



Bloc Design
 1310 S. Tryon Street, Suite 111
 Charlotte, NC 28203
 phone: 704-458-1646
 www.bloc-nc.com

landscape architecture | planning | civil engineering



19401 Old Jetton Road | Suite 101
 Cornelius, NC | 28031
 p: 704.987.0612 | f: 704.987.0767

REVISIONS		
NO.	DATE	DESCRIPTION
△	05/15/15	REVIEW COMMENTS
△	06/19/15	REVIEW COMMENTS
△	07/07/15	CDOT REVIEW COMMENTS

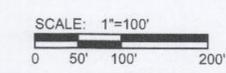
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stamp / seal:



Hamilton Street
 Mixed Use
 915 Hamilton Street,
 Charlotte, NC 28206

Rezoning Petition#:
 2015-62



DATE: 03/20/15 MPIC: WLL

DRAWN BY: ESB CHECKED BY: WLL

PROJECT NUMBER: 00150.01

SCALE: 1"=100'

TITLE:
 DEVELOPMENT PLAN

SHEET NO.:
RZ-1.0



SURVEY DISCLAIMER
 TOPOGRAPHIC SURVEY DATED OCTOBER 17, 2014 PROVIDED BY R.B. PHARR & ASSOCIATES, P.A., 420 HAWTHORNE LANE, CHARLOTTE, NORTH CAROLINA, 28204. (704) 376-2186

LEGEND
 SYMBOL

- DEVELOPMENT AREA
- PRIVATE STREET
- PROPERTY LINE
- SITE ACCESS
- PEDESTRIAN CONNECTIVITY
- APPROXIMATE FUTURE GREENWAY LOCATION

