

ACREAGE: ± 55 ACRES
TAX PARCELS: 073-261-02, 119-102-01,
073-262-30A, 073-262-30B,
073-268-01, 073-252-13,
073-252-15, 073-252-11,
073-252-07, 073-252-02,
073-252-16, 073-252-17,
073-256-01, 073-256-02,
073-255-01, 073-251-14,
073-141-05, 073-142-01,
073-252-10, and 073-252-09

PROPOSED ZONING: UMUD-O
WITH 5-YEAR VESTED RIGHTS

PARKING: AS REQUIRED BY THE ORDINANCE FOR THE UMUD ZONING DISTRICT.

LEGEND:

-  DEVELOPMENT AREA A
-  DEVELOPMENT AREA B
-  CONCEPTUAL LIGHT
RAIL RIGHT-OF-WAY
RESERVATION (+/- 70')
- * REFER TO NOTE IN DEVELOPMENT
STANDARDS
-  CONCEPTUAL TEMPORARY
NO-BUILD ZONE RESERVATION

PHASE 1A:

- 500,000 SF OFFICE
- 6,250 SF RESTAURANT
- 6,250 SF RETAIL
- 500 RESIDENTIAL UNITS

- 1,500,000 SF ADDITIONAL OFFICE
- 18,750 SF ADDITIONAL RESTAURANT
- 18,750 SF ADDITIONAL RETAIL
- 500 ADDITIONAL RESIDENTIAL UNITS

NOTE: SEE TRANSPORTATION NOTES
WITHIN DEVELOPMENT STANDARDS
FOR FULL COMMITMENTS.

KEY MAP

SEAL

**NOT FOR
CONSTRUCTION**

**CHARLOTTE PIPE
FOUNDRY**

REZONING PETITION 2021-033

[illegible]

LANDDESIGN PROJ.# 1020131

REVISION / ISSUANCE

[illegible]

DESIGNED BY: LRM
DRAWN BY: LRM
CHECKED BY: LRM

SCALE

NORTH

VERT: N/A
HORZ: 1" = 200'



0 100 200 400

ORIGINAL SHEET SIZE: 24" X 36"

