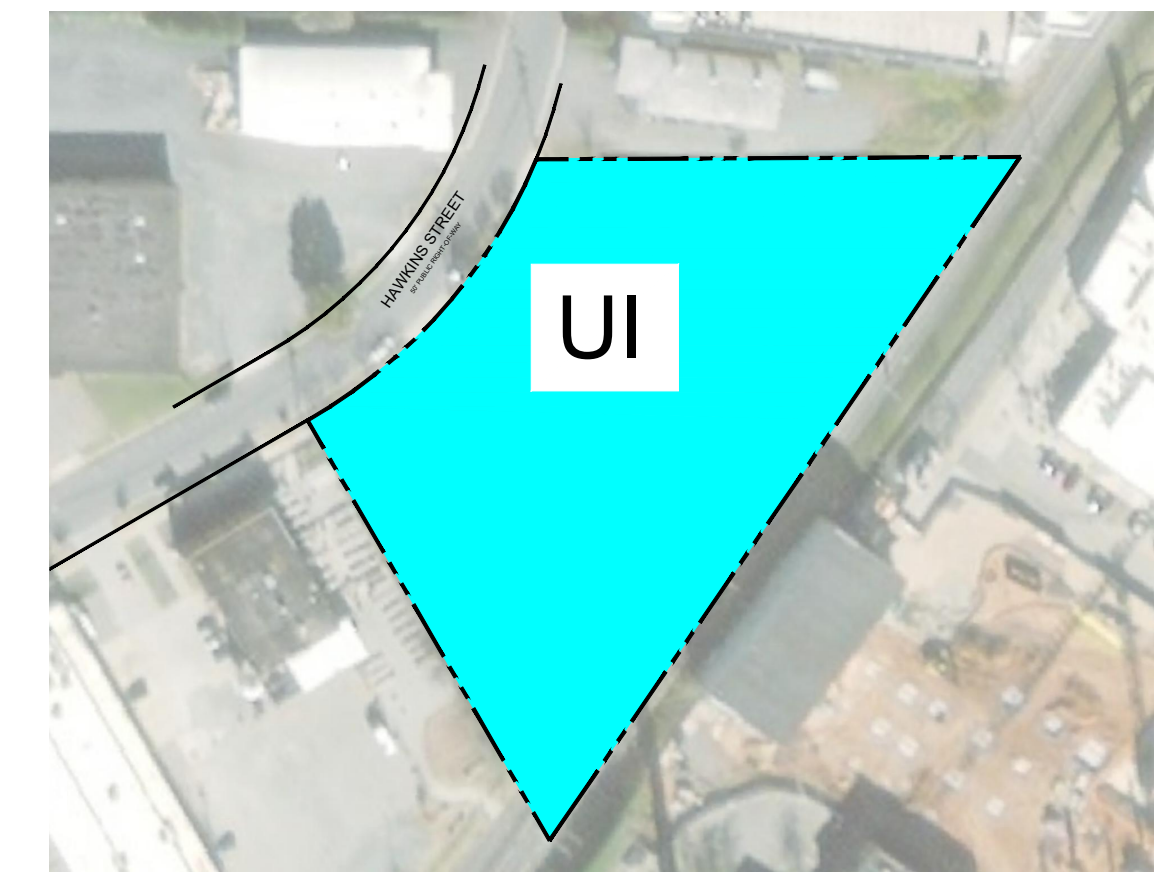
