Development Standards

1. Development Data Table

a. Site Area: 22.0 acres
b. Tax Parcel: 047-231-06
c. Existing Zoning: I-1
d. Proposed zoning: TOD-M(CD)
e. Existing Use: Vacant
Proposed Use: All uses allowed in TOD-M.
f. Residential Units/Housing Type: As required or allowed by the Ordinance
g. Residential Density: As required or allowed by the Ordinance
h. Square Footage of Non-Residential: As required or allowed by the Ordinance
i. Floor Area Ratio: As required or allowed by the Ordinance
j. Maximum Building Height: As allowed by the Ordinance
k. Parking: As required or allowed by the Ordinance
l. Open Space: As required by the Ordinance

2. General provisions

a. These Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by Carolina States Regional Center, LLC ("Petitioner") for an approximately 22 acre site located on the east side of Macfarlane Boulevard near the intersection of North US 29 By-Pass Highway and North Tryon Street, which site is more particularly depicted on the Rezoning Plan (the "Site").

b. The development and use 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") for the TOD-M zoning district.

4 c. The development of the Site proposed under this Rezoning Plan shall be considered to be a planned/unified 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, provided, however, that the development of the Site shall be required to meet any applicable setback requirements from public streets, and side yard and rear yard requirements with respect to the exterior boundary of the Site. Additionally, each phase or component of the proposed development shall not be required to independently meet the open space requirements of the Ordinance provided that the overall development of the Site meets such open space requirements.

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.

3. Permitted Uses

a. Subject to the development limitations set out in paragraphs 1 through 6 below, the Site may be devoted to any use or uses allowed by right or under prescribed conditions in the TOD-M zoning district, together with any incidental or accessory uses associated therewith that are permitted under the Ordinance in the TOD-M zoning district.
a.1. Buildings located in Development Area 1 fronting Periwinkle Hill Avenue will include ground floor non-residential active uses.
a.2. Drive-through facilities as permitted as an accessory use by Section 9.1207 of the Ordinance will be constructed so as not to be visible from public streets.
a.3. Gasoline pumps are prohibited.
a.4. Unless developed as open space, Development Area 1 will include a mix of uses. A mix of uses shall be deemed to mean more than one type of use on Development Area 1. For example, a mix of uses could include at least two of the following uses: residential, office, retail, hotel, recreation/amenity uses and other permitted uses.
a.5. Retail uses in Development Areas 2, 4 and 5 will be restricted to the ground floor of non-residential and/or residential buildings.
a.6. Retail uses in Development Area 3 will be restricted to the ground floor of non-residential and/or residential buildings. Notwithstanding the foregoing, in the event that Development Area 3 is expanded to N. Tryon Street as provided below in paragraph b, this restriction shall not apply to Development Area 3. As provided below, all Principal Use Buildings on all Development Areas will be multi-story buildings.

b. In the event that the portion of the right of way for US I-85 Service Road located adjacent to the Site and hatched on the Rezoning Plan (the "Right of Way") is abandoned and acquired by the Petitioner or its successor in interest, this abandoned Right of Way area shall be incorporated into the relevant adjacent Development Area and may be developed in accordance with the provisions of this Rezoning Plan and the provisions of the TOD-M zoning district. More specifically, the Right of Way area located to the west of Extended Proposed Public Street B shall be incorporated into Development Area 3, and the Right of Way area located to the east of Extended Proposed Public Street B shall be incorporated into Development Area 1.

The extension of Proposed Public Street B to North Tryon Street as depicted on the Rezoning Plan shall only be required if the Right of Way is abandoned and acquired by the Petitioner or its successor in interest, and such extension of Proposed Public Street B shall be completed prior to the issuance of a certificate of occupancy for the first building constructed in the former Right of Way area.

