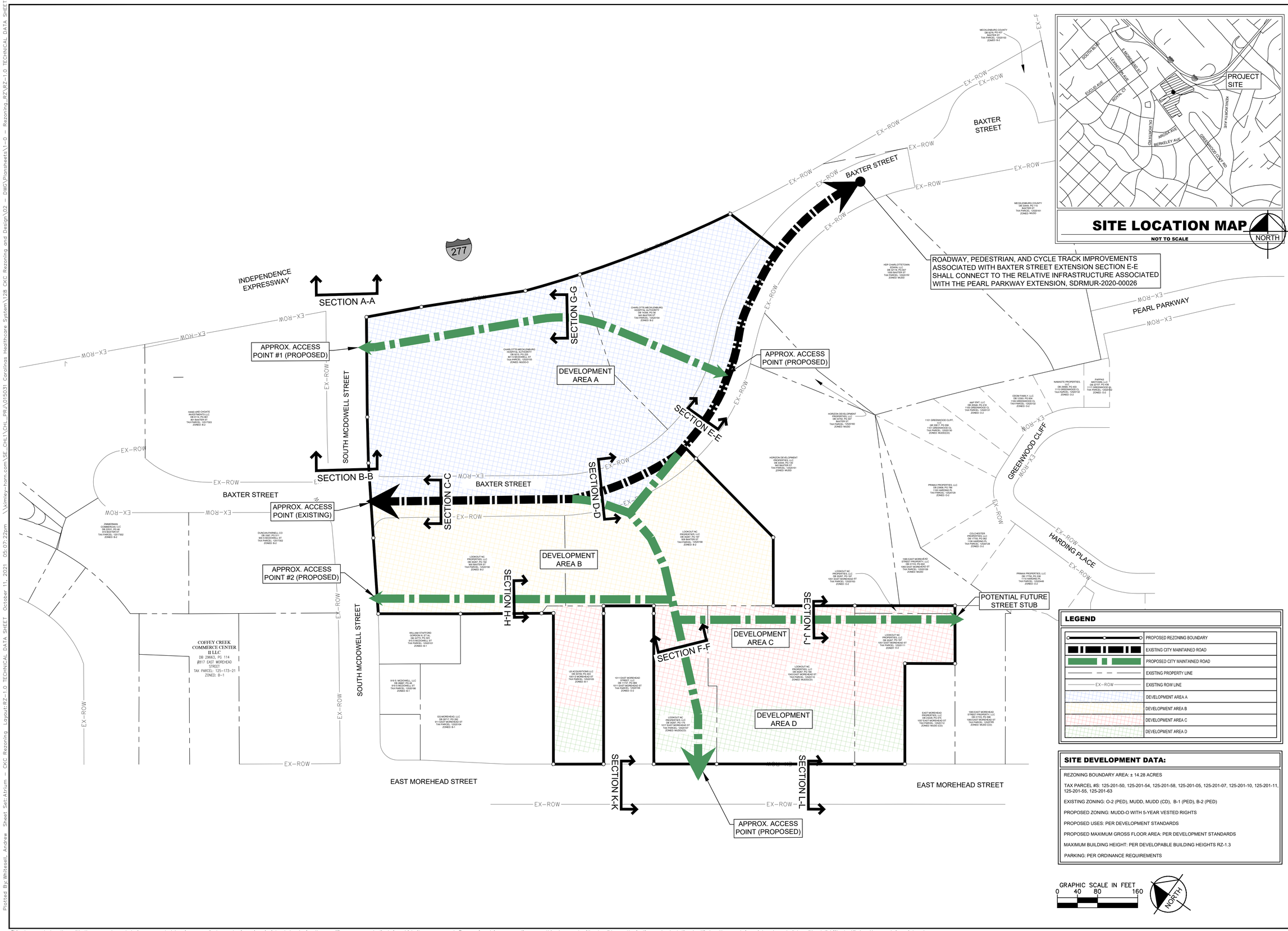

SITE DEVELOPMENT DATA:

REZONING BOUNDARY AREA: ± 14.28 ACRES

TAX PARCEL #S: 125-201-50, 125-201-54, 125-201-58, 125-201-05, 125-201-07, 125-201-10, 125-201-11, 125-201-55, 125-201-63

EXISTING ZONING: O-2 (PED), MUDD, MUDD (CD), B-1 (PED), B-2 (PED)

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

PROPOSED USES: PER DEVELOPMENT STANDARDS

PROPOSED MAXIMUM GROSS FLOOR AREA: PER DEVELOPMENT STANDARDS

MAXIMUM BUILDING HEIGHT: PER DEVELOPABLE BUILDING HEIGHTS RZ-1.3

PARKING: PER ORDINANCE REQUIREMENTS

No.	REVISIONS	DATE	BY

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NC LICENSE #F-0102

KH PROJECT 015031128
DATE 08/16/2021
SCALE AS SHOWN
DESIGNED BY AW
DRAWN BY AW
CHECKED BY MP

TECHNICAL DATA SHEET

REZONING PETITION No.2021-092

CHARLOTTE INNOVATION COMMUNITY
PREPARED FOR
ATRIUM HEALTH
CITY OF CHARLOTTE NORTH CAROLINA

SHEET NUMBER
RZ-1.0

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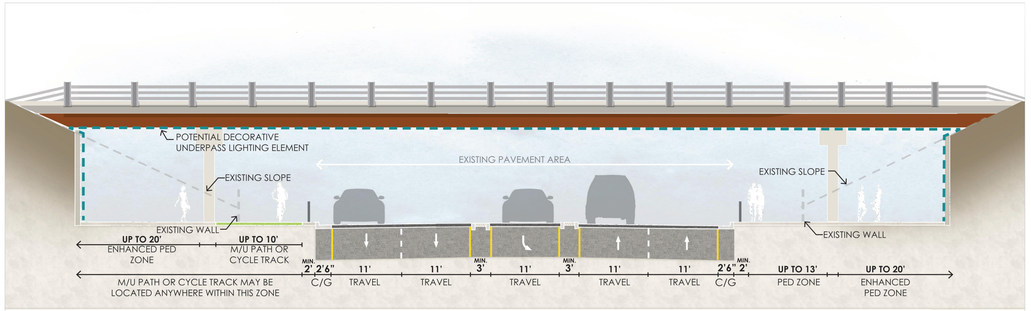
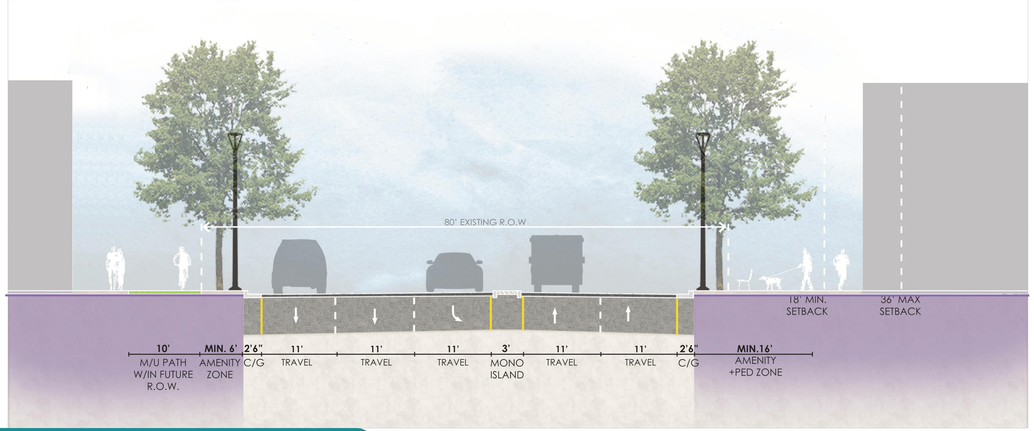
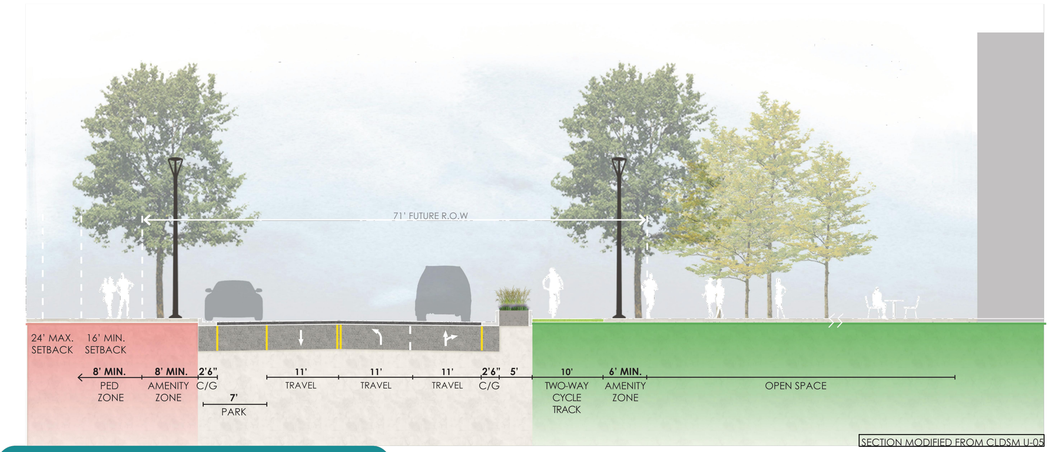
NOTES:
1. SUE LOCATIONS TO BE DETERMINED DURING SITE PERMITTING
2. ALL LANE DIMENSIONS SHOWN INDICATE THE MINIMUM REQUIRED LANE WIDTH



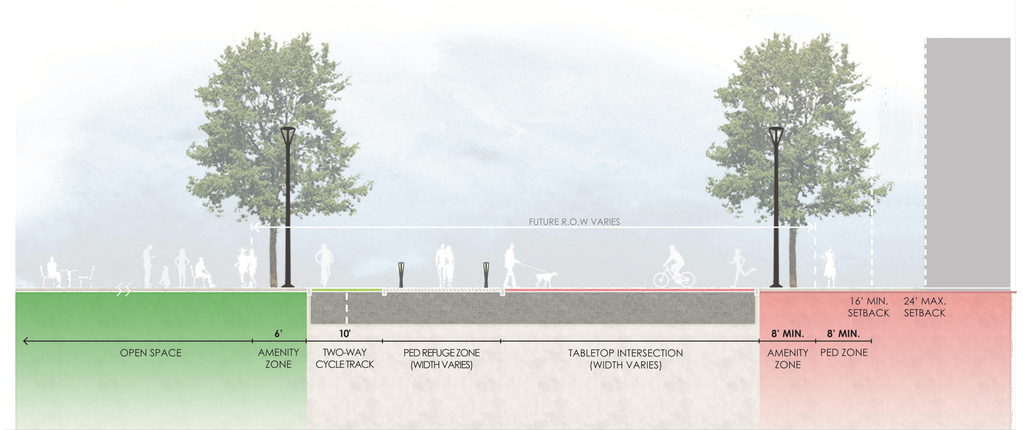
SECTION A-A S. MCDOWELL AT I-277 UNDERPASS



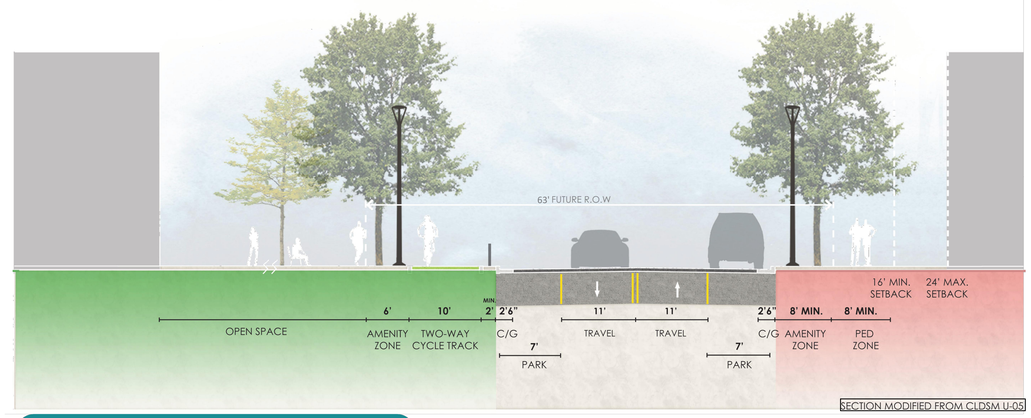
SECTION B-B S. MCDOWELL AT BAXTER STREET



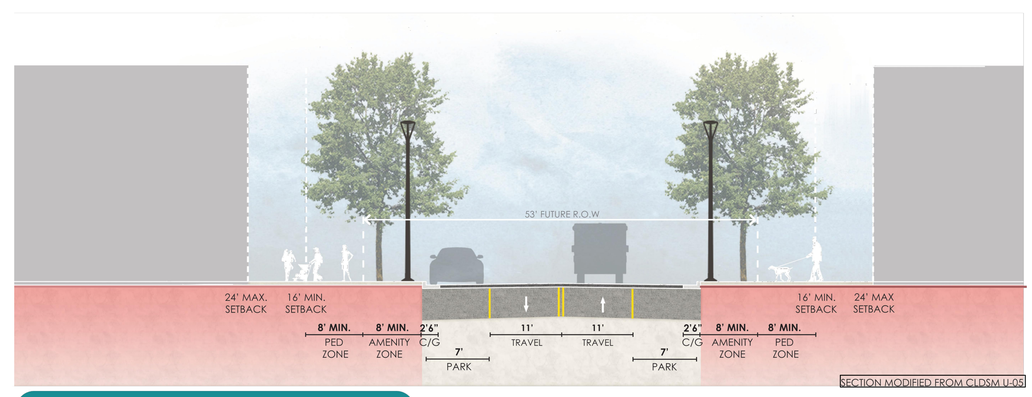
SECTION C-C BAXTER STREET



SECTION D-D BAXTER STREET



SECTION E-E PEARL PARKWAY



SECTION F-F NEW ROADWAY

No.	REVISIONS	DATE	BY

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KH PROJECT 015031128
DATE 08/16/2021
SCALE AS SHOWN
DESIGNED BY BN
DRAWN BY BN
CHECKED BY KB