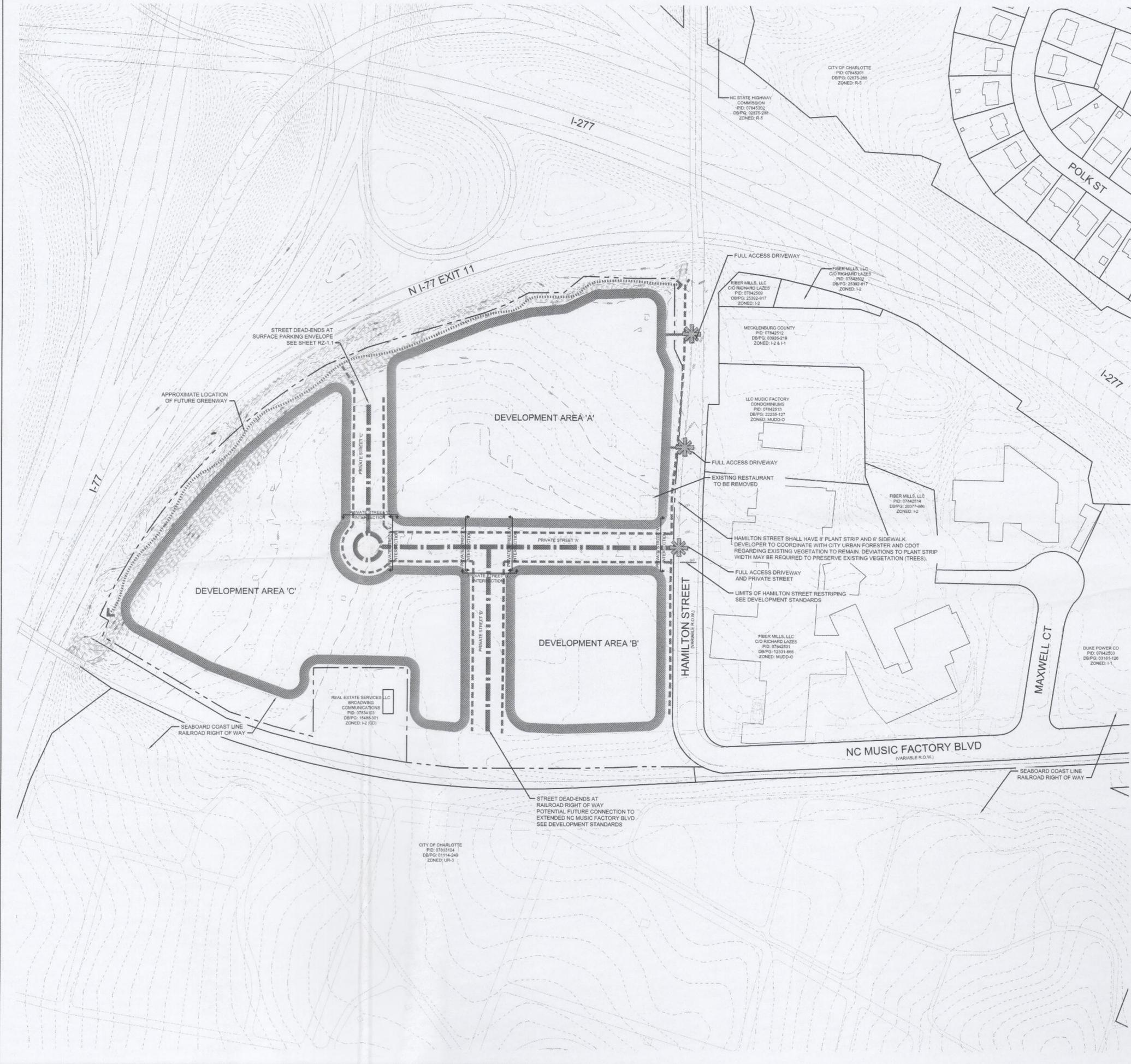
**APPROVED BY
 CITY COUNCIL**

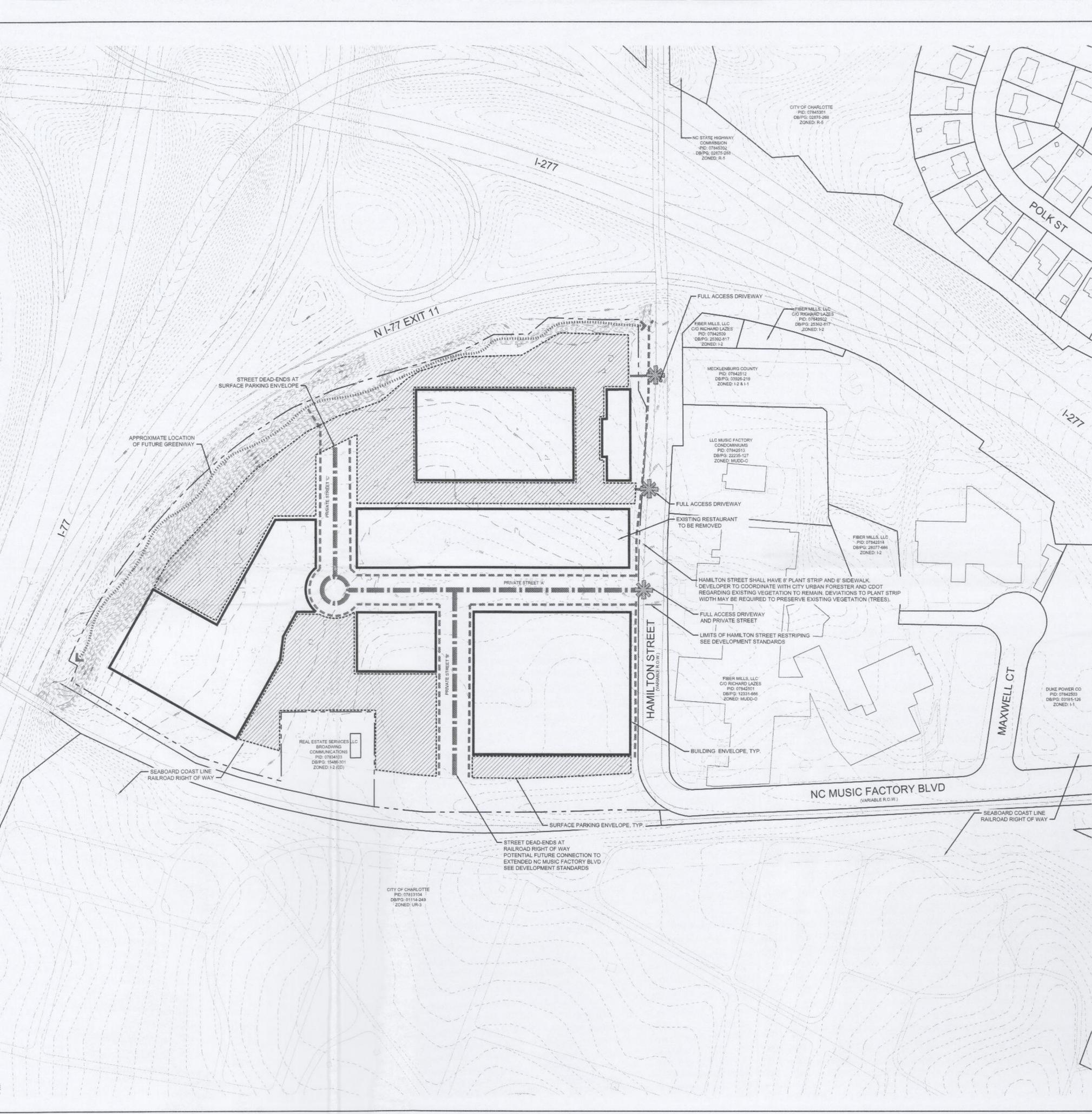
JUL 20 2015

SITE DATA:

- SITE ACREAGE: +/- 20.90 AC
- TAX PARCELS: 07834102, 07834109, 07834101
- PROPOSED ZONING: MUDD (CD)
- EXISTING ZONING: I-2 (CD)
- EXISTING USES: OFFICE, RETAIL, AND SURFACE PARKING
- *FOR PROPOSED DEVELOPMENT DATA, SEE SHEET RZ-3.
- **STAFF WILL EVALUATE THE REQUIREMENT FOR PROPOSED PRIVATE STREET 'C' AND DETERMINE WHETHER THE STREET MAY BE ELIMINATED. AT THAT TIME, THE PETITIONER HAS THE RIGHT TO SUBMIT FOR AN ADMINISTRATIVE REQUEST TO:
 - MODIFY THE BUILDING LOCATIONS; AND
 - PROVIDE ACCESS TO THE PROPOSED GREENWAY

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LEGEND

SYMBOL

- BUILDING ENVELOPE
- SURFACE PARKING ENVELOPE
- PRIVATE STREET
- PROPERTY LINE
- SITE ACCESS
- PEDESTRIAN CONNECTIVITY
- APPROXIMATE FUTURE GREENWAY LOCATION