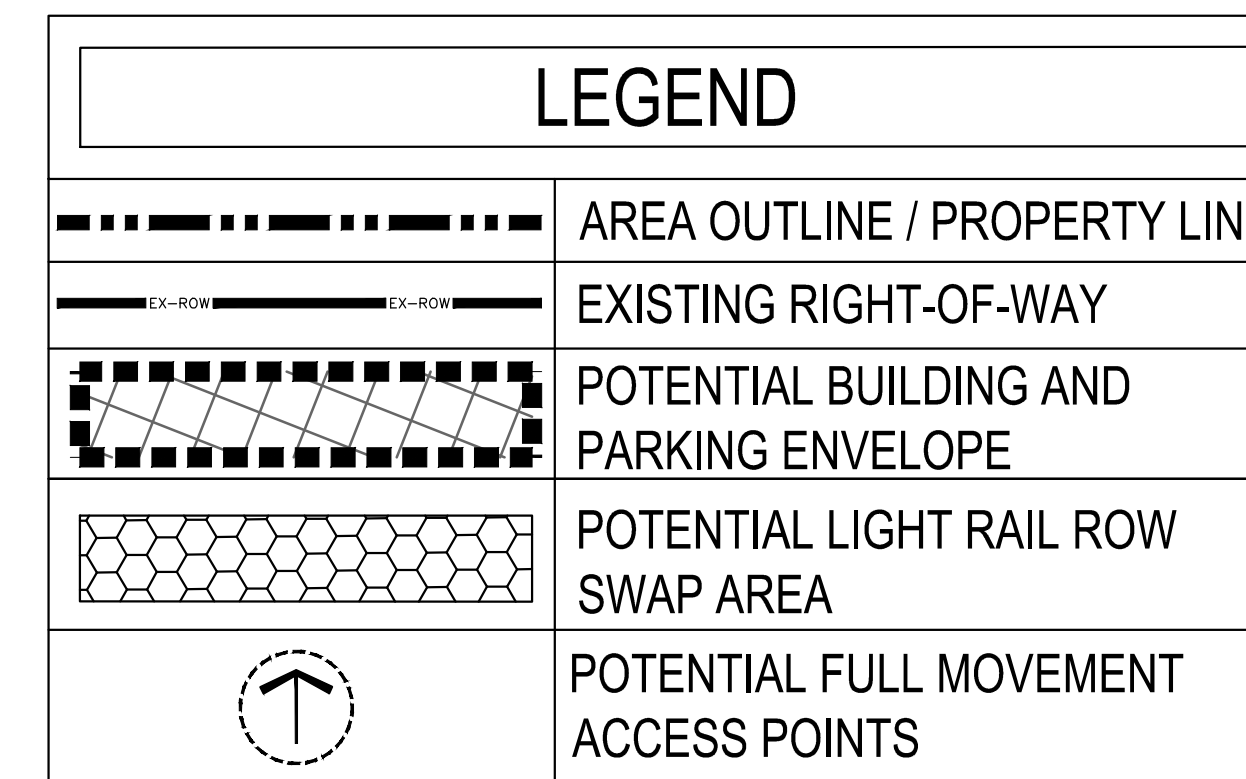
