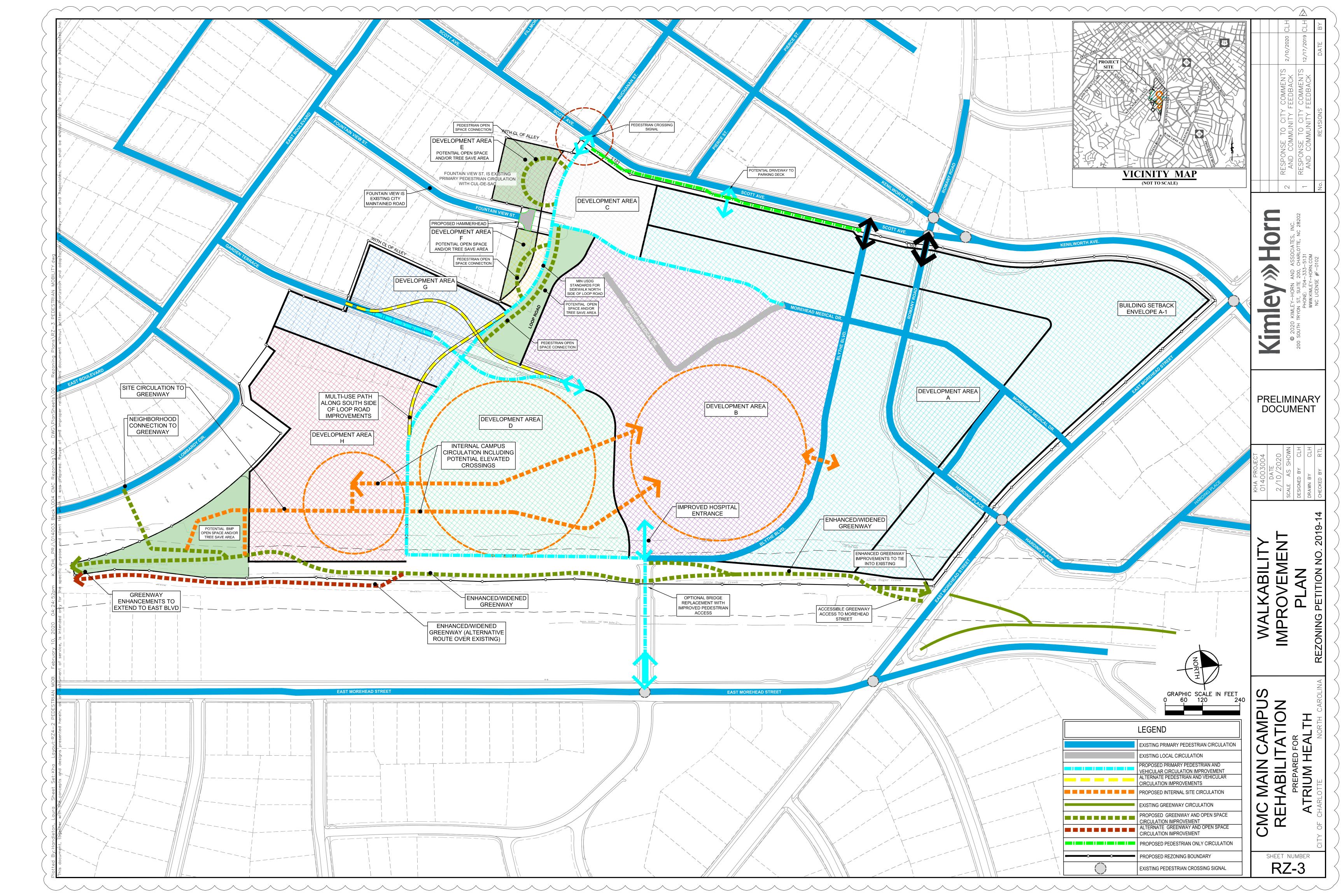
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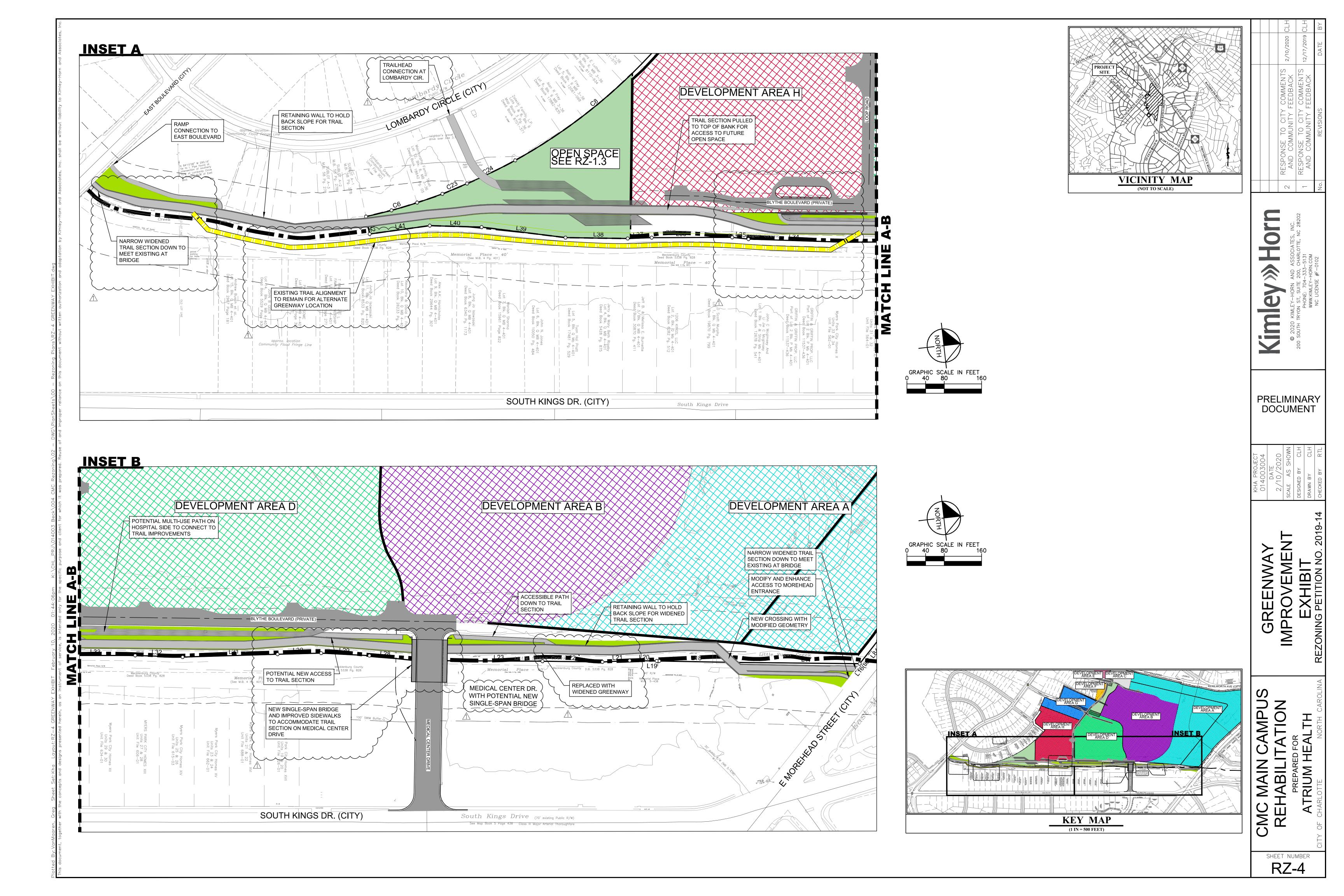