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REVISIONS

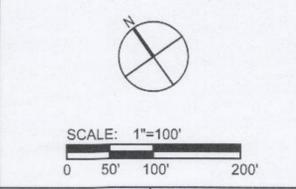
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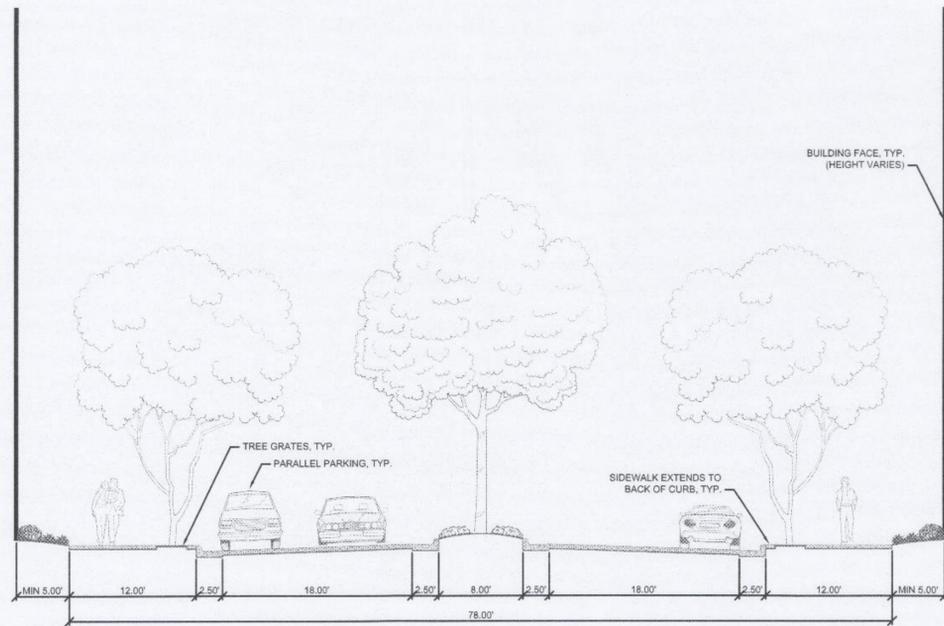


**Hamilton Street
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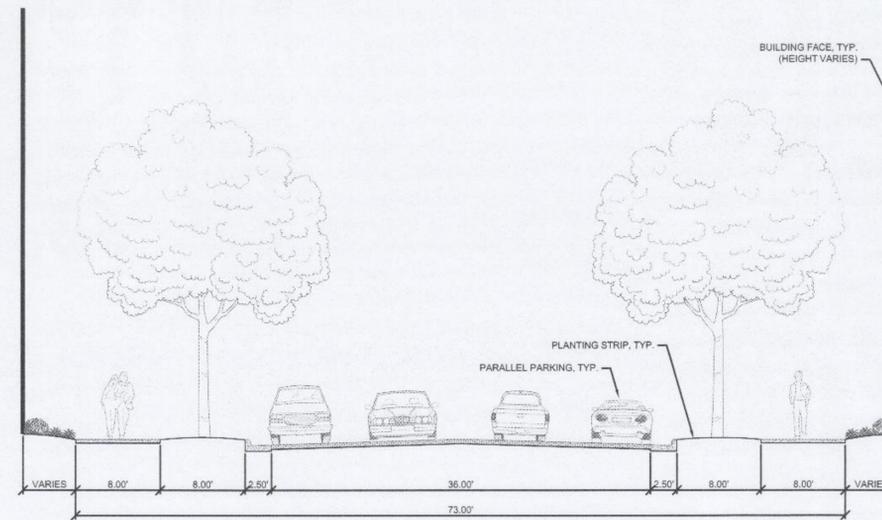
Rezoning Petition#:
 2015-62



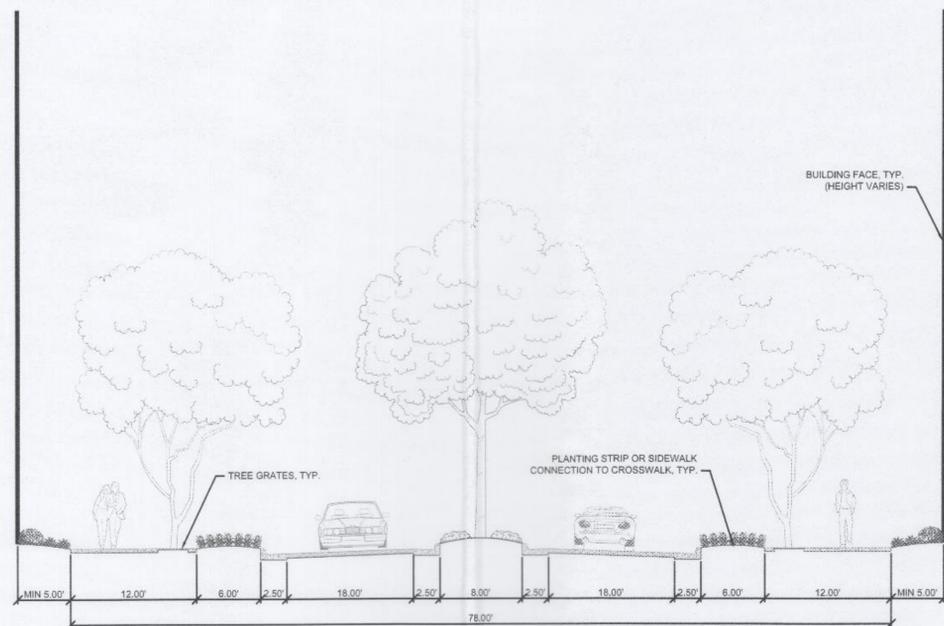
DATE: 03/20/15	MPIC: WILL
DRAWN BY: ESB	CHECKED BY: WILL
PROJECT NUMBER: 00150.01	
SCALE: 1"=100'	
TITLE: BUILDING ENVELOPE PLAN	
SHEET NO.: RZ-1.1	



