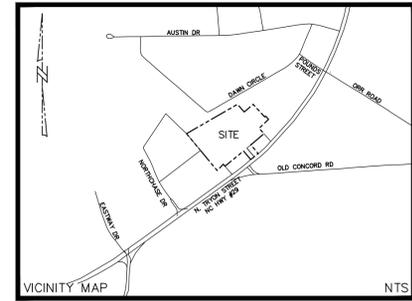


LEGEND

- BOUNDARY / LOT LINE
 - - - ADJOINING BOUNDARY / LOT LINE (NOT SURVEYED)
 - - - RIGHT OF WAY
 - - - EASEMENT
 - x - x - FENCE LINE
 - DEVELOPMENT AREA
 - SITE ACCESS
 - FOUND CORNER (AS DESCRIBED)
 - SET CORNER (#5 REBAR UNLESS OTHERWISE NOTED)
- DB - DEED BOOK
 - MB - MATCH BOOK
 - PG - PAGE
 - FND - FOUND
 - TCE - TEMPORARY CONSTRUCTION EASEMENT
 - NAD - NORTH AMERICAN DATUM
 - NAVD 88 - NORTH AMERICAN VERTICAL DATUM
 - R/W - RIGHT OF WAY
 - {NTS} - NOT TO SCALE
 - HWY - HIGHWAY
 - CF - COMBINED SCALE FACTOR



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**OLD CONCORD
STATION -
NORTH TRYON
MULTIFAMILY**

5635 N TRYON STREET
CHARLOTTE, NC 28213

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ISSUANCE INDEX

DATE:	10/21/2016
PROJECT PHASE:	ALL

REVISION SCHEDULE

NO.	DESCRIPTION	DATE
1	REZONING - REV 1	12/19/16
2	REZONING - REV 2	01/19/17
3	REZONING - REV 3	02/01/17
4	REZONING - REV 4	02/06/17

STRUCTUREPOINT PROJECT # 2016.01987

**TECHNICAL
DATA SHEET**

RZ-1

PRINT DATE: 2/6/17 PLOT SCALE: 1:10242 EDIT DATE: 2/6/17 - 12:01 PM DRAWING FILE: Y:\P\2016\01987\D. DRAWINGS\CIVIL\CONSTRUCTION DOCUMENTS\2016.01987 REZONING PLAN - TRYON.DWG

SITE DEVELOPMENT DATA

ACREAGE: +/- 6.97 ACRES
TAX PARCEL: 089-20-101 (PARTIAL), 089-20-124 (PARTIAL)
EXISTING ZONING: B-2
PROPOSED ZONING: TOD-RO
EXISTING USES: RESIDENTIAL / COMMERCIAL
PROPOSED USES: RESIDENTIAL

