

SITE DEVELOPMENT AREA

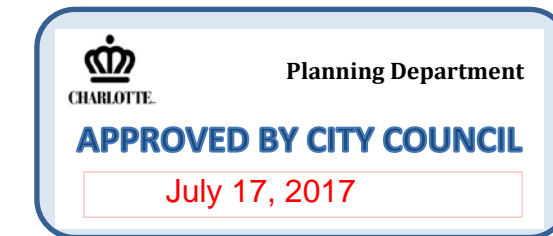
- ACREAGE: +/- 3.53 ACRES
- TAX PARCEL #: 073-092-04
- EXISTING ZONING: I-2
- PROPOSED ZONING: TOD-MO
- EXISTING USES: INDUSTRIAL/WAREHOUSE
- PROPOSED USES: OFFICE, COMMERCIAL, MULTI-FAMILY RESIDENTIAL, HOTEL, EDEE, PERSONAL SERVICE AND ACCESSORY USES THERETO
- MAXIMUM GROSS SQUARE FEET OF DEVELOPMENT: DEVELOPMENT INTENSITY SHALL NOT EXCEED LIMITS OF TOD-MO
- MAXIMUM BUILDING HEIGHT: UP TO 170 FEET

GENERAL NOTE:

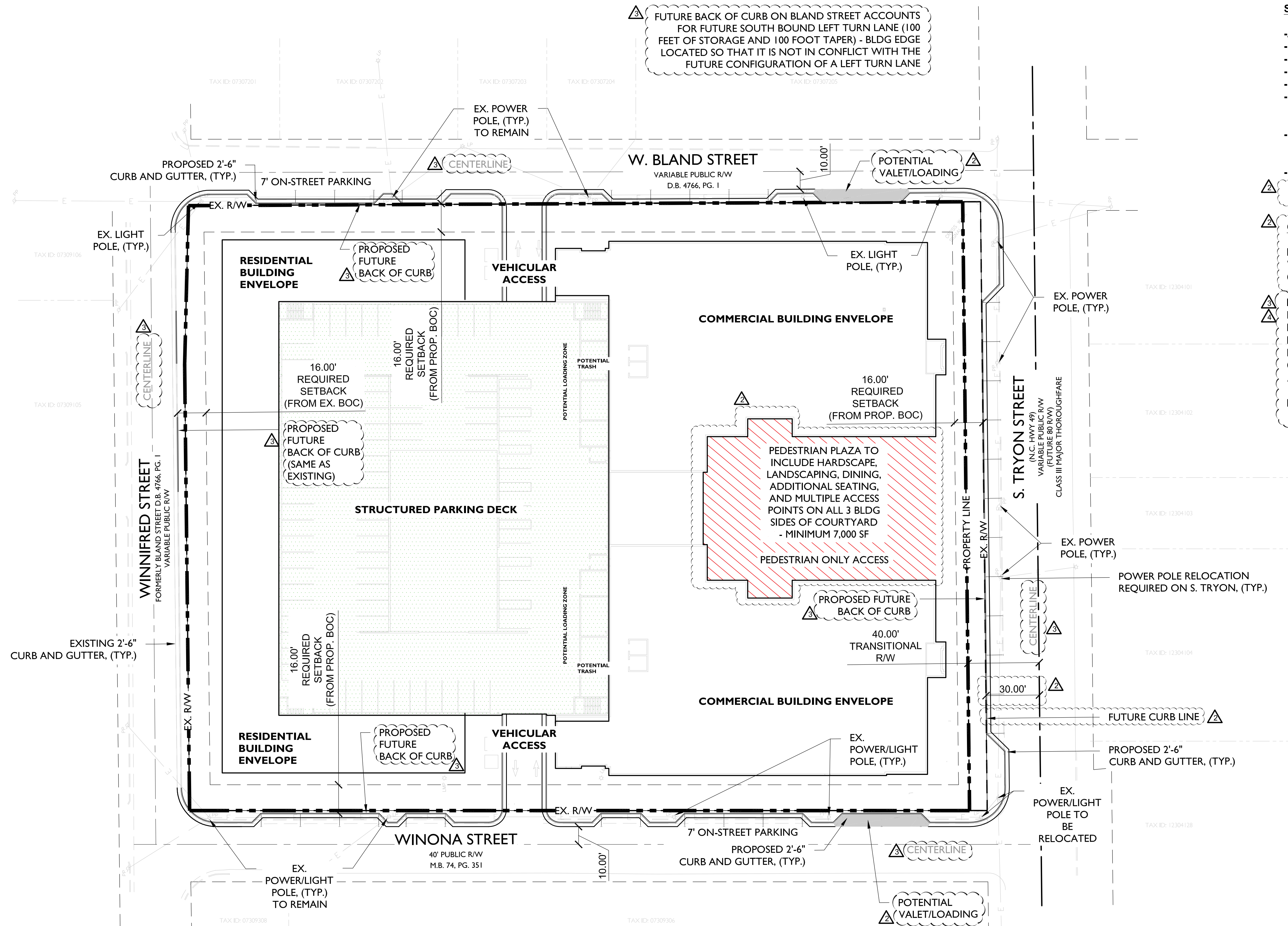
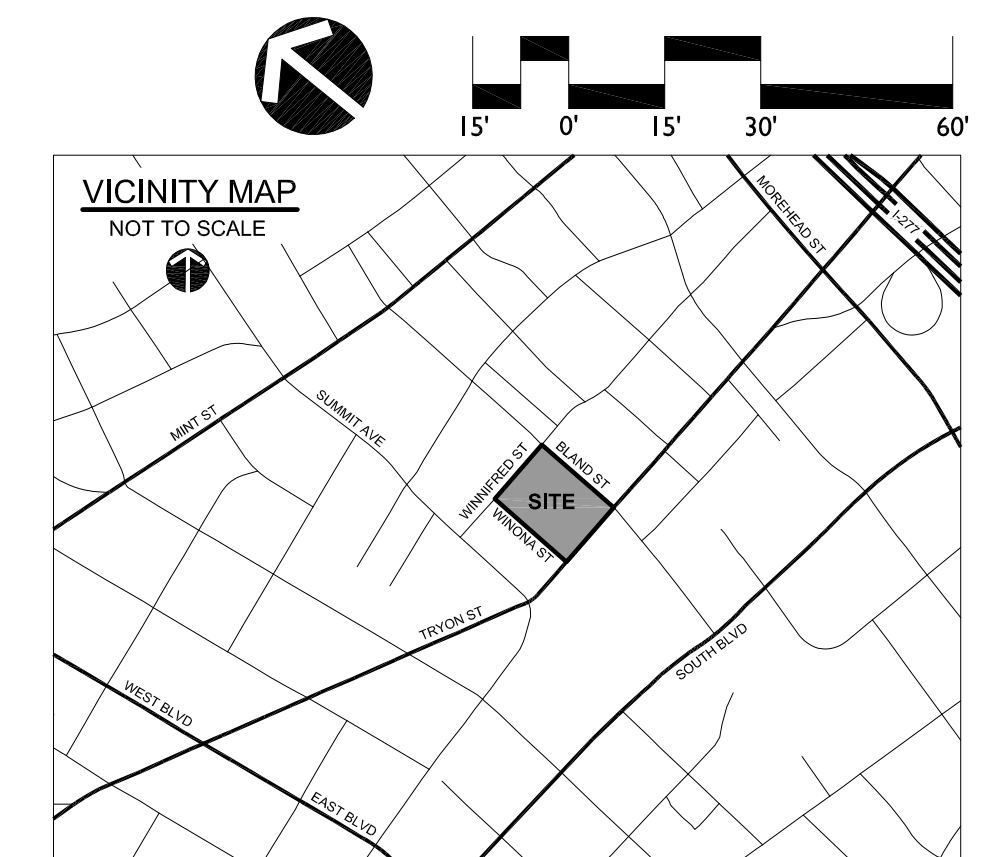
DEDICATION AND FEE SIMPLE CONVEYANCE OF ALL RIGHTS OF WAY TO THE CITY BEFORE THE SITE'S FIRST BUILDING CERTIFICATE OF OCCUPANCY IS ISSUED.

IN REGARD TO MATERIALS, THE PARKING DECK IS PROPOSED TO BE PRECAST CONCRETE AND THE OFFICE BUILDINGS ARE PROPOSED TO BE A MIXTURE OF BRICK, GLASS, AND DECORATIVE METAL ACCENTS. THE RESIDENTIAL COMPONENT BUILDING MATERIALS ARE PROPOSED TO BE MASONRY, FIBER CEMENT, CORRUGATED METAL, STEEL ACCENTS, AND ARCHITECTURAL SHINGLES.

RESIDENTIAL UNITS SHALL NOT BE TALLER THAN 85 FEET.