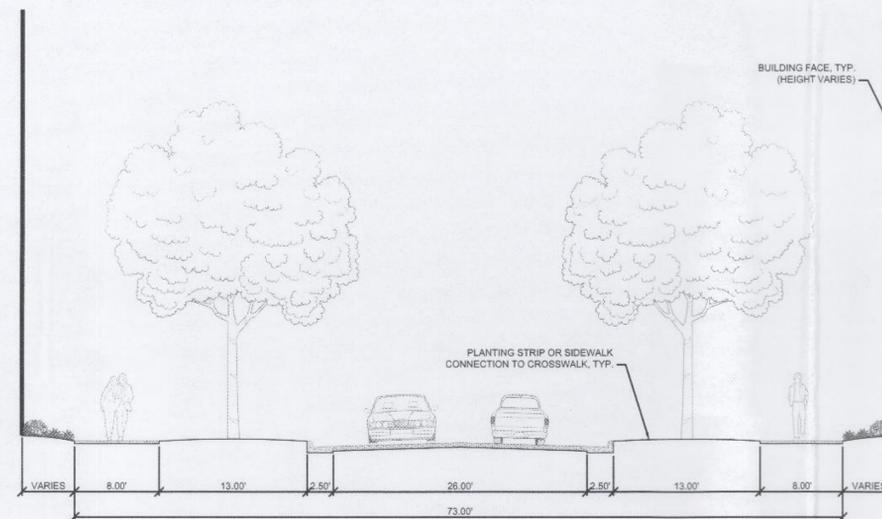
PRIVATE STREET 'A' - TYPICAL SECTION



PRIVATE STREET 'B' & 'C' - TYPICAL SECTION



PRIVATE STREET 'A' - INTERSECTION SECTION



PRIVATE STREET 'B' & 'C' - INTERSECTION SECTION

APPROVED BY
CITY COUNCIL
JUL 20 2015



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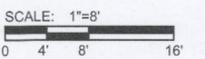
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Mixed Use
915 Hamilton Street,
Charlotte, NC 28206

Rezoning Petition#:
2015-62



DATE: 06/20/15 MPIC: WLL

DRAWN BY: ESB CHECKED BY: WLL

PROJECT NUMBER: 00150.01

SCALE: 1"=100'

TITLE:
PRIVATE STREET SECTIONS

SHEET NO.:
RZ-2

HAMILTON STREET MIXED-USE:

SITE DEVELOPMENT STANDARDS:

July 7, 2015

I. GENERAL PROVISIONS

- A. These Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by Silver Hammer Properties, LLC to accommodate the development of a multi-use project that could contain, among other things, office, retail, restaurant, hotel and residential uses on that approximately 20.91 acre site located on the west side of Hamilton Street, south of I-277 and north of the Seaboard Railway, which site is more particularly depicted on the Rezoning Plan (hereinafter referred to as the "Site").
- B. The development 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"). The regulations established under the Ordinance for the MUDD zoning district shall govern the development and use of the Site.
- C. The development and uses depicted on the Rezoning Plan are schematic in nature and are intended to depict the general arrangement of uses and improvements on the Site. Accordingly, the ultimate layout, locations and sizes of the development and site elements depicted on the Rezoning Plan are graphic representations of the proposed development and site elements, and they may be altered or modified in accordance with the setback and yard requirements set forth on this Rezoning Plan and the development standards, provided, however, that any such alterations and modifications shall not materially change the overall design intent depicted on the Rezoning Plan. Alterations and modifications shall be in accordance with Section 6.207 of the Ordinance.
- D. The Site is divided into three development areas that are designated on the Rezoning Plan as Development Area A, Development Area B and Development Area C, and building envelopes and surface parking envelopes are located within each development area. All principal buildings, accessory structures, and structured parking facilities developed on the Site shall be located within one or more building envelopes. Surface parking areas developed on the Site shall be located within one or more surface parking envelopes, provided, however, that surface parking areas may be located within a building envelope subject to the architectural and design standards set out below. This Rezoning Plan does not limit the number of principal buildings, accessory structures, and structured parking facilities that may be located within any single building envelope or on the Site, or the number of surface parking areas that may be located within any single surface parking envelope 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 any single building envelope or surface parking envelope shall be governed by the applicable provisions of the Ordinance.
- E. The development of the Site proposed under this Rezoning Plan shall be considered to be a planned/unfunded development. Therefore, side and rear yards, buffers, 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, the Petitioner and/or owner of the Site reserve 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 requirements with respect to the exterior boundary of the Site.
- F. The North Carolina Music Factory (the "NCMF") is located across Hamilton Street from the Site on those parcels of land designated as Tax Parcel Nos. 078-425-01 and 078-425-13 (the "Related Parcels"), and the Site and the Related Parcels are owned by affiliated entities of the Petitioner. Tax Parcel No. 078-425-01 is zoned MUDD-O pursuant to Rezoning Petition No. 2005-043, Tax Parcel No. 078-425-13 is zoned MUDD-O pursuant to Rezoning Petition No. 2011-003, and both of these Tax Parcels were subject to a site plan amendment pursuant to Rezoning Petition No. 2014-022. For the purpose of mitigating the traffic impact of the proposed development of the Site, in the event that this Rezoning Petition is approved by the Charlotte City Council, the Petitioner will seek and obtain an administrative site plan amendment to the approved conditional rezoning plans relating to Rezoning Petition No. 2005-043, Rezoning Petition No. 2011-003 and Rezoning Petition No. 2014-022 to modify and amend the amount of the total non-residential gross building area and the total number of residential units permitted on the Related Parcels under such conditional rezoning plans as follows:
 1. No more than 205,000 square feet of non-residential floor area shall be permitted on the Related Parcels.
 2. Of this total amount of non-residential floor area, up to 65,000 square feet of office floor area is permitted, up to 5,000 square feet of retail floor area is permitted and up to 138,000 square feet of entertainment floor area is permitted.
 3. No residential units may be developed on the Related Parcels.
 4. Structured and surface parking areas shall not be included within the maximum floor areas noted above.
 5. Entertainment floor area includes establishments such as restaurants, nightclubs, theaters and similar uses and shall not be considered to be retail uses.
 6. Areas devoted to outdoor dining or seating, courtyards, plazas and/or musical performance areas are allowed and will not be included within the maximum floor areas noted above.
- G. Pursuant to Section 1.110 of the Ordinance and Section 182A-385.1 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. 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.

