

## E SPECTRUM COMPANIE

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CHARLOTTE, NC 28202

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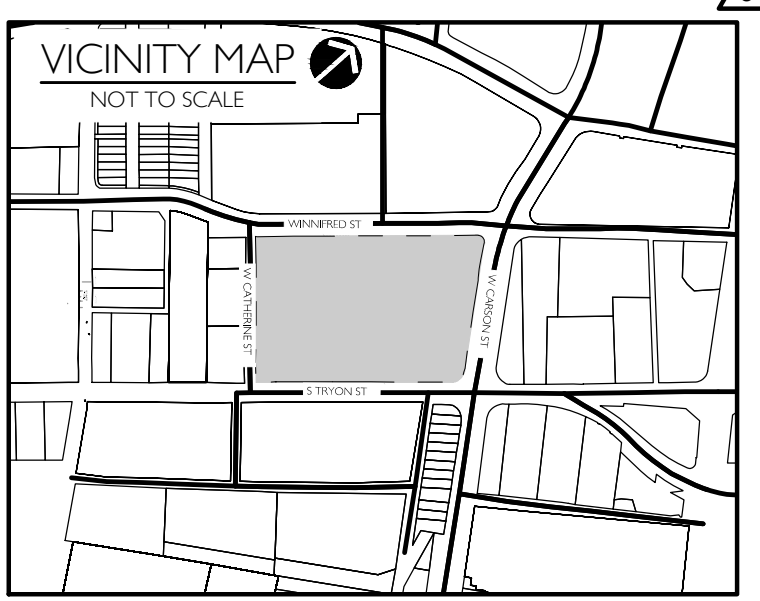
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SHEET TITLE

## TECHNICAL DATA SHEET

SHEET NUMBER

RZ-1



PETITION  
NO. 2018-085

SPECTRUM SITE  
REZONING

THE SPECTRUM COMPANIES

300 SOUTH TRYON STREET

CHARLOTTE, NC 28202

LANDDESIGN PROJ.#  
1018203

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
1	PER CITY COMMENTS	09/10/19
2	PER CITY COMMENTS	10/22/2018
3	PER CITY COMMENTS	11/12/2018

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SHEET TITLE

DEVELOPMENT STANDARDS  
NOTES

SHEET NUMBER

RZ-2

The Spectrum Companies  
Development Standards

11/12/18

Rezoning Petition No. 2018-085

Site Development Data:

- Acres:** ± 4.94 acres  
--**Tax Parcel #s:** 073-073-01, 073-073-07, 08, 09, 10, and 11  
--**Existing Zoning:** I-2 and TOD-M  
--**Proposed Zoning:** TOD-M(O)  
--**Existing Uses:** Office/Parking/Vacant  
--**Proposed Uses:** Office, hotel, retail, EDEE and other uses permitted by right, and under prescribed conditions in the TOD-M zoning district together with accessory uses, as allowed in the TOD-M zoning district, and subject to the Optional Provisions below.  
--**Maximum Gross Square Feet of Development:** Non-residential and residential square footage, or units as allowed and required by the TOD-M zoning district.  
--**Maximum Building Height:** A maximum building height of 250 feet within Development Area A and a maximum building height of 180 feet within Development Area B as allowed by the Ordinance and the Optional provisions below. Building height to be measured as required by the Ordinance.  
--**Open Space:** A minimum of 20,000 square feet of open space (a combination of ± 15,000 square feet of Public Urban Open Space (as defined by the TOD-M zoning district) plus an additional ±5,000 square feet of Improved Urban Open Space (as defined below)) will be provided. The ratio of Public Open Space and Improved Urban Open Space may vary from what is indicated above as along as the total provided square footage equals 20,000 square feet, and no less than 10,000 square feet of Public Urban Open Space is provided.  
--**Parking:** Parking as required by the Ordinance.

1. **General Provisions:**  
a. **Site Location.** These Development Standards, the Technical Data Sheet, Schematic Site Plan and other site plan sheets form this rezoning plan (collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by The Spectrum Companies ("Petitioner") to accommodate the development of transit supportive uses on an approximately 4.94 acre site located between W. Catherine Street, and W. Carson Boulevard, and between S Tryon Street and Winnifred Street (the "Site").  
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 existence as of the date of approval of this Rezoning (the "Ordinance"). Unless the Rezoning Plan establishes more stringent standards, the regulations established under the Ordinance for the TOD-MO zoning classification shall govern all development taking place on the Site, subject to the Optional Provisions provided below.  
c. **Graphics and Alterations.** Any schematic depictions of the uses, parking areas, sidewalks, structures and buildings, driveways, streets 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 minor 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:

- i. minor and don't materially change the overall design intent depicted on the Rezoning Plan.  
The Planning Director will determine if such minor modifications are allowed per this amended process, and if it is determined that the alteration does not meet the criteria described above, the Petitioner shall then follow the Administrative Amendment Process per Section 6.207 of the Ordinance; in each instance, however, subject to the Petitioner's appeal rights set forth in the Ordinance.  
d. **Number of Buildings Principal and Accessory.** Notwithstanding the number of buildings shown on the Rezoning Plan, the total number of principal buildings to be developed on the Site within Development Area A & B will be limited to six (6). Accessory buildings and structures located on the Site shall not be considered in any limitation on the number of buildings on the Site. Accessory buildings and structures will be constructed utilizing similar building materials, colors, architectural elements and designs as the principal building(s) located within the same Development Area as the accessory structure/building.

2. **Optional Provisions.**

- a. To allow a proposed building height of 250 feet within Development Area A and maximum building height of 180 feet within Development Area B as generally depicted on the Rezoning Plan. This optional provision will allow an increase in the allowed building height in TOD of 120 feet by 130 feet for Development Area A and 60 feet for Development Area B.  
b. To allow the building base of high rise to be measured/created 30 to 40 feet above first level finished floor elevation of buildings with more than five stories rather than at the third floor.  
c. To allow wall signs located above the second (2) floor of the proposed buildings to have up to 250 square feet of sign area per building wall.  
d. To allow one (1) ground mounted sign up to 10 feet in height and containing up to 75 square feet of sign area on the Site.  
e. To allow a phased development that exceeds the parking maximums of the Ordinance, as long as, when the final phase of the development is completed, the total number of parking spaces are in compliance with the TOD-M parking standards of the Ordinance.

**Note:** The optional provisions regarding signs are additions/modifications to the standards for signs in the TOD-M district and are to be used with the remainder of TOD-M standards for signs not modified by these optional provisions.