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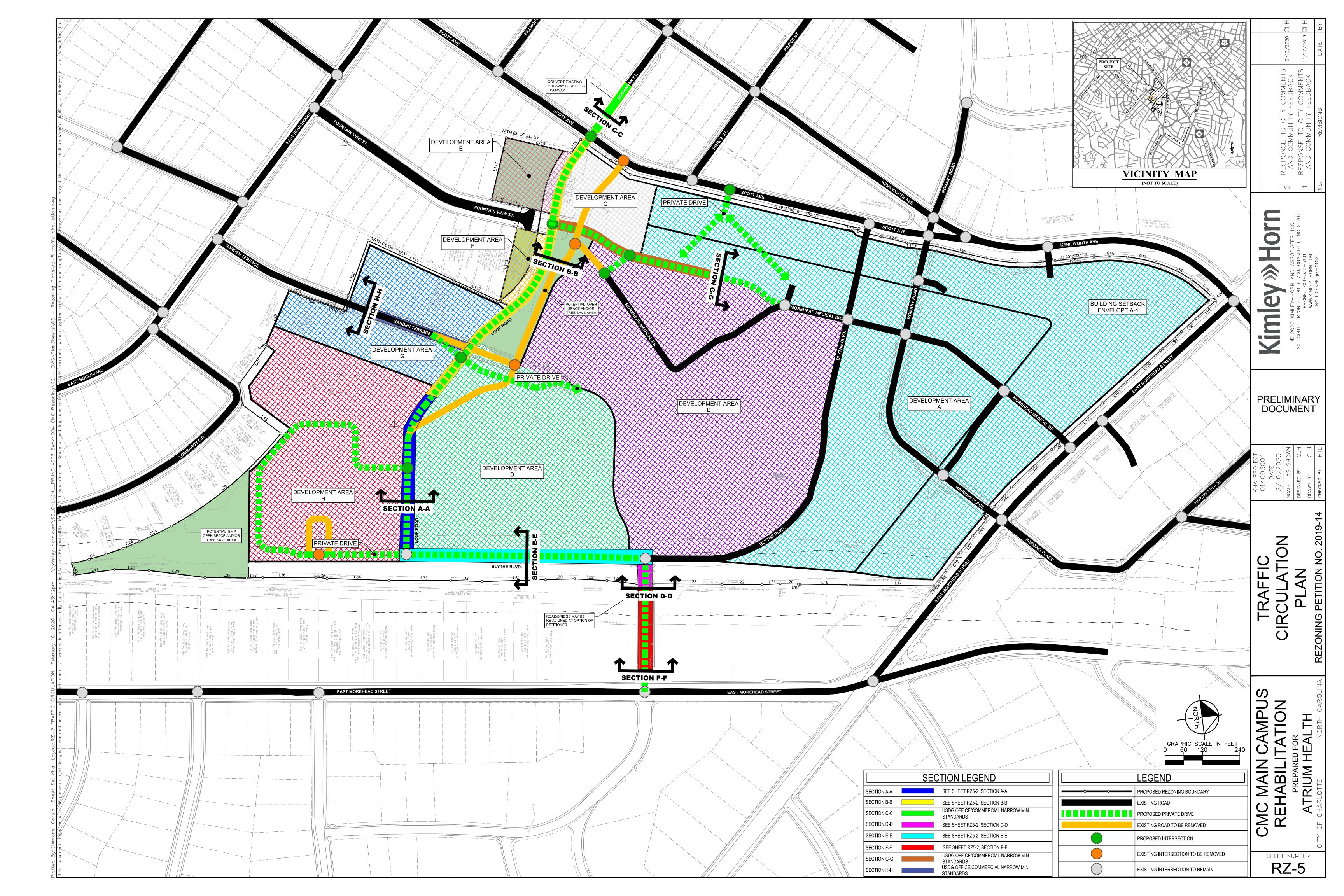
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