II. PERMITTED USES / DEVELOPMENT LIMITATIONS / CONVERSION RIGHTS

- A. Subject to the development limitations set out below, the buildings to be located on the Site may be devoted to any use or uses allowed 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.
- B. Subject to the limitations described herein and the conversion rights listed below, the Site may be developed with (i) up to 670,000 square feet of gross floor area devoted to any non-residential use or uses allowed by right or under prescribed conditions in the MUDD zoning district; (ii) up to 440 residential dwelling units of any type permitted in the MUDD zoning district; and (iii) up to 200 hotel rooms.
- C. Notwithstanding the foregoing, of the allowed 670,000 square feet of gross floor area that may be devoted non-residential uses, a maximum of 10,000 square feet may be devoted to retail sales and eating, drinking and entertainment establishments (Type 1 and Type 2).
- D. Up to 90,000 square feet of additional gross floor area devoted to non-residential uses, excluding retail uses and eating, drinking and entertainment establishments (Type 1 and Type 2), may be developed on the Site by reducing the amount of residential units permitted on the Site at the rate of 1 residential unit per 1,000 square feet of gross floor area devoted to non-residential uses.
- E. Up to 160 additional residential dwelling units may be developed on the Site by reducing the amount of non-residential gross floor area permitted on the Site at the rate of 1,000 square feet of gross floor area per residential unit.
- F. 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 any surface or structured parking facilities, areas used for building and 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. Parking for outdoor dining areas will be provided as required by the Ordinance.
- G. As provided in paragraph F above, the gross floor area of any structured parking facilities constructed on the Site shall not be considered or counted towards the maximum gross floor area or density allowed on the Site.

III. TRANSPORTATION

- A. Vehicular access shall be as generally depicted on the Rezoning Plan. The placement and configuration of the access points are subject to any minor modifications required by the Charlotte Department of Transportation ("CDOT") and/or the North Carolina Department of Transportation ("NCDOT").
- B. Vehicular parking shall meet the minimum requirements of the Ordinance. On-site parking may be located in surface parking lots or in structured parking facilities.
- C. Notwithstanding paragraph B above, vehicular parking shall be provided at the following rates:
 1. A minimum of 1 parking space per 300 square feet of gross floor area devoted to office uses.
 2. A minimum of 1 parking space per 250 square feet of gross floor area devoted to retail uses.
 3. A minimum of 1 parking space per 125 square feet of gross floor area devoted to eating, drinking and entertainment establishments (Type 1 and Type 2).
 4. A minimum of 1 parking space per residential dwelling unit.
 5. A minimum of 0.5 parking spaces per hotel room.
 6. Vehicular parking for all other uses located on the Site shall be provided in accordance with the requirements of the Ordinance.
- D. The internal streets constructed within the Site shall be private streets. Cross sections for the internal private streets are set out on Sheet RZ-2 of the Rezoning Plan.
- E. The alignment of the internal private streets, vehicular circulation areas and the driveways may be modified by the Petitioner to accommodate changes in traffic patterns, parking layouts and any adjustments required for approval by CDOT and/or NCDOT in accordance with applicable published standards.
- F. The existing surface parking lots located on the Site are utilized by the NCMF to meet a portion of the vehicular parking requirements for the NCMF, which vehicular parking requirements are set out on the approved conditional rezoning plans that govern the use and development of the NCMF. The development of the Site will be phased in such a manner to ensure that a sufficient amount of parking spaces located on the Site are available for use by the NCMF to meet the relevant portion of the vehicular parking requirements of the NCMF.
- G. Pursuant to the phasing schedule set out below in paragraph H, the Petitioner shall design, construct and install, at its sole cost and expense, the transportation improvements and pedestrian improvements set out below.
 1. North Graham Street and North Carolina Music Factory Boulevard (Signalized)
 - a. Install a second northbound left turn lane with 500 feet of storage on North Graham Street.
 - b. With the second northbound left turn lane on North Graham Street the roadway cross-section between North Carolina Music Factory Boulevard and West 12th Street is 7 lanes wide (10-foot wide lanes each).
 - c. Extend the existing southbound right turn lane on North Graham Street from 115 feet to 225 feet of storage and a short bay taper (maximized length to Statesville Avenue).
 - d. Extend the existing innermost northbound through lane on North Graham Street (125 feet in length) the full length to West 12th Street (lining up with the recommended third northbound through lane described for the intersection of North Graham Street and West 12th Street).
 - e. Modify the inner eastbound right turn lane on North Carolina Music Factory Boulevard to a second eastbound left turn lane.
 - f. Relocate the high-visibility pedestrian crosswalk on the north leg of the intersection to include a pedestrian refuge island between the northbound and southbound lanes on North Graham Street. This will also require the relocation of the accessible ramps.
 - g. Install a high-visibility pedestrian crosswalk, accessible ramps, and pedestrian signal heads/pushbuttons on the south leg of the intersection across North Graham Street.
 2. North Graham Street and West 12th Street-277 Entrance Ramp (Signalized)
 - a. Re-mark the center median pavement on the south side of the intersection (under the I-277 overpass) for a third northbound through lane on North Graham Street (approximately 300 feet in length). This new lane will line up with the innermost through lane improvement described for the intersection of North Graham Street and North Carolina Music Factory Boulevard.
 - b. Construct a second westbound right turn lane on West 12th Street with 275 feet of storage and a bay taper to an existing driveway stub (approximately 100 feet in length). The existing lane on West 12th Street is approximately 18 feet wide - this second right turn lane will require some widening at the intersection with North Graham Street (which includes new parking and sidewalks).
 - c. Contribute the sum of \$10,000 to the City of Charlotte for an adjacent City project to install sidewalk on the east side of North Graham Street between West 10th Street and West 12th Street.
 - d. Upgrade the pedestrian crosswalk on the north leg of the intersection to a high-visibility crosswalk, and add accessible ramps and pedestrian signal heads/pushbuttons on the north leg of the intersection across North Graham Street.
 - e. Install a high-visibility crosswalk with pedestrian refuge island, accessible ramps, and pedestrian signal heads/pushbuttons on the south leg of the intersection across North Graham Street.
 - f. Install a high-visibility crosswalk, accessible ramps, and pedestrian signal heads/pushbuttons on the east leg of the intersection across West 12th Street/I-277 Entrance Ramp.

