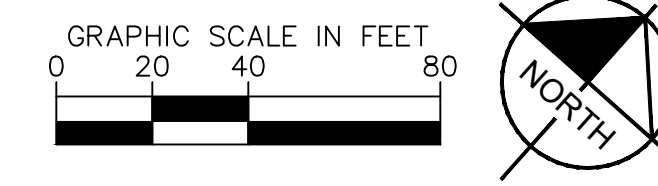


CHARLOTTE TRANSIT CENTER AND REDEVELOPMENT – PRECAUTIONARY REZONINGS TO ALLOW FURTHER DESIGN REVIEW.

THE CITY AND CATS ALONG WITH WPTP BREVARD, LLC CONTINUE DESIGN ACTIVITY IN CONNECTION WITH THE POSSIBLE REDEVELOPMENT OF THE CURRENT TRANSIT CENTER FOR A NEW CHARLOTTE TRANSIT CENTER AND MIXED USE DEVELOPMENT; THIS INCLUDES DESIGN ELEMENTS FOR AN INTERIM TRANSIT FACILITY ON PROPERTY LOCATED ACROSS 4TH STREET; ALL AS GENERALLY DEPICTED ON THIS SHEET RZ-EC.

THIS SHEET RZ-EC REFLECTS FOR ILLUSTRATION PURPOSES, BOTH THE PARCEL CONTEMPLATED FOR THE CTC PRIMARY FACILITY & REDEVELOPMENT WHICH IS THE SUBJECT OF THIS REQUESTED UMUD-O REZONING PETITION, AND THE PARCEL ACROSS 4TH STREET CONTEMPLATED FOR THE INTERIM FACILITY & REDEVELOPMENT WHICH IS THE SUBJECT OF A SEPARATE BUT COORDINATED REQUESTED UMUD-O REZONING PETITION.

NOTE:  
EXISTING CONDITION PLAN DERIVED FROM VARYING SOURCES (I.E. GIS, SURVEY, AERIAL RECONNAISSANCE AND SITE OBSERVATIONS). ACTUAL SITE AND/OR CONTEXT CONDITIONS MAY VARY. TO THE FULL KNOWLEDGE OF THE PETITIONER, ALL KNOWN EXISTING EASEMENTS AND ROW RESERVATIONS ARE SHOWN.



