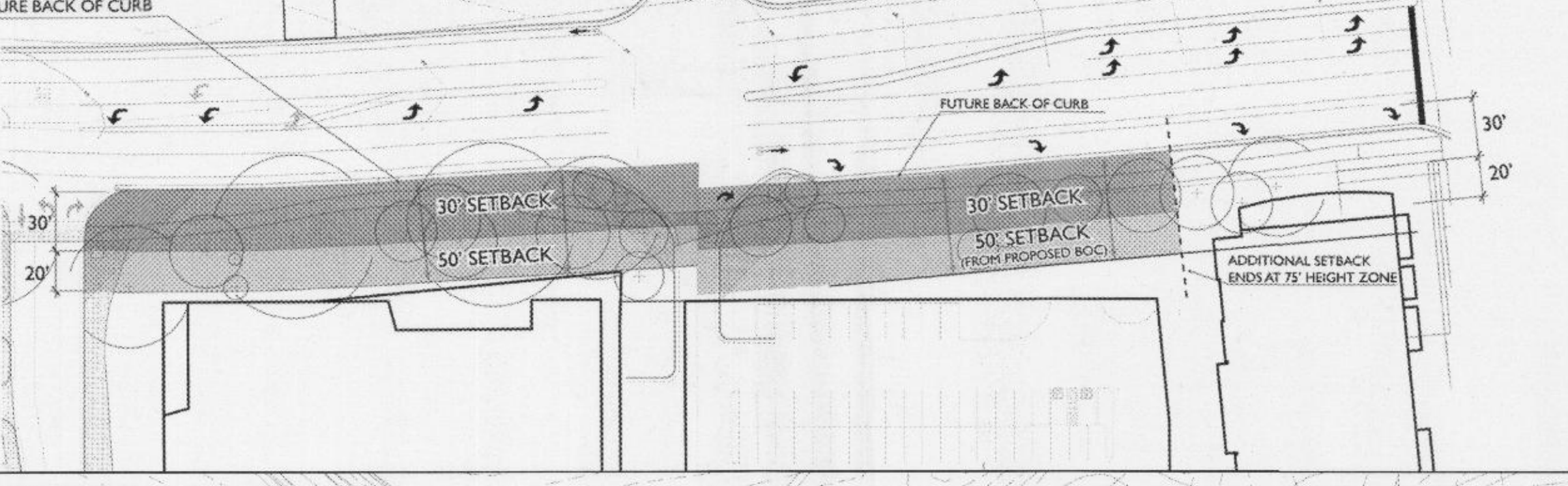
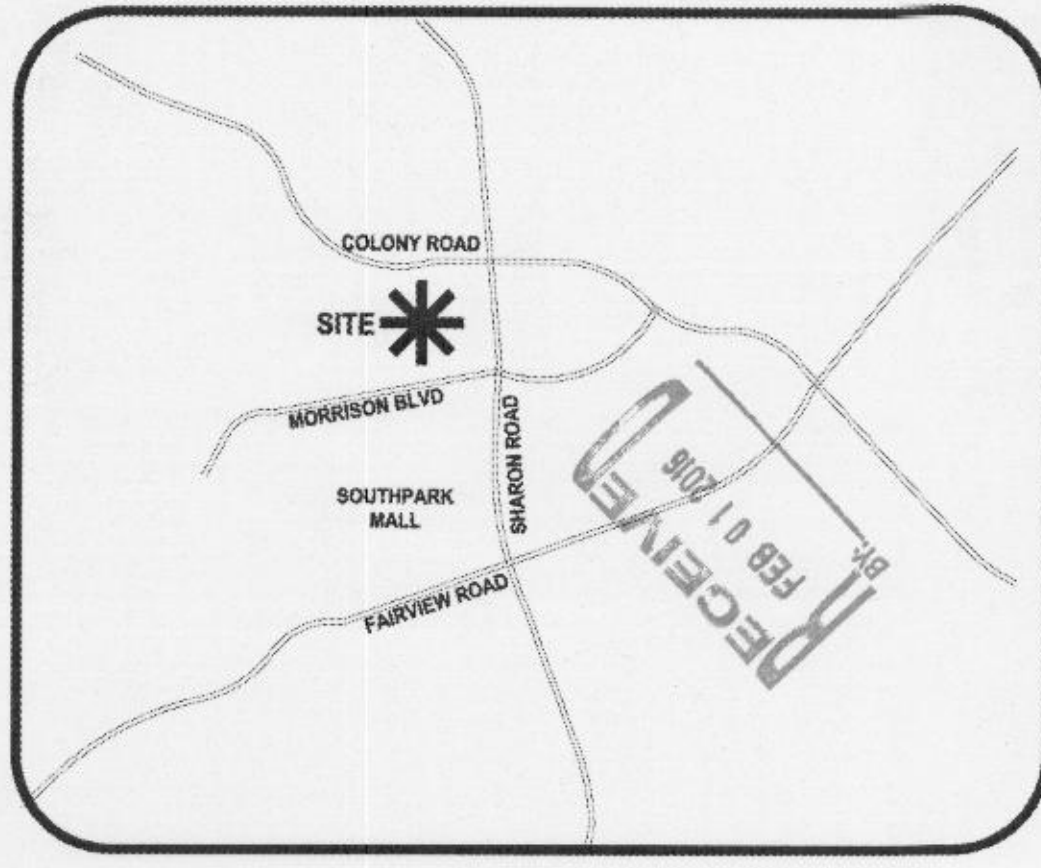


NOTE:
PROPOSED SETBACK MEASURED
FROM FUTURE BACK OF CURB



SETBACK DIAGRAM - COLONY ROAD



VICINITY MAP
NTS

SITE DEVELOPMENT DATA

Site Area: 27 acres +/-
 Tax Parcel: 177-091-01
 Existing Zoning: R-17MF
 Proposed Zoning: MUDD-O (with 5-year vested rights)
 Existing Use: Multi-family Residential
 Proposed Uses: Multi-family Residential (for-sale or for-rent), Office, Retail, Hotel
 Maximum Development: 990 residential units, 250,000 s.f. of office uses, 225 hotel rooms, 300,000 s.f. of retail uses

Maximum Building Height (exclusive of architectural features):
 Development Areas A & D: 75 feet
 Development Area B includes three separate height zones allowing heights up to 75 feet, 120 feet and 140 feet in the areas shown on the Technical Data Sheet.
 Development Area C includes two separate height zones allowing heights up to 85 feet and 160 feet in areas shown on the Technical Data Sheet.