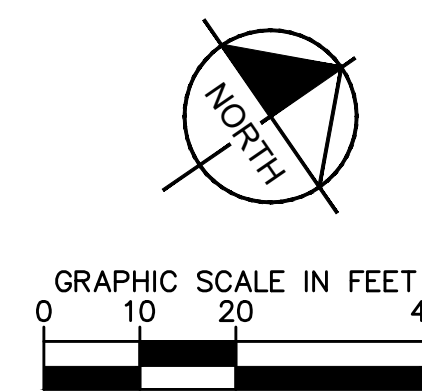
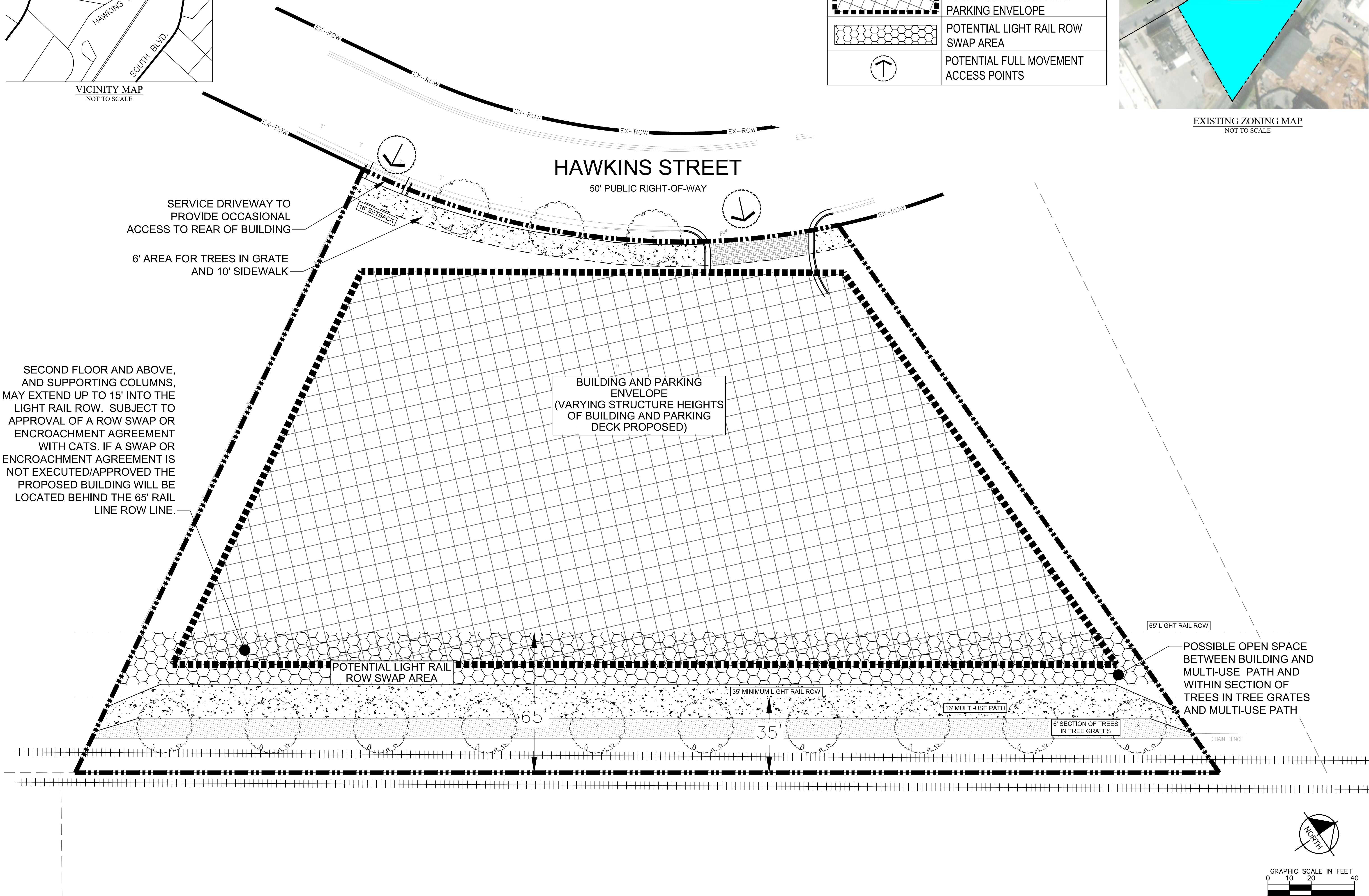