TYPICAL SECTIONS

REZONING PETITION No.2021-092

CHARLOTTE INNOVATION COMMUNITY
PREPARED FOR
ATRIUM HEALTH
CITY OF CHARLOTTE NORTH CAROLINA

SHEET NUMBER
RZ-1.1

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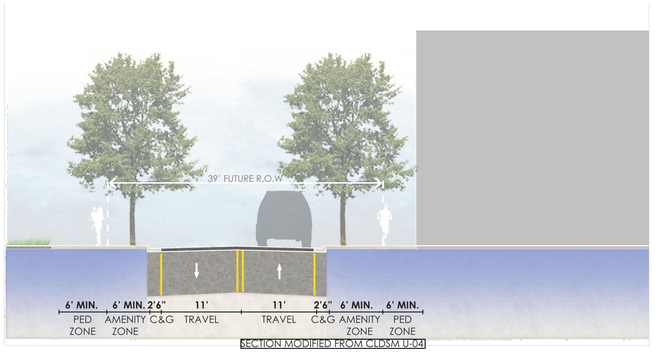
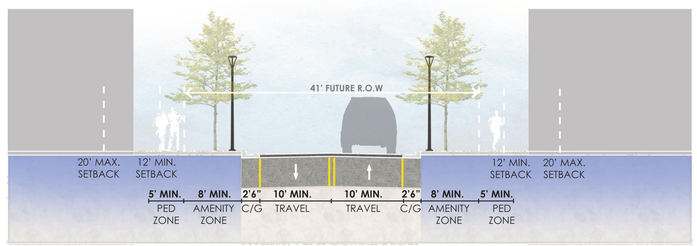
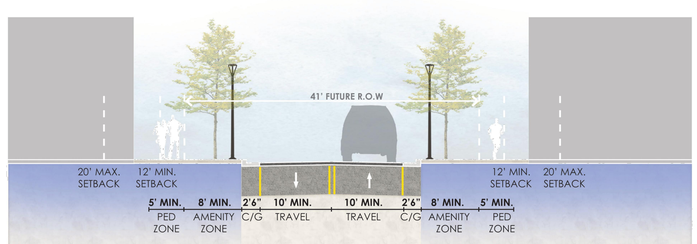
NOTES:
1. SUE LOCATIONS TO BE DETERMINED DURING SITE PERMITTING
2. ALL LANE DIMENSIONS SHOWN INDICATE THE MINIMUM REQUIRED LANE WIDTH



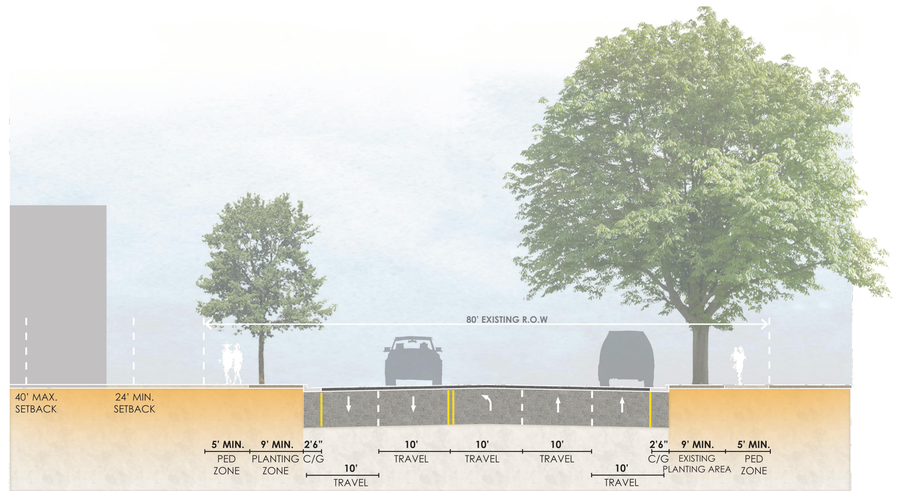
SECTION G-G NEW ROADWAY



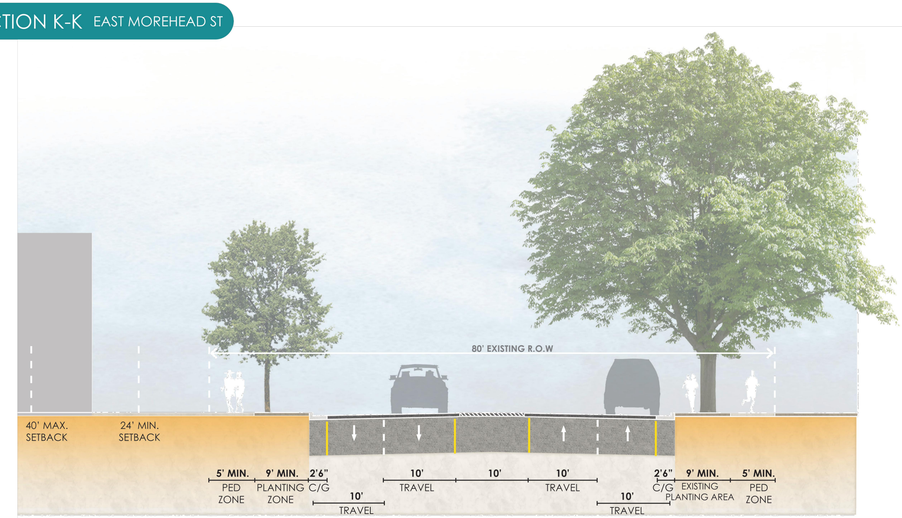
SECTION H-H NEW ROADWAY



SECTION J-J NEW ROADWAY



SECTION K-K EAST MOREHEAD ST



SECTION L-L EAST MOREHEAD ST

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SCALE AS SHOWN
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DRAWN BY BN
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TYPICAL SECTIONS

REZONING PETITION No.2021-092

CHARLOTTE INNOVATION COMMUNITY
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RZ-1.2

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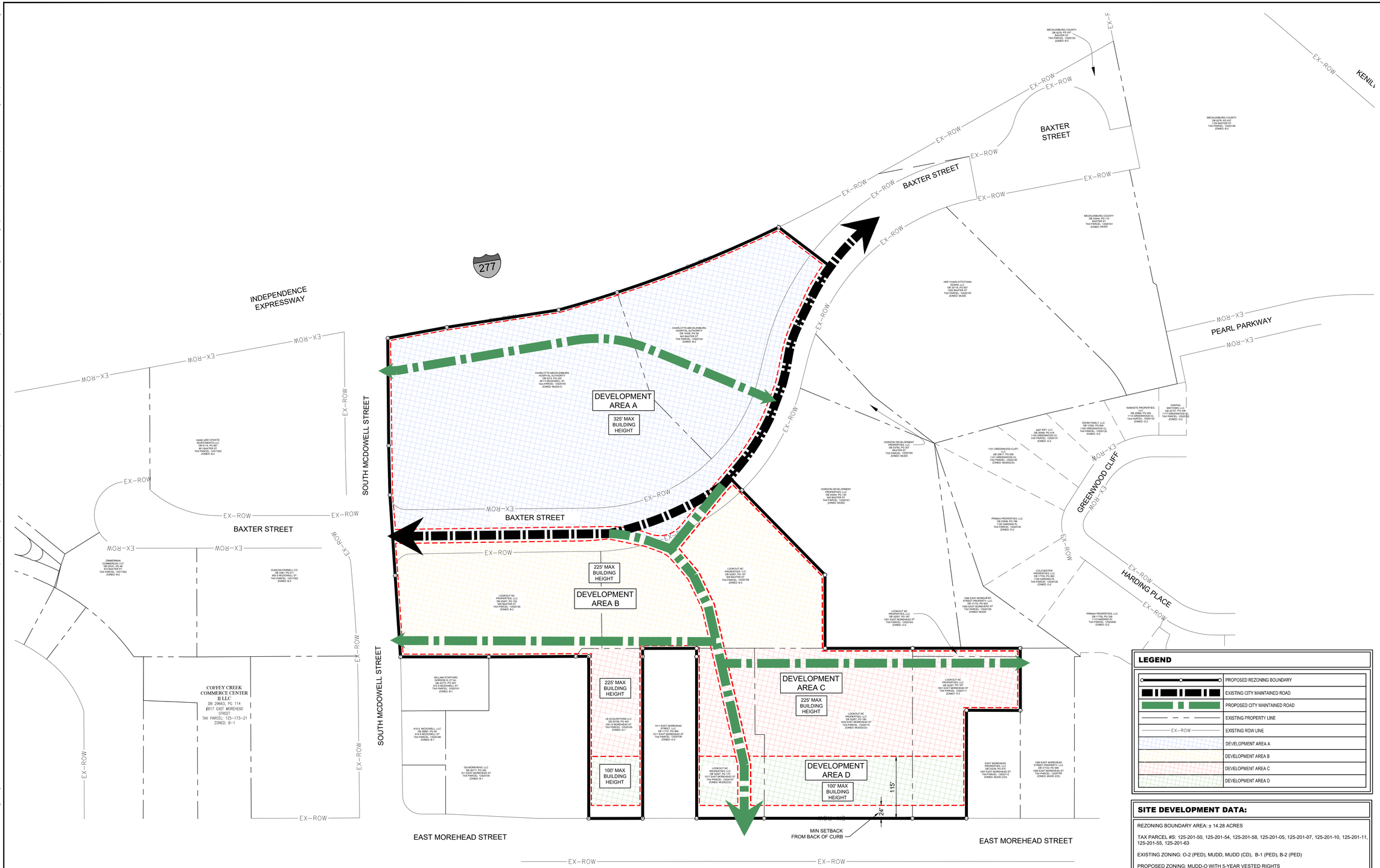

LEGEND

	PROPOSED REZONING BOUNDARY
	EXISTING CITY MAINTAINED ROAD
	PROPOSED CITY MAINTAINED ROAD
	EXISTING PROPERTY LINE
EX-ROW	EXISTING ROW LINE
	DEVELOPMENT AREA A
	DEVELOPMENT AREA B
	DEVELOPMENT AREA C
	DEVELOPMENT AREA D

SITE DEVELOPMENT DATA:

REZONING BOUNDARY AREA: ± 14.28 ACRES

TAX PARCEL #S: 125-201-50, 125-201-54, 125-201-58, 125-201-05, 125-201-07, 125-201-10, 125-201-11, 125-201-55, 125-201-63

EXISTING ZONING: O-2 (PED), MUDD, MUDD (CD), B-1 (PED), B-2 (PED)

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

PROPOSED USES: PER DEVELOPMENT STANDARDS

PROPOSED MAXIMUM GROSS FLOOR AREA: PER DEVELOPMENT STANDARDS

MAXIMUM BUILDING HEIGHT: PER DEVELOPABLE BUILDING HEIGHTS RZ-1.3

PARKING: PER ORDINANCE REQUIREMENTS

GRAPHIC SCALE IN FEET
0 40 80 160

NORTH

No.	REVISIONS	DATE	BY

Kimley»Horn

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KH PROJECT 015031128
DATE 08/16/2021
SCALE AS SHOWN
DESIGNED BY AW
DRAWN BY AW
CHECKED BY MP