3. **Permitted Uses, Development Area Limitations:**

- a. The Site may be developed with office, hotel, retail, EDEE, and other uses permitted by right and under prescribed conditions in the TOD-M Zoning district together with accessory uses as allowed in the TOD-M zoning district.

- b. The Site will be developed with a mixture of uses. A minimum of two uses will be developed on the Site (e.g. retail and office uses), which may be evidenced by certificate of occupancy for "shell" space.

4. **Transportation Improvements and Access:**

I. **Proposed Improvements:**

The Petitioner plans to provide or cause to be provided on its own or in cooperation with other parties who may implement portions of the improvements, the improvements set forth below to benefit overall traffic patterns throughout the area in accordance with the following implementation provisions:

The following Transportation Improvements are also illustrated on figure 8 on Sheet RZ-1 of the Rezoning Plan. The Exhibit on Sheet RZ-01 is to be used in conjunction with the following notes to determine the extent of the proposed improvements (reference to a number or letter when describing an improvement corresponds to the number or letter found on figure 8 for the proposed improvement).

The following roadway improvements will be made by the Petitioner as part of the redevelopment of the Site as proposed by the rezoning Plan:

- a. South Tryon Street & Carson Boulevard (signalized)  
• Construct a new northbound left turn lane on South Tryon Street with 150 feet of storage and an appropriate bay taper  
• Modify the pavement markings to convert the existing southbound combined through-left lane on South Tryon Street to a left turn lane with 125 feet of storage and an appropriate bay taper  
b. South Tryon Street & Catherine Street/Proposed Access (unsignalized)  
• Install high visibility crosswalk across South Tryon Street at Catherine Street with "Hawk" pedestrian signals  
c. Winnifred Street & Carson Boulevard (unsignalized)

- Convert the intersection of Winnifred Street and Carson Boulevard from a right-in/right out (Ri/RO) only intersection to a full movement intersection by breaking the median on Carson Boulevard  
• Install high visibility crosswalk across Carson Boulevard with a "Z" crossing pedestrian refuge island on the west side of the intersection and install new APS pushbuttons/PED Ramps for this crossing  
• Modify pavement markings to construct a new westbound left turn lane on Carson Boulevard with 100 feet of storage and an appropriate bay taper.  
• Modify pavement markings to construct a new northbound left turn lane on Winnifred Street with 75 feet of storage and an appropriate bay taper.  
• Modify the southbound right turn lane on Winnifred Street to a combined left-through-right lane

d. **South Tryon Street & Proposed Ri/RO Access (unsignalized)**

- Install a new raised median on South Tryon Street to restrict the access location to right-in/right-out only. The median to be a four (4) feet wide and 100 feet long.

- e. The proposed on-street parking along S. Tryon Street will be temporary parking that may be removed as part of the future raised bike lane to be installed along S. Tryon Street by others.

- f. The Petitioner will install accessible ramps and appropriate pedestrian signals on the Site's side of the intersection of S. Tryon Street and W. Carson with appropriate receiving ramps across each of the streets.

- g. The Petitioner shall provide an accessible ramp at Winnifred Street and West Catherine Street with a receiving accessible ramp across West Catherine Street.

- h. The Petitioner shall provide an accessible ramp at Wilcox Street, and near proposed private street intersection with Winnifred to allow crossings of Winnifred Street.

- i. The Petitioner will dedicate and convey via a fee simple deed to NCDOT a minimum of 46 feet of right-of-way from the existing center line of S. Tryon Street as part of the development of the Site, and prior to the issuance of the first certificate of occupancy (I being understood that the amount/width of the such dedication may be adjusted based on the Petitioner and the City agreeing to create/provide a sidewalk and utility easement for a portion of the area to be dedicated). 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.

II. **Standards, Phasing and Other Provisions.**

- a. **CDOT Standards.** All of the foregoing public roadway improvements will be subject to the standards and criteria of CDOT (as it relates to the roadway improvements within its road system authority). It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad Southend and Uptown area, by way of a private/public partnership effort or other public sector project support.

- b. **Substantial Completion.** Reference to "substantial completion" for certain improvements as set forth in the provisions of Section 4.1 above shall mean completion of the roadway improvements in accordance with the standards set forth in Section 4.1.a above provided, however, in the event certain non-essential roadway improvements (as reasonably determined by CDOT) are not completed at the time that the Petitioner seeks to obtain the first certificate of occupancy for a building(s) on the Site in connection with related development phasing described above, then CDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings, and in such event the Petitioner may be asked to post a letter of credit or a bond for any improvements not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvements.

- c. **Right-of-way Availability.** It is understood that some of the public roadway improvements referenced in subsection a. above may not be possible without the acquisition of additional right of way. If after the exercise of diligent good faith efforts over a minimum of a 60 day period, the Petitioner is unable to acquire any land necessary to provide for any such additional right of way upon commercially reasonable terms and at market prices, then CDOT, the City of Charlotte Engineering Division or other applicable agency, department or governmental body may agree to proceed with acquisition of any such land. In such event, the Petitioner shall reimburse the applicable agency, department or governmental body for the cost of any such acquisition including compensation paid by the applicable agency, department or governmental body for any such land and the expenses of such proceedings. Furthermore, in the event public roadway improvements referenced in subsection a. above are delayed because of delays in the acquisition of additional right-of-way as contemplated herein and such delay extends beyond the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in connection with related development phasing described above, then CDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings; provided, however, Petitioner continues to exercise good faith efforts to complete the applicable road-way improvements; in such event the Petitioner may be asked to post a letter of credit or a bond for any improvements not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvements.

- d. **Alternative Improvements.** Changes to the above referenced roadway improvements can be approved through the Administrative Amendment process upon the determination and mutual agreement of Petitioner, CDOT and the Planning Director; provided, however, the proposed alternate transportation improvements provide (in the aggregate) comparable transportation network benefits to the improvements identified in this Petition.

5. **Access and Parking Maximums:**

- a. Vehicular access to the Site will be from S. Tryon Street, Winnifred Street, and W. Catherine Street as generally depicted on the Rezoning Plan.

- b. The Petitioner will construct a private street from S. Tryon Street to Winnifred Street as generally depicted on the Rezoning Plan. This private street will be designed as a curb-less two lane street (a "Festival Street"). A 10 foot wide amenity zone, with a minimum of a six (6) foot clear pedestrian zone, will be established on either side of this private street, street trees may be provided along the interior of this private street. A public access easement will be recorded over the private street.