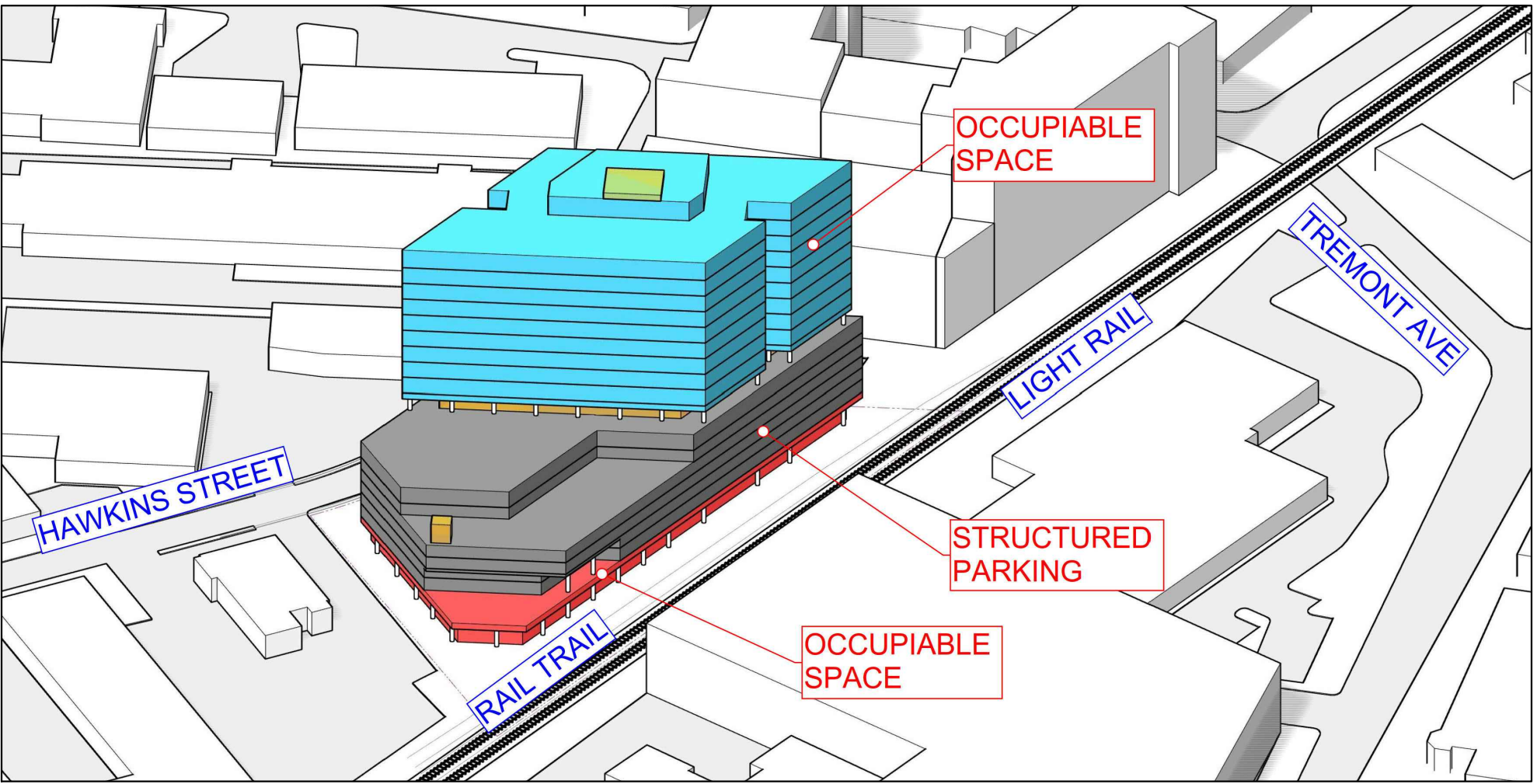