4. Transportation

a. Proposed internal streets depicted on the Rezoning Plan are intended to illustrate compliance with applicable ordinances as well as discussions with CDOT and NCDOT staff. Final locations and/or configurations of the internal streets to be determined with staff.
b. Due to the Duke Energy Right-of-way and existing environmental features, such as wetlands and topography, the extension of Proposed Public Street B to Ikea Boulevard will be further analyzed and considered during the Subdivision Review Process.
c.If a new internal street is not required between Development Areas 2 and 4, an 8' wide pedestrian path constructed with a finished surface, for example mulch, asphalt, concrete, etc., will be provided in the same general area as Proposed Public Street B connecting Proposed Tyner Drive to Ikea Boulevard. The path may meander and will connect to available open spaces along this corridor.
d. Buildings and accessory structures will be positioned along the existing and proposed public streets. Surface parking lots will be located within the core of each development area located behind or along the side of proposed structures as allowed by the ordinance and not further restricted by these standards.
e. Surface parking lots in Development Area 1 and Development Area 2 will be located to the rear of buildings located in these development areas that front on Periwinkle Hill Avenue. Notwithstanding the foregoing, driveways may connect internal parking lots in Development Area 1 and Development Area 2 to Periwinkle Hill Avenue. Additionally, surface parking lots in Development Area 1 and Development Area 2 will be located to the rear of buildings located in these development areas that front on Tyner Drive between "Reference Point A" and "Reference Point B". Notwithstanding the foregoing, driveways may connect internal parking lots in Development Area 1 and Development Area 2 to Tyner Drive.
f.Surface parking lots are allowed within the Duke Energy right-of-way subject to approval by Duke Energy.
g. Driveways will be limited to one per development block along Periwinkle Hill Avenue and Tyner Drive only.
h. As noted above, the extension of Proposed Public Street B to North Tryon Street as depicted on the Rezoning Plan shall only be required if the Right of Way is abandoned and acquired by the Petitioner or its successor in interest, and such extension of Proposed Public Street B shall be completed prior to the issuance of a certificate of occupancy for the first building constructed in the former Right of Way area.

5. Architectural Standards

a. Principal Use Buildings on all Development Areas will be multi-story. Accessory Use Buildings may be single story.
b. Building(s) shall be built to the minimum setback for a minimum of fifty percent of Development Area 1's frontage along Periwinkle Hill Avenue so that a building edge is created on a minimum of fifty percent of Development Area 1's frontage along Periwinkle Hill Avenue. Due to existing easements in Development Area 2, building(s) shall be built to the minimum setback for a minimum of thirty percent of Development Area 2's frontage along Periwinkle Hill Avenue so that a building edge is created on a minimum of thirty percent of Development Area 2's frontage along Periwinkle Hill Avenue. The requirements of this paragraph b shall not apply to Development Area 2 if Development Area 2 is devoted to open space.
c. With respect to any building located in Development Area 1 that fronts Periwinkle Hill Avenue, that portion of the ground floor building facade that fronts Periwinkle Hill Avenue shall be wrapped with one or more non-residential active uses. The minimum depth of any tenant space, suite or unit containing such non-residential active use or uses shall be 30 feet as measured from the ground floor building facade fronting Periwinkle Hill Avenue. A minimum of 4 total pedestrian entrances shall be provided from Periwinkle Hill Avenue into the building(s) located in Development Area 1 that front Periwinkle Hill Avenue. The pedestrian entrances shall be accessible to the street at a level of no more than 3 feet above or 3 feet below the grade of the sidewalk or the pedestrian entrances may be accessible at grade with a common plaza that is accessible to the street.
d. Building(s) shall be built to the minimum setback for a minimum of fifty percent of that portion of Development Area 1's frontage along Tyner Drive that is located between "Reference Point A" and "Reference Point B" that are designated on the Rezoning Plan so that a building edge is created on a minimum of fifty percent of that portion of Development Area 1's frontage along Tyner Drive that is located between "Reference Point A" and "Reference Point B". Building(s) shall be built to the minimum setback for a minimum of fifty percent of that portion of Development Area 2's frontage along Tyner Drive that is located between "Reference Point A" and "Reference Point B" that are designated on the Rezoning Plan so that a building edge is created on a minimum of fifty percent of that portion of Development Area 2's frontage along Tyner Drive that is located between "Reference Point A" and "Reference Point B". Additionally, a minimum of 50 linear feet of ground floor building facade fronting on Tyner Drive in Development Area 1 and Development Area 2 shall be wrapped with one or more non-residential active uses. The minimum depth of any tenant space, suite or unit containing such non-residential active use or uses shall be 30 feet as measured from the ground floor building facade fronting on Tyner Drive. The requirements of this paragraph d shall not apply to Development Area 2 if Development Area 2 is devoted to open space.
e. Multi-Family residential buildings will include a direct connection from the building to the public sidewalk along at least one building facade. Unless prohibited by topography or other site constraints, ground floor residential units will have direct connections to public sidewalk.
f.Non-residential ground floor uses along public streets will have clear vision glass windows and prominent entrances with operable doors facing the public streets that allow access from the sidewalk.
g. The ground floor of non-residential and multi-family buildings will be architecturally distinguished from the upper floors.
h. Building corners at street intersections will be designed to feature prominent entrances and/or distinctive architectural features.
i. The front door of single-family attached and detached dwelling units will have direct connections to the public sidewalk.
j. Pools located along public streets shall be screened from view from the street and sidewalk by minimum 5 foot tall evergreen landscaping or by a minimum 5 foot tall opaque wall or fence. Pools will not be located at street intersections.
k.The first floors of non-residential buildings shall have a minimum floor-to-floor height of 12 feet.