- c. The Site will not exceed the following off-street parking space maximums:

- Three (3) spaces per 1,000 square feet of gross floor area of (GFA) of Commercial uses (e.g. general and medical office uses, EDEE, personal services, and retail uses).
- A maximum of .5 spaces per hotel room (to be calculated separately from the Commercial Use maximum).

The following parking spaces will not be counted toward the parking maximums indicated above; required accessible parking spaces in compliance with ADA Standards, electronic vehicle charging stations (public or private), on-street parking along the abutting public streets, and public car share vehicle spaces.

Furthermore, the parking maximums indicated above may be exceeded by 50% if at least 20% of the Site parking is available for public parking, whether compensation is required or not, and meet one or more of the following: (i) available for public use 24 hours a day seven days a week; or (ii) shared spaces available for public use from 8am to 6pm, Monday through Friday; or (iii) shared spaces available for public use from 6pm to 8am, seven days a week.

Such spaces must be marked with the hours of availability for public use.

- d. The Petitioner will provide short term and long term bicycle parking, as defined by the Ordinance, on the Site at the following ratios:

- Short Term Spaces: one short term bicycle parking space per 1,500 square feet of GFA of commercial uses, but not to exceed 30 spaces (if the current Ordinance requires more spaces then additional spaces will be provided).
- Long Term Spaces: One long term bicycle parking space per 6,000 square feet of GFA of commercial uses, but not to exceed 50 spaces (if the current Ordinance requires more spaces then additional spaces will be provided).

6. **Streetscape, Landscaping Open Space and Screening:**

- a. The Petitioner will improve each of the Site's public street frontages as generally depicted on the Rezoning Plan (see Sheet RZ-3 for cross-sections that illustrate the proposed improvements). Along S. Tryon Street the location of the proposed street trees and pedestrian scale lighting will be determined during the land development approval process for the Site.

- b. Setbacks will be established along each of the Site's public street frontages as generally depicted on the Rezoning Plan. A setback will also be established along the Site's internal private street as generally depicted on the Rezoning Plan.

- c. Streetscape improvements will be provided along the Site's public street frontages as generally depicted on the Rezoning Plan.

- d. Open space areas will be provided on the Site as generally depicted on the Rezoning Plan. The open space area will be a combination of Public Urban Open Space and Improved Urban Open Space. The Improved Urban Open Space areas will be improved with landscaping, lighting, seating and hardscape elements, and may be made up of private open space (areas available to tenants and customers/visitors of the Site only) and public

- open space (defined as "Improved Urban Open Space"). The Public Urban Open Space Area will be improved as required by the Ordinance. Buildings with up to 3,000 square feet of gross floor area may be placed within the open space area, however, no less than 20,000 square feet of open space will remain (the proposed open space will be a combination of Public Urban Open Space (±15,000 square feet) and Improved Urban Open Space areas (± 5,000)). Sidewalk widths over the required eight (8) feet may count toward the Improved Urban Open Space. The ratio of Public Open Space and Improved Urban Open Space may vary from what is indicated above as along as the total provided square footage equals 20,000 square feet, and no less than 10,000 square feet of Urban Open Space is provided.

- e. Meter banks will be screened where visible from public view at grade level.

- f. The Petitioner shall provide a bus pad with a bench along S. Tryon Street as generally depicted on the Rezoning Plan. The bus pad will be constructed to meet standards of detail 60.02A of the Charlotte Land Development Standards Manual. The final location shall be determined during the land development approval process.

7. **Architectural Standards.**

- a. **BUILDING LENGTH AND PROPORTION.**

1. Maximum Building Face Length: No building shall exceed 250 feet in block face without a break in or variation of the facade. Covered driveway accesses to garages are not considered acceptable breaks.

2. Vertical Proportions: Buildings shall be vertically proportioned so that the height of each pedestrian level bay should be taller than it is wide.

3. Long Facades: When buildings are longer than 150 feet, the pedestrian level of the building base shall be architecturally divided into smaller architectural increments. The use of window arrangement and size variation, vertical pilasters or other architectural elements should help create this effect.

4. None of the buildings on the Site will exceed 400 feet in length.

- b. **FACADE & MATERIAL DETAILING.**

1. Delineation Between Building Base Floor and Upper Floors: The area where the first floor commercial base meets the second floor shall be clearly defined with visual delineation.

2. Wall Depth / Material Detailing:

- a. Larger facades: Facades over 50 feet in length shall be divided into shorter segments by means of facade modulation, repeating window patterns, changes in materials, canopies or awnings, varying roof lines and/or other architectural treatments.

- b. Facade Articulation: Building elevations shall be designed with vertical bays or articulated architectural features which shall include a combination of at least three of the following: (i) exterior wall offsets; (ii) columns; (iii) pilasters; (iv) change in materials or colors; (v) awnings; (vi) arcades; and (vii) other architectural elements.

- c. Blank Wall Detailing: Building elevations and site walls greater than 5 feet in height shall not have blank wall expanses greater than 20 feet in any horizontal or vertical direction. For blank walls greater than 10 feet, architectural features such as, but not limited to, banding, medallions or similar design features, or materials will be provided to avoid a sterile, unarticulated blank treatment of such walls.

3. First Floor Building Facade Materials: High quality, durable finish materials should be used on the first floor street facade of buildings. This may include materials such as face brick, stone, precast, metal panels, etc. Utility, decorative scored or split-faced block are not appropriate, but split face block may be considered at the base up to no more than 2' feet above the sidewalk. Simulated stucco/EIFS is not durable enough for use on the first floor, and shall not be allowed.

4. Storefront Window Proportions: Windows shall be large glazed panels with smaller transom units above, if possible. Windows shall fill most of the height of the first or base floor, to at least 10 feet above sidewalk grade. Long groupings of storefront windows should typically have intermediate piers that help incorporate the commercial base with the massing above, ensuring the building does not appear "top-heavy or unsupported."