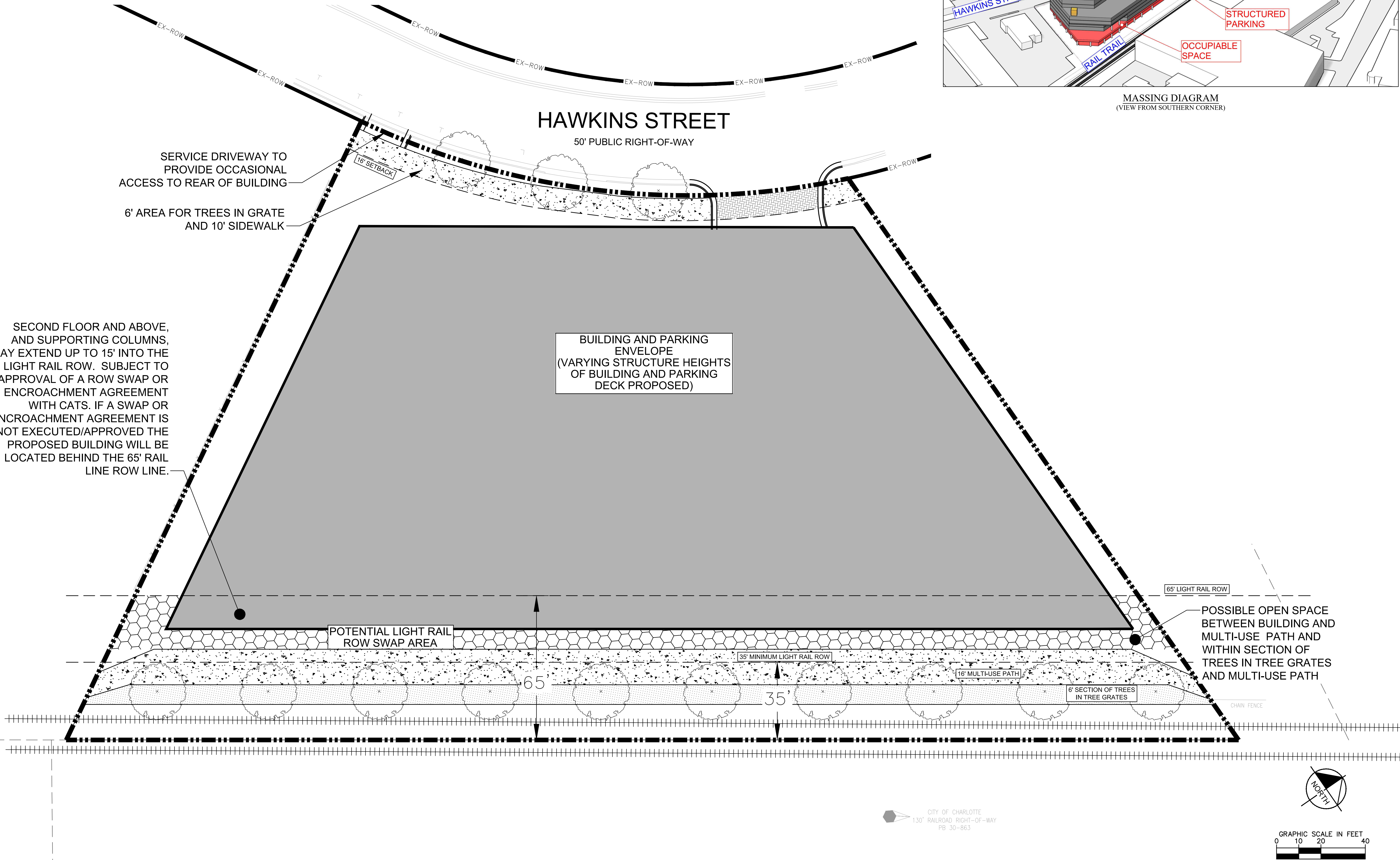