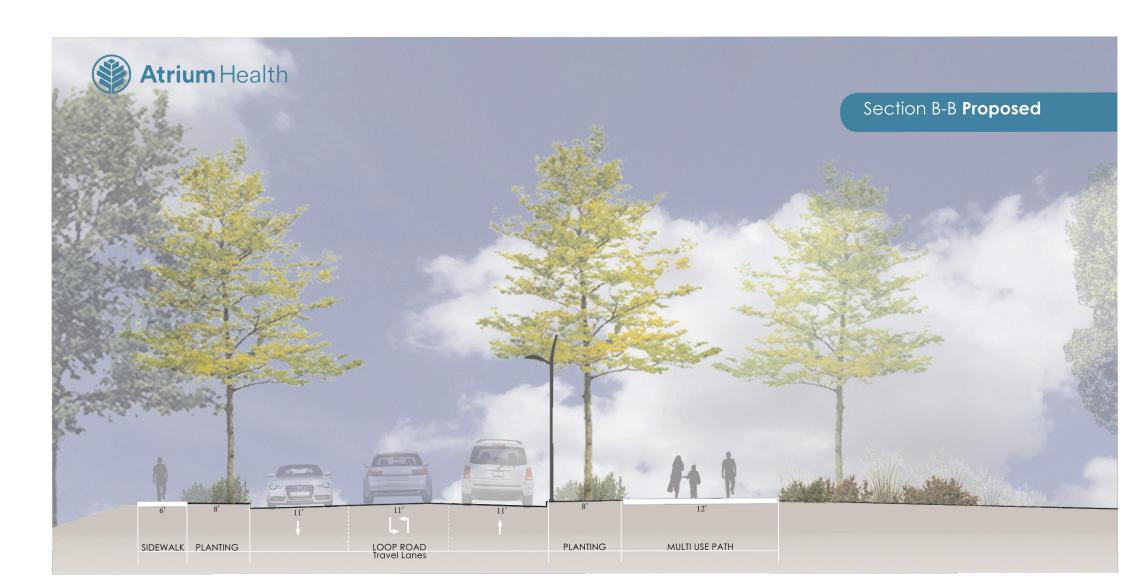
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