5. Buildings over 185 feet in height will provide a step back of no less than 10 feet along each abutting public street. The location of the step back may occur in the transition between the proposed parking deck and the building above the parking deck, if an above ground parking deck is constructed on the Site.

c. **STREET FRONTAGES**

1. The buildings constructed on the Site will have active ground floor uses (defined as active, occupiable/usable space including: residential, commercial, and office uses);

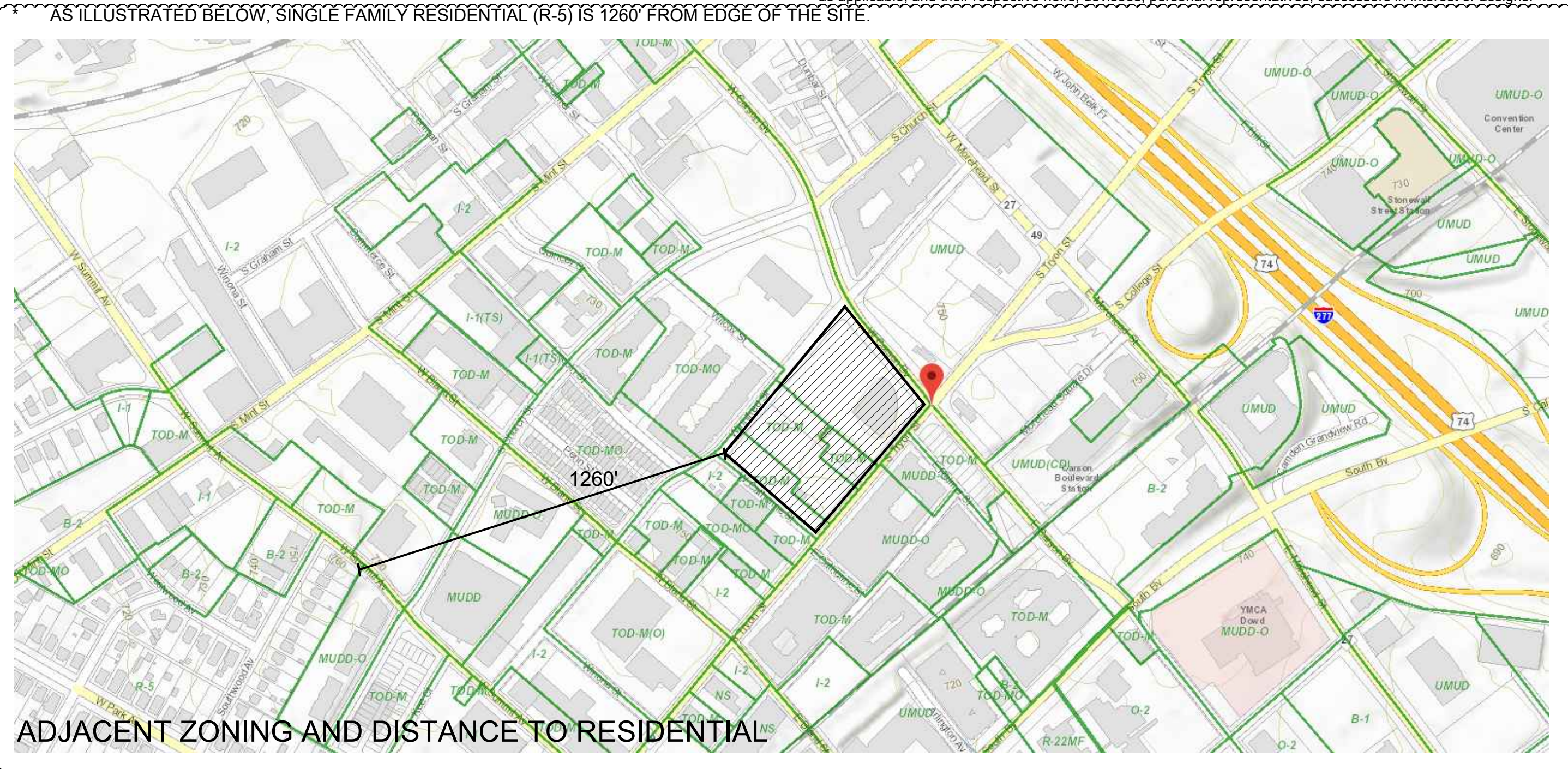
- A minimum of 70% of the Site's ground floor building frontage on the public streets, when taken as a whole, will be occupied with active ground floor uses.

- The street frontage along S. Tryon Street will have no less than 70% active ground floor uses.

- The street frontage along the remaining public streets will have no less than 50% active ground floor uses.

The percentage of active ground floor frontage will be calculated after areas used for vehicular access are removed from the building frontage calculation.

Active ground floor space will be considered to be provided by evidenced of a certificate of occupancy for "shell" space



PETITION #: 2018-085  
CITY OF CHARLOTTE

PETITIONER: THE SPECTRUM COMPANIES

PETITION  
NO. 2018-085

PROJECT

SPECTRUM SITE  
REZONING

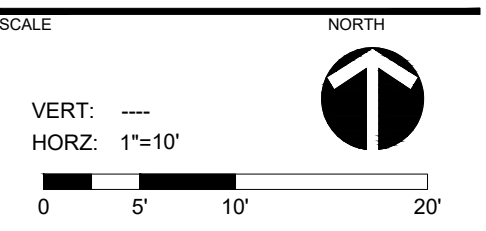
THE SPECTRUM COMPANIES  
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LANDDESIGN PROJ.# 1018203