TOD-RO ZONING SUMMARY

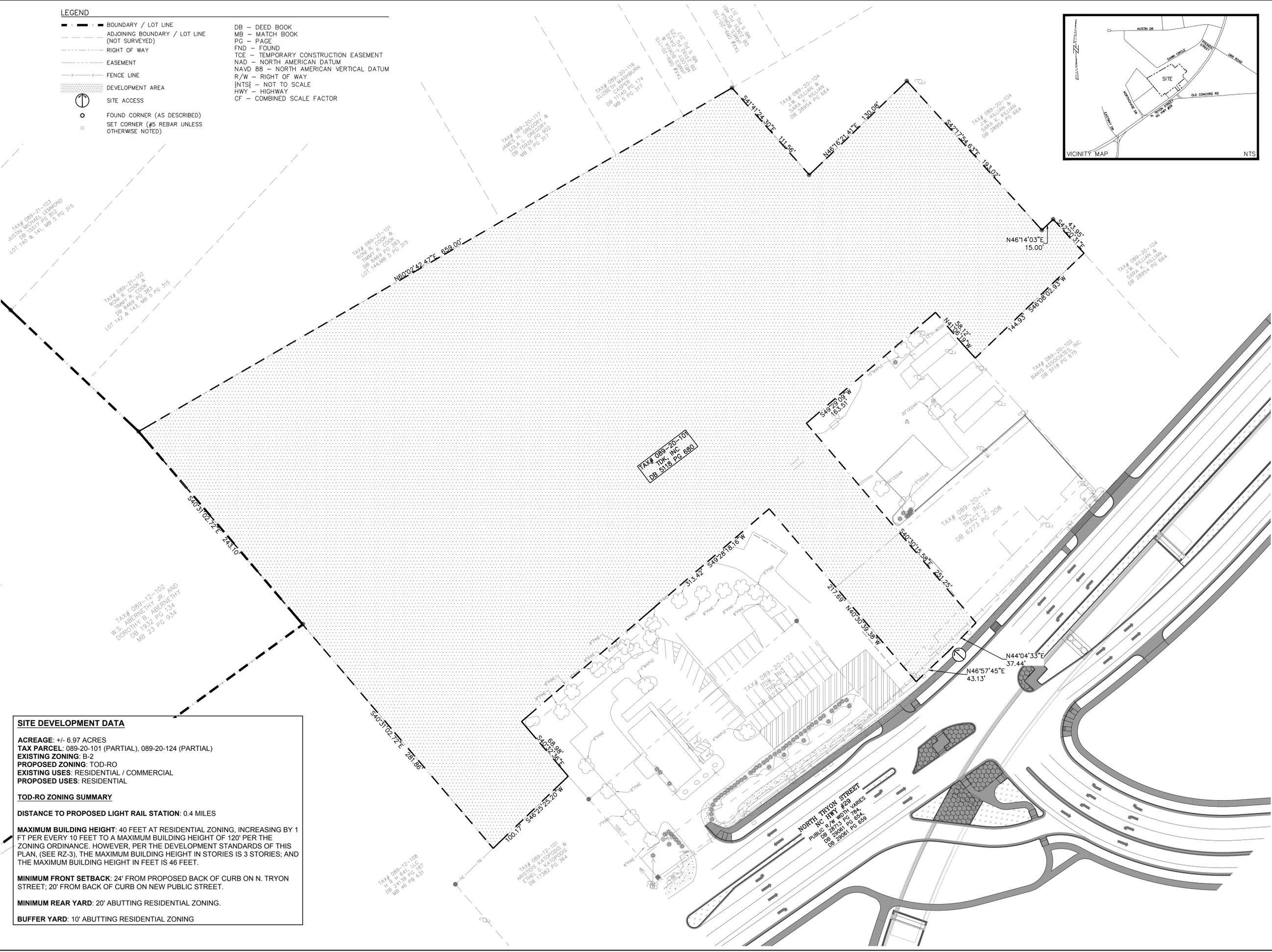
DISTANCE TO PROPOSED LIGHT RAIL STATION: 0.4 MILES

MAXIMUM BUILDING HEIGHT: 40 FEET AT RESIDENTIAL ZONING, INCREASING BY 1 FT PER EVERY 10 FEET TO A MAXIMUM BUILDING HEIGHT OF 120' PER THE ZONING ORDINANCE. HOWEVER, PER THE DEVELOPMENT STANDARDS OF THIS PLAN, (SEE RZ-3), THE MAXIMUM BUILDING HEIGHT IN STORIES IS 3 STORIES, AND THE MAXIMUM BUILDING HEIGHT IN FEET IS 46 FEET.