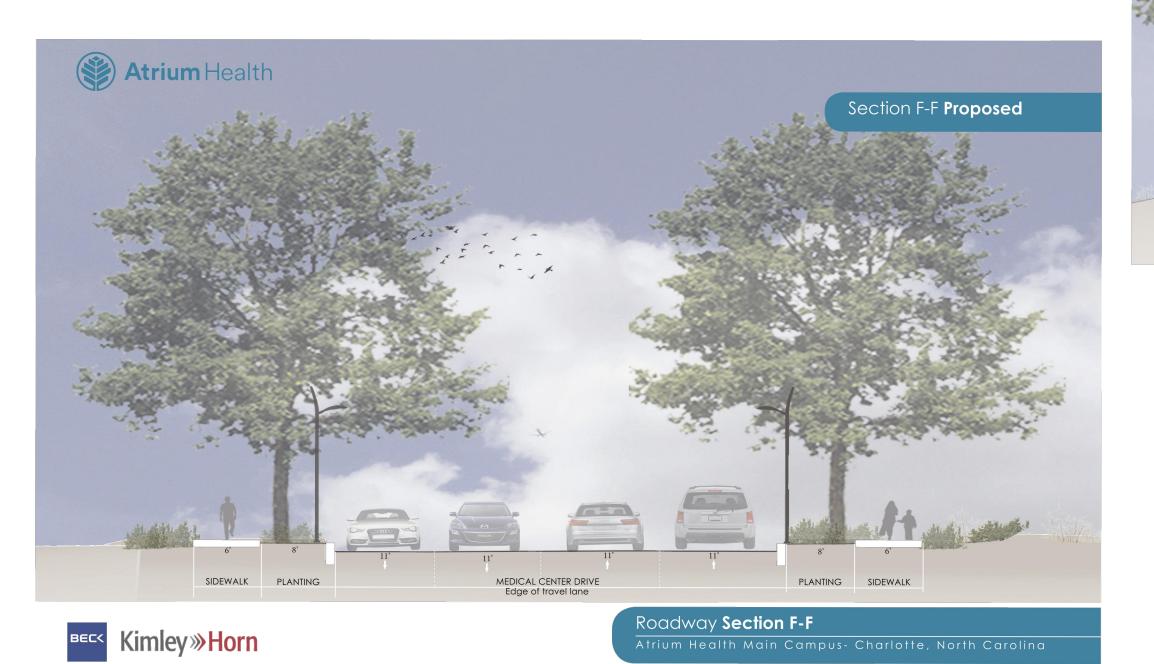
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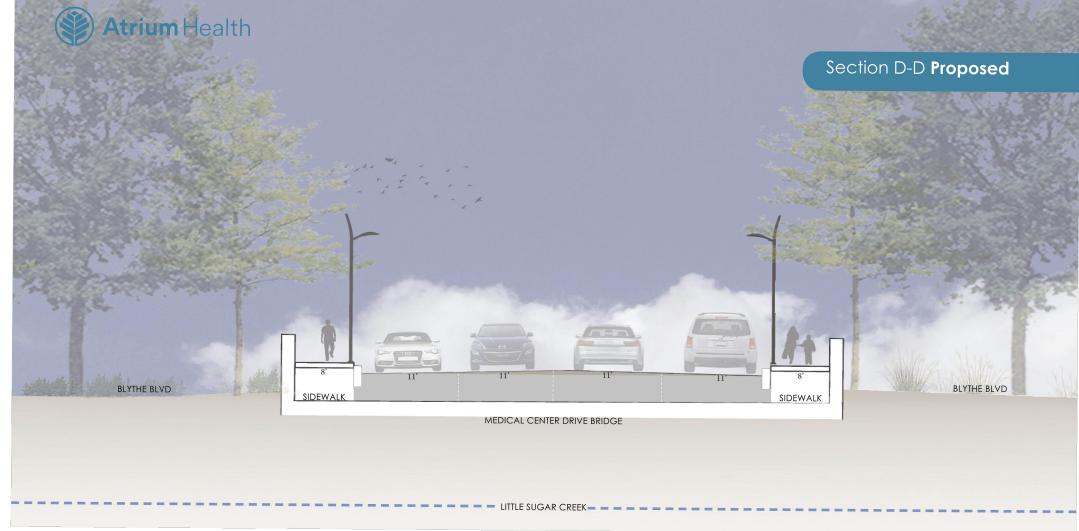
Kimley Horn