REVISIONS	DATE	BY
REZONING COMMENT RESPONSE	11/29/2023	KHA
ISSUED FOR PERMIT		KHA

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NC LICENSE #F-0102

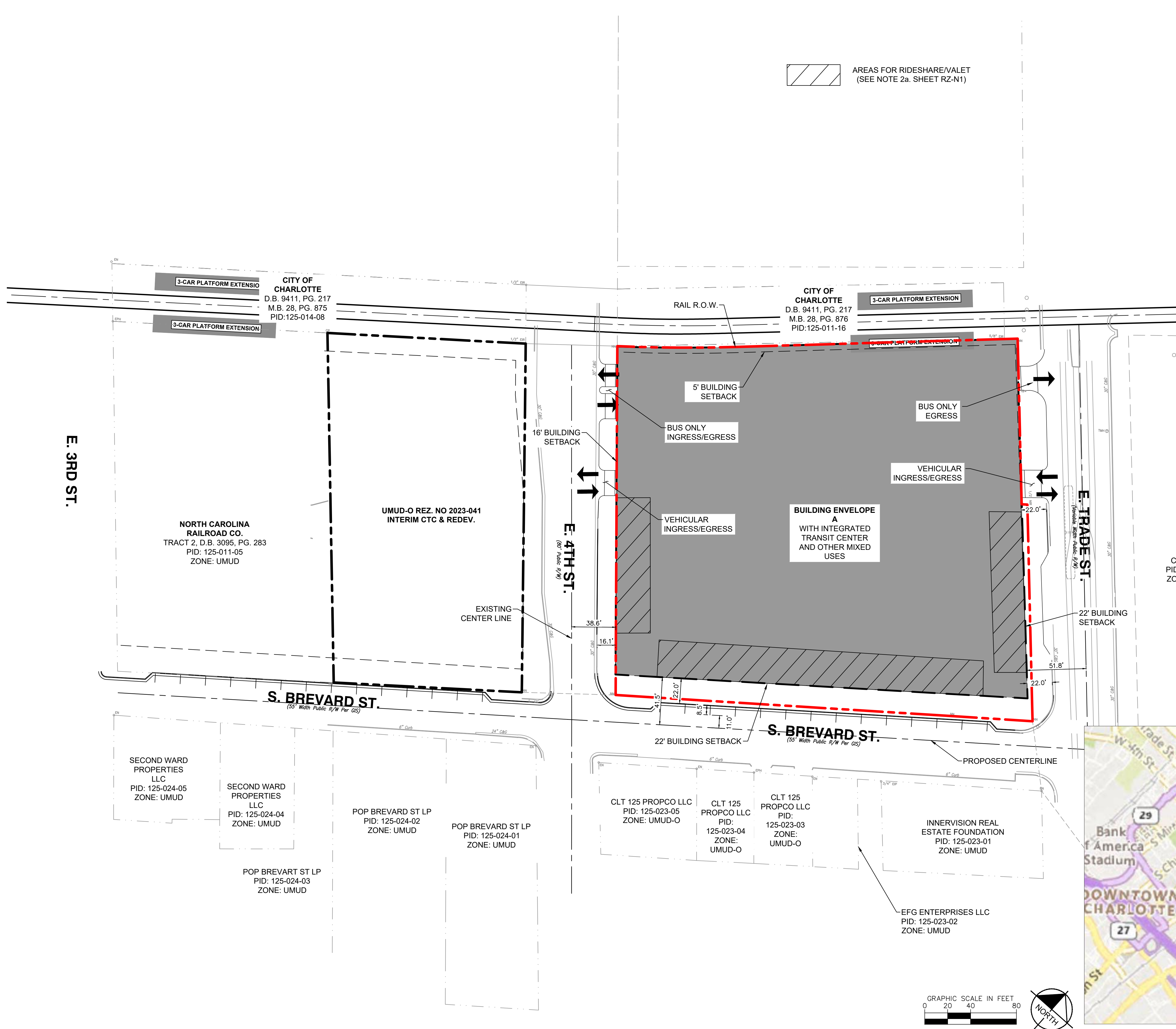
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KH PROJECT	013479000
DATE	01/27/2023
SCALE	AS SHOWN
DESIGNED BY	JAP
DRAWN BY	JAP
CHECKED BY	BLW

**EXISTING CONDITIONS**

**CHARLOTTE TRANSIT CENTER REDEVELOPMENT**  
CITY OF CHARLOTTE  
NORTH CAROLINA

SHEET NUMBER  
**RZ-EC**



AREAS FOR RIDESHARE/VALET  
(SEE NOTE 2a. SHEET RZ-N1)

**SITE DEVELOPMENT DATA:**

- ACREAGE: ± 2.571 ACRES
- TAX PARCELS: 125-011-14
- EXISTING ZONING: UMUD-0
- PROPOSED ZONING: UMUD-0 SPA
- EXISTING USES: TRANSIT CENTER
- PROPOSED USES: ALL USES PERMITTED BY RIGHT AND UNDER PRESCRIBED CONDITIONS IN UMUD ZONING DISTRICT (WITH THE BENEFIT OF THE OPTIONAL PROVISIONS BELOW) TOGETHER WITH ACCESSORY USES AS ALLOWED IN THE UMUD ZONING DISTRICT (AS MAY BE MORE SPECIFICALLY DESCRIBED IN THE DEVELOPMENT STANDARDS).
- MAXIMUM GROSS SQUARE FEET OF DEVELOPMENT: AS ALLOWED BY THE UMUD ZONING DISTRICT.

