

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, 073-142-01,
 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

MAXIMUM BUILDING HEIGHT: AS
 REQUIRED BY THE ORDINANCE FOR
 THE UMUD ZONING DISTRICT.

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

PROPOSED DEVELOPMENT ON SITE
 WILL COMPLY WITH SUBDIVISION
 ORDINANCE.

LEGEND:

- DEVELOPMENT AREA A
- DEVELOPMENT AREA B
- CONCEPTUAL LIGHT RAIL RIGHT-OF-WAY RESERVATION (+/- 70')
- ▨ CONCEPTUAL TEMPORARY NO-BUILD ZONE RESERVATION

NOT FOR CONSTRUCTION

CHARLOTTE PIPE FOUNDRY

REZONING PETITION 2021-033

LANDDESIGN PROJ.# 1020131

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE

DESIGNED BY: XX
 DRAWN BY: XX
 CHECKED BY: XX

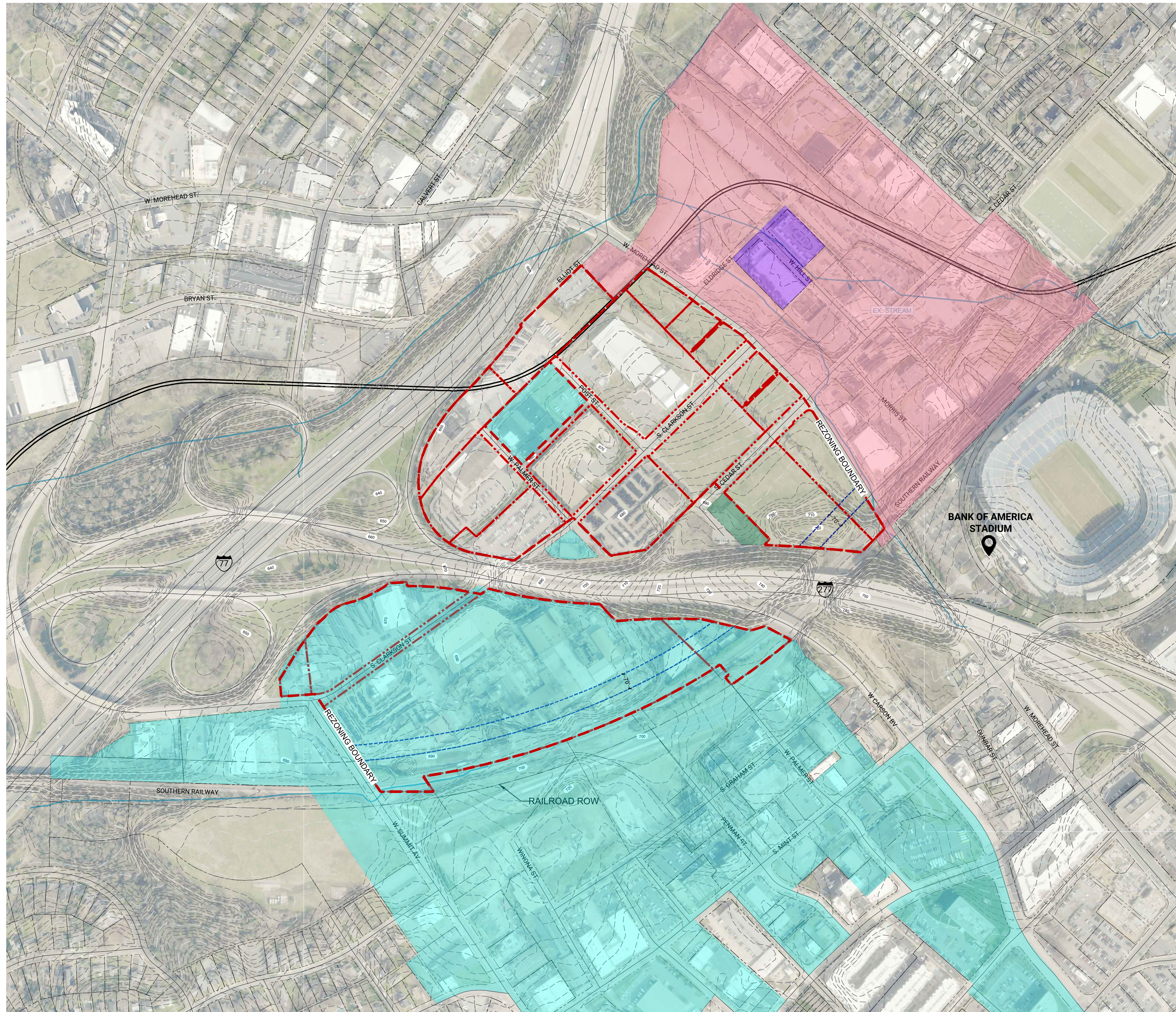
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 VERT: N/A
 HORZ: 1" = 200'
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 ORIGINAL SHEET SIZE: 24" X 36"