PETITION #: 2017-039
 CITY OF CHARLOTTE
 PETITIONER: BEACON MPI-14145T, LLC



FUTURE BACK OF CURB ON BLAND STREET ACCOUNTS FOR FUTURE SOUTH BOUND LEFT TURN LANE (100 FEET OF STORAGE AND 100 FOOT TAPER) - BLDG EDGE LOCATED SO THAT IT IS NOT IN CONFLICT WITH THE FUTURE CONFIGURATION OF A LEFT TURN LANE

RESIDENTIAL UNITS SHALL NOT BE TALLER THAN 85 FEET.

1. Development Data Table

Site Area: +/- 3.53 acres
 Tax Parcel: 073-092-04
 Existing Zoning: I-2
 Proposed Zoning: TOD-MO
 Existing Use: Industrial/Warehouse
 Proposed Uses: Office, Commercial, Multi-Family Residential, Hotel, EEDE, personal service and accessory uses thereto

Maximum Development: Development intensity shall not exceed limits of TOD-M

Maximum Building Height: Up to 170 feet

Publicly Accessible

Urban Open Space: Minimum of 7,000 sq. feet

2. General Provisions

These Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by Beacon Partners ("Petitioner") to rezone property tax parcel 073-092-04 (the "Site") from the I-2 Zoning District to the TOD-MO Zoning District in order to accommodate a transit oriented development, as depicted on the Rezoning Plan.

Development of the Site will be governed by the accompanying Rezoning Plan, these Development Standards and the applicable provisions of the City of Charlotte Zoning Ordinance (the "Ordinance"). The Rezoning Plan is intended to reflect maximum development rights, building envelopes, the arrangements and locations of access points, as well as conceptual elevation renderings. The elevations provided shall be conceptual-only in nature, representing architectural quality and character of the development, and are subject to minor modifications.

Unless the Rezoning Plan or these Development Standards establish more stringent standards, the regulations established under the Ordinance for the TOD-M Zoning District shall govern all development taking place on the Site.

Alterations or modifications which, in the opinion of the Planning Director, substantially alter the character of the development proposed or significantly alter the Rezoning Plan or these Development Standard, or constitute changes which increase the intensity of development, shall not be deemed to be minor and may only be made in accordance with the provisions of Subsections 6.207(1) or (2) of the Ordinance, as applicable.

3. Optional Provisions

Petitioner seeks approval of an optional provision to allow up to 170 feet of building height within the Commercial Building Envelope.

4. Permitted Uses

The Site may be devoted to any use contemplated in the TOD Ordinance Standard together with any incidental or accessory uses associated therewith.

5. Maximum Development

Development shall not exceed the maximum allowable development in the TOD Ordinance Standards. Office uses shall constitute at least 20% of the gross floor area developed on the Site (exclusive of parking structures). Office uses shall not be the sole use on the Site.

6. Transportation

a. Vehicular access points shall be limited to one driveway on Winnifred Street, one driveway on W. Bland Street and one driveway on Winona Street. No vehicular access points will be created from S. Tryon Street.

b. Petitioner shall coordinate with CDOT during the permitting phase of redevelopment regarding the final location of proposed Valet/Loading spaces as shown on the Rezoning Plan. Valet/Loading spaces shall not at any time be located on S. Tryon Street.

c. Petitioner shall provide and construct a new waiting pad along the Site's frontage on South Tryon Street for a relocated bus stop. Petitioner shall coordinate with CATS regarding a potential bus stop location along S. Tryon Street during the permitting phase of redevelopment.

7. Architectural Standards/Streetscape and Landscaping

a. The architectural design will be substantially similar to the conceptual elevation renderings provided in the Rezoning Plan. However, these renderings are conceptual in nature and are subject to minor modifications, including building height (not to exceed 170 feet). The conceptual renderings represent the architectural quality and character of the buildings.

b. The Petitioner is proposing an eclectic style of architecture, reflecting the historical roots of South End and respecting the more recent South End renaissance of commercial and residential architecture.

i. Preferred Exterior Building Materials: All principal and accessory buildings abutting a network required public or private street shall comprise a minimum of 20% of that building's entire facade facing such network street using brick, glass, natural stone (or its synthetic equivalent), stucco, fiber cement, corrugated metal, steel accents, architectural shingles or other material approved by the Planning Director.

ii. Prohibited Exterior Building Materials: The Petitioner will not utilize (1) vinyl siding (but not vinyl hand rails, windows or door trim) or (2) concrete masonry units not architecturally finished.

c. Building Massing and Height shall be designed to break up long monolithic building forms as follows:

i. Buildings exceeding 120 feet in length shall include modulations of the building massing/face plane (such as recesses, projections, and architectural details). Modulations shall be a minimum of 10 feet wide and shall project or recess a minimum of 2 feet extending through at least a full floor.

d. Architectural Elevation Design: elevations shall be designed to create visual interest as follows:

i. Building elevations shall be designed with vertical bays or articulated architectural facade features which may include but not be limited to a combination of exterior wall offsets, projections, recesses, pilasters, banding and change in materials or colors.

ii. Buildings shall be designed with a recognizable architectural base on all facades facing network required public or private streets. Such base may be executed through use of Preferred Exterior Building Materials or articulated architectural facade features and color changes.

iii. Building elevations facing network required public or private streets shall not have expanses of blank walls greater than 20 feet in all directions and architectural features such as (but not limited to) banding, medallions or design features or materials will be provided to avoid a sterile, unarticulated blank treatment of such walls.

e. Active ground floor uses shall occupy at least 80% of the Site's linear street-level building frontage.

f. At least 75% of all parking structures shall be screened from public streets at the pedestrian level or street level by active uses.

g. Residential units shall not be taller than 85 feet.

h. In order to stimulate pedestrian activity, the site shall be designed to incorporate an urban open space area and Pedestrian Plaza as an entry point into the site from S. Tryon Street, which shall be a minimum of 7,000 square feet.

i. The Pedestrian Plaza shall include multiple door access entry points on all three sides of plaza with entry onto the courtyard.

8. Environmental Features

Petitioner shall satisfy the requirements of the Post Construction Controls Ordinance.

9. Lighting

All free-standing lighting fixtures will be shielded with full cut-off fixtures.

10. Amendments to Rezoning Plan

Future amendments to the Rezoning Plan and these Development Standards may be applied for by the then Owner or Owners of a particular Tract within the Site involved in accordance with the provisions of Chapter 6 of the Ordinance.

11. Binding Effect of the Rezoning Documents and Definitions

If this Rezoning Petition is approved, all conditions applicable to development of the Site imposed under the Rezoning Plan and these Development Standards will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site and their respective successors in interest and assigns.

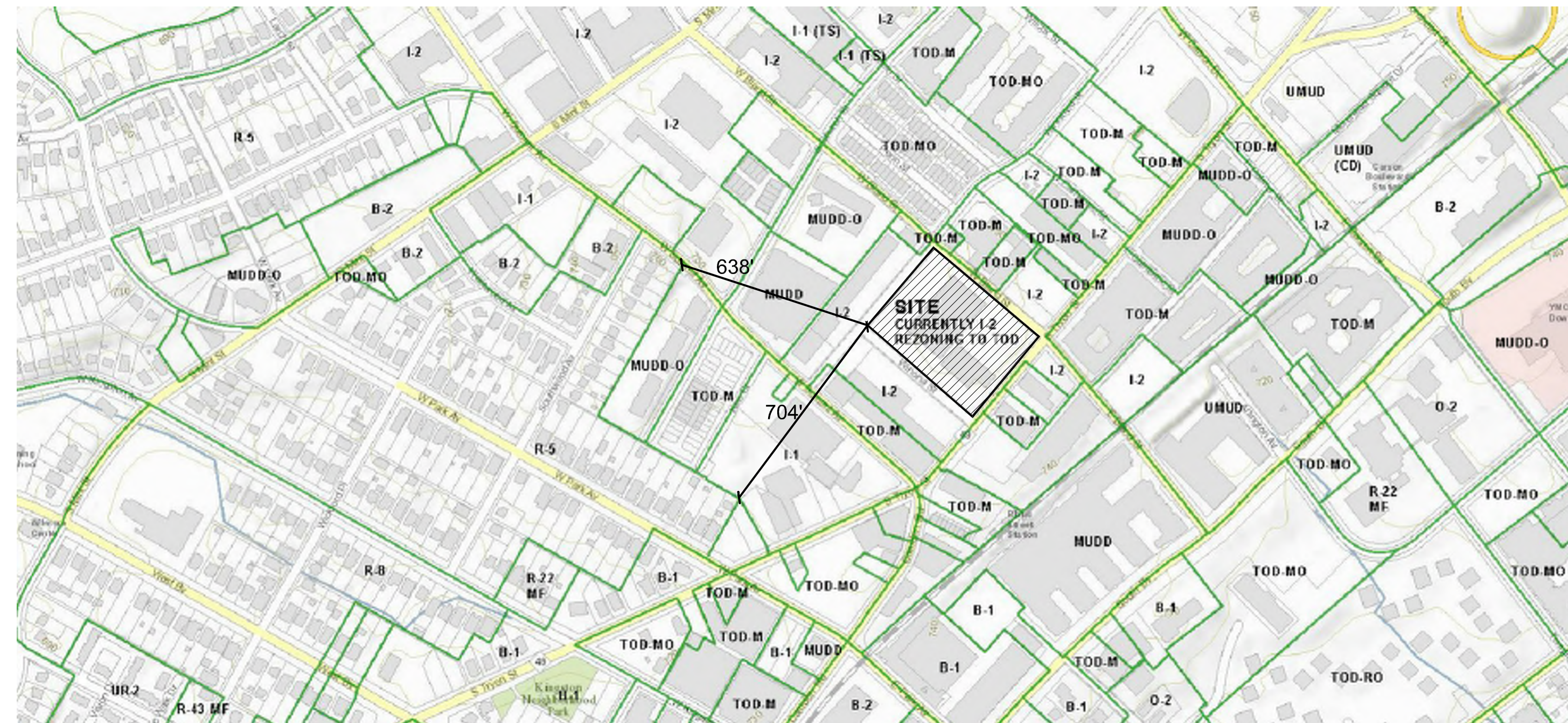
Throughout these Development Standards, the terms, "Petitioner" and "Owner" or "Owners" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of the Petitioner or the owner or owners of any part of the Site from time to time who may be involved in any future development thereof.