**NOTE:**

- DEVELOPMENT STANDARDS/PROVISIONS NOT SPECIFICALLY LISTED OR REFERENCED BELOW IN THIS REZONING PLAN (E.G. BUILDING HEIGHT, AMING OTHER ITEMS) WILL BE GOVERNED BY THE STANDARDS/PROVISIONS OF THE UMUD ZONING DISTRICT WITH BENEFIT OF THE OPTIONAL PROVISIONS BELOW.
- THE IMAGES ARE ILLUSTRATIVE TO SHOW GENERAL INTENT, CHARACTER, RELATIONSHIPS OF USES, CIRCULATION, AND BUILDING CONFIGURATION FOR THE PURPOSES OF REZONING. FINAL CONSTRUCTION MAY VARY BASED ON PERMITTING AND UNFORSEEN CONDITIONS.
- REFER TO SHEETS AND NOTES AS PART OF THIS SET FOR ADDITIONAL INFORMATION.

NO.	REVISIONS	DATE	BY
1	ISSUED FOR PERMIT	11/29/2023	KHA
2	REZONING COMMENT RESPONSE		KHA

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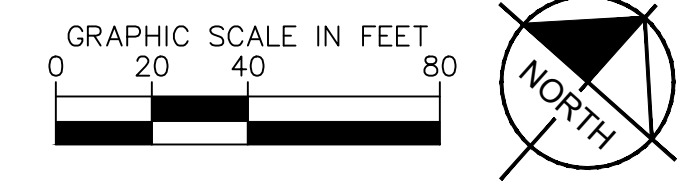
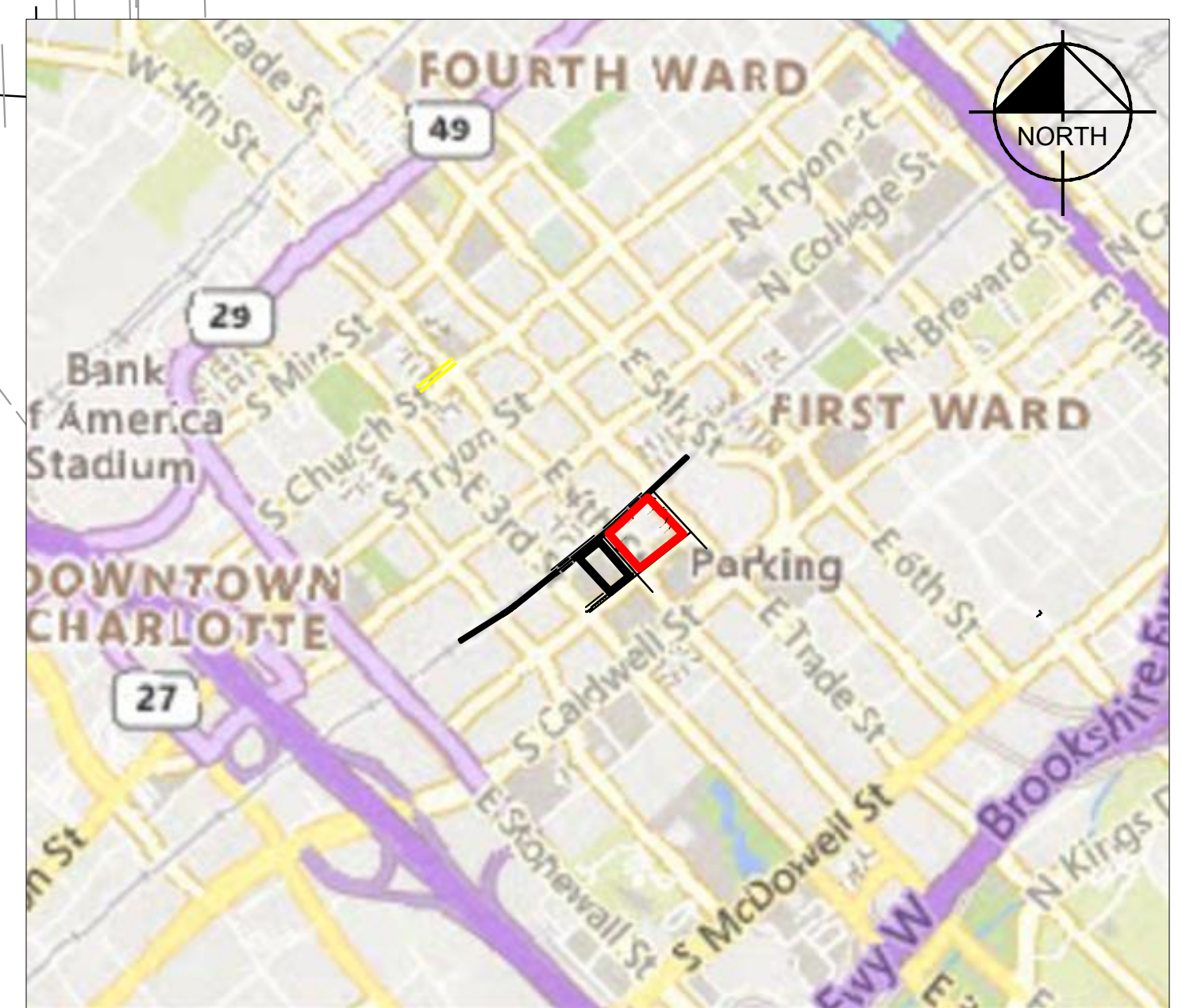
KH PROJECT	013479000
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**TECHNICAL DATA**