4 l. Buildings shall be designed to avoid the appearance of long, continuous building walls and the visual mass and bulk of such buildings shall be broken up through design techniques. More specifically, all buildings shall comply with the following requirements:

l.a. Street Walls. The first floor of all buildings must be designed to encourage and complement pedestrian-scale interest and activity.
l.a.1. The first floor of all buildings fronting a public street must be designed and/or used for active uses. These uses must include transparent windows and doors arranged so that the uses are visible from and/or accessible to the street on at least 50% of the length of the first floor building elevation along the first floor street frontage.
l.a.2. Expanses of blank walls may not exceed 20 feet in length. A blank wall is a facade that does not add to the character of the streetscape and does not contain transparent windows or doors or sufficient ornamentation, decoration or articulation.

When this approach is not feasible architectural elements must be used on the building facade at street level. Elements may include, but are not limited to: molding; string courses; belt courses; changes in material or color; architectural lighting; works of art; display areas, porches, or stoops.

l.a.3. Ventilation grates or emergency exit doors located at the first floor level in the building facade oriented to any public street must be decorative.
l.b. Large scale building facades where the total building length is greater than two-hundred fifty (250) feet shall include one or more of the following features to achieve pedestrian scale and break down the building mass and bulk:
l.b.1. Façade Modulation is intended to create variations in the façade to break up large building masses. The minimum amount of façade modulation shall be 5 square feet per each linear foot of building length fronting a street. Each modulation shall be open to the sky with a minimum width of 10 feet and minimum depth of 10 feet, as measured from the front building line. This calculated amount of modulation may be distributed along the building length within multiple modulations. Modulations shall occur at intervals no greater than 200' in length.
l.b.2. Building Mass Separation is intended to break up long, continuous building walls and create the appearance of multiple buildings. Building mass separation shall be provided at a depth of at least 25 feet from the front building line and a width of at least 25 feet, open to the sky, for at least every 200 feet of total building length fronting a street.
l.b.3. Architectural Variation is intended to create the appearance of smaller, attached buildings to reduce the apparent size of a building. The Planning Director, or his or her authorized designee, shall have the authority to approve an alternative design that incorporates architectural variations along public rights-of-way. The alternative design shall utilize a combination of the following, at increments no greater than 100', to break up the building mass: varied roof pitches, building heights, architectural styles, window arrangement and size variations, external building material changes, offset wall planes.