DEVELOPABLE BUILDING HEIGHTS

REZONING PETITION No.2021-092

CHARLOTTE INNOVATION COMMUNITY
PREPARED FOR
ATRIUM HEALTH
CITY OF CHARLOTTE NORTH CAROLINA

SHEET NUMBER
RZ-1.3

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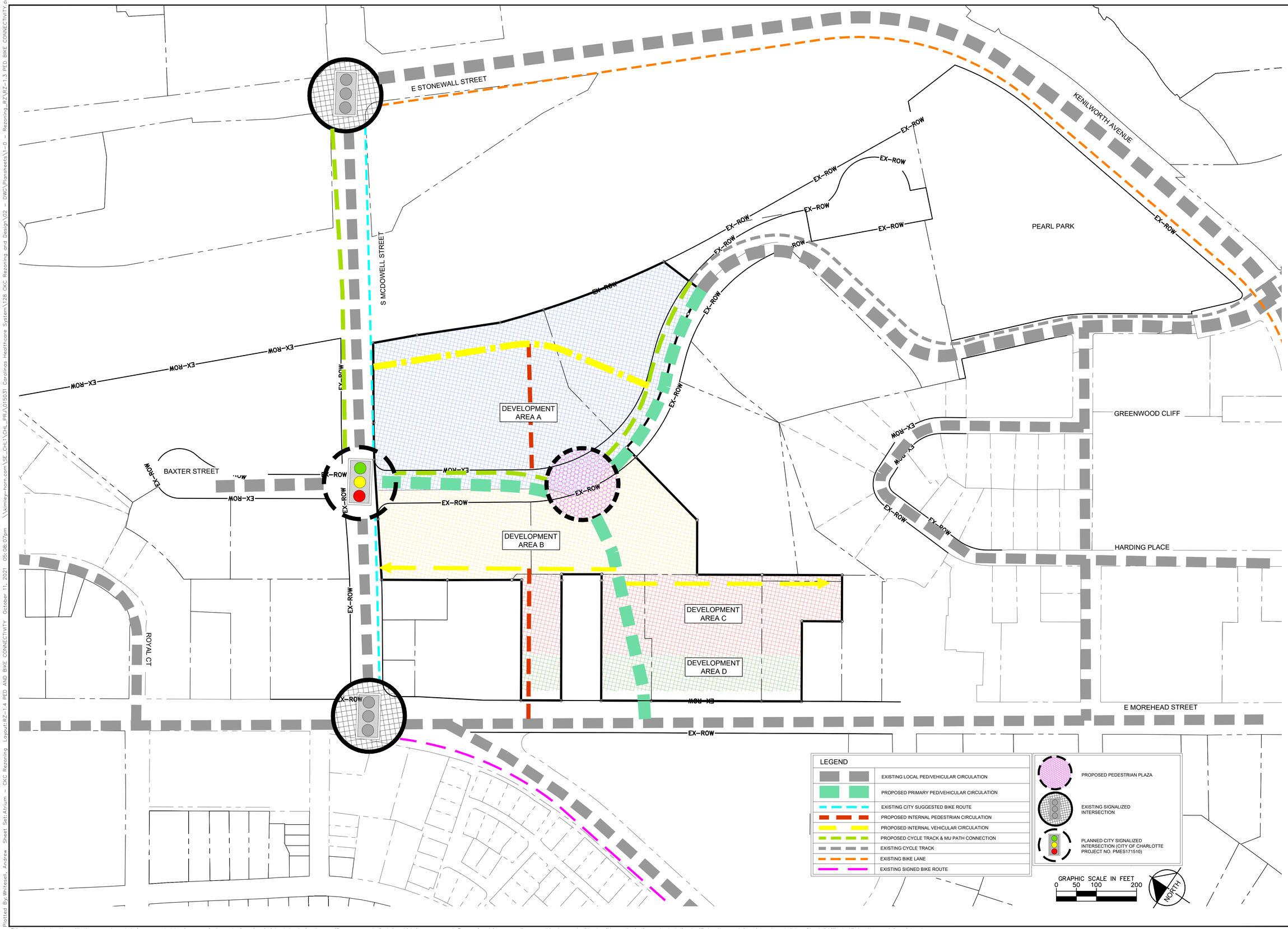

No.	REVISIONS	DATE	BY

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KH PROJECT	015031128
DATE	08/16/2021
SCALE	AS SHOWN
DESIGNED BY	BN
DRAWN BY	BN
CHECKED BY	KB

PED AND BIKE CONNECTIVITY

REZONING PETITION No.2021-092

CHARLOTTE INNOVATION COMMUNITY

PREPARED FOR

ATRIUM HEALTH

CITY OF CHARLOTTE NORTH CAROLINA

SHEET NUMBER

RZ-1.4

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1. GENERAL PROVISIONS

A. **SITE.** THESE DEVELOPMENT STANDARDS, THE TECHNICAL DATA SHEET, THE TYPICAL SECTIONS, THE DEVELOPABLE BUILDING HEIGHTS EXHIBIT AND THE PED AND BIKE CONNECTIVITY EXHIBIT AND OTHER GRAPHICS SET FORTH ON **SHEETS RZ-1.0 THROUGH RZ-2.1** FORM THE REZONING PLAN (COLLECTIVELY REFERRED TO AS THE "**REZONING PLAN**") ASSOCIATED WITH THE REZONING PETITION FILED BY THE CHARLOTTE-MECKLENBURG HOSPITAL AUTHORITY (THE "**PETITIONER**") FOR AN APPROXIMATELY 14.284 ACRE SITE THAT IS MORE PARTICULARLY DEPICTED ON THE REZONING PLAN (HEREINAFTER REFERRED TO AS THE "**SITE**"). THE SITE IS COMPRISED OF TAX PARCEL NOS. 125-201-50, 125-201-54, 125-201-58, 125-201-05, 125-201-07, 125-201-10, 125-201-11, 125-201-55 AND 125-201-63.

B. **ZONING DISTRICT/ORDINANCE.** THE DEVELOPMENT AND USE OF THE SITE WILL BE GOVERNED BY THE REZONING PLAN, THESE DEVELOPMENT STANDARDS AND THE APPLICABLE PROVISIONS OF THE CITY OF CHARLOTTE ZONING ORDINANCE (THE "**ORDINANCE**"). SUBJECT TO THE OPTIONAL PROVISIONS SET OUT BELOW, THE REGULATIONS ESTABLISHED UNDER THE ORDINANCE FOR THE MIXED USE DEVELOPMENT DISTRICT ("**MUDD**") ZONING DISTRICT SHALL GOVERN THE DEVELOPMENT AND USE OF THE SITE.

C. **GRAPHICS AND ALTERATIONS.** THE SCHEMATIC DEPICTIONS OF THE USES, SIDEWALKS, DRIVEWAYS, STREETS, DEVELOPMENT AREA BOUNDARIES AND OTHER DEVELOPMENT MATTERS AND SITE ELEMENTS (COLLECTIVELY THE "**DEVELOPMENT/SITE ELEMENTS**") SET FORTH ON THE REZONING PLAN SHOULD BE REVIEWED IN CONJUNCTION WITH THE PROVISIONS OF THESE DEVELOPMENT STANDARDS. THE LAYOUT, LOCATIONS, SIZES AND FORMULATIONS OF THE DEVELOPMENT/SITE ELEMENTS DEPICTED ON THE REZONING PLAN ARE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS PROPOSED. CHANGES TO THE REZONING PLAN NOT ANTICIPATED BY THE REZONING PLAN WILL BE REVIEWED AND APPROVED AS ALLOWED BY SECTION 6.207 OF THE ORDINANCE.

SINCE THE PROJECT HAS NOT UNDERGONE THE DESIGN DEVELOPMENT AND CONSTRUCTION PHASES, IT IS INTENDED THAT THIS REZONING PLAN PROVIDE FOR FLEXIBILITY IN ALLOWING SOME ALTERATIONS OR MODIFICATIONS FROM THE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS. THEREFORE, THERE MAY BE INSTANCES WHERE MODIFICATIONS WILL BE ALLOWED WITHOUT REQUIRING THE ADMINISTRATIVE AMENDMENT PROCESS PER SECTION 6.207 OF THE ORDINANCE. THESE INSTANCES WOULD INCLUDE CHANGES TO GRAPHICS IF THEY ARE:

(1) MINOR AND DO NOT MATERIALLY CHANGE THE OVERALL DESIGN INTENT DEPICTED ON THE REZONING PLAN.

THE PLANNING DIRECTOR WILL DETERMINE IF SUCH MINOR MODIFICATIONS ARE ALLOWED PURSUANT TO THIS AMENDMENT PROCESS, AND IF IT IS DETERMINED THAT THE ALTERATION DOES NOT MEET THE CRITERIA DESCRIBED ABOVE, PETITIONER SHALL THEN FOLLOW THE ADMINISTRATIVE AMENDMENT PROCESS PURSUANT TO SECTION 6.207 OF THE ORDINANCE IN EACH INSTANCE, HOWEVER, SUBJECT TO PETITIONER'S APPEAL RIGHTS SET FORTH IN THE ORDINANCE.

D. **DEVELOPMENT AREAS/BUILDING AND PARKING ENVELOPES.** FOR ENTITLEMENT PURPOSES, THE SITE IS DIVIDED INTO FOUR DEVELOPMENT AREAS THAT ARE DESIGNATED ON THE REZONING PLAN AS DEVELOPMENT AREA A, DEVELOPMENT AREA B, DEVELOPMENT AREA C, AND DEVELOPMENT AREA D. THE BOUNDARIES OF EACH DEVELOPMENT AREA ARE THE BUILDING AND PARKING ENVELOPES FOR EACH DEVELOPMENT AREA.

ALL PRINCIPAL BUILDINGS, ACCESSORY STRUCTURES, STRUCTURED PARKING FACILITIES AND SURFACE PARKING AREAS DEVELOPED ON THE SITE SHALL BE LOCATED WITHIN ONE OR MORE BUILDING AND PARKING ENVELOPES. THIS REZONING PLAN DOES NOT LIMIT THE NUMBER OF PRINCIPAL BUILDINGS, ACCESSORY STRUCTURES, STRUCTURED PARKING FACILITIES AND SURFACE PARKING AREAS THAT MAY BE LOCATED WITHIN ONE OR MORE BUILDING AND PARKING ENVELOPES OR ON THE SITE. THE NUMBER OF PRINCIPAL BUILDINGS, ACCESSORY STRUCTURES, STRUCTURED PARKING FACILITIES AND SURFACE PARKING AREAS THAT MAY BE LOCATED ON THE SITE OR WITHIN ONE OR MORE BUILDING AND PARKING ENVELOPES SHALL BE GOVERNED BY THE APPLICABLE PROVISIONS OF THE ORDINANCE. ADDITIONALLY, PUBLIC STREETS, PRIVATE STREETS AND PRIVATE DRIVES MAY BE LOCATED WITHIN ONE OR MORE BUILDING AND PARKING ENVELOPES. ANY REFERENCE HEREIN TO THE SITE SHALL BE DEEMED TO INCLUDE DEVELOPMENT AREA A, DEVELOPMENT AREA B, DEVELOPMENT AREA C, AND DEVELOPMENT AREA D UNLESS OTHERWISE NOTED HEREIN.

E. **EXISTING BUILDINGS, STRUCTURES AND IMPROVEMENTS.** THE EXISTING BUILDINGS, STRUCTURES, STRUCTURED PARKING FACILITIES, SURFACE PARKING FACILITIES AND ANY OTHER EXISTING IMPROVEMENTS ON THE SITE MAY REMAIN IN PLACE AND CONTINUE TO BE UTILIZED. TO THE EXTENT THAT ANY EXISTING BUILDINGS, STRUCTURES, STRUCTURED PARKING FACILITIES, SURFACE PARKING FACILITIES AND ANY OTHER EXISTING IMPROVEMENTS ON THE SITE DO NOT COMPLY WITH ANY REQUIREMENT OF THE MUDD ZONING DISTRICT, THE ORDINANCE OR THIS REZONING PLAN, PETITIONER SHALL NOT BE REQUIRED TO BRING ANY SUCH EXISTING BUILDINGS, STRUCTURES, STRUCTURED PARKING FACILITIES, SURFACE PARKING FACILITIES AND ANY OTHER EXISTING IMPROVEMENTS ON THE SITE OR ANY PORTIONS THEREOF INTO COMPLIANCE WITH THE MUDD ZONING DISTRICT, THE ORDINANCE OR THIS REZONING PLAN.

NEW BUILDINGS, STRUCTURES, STRUCTURED PARKING FACILITIES, SURFACE PARKING FACILITIES AND OTHER NEW IMPROVEMENTS ON THE SITE WILL BE REQUIRED TO COMPLY WITH THE REQUIREMENTS OF THE REZONING PLAN AND THE MUDD ZONING DISTRICT (EXCEPT AS MODIFIED BY THE OPTIONAL PROVISIONS SET OUT BELOW IN SECTION 2).