TECHNICAL DATA SHEET

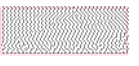
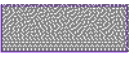


SHEET NUMBER

RZ-1.0





ADJACENT PARCELS EXISTING ZONING LEGEND:

-  EXISTING ZONING MUDD
-  EXISTING ZONING MUDD-O
-  EXISTING ZONING I-2
-  EXISTING ZONING I-2 (CD)

KEY MAP

SEAL

NOT FOR CONSTRUCTION

CHARLOTTE PIPE FOUNDRY

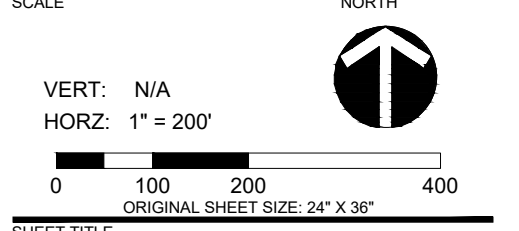
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DRAWN BY: LRM
CHECKED BY: LRM



ADJACENT PARCEL ZONING DATA

SHEET NUMBER:
RZ-1.1

CHARLOTTE PIPE & FOUNDRY COMPANY REZONING
DEVELOPMENT STANDARDS
Rezoning Petition No. 2021-033
5/17/2021

Site Development Data:

- Acres: ± 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

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. To allow vehicular surface parking as primary use.
b. To allow parking lots and maneuvering around existing buildings to remain located between the building(s) and street(s).

and (ii) the maximum allowable foot-candle limitations for signage under Section 13.8.I of the Sign Ordinance shall not apply within internal lot lines or development areas within the Site or to parcels 073-252-02, 073-251-01, and 073-142-03.

11. As an alternative or supplement to the signage related Optional Provisions set forth above, 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 in addition and beyond the flexibility contemplated in such section.

Each of the above Optional Provisions regarding signs shall be cumulative in nature. The Optional Provisions regarding signs are additions/modifications to the standards for signs in the Sign Ordinance.

IV. Phasing and Conversion Rights:

a. Phase IA may include a maximum of 500 residential units and 500,000 square feet of non-residential uses (including 15,000 square feet of retail 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.d. below. 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.

b. Phase IB may include a maximum of 1,500,000 square feet of additional non-residential uses (including 35,000 square feet of additional retail 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 conversions rights in Section IV.d. Phase IB 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.

1. Alternatively, Phase IB may contain a sports/entertainment complex within Development Area A. If a sports/entertainment complex is provided within Development Area A, a maximum of 250 residential units and 500,000 square feet of non-residential uses may also be included in Phase IB. Any additional residential units or non-residential uses above these entitlements will be included in Phase II. (The above provision stating that up to 25% of Phase IB may be located within Development Area B also applies to this alternative Phase IB.)

c. Phase II shall include all development in excess of 1,000 residential units and 2,000,000 square feet of non-residential uses, subject to conversion rights listed below.

d. Conversion Rights:

- 1. 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.

c. To allow valet and ride-share services (including without limitation, drop off areas, servicing areas and related parking areas) between and to the side of buildings and adjacent to streets.

d. To allow up to 10% expansion of existing foundry facility buildings, when taken cumulatively, for minor renovations and additions in continuation as a legal non-conforming use until such time as those buildings are demolished or adaptively reused.

e. 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

f. To not require buffering along Site boundaries adjacent to parcels 073-252-02, 073-251-01, and 073-142-03.

g. 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. The use shall be exempt from any requirements 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).

h. To encourage engaging places with a variety of experiential uses often that operate on a more temporary basis such as mobile food vending and tactical urbanism type uses within the Site, surface parking to be permitted on an interim basis for temporary uses including gravel and composition surfaces but not adhering to the standards for permanent parking contained in the Ordinance.

i. To eliminate UMUD urban design and development standards of Section 9.906 of the Ordinance for stadium/sports entertainment buildings only.

j. To allow required long-term bicycle, scooter and similar parking spaces for the uses to be located within parking decks and between buildings and streets.

k. Notwithstanding provisions of Chapter 13, Signs, of the Ordinance in effect as of the date of approval of the Rezoning (the "Sign Ordinance"):