EXISTING ZONING MAP  
NOT TO SCALE

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MASSING DIAGRAM  
(VIEW FROM SOUTHERN CORNER)

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| PRELIMINARY DOCUMENT |          |             |           |
| KHA PROJECT          | 01929011 | DATE        | 2/25/2019 |
| SCALE                | AS SHOWN | DESIGNED BY | JH        |
| DRAWN BY             | KS       | CHECKED BY  | JH        |

SITE PLAN

PORTMAN SOUTHEND  
PREPARED FOR  
PORTMAN HOLDINGS

CITY OF CHARLOTTE NORTH CAROLINA

Portman Holdings  
Development Standards  
03/01/19  
Rezoning Petition No. 2018-144

Site Development Data:

- Acreage: ± 2.212 acres
- Tax Parcel #: 121-031-12
- Existing Zoning: MUDD-O
- Proposed Zoning: TOD-M(O)
- Existing Uses: office
- Proposed Uses: Office, retail 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 is allowed by the Ordinance and the Optional provisions below. Building height to be measured as required by the Ordinance.
- Urban Open Space: A minimum of 10,000 square feet of open space will be provided on the Site (the proposed open space will be a combination of Public Urban Open Space (±5,000 square feet) and Improved Urban Open Space areas (± 5,000)), as more specifically described in Section 5.c.
- Parking: Parking as required by the Ordinance.

1. General Provisions:

- 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 Portman Holdings ("Petitioner") to accommodate the development of transit supportive uses on an approximately 2.212 acre site located at 2151 Hawkins Street (the "Site").
- 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-M(O) zoning classification shall govern all development taking place on the Site, subject to the Optional Provisions provided below.
- 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:

- 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.

2. Optional Provisions:

- To allow a proposed building height of 250 feet on the Site.
- To allow delivery/service trucks to maneuver within Hawkins Street right-of-way to access the loading dock area of the proposed building during non-peak hours.

3. Permitted Uses, Development Area Limitations:

- 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.
- 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.
- The Petitioner will explore with Charlotte Area Transit System (CATS) the possibility of reducing the width of the existing rail corridor easement/right-of-way (the "Rail Easement") located on the Site. If the Rail Easement area is reduced the area released may be used by the Petitioner as allowed by the TOD-M zoning district and the rezoning Plan. If the Rail Easement is not reduced or an encroachment agreement is not approved then the proposed building will be located outside of the Light Rail Easement.

4. Access and Roadway Improvements:

- Vehicular access to the Site will be from Hawkins Street as generally depicted on the Rezoning Plan.
- The Petitioner will provide a cost estimate to improve the intersection of Hawkins Street and Rampart Street. The estimate will look at improvements that enhance the pedestrian and vehicular interaction at the intersection. The cost estimate will look at modifications to the curb lines that eliminates excess pavement and creates an intersection that is closer to a 90 degree intersection, and will also include an estimate to building curb ramps at the intersection. The improvements to be estimated will be submitted to CDOT for review and approval as part of the Land Development Approval process for the Site. Once the cost estimate of the proposed improvements is completed the Petitioner will contribute to CDOT the funds necessary to make the estimated improvements prior to the issuance of the first certificate of occupancy for the Site. If, after 12 years after the date of the approval of this Petition, CDOT has not utilized the funds to improve the intersection the Petitioner may request a refund of the funds. The improvement of the intersection will not be the Petitioner's responsibility, the Petitioners' responsibility is limited to the preparation of the cost estimate and the contribution of the funds estimated to make the improvements. The improvements made to intersection by CDOT may differ from the improvements estimated.
- The Petitioner will fund and cause to be installed signal improvements to the intersection of South Boulevard and East/West Tremont Avenue. The signal improvements will include adding a flashing left turn signal head. The specific signal improvements to be made will determined jointly with CDOT during the land development approval process for the Site. The funds to improve the signal will be contributed to CDOT prior to the issuance of the first certificate of occupancy for the Site. The signal improvements will not include new signal poles or relocating signal poles or controller cabinets.
- The Petitioner will dedicate via fee simple conveyance any additional right-of-way along Hawkins Street indicated on the Rezoning Plan as right-of-way to be dedicated, the additional right-of-way will be dedicated prior to the issuance of the first certificate of occupancy. 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.
- All transportation improvements, that are the responsibility of the Petitioner, shall be approved and constructed prior to the release of the first certificate of occupancy for the Site subject to the Petitioner's ability to post a bond for any improvements not in place at the time of the issuance of the first certificate of occupancy.