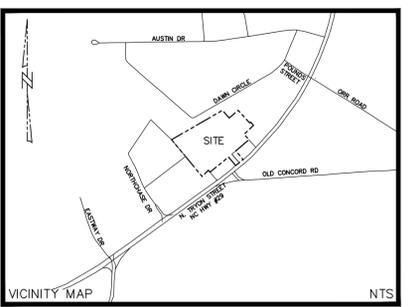
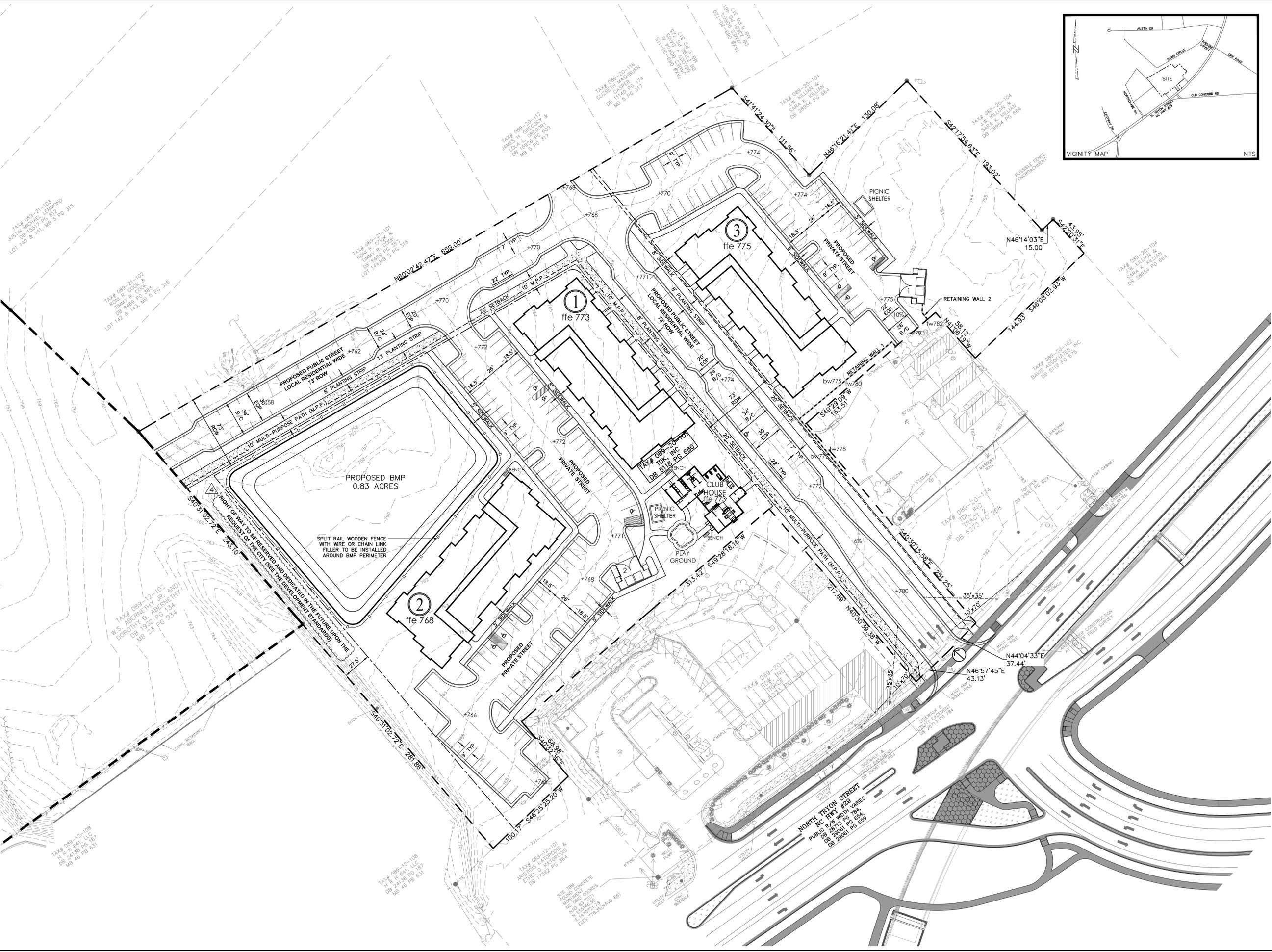
MINIMUM FRONT SETBACK: 24' FROM PROPOSED BACK OF CURB ON N. TRYON STREET; 20' FROM BACK OF CURB ON NEW PUBLIC STREET.

MINIMUM REAR YARD: 20' ABUTTING RESIDENTIAL ZONING.