DESCRIPTION OF BUILDING HEIGHT

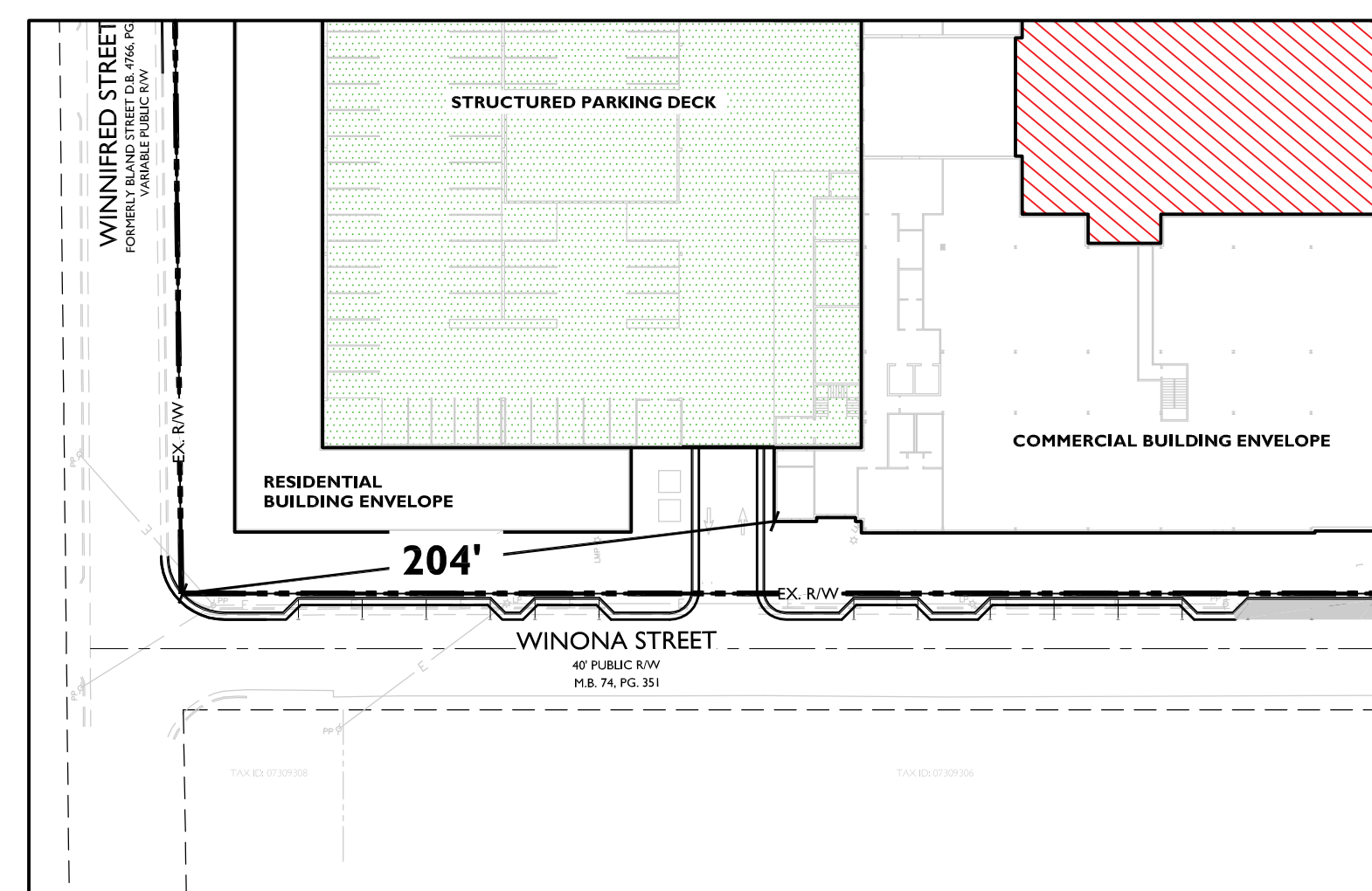
	DISTANCE FROM RESIDENTIAL ZONING (LINEAR FEET) (TO SITE EDGE)	APPROXIMATE DISTANCE FROM RESIDENTIAL ZONING (LINEAR FEET) (TO OFFICE PORTION OF PROPOSED BLDG)	ALLOWABLE BASE HEIGHT ALLOWED FOR TOD DISTRICT (FEET)	ALLOWABLE HEIGHT (OF OFFICE PORTION OF BLDG) BY-RIGHT DUE TO RESIDENTIAL ZONING (FEET)	OPTIONAL HEIGHT REQUESTED ABOVE TOD HEIGHT PLANE (FEET)	TOTAL BUILDING HEIGHT REQUESTED (FEET)
SITE	638	842	40	124	46	UP TO 170

* BY-RIGHT INFORMATION ABOVE BASED ON 1 ADDITIONAL FOOT IN HEIGHT ALLOWED FOR EVERY 10' OF DISTANCE THE PROPOSED BUILDING (TALLER OFFICE PORTION) IS FROM EDGES OF NEARBY SINGLE-FAMILY ZONING DISTRICTS.

* AS ILLUSTRATED BELOW, SINGLE FAMILY RESIDENTIAL (R-5) IS 638' FROM EDGE OF THE SITE.