SHEET TITLE

TECHNICAL DATA SHEET

SHEET NUMBER

RZ-1.0

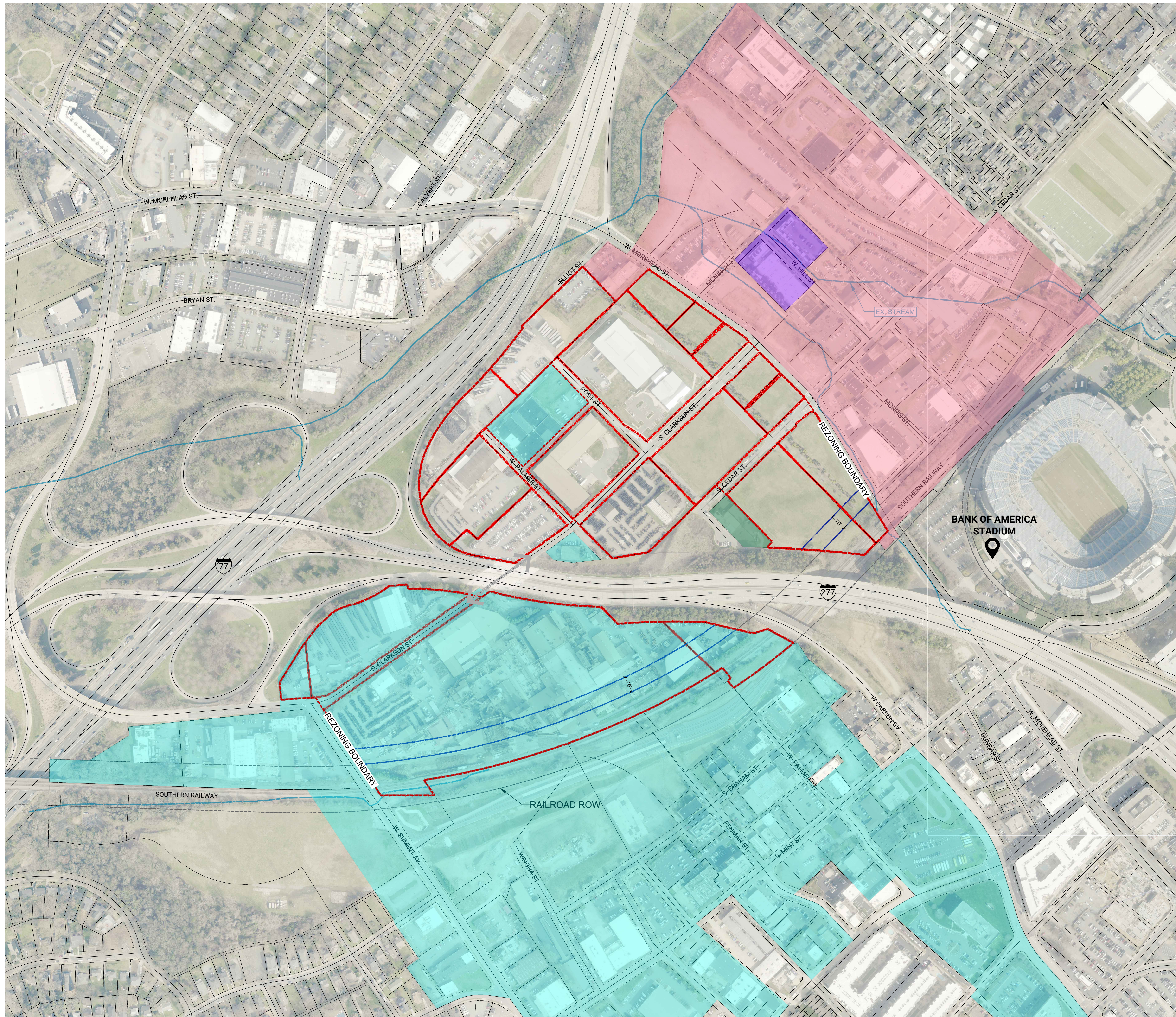


EXISTING ZONING MUDD

EXISTING ZONING MUDD-O

EXISTING ZONING I-2

EXISTING ZONING I-2 (CD)



KEY MAP

SEAL

PROJECT

REZONING PETITION 2021-033

100-100-100-100

LANDDESIGN PROJ.# 1020131

REVISION / ISSUANCE

[illegible]

DESIGNED BY: LRM
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CHECKED BY: LRM

SCALE

VERT: N/A
HORZ: 1" = 200'

0 100 200 400
ORIGINAL SHEET SIZE: 24" X 36"
SHEET TITLE

ADJACENT PARCEL ZONING
DATA

SHEET NUMBER

RZ-1.1

KEY MAP

SEAL

NOT FOR
CONSTRUCTION

PROJECT

CHARLOTTE PIPE
FOUNDRY

REZONING PETITION 2021-033

LANDDESIGN PROJ.# 1020131

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE

DESIGNED BY: LRM
DRAWN BY: LRM
CHECKED BY: LRM

SCALE NORTH

VERT: N/A
HORZ:

ORIGINAL SHEET SIZE: 24" X 36"
SHEET TITLE

DEVELOPMENT STANDARDS

SHEET NUMBER

RZ-2.0

CHARLOTTE PIPE & FOUNDRY COMPANY REZONING
DEVELOPMENT STANDARDS
Rezoning Petition No. 2021-033
10/19/2021

Site Development Data:

- Acreage: ± 55 acres
--Tax Parcels: 073-261-02, 119-102-01, 073-262-30A, 073-262-30B, 073-268-01, 073-252-13, 073-252-15, 073-252-11, 073-252-07, 073-252-02, 073-252-16, 073-252-17, 073-256-01, 073-256-02, 073-255-01, 073-251-14, 073-141-05, -73-142-01, 073-252-10, and 073-252-09
--Existing Zoning: I-2, I-2(CD), MUDD-O
--Proposed Zoning: UMUD-O with 5-year vested rights
--Existing Use: Industrial
--Proposed Uses: Uses permitted by right and under prescribed conditions together with accessory uses, as allowed in the UMUD zoning district not otherwise limited in the Rezoning Plan.
--Maximum Building Height: As required by the Ordinance for the UMUD zoning district.
--Parking: As required by the Ordinance for the UMUD zoning district.