REVISION / ISSUANCE

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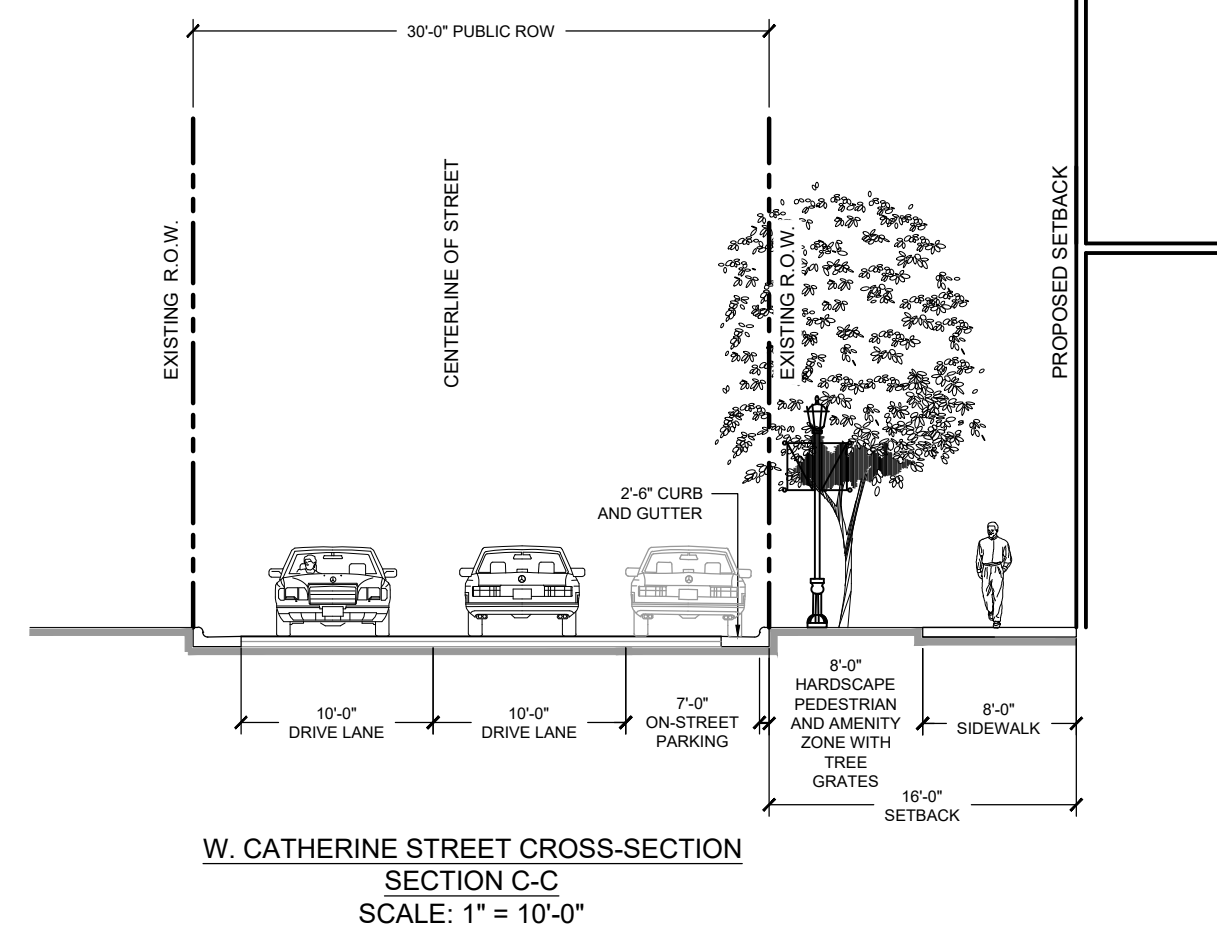