BUFFER YARD: 10' ABUTTING RESIDENTIAL ZONING



PRINT DATE: 2/6/17
 PLOT SCALE: 1"=40'
 EDIT DATE: 2/6/17 - 12:01 PM
 DRAWING FILE: Y:\P\2016\01987\DRAWINGS\CIVIL\CONSTRUCTION DOCUMENTS\2016\01987 REZONING PLAN - TRYON.DWG
 DRAWING BY: RBRINKMAN



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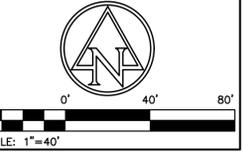
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STRUCTUREPOINT PROJECT # 2016.01987

SCHEMATIC SITE PLAN

RZ-2



DEVELOPMENT STANDARDS

4 FEBRUARY 6, 2017

1. GENERAL PROVISIONS

- A. THESE DEVELOPMENT STANDARDS FORM A PART OF THE REZONING PLAN ASSOCIATED WITH THE REZONING PETITION FILED BY NRP PROPERTIES, LLC TO ACCOMMODATE THE DEVELOPMENT OF A MULTI-FAMILY RESIDENTIAL COMMUNITY ON THAT APPROXIMATELY 6.97 ACRE SITE LOCATED ON THE NORTH SIDE OF NORTH TRYON STREET AT THE INTERSECTION OF NORTH TRYON STREET AND OLD CONCORD ROAD, WHICH SITE IS MORE PARTICULARLY DEPICTED ON THE REZONING PLAN (THE "SITE"). THE SITE IS COMPRISED OF PORTIONS OF TAX PARCEL NOS. 089-201-24 AND 089-201-01.
- 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"). SUBJECT TO THE OPTIONAL PROVISIONS SET OUT BELOW, THE REGULATIONS ESTABLISHED UNDER THE ORDINANCE FOR THE TOD-R ZONING DISTRICT SHALL GOVERN THE DEVELOPMENT AND USE OF THE SITE.
- C. THE DEVELOPMENT DEPICTED ON THE REZONING PLAN IS SCHEMATIC IN NATURE AND INTENDED TO DEPICT THE GENERAL ARRANGEMENT OF USES AND IMPROVEMENTS ON THE SITE. ACCORDINGLY, THE CONFIGURATIONS, PLACEMENTS AND SIZES OF THE BUILDING FOOTPRINTS AS WELL AS THE INTERNAL DRIVES AND PARKING AREAS DEPICTED ON THE REZONING PLAN ARE SCHEMATIC IN NATURE AND, SUBJECT TO THE TERMS OF THESE DEVELOPMENT STANDARDS AND THE ORDINANCE, ARE SUBJECT TO MINOR ALTERATIONS OR MODIFICATIONS DURING THE DESIGN DEVELOPMENT AND CONSTRUCTION DOCUMENT PHASES.
- D. 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.

2. OPTIONAL PROVISIONS

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

- A. THE SURFACE PARKING LOTS DEPICTED ON THE REZONING PLAN SHALL BE PERMITTED.
- B. THE DEVELOPMENT OF THE SITE SHALL NOT BE REQUIRED TO MEET THE MINIMUM RESIDENTIAL DENSITY REQUIREMENTS OF THE TOD-R ZONING DISTRICT.
- C. THE MAXIMUM HEIGHT OF ANY BUILDING LOCATED ON THE SITE SHALL BE 46 FEET.
- D. IN THE EVENT THAT THE DEVELOPMENT OF THE SITE IS PHASED, AND BUILDING 2 IS CONSTRUCTED PRIOR TO BUILDING 1, THE PARKING AREA LOCATED TO THE EAST OF BUILDING 2 MAY BE LOCATED BETWEEN BUILDING 2 AND THE NEW PUBLIC STREET EXTENSION OF OLD CONCORD ROAD.

3. PERMITTED USES/DEVELOPMENT LIMITATIONS

- A. THE SITE MAY ONLY BE DEVOTED TO A MULTI-FAMILY RESIDENTIAL COMMUNITY CONTAINING A MAXIMUM OF 90 DWELLING UNITS AND TO ANY INCIDENTAL AND ACCESSORY USES RELATING THERETO THAT ARE ALLOWED IN THE TOD-R ZONING DISTRICT. CUSTOMARY INCIDENTAL AND ACCESSORY USES MAY INCLUDE, WITHOUT LIMITATION, A LEASING AND MANAGEMENT OFFICE AND AMENITIES FOR THE RESIDENTS.
- B. A MINIMUM OF 50% OF THE TOTAL NUMBER OF MULTI-FAMILY DWELLING UNITS ACTUALLY CONSTRUCTED ON THE SITE SHALL MAINTAIN MONTHLY RENTS THAT ARE INCOME RESTRICTED FOR HOUSEHOLDS EARNING 60% OR LESS OF THE AREA MEDIAN INCOME FOR A PERIOD OF NOT LESS THAN 15 YEARS FROM THE DATE OF THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR THE FIRST BUILDING TO BE CONSTRUCTED ON THE SITE.