Parking: Shall satisfy or exceed MUDD minimum requirements

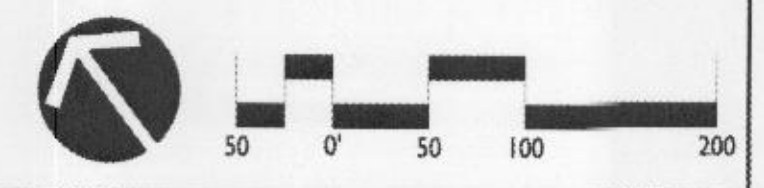
APPROVED BY
CITY COUNCIL
JAN 19 2016



SEE SETBACK DIAGRAM

SITE LEGEND

- SITE ACCESS
- NETWORK STREET
- DEVELOPMENT AREA

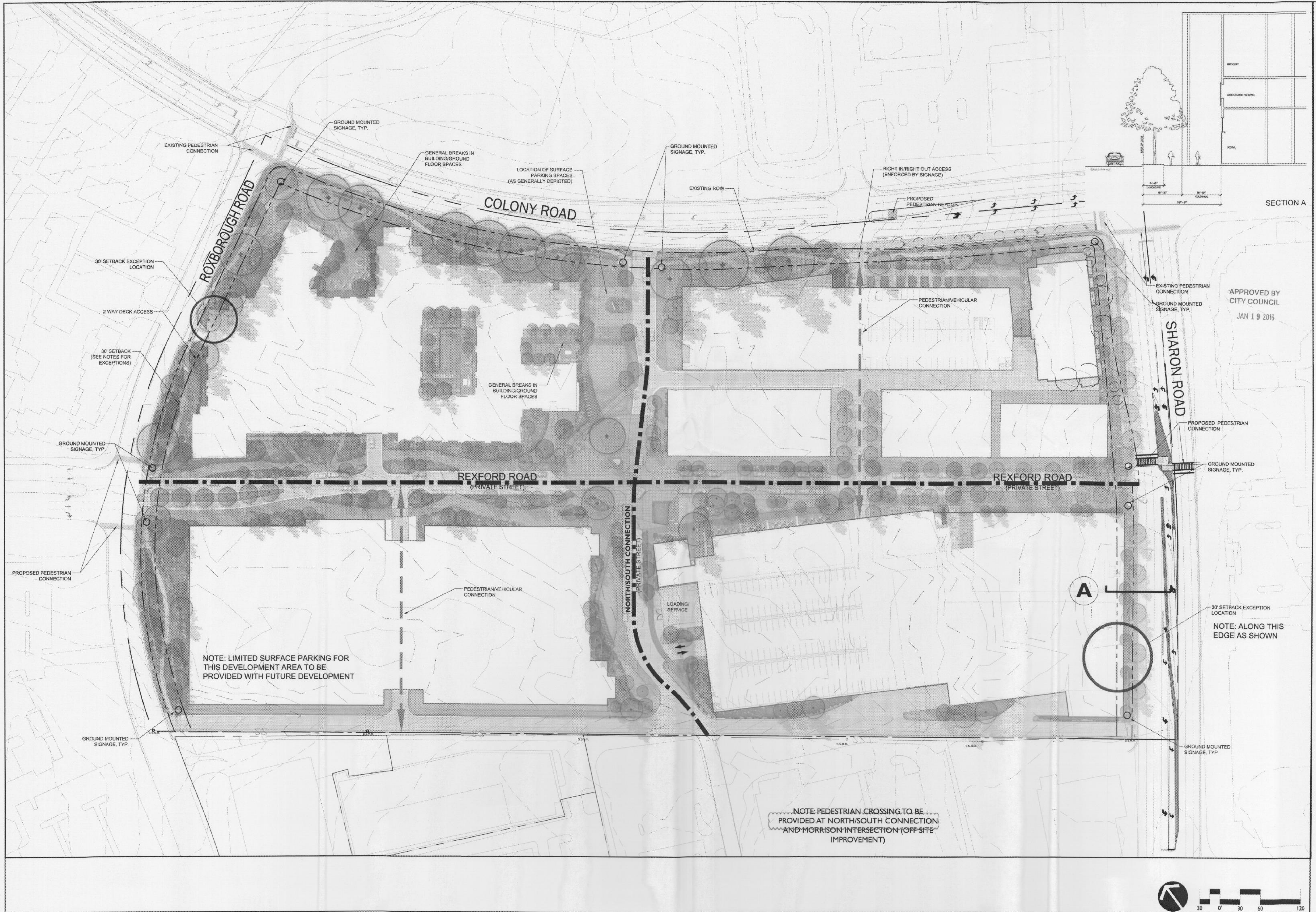


THE COLONY
REZONING PETITION No. 2015-131

TECHNICAL DATA SHEET

REVISIONS:
 (1) 1/13/15 REVISE PER STAFF COMMENTS
 (2) 1/18/15 REVISE PER STAFF COMMENTS
 (3) 1/21/16 REVISE PER STAFF COMMENTS

DATE: 09/28/15
 DESIGNED BY: KST
 DRAWN BY: MBE
 C.C. BY: KST
 SCALE: 1" = 100'
 PROJECT #: 1014358
 SHEET #:
RZ-1



EXISTING PEDESTRIAN CONNECTION

GROUND MOUNTED SIGNAGE, TYP.

GENERAL BREAKS IN BUILDING/GROUND FLOOR SPACES

LOCATION OF SURFACE PARKING SPACES (AS GENERALLY DEPICTED)

GROUND MOUNTED SIGNAGE, TYP.

EXISTING ROW

RIGHT IN/RIGHT OUT ACCESS (ENFORCED BY SIGNAGE)

PROPOSED PEDESTRIAN REFUGE

SECTION A

30' SETBACK EXCEPTION LOCATION

2 WAY DECK ACCESS

30' SETBACK (SEE NOTES FOR EXCEPTIONS)

GROUND MOUNTED SIGNAGE, TYP.

COLONY ROAD

REXFORD ROAD (PRIVATE STREET)

REXFORD ROAD (PRIVATE STREET)

SHARON ROAD

APPROVED BY CITY COUNCIL
JAN 19 2016

GENERAL BREAKS IN BUILDING/GROUND FLOOR SPACES

PEDESTRIAN/VEHICULAR CONNECTION

EXISTING PEDESTRIAN CONNECTION

GROUND MOUNTED SIGNAGE, TYP.

PROPOSED PEDESTRIAN CONNECTION

GROUND MOUNTED SIGNAGE, TYP.

PROPOSED PEDESTRIAN CONNECTION

PEDESTRIAN/VEHICULAR CONNECTION

NORTH/SOUTH CONNECTION (PRIVATE STREET)

LOADING/SERVICE

A

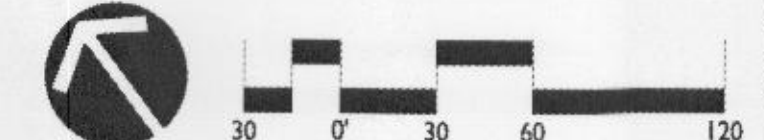
30' SETBACK EXCEPTION LOCATION
NOTE: ALONG THIS EDGE AS SHOWN

NOTE: LIMITED SURFACE PARKING FOR THIS DEVELOPMENT AREA TO BE PROVIDED WITH FUTURE DEVELOPMENT

GROUND MOUNTED SIGNAGE, TYP.

GROUND MOUNTED SIGNAGE, TYP.

NOTE: PEDESTRIAN CROSSING TO BE PROVIDED AT NORTH/SOUTH CONNECTION AND MORRISON INTERSECTION (OFF-SITE IMPROVEMENT)



REVISIONS:
1/17/15 REVISE PER STAFF COMMENTS
2/18/15 REVISE PER STAFF COMMENTS
01/31/16 REVISE PER STAFF COMMENTS

DATE: 09/28/15
DRAWN BY: MST
CHECKED BY: NST
SCALE: 1" = 60'
PROJECT #: 1014338
SHEET #: **RZ-2**

1/19/2016

1. Development Data Table

Table with 2 columns: Field Name and Value. Fields include Site Area (27 acres +/-), Tax Parcel (177-091-01), Existing Zoning (R-17MF), Proposed Zoning (MUDD-O), Existing Use (Multi-family Residential), Proposed Uses (Multi-family Residential, Office, Retail, Hotel), Maximum Development (990 residential units, 250,000 s.f. of office uses, 225 hotel rooms, 300,000 s.f. of retail uses).

Maximum Building Height (exclusive of architectural features): Development Areas A and D: 75 feet
Development Area B includes three separate height zones allowing heights up to 75 feet, 120 feet and 140 feet in the areas shown on the Technical Data Sheet.
Development Area C includes two separate height zones allowing heights up to 85 feet and 160 feet in areas shown on the Technical Data Sheet.

Parking: Shall satisfy or exceed MUDD minimum requirements

2. General Provisions

These Development Standards form a part of the Technical Data Sheet associated with the Rezoning Petition filed by Synco Properties to rezone the property from the R-17MF Zoning District to the MUDD-O Zoning District in order to accommodate redevelopment of an approximately 27 ± acre tract bounded to the north by Colony Road, to the east by Sharon Road, to the south southwick Drive (a private drive), and to the west by Roxborough Road, as depicted on the Technical Data Sheet ("the Site"). This Rezoning will accommodate development on the Site of a horizontally-integrated mixture of office, retail, hotel and residential uses. Additionally, the Petitioner seeks to extend Rexford Road through the Site and to create a new North/South Street connection through the Site extending from Colony Road to the Site's southern property boundary (the "North/South Connection") in order to create a more complete street network that will allow pedestrian, bicycle and automobile traffic to travel through the Site, thereby helping to alleviate congestion at existing intersections. It should be noted that the proposed North/South Connection shall extend from Colony Road and end at the Site's southern property line. This Rezoning does not propose and does not require a street connection from the Site through adjacent property to Morrison Boulevard. However, the North/South Connection does provide an opportunity to create a street connection from Colony Road to Morrison Boulevard should the owners of adjacent property chose to connect to the North/South Connection in the future. The Petitioner proposes to establish substantial setbacks along the Site's frontages on portions of Sharon Road, Colony Road and Roxborough Road that allow the Petitioner to attempt to preserve existing trees canopy in those locations and to create meaningful, publicly accessible open spaces along interior streets. These Development Standards also propose voluntary rent controls on a percentage of the residential units developed on the site to ensure that some units are reasonably priced for residents earning less than the average area median income (as described in Paragraph 17 below). Development of the Site will be governed by the accompanying Technical Data Sheet, these Development Standards and the applicable provisions of the City of Charlotte Zoning Ordinance (the "Ordinance"). The Technical Data Sheet is intended to reflect within each quadrant of the Site (designated as Development Areas A, B, C and D on the Technical Data Sheet), maximum development rights, building envelopes, the arrangements and locations of internal streets and access points, setbacks and dedicated open space areas. Except as otherwise provided under the MUDD-Optional provisions set forth under Section 3 below and unless the Technical Data Sheet or these Development Standards establish more stringent standards, the regulations established under the Ordinance for the MUDD Zoning District shall govern all development taking place on the Site. The Technical Data Sheet is also accompanied by: Conceptual Site Renderings, Conceptual Sections, and a Conceptual Open Space and Building Orientation Plan (the "Conceptual Exhibits"). Inasmuch as planning for the proposed redevelopment of the Site has not yet advanced beyond the formative stage, the ultimate layouts of the development proposed, the configurations and placements of open space areas and buildings, and the heights, masses and number of buildings in each quadrant have not yet been determined. As a consequence, the configurations, placements, number and sizes of the buildings and treatment of open space areas depicted on the Conceptual Exhibits are conceptual in nature and therefore are subject to refinements as part of the total design process. They may, therefore, be altered or modified during design development and construction document phases so long as the maximum building envelope lines and intensity limitations established on the Technical Data Sheet are not violated and the proposed alterations or modifications do not exceed the parameters established under these Development Standards and under the Ordinance for the MUDD District. Alterations or modifications which, in the opinion of the Planning Director, substantially alter the character of the development proposed or significantly alter the Technical Data Sheet or these Development Standard, constitute changes which increase the intensity of development shall not be deemed to be minor and may only be made in accordance with the provisions of Subsections 2.07(1) or (2) of the Ordinance, as applicable.