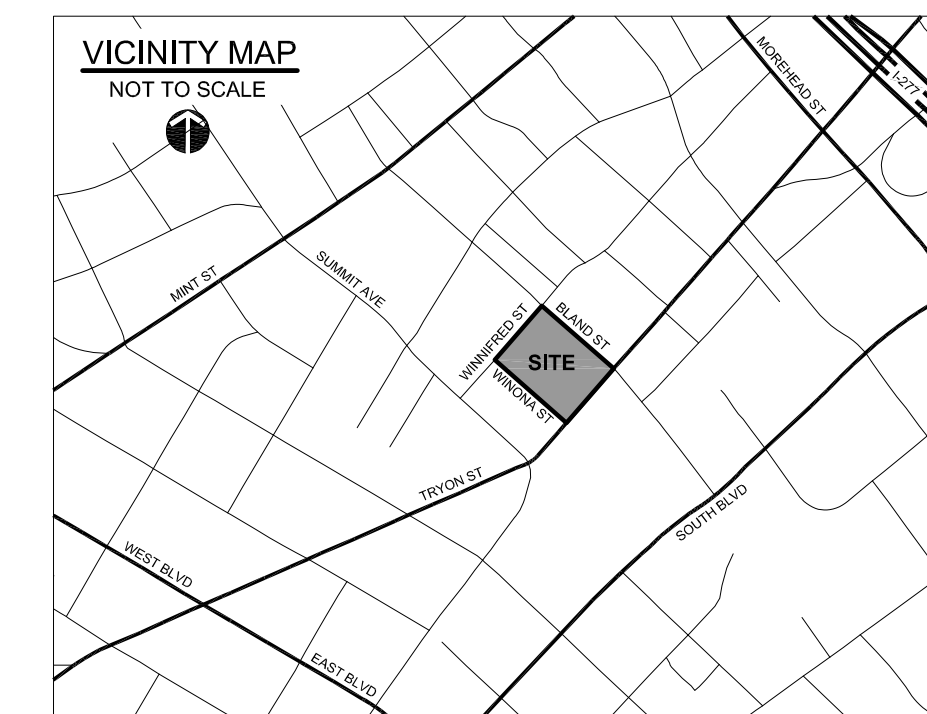


ADJACENT ZONING AND DISTANCE TO RESIDENTIAL

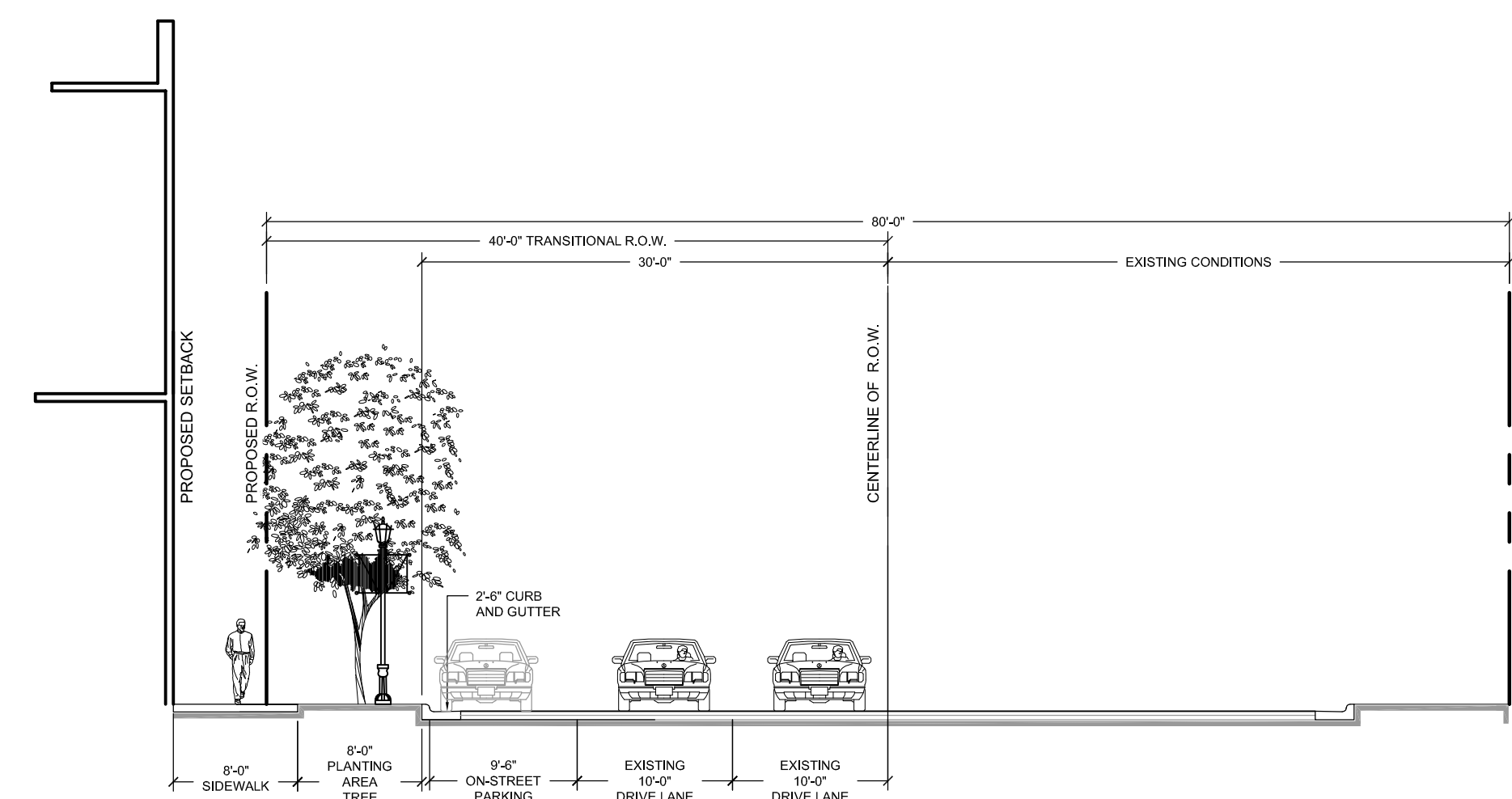
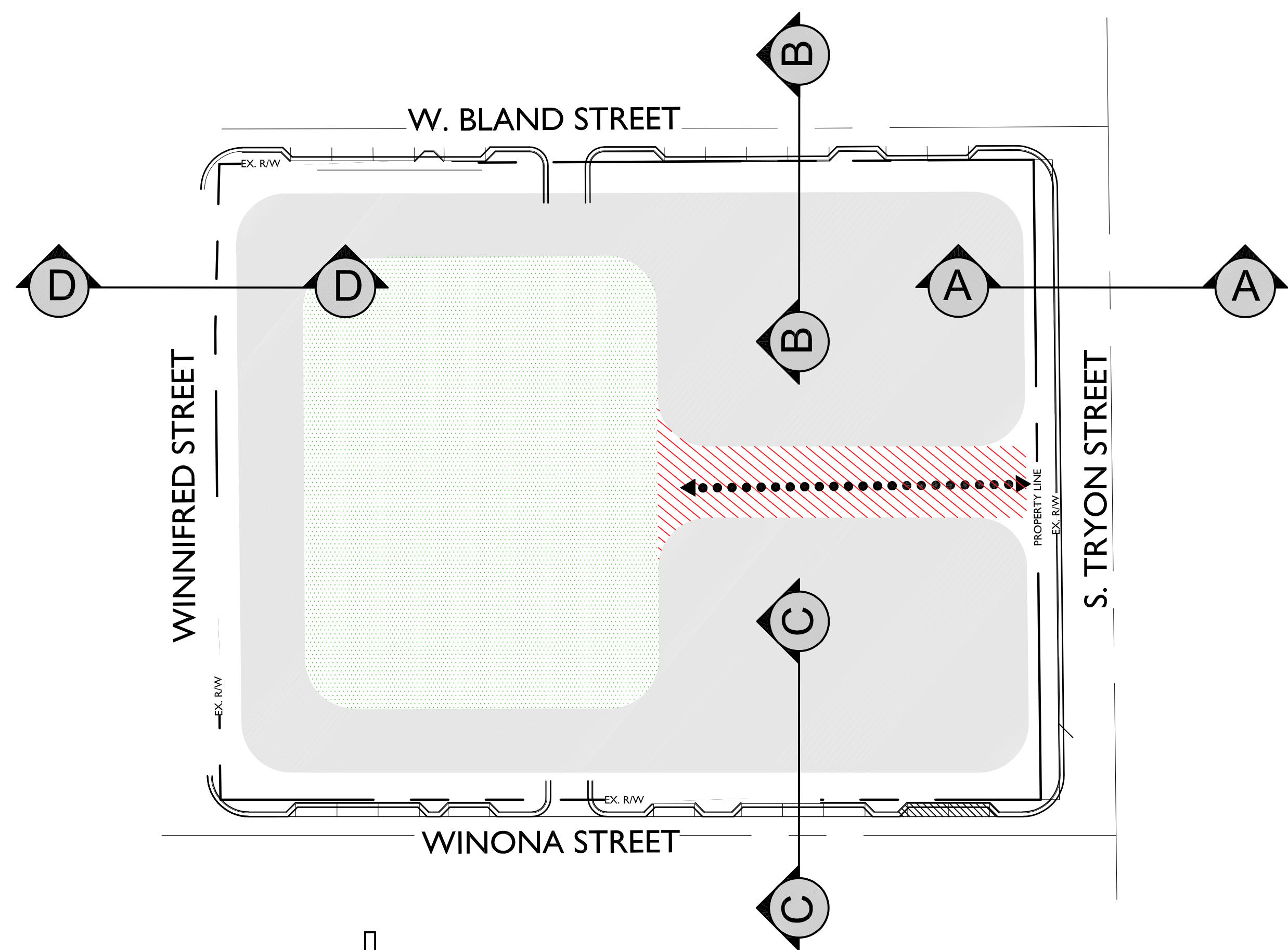