5. Streetscape, Landscaping Open Space and Screening:

- The Petitioner will improve the Site's Hawkins Street frontage with a street trees in tree grates and a 10 foot sidewalk as generally depicted on the Rezoning Plan.
- A 16 foot building setback will be established along Hawkins Street as generally depicted on the Rezoning Plan.
- The Petitioner will improve the Site's frontage along the existing light rail line with a 16 foot multi-use path, (MUP). The location and design of the multi-use path may vary from what is indicated on the site plan. Petitioner reserves the right to work with the City during Urban Review process to determine final location of the MUP.
- Trees in tree grates will be provided along the light rail line. Petitioner reserves the right to work with the City on spacing and treatment of trees along the light rail line. Trees may be grouped and their location may vary from what is illustrated on the

rezoning plan

- Open space areas will be provided on the Site, and between the proposed building and the existing light rail line 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 "Open Space Area"). 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 customer/visitors of the Site only) and public open space (together defined as "Improved Urban Open Space"). The Public Urban Open Space Areas (as defined by the Ordinance and below) will be improved with covered grass areas, live groundcover, shrubs, plants, trees, or usable outdoor hardscape features, such as but not limited to courtyards, seating areas, patios, fountains/water features, retaining walls, raised terraces, planters, bollards, lampposts, and fire pits. Canopies, and other building features may project into the Open Space Areas. Open Space Areas may also be located under arcades. No less than 10,000 square feet of Open Space Area will be provided (the proposed Open Space Area will be a combination of Public Urban Open Space (±5,000 square feet) and Improved Urban Open Space areas (± 5,000)). Sidewalk and rail trail widths over eight (8) feet may count toward the Public and Improved Urban Open Space areas. The ratio of Public Urban Open Space and Improved Urban Open Space may vary from what is indicated above as along as the total provided square footage equals 10,000 square feet, and no less than 4,000 square feet of Public Urban Open Space is provided. Public and Improved Urban Open Space areas may be non-contiguous, however, Open Space Areas must have a minimum dimension of eight (8) on each side. Food trucks and temporary structures may be placed and parked in the Open Space Area.

6. Architectural Standards:

- BUILDING LENGTH AND PROPORTION.**
  - 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.
  - Vertical Proportions: Buildings shall be vertically proportioned so that the height of each ground floor store front bay shall be taller than it is wide.
  - 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.
  - Ground Floor Modulation: The ground floor of the building will be designed to have a building modulation of at least two (2) feet (a break in the vertical building plane) at least every sixty (60) feet on the ground floor.
- FAÇADE & MATERIAL DETAILING.**
  - 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 through but not limited to, cornices, corbeling, molding, stringcourses, recessing, architectural lighting, other sculpturing of the base, or similar treatments.

2. Wall Depth / Material Detailing:

- Facade Articulation:** Building elevations shall be designed with articulated architectural features which shall include a combination 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.
- 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 without some articulated features. For blank walls greater than 20 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.
- First Floor Building Façade 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.
- Storefront Window Proportions:** Windows shall be large glazed panels. Windows shall fill most of the height of the first or base floor, to at least 10 feet above sidewalk grade.

c. STREET FRONTAGES

- 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 50% of the Site's ground floor building frontage along Hawkins Street and a minimum of 80% along the light rail line, will be occupied with active ground floor uses, exclusive of access points, emergency doors, stair towers, and mechanical rooms.
- Along Hawkins Street the first floor of the building will have a minimum building Transparency (as defined below) of 60%.
- Along the light rail line the first floor of each building will have a minimum Transparency of 60%.