F. **UNIFIED DEVELOPMENT.** THE SITE SHALL BE CONSIDERED TO BE A PLANNED/UNIFIED DEVELOPMENT. THEREFORE, SIDE AND REAR YARDS, BUILDING HEIGHT SEPARATION REQUIREMENTS AND OTHER SIMILAR ZONING STANDARDS SHALL NOT BE REQUIRED INTERNALLY BETWEEN IMPROVEMENTS, USES AND OTHER SITE ELEMENTS LOCATED ON THE SITE. FURTHERMORE, PETITIONER RESERVES THE RIGHT TO SUBDIVIDE PORTIONS OR ALL OF THE SITE AND TO CREATE LOTS WITHIN THE INTERIOR OF THE SITE WITHOUT REGARD TO ANY SUCH INTERNAL SEPARATION STANDARDS AND PUBLIC/PRIVATE STREET FRONTAGE REQUIREMENTS, PROVIDED, HOWEVER, THAT THE DEVELOPMENT OF THE SITE SHALL BE REQUIRED TO MEET ANY APPLICABLE SETBACK, SIDE YARD AND REAR YARD AND LANDSCAPE AREA REQUIREMENTS WITH RESPECT TO THE EXTERIOR BOUNDARIES OF THE SITE.

G. **VESTED RIGHTS.** PURSUANT TO SECTION 1.110 OF THE ORDINANCE AND SECTION 160D-108.1 OF THE NORTH CAROLINA GENERAL STATUTES, THE REZONING PLAN, IF APPROVED, SHALL BE VESTED FOR A PERIOD OF 5 YEARS DUE TO THE SIZE AND PHASING OF THE DEVELOPMENT, THE LEVEL OF INVESTMENT, ECONOMIC CYCLES AND MARKET CONDITIONS.

H. **AMENDMENTS.** FUTURE AMENDMENTS TO THE REZONING PLAN AND/OR THESE DEVELOPMENT STANDARDS MAY BE APPLIED FOR BY THE THEN OWNER OR OWNERS OF THE SITE IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 6 OF THE ORDINANCE. ALTERATIONS TO THE REZONING PLAN ARE SUBJECT TO SECTION 6.207 OF THE ORDINANCE.

I. **DENSITY AND OPEN SPACE TABLE**. A MASTER DEVELOPMENT TABLE TRACKING AND UPDATING DENSITY AND OPEN SPACE DEVELOPED ON THE SITE SHALL BE INCLUDED ON DEVELOPMENT PLANS SUBMITTED FOR PERMITTING.

2. OPTIONAL PROVISIONS

THE OPTIONAL PROVISIONS SET OUT BELOW SHALL APPLY TO THE DEVELOPMENT AND USE OF THE SITE.

A. VALET PARKING SERVICE AREA(S) MAY BE LOCATED BETWEEN THE BUILDINGS AND STRUCTURES LOCATED ON THE SITE AND ALL ADJACENT PUBLIC AND PRIVATE STREETS. NOTWITHSTANDING THE FOREGOING, VALET PARKING SERVICES MAY NOT BE LOCATED BETWEEN THE BUILDINGS AND STRUCTURES LOCATED ON THE SITE AND EAST MOREHEAD STREET AND MCDOWELL STREET.

B. VEHICULAR CIRCULATION AREAS AND PASSENGER DROP-OFF AREAS MAY BE LOCATED BETWEEN THE BUILDINGS AND STRUCTURES LOCATED ON THE SITE AND ALL ADJACENT PUBLIC AND PRIVATE STREETS. NOTWITHSTANDING THE FOREGOING, VEHICULAR CIRCULATION AREAS AND PASSENGER DROP-OFF AREAS MAY NOT BE LOCATED BETWEEN THE BUILDINGS AND STRUCTURES LOCATED ON THE SITE AND EAST MOREHEAD STREET AND MCDOWELL STREET.

C. THE EXISTING BUILDINGS, STRUCTURES, STRUCTURED PARKING FACILITIES, SURFACE PARKING FACILITIES AND ANY OTHER EXISTING IMPROVEMENTS ON THE SITE MAY REMAIN IN PLACE AND CONTINUE TO BE UTILIZED. TO THE EXTENT THAT ANY EXISTING BUILDINGS, STRUCTURES, STRUCTURED PARKING FACILITIES, SURFACE PARKING FACILITIES AND ANY OTHER EXISTING IMPROVEMENTS ON THE SITE DO NOT COMPLY WITH ANY REQUIREMENT OF THE MUDD ZONING DISTRICT, THE ORDINANCE OR THIS REZONING PLAN, PETITIONER SHALL NOT BE REQUIRED TO BRING ANY SUCH EXISTING BUILDINGS, STRUCTURES, STRUCTURED PARKING FACILITIES, SURFACE PARKING FACILITIES AND ANY OTHER EXISTING IMPROVEMENTS ON THE SITE OR ANY PORTIONS THEREOF INTO COMPLIANCE WITH THE MUDD ZONING DISTRICT, THE ORDINANCE OR THIS REZONING PLAN.

RENOVATED AND REHABILITATED EXISTING BUILDINGS, STRUCTURES AND STRUCTURED PARKING FACILITIES LOCATED ON THE SITE SHALL NOT BE REQUIRED TO COMPLY WITH THE URBAN DESIGN AND DEVELOPMENT STANDARDS SET OUT SECTION 9.8506 OF THE ORDINANCE.

NEW BUILDINGS, STRUCTURES, STRUCTURED PARKING FACILITIES, SURFACE PARKING FACILITIES AND OTHER NEW IMPROVEMENTS ON THE SITE WILL BE REQUIRED TO COMPLY WITH THE REQUIREMENTS OF THE REZONING PLAN AND THE MUDD ZONING DISTRICT (EXCEPT AS MODIFIED BY THE OPTIONAL PROVISIONS SET HEREIN).

D. THE MAXIMUM BUILDING HEIGHTS SET OUT ON THE DEVELOPABLE BUILDING HEIGHTS EXHIBIT (SHEET RZ-1.3 OF THE REZONING PLAN) SHALL BE PERMITTED. MAXIMUM BUILDING HEIGHT ENVELOPES ARE SET OUT ON THE DEVELOPABLE BUILDING HEIGHTS EXHIBIT.

E. THE STREET CROSS SECTIONS (INCLUDING THE RIGHTS OF WAY AND THE IMPROVEMENTS DEPICTED THEREON) SET OUT ON SHEETS RZ-1.1 AND RZ-1.2 OF THE REZONING PLAN SHALL BE PERMITTED.

F. THE SETBACKS SPECIFIED HEREIN SHALL BE PERMITTED.

G. THE OPEN SPACE PROVISIONS SET OUT HEREIN SHALL BE PERMITTED.

3. PERMITTED USES

A. DEVELOPMENT AREA A AND DEVELOPMENT AREA B

(1) SUBJECT TO THE LIMITATIONS SET OUT HEREIN, THOSE PORTIONS OF THE SITE DESIGNATED AS DEVELOPMENT AREA A AND DEVELOPMENT AREA B MAY BE DEVOTED TO ANY USE OR USES PERMITTED BY RIGHT OR UNDER PRESCRIBED CONDITIONS IN THE MUDD ZONING DISTRICT, TOGETHER WITH ANY INCIDENTAL OR ACCESSORY USES ASSOCIATED THEREWITH THAT ARE PERMITTED UNDER THE ORDINANCE IN THE MUDD ZONING DISTRICT.

(2) NOTWITHSTANDING THE TERMS OF PARAGRAPH 3.A.(1) ABOVE, THE USES SET OUT BELOW SHALL BE PROHIBITED ON DEVELOPMENT AREA A AND DEVELOPMENT AREA B.

(a) AUCTION SALES OR AUCTION HOUSES.

(b) AUTOMOTIVE SERVICE STATIONS, INCLUDING MINOR ADJUSTMENTS, REPAIRS, LUBRICATION AND ACCESSORY CAR WASHES.

(c) EQUIPMENT RENTAL AND LEASING WITHIN AN ENCLOSED BUILDING.

(d) GROUP HOMES FOR UP TO 10 RESIDENTS.

(e) SUBDIVISION SALES OFFICES.

(f) ADULT ESTABLISHMENTS.

(g) BED AND BREAKFASTS (B&B'S).

(h) BOARDING HOUSES.

(i) BUILDING MATERIALS SALES, RETAIL.

(j) COMMERCIAL ROOMING HOUSES.

(k) ELECTRIC AND GAS SUBSTATIONS.

(l) NURSING HOMES, REST HOMES AND HOMES FOR THE AGED.

(m) PET SERVICES INDOOR/OUTDOOR.

(n) SHELTERS.

(o) STADIUMS, COLISEUMS AND ARENAS.

(p) WAREHOUSING WITHIN AN ENCLOSED BUILDING FOR A SELF-STORAGE FACILITY ONLY.

3. PERMITTED USES

B. DEVELOPMENT AREA C AND DEVELOPMENT AREA D

(1) SUBJECT TO THE LIMITATIONS SET OUT HEREIN, THOSE PORTIONS OF THE SITE DESIGNATED AS DEVELOPMENT AREA C AND DEVELOPMENT AREA D MAY ONLY BE DEVOTED TO THE USES SET OUT BELOW (INCLUDING ANY COMBINATION OF SUCH USES), TOGETHER WITH ANY INCIDENTAL OR ACCESSORY USES ASSOCIATED THEREWITH THAT ARE PERMITTED UNDER THE ORDINANCE IN THE MUDD ZONING DISTRICT.

(a) COLLEGES OR UNIVERSITIES, INCLUDING A MEDICAL COLLEGE AND/OR A NURSING SCHOOL, AND DORMITORIES FOR THE STUDENTS OF ANY SUCH COLLEGES OR UNIVERSITIES.

(b) CONFERENCE CENTERS, EXHIBIT HALLS AND SIMILAR USES.

(c) MULTI-FAMILY AND PLANNED MULTI-FAMILY DWELLING UNITS.

(d) EATING, DRINKING AND ENTERTAINMENT ESTABLISHMENTS (TYPE 1), SUBJECT TO THE REGULATIONS OF SECTION 12.546 OF THE ORDINANCE.

(e) EATING, DRINKING AND ENTERTAINMENT ESTABLISHMENTS (TYPE 2), SUBJECT TO THE REGULATIONS OF SECTION 12.546 OF THE ORDINANCE.

(f) HOTELS.

(g) INDOOR RECREATION.

(h) LABORATORIES, DENTAL, MEDICAL AND OPTICAL.

(i) LABORATORIES, WITHIN AN ENCLOSED BUILDING FOR APPLIED AND BASIC RESEARCH.

(j) PROFESSIONAL BUSINESS AND GENERAL OFFICES, INCLUDING CLINICS, MEDICAL, DENTAL AND DOCTORS' OFFICES.

(k) RETAIL SALES LIMITED TO USES PERMITTED IN THE B-1 ZONING DISTRICT.

(l) SERVICES SUCH AS BEAUTY AND BARBER SHOPS.

(m) STRUCTURED PARKING DECKS AS A PRINCIPAL OR ACCESSORY USE.

(n) STUDIOS FOR ARTISTS, DESIGNERS, PHOTOGRAPHERS, MUSICIANS, SCULPTORS, GYMNASTS, POTTERS, WOOD AND LEATHER CRAFTSMEN, GLASS BLOWERS, WEAVERS, SILVERSMITHS AND DESIGNERS OF ORNAMENTAL AND PRECIOUS JEWELRY.

(o) BREWERIES, SUBJECT TO THE REGULATIONS OF SECTION 12.544 OF THE ORDINANCE.

(p) WINERIES, SUBJECT TO THE REGULATIONS OF SECTION 12.544 OF THE ORDINANCE.

4. DEVELOPMENT LIMITATIONS

A. SUBJECT TO THE LIMITATIONS AND PROVISIONS SET OUT BELOW IN THIS SECTION 4, THE SITE MAY CONTAIN AND BE DEVELOPED WITH A TOTAL MAXIMUM OF 1,310,000 SQUARE FEET OF GROSS FLOOR AREA DEVOTED TO THE NON-RESIDENTIAL USES PERMITTED UNDER THESE DEVELOPMENT STANDARDS.

B. NOTWITHSTANDING THE TERMS OF PARAGRAPH 4.A ABOVE, OF THE ALLOWED 1,310,000 SQUARE FEET OF GROSS FLOOR AREA THAT MAY BE DEVOTED TO THE NON-RESIDENTIAL USES PERMITTED UNDER THESE DEVELOPMENT STANDARDS, A MAXIMUM OF 150,000 SQUARE FEET OF SUCH GROSS FLOOR AREA MAY BE DEVOTED TO RETAIL SALES, PERSONAL SERVICE USES AND EATING, DRINKING AND ENTERTAINMENT ESTABLISHMENTS (TYPE 1 AND/OR TYPE 2).