DISTANCE FROM SITE EDGE TO PROPOSED OFFICE PORTION OF BUILDING

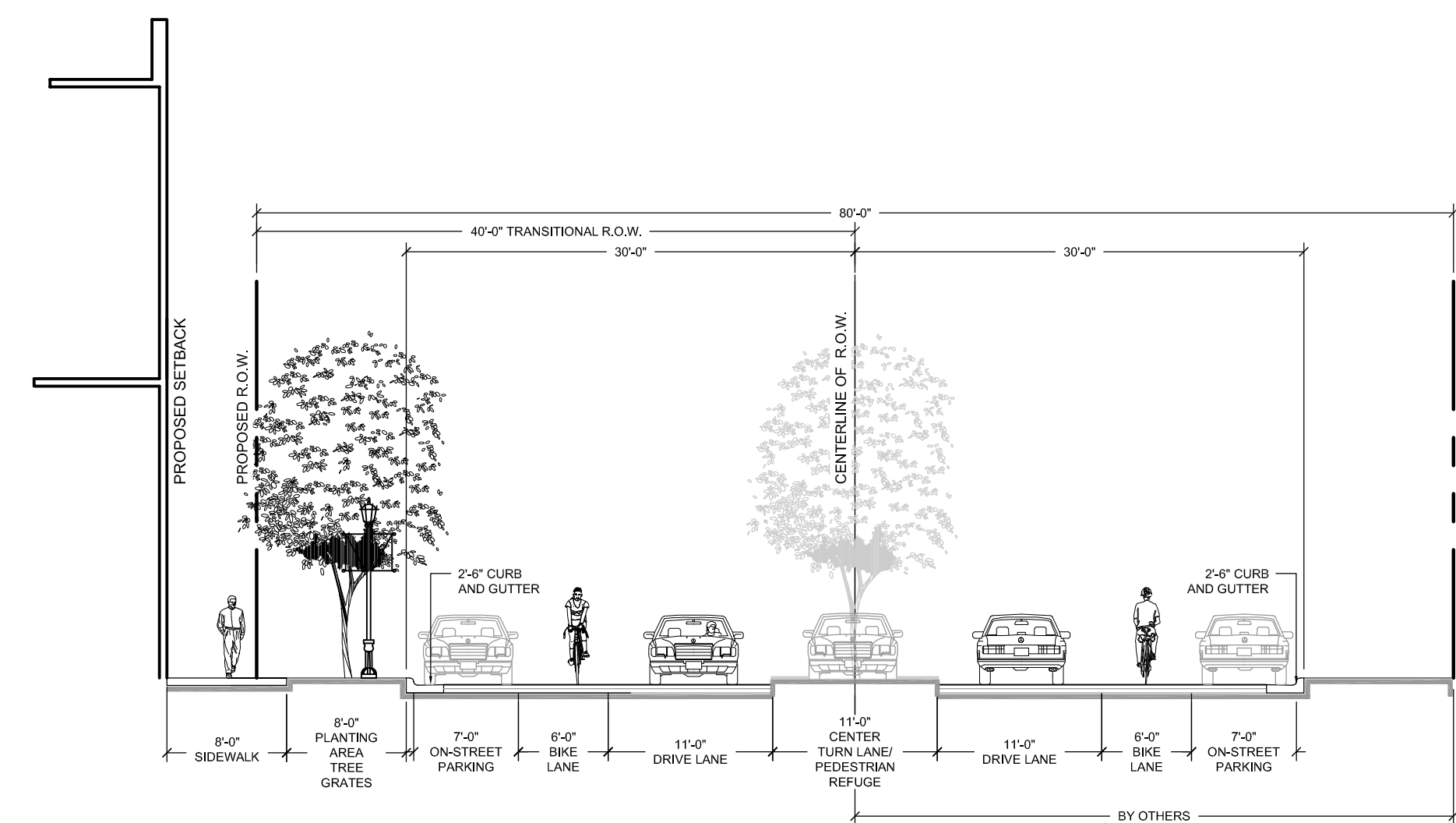
PETITION #: 2017-039
 CITY OF CHARLOTTE
 PETITIONER: BEACON MPI-I414ST, LLC



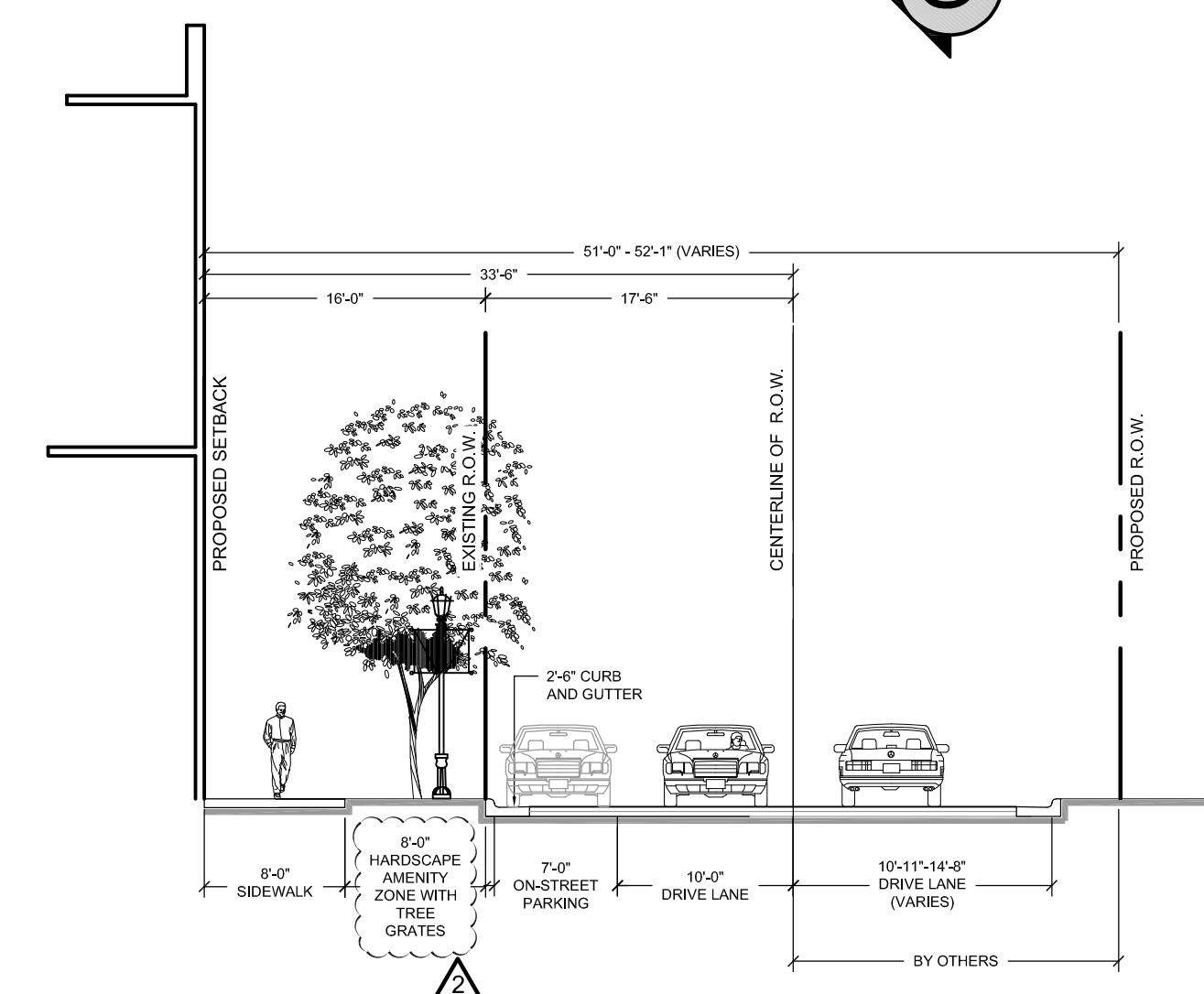
- 2017-04-10 - PER CITY REVIEW COMMENTS
- 2017-05-15 - PER CITY REVIEW COMMENTS
- 2017-06-26 - PER CITY STAFF ANALYSIS
- 2017-06-30 - PER CITY STAFF ANALYSIS



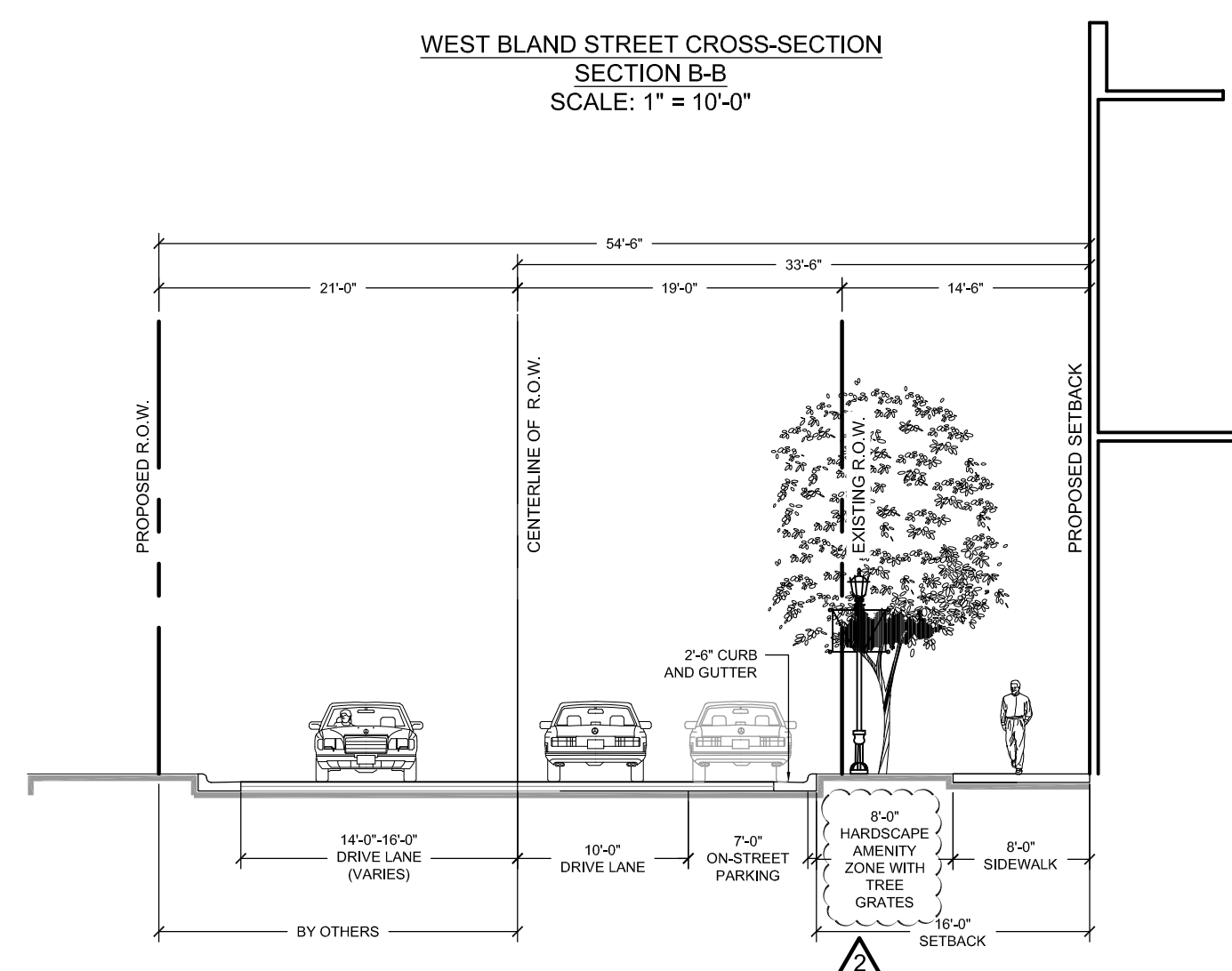
SOUTH TRYON STREET CROSS-SECTION
PROPOSED INTERIM CONDITION
SECTION A-A
SCALE: 1" = 10'-0"