**CHARLOTTE TRANSIT CENTER REDEVELOPMENT**  
CITY OF CHARLOTTE NORTH CAROLINA

SHEET NUMBER  
**RZ-01**

CITY OF CHARLOTTE  
PID: 080-013-20  
ZONE: UMUD-0



This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

**CHARLOTTE AREA TRANSIT SYSTEM - CTC UMUD-O REZONING**  
**Development Standards**  
**11/30/2023**  
**Rezoning Petition No. 2023-040**

**Site Development Data:**

- Acreage: ±2.571 acres
- Tax Parcel #: 125-011-14
- Existing Zoning: UMUD-O
- Proposed Zoning: UMUD-O SPA
- Existing Uses: Bus related transit facility with retail/EDEE uses and other accessory uses
- Proposed Uses: All uses permitted by right and under prescribed conditions in UMUD zoning district (with the benefit of the Optional provisions below) together with accessory uses as allowed in the UMUD zoning district (as may be more specifically described in Section 3 below).
- Maximum Gross Square feet of Development: As allowed by the UMUD zoning district.

**NOTE A - PURPOSE OF REZONING FILING:**  
*The City and CATS along with WPTP Brevard, LLC continue design activity in connection with the possible redevelopment of the current transit center for a new Charlotte Transit Center and mixed-use development; this includes design elements for an interim transit facility on the property located across 4<sup>th</sup> Street; all as generally depicted on Sheet RZ-EC.*

*Sheet RZ-EC reflects for illustration purposes both the parcel contemplated for the CTC primary facility and redevelopment which is the subject of this requested UMUD-O SPA rezoning petition, and the parcel across 4<sup>th</sup> Street contemplated for the interim facility and redevelopment which is the subject of a separate but coordinated requested UMUD-O rezoning petition.*

**NOTE B:** Development standards/provisions not specifically listed or referenced below in this Rezoning Plan (e.g. building height, among other items) will be governed by the standards/provisions of the UMUD zoning district under the Ordinance (as defined below) subject to and with the benefit of the Optional provisions below.

**NOTE C:** This Rezoning Plan and Rezoning Petition shall supercede all prior rezoning petitions, but the existing uses of the Site for the current City of Charlotte bus/transit facility may remain as permitted uses and structures in the manner contemplated herein and with reasonable expansion rights within the applicable UMUD setbacks.