4. 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. THE ALIGNMENT OF THE INTERNAL DRIVEWAYS AND VEHICULAR CIRCULATION AREAS 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.
- C. THE AMOUNT OF OFF-STREET PARKING PROVIDED ON THE SITE SHALL MEET THE MINIMUM REQUIREMENTS OF THE ORDINANCE, AND IT SHALL NOT EXCEED THE MAXIMUM REQUIREMENTS OF THE ORDINANCE.
- D. AS DEPICTED ON THE REZONING PLAN, PETITIONER SHALL CONSTRUCT A NEW PUBLIC STREET WITHIN THE SITE THAT WILL FUNCTION AS THE FOURTH LEG OF THE INTERSECTION OF NORTH TRYON STREET AND OLD CONCORD ROAD (THE "FOURTH LEG").

4 E. PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A BUILDING CONSTRUCTED ON THE SITE, THE FOLLOWING TRANSPORTATION IMPROVEMENTS AND SIGNAL MODIFICATIONS SHALL BE COMPLETED AT OR NEAR THE INTERSECTION OF THE FOURTH LEG AND NORTH TRYON STREET BY PETITIONER OR OTHERS:

- (1) MODIFICATION OF THE SOUTH LEG OF NORTH TRYON STREET, INCLUDING THE EXTENSION OF THE RAISED MEDIAN, THE RELOCATION OF ACCESSIBLE RAMPS, STRIPING OF THE CROSSWALK AND OTHER SIGN AND MARKING MODIFICATIONS AS REQUIRED;
- (2) MODIFICATION OF THE TRAFFIC SIGNAL, INCLUDING THE RELOCATION OF THE SIGNAL CONTROLLER, INSTALLATION OF ADDITIONAL SIGNAL HEADS, INSTALLATION OF ADDITIONAL PEDESTRIAN SIGNALS, INSTALLATION OF AN ADDITIONAL MAST ARM AND PAVEMENT MARKING ADJUSTMENTS ON THE WEST LEG OF OLD CONCORD ROAD, RELATED OVERHEAD AND UNDERGROUND CONNECTIONS AS NEEDED TO OPERATE THE SIGNAL WITHIN THE EXISTING INTERSECTION AND COORDINATED SYSTEM, AND THE PAYMENT OF CDOT'S DESIGN AND CONSTRUCTION ADMINISTRATION COSTS;
- (3) THE CONSTRUCTION OF THE FOURTH LEG APPROACH, INCLUDING CURB RETURNS, ACCESSIBLE RAMPS, SIDEWALK AND CROSSWALK; AND
- (4) OTHER ELEMENTS OF DESIGN AND CONSTRUCTION MAY BE REQUIRED AS THE FINAL DESIGN IS DEVELOPED DURING THE PERMITTING PROCESS.

4 F. NOTHING HEREIN SHALL PREVENT PETITIONER FROM SEEKING AND OBTAINING FUNDING FROM THE CITY OF CHARLOTTE (THE "CITY") OR ANOTHER GOVERNMENTAL ENTITY TO PAY FOR THE COSTS AND EXPENSES ASSOCIATED WITH THE TRANSPORTATION IMPROVEMENTS AND SIGNAL MODIFICATIONS SET OUT ABOVE IN PARAGRAPH E.

4 G. PETITIONER SHALL RESERVE FOR FUTURE RIGHT OF WAY FOR A NEW PUBLIC STREET TO BE CONSTRUCTED BY OTHERS (AND NOT PETITIONER) THAT PORTION OF THE SITE LOCATED ALONG THE WESTERN PROPERTY LINE OF THE SITE AND MEASURING 27.5 FEET FROM THE WESTERN PROPERTY LINE THAT IS DEPICTED ON THE REZONING PLAN (THE "FUTURE RIGHT OF WAY"). THE FUTURE RIGHT OF WAY SHALL BE DEDICATED AND CONVEYED TO THE CITY BY PETITIONER UPON THE REQUEST OF THE CITY WHEN THE NEW PUBLIC STREET IS TO BE CONSTRUCTED BY OTHERS.

