

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')
- * REFER TO NOTE IN DEVELOPMENT STANDARDS
- CONCEPTUAL TEMPORARY NO-BUILD ZONE RESERVATION

TRANSPORTATION PHASING:

- PHASE 1A:**
- 500,000 SF OFFICE
 - 6,250 SF RESTAURANT
 - 6,250 SF RETAIL
 - 500 RESIDENTIAL UNITS
- PHASE 1B:**
- 1,500,000 SF ADDITIONAL OFFICE
 - 18,750 SF ADDITIONAL RESTAURANT
 - 18,750 SF ADDITIONAL RETAIL
 - 500 ADDITIONAL RESIDENTIAL UNITS

NOTE: PHASE 1 DEVELOPMENT LOCATED IN DEVELOPMENT AREA A. UP TO 25% OF PHASE 1A AND PHASE 1B MAY BE LOCATED WITHIN DEVELOPMENT AREA B.

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

KEY MAP

SCALE

NOT FOR CONSTRUCTION

CHARLOTTE PIPE FOUNDRY

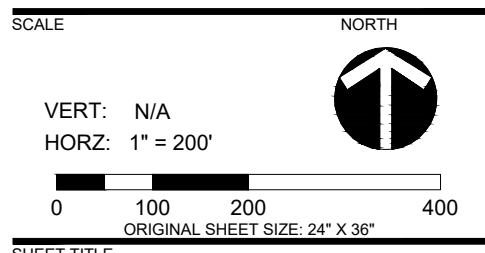
REZONING PETITION 2021-033

LANDDESIGN PROJ# 1020131

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE

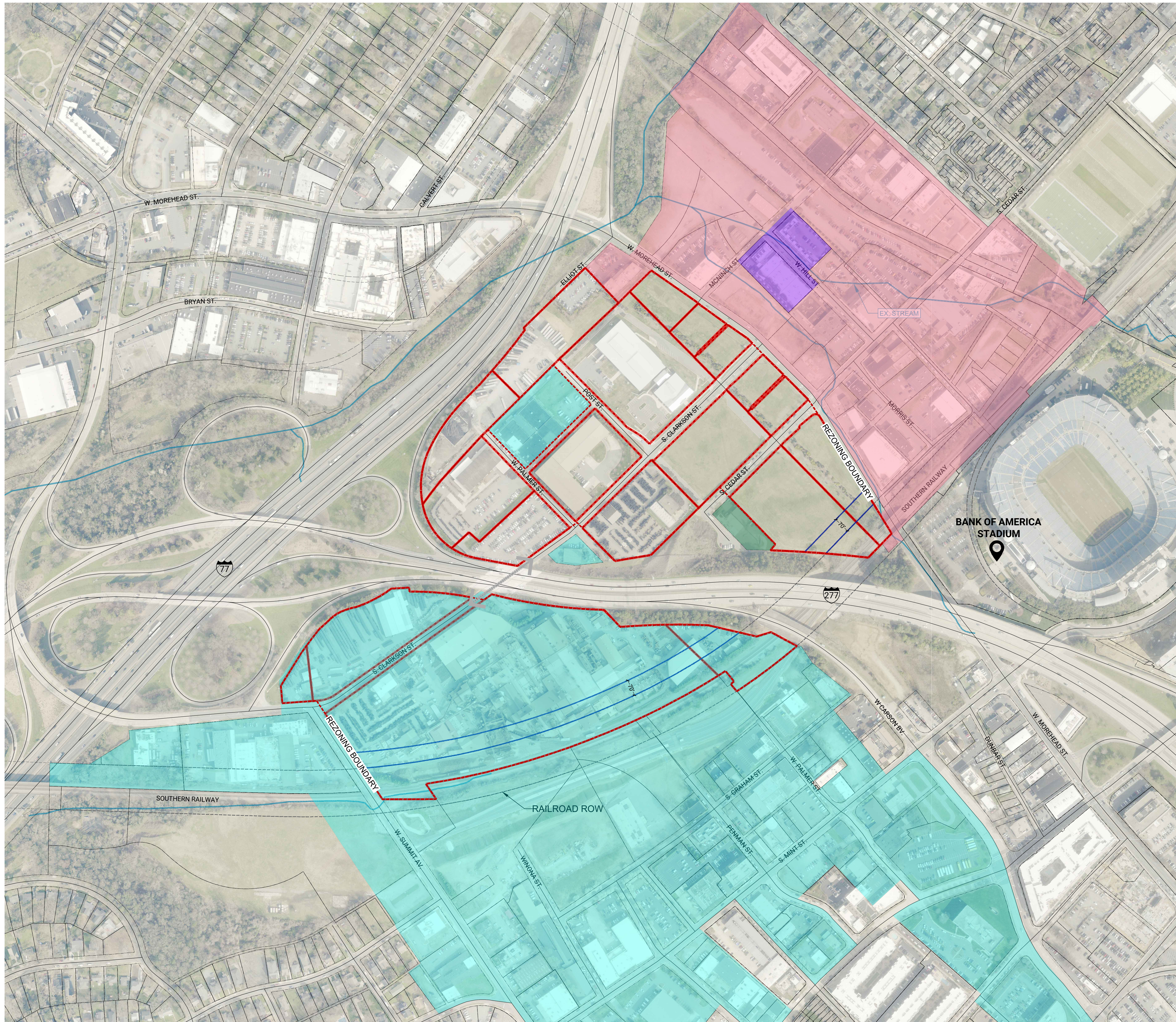
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 CHECKED BY: LRM