3. MUDD-Optional Provisions

- This Petition proposes utilization of the MUDD-O provisions to allow for the following optional deviations:
a) Deviations from Section 9.8507(2) to allow short-term surface level parking and drives within areas between public or private streets and buildings fronting these streets to accommodate: leasing offices for multifamily uses, visitor and drop-off areas for hotel uses, drop off areas in front of buildings, pick-up and drop off areas in front of restaurants and residential buildings, and service areas for uses such as mail delivery, loading and delivery in areas generally depicted on the Schematic Site Plan.
b) Deviations from Section 9.8506(7) to allow up to three porte-cocheres and valet parking service areas on the site between buildings and streets.
c) Deviations from Section 9.8505(5) to exceed 120 feet in height or 10 stories above ground, exclusive of mechanical and elevator equipment rooms, ornamental roof structures such as parapets, spires, mansards, domes, dormers or other architectural features, within areas specified on the Technical Data Sheet only.
d) Deviations from Section 9.8505(2) to allow water quality and stormwater detention facilities to be located within setback areas and beneath sidewalks (but outside of the right-of-way).
e) Deviations from Section 9.8506(2)(d) and (e) to allow innovative sidewalk and planting designs along the Site's Roxborough Road, Sharon Road and Colony Road frontages only, in order to preserve existing trees.
f) Deviations from Section 9.8506(2)(h) to remove the requirement that all building entrances be recessed into the face of the building. Where building entrances are not recessed, adjacent sidewalks shall be at least ten (10) feet wide.
g) Deviations from Section 9.8506(2)(g) to allow the use of innovative street designs, non-standard cross-sections, alternative materials, planted medians, and other features within portions of Rexford Road and the North/South Connection (both private streets) that are internal to the Site as generally depicted by the cross-sections on Sheet RZ-5.
h) Deviations from Section 9.8506(2)(i) provide flexibility with regard to the definition of the "base" of a building (i.e. "base" of the building may be higher or lower than "the first three floors above street grade").
i) Deviations from Section 9.8504 to allow drive-through service windows as an accessory to one bank or financial institution. The drive-through service window shall not be visible from any public or private street and shall be internal to a building or structured parking facility.
j) Deviations from Section 9.8506(2)(c) to allow for up to ten detached, ground-mounted signs in the general locations indicated on the Conceptual Site Plan. Signs located within Development Area B and Development Area D will be no greater than 65 square feet in size and up to 5 feet in height. Signs located within Development Areas A and C will be no greater than 32 square feet in size and up to 4 feet in height.
k) Deviations from Section 9.8506(2)(c)(1)(a)(i) to allow up to 200 square feet of sign surface per wall, or up to 10% of the wall area of the wall to which they are attached, which ever is less, for wall signs within Development Area B and Development Area D. However, only one wall sign in excess of the requirements of Section 9.8506(2)(c)(1)(a)(i) shall be permitted along the Site's frontage on Colony Road.

4. Permitted Uses

Subject to the Maximum Development provisions set forth under Section 5 below, the Site may be devoted to any commercial and residential uses permitted by right or under prescribed conditions in the MUDD Zoning District together with any incidental or accessory uses associated therewith except for the following:
• Car washes
• Automobile service stations
• EDEEs with drive-through service windows

The following uses are contemplated within individual Development Areas:

- a) Development Area A may be developed with multi-family residential uses (for-sale or for-rent) and any permitted accessory uses.
b) Development Area B may be developed with commercial uses including but not limited to office, hotel, EDEEs, retail uses and any permitted accessory uses. However, hotel uses shall not be permitted in the 75' height zone.
c) Development Area C may be developed with multi-family residential uses (for-sale or for-rent) and any permitted accessory uses.
d) Development Area D may be developed with retail, EDEE, office or other commercial uses and any permitted accessory uses.
5. Maximum Development
a) Development Area A may be developed with up to 350 multi-family residential units (for-sale or for-rent) and any permitted accessory uses.
b) Development Area B may be developed with up to 250,000 square feet of office floor area, 225 hotel rooms, up to 100,000 square feet of retail uses, and any permitted accessory uses.

Floor area calculations for commercial uses shall not include areas used for building and equipment access (such as stairs, elevator shafts and maintenance crawl space), service areas, rooftop equipment rooms, loading docks, trash/recycling storage areas, and mechanical and electrical rooms. Areas devoted to structured parking, outdoor dining, courtyards and plazas are not included in the square footage limitations, but outdoor dining areas for retail EDEEs shall be counted toward the required parking calculation.

- c) Development Area C may be developed with up to 640 multi-family residential units (for-sale or for-rent) and any permitted accessory uses.
d) Development Area D may be developed with up to 200,000 square feet of retail or office uses and any permitted accessory uses.

Floor area calculations for commercial uses shall not include areas used for building and equipment access (such as stairs, elevator shafts and maintenance crawl space), service areas, rooftop equipment rooms, loading docks, trash/recycling storage areas, and mechanical and electrical rooms. Areas devoted to structured parking, outdoor dining, courtyards and plazas are not included in the square footage limitations, but outdoor dining areas for retail EDEEs shall be counted toward the required parking calculation.

e) Notwithstanding the foregoing provisions of this Section, the total number of multi-family residential units allowed in one Development Area may be increased by 10% as long as the total number of multi-family residential units allowed in the other Development Area is reduced accordingly, to ensure that the total number of multi-family residential units allowed on the Site does not exceed, in the aggregate, 990.

6. Transportation

- a) The Petitioner shall design and construct a network of internal streets as generally depicted on the Technical Data Sheet. Petitioner shall extend Rexford Road and the North/South Connection through the site, these streets shall be privately owned and maintained but shall be open to the public to allow pedestrian, bicycle and vehicular traffic to travel through the Site. However, this shall not preclude Petitioner from temporarily closing internal private streets for, but not limited to, special events, festivals, public markets, concerts, block parties or similar events.
b) The extensions of Rexford Road and North/South Connection through the site shall incorporate sidewalks, planting strips and on-street parking as generally depicted on the Conceptual Sections exhibit.
c) The extensions of Rexford Road and the North/South Connection shall be completed prior to the issuance of the first certificate of occupancy for any vertical development within the Site, unless an alternate timeline is approved by the Planning Director.
d) Petitioner shall provide two secondary pedestrian/vehicular connections at the locations generally depicted on RZ-2. These connections shall be privately owned and maintained but shall be open to the public and may be constructed through parking structures or other buildings. The pedestrian/vehicular connection through Development Area B shall be designed and constructed to provide sidewalks of at least ten (10) feet in width on the west side of the connection and at least six (6) feet in width on the east side of the connection. Head-in parking shall be prohibited within the connection (however, parallel parking shall be allowed). The pedestrian/vehicular connection through Development Area C may pass through a parking structure at a height typical of parking structure standards. This connection shall include either an 8 foot wide sidewalk on one side or 6 foot wide sidewalks on both sides, with limited pedestrian interruption.

- e) Petitioner reserves the right to deviate from the street alignments depicted on the Technical Data Sheet, provided any proposed change in alignment is approved in advance by CDOT and the Planning Department.
f) Subject to review and approval by CDOT, private streets may be converted to public streets.
g) Vehicular access will be as generally depicted on the Technical Data Sheet. The placements and configurations of the vehicular access points shown on the Technical Data Sheet are subject to any minor modifications required to accommodate final site and construction plans and designs and to any adjustments required by CDOT for approval.
h) The Petitioner shall provide and construct a waiting area for the existing bus stop on Sharon Road. At minimum, this waiting area shall meet the requirements of CATS' standard detail for a concrete waiting pad (60.01B). However, Petitioner reserves the right (subject to approval by CATS) to provide an enhanced waiting area with a design that is complementary to the Site's architecture.
7. Off-site Transportation Commitments

Petitioner shall provide or cause to be provided on its own or in cooperation with other parties who may implement portions of the improvements, the street improvements set forth below to benefit overall traffic patterns throughout the area. Changes to such proposed street improvements can be approved through the Administrative Amendment process upon the determination and mutual agreement of Petitioner, CDOT, Planning Director. provided, however, the proposed alternate transportation improvements must provide (in the aggregate) comparable transportation network benefits to the improvements identified in this Petition. While it is understood that the street improvements, unless otherwise specified, are the responsibility of the Petitioner or other private sector entity, in event that it is necessary or advantageous, CDOT may, at its discretion, accept a fee in lieu of construction of certain improvements, as long as such fee is equal to the full cost of said improvements (including design, acquisition and construction).