C. A MAXIMUM OF 1000 MULTI-FAMILY DWELLING UNITS MAY BE DEVELOPED ON THE SITE. THE GROSS FLOOR AREA OF AMENITY AREAS ASSOCIATED WITH MULTI-FAMILY USES, SUCH AS A FITNESS FACILITY OR A CLUBHOUSE, AND LEASING OFFICES SHALL NOT COUNT TOWARDS THE MAXIMUM GROSS FLOOR AREA THAT MAY BE DEVOTED TO THE NON-RESIDENTIAL USES PERMITTED UNDER THESE DEVELOPMENT STANDARDS SET OUT ABOVE IN PARAGRAPHS 4.A AND 4.B.

D. A MAXIMUM OF 600 HOTEL ROOMS MAY BE DEVELOPED ON THE SITE. NOTWITHSTANDING ANYTHING CONTAINED HEREIN TO THE CONTRARY, THE GROSS FLOOR AREA OF ANY HOTEL BUILDING(S) DEVELOPED ON THE SITE SHALL NOT COUNT TOWARDS THE TOTAL MAXIMUM ALLOWED GROSS FLOOR AREA THAT MAY BE DEVOTED TO THE NON-RESIDENTIAL USES PERMITTED UNDER THESE DEVELOPMENT STANDARDS SET OUT ABOVE IN PARAGRAPH 4.A, OR TOWARDS THE MAXIMUM GROSS FLOOR AREA THAT MAY BE DEVOTED TO RETAIL SALES, PERSONAL SERVICE USES AND EATING, DRINKING AND ENTERTAINMENT ESTABLISHMENTS (TYPE 1 AND/OR TYPE 2) SET OUT ABOVE IN PARAGRAPH 4.B. ACCESSORY CONFERENCE CENTERS, BANQUET FACILITIES, MEETING FACILITIES, FITNESS AND RECREATIONAL FACILITIES, RETAIL SALES, PERSONAL SERVICE USES AND EATING, DRINKING AND ENTERTAINMENT ESTABLISHMENTS (TYPE 1 AND/OR TYPE 2) AND OTHER ACCESSORY USES MAY BE LOCATED IN A HOTEL BUILDING, AND THE GROSS FLOOR AREA OF SUCH ACCESSORY USES SHALL NOT COUNT TOWARDS THE TOTAL MAXIMUM ALLOWED GROSS FLOOR AREA THAT MAY BE DEVOTED TO THE NON-RESIDENTIAL USES PERMITTED UNDER THESE DEVELOPMENT STANDARDS SET OUT ABOVE IN PARAGRAPH 4.A, OR TOWARDS THE MAXIMUM GROSS FLOOR AREA THAT MAY BE DEVOTED TO RETAIL SALES, PERSONAL SERVICE USES AND EATING, DRINKING AND ENTERTAINMENT ESTABLISHMENTS (TYPE 1 AND/OR TYPE 2) SET OUT ABOVE IN PARAGRAPH 4.B.

E. UP TO 200,000 SQUARE FEET OF ADDITIONAL GROSS FLOOR AREA DEVOTED TO THE NON-RESIDENTIAL USES PERMITTED UNDER THESE DEVELOPMENT STANDARDS, EXCLUDING RETAIL SALES, PERSONAL SERVICE USES AND EATING, DRINKING AND ENTERTAINMENT ESTABLISHMENTS (TYPE 1 AND/OR TYPE 2), MAY BE DEVELOPED ON THE SITE BY REDUCING THE NUMBER OF MULTI-FAMILY DWELLING UNITS PERMITTED ON THE SITE AT THE RATE OF 1 MULTI-FAMILY DWELLING UNIT PER 1,000 SQUARE FEET OF ADDITIONAL GROSS FLOOR AREA DEVOTED TO NON-RESIDENTIAL USES.

F. UP TO 200 ADDITIONAL MULTI-FAMILY DWELLING UNITS MAY BE DEVELOPED ON THE SITE BY REDUCING THE AMOUNT OF THE NON-RESIDENTIAL GROSS FLOOR AREA PERMITTED UNDER THESE DEVELOPMENT STANDARDS AT THE RATE OF 1,000 SQUARE FEET OF GROSS FLOOR AREA PER ADDITIONAL MULTI-FAMILY RESIDENTIAL DWELLING UNIT.

G. UP TO 150,000 SQUARE FEET OF ADDITIONAL GROSS FLOOR AREA DEVOTED TO THE NON-RESIDENTIAL USES PERMITTED UNDER THESE DEVELOPMENT STANDARDS, EXCLUDING RETAIL SALES, PERSONAL SERVICE USES AND EATING, DRINKING AND ENTERTAINMENT ESTABLISHMENTS (TYPE 1 AND/OR TYPE 2), MAY BE DEVELOPED ON THE SITE BY REDUCING THE NUMBER OF HOTEL ROOMS PERMITTED ON THE SITE AT THE RATE OF 1 HOTEL ROOM PER 1,000 SQUARE FEET OF ADDITIONAL GROSS FLOOR AREA DEVOTED TO NON-RESIDENTIAL USES.

H. 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.

I. AS PROVIDED IN PARAGRAPH 4.H 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

A. VEHICULAR ACCESS SHALL BE AS GENERALLY DEPICTED ON THE REZONING PLAN. NOTWITHSTANDING THE FOREGOING, THE PLACEMENT AND CONFIGURATION OF THE VEHICULAR ACCESS POINTS MAY BE MODIFIED BY PETITIONER DURING THE PERMITTING PROCESS TO ACCOMMODATE CHANGES IN TRAFFIC PATTERNS, CHANGES IN BUILDING AND PARKING LAYOUTS, SITE CONSTRAINTS AND OTHER MATTERS, AND TO ACCOMMODATE ANY MODIFICATIONS REQUIRED BY THE CHARLOTTE DEPARTMENT OF TRANSPORTATION ("CDOT") AND/OR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION ("NCDOT").

B. THE ALIGNMENTS AND LOCATIONS OF THE INTERNAL PUBLIC STREETS, INTERNAL PRIVATE DRIVES, VEHICULAR CIRCULATION AREAS AND DRIVEWAYS DEPICTED ON THE REZONING PLAN MAY BE MODIFIED BY PETITIONER DURING THE PERMITTING PROCESS TO ACCOMMODATE CHANGES IN TRAFFIC PATTERNS, CHANGES IN BUILDING AND PARKING LAYOUTS, SITE CONSTRAINTS AND OTHER MATTERS, AND TO ACCOMMODATE ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY CDOT AND/OR NCDOT IN ACCORDANCE WITH APPLICABLE PUBLISHED STANDARDS.

C. PEDESTRIAN AND BICYCLE CONNECTIONS AND PEDESTRIAN AND BICYCLE CIRCULATION ON AND THROUGH THE SITE SHALL BE PROVIDED AS GENERALLY DEPICTED ON SHEET RZ-1.4 OF THE REZONING PLAN. ADJUSTMENTS TO THE PEDESTRIAN AND BICYCLE CONNECTIONS AND TO THE PEDESTRIAN AND BICYCLE CIRCULATION SHALL BE PERMITTED DURING THE PERMITTING PROCESS TO ACCOMMODATE CHANGES IN TRAFFIC PATTERNS, BUILDING AND PARKING LAYOUTS AND SITE CONDITIONS.

D. 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.

E. PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON DEVELOPMENT AREA C AND/OR DEVELOPMENT AREA D AND SUBJECT TO THE APPROVAL OF NCDOT, CDOT AND ALL OTHER APPLICABLE GOVERNMENTAL AGENCIES AND AUTHORITIES, PETITIONER SHALL INSTALL THOSE STREETSCAPE IMPROVEMENTS ON SOUTH MCDOWELL STREET AT THE I-277 UNDERPASS THAT ARE GENERALLY DEPICTED ON SECTION A-A ON SHEET RZ-1.1 OF THE REZONING PLAN. IN THE EVENT THAT PETITIONER CANNOT OBTAIN ALL APPROVALS AND PERMITS REQUIRED TO INSTALL THESE STREETSCAPE IMPROVEMENTS, THEN PETITIONER SHALL HAVE NO OBLIGATION TO INSTALL THESE STREETSCAPE IMPROVEMENTS.

F. PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON DEVELOPMENT AREA B, PETITIONER SHALL DEDICATE AND CONVEY TO THE CITY OF CHARLOTTE OR TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION AS APPLICABLE (SUBJECT TO A RESERVATION FOR ANY NECESSARY UTILITY EASEMENTS) THOSE PORTIONS OF THE SITE LOCATED IMMEDIATELY ADJACENT TO EAST MOREHEAD STREET REQUIRED TO PROVIDE THE RIGHT OF WAY DEPICTED ON THE CROSS SECTION FOR EAST MOREHEAD STREET ON THE REZONING PLAN, TO THE EXTENT THAT SUCH RIGHT OF WAY DOES NOT ALREADY EXIST.

G. AS DEPICTED ON SECTION A-A AND SECTION B-B ON SHEET RZ-1.1 OF THE REZONING PLAN, THE WIDTH OF THE EXISTING RIGHT OF WAY ON SOUTH MCDOWELL STREET SHALL BE MAINTAINED, AND ADDITIONAL RIGHT OF WAY SHALL NOT BE REQUIRED TO BE DEDICATED BY PETITIONER.

H. PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON THE SITE, PETITIONER SHALL DEDICATE AND CONVEY TO THE CITY OF CHARLOTTE (SUBJECT TO A RESERVATION FOR ANY NECESSARY UTILITY EASEMENTS) THE RIGHT OF WAY FOR BAXTER STREET DEPICTED ON SECTIONS C-C, D-D AND E-E ON SHEET RZ-1.1 OF THE REZONING PLAN, TO THE EXTENT THAT SUCH RIGHT OF WAY DOES NOT ALREADY EXIST.

I. PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON DEVELOPMENT AREA B, PETITIONER SHALL DEDICATE AND CONVEY TO THE CITY OF CHARLOTTE (SUBJECT TO A RESERVATION FOR ANY NECESSARY UTILITY EASEMENTS) THE RIGHT OF WAY FOR THE PROPOSED PUBLIC STREET ON THE SITE DEPICTED ON SECTION F-F ON SHEET RZ-1.1 OF THE REZONING PLAN, TO THE EXTENT THAT SUCH RIGHT OF WAY DOES NOT ALREADY EXIST.

J. PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON DEVELOPMENT AREA A, PETITIONER SHALL DEDICATE AND CONVEY TO THE CITY OF CHARLOTTE (SUBJECT TO A RESERVATION FOR ANY NECESSARY UTILITY EASEMENTS) THE RIGHT OF WAY FOR THE PROPOSED PUBLIC STREET ON THE SITE DEPICTED ON SECTION G-G ON SHEET RZ-1.2 OF THE REZONING PLAN, TO THE EXTENT THAT SUCH RIGHT OF WAY DOES NOT ALREADY EXIST.

K. PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON DEVELOPMENT AREA B, PETITIONER SHALL DEDICATE AND CONVEY TO THE CITY OF CHARLOTTE (SUBJECT TO A RESERVATION FOR ANY NECESSARY UTILITY EASEMENTS) THE RIGHT OF WAY FOR THE PROPOSED PUBLIC STREET ON THE SITE DEPICTED ON SECTION H-H ON SHEET RZ-1.2 OF THE REZONING PLAN, TO THE EXTENT THAT SUCH RIGHT OF WAY DOES NOT ALREADY EXIST.

L. PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON DEVELOPMENT AREA C AND/OR DEVELOPMENT AREA D, PETITIONER SHALL DEDICATE AND CONVEY TO THE CITY OF CHARLOTTE (SUBJECT TO A RESERVATION FOR ANY NECESSARY UTILITY EASEMENTS) THE RIGHT OF WAY FOR THE PROPOSED PUBLIC STREET ON THE SITE DEPICTED ON SECTION J-J ON SHEET RZ-1.2 OF THE REZONING PLAN, TO THE EXTENT THAT SUCH RIGHT OF WAY DOES NOT ALREADY EXIST.

M. PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED ON DEVELOPMENT AREA A, PETITIONER SHALL CONNECT IMPROVED BAXTER STREET (SECTION E-E) LOCATED WITHIN THE SITE, THE PEDESTRIAN IMPROVEMENTS ALONG IMPROVED BAXTER STREET AND THE CYCLE TRACK TO BE CONSTRUCTED ALONG IMPROVED BAXTER STREET TO EXISTING PEARL PARK WAY, THE EXISTING PEDESTRIAN IMPROVEMENTS LOCATED ALONG PEARL PARK WAY AND THE EXISTING CYCLE TRACK ON PEARL PARK WAY.

N. ANY IMPROVEMENTS PROPOSED TO BE LOCATED WITHIN NCDOT'S RIGHT OF WAY SHALL BE SUBJECT TO THE APPROVAL OF NCDOT DURING THE PERMITTING PROCESS. IN THE EVENT THAT NCDOT DOES NOT APPROVE AN IMPROVEMENT, PETITIONER SHALL NOT BE OBLIGATED TO CONSTRUCT SUCH IMPROVEMENT.