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

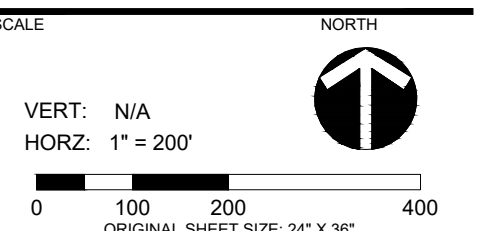
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ADJACENT PARCEL ZONING DATA

SHEET NUMBER: **RZ-1.1**

b. **Major Transportation Investments/Improvements** shall be defined as transportation related commitment(s), improvement(s), investment(s), and/or future technological mobility advancement(s) 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 Major Transportation Investments/Improvement commitment or combination thereof necessary for any consideration of Phase II Development shall be made jointly and reasonably by the Directors of Planning, CDOT, CATS and NCDOT, as required, in accordance with customary guidelines for the same and could include by way of illustration only:

- i. A commitment to light rail service to the Site, which shall not require additional traffic analysis by the Petitioner, that could include either:
 - 1. The dedication of corridor right-of-way by Petitioner, which, if this occurs, the Petitioner shall be entitled to an additional 2,000,000 square feet of permitted commercial and/or residential uses in the UMUD zoning district, subject to the conversion rights contained herein; or
 - 2. The adoption of a Full Funding Grant Agreement, and/or operational light rail service, which, if this occurs, the Petitioner shall be entitled to the full amount of development permitted under the UMUD zoning district.
- ii. A combination of two or more of the following improvements (for example):
 - 1. Operational bus rapid transit service to the Site;
 - 2. Major capacity, operational and/or reconfiguration improvements to West Morehead Street and/or the I-77/I-277 interchange;
 - 3. New local street network connections and/or intersection improvements; and/or
 - 4. Future technological mobility advancements that reduce vehicle trips (such as micro/shared mobility service and/or autonomous vehicles).

c. **Right-of-Way Acquisition.** It is understood that some of the public roadway improvements required herein to be completed by the Petitioner 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 proceed with acquisition of any such land. In such event,

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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 and Dedication of CATS Right-of-Way.**