Off-site transportation improvements shall be substantially completed prior to the issuance of a Certificate of Occupancy for the first building developed on the Site. "Substantially completed" shall mean completion of the roadway improvements in accordance with the standards set forth below; 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 a certificate of occupancy for the buildings on the Site, 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.

- a) Petitioner shall contribute \$250,000.00 to the City of Charlotte prior to the issuance of a certificate of occupancy for the first permanent building constructed on the Site. These funds may be used by the City for signalization of Roxborough Road and Rexford Road, if that project is not otherwise funded by future development, and/or towards any other transportation projects located within 3/4 of a mile of the Site.
b) Modify the north northbound left turn lane on Sharon Road from 350 feet of storage and a 130-foot bay taper to 225 feet of storage (matching the existing inner left turn lane) and a 100-foot bay taper.
c) Construct a northbound directional crossover on Sharon Road at Rexford Road (Access A) with 200 feet of storage and a 100-foot bay taper (all within the existing median) to restrict eastbound left exiting movements from the driveway. Install a high visibility crosswalk on Sharon Road north of the directional crossover with "Blank" pedestrian signals and a high visibility crosswalk on the west side of the intersection across Proposed Access "A".
d) Modify the existing southbound left turn lane storage on Sharon Road to 235 feet and a 200-foot bay taper and construct a second southbound left turn lane on Sharon Road with 235 feet of storage (within the existing median).
e) Construct an eastbound right turn lane on Colony Road onto Sharon Road with 300 feet of storage and appropriate bay taper.
f) Construct a new traffic signal at Colony Road and the North/South Connection (Access C) and provide high-visibility crosswalks. Remark pavement for a left turn lane with 100 feet of storage and a 35 foot taper.
g) Construct a westbound right-turn lane from Morrison Boulevard onto Roxborough Road with 100 feet of storage.
h) Construct a northbound right turn lane on Barclay Downs Drive at Fairview Road with 150 feet of storage and appropriate bay taper.
i) If approved by CDOT and adjacent owners, construct a pedestrian refuge median on Roxborough Road near the service road formerly known as Southpark Drive.
j) Modify the Sharon Road and Southpark Mall signalized access to relocate the existing Sharon Road crosswalk to the south side of the intersection.
k) Modify the access point to Development Area B to remove the existing eastbound left turn lane from Colony Road and replace with a pedestrian refuge median. Signage shall be installed to restrict the access point right-in/right-out access only.
l) Petitioner shall renovate, landscape and maintain the medians in Colony Road located between Rummymede Lane and Cloverfield Road. Aesthetic improvements shall include: heavily landscaped swales, re-built stone headwalks, boulders, and other natural features. Connectivity improvements will include new pedestrian refuge islands at all intersections to provide safe areas for pedestrians when crossing Colony Road at Wheelock Road, Clarendon Road, Fernhill Road, and potentially Rummymede Lane (dependent on CDOT review). Petitioner commits to provide ongoing maintenance of the open swales including landscape, hardscape, and trash collection.

8. Architectural Standards/Streetscape and Landscaping

- a) The intent of the redevelopment concept is to create a variety of architectural experiences. The exterior building materials will consist of primarily glass, brick, stone, metal and composite panels, cementitious siding, architectural pre-cast concrete panels, and/or architectural face block construction materials.
b) The Conceptual Exhibits are intended to convey the conceptual vision and design concepts proposed for certain buildings and improved areas within Site. Ultimately, buildings and improved areas constructed within the Site may deviate from Conceptual Exhibits, as long as any buildings and improved areas depicted by the Conceptual Exhibits are consistent with the spirit and intent of the Conceptual Exhibits.
c) Dumpster areas will be enclosed on all four sides and any gates or doors shall be opaque. If one or more sides of a dumpster area adjoin a side or rear wall of a building, then the side or rear wall shall be considered an enclosure.
d) All roof mounted mechanical equipment will be screened from view from adjoining public rights-of-way and abutting properties as viewed from grade.
e) All other screening and landscaping shall conform to the standards of the Ordinance.
f) The street elevations of the ground floors of buildings facing Sharon Road and Rexford Road will be designed to encourage and complement pedestrian - scale interest and activity by the use of doors which shall remain open during business hours and transparent glass so that the uses are visible and accessible from the street. All buildings along the Sharon Road frontage shall be multi-story buildings.
g) Expanses of blank walls at the ground floor level of facades facing Colony, Sharon, Roxborough and Rexford Roads exceeding 20 feet in length will be eliminated through the use of various design elements, including at least one element from each of the following design categories:

Table with 2 columns: Architectural Elements and Landscaping/Amenities. Architectural Elements include awnings, arched openings, architectural articulation, display windows, ornamentation, molding, string courses, transoms, belt courses, shadow boxes, opaque glass, canopies, laser cut metal panels. Landscaping/Amenities include art, sculptures, fountains, street furniture, green walls, lighting elements, bicycle racks, landscaping, garden areas, green screens, vines, pools.

The use of opaque or reflective glass may only be utilized as a means for addressing blank walls in limited areas.
h) Meter boxes, back flow preventers, and similar items will be screened from public view.

- i) Except as otherwise provided in these Development Standards, the streetscape treatment along the Roxborough Road, Colony Road and Sharon Road frontages will meet or exceed the standards of the Ordinance and include large maturing trees, supplemental shrubbery, sidewalks of at least six feet in width and planting strips of at least 8 feet in width. Sidewalks may meander to preserve existing trees.
j) A minimum setback of at least 30 feet from the future back of curb shall be provided along the Site's Roxborough Road, Colony Road and Sharon Road frontages. However, within Development Area A, a portion of the building may encroach into the 30 foot setback in the areas specifically identified on RZ-2. Within Development Area D, a colonnade shall be allowed to encroach into the 30 foot setback along Sharon Road. Except in locations where widening is proposed as part of the transportation improvements described in the notes, the existing and future back of curb are the same.
k) Within the 120' Height Zone within Development Area B, the minimum setback along Colony Road shall be 50 feet as measured from the future back of curb.
l) Within Development Area D, primary service areas shall be oriented towards the service drive along the Site's southern boundary. A secondary service area may be permitted adjacent to the North/South Connection provided the area is screened from the North/South Connection by walls. Additionally, only two driveway connections from the North/South Connection to Development Area D shall be allowed.
m) Except as specified in Paragraph (l) above commercial service and loading areas shall not be permitted along Rexford Road, the North/South Connection, Roxborough Road, Colony Road or Sharon Road. However, drop-off, move-in, and trash roll out areas for multi-family uses shall be permitted.
n) Structures within Development Area C shall comply with the following design standards:

Multifamily buildings with facades in excess of 250 linear feet that front on public or private streets shall be articulated in one or more of the following methods to visually break down the buildings potentially monolithic mass and achieve an appropriate pedestrian scale along the street wall:
a. Façade Modulation varying the plane of the building street wall to break up the mass of the building.
i. Modulation Minimum width of 12'-0" and a minimum depth of 5'-0"
ii. No single section of the façade shall exceed 150'-0" in length
iii. May be achieved through multiple modulations
b. Building Mass Separation at a depth of at least 25'-0" from the street wall and a width of at least 25'-0" open to the sky.
c. No single section of the façade shall exceed 150'-0" in length
i. Architectural Façade Variations along the street wall to visually break down the building's mass with intervals not exceeding 150'-0". These façade variations shall include at least two of the following techniques:
i. Varied Architectural Styles
ii. Varied Roof Pitches
iii. Varied Window Arrangement and Sizes
iv. Significant Exterior Façade Materials Changes
v. Offset Wall Planes
vi. Open Spaces

- (a) Petitioner shall provide at least 4 acres of publically accessible open space. Open space areas shall be designed to encourage pedestrian activity and interest.
(b) Petitioner shall make good faith and diligent efforts to preserve existing trees within the perimeter tree zone generally depicted on the Conceptual Open Space and Building Orientation Plan. Specific perimeter tree zones, to the extent required by the Ordinance, will be identified during the design development phases of the project.
(c) Petitioner shall stabilize and maintain undeveloped Development Areas with grass, plantings, or other vegetation to ensure that those areas do not negatively impact adjacent properties or streetscapes while they remain undeveloped.
10. Environmental Features
(a) The Petitioner shall satisfy the requirements of the Post Construction Controls Ordinance.