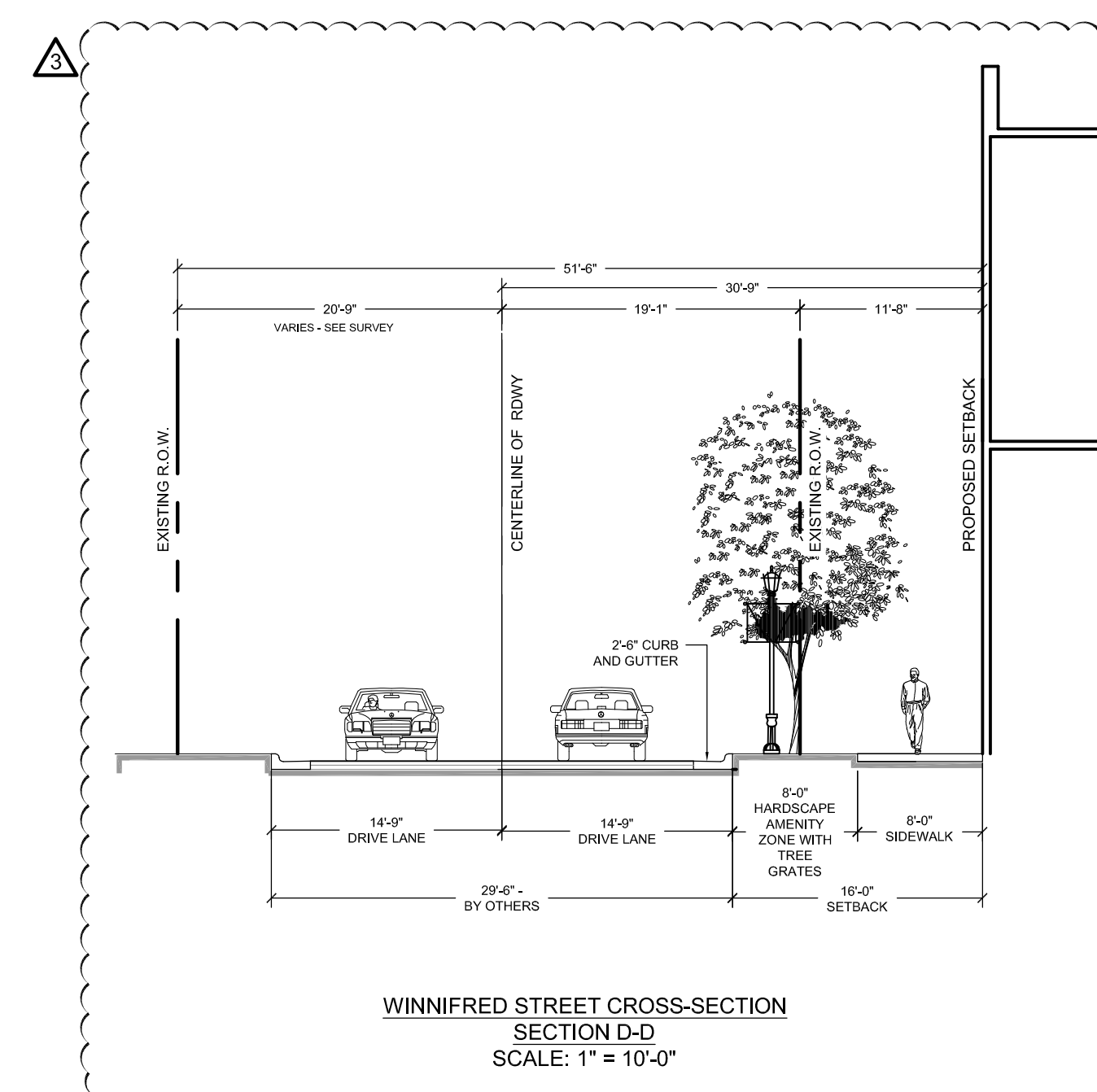
SOUTH TRYON STREET CROSS-SECTION
PROPOSED FUTURE CONDITION
SECTION A-A
SCALE: 1" = 10'-0"



WEST BLAND STREET CROSS-SECTION
SECTION B-B
SCALE: 1" = 10'-0"