- 1. **Right-of-Way Reservation Area Provisions.** The Petitioner shall reserve, for the sole benefit of the City of Charlotte, the area (the "Reservation Area") that is identified on the Rezoning Plan as the "Light Rail Conceptual Right-of-Way Reservation," generally following parallel to the heavy rail alignment but may slightly deviate from this area, not to exceed 100' from the heavy rail right-of-way, as generally depicted on the Rezoning Plan.
 - a. **Reservation Area Time Period.** At a minimum, the petitioner shall maintain reservation of this area through 75% completion of the entitlements associated with the development of Phases IA and IB as described in Section IV, or for a minimum of 10 years, whichever is later. Extending the reservation commitment time period and/or the dedication of right-of-way shall be considered as part of the Phase II Major Transportation Investment/Improvements evaluation necessary for additional development approvals beyond Phases IA and IB, as described in Section V.d.4.
 - b. The right-of-way area, once the final location is determined, shall not exceed seventy (70) feet in width.
 - c. Only the following construction, installation, and development activities are allowed within the Reservation Area, and no others: grading and the installation and maintenance of pavement, driveways, sidewalks, surface parking areas, landscaping, and comparable non-vertical improvements. For clarification only, none of the following may be placed, developed, constructed, installed, or maintained anywhere within the Reserved Area: (a) buildings or other vertical structures, (b) utility lines or facilities, or (c) detention facilities or other stormwater collection or control facilities.
 - d. Nothing (including, by example only, any pavement, driveways, sidewalks, surface parking areas, landscaping, or other non-vertical improvements) may be placed, developed, constructed, installed, or maintained anywhere within the Reservation Area that, if the same is ever removed, would cause the Site or any part of it to violate any applicable law, ordinance, or regulation, including by example only any zoning or land use regulation or any provision of the approved Rezoning Plan.
 - e. The reservation commitment shall be withdrawn from this Rezoning Plan and the Petitioner will no longer have any cooperation obligations regarding the same if the Silver Line is removed from the adopted Metropolitan Transit Commission (MTC) Plan and/or the approved alignment through the site is removed or modified. Such withdrawal shall be documented by an administrative amendment to the Rezoning Plan.

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- 2. **Right-of-Way Dedication Provisions.** The Petitioner will work in good faith with the City of Charlotte/CATS regarding the dedication of the right-of-way assuming material progress in the transit corridor's design, engineering and funding is maintained.
 - a. CATS shall demonstrate that the full seventy (70) feet is necessary at the time of dedication, otherwise less than the full right-of-way area may be provided based on the actual needs of CATS.
 - b. Dedication is subject to the Petitioner and CATS reasonably cooperating on and agreeing to design standards that integrate the light rail line and station with the planned and on-going development of the Site.
 - c. The Reservation Area shall be dedicated to the City of Charlotte under the following conditions and subject to the alignment and station location(s) as depicted on the Rezoning Plan.
 - i. The City notifying Petitioner (or its successors or assigns) in writing that the City seeks dedication of the Reservation Area, and the Petitioner agreeing to dedicate the Reservation Area as part of the provisions described in Section V.d.4; or
 - ii. Upon the formal adoption and approval of a Full Funding Grant Agreement, or other comparable funding grant mechanism, for the funding of the Silver Line transit corridor.
- 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. **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.
- 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.