11. Signage
Except as noted in Section 3 above, all signage shall meet the requirements of the MUDD zoning district.

- 12. Lighting
(a) Any lighting attached to an exterior building wall facing a residential component shall be capped and downwardly directed.
(b) All street and parking area lighting fixtures will be shielded with full cut-off fixtures.
(c) Pedestrian scale lighting will be provided within the Site along Colony Road, Sharon Road, Roxborough Road, Rexford Road and the North/South Connection.
(d) Freestanding lighting shall be pedestrian scale and shall not exceed 20 feet in height.
13. Construction and Phasing

Petitioner intends to develop the Site in phases and may develop individual Development Areas based on market demand. With the exception of the extensions of the North/South Connection and Rexford Road, which must be completed prior the issuance of the first certificate of occupancy for any building within the Site, all required sidewalks, street trees and open space amenities within a particular Development Area shall be installed prior to the issuance of the first certificate of occupancy for any building within the same Development Area.

To the extent possible, construction activities shall be staged on internal areas of the Site in order to minimize the impact of construction activities on adjacent streets.

14. Internal Side Yards and Rear Yards

The Petitioner may subdivide the Site and create lots within Site with no side or rear yards as part of a unified development plan.
15. Waiver of Sight Triangle Requirements

In addition to the deviations allowed under the MUDD optional provisions set forth under Section 3, the Petitioner reserves the right to request the Director of the Charlotte Department of Transportation (CDOT) to waive all or part of the sight triangle requirements of the Ordinance in accordance with the provisions of Section 12.109.7) thereof.

16. Parking

Off-street parking will be provided within each Development Area sufficient to accommodate all uses within that Development Area and shall meet or exceed Ordinance requirements. Parallel or perpendicular parking may be provided along internal streets within the Site.

17. Workforce Housing

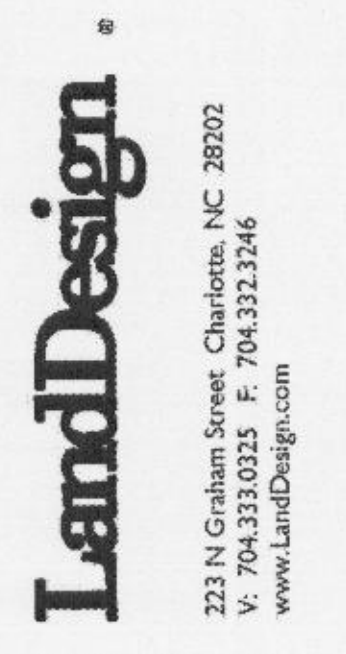
Petitioner shall voluntarily provide a workforce housing program to ensure that some residential units are reasonably priced for persons earning less than the average median income for the area. Petitioner shall ensure that no fewer than fifty five (55) residential units for a period not less than thirty (30) years, maintain monthly rents that are, on average, affordable for persons earning not more than 80% of the area median income.

18. Amendments to Rezoning Plan

Future amendments to the Technical Data Sheet and these Development Standards may be applied for by the then Owner or Owners of a particular Tract within the Site involved in accordance with the provisions of Chapter 6 of the Ordinance.
19. Binding Effect of the Rezoning Documents and Definitions

If this Rezoning Petition is approved, all conditions applicable to development of the Site imposed under the Technical Data Sheet and these Development Standards will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site and their respective successors in interest and assigns. Throughout these Development Standards, the terms "Petitioner" and "Owner" or "Owners" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of the Petitioner or the owner or owners of any part of the Site from time to time who may be involved in any future development thereof.
20. Vested Rights Provision
If this Rezoning Petition is approved by the Charlotte City Council then, pursuant to Section 1.110 of the Ordinance, the Petitioner hereby requests a five-year vested right to undertake and complete the development of this Site under the terms and conditions as so approved, commencing upon approval of this Rezoning Petition by the Charlotte City Council. The Petitioner makes this request for a five-year vested right due to the size and phasing of the proposed development, market conditions and the level of investment involved.

APPROVED BY
CITY COUNCIL
JAN 19 2016



THE COLONY
REZONING PETITION No. 2015-131
DEVELOPMENT STANDARDS

REVISIONS:
1/11/15 REVISE PER STAFF COMMENTS
1/21/15 REVISE PER STAFF COMMENTS
01/13/16 REVISE PER STAFF COMMENTS
01/21/16 REVISE PER STAFF COMMENTS

DATE: 09/28/15
DESIGNED BY: KST
DRAWN BY: MB
CHECKED BY: KST
SCALE: N.T.S.
PROJECT #: 1014758
SHEET #:
RZ-3

Introduction

The purpose of the following language is to convey and identify parameters of intent for The Colony. Specific binding language, relative to objective requirements of the project are committed to within the Development Standards for this project. The Intent Statement is intended to serve as design guidelines, providing framework of subjective design components that will unify the project and provide a cohesive experience and/or aesthetic. Goals and principles are identified to create an expectation by which the Design Team will work closely with Planning Staff to ensure that the intent is being met.

Design Intent

The Colony development is intended to create a place that will serve as a public destination for the greater South Park area. The overall concept of the plan is to integrate a range of uses including residential, retail, restaurants, grocery and entertainment – offering opportunities for gathering and socializing in the public realm. Particular attention has been given to the public spaces within the plan, creating a place that embraces the current context of the site and its prominent location within South Park. The goal of this project is to create a unique Urban District experience within South Park that reacts to and enhances the existing South Park character.

Connectivity

The value of connections to and through The Colony site is an important principle of this development. Healthy, meaningful connections are present and we intend to further promote those connections in order to serve the network within South Park. These connections are being thought of as urban greenways, featuring mature tree canopy at the edges – leading to a unique public open space at the core. Vibrant Urban Streets blend with a garden aesthetic to balance the uses on site and connect users within and throughout the site. Connecting outdoor lounge spaces – clear signage and wayfinding will boost the project identity within the district.

While a pedestrian oriented development is certainly the expectation, careful thought has been given to create opportunities to connect retail, residences and offices by providing a branded district that presents a unified sense of place. It is our intention to embrace connections from an already strong & active South Park network – for both pedestrians & bikers. A connection to nature has been made a priority, through embracing current mature tree canopy that instantly adds a notion of authenticity to the project.

Edges

The project boundary is fortunate to have a beautiful, mature tree canopy along its street edges. Colony & Roxborough in particular, contain many large trees that are intended to be preserved. Buildings have been situated in a manner to present these trees as features along these streetscapes, with a linear park component on the ground plane. Winding sidewalks connect visitors on multi-modal paths through this tree canopy to the nodes identified within the plan.

Landscape & Hardscape

In order to further unify the development as a whole, an Urban Garden theme has been identified for the Public Spaces within The Colony. Outdoor dining, terraces, patios and other amenitized spaces are connected by a rich & unifying aesthetic in the landscape and hardscape of the project. A lively landscape palette that focuses on native integration, seasonal interest, bloom time, and shade & comfort enhance the outdoors spaces provided. Interactive amenities promote people watching and an active public realm that will serve as an engaging neighborhood amenity for South Park. Paseos work with the streetscape corridors to filter visitors to and through activated spaces. The landscape reinforces the streetscape experience along the edges and within the internal public spaces. Site amenities reinforce the brand of the urban district – presenting a cohesive vocabulary that blend modern forms, unique textures/details, clean materiality and pops of color. Fresh and modern materials are used for hardscape elements, connecting intimate seating and gathering areas. A versatile seating strategy offers appropriate application of materials, colors & greenery. Seating shall accommodate individuals and groups alike.

Urban Design & Programming

The Colony will serve to create memorable experiences through sound urban design principles and well planned amenities and features that exemplify an urban district and bring character, charm and appeal throughout the development. A sense of identity will be identified through the brand of the development. Spaces that complement each other and appropriately serve the whole will activate the public spaces within the project.

Particular attention has been given to the programming of the site. Arrival sequence & dispersion, movement through the site – including drop off and parking program elements, relationship of uses and sense of scale are all factors contributing to the master plan. Flexible plaza spaces are found at nodes and within the core of the project. The public spaces are intended as community gathering and a destination – within a branded district with a distinct identity. Active outdoor uses integrate the public spaces, offering a whimsical approach to interaction and active engagement among visitors.

Commercial Component at The Colony

The commercial areas of the Colony generally bounded by Sharon Road, Colony Road, and the North/South Connection Road may comprise office, retail, hotel, restaurant, grocery and entertainment uses. The buildings are organized employing urban design principles that strategically place uses and entry points to enable a walkable pedestrian focused environment. The use of wide sidewalks, overhead canopies and shading devices and internal streets with limited curbside parking, offer a street corridor that encourages pedestrian and bicycle connectivity throughout the development.