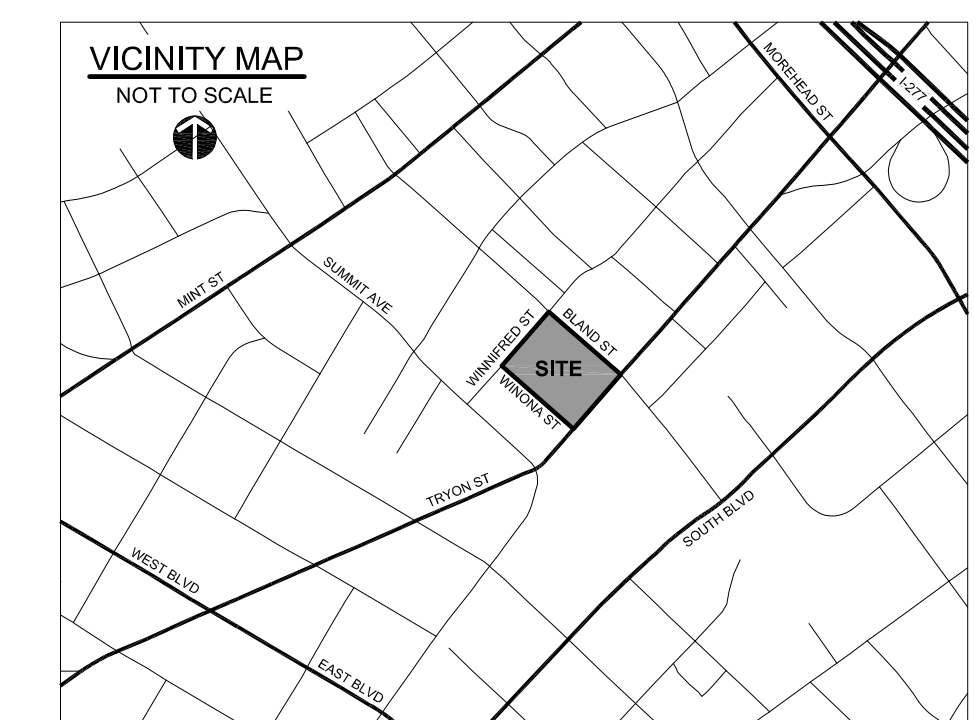


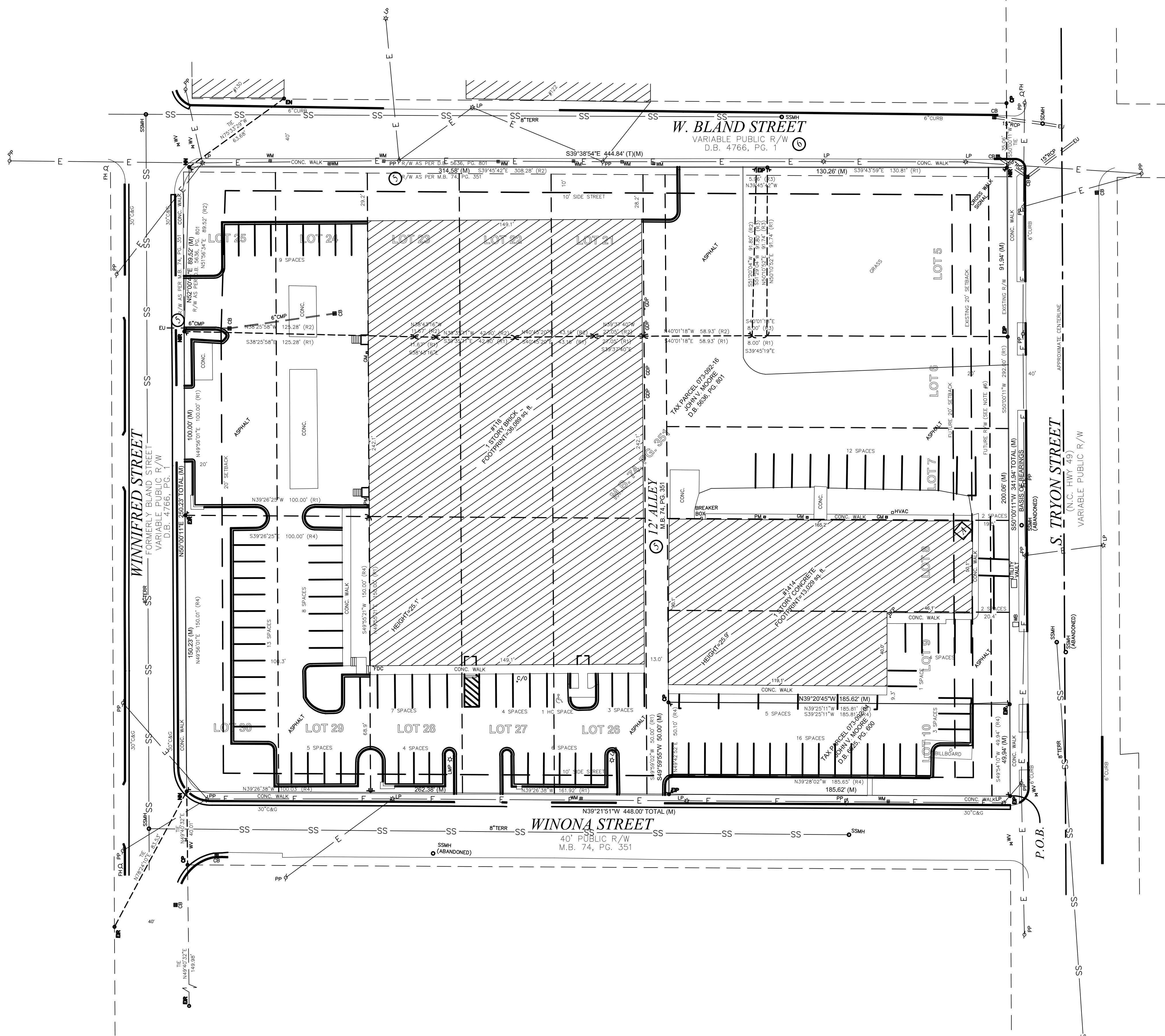
WINONA STREET CROSS-SECTION
SECTION C-C
SCALE: 1" = 10'-0"



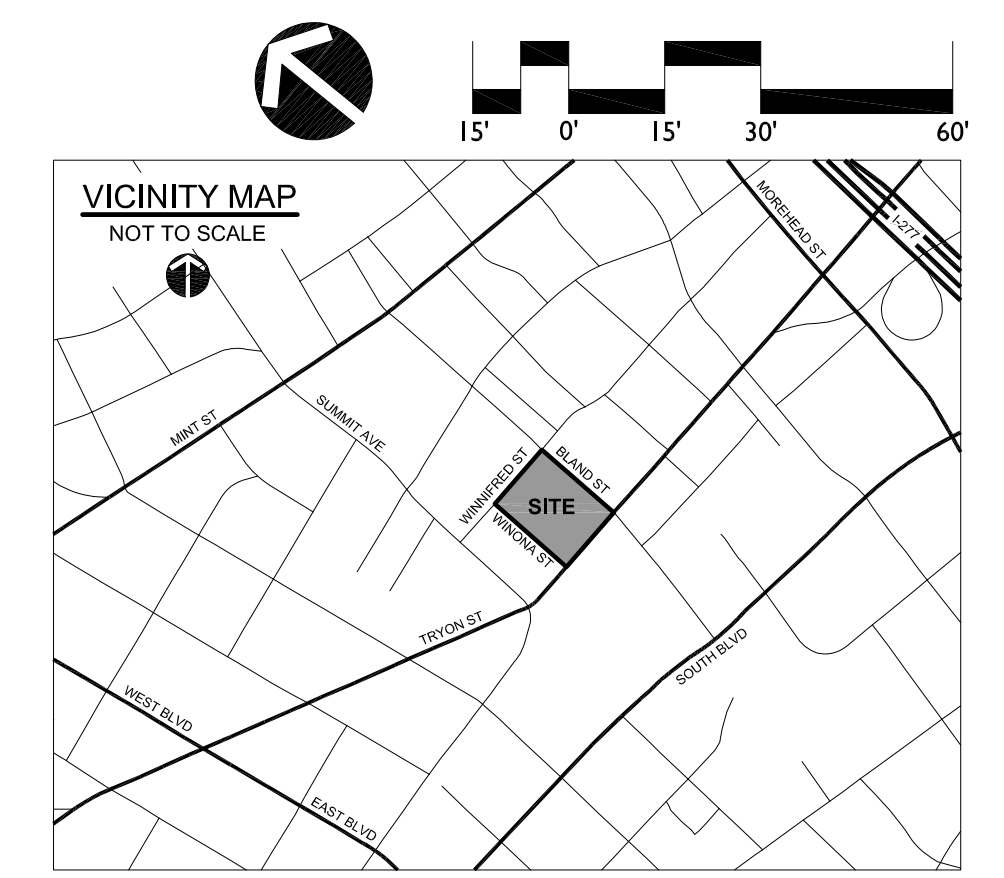
WINNIFRED STREET CROSS-SECTION
SECTION D-D
SCALE: 1" = 10'-0"

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PETITIONER: BEACON MPI-1414ST, LLC





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REVISIONS:
 DATE: JANUARY 23, 2017
 DESIGNED BY: HPR
 DRAWN BY: HPR / NLD
 CHECKED BY: RJP / NLD
 SCALE: AS SHOWN
 PROJECT #: 1016686

PETITION NO. 2017-039

THE RAILYARD AT SOUTH END
CHARLOTTE, NC
 BEACON MPI-I414ST, LLC
 SURVEY

△ **NOTES:** IN REGARD TO MATERIALS, THE PARKING DECK IS PROPOSED TO BE PRECAST CONCRETE AND THE OFFICE BUILDINGS ARE PROPOSED TO BE A MIXTURE OF BRICK, GLASS, AND DECORATIVE METAL ACCENTS.
 △ REFER TO DEVELOPMENT STANDARDS NOTES ON RZ-2 FOR APPROVED MATERIALS.

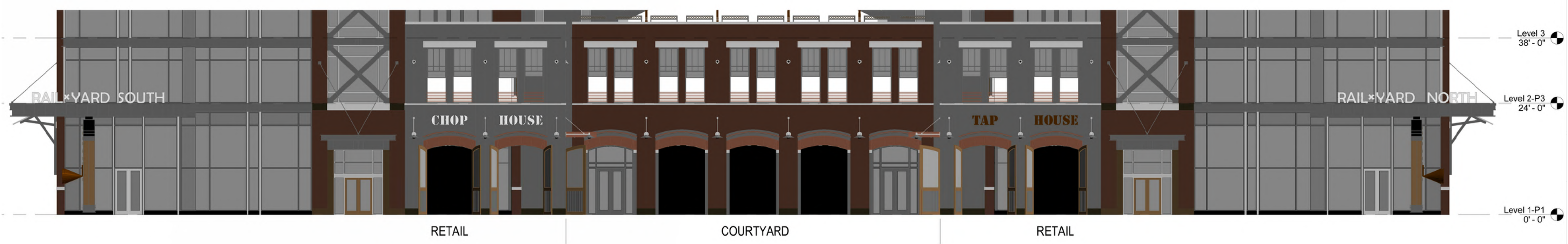
NOTE: THESE ELEVATIONS ARE PROVIDED TO REFLECT THE ARCHITECTURAL STYLE, CHARACTER, AND QUALITY OF THE OFFICE TOWER/RETAIL BUILDINGS TO BE CONSTRUCTED ON THE SITE. THE ACTUAL BUILDINGS CONSTRUCTED ON THE SITE MAY VARY FROM THIS ILLUSTRATION AS LONG AS THE GENERAL ARCHITECTURAL CONCEPTS AND INTENT ILLUSTRATED IS MAINTAINED.