VII. **Binding Effect of the Rezoning Application and Definitions:**

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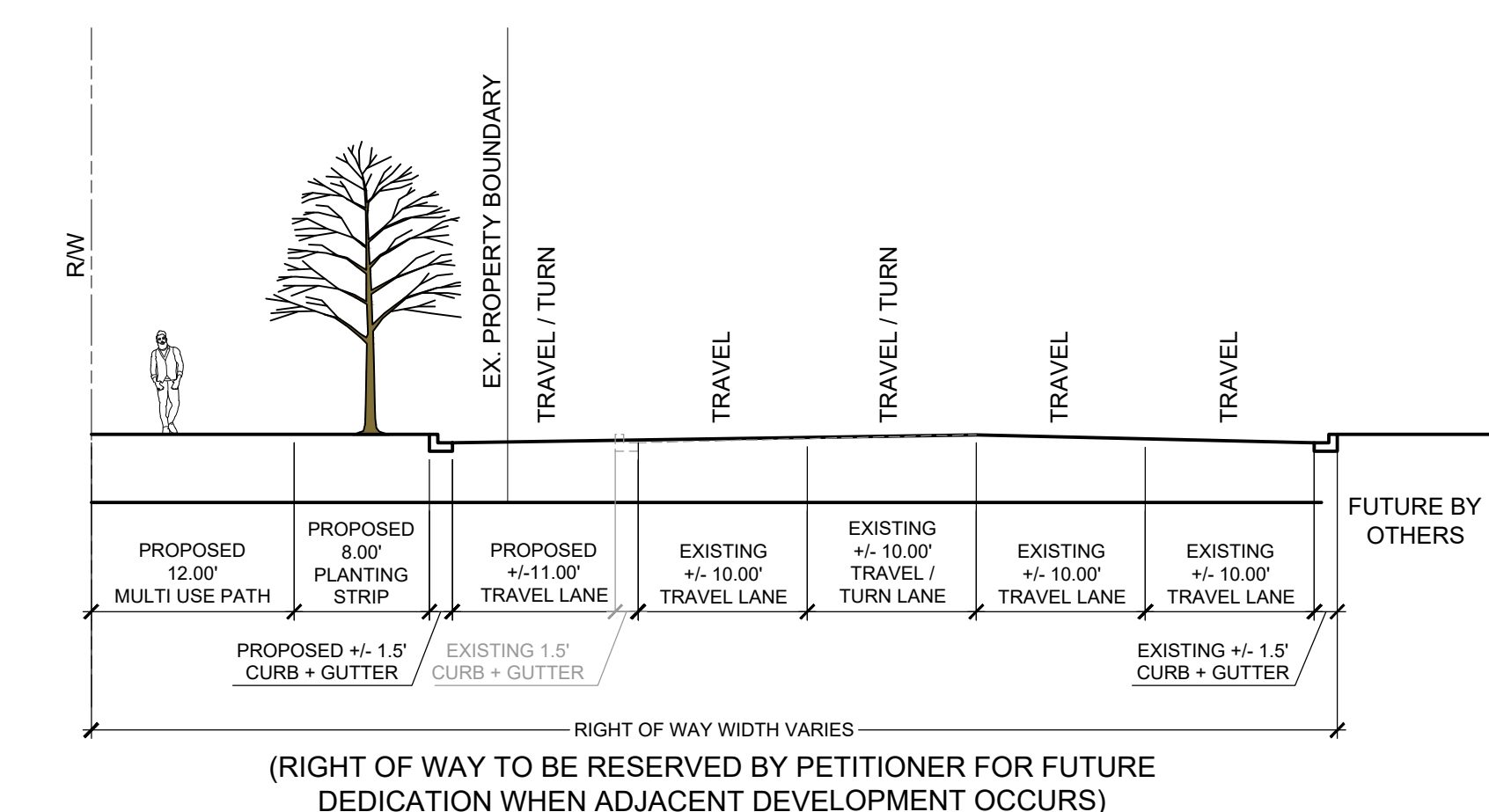
- a. If this Rezoning Petition is approved, all conditions applicable to the development of the Site imposed under the Rezoning Plan will, unless amended in the manner provided herein and under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site or Lot(s), as applicable, and their respective heirs, devisees, personal representatives, successors in interest or assigns.
- b. Throughout these Development Standards, the terms, "Petitioner" and "owner" or "owners" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of the Petitioner or the owner(s) of any part of the Site from time to time who may be involved in any future development thereof.
- c. The term "CATS" as referenced herein shall be understood to also include a successor regional transportation authority if applicable.

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W MOREHEAD STREET PROPOSED SECTION



NOTE: STREETSCAPE IMPROVEMENTS
MAY BE ADJUSTED BASED ON EXISTING
BUILDING CONFLICTS, TO BE DETERMINED
DURING LAND DEVELOPMENT PERMITTING.

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-2.1