I. General Provisions:

- a. **Site Description.** These Development Standards and the Technical Data Sheet form the rezoning plan (hereafter collectively referred to as the “Rezoning Plan”) associated with the Rezoning Petition filed by Charlotte Pipe & Foundry Co. (“Petitioner”) to accommodate development of an urban mixed-use project on an approximately 55-acre site located along the north and south side of John Belk Freeway, east of Interstate 77, and northwest of South Mint Street, more particularly described as Mecklenburg County Tax Parcel Numbers 073-261-02, 119-102-01, 073-262-30A, 073-262-30B, 073-268-01, 073-252-13, 073-252-15, 073-252-11, 073-252-07, 073-252-02, 073-252-16, 073-252-17, 073-256-01, 073-256-02, 073-255-01, 073-251-14, 073-141-05, -73-142-01, 073-252-10, and 073-252-09 (the “Site”).
- b. **Intent.** This Rezoning is intended to provide the framework to accommodate development on the Site for a mixture of UMUD-permitted uses including but not limited to residential, office, commercial, recreational, hospitality, and sports entertainment uses.
- c. **Zoning Districts/Ordinance.** Development of the Site will be governed by the Rezoning Plan as well as the applicable provisions of the City of Charlotte Zoning Ordinance (the “Ordinance”). Unless the Rezoning Plan establishes more stringent standards, or as requested in the Optional Provisions below, the regulations established under the Ordinance for the UMUD zoning district shall govern all development taking place on the Site.
- d. **Flexibility in Placement of Development/Site Elements; Alterations/Modifications.** The Development Area layout depicted on the Rezoning Plan is schematic in nature and

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entitlements outlined above), subject to conversion rights listed below. Phase II may be located within Development Area A and B as generally depicted on the Rezoning Plan.

- f. **Transportation Conversion Rights:**
- Residential dwelling units may be converted to hotel rooms (and vice versa) at a ratio of one (1) residential dwelling unit to two (2) hotel rooms.
 - Residential dwelling units may be converted to non-residential uses (and vice versa) at a rate of one (1) residential unit per 1,000 square feet of non-residential gross floor area.
- g. A master development chart will be maintained and submitted with each new development.

V. Transportation Commitments:

- a. **Street Network and Connectivity.** Due to the master planned nature of the development of the Site which will occur over many years, the applicable transportation network will be implemented over time and may adapt to the timing of development, availability of public and private funding and other factors, and if needed, in coordination with NCDOT/CDOT approval.
- Vehicular access** will be as generally depicted on the Rezoning Plan. The placements and configurations of the vehicular access points shown on the Rezoning Plan are subject to any minor modifications required to accommodate final site and construction plans and designs.
 - Public Street Connectivity.** A public street connection shall be maintained between Morehead Street and Summit Avenue (currently Clarkson Street).
 - Bicycle and Pedestrian Connectivity.** A multimodal facility connecting Morehead Street to Summit Avenue shall be created through the site as development occurs. The exact alignment and design of this facility will be determined during the land development permitting process but will at a minimum consist of a twelve (12) foot wide multi use path or a comparable alternative (e.g., cycle track), inclusive of integration with the sidewalk system.
 - Cedar Street and Clarkson Street** shall be maintained as public streets into the site providing access to Morehead Street but may be realigned/relocated in order to serve the future development.
 - McNinch Street** shall be extended as a public street into the site providing access to Morehead Street and connected to the future street network of the site.
 - Elliot Street** shall be extended (subject to NCDOT approval, if necessary) as a public street into the site providing access to Morehead Street and connected to the future street network of the site.

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intended to depict the possible general arrangement of permitted uses and improvements on the Site. Accordingly, the ultimate layout, locations and sizes of the development and site elements generally depicted on the Rezoning Plan, if provided, are graphic representations of the possible proposed development and site elements; but since the project has not undergone design development, it is intended that this Rezoning Plan provide for flexibility in ultimate layout, locations and sizes of development and site elements including allowing alterations or modifications to graphic representations in accordance with the setback, yard, landscaping and tree save requirements set forth on this Rezoning Plan and the Development Standards.

Future amendments to the Rezoning Plan and/or these Development Standards may be applied for by the then owner(s) of the Site in accordance with the provisions of Chapter 6 of the Ordinance. Minor alterations to the Rezoning Plan not otherwise contemplated by this Rezoning Plan are subject to Section 6.207 of the Ordinance.

- e. **Planned/Unified Development.** The Site and each Development Area and parcel created therein shall be viewed as a planned/unified development plan as may be generally depicted on the Rezoning Plan; as such, except where design guidelines or standards are set forth in the Rezoning Plan, side and rear yards, buffers, building height separation standards, and other similar zoning standards will not be required internally between improvements and other site elements located within the Site. Furthermore, the Petitioner and/or owner of the applicable portion of the Site reserve the right to subdivide portions or all of the Site and create lots within the interior of the portion of the Site without regard to any such internal separation standards; provided, however, all such separation standards applied to the Site along the exterior boundary of the Site shall be adhered to.
- f. **Five Year Vested Rights.** Per Section 1.110 of the Ordinance and N.C.G.S. Section 160A-385.1, due to the master planned large scale nature of the development & its timing, and the level of investment, among other factors, this Petition includes vesting of the Rezoning Plan and the Rezoning Site for a five (5) year period, but such provisions shall not limit any other vested rights at common law or otherwise.