**1. General Provisions:**

- a. **Site Location.** These Development Standards and the Technical Data Sheet and other graphics, if any, set forth on the attached Sheets form this rezoning plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by Charlotte Area Transit System ("Petitioner") for an approximately ±2.571 acre site located at the intersection of East 4th Street, S. Brevard Street and East Trade Street (the "Site") as generally depicted on Sheet RZ-1. This Rezoning Plan and Rezoning shall supercede prior rezoning petitions, but the existing uses of the Site for the current City of Charlotte bus/transit facility may remain as permitted uses and structures in the manner contemplated by this Rezoning Plan including these Development Standards.
- b. **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 in effective as of the date of filing of this Rezoning on or prior to January 31, 2023 (the "Ordinance"). Unless the Rezoning Plan establishes more stringent standards, the regulations established under the Ordinance for the UMUD-O zoning classification shall govern all development taking place on the Site, with the benefit of Optional Provisions provided below.
- c. **Graphics and Alterations.** The schematic depictions of the uses, parking areas, sidewalks, building envelopes, driveways, streets and other development matters and site elements (collectively the "Development/Site Elements") if 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.
- d. **Number of Buildings Principal and Accessory.** The total number of principal buildings to be developed on the Site is expected not to exceed 3 but shall not be limited except to the extent expressly limited by the regulations established under the Ordinance for the UMUD-O zoning classification, and with the benefit of the Optional Provisions provided below.
- e. **Planned/Unified Development; Development Coordination for East 4<sup>th</sup> Street Parcel/Interim Facility Site.**
  - (i) The Site may be viewed in the aggregate as a planned/unified development plan as to development taking place on the Site. As such, side and rear yards, buffers, building height separation standards, and other similar zoning standards, if applicable at all, will not be required internally between improvements and other site elements located on the Site.
  - (ii) It is contemplated that development of the CTC use and associated private development on the Site as permitted, among other uses under Section 3 below, shall be coordinated generally with redevelopment of the approximately 1.178-acre parcel located at the intersection of East 4<sup>th</sup> Street and S. Brevard Street as generally depicted on the Rezoning Plan (the "East 4<sup>th</sup> Street Parcel"). Such coordination, for instance, may include construction of a possible interim bus transit facility on the East 4<sup>th</sup> Street Parcel and such other support components including a possible cross-access easement.
- f. **Phasing.** Streetscape and roadway improvements shall be implemented as development occurs within the limits and/or frontage of the associated building construction. Each building(s) certificate of occupancy will not be issued until completion of any transportation improvements, if any, specified herein, as approved by CDOT during permitting, but it is understood that phasing flexibility will be determined during development stage.
- g. **Encroachment Agreement.** All non-standard transportation improvements (i.e. granite band, bollards, special pavers, all items not within the CLDSM etc.), if any, that may be proposed within the public/City maintained street right-of-way will require approval by CDOT through an encroachment agreement. The encroachment agreement shall specify the maintenance responsibility for each non-standard transportation improvement item as proposed on site plans/cross-sections. An encroachment agreement must be approved by CDOT prior to the construction/installation of the non-standard item(s).
- h. INTENTIONALLY DELETED.

**2. Optional Provisions.**

The following optional provisions shall apply to the Site:

- a. An Optional provision to reduce the setback along E. Trade Street from 50 feet to 22 feet from the future curb line.
- b. An Optional provision to allow a ride share pick-up and drop-off area, valet parking or similar area within the E. Trade Street setback. This area will be designed to resemble a woonerf. The final design to be coordinated with the Planning Department and CDOT.
- c. An Optional provision to reduce the Rail Transit Setback from 35-feet from the rail line centerline to 5-feet from the rail line right-of-way or easement.
- d. An Optional provision to allow a reduction in the number of required loading spaces so that no more than four (4) loading spaces are required to be provided.
- e. An Optional provision to reduce the required 50% of the net first floor area of the building to be occupied by retail activities to [30%].
- f. An Optional provision to reduce the 75% first floor façade designed for retail activities to 35% along 4<sup>th</sup> Street and E. Trade Street.
- g. An Optional provision to allow the required street trees along Brevard St. to be planted in above ground planters. Planter size, and location to be coordinated with Planning, CDOT and the Urban Forester. Planters to be provided with irrigation and drainage systems.
- h. An Optional provision to allow permitted wall signs, projecting signs, and marquee signs to have changeable electronic messages or manual changeable copy that is equal to 100% of the total allowed sign area.
- i. An Optional provision to allow blank walls that exceed 20 feet along E. 4<sup>th</sup> St. and E. Trade St. in the portion of Site designed to access to the transit facility. These blank walls with be treated with artwork, architectural elements, or other design elements.
- j. An Optional provision to exceed the 60-foot maximum building height along Brevard St. without providing a 20-foot building step-back.
- k. In light of the unique nature of the mixed use project with the transit center facility contemplated by this Petition, without limiting the above optional provisions, variations from UMUD standards and the above provisions may be sought as part of the overall mixed use project with the transit facility provided that such additional variations comply with the standards applicable to the Urban Center district under the UDO in effect at the time of permitting for the project.

1. To allow the existing uses of the Site for the current City of Charlotte bus/transit facility to remain as permitted uses and structures in the manner contemplated herein and with reasonable expansion rights within the applicable UMUD setbacks. Similarly, to the extent that the CTC project does not take place on the Site, the Site may be redeveloped in accordance with the provisions of UMUD under the Current Zoning Ordinance but without application of the other Optional provisions set forth herein.

**3. Permitted Uses:**

- a. The Site may be developed with uses permitted by right and under prescribed conditions in the UMUD zoning district together with accessory uses as allowed in the UMUD zoning district, with the benefits of the Optional Provisions above, and including without limitation in the foregoing a bus/transit facility use, retail/personal services and EDEE uses, residential uses, hotel/hospitality uses, office uses, sports/athletic training performance and entertainment uses, among all others permitted under UMUD which shall be viewed and interpreted expansively. Portions of the uses may be above and/or below grade.
- b. As permitted in Section 2 above, the existing uses of the Site for the current City of Charlotte bus/transit facility may remain as permitted uses and structures in the manner contemplated herein and with reasonable expansion rights within the applicable UMUD setbacks. Similarly, to the extent that the CTC project does not take place on the Site, the Site may be redeveloped in accordance with the provisions of UMUD under the Current Zoning Ordinance but without application of the other Optional provisions set forth herein.