H. The phasing schedule for the transportation and pedestrian improvements shall be as follows:

- 1. Phase 1

Phase 1 shall consist of up to 205,000 square feet of new gross floor area (as defined in paragraph II.F. above) developed on the Site that is devoted to office uses. Up to 205,000 square feet of new gross floor area that is devoted to office uses may be constructed on the Site prior to the design, construction and installation of any transportation or pedestrian improvements set out above in paragraph G. The 205,000 square feet of gross floor area may include a maximum of 5,000 square feet devoted to retail and eating, drinking and entertainment establishments (Type 1 and Type 2).
- 2. Phase 2

The second phase of the proposed development shall consist of (i) additional new gross floor area on the Site devoted to office uses that causes the total new gross floor area developed on the Site devoted to office uses to exceed 205,000 square feet and/or (ii) a building developed on the Site that is devoted to residential uses. The Petitioner shall design, construct and install all of the transportation and pedestrian improvements set out above in paragraph G prior to the issuance of a certificate of occupancy for the first new Phase 2 building. Any floor area devoted to retail and eating, drinking and entertainment establishments (Type 1 and Type 2) shall be counted towards the 205,000 square feet of gross floor area that triggers the Phase 2 transportation and pedestrian improvements.

Notwithstanding the foregoing, if the second phase of the proposed development is comprised solely of a hotel use, then the Petitioner shall design, construct and install only those transportation and pedestrian improvements set out above in paragraphs G(1)(c) and G(1)(f).
- 3. Phase 3

If the second phase of the proposed development is comprised solely of a hotel use, then Phase 3 shall consist of (i) additional new gross floor area devoted to office uses that causes the total new gross floor area developed on the Site devoted to office uses to exceed 205,000 square feet and/or (ii) a building devoted to residential uses. The Petitioner shall design,

construct and install all of the transportation and pedestrian improvements set out above in paragraph G (excluding the transportation and pedestrian improvements set out in paragraphs G(1)(c) and G(1)(f)) prior to the issuance of a certificate of occupancy for the first new Phase 3 building. Any floor area devoted to retail and eating, drinking and entertainment establishments (Type 1 and Type 2) shall be counted towards the 205,000 square feet of gross floor area that triggers the Phase 2 transportation and pedestrian improvements.

- I. In accordance with and subject to the terms of this paragraph I, the Petitioner shall pursue in good faith extending North Carolina Music Factory Boulevard west of its intersection with Hamilton Street to Private Street B ("Extended NC Music Factory Boulevard") to create an additional vehicular access point for the Site at Private Street B. If Extended NC Music Factory Boulevard is constructed, it shall be constructed at the sole cost and expense of the Petitioner. It shall be a private street constructed to the standards of an office wide street type and it shall be open to and accessible by the public. The construction of Extended NC Music Factory Boulevard will convert the intersection of Hamilton Street and North Carolina Music Factory Boulevard to a "T" intersection.