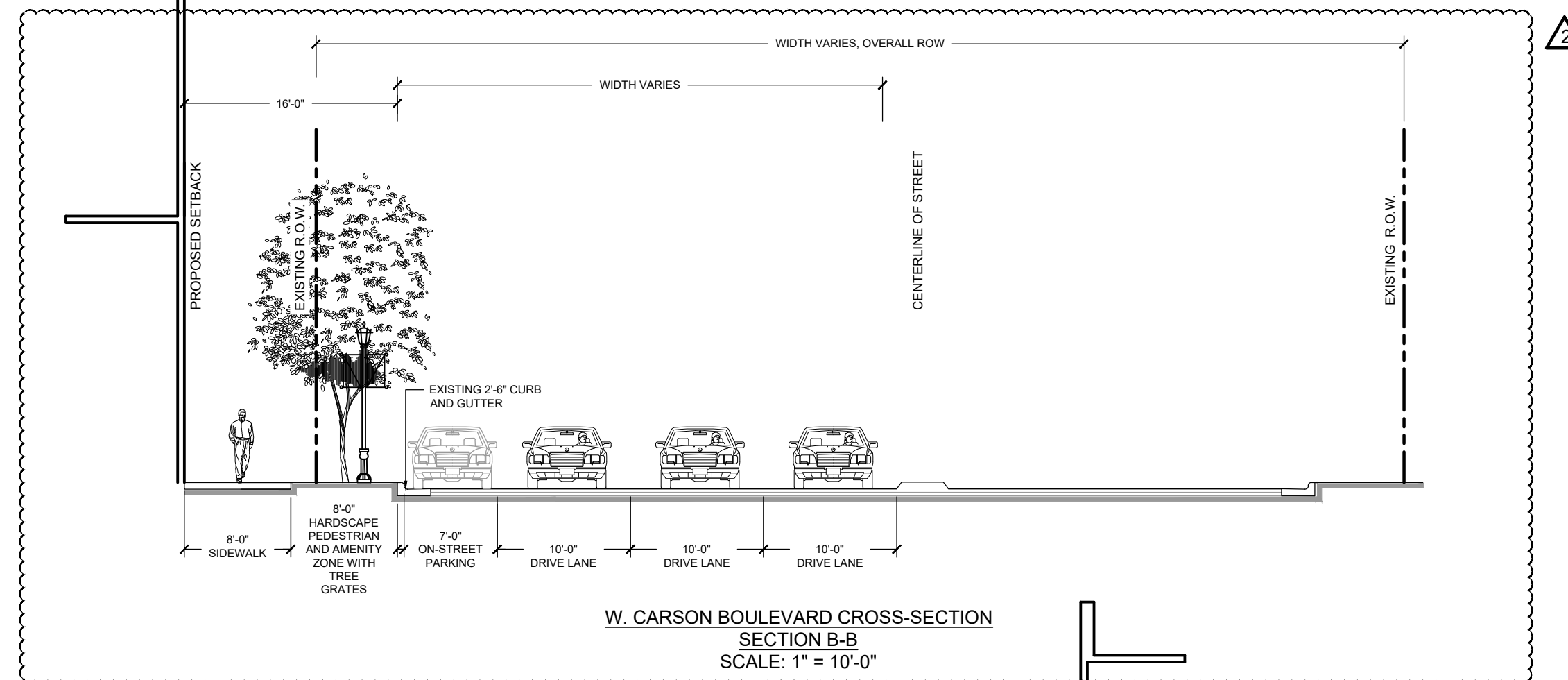
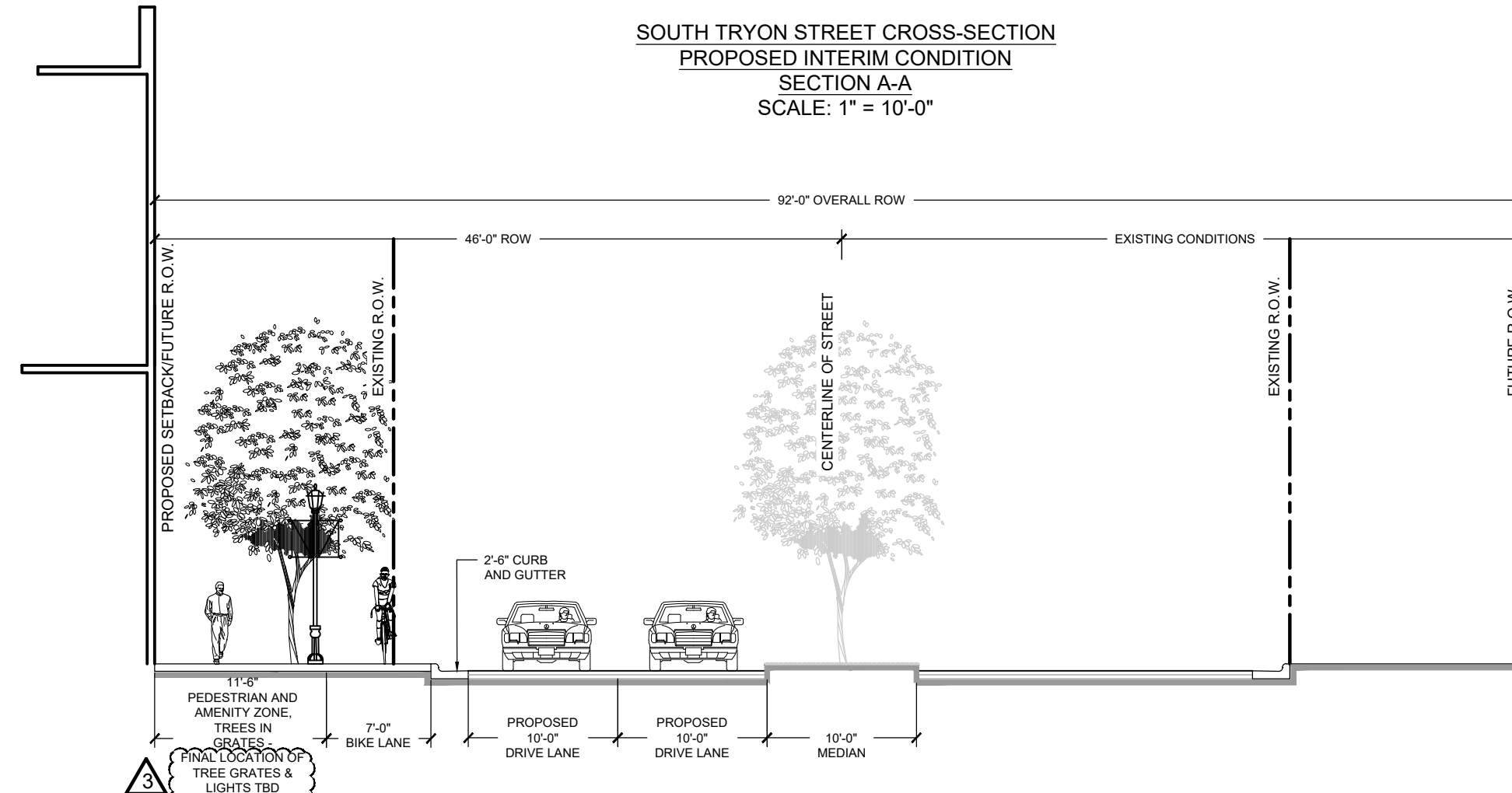
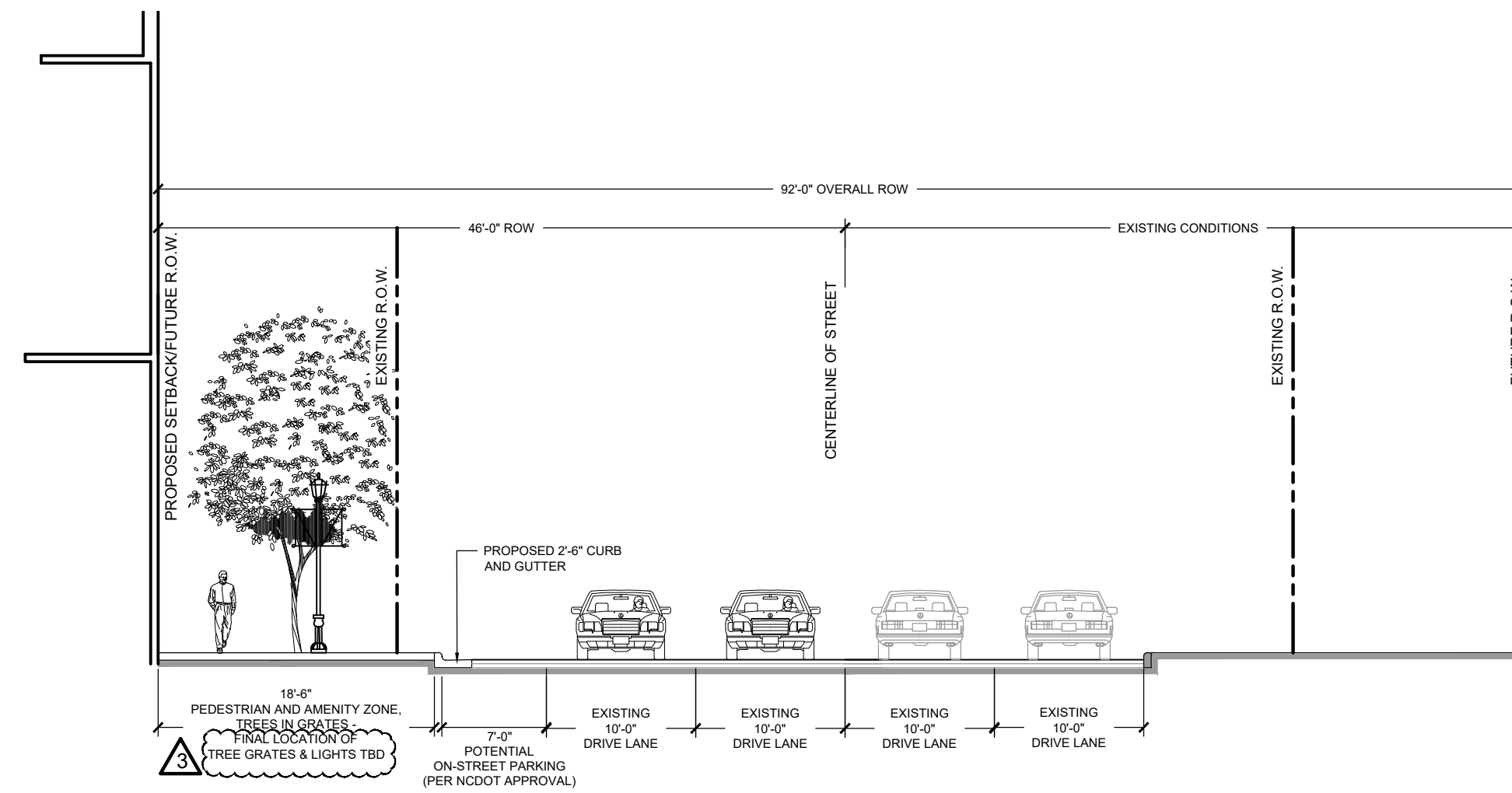