3 | Partial - COURTYARD SECTION/ELEVATION
 SD-2 | 3/32" = 1'-0"



2 | Partial- WEST BLAND STREET ELEVATION (WINONA STREET - OPPOSITE HAND)
 SD-2 | 3/32" = 1'-0"



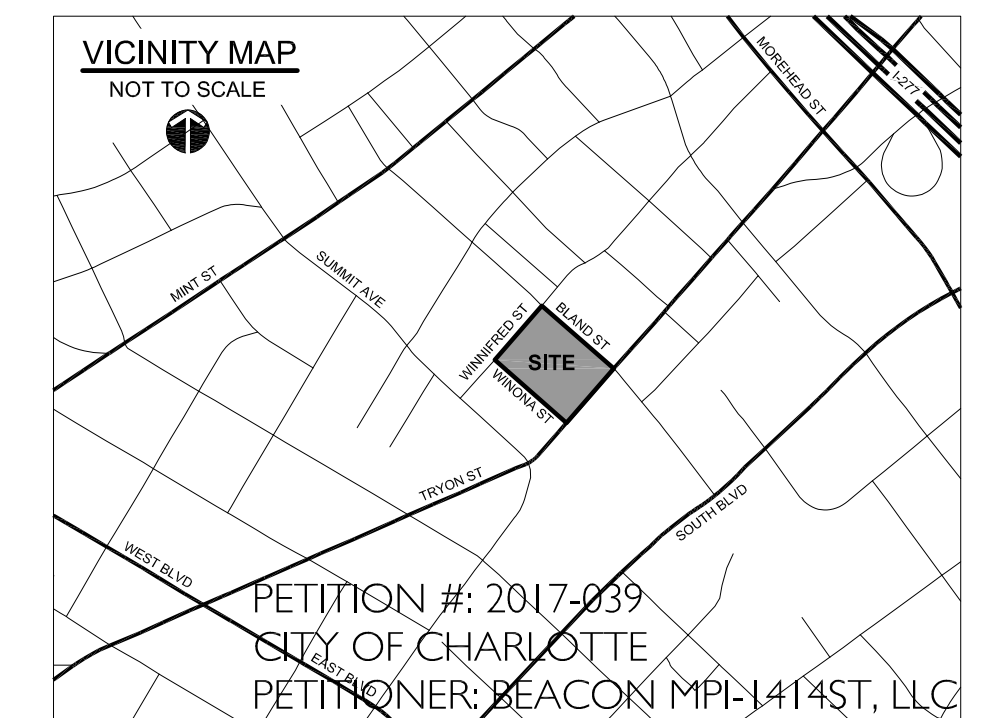
1 | Partial -SOUTH TRYON STREET ELEVATION
 SD-2 | 3/32" = 1'-0"

PETITION #: 2017-039
 CITY OF CHARLOTTE
 PETITIONER: BEACON MPI-1414ST, LLC



NOTES: THESE PERSPECTIVES ARE PROVIDED TO REFLECT THE ARCHITECTURAL STYLE, CHARACTER, AND QUALITY OF THE OFFICE TOWER/RETAIL BUILDINGS TO BE CONSTRUCTED ON THE SITE. THE ACTUAL BUILDINGS CONSTRUCTED ON THE SITE MAY VARY FROM THIS ILLUSTRATION AS LONG AS THE GENERAL ARCHITECTURAL CONCEPTS AND INTENT ILLUSTRATED IS MAINTAINED.

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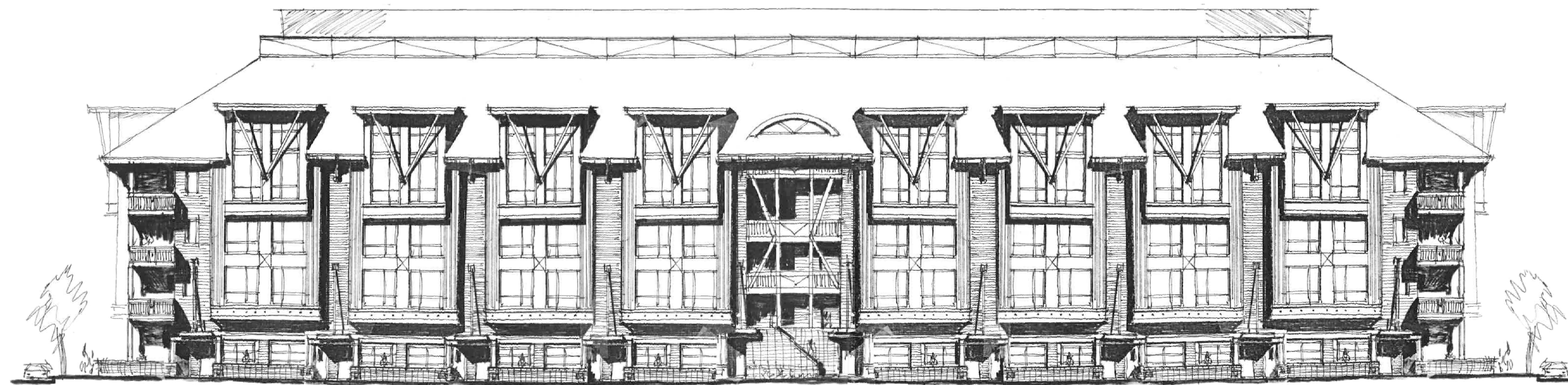
REVISIONS:
 2017-05-15 - PER CITY REVIEW COMMENTS (NEW SHEET)
 2017-06-26 - PER CITY STAFF ANALYSIS

DATE: JANUARY 23, 2017
 DESIGNED BY: HPR
 DRAWN BY: RJP / NLD
 CHECKED BY: RJP / NLD
 SCALE: AS SHOWN
 PROJECT #: 1016666

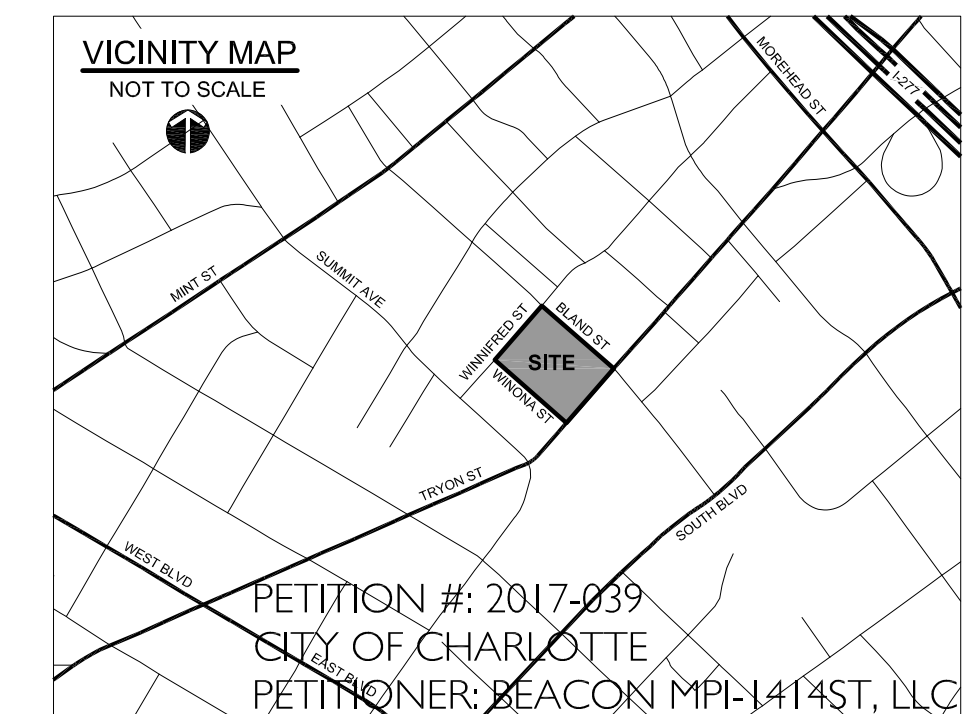
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REFER TO DEVELOPMENT STANDARDS NOTES ON RZ-2 FOR APPROVED MATERIALS.

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WINNIFRED STREET ELEVATION SKETCH



LandDesign

223 N Graham Street Charlotte, NC 28202
P: 704.333.8325 F: 704.332.3246
www.LandDesign.com



BEACON PARTNERS
CREATING SUSTAINABLE VALUE

PETITION NO. 2017-039



THE RAILYARD AT SOUTH END
CHARLOTTE, NC
BEACON MPI-1414ST, LLC
PRELIMINARY ARCHITECTURAL ELEVATIONS

REVISIONS:
2017-06-26 - PER CITY STAFF ANALYSIS (NEW SHEET)

DATE: JANUARY 23, 2017
DESIGNED BY: HPR
DRAWN BY: HPR / NLD
CHECKED BY: RJP / NLD
SCALE: AS SHOWN
PROJECT #: 1016666
SHEET #: **RZ-7**