Roadway Section B-B

Atrium Health Main Campus- Charlotte, North Carolina

Atrium Health Main Campus- Charlotte, North Carolina





Kimley Whorn

Roadway **Section D-D**Atrium Health Main Campus- Charlotte, North Carolina



BEC< Kimley » Horn

Roadway Section E-E

Atrium Health Main Campus- Charlotte, North Carolina

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PHONE: 704-333-5131
www.kimley-Horn.com

PRELIMINARY DOCUMENT

DATE
2/10/2020
SCALE AS SHOWN
DESIGNED BY CLH

SS SECTIONS

ITATION FOR FOR HEALTH

REHABILITATION PREPARED FOR ATRILIM HEALTH

SHEET NUMBER



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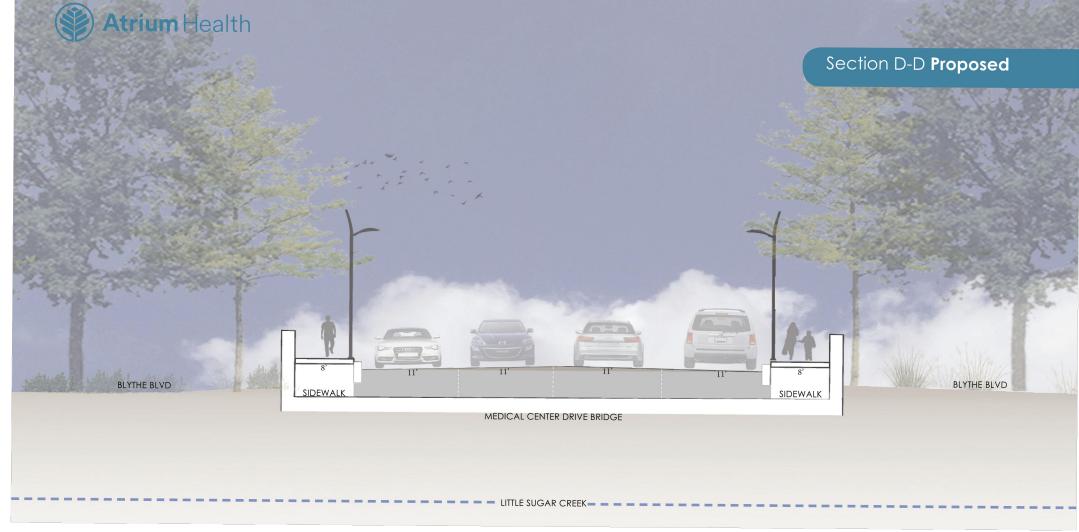
Kimley Horn

Roadway Section B-B

Atrium Health Main Campus- Charlotte, North Carolina

Atrium Health Main Campus- Charlotte, North Carolina





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Roadway **Section D-D** Atrium Health Main Campus- Charlotte, North Carolina



BECK Kimley » Horn

Roadway **Section E-E**Atrium Health Main Campus- Charlotte, North Carolina

PRELIMINARY DOCUMENT

SHEET NUMBER RZ5-2