O. A RIGHT OF WAY ENCROACHMENT AGREEMENT SHALL BE REQUIRED FOR THE INSTALLATION OF ANY NON-STANDARD ITEMS (INCLUDING, WITHOUT LIMITATION, IRRIGATION SYSTEMS, DECORATIVE CONCRETE PAVEMENT, BRICK PAVERS, ETC.) WITHIN A PROPOSED OR EXISTING CITY MAINTAINED STREET RIGHT OF WAY BY PETITIONER. AN ENCROACHMENT AGREEMENT MUST BE APPROVED BY CDOT PRIOR TO THE CONSTRUCTION OR INSTALLATION OF ANY SUCH NON-STANDARD ITEMS.

P. PETITIONER WILL DEDICATE TO THE CITY OF CHARLOTTE OR TO NCDOT AS APPLICABLE VIA FEE SIMPLE CONVEYANCE ANY ADDITIONAL RIGHT-OF-WAY INDICATED ON THE REZONING PLAN AS RIGHT-OF-WAY TO BE DEDICATED, AND THE ADDITIONAL RIGHT-OF-WAY WILL BE DEDICATED PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING TO BE CONSTRUCTED ON THE SITE. THE PETITIONER WILL PROVIDE A PERMANENT SIDEWALK EASEMENT FOR ANY OF THE PROPOSED SIDEWALKS LOCATED ALONG THE PUBLIC STREETS LOCATED OUTSIDE OF THE RIGHT-OF-WAY. THE PERMANENT SIDEWALK EASEMENT WILL BE LOCATED A MINIMUM OF TWO (2) FEET BEHIND THE SIDEWALK WHERE FEASIBLE.

Q. 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.

R. FOR PURPOSES OF THE TIMING OF THE CONSTRUCTION AND INSTALLATION OF THE TRANSPORTATION IMPROVEMENTS SET OUT BELOW, **"PHASE 1A"** OF THE DEVELOPMENT OF THE SITE (AS REFERENCED IN THE TRANSPORTATION IMPACT STUDY ("TIS") PREPARED BY KIMLEY-HORN AND ASSOCIATES, INC.) SHALL BE COMPRISED OF THE FOLLOWING LAND USES:

(1) A MAXIMUM 892 STUDENT COLLEGE OR UNIVERSITY; AND

(2) 450 MID-RISE MULTI-FAMILY DWELLING UNITS AND GROUND FLOOR NON-RESIDENTIAL USES.

PHASE 1A ALSO INCLUDES THE DEMOLITION OF THE FOLLOWING EXISTING LAND USES ON THE SITE:

(1) 146,703 SQUARE FEET OF GENERAL OFFICE USES; AND

(2) 21,604 SQUARE FEET OF MEDICAL OFFICE USES.

S. FOR PURPOSES OF THE TIMING OF THE CONSTRUCTION AND INSTALLATION OF THE TRANSPORTATION IMPROVEMENTS SET OUT BELOW, **"PHASE 1B"** OF THE DEVELOPMENT OF THE SITE (AS REFERENCED IN THE TIS) SHALL BE COMPRISED OF THE LAND USES SET OUT BELOW.

(1) THE CUMULATIVE TOTAL DEVELOPMENT OF THE FOLLOWING LAND USES (I.E., PHASE 1A + PHASE 1B):

(a) 393,000 SQUARE FEET OF GENERAL OFFICE USES;

(b) A MAXIMUM 892 STUDENT COLLEGE OR UNIVERSITY;

(c) 1,000 MID-RISE MULTI-FAMILY DWELLING UNITS WITH GROUND FLOOR NON-RESIDENTIAL USES; AND

(d) 600 HOTEL ROOMS.

PHASE 1B ALSO INCLUDES THE CUMULATIVE DEMOLITION OF THE FOLLOWING EXISTING LAND USES ON THE SITE (I.E., PHASE 1A + PHASE 1B):

(1) 211,345 SQUARE FEET OF GENERAL OFFICE USES; AND

(2) 21,604 SQUARE FEET OF MEDICAL OFFICE USES.

T. PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED IN PHASE 1A OF THE DEVELOPMENT, PETITIONER SHALL SUBSTANTIALLY COMPLETE THE TRANSPORTATION IMPROVEMENTS SET OUT BELOW IN THIS PARAGRAPH 5.T.

(1) A TRANSPORTATION DEMAND MANAGEMENT PLAN ("TDM") AS REFERENCED IN TABLE 8.3 OF THE TIS AND DISCUSSED BELOW IN PARAGRAPH 5.X HAS BEEN DEVELOPED FOR THE PROPOSED DEVELOPMENT. THE RELEVANT TDM STRATEGY COMMITMENTS SHALL BE IMPLEMENTED AS MORE PARTICULARLY DISCUSSED IN PARAGRAPH 5.X.

(2) **SOUTH MCDOWELL STREET AND BAXTER STREET**

(a) INSTALL A TRAFFIC SIGNAL AND A CYCLE TRACK.

(b) CONSTRUCT A WESTBOUND LEFT-TURN LANE FROM BAXTER STREET ONTO SOUTH MCDOWELL STREET WITH 150 FEET OF STORAGE.

(c) CONSTRUCT OF AN EASTBOUND LEFT-TURN LANE FROM BAXTER STREET ONTO SOUTH MCDOWELL STREET WITH 100 FEET OF STORAGE.

(3) **KENILWORTH AVENUE AND PEARL PARK WAY**

(a) CONSTRUCT A PROTECTED INTERSECTION.

(4) **EAST STONEWALL STREET AND I-277 INNER LOOP**

(a) CONSTRUCT AN EASTBOUND LEFT-TURN LANE FROM EAST STONEWALL STREET ONTO THE I-277 INNER LOOP WITH 150 FEET OF STORAGE (IF NOT CONSTRUCTED BY OTHERS).

(5) **SOUTH MCDOWELL STREET AND ACCESS # 1**

(a) CONSTRUCT THE WESTBOUND APPROACH WITH A SINGLE INGRESS LANE AND A SINGLE EGRESS LANE.

(b) CONSTRUCT A SOUTHBOUND LEFT-TURN LANE FROM SOUTH MCDOWELL STREET INTO ACCESS #1 WITH A MINIMUM OF 100 FEET OF STORAGE.

U. PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A NEW BUILDING CONSTRUCTED IN PHASE 1B OF THE DEVELOPMENT, PETITIONER SHALL SUBSTANTIALLY COMPLETE THE TRANSPORTATION IMPROVEMENTS SET OUT BELOW IN THIS PARAGRAPH 5.U (THE "PHASE 1B TRANSPORTATION IMPROVEMENTS").

A NEW BUILDING IN PHASE 1B THAT WILL TRIGGER THE COMMITMENT TO CONSTRUCT THE PHASE 1B TRANSPORTATION IMPROVEMENTS SHALL MEAN A NEW BUILDING CONSTRUCTED ON THE SITE THAT IS NOT DEVOTED TO THE PHASE 1A USES DESCRIBED ABOVE IN PARAGRAPH 5.R.

(1) THE RELEVANT TDM STRATEGY COMMITMENTS SHALL BE IMPLEMENTED AS MORE PARTICULARLY DISCUSSED IN PARAGRAPH 5.X.

(2) **EAST MOREHEAD STREET**

(a) CONVERT EAST MOREHEAD STREET TO A 5-LANE SECTION WITHIN THE EXISTING CURB LINE BETWEEN SOUTH MCDOWELL STREET AND KENILWORTH AVENUE.

(3) **EAST STONEWALL STREET AND SOUTH MCDOWELL STREET**

(a) INSTALL A LPI+ WITH BLANK-OUT SIGNS AND A RIGHT-TURN FLASHING YELLOW ARROW FOR THE WESTBOUND EAST STONEWALL STREET APPROACH.

(b) COORDINATE WITH CDOT AND BROOKLYN VILLAGE ON THE EXTENSION OF THE PROPOSED CYCLE TRACK OR MULTIUSE PATH FROM THE INTERSECTION OF S MCDOWELL AND BAXTER STREET TO THE INTERSECTION OF S MCDOWELL AND E STONEWALL STREET.

(4) **SOUTH MCDOWELL STREET AND ACCESS # 2**

(a) CONSTRUCT THE WESTBOUND APPROACH WITH A SINGLE INGRESS LANE AND A SINGLE EGRESS LANE.

(5) **EAST MOREHEAD STREET AND STREET A**

(a) CONSTRUCT THE SOUTHBOUND APPROACH OF STREET A WITH ONE INGRESS LANE, TWO EGRESS LANES AND AN INTERNAL PROTECTED STEM OF 100 FEET.

(b) INSTALL A TRAFFIC SIGNAL WITH PEDESTRIAN ACCOMMODATIONS.

(c) CONSTRUCT AN EASTBOUND LEFT-TURN LANE FROM EAST MOREHEAD STREET INTO STREET A WITH A MINIMUM OF 150 FEET OF STORAGE.

(6) **BAXTER STREET AND STREET A**

(a) CONSTRUCT A T-INTERSECTION WITH A TWO-LANE SECTION ON ALL THREE APPROACHES AND STOP-CONTROL ON THE WESTBOUND APPROACH.

(b) CONSIDER INSTALLATION OF A PAIR OF RRFBS TO ACCOMMODATE PEDESTRIAN CROSSINGS AT THIS INTERSECTION, **OR**

(c) CONSTRUCT A T-INTERSECTION WITH A TWO-LANE SECTION ON ALL THREE APPROACHES AND STOP-CONTROL ON ALL APPROACHES.

V. 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.

W. AS AN ALTERNATIVE TO THE IMPROVEMENTS LISTED IN SECTIONS 5.T AND 5.U 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.

X. AS NOTED ABOVE, A TDM HAS BEEN DEVELOPED FOR THE SITE AND THE TDM STRATEGY COMMITMENTS ARE SET OUT IN TABLE 8.3 OF THE TIS. THE SPECIFIC TDM STRATEGY COMMITMENTS TO BE IMPLEMENTED BY PETITIONER AND THE TIMING OF IMPLEMENTATION ARE SET OUT BELOW.

(1) TRANSIT SUBSIDIES. COORDINATE WITH CATS ON THE POTENTIAL IMPLEMENTATION OF THE UNIVERSITY PASS & EMPLOYEE TRANSPORTATION COORDINATOR PROGRAMS TO PROVIDE DISCOUNT TRANSIT PASSES TO STUDENTS OF THE COLLEGE OR UNIVERSITY. THIS STRATEGY SHALL BE IMPLEMENTED ONGOING AFTER PHASE 1A OF THE DEVELOPMENT.

(2) BIKE/SCOOTER SHARE OR LOAN PROGRAM. IMPLEMENT A BIKE SHARE PROGRAM ON THE SITE. THIS STRATEGY SHALL BE IMPLEMENTED IN PHASE 1B OF THE DEVELOPMENT.

(3) END TRIP BIKE FACILITIES. PROVIDE BIKE STORAGE/RACKS THROUGHOUT THE SITE. THIS STRATEGY SHALL BE IMPLEMENTED AS DEVELOPMENT PHASING ALLOWS.

(4) VANPOOL. COORDINATE WITH CATS ON THE POTENTIAL IMPLEMENTATION OF A VANPOOL FOR RETAIL EMPLOYEES. THIS STRATEGY SHALL BE IMPLEMENTED AS DEVELOPMENT PHASING ALLOWS.

(5) FLEXIBLE PARKING. IMPLEMENT SHORT-TERM PARKING PERMITTING AND/OR PRICING OPTIONS FOR EMPLOYEES IN LIEU OF LONG-TERM (MONTHLY OR ANNUAL) PERMITS. THIS STRATEGY SHALL BE IMPLEMENTED WHEN MARKET CONDITIONS ALLOW FOR PRICING.

(6) SHARED PARKING. LEVERAGE SHARED PARKING OPPORTUNITIES TO REDUCE OVERALL PARKING SUPPLY. THIS STRATEGY SHALL BE IMPLEMENTED AS DEVELOPMENT PHASING ALLOWS.

(7) MOBILITY HUB. CONSTRUCT A MOBILITY HUB AT AN APPROPRIATE LOCATION ON THE SITE (WILL INCLUDE BIKE SHARE, CAR SHARE AND REAL-TIME TRACKING SIGNAGE). THIS STRATEGY SHALL BE IMPLEMENTED IN PHASE 1B OF THE DEVELOPMENT.

(8) IMPROVED TRANSIT ACCESS. COORDINATE WITH CATS ON THE IMPROVEMENT OF LOCAL BUS STOPS AND POTENTIAL RE-ROUTING. WORK WITH CATS ON THE IMPLEMENTATION OF A SHUTTLE BETWEEN THE CHARLOTTE TRANSIT CENTER AND THE SITE AND THE MAIN CAMPUS OF CAROLINAS MEDICAL CENTER AND POTENTIAL FUNDING PARTNERSHIPS. THIS SHALL BE AN ONGOING COMMITMENT THROUGHOUT THE DEVELOPMENT OF THE SITE.