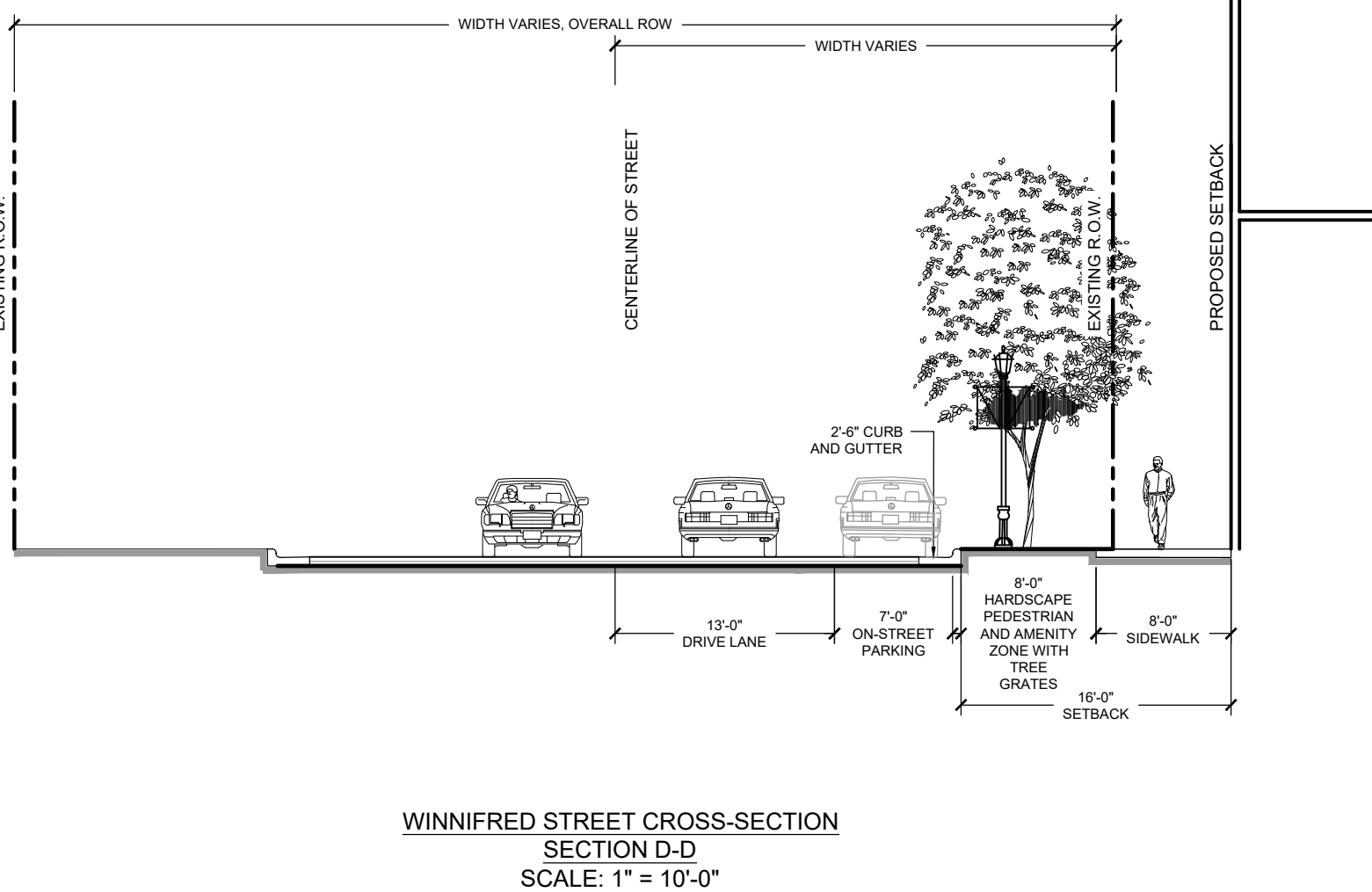
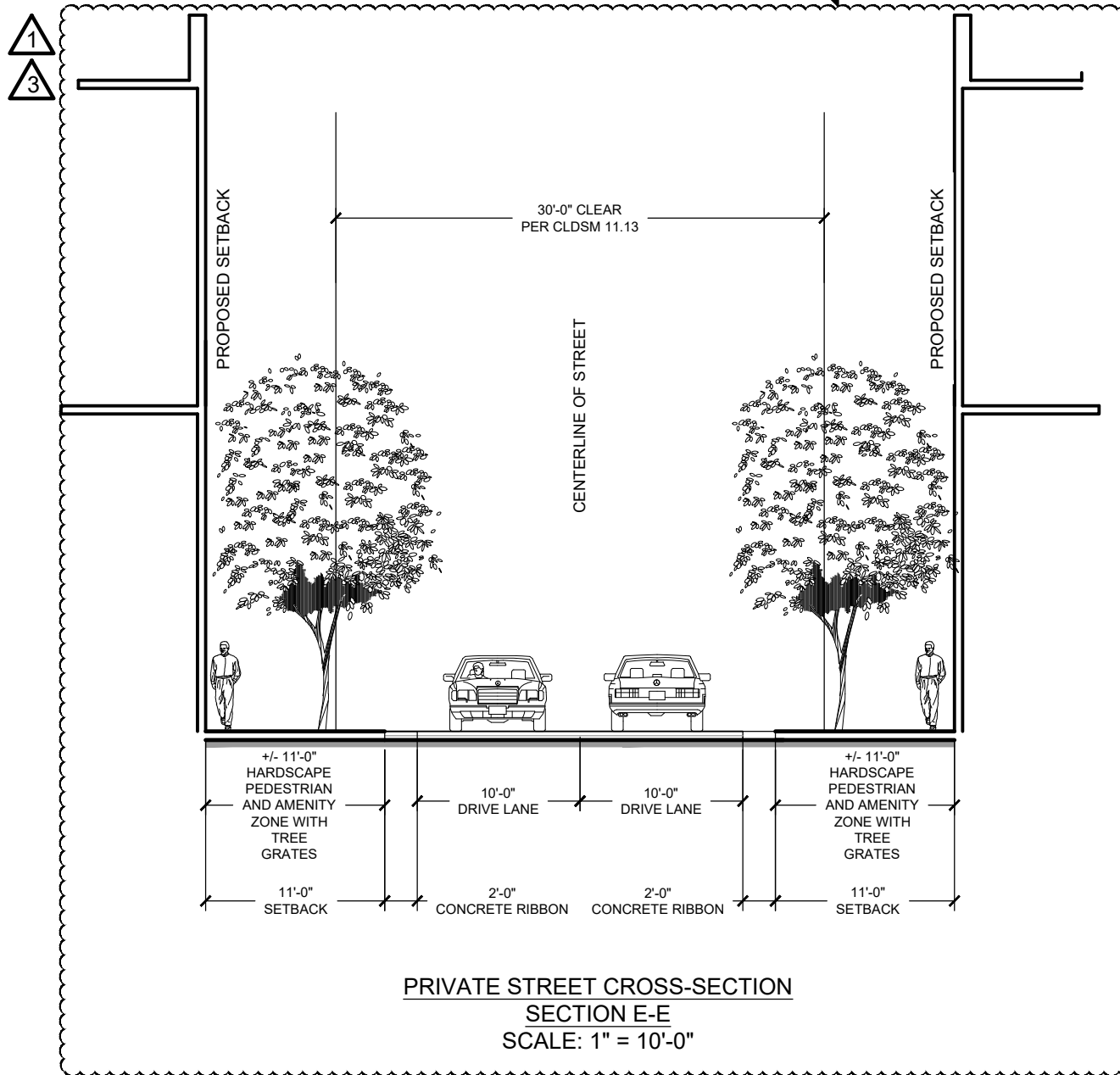
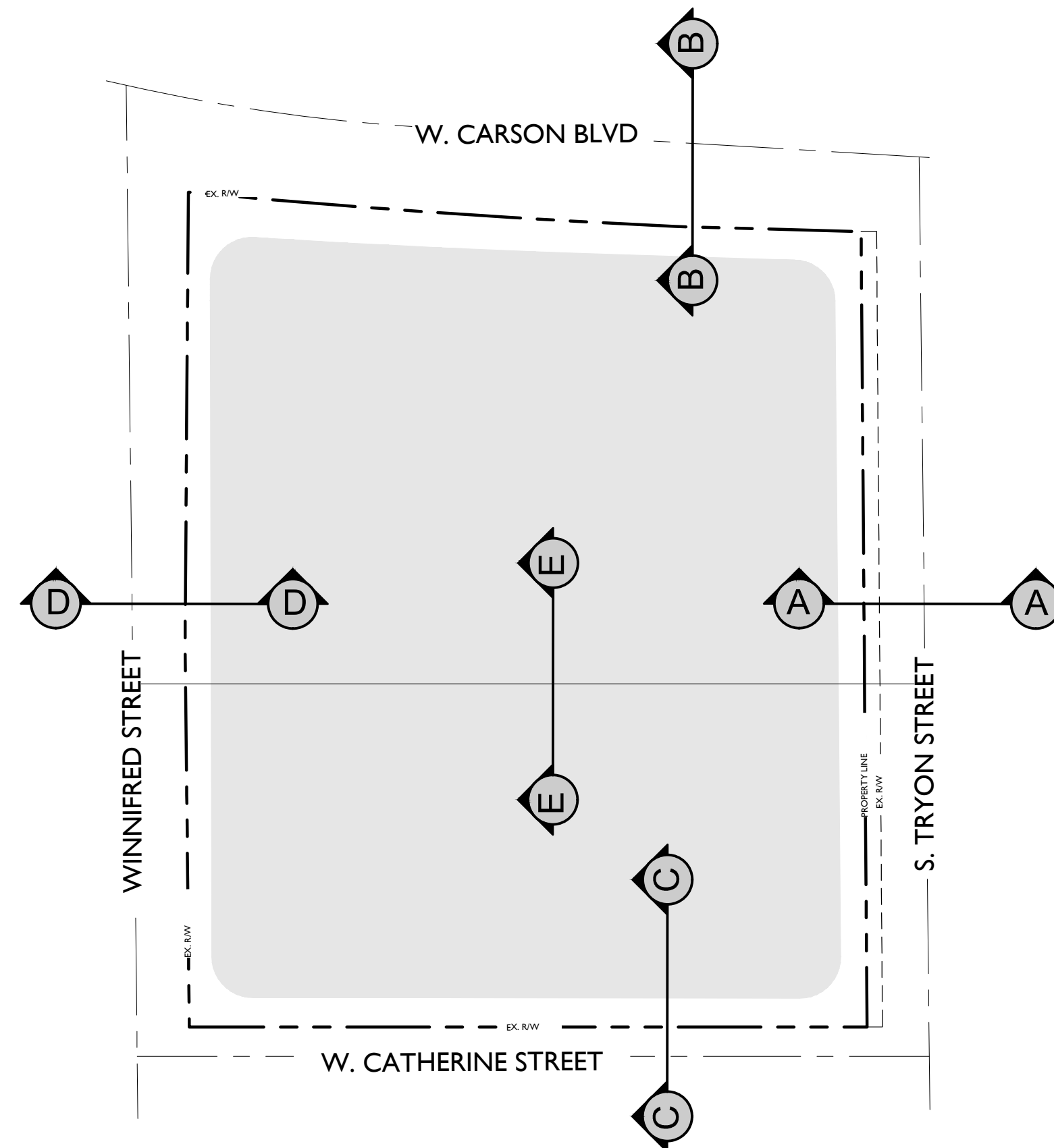


SHEET TITLE

STREET CROSS-SECTIONS

SHEET NUMBER

RZ-3



PETITION # 2018-085  
CITY OF CHARLOTTE  
PETITIONER: THE SPECTRUM COMPANIES