Extended NC Music Factory Boulevard (or a portion thereof) would be located within the railroad right of way and as a result, the Petitioner will need the written consent and permission of the applicable railroad operator(s) (the "Railroad") and any required easements from the Railroad to construct and maintain Extended NC Music Factory Boulevard. The written consent and permission of the Railroad and any required easements from the Railroad are hereinafter collectively referred to as the "Consent Documents." For the two year period commencing on the date that this Rezoning Petition is approved by the Charlotte City Council and expiring two years after such approval (the "2 Year Period"), the Petitioner shall pursue in good faith the Consent Documents from the Railroad to construct and maintain Extended NC Music Factory Boulevard.

In the event that the Petitioner receives the Consent Documents from the Railroad to construct and maintain Extended NC Music Factory Boulevard within the 2 Year Period, then the Petitioner shall be obligated to construct, at its sole cost and expense, Extended NC Music Factory Boulevard as described above. The Petitioner shall be required to commence the construction of Extended NC Music Factory Boulevard prior to the issuance of a building permit for a new building constructed in Development Area B. The Petitioner's obligation to pursue the Consent Documents to construct and maintain Extended NC Music Factory Boulevard and any obligation to construct Extended NC Music Factory Boulevard shall automatically terminate upon the first to occur of the following: (i) the expiration of the 2 Year Period without having received the Consent Documents, (ii) the Railroad advising the Petitioner in writing that the Railroad will not agree to and provide the Consent Documents, (iii) the Railroad advising the Petitioner in writing that it will agree to and provide the Consent Documents only upon the payment by the Petitioner of an acquisition fee (the "Acquisition Fee"), and such Acquisition Fee exceeds \$40,000. If the Acquisition Fee is \$40,000 or less, the Petitioner shall be required to pay the Acquisition Fee to the Railroad and to obtain the Consent Documents. If the Acquisition Fee exceeds \$40,000, then the Petitioner's obligation to pursue the Consent Documents to construct and maintain Extended NC Music Factory Boulevard and any obligation to construct Extended NC Music Factory Boulevard shall automatically terminate as provided above. In the event that the Railroad requires the Petitioner to reimburse it for any legal fees that the Railroad incurs in connection with this matter, the Railroad's legal fees shall not be considered to be a part of the Acquisition Fee and shall not be applied to the \$40,000 cap described above.

Permits, approvals and certificates of occupancy shall not be withheld during the 2 Year Period provided that the Petitioner is pursuing in good faith the Consent Documents from the Railroad to construct and maintain Extended NC Music Factory Boulevard, or after the termination of the Petitioner's obligations under this paragraph I.

- J. In the event that Extended NC Music Factory Boulevard is constructed as described above in paragraph I, the Petitioner shall re-stripe the existing asphalt of Hamilton Street from the intersection of Hamilton Street and North Carolina Music Factory Boulevard to the "Limits of Hamilton Street Re-Striping" designated on the Rezoning Plan. More specifically, the existing asphalt shall be re-striped to provide the following cross section:
 1. Two 10.5 foot wide through lanes.
 2. One 11 foot wide two-way left turn lane.
 3. 5 foot wide parallel parking on each side of the street.

This cross section shall taper to the existing condition on Hamilton Street.

- K. Prior to the issuance of a certificate of occupancy for the first new building constructed on the Site, the Petitioner shall submit the sum of \$15,000 to CDOT to pay for and fund potential traffic calming measures within the adjacent Greenville neighborhood that may be requested by residents of the Greenville neighborhood and approved by CDOT, or to pay for and fund traffic calming measures that CDOT determines are necessary in the Greenville neighborhood. This \$15,000 payment shall be held by CDOT for the 10 year period commencing on the date of the issuance of a certificate of occupancy for the first new building constructed on the Site. If CDOT does not approve the installation of traffic calming measures within the Greenville neighborhood within this 10 year period, then the \$15,000 payment shall be returned to the Petitioner. CDOT and the Petitioner shall enter into an Escrow Agreement to document this agreement.

IV. ARCHITECTURAL AND DESIGN STANDARDS

- A. It is intended that this proposed development will provide a horizontal mix of uses that includes office, retail, service uses and residential uses in a manner that creates a unified development pattern with generally coordinated streetscape elements, landscaping, open spaces and quality building materials. Where opportunities exist, a vertical mix of uses will be encouraged but not required. The majority of the main street building facades along Hamilton Street and the internal private streets that are visible at ground level to site visitors, residents and adjacent neighbors shall incorporate high levels of design detail, articulation and quality materials. This development will seek to emphasize pedestrian connections between uses and to the adjacent sidewalks. Long expanses of blank walls will be limited, and where they are necessary will be treated with a combination of architectural expressions such as changes in materials, fenestration, windows, building setback and landscaping, artwork, display cases or other similar items.
- B. The principal buildings constructed on the Site may use a variety of exterior building materials. The exterior building materials used for buildings (other than structured parking facilities) will be a combination of the following: glass (clear and reflective low-e glass), aluminum storefront and curtain wall systems, architectural concrete tilt up panels, pre-finished metal entry canopies, aluminum mechanical screen walls, metal panels, masonry brick veneer, stone, simulated stone, pre-cast stone, pre-cast concrete, synthetic stone, stucco, cementitious siding (such as hardi-plank), EIFS, wood, low slope white TPO roof, green roof, standing seam metal roof and architectural asphalt shingles. Vinyl as a building material will not be allowed except on windows and soffits.
- C. The Site will include a series of publicly accessible open spaces and plazas as focal points. These focal points will include some combination of landscaping, hardscape, monumentation, water features, seating areas and/or art work.
- D. Buildings constructed on the Site shall be pulled to and front the adjacent public and private streets to create a building edge, and surface parking or vehicular maneuvering space may not be located between any building constructed on the Site and the required setback from any public or private street. However, driveways providing access to the parking areas may be installed across these areas. Outdoor plazas, outdoor dining areas and open space shall be considered to be part of a building and may be located between a building and the required setback. Surface parking may be located to the side of a building provided that the surface parking covers no more than 35% of the lot width. Nothing herein prohibits a building or structured parking facility from being located to the rear of a building that is pulled to and fronts an adjacent public and/or private street, and such buildings shall not be subject to the restrictions set out in this paragraph D.
- E. Parking structure facade treatments along the public right of way will be designed to be visually coordinated and complimentary to the other buildings constructed on the Site. Parking structure wall/facades located along the public right of way may not be designed as solid walls (without an architectural/design detail on the facade).
- F. Attached to the Rezoning Plan is a conceptual, schematic perspective of a building to be constructed within Development Area A. This conceptual, schematic perspective is included to reflect the architectural style and quality of a building that may be constructed within Development Area A (the actual building constructed may vary from the conceptual, schematic perspective provided that the design intent is preserved).
- G. The maximum height of any building constructed on the Site shall be 120 feet.