Architecture

The architecture of the commercial buildings will encourage a vibrant office, retail and restaurant environment. All buildings will connect to the ground plane with natural stone or masonry that will frame the unique tenant storefronts that make up the retail district. Design standards for consistent applications of glazing, entry systems, lighting, overhead canopies, and tenant signage will be enforced to maintain a high level of quality, while also allowing the flexibility required for individual tenant brand identity. The use of a practical and enduring material palette to blend regional materials with a forward thinking strategy of sustainable and timeless contemporary architecture will be employed.

The office building at the corner of Colony Road and the North/South Connection will have a minimum building setback of fifty feet from Colony Road (measured from the existing back of curb) to preserve the mature street trees in this location. This setback offers a linear park system that extends from Sharon Road to Roxborough Road adjacent to the residential buildings. Two pedestrian pathways will meander through this linear park, one at the street edge, and a second path that moves through the landscape away from the traffic on Colony Road. The building will be designed with a two story masonry base that engages the ground floor of the adjacent parking structure, with a glass curtain-wall facade above. The building entry will be accessed from a pull-out lane along the North/South Connection with a large plaza space that steps up to the main entry lobby.

Parking

Very limited surface parking facilities will be available on site. These parking spaces are limited to on street (parallel and angled) together with some valet drop off spaces, as indicated on the site plan. Virtually all of the required parking for all uses will be accommodated in multilevel parking structures. The parking garage facing Colony Road which provides parking for the office building and some shared parking for the hotel, will be set back from Colony Road roughly forty feet to preserve the existing street trees in this location. The upper levels of the garage will be screened with architectural elements to conceal headlights from the street below.

The retail parking garage is located adjacent to the Rexford Road extension and contains retail uses at the ground level, as well as a grocery store located on the third level of the structure. This building employs a variety of urban design considerations to make the structure consumer friendly and aesthetically engaging. Retail and restaurant facades will dominate the ground level of the parking structure, while the grocery on the third level will provide a retail façade that screens the parking from Sharon Road. Two vertical circulation cores will provide convenient access to the east and west ends of the site. The building façade along Sharon Road will be set back 30', incorporating an arcade to provide continuous shade adding to the pedestrian experience along this edge.

Residential Component at The Colony

It is intended that the Residential Phases of The Colony is an extension of the horizontal mix of uses within the broader project that also includes office, retail, hospitality, and service uses. Overall, The Colony project intends to provide a vibrant, walkable community for those to live, work and play. The Residential components of the project will be constructed in 3 separate phases as generally depicted on the site plan. Only Phase 1 has been designed at this point and is represented to substantially represent the footprint of the building. The intent is that the building will embrace existing tree canopies along Colony and Roxborough and create a varied, stepping street façade such that courtyards and other pockets of landscaping will be created. This variety will be enhanced by ground floor residential units that have stoops which directly address and access the ground plane along these streets, unless prohibited by grading. Key corners of the building will also have monumental, activated entries indicating leasing areas, lobbies, and amenity areas.

The architecture of the Residential Phase 1 building will be of high quality materials as depicted in the Development Notes. The facades will have substantial articulation including varying façade projections, detailing, large windows, and decks as generally depicted in the Phase 1 renderings provided. Blank wall areas will be limited as per base MUDD standards. Quantity, area and treatment of window openings will simply be defined as substantially similar to the quantity, area, and treatment generally depicted in the renderings. Areas for vehicular access to the parking deck and trash service are as depicted on the plan and will comply with base MUDD standards. Trash services is anticipated to be roll-out type strategy to serve the residential component of the project.

Phases 2 and 3 are planned to be higher density buildings than Phase 1, but will share the material and fenestration quality outlined in the Phase 1 description above. Stylistically, to create a vibrant variety within the overall development, Phases 2 and 3 may deviate from the exact architectural language of Phase 1, but will share an overall "transitional" architectural vocabulary. These phases have not been designed at this point, and their building footprints are, therefore, illustrated as a simple boundary.

Due to the parcel sizes, it is impractical for Residential Phases 2 and 3 to have footprint steps and courtyard treatments as substantial as Phase 1. Care will be taken, however, to articulate the façades to provide visual interest and variety with a fenestration standard as depicted below. Phases 2 and 3 may share a "podium" parking structure. The connector street B will pass through the parking deck as otherwise referenced in the development standards at a height typical with parking deck standards with minimum 6 foot pedestrian sidewalks on either side of this drive aisle. This connector street B may or may not be open to the sky. The podium mass will serve as the architectural base to the building(s) and be subject to the standards below. Above the podium, Phases 2 and 3 will rise as separate structures with height maximums as depicted herein and will visually read as separate buildings separated by a minimum of 50' on a common base. Activated ground uses will be similarly emphasized in these phases as practical along Roxborough Rd. and portions of Rexford Rd. The podium parking structure will occur potentially on the first, second, and/or below grade floors. As such, parking deck exposure to the exterior façade may occur, but will be of high quality building materials as per base MUDD standards and of a similar character and quality of the project in harmony to the overall development with specific emphasis to pedestrian scale.

APPROVED BY
CITY COUNCIL

JAN 19 2016

THE COLONY
REZONING PETITION No. 2015-131

DESIGN INTENT STATEMENT

REVISIONS:
1/17/15 REVISE PER STAFF COMMENTS
1/21/15 REVISE PER STAFF COMMENTS
02/13/16 REVISE PER STAFF COMMENTS

DATE: 09/28/15
DESIGNED BY: KST
DRAWN BY: MMB
CHECKED BY: KST
SCALE: N.T.S.
PROJECT #: 1014358

SHEET #
RZ-4

LandDesign

233 N Graham Street, Charlotte, NC 28202
V: 704.332.0235 F: 704.332.3246
www.LandDesign.com



RETAIL ENTRY AT REXFORD AND SHARON

ADDITIONAL SIDEWALK WIDTH, PRESERVATION OF STREET TREES, ARCHITECTURAL FEATURES, AND PEDESTRIAN INFRASTRUCTURE ARE CRITICAL TO CREATING A COMFORTABLE AND ATTRACTIVE STREET INTERFACE. THE ENTRY FROM SHARON ROAD INTO THE COLONY ALLOWS PEDESTRIANS AND VEHICLES TO SAFELY UTILIZE THE CONNECTIONS MADE BY THE REXFORD ROAD EXTENSION. BY INCORPORATING A HAWK CROSS WALK, PEDESTRIANS CAN SAFELY CROSS SHARON ROAD FROM ADJACENT SHOPS AND NEIGHBORHOODS. A GRAND COLONNADE HAS BEEN PROPOSED TO BREAK DOWN THE SCALE OF THE GROCER'S SPACE REQUIREMENTS AND FURTHER SECURE A PEDESTRIAN SPACE IN THE FORM OF A FRONT PORCH. ACTIVE BRIGHT STOREFRONTS, MATURE STREET TREES AND WIDE SIDEWALKS DEFINE AND HUMANIZE THE EDGE OF THE COLONY ALONG SHARON.

APPROVED BY
CITY COUNCIL
JAN 19 2016

REVISIONS:
1/17/15 REVISE PER STAFF COMMENTS

DATE: 09/28/15
DESIGNED BY: KST
CHECKED BY: KST
SCALE: N.T.S.
PROJECT #: 1014358

SHEET #:

RZ-5A

THE COLONY
REZONING PETITION No. 2015-131

CONCEPTUAL SITE RENDERING

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233 N Graham Street Charlotte, NC 28202
V: 704.333.0325 F: 704.332.3246
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CITY COUNCIL
JAN 19 2016

RESIDENTIAL BUILDING FROM COLONY AND NORTH/SOUTH CONNECTION INTERSECTION

THE PHASE 1 RESIDENTIAL BUILDING WILL EMBRACE EXISTING TREE CANOPIES ALONG COLONY AND ROXBOROUGH AND CREATE A VARIED, STEPPING STREET FAÇADE SUCH THAT COURTYARDS AND OTHER POCKETS OF LANDSCAPING WILL BE CREATED. THIS VARIETY WILL BE ENHANCED BY GROUND FLOOR RESIDENTIAL UNITS THAT HAVE STOOPS WHICH DIRECTLY ADDRESS AND ACCESS THE GROUND PLANE ALONG THESE STREETS, UNLESS PROHIBITED BY GRADING. KEY CORNERS OF THE BUILDING WILL ALSO HAVE MONUMENTAL, ACTIVATED ENTRIES INDICATING LEASING AREAS, LOBBIES, AND AMENITY AREAS. THE RENDERING SHOWN IS SCHEMATIC IN NATURE AND IS PROVIDED TO ILLUSTRATE ARCHITECTURAL INTENT ONLY