**4. Miscellaneous:**

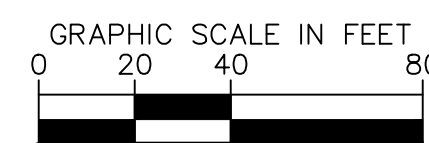
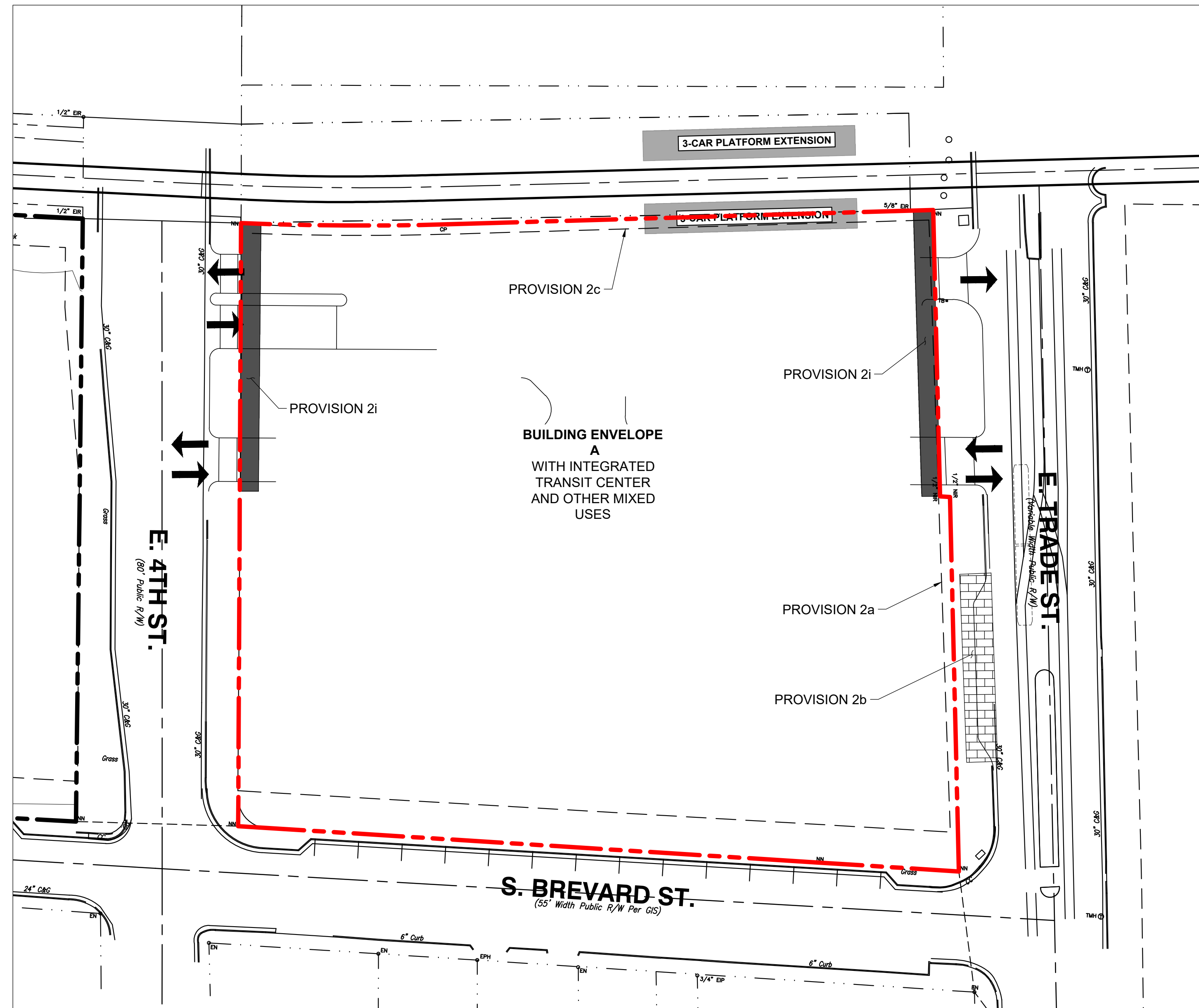
- a. The project shall comply with the Charlotte City Council approved and adopted Post Construction Storm Water Ordinance in existence as of the date of filing of the Rezoning Petition.
- b. [The Petitioner will work in good faith with CATS and Planning Department in connection with coordination associated with the Rail Trail.]
- c. The project shall comply with the Charlotte Tree Ordinance in existence as of the date of filing of the Rezoning.

**5. Amendments to the Rezoning Plan:**

- a. Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners of the applicable portion or area of the Site affected by such amendment in accordance with the provisions herein and of Chapter 6 of the Ordinance.

**6. Binding Effect of the Rezoning Application:**

- a. If this Rezoning Petition is approved, it 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, as applicable, and their respective heirs, devisees, personal representatives, successors in interest or assigns.



REZONING COMMENT RESPONSE	11/29/2023	KHA
ISSUED FOR PERMIT		KHA
REVISIONS		DATE
		BY

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**DEVELOPMENT STANDARDS & OPTIONAL PROVISIONS REFERENCE MAP**

**CHARLOTTE TRANSIT CENTER REDEVELOPMENT**  
 NORTH CAROLINA  
 CITY OF CHARLOTTE

SHEET NUMBER  
**RZ-N1**