(9) MIXED LAND USES. EMPHASIZE A MIXTURE OF LAND USES TO CAPITALIZE ON THE POTENTIAL FOR INTERNAL TRIP CAPTURE. THIS STRATEGY SHALL BE IMPLEMENTED AS DEVELOPMENT PHASING ALLOWS.

(10) BIKE/PEDESTRIAN CONNECTIONS. INSTALL A SIGNAL WITH PEDESTRIAN ACCOMMODATIONS ON EAST MOREHEAD STREET. CONSTRUCT A CYCLE TRACK THAT WILL CONNECT TO THE PEARL PARK WAY EXTENSION AND EXTEND ALONG BAXTER STREET TO SOUTH MCDOWELL. COORDINATE WITH CDOT AND BROOKLYN VILLAGE ON THE EXTENSION OF THE PROPOSED CYCLE TRACK OR MULTIUSE PATH FROM THE INTERSECTION OF S MCDOWELL AND BAXTER STREET TO THE INTERSECTION OF S MCDOWELL AND E STONEWALL ST. THIS STRATEGY SHALL BE IMPLEMENTED IN PHASE 1B OF THE DEVELOPMENT SUBJECT TO GOVERNMENTAL APPROVALS.

(11) TRANSPORTATION COORDINATOR. DESIGNATE AN ON-SITE COORDINATOR TO MANAGE THE TDM PROGRAM. THIS STRATEGY SHALL BE IMPLEMENTED IN PHASE 1A OF THE DEVELOPMENT.

(12) TDM PROGRAM BRANDING. DEVELOP BRANDING FOR THE TDM PROGRAM. THIS STRATEGY SHALL BE IMPLEMENTED IN PHASE 1B OF THE DEVELOPMENT.

(13) REAL-TIME MULTI-MODAL SIGNAGE. INSTALL REAL-TIME SIGNAGE AND WAYFINDING FOR A VARIETY OF MODES (INCLUDES REAL-TIME PARKING FACILITY OCCUPANCY, TRANSIT ARRIVAL TIMES, BIKE/SCOOTER SHARE AVAILABILITY). THIS STRATEGY SHALL BE IMPLEMENTED AS DEVELOPMENT PHASING ALLOWS.

(14) ANNUAL MOBILITY REPORTING. ANNUAL REPORTING ON TDM METRICS AND PERFORMANCE. THIS REPORTING WILL NOT INCLUDE ACTIVE MONITORING/DATA COLLECTION BEYOND THE METRICS THAT WILL ALREADY BE COLLECTED BY THE TRANSPORTATION COORDINATOR. THIS STRATEGY SHALL AN ONGOING COMMITMENT.

Y. ALL PUBLIC ROADWAY IMPROVEMENTS WILL BE SUBJECT TO THE STANDARDS AND CRITERIA OF CDOT AND NCDOT, AS APPLICABLE, TO THE ROADWAY IMPROVEMENTS WITHIN THEIR RESPECTIVE ROAD SYSTEM AUTHORITY. IT IS UNDERSTOOD THAT SUCH IMPROVEMENTS MAY BE UNDERTAKEN BY PETITIONER ON ITS OWN OR IN CONJUNCTION WITH OTHER DEVELOPERS OR ROADWAY PROJECTS TAKING PLACE WITHIN THE AREA OF THE SITE, BY WAY OF A PRIVATE/PUBLIC PARTNERSHIP EFFORT OR OTHER PUBLIC SECTOR PROJECT SUPPORT.

No.	REVISIONS	DATE	BY

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DATE 08/16/2021
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DESIGNED BY ---
DRAWN BY ---
CHECKED BY ---

DEVELOPMENT STANDARDS

REZONING PETITION No.2021-092

CHARLOTTE INNOVATION COMMUNITY

PREPARED FOR

ATRIUM HEALTH

CITY OF CHARLOTTE NORTH CAROLINA

SHEET NUMBER
RZ-2.0

Plotted By: Whitesell, Andrew Sheet Set: Atrium - CKC Rezoning Layout: RZ-2.0 DEVELOPMENT STANDARDS October 11, 2021 05:08:09pm \\kimley-horn.com\SE_CHL1\CHL_PRJ\015031 Carolinas Healthcare System\128 CKC Rezoning and Design\02 - DWG\Plansheets\1-0 - Rezoning_RZ\RZ-2.0 DEVELOPMENT STANDARDS.dwg

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6. ARCHITECTURAL STANDARDS

A. THE MAXIMUM ALLOWED BUILDING HEIGHT IN EACH DEVELOPMENT AREA IS SET OUT ON THE DEVELOPABLE BUILDING HEIGHTS EXHIBIT (SHEET RZ-1.3 OF THE REZONING PLAN).

B. NOTWITHSTANDING ANYTHING CONTAINED HEREIN TO THE CONTRARY, THE BUILDING HEIGHT LIMITATIONS SET OUT ON THE DEVELOPABLE BUILDING HEIGHTS EXHIBIT SHALL NOT APPLY TO ANY EXISTING BUILDINGS OR STRUCTURES LOCATED ON THE SITE.

C. THE DESIGN STANDARDS SET OUT BELOW SHALL APPLY TO THE DEVELOPMENT OF THE SITE.

(1) **STREET FRONTAGE TYPES**.

(a) THE FRONTAGE TYPES ARE DEFINED AND DEPICTED BELOW.

(i) MCDOWELL.

(ii) MOREHEAD.

(iii) DISTRICT MAIN STREET.

(iv) OPEN SPACE (ALONG MAIN PLAZA AND PURPOSEFUL WALK).

(v) TERTIARY.

(b) THE TERTIARY STREET SECTION SHALL ALLOW PARALLEL PARKING/PULL-OFF AND DROP-OFF OR DELIVERY ZONES.

(2) **BUILDING DIMENSIONS**.

(a) ANY BUILDING LONGER THAN 450 FEET IN LENGTH SHALL HAVE AN INTERIOR OR EXTERIOR PEDESTRIAN PASSAGE THAT PROVIDES THROUGH ACCESS TO ANOTHER STREET, MID-BLOCK PARKING GARAGE OR OPEN SPACE.

(b) NOTWITHSTANDING ANYTHING CONTAINED HEREIN TO THE CONTRARY, THE MAXIMUM BUILDING LENGTH ALONG THE MOREHEAD STREET FRONTAGE SHALL BE 350 FEET.

(3) **BUILDING SITING**.

(a) SETBACKS SHALL BE AS SET OUT BELOW BASED ON STREET FRONTAGE TYPE.

(i) MCDOWELL STREET: A MINIMUM 18 FOOT SETBACK AND A MAXIMUM 36 FOOT SETBACK AS MEASURED FROM BACK OF CURB.

(ii) DISTRICT MAIN STREET: A MINIMUM 16 FOOT SETBACK AND A MAXIMUM 24 FOOT SETBACK AS MEASURED FROM BACK OF CURB.

(iii) MOREHEAD STREET: A MINIMUM 24 FOOT SETBACK AND A MAXIMUM 40 FOOT SETBACK AS MEASURED FROM BACK OF CURB.

(iv) TERTIARY STREET: A MINIMUM 12 FOOT SETBACK AND A MAXIMUM 20 FOOT SETBACK AS MEASURED FROM BACK OF CURB.

(v) OPEN SPACE: A MINIMUM 0 FOOT SETBACK AND A MAXIMUM 150 SETBACK AS MEASURED FROM THE PUBLIC RIGHT OF WAY.

(b) SIDE YARD: 0 FOOT SIDE YARD, PROVIDED, HOWEVER, THAT A 10 FOOT SIDE YARD SHALL BE REQUIRED ADJACENT TO SINGLE FAMILY RESIDENTIAL USES.

(c) REAR YARD: 0 FOOT REAR YARD, PROVIDED, HOWEVER, THAT A 10 FOOT REAR YARD SHALL BE REQUIRED ADJACENT TO SINGLE FAMILY RESIDENTIAL USES.

(4) **MINIMUM BUILD-TO PERCENTAGE BY STREET FRONTAGE**.

(a) FOR PURPOSES OF THIS SECTION 6.C(4) OF THE DEVELOPMENT STANDARDS, "BUILD-TO ZONE" SHALL MEAN THE AREA BETWEEN THE MINIMUM SETBACK AND THE MAXIMUM SETBACK, WHICH MINIMUM AND MAXIMUM SETBACKS ARE SET OUT ABOVE IN SECTION 6.C(3).

(b) A BUILD-TO PERCENTAGE SPECIFIES THE PERCENTAGE OF THE BUILDING FAÇADE THAT SHALL BE LOCATED WITHIN THE BUILD-TO ZONE. FAÇADE ARTICULATION, SUCH AS WINDOW OR WALL RECESSES AND PROJECTIONS, DO NOT COUNT AGAINST THE REQUIRED BUILD-TO PERCENTAGE. PLAZAS, OUTDOOR DINING AND OTHER PUBLIC OPEN SPACE FEATURES THAT ARE ALSO BOUNDED BY A BUILDING FAÇADE PARALLEL TO THE FRONTAGE ARE COUNTED AS MEETING THE BUILD-TO PERCENTAGE. PRIVATE RESIDENTIAL COURTYARDS THAT ARE NO MORE THAN 18 INCHES ABOVE OR BELOW GRADE FOR RESIDENTIAL USES MAY BE COUNTED FOR UP TO 40% OF THE BUILD-TO PERCENTAGE IN RESIDENTIAL DEVELOPMENTS. BUILD-TO PERCENTAGE IS CALCULATED BY BUILDING FAÇADE, NOT LOT WIDTH.

(c) THE MINIMUM BUILD-TO PERCENTAGE FOR EACH STREET FRONTAGE TYPE SHALL BE AS SET OUT BELOW.

(i) MCDOWELL STREET, MOREHEAD STREET AND DISTRICT MAIN STREET: 80%.

(ii) OPEN SPACE: 80%.

(iii) TERTIARY STREET: 60%.

(5) **REQUIRED HEIGHT STEPBACK ON DEVELOPMENT AREA D**

(a) FOR ANY BUILDING LOCATED ON DEVELOPMENT AREA D, BUILDING HEIGHT ABOVE 80 FEET SHALL REQUIRE A MINIMUM BUILDING STEPBACK OF 10 FEET FROM THE BUILDING FAÇADE LINE FACING EAST MOREHEAD STREET. A CORNER TOWER ELEMENT (CORNER LOTS ONLY) LIMITED IN WIDTH AND DEPTH TO A MAXIMUM OF 25% OF THE BUILDING FRONTAGE MAY EXCEED THE HEIGHT AT WHICH A STEPBACK IS REQUIRED, BUT MAY NOT EXCEED THE ALLOWED MAXIMUM BUILDING HEIGHT.

(6) **BUILDING ARTICULATION**.

(a) MINIMUM GROUND FLOOR HEIGHT (FLOOR TO FLOOR).

(i) 14 FOOT MINIMUM UNLESS THE GROUND FLOOR OF A BUILDING IS NON-CONVERTIBLE RESIDENTIAL, IN WHICH CASE THE MINIMUM GROUND FLOOR HEIGHT SHALL BE 10 FEET.

(ii) AT LEAST 70% OF THE TOTAL GROUND FLOOR HEIGHT SHALL MEET THE MINIMUM GROUND FLOOR HEIGHT REQUIREMENT.

(iii) THE GROUND FLOOR OF RESIDENTIAL DEVELOPMENTS IS STILL CONSIDERED RESIDENTIAL WHEN LEASING OR MANAGEMENT OFFICES AND/OR TENANT FACILITIES, SUCH AS GYMS AND COMMUNITY/PARTY ROOMS, ARE LOCATED ON THE GROUND FLOOR.

(b) BLANK WALL AREA (HORIZONTAL OR VERTICAL).

(i) 20 FOOT MAXIMUM FOR BUILDINGS ON MCDOWELL STREET, DISTRICT MAIN STREET AND OPEN SPACE.

(ii) 10 FOOT MAXIMUM FOR BUILDINGS ON MOREHEAD STREET.

(iii) NO MAXIMUM BLANK WALL AREA FOR BUILDINGS ON TERTIARY STREETS.

(c) GROUND FLOOR TRANSPARENCY AREA (MEASURED 3 FEET TO 10 FEET FROM FINISHED GRADE).

(i) 60% MINIMUM FOR NON-RESIDENTIAL USES AND 25% MINIMUM FOR RESIDENTIAL USES.

(d) UPPER FLOOR TRANSPARENCY (% OF WALL STORY AREA).

(i) NON-RESIDENTIAL: 40% MINIMUM.

(ii) RESIDENTIAL: 25% MINIMUM.

7) **NON-RESIDENTIAL, MIXED-USE AND MULTI-FAMILY STACKED DESIGN STANDARDS**.