V. STREETScape/LANDSCAPING/SCREENING

- A. Petitioner shall install an 8 foot planting strip and a 6 foot sidewalk along the Site's frontage on Hamilton Street.
- B. Petitioner shall install planting strips and sidewalks along the internal private streets in accordance with the applicable cross sections set out on Sheet RZ-2 of the Rezoning Plan.
- C. Sidewalk and planting strips can meander to save existing trees.
- D. Sidewalk connections to the adjoining public streets shall be provided as required by the Ordinance.
- E. All roof mounted mechanical equipment will be screened from view from adjoining public rights-of-way and abutting properties as viewed from grade.
- F. 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. Alternatively, such facilities may be located within or under the structures proposed to be constructed on the Site.

VI. ENVIRONMENTAL FEATURES

- A. Development of the Site shall comply with the City of Charlotte Tree Ordinance.

VII. PARKS / GREENWAY / OPEN SPACE

- A. Prior to the issuance of a certificate of occupancy for the first new building constructed on the Site, Petitioner shall grant a permanent greenway easement to Mecklenburg County for greenway purposes over those areas of the Site designated on the Rezoning Plan as "Greenway Area" (the "Greenway Easement"). For purposes of calculating the amount of required open space on the Site, the Greenway Area will be considered to be open space and count towards the Site's required amount of open space.
- B. Mecklenburg County shall be responsible for the maintenance of the "Greenway Area" from and after the conveyance of the Greenway Easement.
- C. Petitioner shall be permitted to convey storm water into the Greenway Area.
- D. Urban open space shall be provided as required by the Ordinance.

VIII. SIGNS

- A. All signs installed on the Site shall comply with the requirements of the Ordinance.

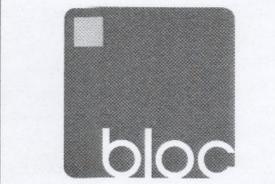
IX. LIGHTING

- A. All new freestanding lighting fixtures installed on the Site (excluding street lights and lower, decorative lighting that may be installed along the driveways, sidewalks and parking areas) shall be fully capped and shielded and the illumination downwardly directed so that direct illumination does not extend past any property line of the Site. The maximum height of any freestanding lighting fixtures installed on the Site or on any parking structure shall be 25 feet.
- B. Any new lighting fixtures attached to the structures to be constructed on the Site shall be decorative, capped and downwardly directed.

X. 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.

APPROVED BY
CITY COUNCIL
JUL 20 2015



Bloc Design
1310 S. Tryon Street, Suite 111
Charlotte, NC 28203
phone: 704-458-1646
www.bloc-nc.com

landscape architecture | planning | civil engineering



19401 Old Jetton Road | Suite 101
Cornelius, NC 1 28031
p: 704.987.0612 | f: 704.987.0767

REVISIONS

NO.	DATE	DESCRIPTION
△	05/15/15	REVIEW COMMENTS
△	06/19/15	REVIEW COMMENTS
△	07/07/15	CDOT REVIEW COMMENTS

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stamp / seal:



**Hamilton Street
Mixed Use**
915 Hamilton Street,
Charlotte, NC 28206

Rezoning Petition#:
2015-62

DATE: 03/20/15	MPIC: WLL
DRAWN BY: ESB	CHECKED BY: WLL
PROJECT NUMBER: 00150.01	
SCALE:	
TITLE:	TECHNICAL DATA SHEET

SHEET NO:
RZ-3



VIEW FROM PRIVATE STREET 'A' AND HAMILTON STREET INTERSECTION

NOTE:
ARCHITECTURAL RENDERINGS
PREPARED BY LS3P ASSOCIATES, LTD.

APPROVED BY
CITY COUNCIL

JUL 20 2015



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VIEW FROM HAMILTON STREET AND I-277 BRIDGE



VIEW FROM PRIVATE STREET 'A' AND 'B' INTERSECTION

**Hamilton Street
Mixed Use**
915 Hamilton Street,
Charlotte, NC 28206

Rezoning Petition#:
2015-62

DATE: 03/20/15 MPIC: WLL
DRAWN BY: ESB CHECKED BY: WLL

PROJECT NUMBER: 00150.01

SCALE: NTS

TITLE:
DEVELOPMENT AREA 'A' CONCEPTUAL
ARCHITECTURAL RENDERINGS

SHEET NO.:
RZ-4