II. Permitted Uses:

The Site may be devoted to any uses permitted by right or under prescribed conditions in the UMUD Zoning District, together with any incidental or accessory uses associated therewith.

III. Optional Provisions:

The Petitioner requests the following deviations from the UMUD Zoning Ordinance:

- a. Except as may be expressly set forth in the Rezoning Plan, the frontage of the Site with I-77 and I-277 shall not be deemed public street frontage for design or other types of zoning regulations (*See Section 9.906(2) of the Ordinance*).
- b. To allow temporary special event off-street parking as a principal use, for an unlimited number of special events per year, not to exceed seven (7) days in duration per event and not to run seven-day events consecutively. The use shall be exempt from any requirements

7. **Internal Streets:** All internal streets shall follow Land Development Standards for a commercial-wide street cross section, including a minimum eight (8) foot wide amenity zone and eight (8) foot wide sidewalk.
- b. **Morehead Street.** The required future cross section of Morehead Street is described/illustrated in the development standards on RZ-2.1.
- The necessary right-of-way for this future cross section shall be reserved by the petitioner for future dedication as adjacent development occurs.
 - The additional travel/turn lanes, planting strip and multi-use path shall be constructed by the petitioner as adjacent development occurs and as described in Section V.d.
 - The streetscape improvements (multi-use path and planting strip) may be modified to accommodate the existing School Supply and Boxer Buildings as determined during land development permitting.
- c. **NCDOT Interchange No Build Zone.** The Petitioner shall temporarily designate a NCDOT interchange “No Build Zone” as generally depicted on the Rezoning Plan. The Petitioner shall work with NCDOT and CDOT on furthering the I-277 / I-77 interchange design in order to reach an agreement of future right-of-way reservation/dedication. No development shall occur in the No Build Zone(s) until an agreement of future right-of-way reservation/dedication occurs. Should an agreement not be reached by both parties prior to December 31, 2023, development rights defer back to the rezoning boundary and associated rezoning conditions, thereby extinguishing the No Build Zone.
- d. **Transportation Improvement Phasing.** The overall development will be phased with the required transportation improvements described below.

- Phase IA Transportation Improvements.** The following shall be required prior to the issuance of the first building certificate of occupancy for Phase IA:
 - West Morehead and Cedar Street.** The Petitioner shall install a westbound left turn lane on West Morehead Street maximizing the storage and taper prior to the railroad bridge with approximately 300 linear feet of storage and a 100 linear foot taper. The Petitioner shall install an eastbound left turn lane on West Morehead Street with approximately 200 linear feet of storage and a 50 linear foot taper, maximizing storage between McNinch Street and Cedar Street. The Petitioner shall reconstruct the northbound approach of the intersection to include an exclusive left turn lane (400 linear foot storage or what block spacing permits and 100 linear foot taper), one through lane, and exclusive right turn lane (100 linear foot storage and 100 linear foot taper). The northbound approach design may to modified to allow for dual left turn lanes and a shared through-right lane. This modification would permit reduced left-turn storage bays.
- Phase IB Transportation Improvements.** The following shall be required to be completed prior to the issuance of the first building certificate of occupancy for Phase IB:

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related to installation of sidewalks, trees, and buffering or screening of parking. The use shall be located a distance of at least 200 feet from any single-family residential zoning district or land use. (*See Section 9.903(16.1) of the Ordinance for comparison*).