(a) TABLE 6(7) BELOW CONTAINS THE DESIGN STANDARDS FOR NON-RESIDENTIAL, MIXED USE AND MULTI-FAMILY STACKED BUILDINGS ON THE SITE. TABLE 6(7) ASSIGNS DESIGN STANDARDS TO BUILDING FACADES ALONG THE DIFFERENT TYPES OF STREET FRONTAGES ON THE SITE. AN "X" INDICATES THAT THE SPECIFIC DESIGN STANDARD APPLIES.

TABLE 6(7)

FRONTAGE TYPE	MCDOWELL	MOREHEAD	DISTRICT MAIN STREET	OPEN SPACE	TERTIARY
FOR BUILDINGS OF 150' IN LENGTH OR LONGER, FACADES SHALL BE DIVIDED INTO SHORTER SEGMENTS BY MEANS OF MODULATION. MODULATION MAY BE ACHIEVED THROUGH RECESSES, PROJECTIONS, OR ANGLE CHANGES OF NO LESS THAN 2' IN DEPTH AND 10' IN WIDTH.	X		X	X	
ALONG THE MOREHEAD STREET FRONTAGE, THE FAÇADE OF A BUILDING GREATER THAN 100 FEET IN LENGTH SHALL BE DIVIDED INTO SHORTER SEGMENTS (LESS THAN 100 FEET) BY MEANS OF MODULATION. MODULATION MAY BE ACHIEVED THROUGH RECESSES, PROJECTIONS OR ANGLE CHANGES OF NO LESS THAN 4' IN DEPTH AND 10' IN WIDTH.		X			
ARCADES, GALLERIES, COLONNADES, OUTDOOR PLAZAS, OUTDOOR DINING AREAS, OR SIMILAR PEDESTRIAN-ORIENTED GROUND FLOOR DESIGNS MAY BE INCORPORATED INTO FACADES. WHEN PROVIDED, SUCH FEATURES THAT ARE IN LINE WITH THE BUILDING FACADE ABOVE THE GROUND FLOOR ARE CONSIDERED TO MEET ANY REQUIRED BUILD-TO PERCENTAGE.	X	X	X	X	X
THE GROUND FLOOR (AT GRADE/STREET LEVEL) SHALL BE DISTINGUISHED FROM THE REMAINDER OF THE BUILDING WITH AN EMPHASIS ON PROVIDING DESIGN ELEMENTS THAT WILL ENHANCE THE PEDESTRIAN ENVIRONMENT. FEATURES SUCH AS LARGE OPENINGS, CHANGES IN MATERIAL OR COLOR, RECESSING, ARCHITECTURAL LIGHTING, AND OTHER SCULPTING OR ARTICULATION OF THE MASSING SHOULD BE PROVIDED TO ADD SPECIAL INTEREST TO THE BASE.	X	X	X	X	X
EACH BUILDING SHALL HAVE A MINIMUM OF ONE PROMINENT ENTRANCE (AS DEFINED BELOW).	X	X	X	X	

PROMINENT ENTRANCE DEFINITION: A BUILDING ENTRANCE THAT IS VISUALLY DISTINCTIVE FROM THE REMAINING PORTIONS OF THE FAÇADE WHERE IT IS LOCATED.

(i) FOR NONRESIDENTIAL, MIXED-USE AND MULTI-FAMILY STACKED BUILDINGS, ENTRANCES THAT CONTAIN AT LEAST THREE OF THE FOLLOWING ARE CONSIDERED A PROMINENT ENTRANCE: DECORATIVE PEDESTRIAN LIGHTING/SCONCES; ARCHITECTURAL DETAILS CARRIED THROUGH TO UPPER STORIES; COVERED PORCHES, CANOPIES, AWNINGS OR SUNSHADES; ARCHWAYS; TRANSOM OR SIDELIGHT WINDOWS; TERRACED OR RAISED PLANTERS; COMMON OUTDOOR SEATING ENHANCED WITH SPECIALTY DETAILS, PAVING, LANDSCAPING, OR WATER FEATURES; DOUBLE DOORS; AND STOOPS OR STAIRS.

(ii) FOR MULTI-FAMILY ATTACHED UNITS, ENTRANCES THAT CONTAIN ONE OR MORE OF THE FOLLOWING FEATURES ARE CONSIDERED A PROMINENT ENTRANCE: PORCHES, RAISED STEPS AND STOOPS WITH OR WITHOUT ROOF OVERHANGS, DECORATIVE RAILINGS.

(8) **PARKING GARAGE DESIGN STANDARDS**.

(a) GENERAL PARKING GARAGE DESIGN REGULATIONS.

(i) ALL PARKING GARAGES SHALL BE SCREENED, WRAPPED, OR TREATED BASED ON STREET FRONTAGE TYPE AS INDICATED IN TABLE 6(8) BELOW.

(ii) PARKING GARAGE FACADES MAY BE SCREENED USING DECORATIVE ELEMENTS SUCH AS GRILLWORK, LOUVERS, GREEN WALLS OR A SIMILAR TREATMENT.

(iii) PARKING GARAGES LOCATED ALONG THE SITE'S FRONTAGE ON SOUTH MCDOWELL STREET OR ALONG THE SITE'S FRONTAGE ON INTERSTATE 277 MAY USE ARTISTIC OR BRANDED ARCHITECTURAL GARAGE SCREENING.

(iv) WHERE PARKING GARAGES ARE INTEGRATED INTO OCCUPIABLE BUILDINGS, THE FACADES OF PARKING STRUCTURES SHOULD INCLUDE BOTH VERTICAL AND HORIZONTAL TREATMENT THAT RESEMBLES PATTERNS AND ARCHITECTURE OF THE OCCUPIED PORTIONS OF THE BUILDING, INCLUDING USE OF SIMILAR MATERIALS AND A SIMILAR RHYTHM OF WINDOW OPENINGS. THE REMAINING OPENING SHALL BE SCREENED USING DECORATIVE ELEMENTS SUCH AS GRILLWORK, LOUVERS, GREEN WALLS, OR A SIMILAR TREATMENT.

(v) FOR PARKING STRUCTURES WITH ROOFTOP OPEN-AIR PARKING, A PARAPET WALL OF SUFFICIENT HEIGHT TO ENSURE VEHICLES ARE NOT VISIBLE FROM THE NEAREST SIDEWALK IS REQUIRED. ANY SUCH PARAPET WALL SHALL BE A MINIMUM OF FOUR FEET IN HEIGHT.

(vi) ON PORTIONS OF A FACADE ABUTTING ANY FRONTAGE WHERE ACTIVE USES, INGRESS/EGRESS POINTS, AND/OR MECHANICAL EQUIPMENT ARE NOT PRESENT, PEDESTRIAN-SCALE INTEREST AND ACTIVITY SHOULD BE CREATED THROUGH THE INCLUSION OF ARCHITECTURAL ELEMENTS, SUCH AS AWNINGS, OVERHANGS, DECORATIVE SCREENS, GRILLS, LOUVERS, OR OTHER SIMILAR FEATURES.

(vii) PARKING STRUCTURES SHOULD BE DESIGNED SO THAT VEHICLES PARKED ON ALL LEVELS OF THE STRUCTURE AND ASSOCIATED LIGHTING ARE SCREENED BY A WALL OR PANEL MEASURING A MINIMUM OF 42 INCHES IN HEIGHT.

(b) GROUND FLOOR ACTIVATION FOR PARKING GARAGES.

(i) GROUND FLOOR ACTIVATION OF PARKING STRUCTURES IS ENCOURAGED BUT NOT REQUIRED

(ii) WHEN PROVIDED, GROUND FLOOR ACTIVATION SHOULD SPAN A MINIMUM OF 60% OF THE GROUND FLOOR OF THE BUILDING EXCLUDING AREAS FOR REQUIRED VEHICULAR AND PEDESTRIAN EGRESS, AND MECHANICAL OR ELECTRICAL EQUIPMENT ROOMS.

(iii) ACTIVE USE SPACE SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF TABLE 6(8) BELOW. NON-RESIDENTIAL USES SHALL BE A MINIMUM OF 20 FEET IN WIDTH AND 20 FEET IN DEPTH, WITH UTILITY STUBS AND THE ABILITY TO ACCOMMODATE EQUIPMENT FOR RESTAURANT USES. WHEN THE ACTIVE USE SPACES ARE RESIDENTIAL UNITS, THEY ARE NOT REQUIRED TO ACCOMMODATE EQUIPMENT FOR RESTAURANT USES.

(c) ALLOWED PARKING GARAGE SCREENING METHODS BASED ON STREET FRONTAGE TYPE.

(i) PARKING GARAGES SHALL BE DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF TABLE 6(8) BELOW WHEN LOCATED ON THE APPLICABLE STREET FRONTAGE TYPE. WHERE MULTIPLE SCREENING METHODS ARE INDICATED WITH A "P", ANY OF THE STATED SCREENING METHODS SHALL BE PERMITTED. AN "NP" INDICATES THAT A SCREENING METHOD IS NOT PERMITTED.

TABLE 6(8)

FRONTAGE TYPE	MCDOWELL	MOREHEAD	DISTRICT MAIN STREET	OPEN SPACE	TERTIARY
ALL FLOORS WRAPPED WITH OCCUPIABLE BUILDING AND ACTIVE GROUND FLOOR	P	P	P	P	P
ACTIVE GROUND FLOOR ONLY WITH ARCHITECTURALLY SCREENED GARAGE ABOVE	P	NP	NP	NP	P
ARCHITECTURALLY SCREENED GARAGE WITH NO ACTIVE GROUND FLOOR	P	NP	NP	NP	P

7. STREETSCAPE/LANDSCAPING

A. PLANTING STRIPS AND SIDEWALKS SHALL BE INSTALLED IN ACCORDANCE WITH THE STREET CROSS SECTIONS SET OUT ON SHEETS RZ-1.1 AND RZ-1.2 OF THE REZONING PLAN.

B. 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 ALONG EACH SUCH SIDE.

8. ENVIRONMENTAL FEATURES

A. PETITIONER SHALL COMPLY WITH THE CHARLOTTE CITY COUNCIL APPROVED AND ADOPTED POST-CONSTRUCTION STORMWATER ORDINANCE, SUBJECT, HOWEVER, TO ANY SUPERSEDING OR LIMITING STATE STATUTE OR LEGISLATION.

B. DEVELOPMENT OF THE SITE SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF THE CITY OF CHARLOTTE TREE ORDINANCE.

C. 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 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.

9. OPEN SPACE

A. AS NOTED ABOVE IN PARAGRAPH 1.F, THE SITE SHALL BE CONSIDERED TO BE A PLANNED/UNIFIED DEVELOPMENT. ACCORDINGLY, THE OPEN SPACE REQUIREMENTS SHALL BE CALCULATED AND SATISFIED OVER THE ENTIRE SITE, RATHER THAN WITHIN EACH INDIVIDUAL DEVELOPMENT AREA OR WITHIN EACH INDIVIDUAL BUILDING SITE OR LOT. AS A RESULT, EACH DEVELOPMENT AREA OR EACH INDIVIDUAL BUILDING SITE OR LOT SHALL NOT BE REQUIRED TO MEET THE OPEN SPACE REQUIREMENTS PROVIDED THAT THE SITE AS A WHOLE MEETS SUCH OPEN SPACE REQUIREMENTS.

B. REQUIRED OPEN SPACE MAY BE PROVIDED IN ONE OR MORE OPEN SPACE AREAS WITHIN THE SITE.

C. A MINIMUM OF 10% OF THE SITE SHALL BE DEVOTED TO OPEN SPACE. A MINIMUM OF 25% OF THE REQUIRED OPEN SPACE SHALL BE PUBLIC OPEN SPACE.

D. PUBLIC OPEN SPACE IS DEFINED AS OPEN SPACE MAINTAINED FOR THE USE OF THE GENERAL PUBLIC. PUBLIC OPEN SPACE MAY INCLUDE PARKS, PLAZAS AND PUBLIC SEATING AREAS.

E. 50% OF THE REQUIRED OPEN SPACE AREA MAY BE PROVIDED AS A WIDENED SIDEWALK, GREATER THAN 8 FEET IN WIDTH (IN ADDITION TO REQUIRED STREETSCAPE). OUTDOOR DINING MAY BE INCLUDED IN THIS AREA.

F. AT A MINIMUM, THE PUBLIC OPEN SPACE AREAS ON THE SITE SHALL CONTAIN HARDSCAPE, LANDSCAPING, WALKING PATHS AND BENCHES.

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.

No.	REVISIONS	DATE	BY

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DATE 08/16/2021
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DESIGNED BY ---
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DEVELOPMENT STANDARDS

REZONING PETITION No.2021-092

CHARLOTTE INNOVATION COMMUNITY
PREPARED FOR
ATRIUM HEALTH
CITY OF CHARLOTTE NORTH CAROLINA

SHEET NUMBER
RZ-2.1

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