*Minimum Ground Floor "Transparency": The first floor of all buildings must include transparent windows and/or doors (not screened by any opaque material) arranged so that the uses are visible to a depth of 20 feet along the street frontage between 2 feet and 10 feet measured from the sidewalk grade, as indicated below.*

- The upper floors (above the ground floor) of the proposed buildings will have a minimum Transparency of 25%.
- The minimum ground floor height for active ground floor uses with frontage on Hawkins Street and along the light rail line will be a minimum of 16 feet. Floor Height shall be measured from finished floor to finished floor.
- The minimum active ground floor use space depth shall be twenty (20) feet along Hawkins Street, and the light rail line.
- The maximum entrance/operable door spacing for active ground floor uses along Hawkins Street and the light rail line shall be sixty (60) feet. A minimum of one entrance along Hawkins Street and the light rail line will be a "Prominent Entrance". A Prominent Entrance will be defined as an entrance that will be articulated visually from the remaining façade architecturally by at least three of the following elements will be considered a Prominent Entrance: use of proportion - changes in either height, width, projected or recessed entry area; changes in materials and material colors; emphasized by elements such as revolving doors, airlocks, and projecting canopies; decorative pedestrian lighting/scones; architectural details carried through to upper stories; covered porches; canopies, awnings or sunshades; archways; transom or sidelight windows; terraced or raised planters; common outdoor seating enhanced with specialty details, paving, landscaping or water features; double doors; and stoops or stairs.
- Arcade, Gallery, or Colonnade:** The minimum vertical clearance of an arcade gallery or colonnade is 10 feet. A horizontal clearance of at least eight (8) feet shall be maintained between columns of piers.
- Parking Deck Standards:** In addition to the standards above the following standards will apply to any above ground parking structures constructed on the Site:
  - Façade openings will be designed such that all parked motorized vehicles on all levels, are screened up to a minimum height of 36", with exterior architectural elements in addition to concrete crash walls, if provided. Any remaining openings above the 36" required screening, along Hawkins and the light rail line, will be mostly screened using decorative elements such as grillwork, louvers, or a similar treatment. Screening shall include both vertical and horizontal treatment that resembles similar patterns and architecture of occupied portions of the building, including use of similar building materials and a similar rhythm of window openings.
  - Façade openings along Hawkins and the light rail line will be vertically and horizontally aligned and all floors fronting on Hawkins and the light rail line shall be level, not inclined, except some minor ramping located on the rail side may be allowed as long as exterior architectural treatments are provided that will visually hide/screen any sloped parking areas or ramps.

7. Environmental Features:

- The Site shall comply with the Charlotte City Council approved and adopted Post Construction Controls Ordinance.
- The Site will comply with the Tree Ordinance.

8. Lighting:

- All new detached and attached lighting shall be full cut-off type lighting fixtures excluding; low landscape, decorative, specialty, and accent lighting that may be installed along the driveways, sidewalks, open space/amenity areas, and parking areas.
- The Petitioner will provide pedestrian scale lighting along the existing public streets.

9. Amendments to the Rezoning Plan:

- Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners of the applicable Development Area portion of the Site affected by such amendment in accordance with the provisions herein and of Chapter 6 of the Ordinance.

10. Binding Effect of the Rezoning Application:

- If this Rezoning Petition is approved, all conditions applicable to the development of the Site imposed under the Rezoning Plan will, unless amended in the manner provided herein and under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site or Development Areas, as applicable, and their respective heirs, devisees, personal representatives, successors in interest or assigns.

PORTMAN SOUTHEND  
PREPARED FOR  
PORTMAN HOLDINGS

PORTMAN HOLDINGS  
Development Standards  
03/01/19  
Rezoning Petition No. 2018-144

PRELIMINARY  
DOCUMENT

KHA PROJECT  
01929011

DATE  
3/1/2019

SCALE AS SHOWN

DESIGNED BY  
JH

DRAWN BY  
KS

CHECKED BY  
JH

SITE NOTES

PORTMAN SOUTHEND  
PREPARED FOR  
PORTMAN HOLDINGS

PORTMAN HOLDINGS  
Development Standards  
03/01/19  
Rezoning Petition No. 2018-144

SHEET NUMBER  
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DATE  
03/01/19

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