- 1. To allow signs and billboards in existence as of the date of approval of the Rezoning to remain, subject to compliance with maintenance related standards of the Ordinance.
2. To allow the maximum area of projecting signs and awning/canopy signs not to count toward the maximum sign face area for wall signs, in lieu of the provisions of Section 13.10.H. of the Sign Ordinance.
3. To allow each office building on the Site to have one ground mounted detached sign, each with up to 50 square feet of sign area and up to seven (7) feet in height, rather than 36 square feet of sign area and in lieu of the locational criteria based on

V. Transportation:

a. 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 and to any adjustments required by NCDOT/CDOT for approval.

b. Transportation Network. 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.

c. Transportation Improvement Phasing. The overall development will be phased only in connection with transportation improvements described below. Phase IA shall require a CATS right-of-way dedication and reservation of a temporary no-build zone, Phase IB, as defined herein, shall require substantial completion of the below off-site transportation improvements. Phase II shall require substantial completion of Major Transportation Investment/Improvements.

1. Phase IA. The following shall be required prior to the issuance of the first building certificate of occupancy for Phase IA:

- a. There shall be no required off-site improvements associated with Phase IA development.
b. The Petitioner shall dedicate right-of-way for future light rail use by CATS, as described in Section V.d.
c. 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 for a period of twelve (12) months. No development shall occur in the No Build Zone(s) until an agreement of future right-of-way dedication occurs. Should an agreement not be reached by both parties prior to the expiration date, development rights defer back to the rezoning boundary and associated rezoning conditions, thereby extinguishing the No Build Zone.

2. Phase IB Off-site Transportation Improvements. The following shall be required to be completed (by the Petitioner, City, NCDOT, or others) prior to the issuance of the first building certificate of occupancy for Phase IB or Alternative Phase I (sports/entertainment):

- a. Construct a five (5) lane section on Morehead Street from Cedar Street to McNinch Street;

01040-004/00291241-3 Error! Unknown document property name.

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street frontage set forth in Section 13.10.C.3 of the Sign Ordinance (institutional uses are allowed one ground mounted sign of 16 square feet of sign area and 16 feet in height per Section 13.10.C.3. b of the Sign Ordinance).

4. To allow buildings with two (2) or more retail/EDEE or Personal Services uses to have one ground mounted detached sign, each with up to 50 square feet of sign area and up to 7 feet in height, a large format building for such uses (including without limitation a grocery store or similar use) to have a ground mounted sign of up to 75 square feet of sign area and 15 feet in height, and each outparcel to have a ground mounted sign of up to 50 square feet in sign area and up to 7 feet in height, each in lieu of the provisions of Section 13.10.C.3 of the Sign Ordinance.

5. In lieu of the above-referenced provisions set forth for ground mounted signs, Petitioner may elect instead to allow signage in a manner permitted in Section 13.10.C.3,4,5 and 6 of the Sign Ordinance but with an allowance for an increase in the applicable heights of such signage by 25% over the applicable standard for height set forth in these provisions.

6. To allow temporary banners with up to 64 square feet of sign area and a maximum of 45 feet in height for a period of 60 consecutive days, when located along public or private streets, in lieu of the provisions of Section 13.7.C of the Sign Ordinance.

7. To allow more than one electronic sign per lot for a multi-tenant/multi-building development and allow electronic signs with animation, video or art projection images in lieu of any stated limitations in the Sign Ordinance (such as Section 13.10.B.) provided that such signs shall be limited, in the aggregate of all such signs, to 800 square feet of sign area per Development Area; it being understood, however, that the above limitations shall not apply to signage associated within any entertainment or sports venue, or other performance venues or special events taking place on the Site, and the size limitations described above may be increased upon the approval of the Planning Director, or designee.

8. To allow projected wall signs to project electronic videos and animation in connection with special events taking place on portions of the Site.

9. To allow a variety of signs to be installed in connection with entertainment or sports venues on the Site, which shall include directional signage, electronic signage, animated signs, dynamic video images or changeable copy signage, digital signage, projecting wall signs and public art related signage, and these signs shall not count toward the aggregate size limitations set forth above or other restrictions set forth above or in the Sign Ordinance.