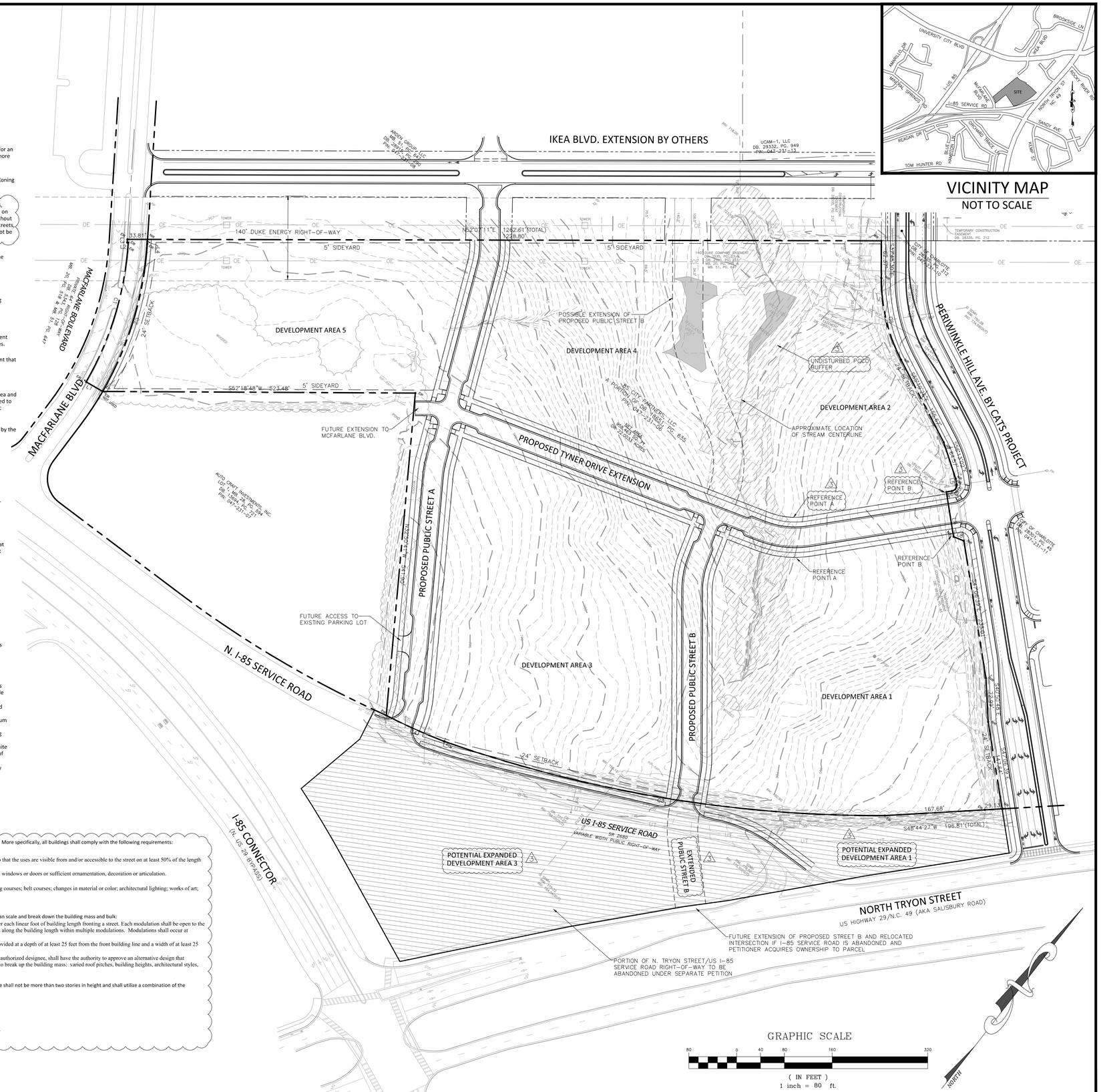
l.c. All buildings over five stories shall be designed with an architectural base distinguishable from the remainder of the building to enhance the pedestrian environment. The base shall not be more than two stories in height and shall utilize a combination of the following: cornices, belt courses, molding, stringcourses, ornamentation, changes in color and material, or other sculpting of the base.
m. A maximum of fifty percent of building frontage at ground level located along a street may consist of structured parking that is not wrapped with another use.

6. Streetscape and Landscaping

a. All proposed street cross sections and setbacks will conform to the Transportation policies of the University City Area Plan or more recent standards for the site.
b. Residential uses along local streets shall have a minimum 20' setback from the back of curb, with the exception of provisions allowed by the ordinance.

7. Lighting

a. Maximum height of detached lighting will be 24 feet.
b. Site lighting will utilize full cut-off style fixtures.



VICINITY MAP
NOT TO SCALE

ORSBORN ENGINEERING GROUP
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P) 704-749-1432 • F) 704-749-1433

SCHEMATIC SITE PLAN
FOR
UNIVERSITY CITY STATION MIXED USE
PETITION #2015-047
CHARLOTTE, NORTH CAROLINA

CAROLINA STATES REGIONAL CENTER, LLC.
301 McCULLOUGH DRIVE
SUITE 400
CHARLOTTE, NC 28262

NORTH CAROLINA PROFESSIONAL ENGINEERING COMPANY SEAL C-3139

4	10/12/15	PER STAFF COMMENTS
3	10/05/15	PER STAFF COMMENTS
2	09/18/15	PER STAFF COMMENTS
1	09/11/15	PER STAFF ANALYSIS
	DATE	REVISIONS

JOB #	14030
DATE:	01/26/15
SCALE:	1" = 80'
DRAWN BY:	JAW
APPROVED BY:	JCO

RZ1

October 12, 2015 - 4:30pm By: bryang
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