4 H. ALL TRANSPORTATION IMPROVEMENTS SHALL BE CONSTRUCTED AND APPROVED PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A BUILDING TO BE CONSTRUCTED ON THE SITE OR PHASED PER THE SITE'S DEVELOPMENT PLAN

4 I. EXCEPTING THE FUTURE RIGHT OF WAY, ANY RIGHT OF WAY REQUIRED TO BE DEDICATED AND CONVEYED BY PETITIONER TO THE CITY SHALL BE DEDICATED AND CONVEYED PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR A BUILDING TO BE CONSTRUCTED ON THE SITE

5. ARCHITECTURAL AND DESIGN STANDARDS

- A. THE MAXIMUM HEIGHT OF ANY BUILDING CONSTRUCTED ON THE SITE IN STORIES SHALL BE 3 STORIES.
- B. THE MAXIMUM HEIGHT OF ANY BUILDING CONSTRUCTED ON THE SITE IN FEET SHALL BE 46 FEET.
- C. ATTACHED TO THE REZONING PLAN ARE CONCEPTUAL, ARCHITECTURAL RENDERINGS OF THE FRONT ELEVATION (THE ELEVATION FACING A NEW PUBLIC STREET) AND THE SIDE ELEVATION OF THE MULTI-FAMILY BUILDINGS TO BE CONSTRUCTED ON THE SITE THAT ARE INTENDED TO DEPICT THE GENERAL CONCEPTUAL ARCHITECTURAL STYLE AND CHARACTER OF THESE BUILDING ELEVATIONS. ACCORDINGLY, THE FRONT ELEVATION (THE ELEVATION FACING A NEW PUBLIC STREET) AND THE SIDE ELEVATION OF THE MULTI-FAMILY BUILDINGS TO BE CONSTRUCTED ON THE SITE SHALL BE DESIGNED AND CONSTRUCTED SO THAT THESE BUILDING ELEVATIONS ARE SUBSTANTIALLY SIMILAR IN APPEARANCE TO THE ATTACHED RELEVANT CONCEPTUAL, ARCHITECTURAL RENDERINGS WITH RESPECT TO ARCHITECTURAL STYLE AND CHARACTER. NOTWITHSTANDING THE FOREGOING, CHANGES AND ALTERATIONS TO THESE BUILDING ELEVATIONS THAT DO NOT MATERIALLY CHANGE THE OVERALL CONCEPTUAL ARCHITECTURAL STYLE AND CHARACTER SHALL BE PERMITTED.
- D. THE PERMITTED PRIMARY EXTERIOR BUILDING MATERIALS FOR THE MULTI-FAMILY BUILDINGS TO BE CONSTRUCTED ON THE SITE ARE DESIGNATED AND LABELLED ON THE CONCEPTUAL, ARCHITECTURAL RENDERINGS OF THE MULTI-FAMILY BUILDINGS ATTACHED TO THE REZONING PLAN.
- E. ATTACHED TO THE REZONING PLAN IS A CONCEPTUAL, ARCHITECTURAL RENDERING OF THE FRONT ELEVATION OF THE CLUBHOUSE BUILDING TO BE CONSTRUCTED ON THE SITE THAT IS INTENDED TO DEPICT THE GENERAL CONCEPTUAL ARCHITECTURAL STYLE AND CHARACTER OF THE FRONT ELEVATION OF THE CLUBHOUSE BUILDING. ACCORDINGLY, THE FRONT ELEVATION OF THE CLUBHOUSE BUILDING SHALL BE DESIGNED AND CONSTRUCTED SO THAT THE FRONT ELEVATION OF THE CLUBHOUSE BUILDING IS SUBSTANTIALLY SIMILAR IN APPEARANCE TO THE ATTACHED CONCEPTUAL, ARCHITECTURAL RENDERING OF THE CLUBHOUSE BUILDING WITH RESPECT TO ARCHITECTURAL STYLE AND CHARACTER. NOTWITHSTANDING THE FOREGOING, CHANGES AND ALTERATIONS THAT DO NOT MATERIALLY CHANGE THE OVERALL CONCEPTUAL ARCHITECTURAL STYLE AND CHARACTER SHALL BE PERMITTED.
- F. THE PERMITTED PRIMARY EXTERIOR BUILDING MATERIALS FOR THE CLUBHOUSE BUILDING ARE DESIGNATED AND LABELLED ON THE CONCEPTUAL, ARCHITECTURAL RENDERING OF THE CLUBHOUSE BUILDING ATTACHED TO THE REZONING PLAN.
- G. VINYL MAY NOT BE USED AS AN EXTERIOR BUILDING MATERIAL ON ANY BUILDING TO BE CONSTRUCTED ON THE SITE. NOTWITHSTANDING THE FOREGOING, VINYL MAY BE UTILIZED ON WINDOWS, SOFFITS, TRIM AND RAILINGS.