10. To allow the following variations from the illumination provisions of Section 13.8.I of the Sign Ordinance: (i) strobe lights and moving or fixed search lights and flashing of lights as described therein may take place in connection with entertainment or sports venues and in connection with special events taking place within the Site in a manner so as not to be distracting to motorists on nearby streets;

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KEY MAP

SCALE

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

- b. Install an I-77 Southbound ramp off Freedom Drive to accommodate both Eastbound and Westbound Freedom Drive movements;
 - c. Modify the I-77 Southbound ramp at Morehead Street to accommodate a dedicated right turn lane and dual left turn lanes. The inner left turn lane shall have three hundred (300) linear feet of storage and a one hundred (100) linear foot taper;
 - d. Install a traffic signal at the I-77 Northbound ramp and Morehead Street to accommodate a 4th leg to the intersection into the Site; and/or
 - e. Modify the I-277 off-ramp at Carson Street to accommodate dual lefts and a thru right movement.
3. **Phase II Major Transportation Investment/Improvements:** Major Transportation Investments/Improvements shall be defined as a combination of transportation related improvements, investments, and/or future technological mobility advancements that can be quantified and demonstrated to significantly alter the transportation/congestion management environment for the Site. The definition, determination and approval of an appropriate combination of Major Transportation Investments/Improvements necessary for any consideration of Phase II Development shall be made jointly and reasonably by the Directors of Planning, CDOT, NCDOT and CATS, as required, in accordance with customary guidelines for the same and could include by way of illustration only:
- a. Operational light rail service to the Site;
 - b. Operational bus rapid transit service to the Site;
 - c. Major capacity, operational and/or reconfiguration improvements to West Morehead Street and/or the I-77 interchange;
 - d. New local street network connections and/or intersection improvements; and
 - e. Future technological mobility advancements that reduce vehicle trips (such as micro/shared mobility service and/or autonomous vehicles).
- d. Right-of-way dedication for the future light rail shall generally follow parallel to the heavy rail alignment and may slightly deviate from this area, not to exceed 100' from the heavy rail right-of-way, as generally depicted on the Rezoning Plan. The right-of-way area, once the final location is determined, shall not exceed seventy (70) feet in width.
- e. **Right-of-Way Acquisition.** It is understood that some of the public roadway improvements may not be possible without the acquisition of additional right of way. If after the exercise of diligent good faith efforts, as specified and administered by the City of Charlotte right-of-way acquisition process as administered by the City of Charlotte Department of General Services or the North Carolina Department of Transportation (NCDOT), the Petitioner, or assigns (or third parties), are unable to acquire any land necessary to provide for any such additional right of way upon commercially reasonable terms and at market prices, then CDOT, NCDOT, the City of Charlotte Engineering Division or other applicable agency, department or governmental body may agree to

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- proceed with acquisition of any such land. In such event, Petitioners, or assigns (or third parties), 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 the expenses of such proceedings.
- f. **Reservation of Right-of-Way.** Petitioner will work in good faith with CDOT, CATS and as applicable NCDOT regarding the reservation of the right of way; provided, however, if material progress in the funding is not made and such funding is not so allocated within six (6) years and related transportation improvements installed and operational within ten (10) years, then the reservation of the right of way shown shall be withdrawn from this Rezoning Plan and Petitioner shall no longer have any cooperation obligations regarding the same (such withdrawal shall be documented by an administrative amendment to the Rezoning Plan).
 - g. **Substantial Completion.** Reference to substantial completion for certain improvements as set forth herein shall mean completion of the improvements in accordance with the standards set forth in this Section V provided, however, in the event certain non-essential transportation improvements (as reasonably determined by CDOT/NCDOT, as required) are not completed at the time that the Petitioner(s) seeks to obtain a certificate of occupancy for building(s) on the Site in connection with related development phasing described above, then CDOT/NCDOT, as required, will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings, and in such event the Petitioner(s) may be asked to post a letter of credit or a bond for any improvements not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvements.
 - h. The Site will comply with the Subdivision Ordinance.

VI. Design Guidelines:

- a. **Existing Foundry Buildings.** Existing foundry buildings may remain without being subject to the UMUD design standards. Material façade changes to existing foundry buildings shall be subject to the provisions of the UMUD zoning district. Expansions of existing foundry buildings by more than 10% of the cumulative existing foundry building square footages shall be subject to the provisions of the UMUD zoning district, but only for the portions of the building(s) so expanded.
- b. **New Buildings.** New construction shall adhere to all UMUD design standards, except as otherwise requested in the Optional Provisions above related to entertainment/stadium uses.

VII. Environmental Features:

- a. The Petitioner shall comply with the Post Construction Stormwater Ordinance, which may be satisfied cumulatively across the Site rather than parcel by parcel within the Site.

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- b. The Petitioner shall comply with the Tree Ordinance, which may be satisfied cumulatively across the Site rather than parcel by parcel within the Site.

VIII. Binding Effect of the Rezoning Application:

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 herein and under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site or Lot(s), as applicable, and their respective heirs, devisees, personal representatives, successors in interest or assigns.

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KEY MAP

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