- c. **Signage:** Petitioner may seek approval by the Planning Director of a master signage package for the Site in the manner set forth in Section 13.12.B of the Ordinance and such master signage package may provide additional flexibility that the Planning Director deems appropriate for the mixed-use integrated development of the kind contemplated by this Rezoning (*See Chapter 13 of Ordinance*).
- IV. **Transportation Phasing and Conversion Rights:**
- a. **Development Areas.** The Technical Data Sheet (RZ-1.0) depicts the general location of Development Areas A and B that are associated with the Transportation Phasing described below.
- b. **Transportation Phase IA** may include a maximum of 500 residential units,500,000 square feet of office uses, 6,250 square feet of retail uses, and 6,250 square feet of EDEE uses as permitted in the UMUD Zoning District as not otherwise restricted herein and subject to the conversion rights allowing for conversions to residential uses at the rate stated in IV.f. below. The requested maximum entitlements for Phase IA may be modified in coordination with the Planning Director (or its assignee) as long as the resulting development is traffic neutral to these requested entitlements. Phase IA shall be located within Development Area A, as generally depicted on the Rezoning Plan, except that up to 25% of Phase I may be located within Development Area B.
- c. **Transportation Phase IB** may include a maximum of 1,500,000 square feet of additional office uses, 18,750 square feet of additional retail uses, 18,750 square feet of additional EDEE uses, and 500 additional residential units above the Phase IA entitlements, as permitted in the UMUD Zoning District as not otherwise restricted herein and subject to the conversion rights in Section IV.f. The requested maximum entitlements for Phase IB may be modified in coordination with the Planning Director (or its assignee) as long as the resulting development is traffic neutral to these requested entitlements. Phase IB may be located within Development Area A, as generally depicted on the Rezoning Plan, except that up to 25% of Phase I may be located within Development Area B.
- d. **Transportation Phase I Alternative,** Phase IA and IB may alternatively be combined to include a sports/entertainment complex with a maximum of 250 residential units and 500,000 square feet of non-residential uses as permitted in the UMUD Zoning District as not otherwise restricted herein and subject to the conversion rights allowing for conversions to residential uses at the rate stated in IV.f. Phase I Alternative may be located within Development Area A, as generally depicted on the Rezoning Plan, except that up to 25% of Phase I Alternative may be located within Development Area B.
- e. **Transportation Phase II** may include all development, as permitted in the UMUD Zoning District as not otherwise restricted herein, exceeding 1,000 residential units, 2,000,000 square feet of office, 50,000 square feet of retail uses (i.e., the Phase IA and Phase IB

- I-77 and Morehead Street.** Petitioner shall install an additional left turn lane on the I-77 southbound ramp to West Morehead Street. The ramp shall include dual left turn lanes and a dedicated right turn lane maximizing storage to the gore area on the highway. Additionally, the Petitioner shall restripe the eastbound approach to gain an additional through lane at the intersection;
 - West Morehead and McNinch Street.** Petitioner shall install a traffic signal and an eastbound left turn lane on West Morehead Street maximizing the storage and taper prior to the 1023 West Morehead property existing building, with approximately 150 linear feet of storage and a 50 linear foot taper. The Petitioner shall install a westbound left turn lane on West Morehead Street with approximately 285 linear feet of storage and a 50 linear foot taper, maximizing storage between McNinch Street and Cedar Street. The Petitioner shall construct a northbound left turn lane along McNinch Street with approximately 175 linear feet of storage and 100 linear foot taper. The Petitioner shall install a southbound left turn lane along McNinch Street with approximately 125 linear feet of storage and 100 linear foot taper;
 - Elliot Street and Morehead Street.** Petitioner shall install a traffic signal and intersection improvements at Elliot Street/West Morehead Street/I-77 northbound ramp when new development on the Site creates a connection at Elliot Street to this intersection (certificate of occupancy to be tied to first building after such connection is made). Elliot Street exists inside of NCDOT right-of-way, and any additional widening to support a dedicated 150 linear foot right turn lane will require approval from NCDOT for additional improvements and widening adjacent to I-77. The existing driveway to 1023 West Morehead Street shall remain;
 - Carson Street and Mint Street.** Petitioner shall modify the Carson Street off-ramp laneage to accommodate dual left turn lanes and a thru right lane;
 - Clarkson Street and Summit Avenue.** Petitioner shall install a traffic signal at the intersection of Summit Avenue and Clarkson Street.
 - Petitioner shall provide a study of 30% of the Freedom Drive ramp design, to be coordinated with CDOT/NCDOT.
 - Alternative Compliance:** As an alternative to the improvements listed in this Section V.d.2.a-d, above, if all parties in coordination with CDOT, NCDOT and the City of Charlotte as applicable, find that alternative transportation improvements may be preferred, the above commitments may be modified by such parties.
3. **Phase I Alternative Transportation Improvements.** No permits nor certificates of occupancy may be issued with respect to Phase I Alternative Development without additional transportation impact study(s) reasonably defined by and reasonably acceptable to CDOT and NCDOT, as applicable, in accordance with customary guidelines for the same to quantify and evaluate the transportation

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RZ-2.1