6. STREETScape/LANDSCAPING AND SCREENING

- A. PETITIONER SHALL INSTALL A MINIMUM 8 FOOT WIDE PLANTING STRIP AND A MINIMUM 8 FOOT WIDE SIDEWALK ALONG THOSE PORTIONS OF THE SITE'S INTERNAL STREETS THAT ARE MORE PARTICULARLY DEPICTED ON THE REZONING PLAN.
- B. PETITIONER SHALL INSTALL A MINIMUM 8 FOOT WIDE PLANTING STRIP AND A MINIMUM 10 FOOT WIDE MULTI-USE PATH ALONG THOSE PORTIONS OF THE SITE'S INTERNAL STREETS THAT ARE MORE PARTICULARLY DEPICTED ON THE REZONING PLAN.
- C. WITH RESPECT TO THE NEW PUBLIC STREET TO BE CONSTRUCTED BY PETITIONER ALONG THE NORTHERN BOUNDARY LINE OF THE SITE, PETITIONER SHALL ONLY BE REQUIRED TO BUILD THE SIDEWALK AND PLANTING STRIP ON THE SOUTHERN OR SITE SIDE OF THE NEW PUBLIC STREET. THE SIDEWALK AND PLANTING STRIP ON THE NORTH SIDE OF THIS NEW PUBLIC STREET SHALL BE CONSTRUCTED BY OTHERS WHEN THE ADJACENT PARCELS LOCATED ALONG THE NORTHERN EDGE OF THIS NEW PUBLIC STREET ARE REDEVELOPED.

7. ENVIRONMENTAL FEATURES

- A. DEVELOPMENT OF THE SITE SHALL COMPLY WITH THE CHARLOTTE CITY COUNCIL APPROVED AND ADOPTED POST CONSTRUCTION CONTROLS ORDINANCE.
- B. THE LOCATION, SIZE AND TYPE OF STORM WATER MANAGEMENT SYSTEMS DEPICTED ON THE REZONING PLAN ARE SUBJECT TO REVIEW AND APPROVAL AS PART OF THE FULL DEVELOPMENT PLAN SUBMITTAL AND ARE NOT IMPLICITLY APPROVED WITH THIS REZONING. ADJUSTMENTS MAY BE NECESSARY IN ORDER TO ACCOMMODATE ACTUAL STORM WATER TREATMENT REQUIREMENTS AND NATURAL SITE DISCHARGE POINTS.
- C. A CHAIN LINK FENCE SHALL NOT BE INSTALLED AROUND THE PERIMETER OF THE STORM WATER BMP TO BE INSTALLED ON THE SITE. RATHER, PETITIONER SHALL INSTALL A SPLIT RAIL WOODEN FENCE WITH WIRE OR CHAIN LINK FILLER AROUND THE PERIMETER OF THE STORM WATER BMP TO BE INSTALLED ON THE SITE.
- 8. 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.

DRAWING FILE: Y:\P\2016\01987\0. DRAWINGS\CIVIL\CONSTRUCTION DOCUMENTS\2016.01987 REZONING PLAN - TRYON.DWG
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DEVELOPMENT STANDARDS

RZ-3