BB+M
ARCHITECTURE

DATE: 09/28/15
DRAWN BY: MB
CHECKED BY: KST
SCALE: N.T.S.
PROJECT #: 1014338

REVISIONS:
1/17/15 REVISE PER STAFF COMMENTS

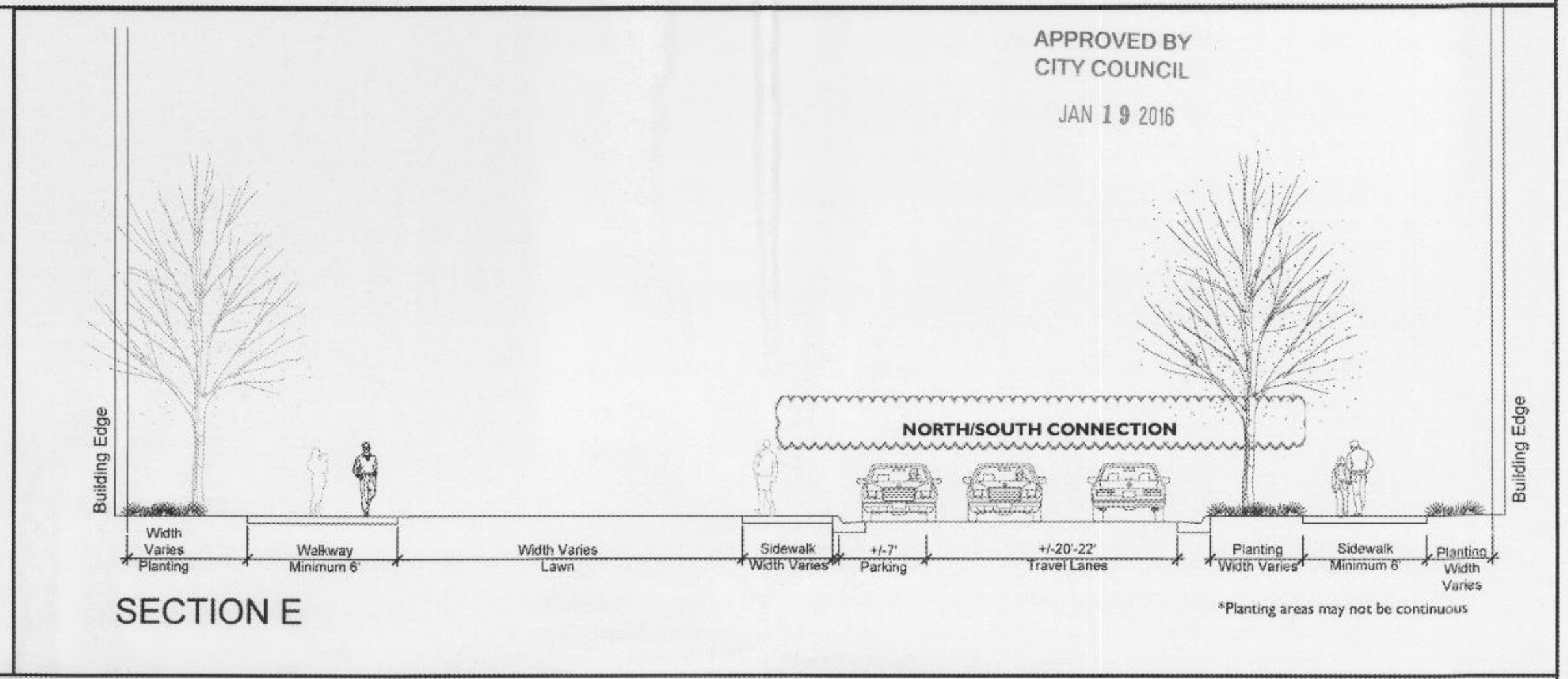
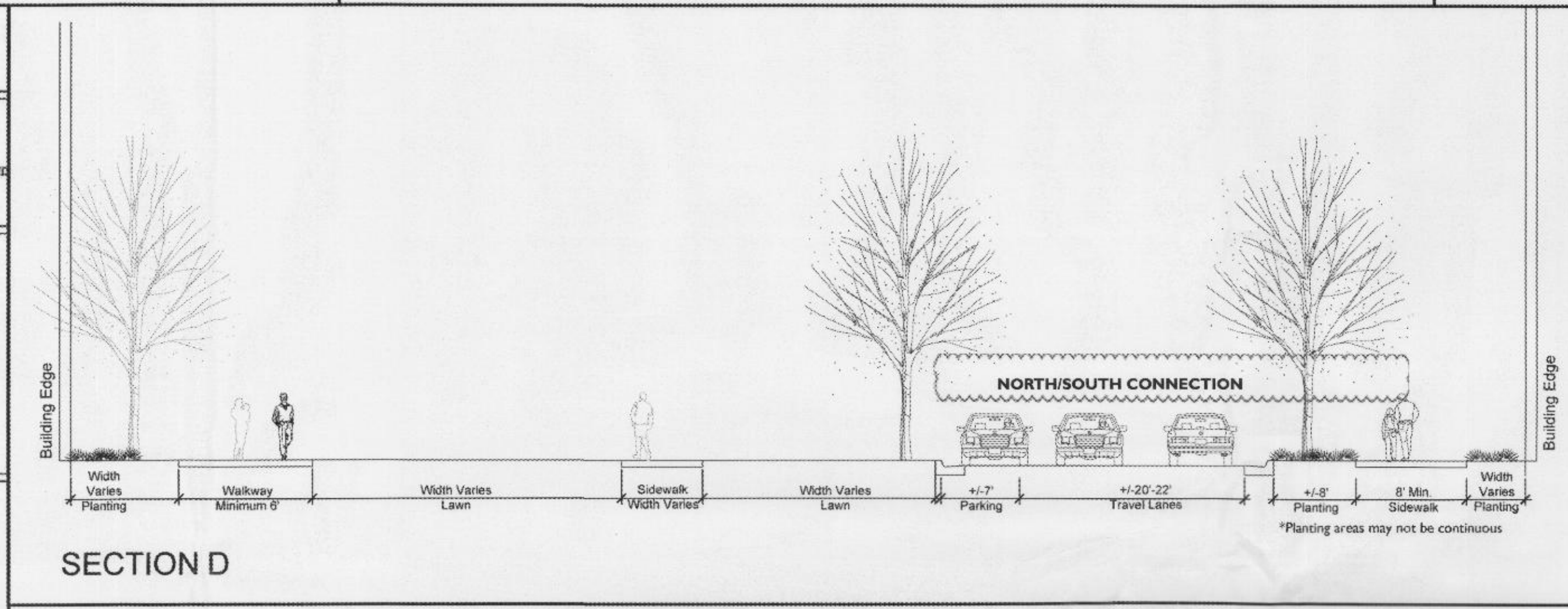
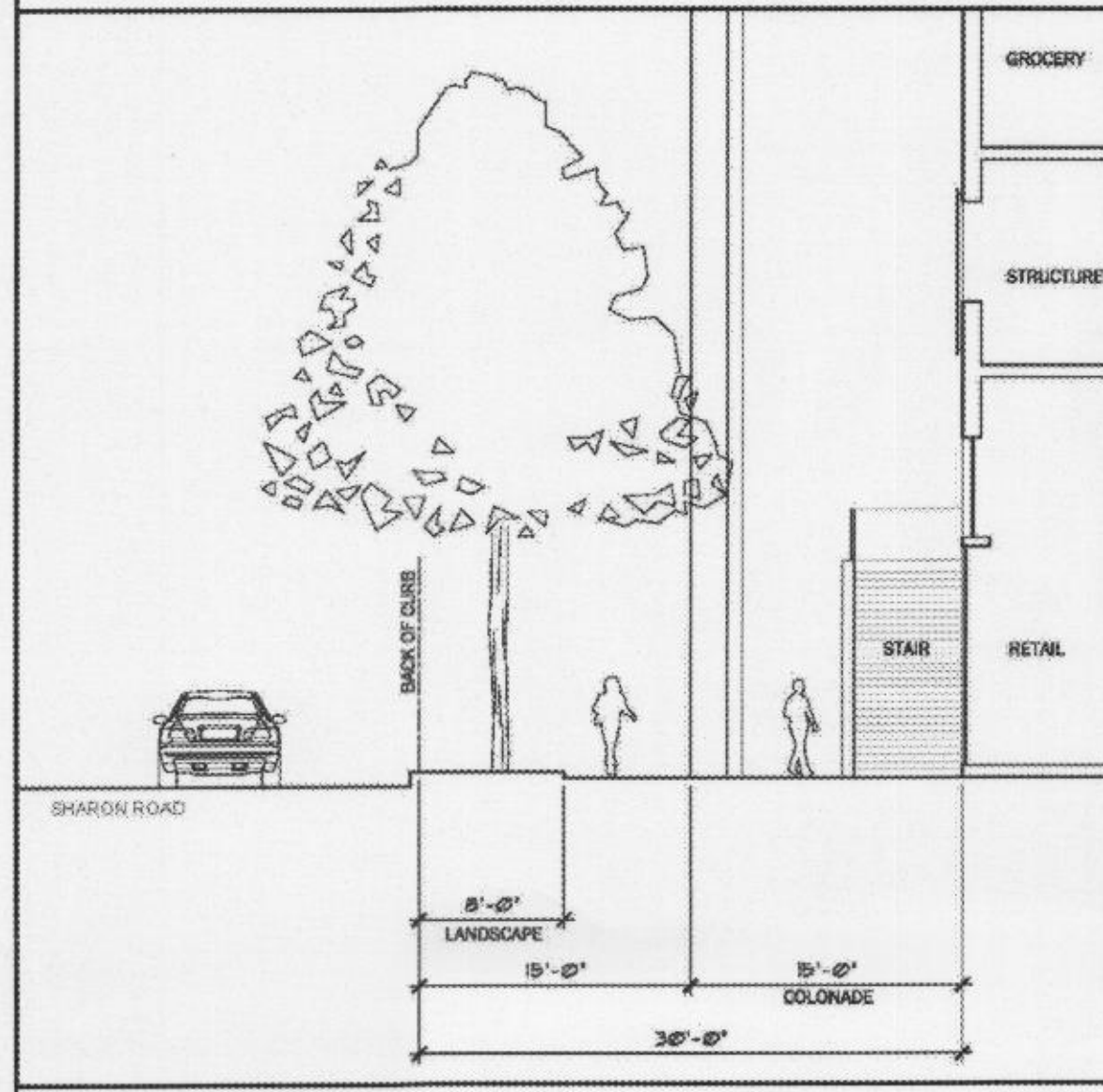
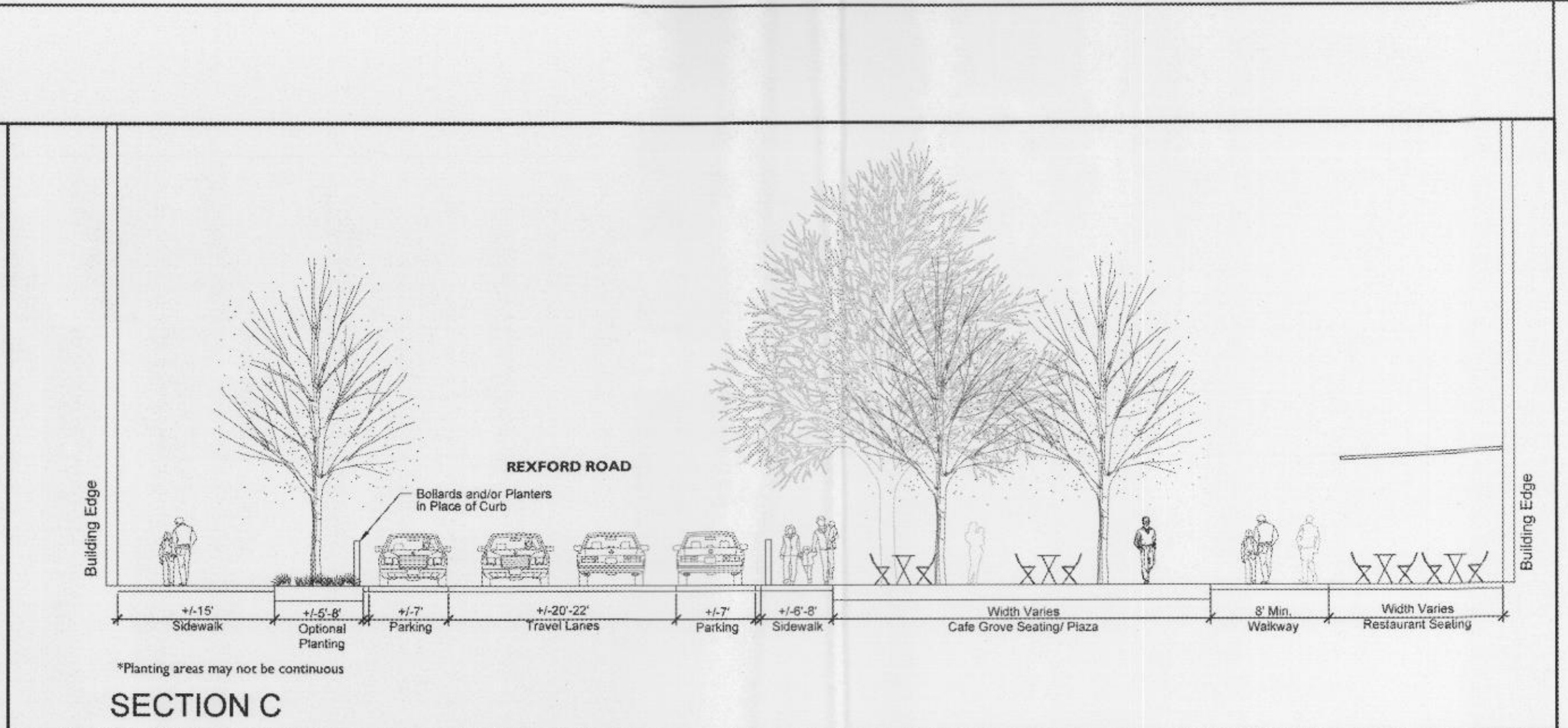
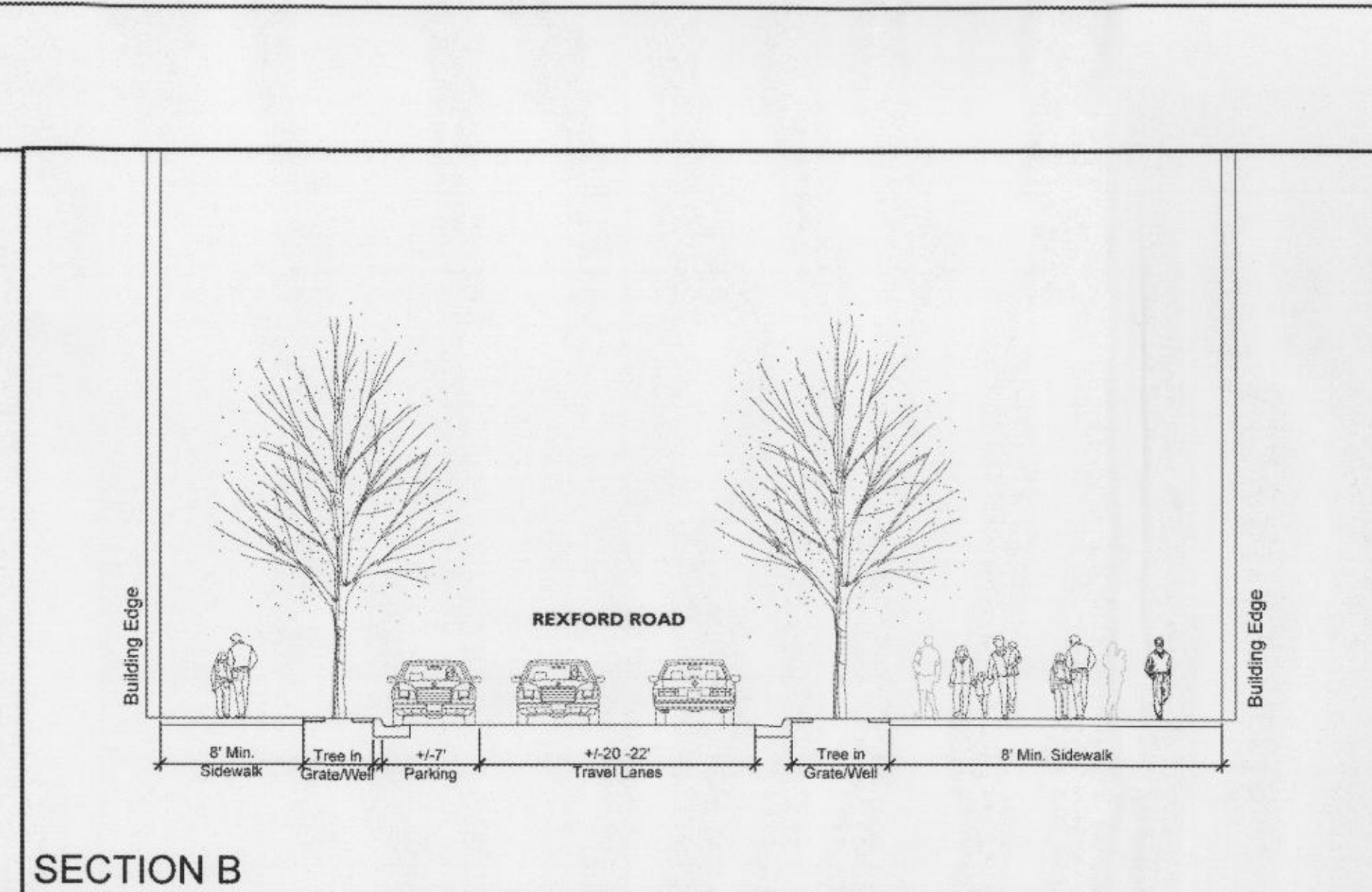
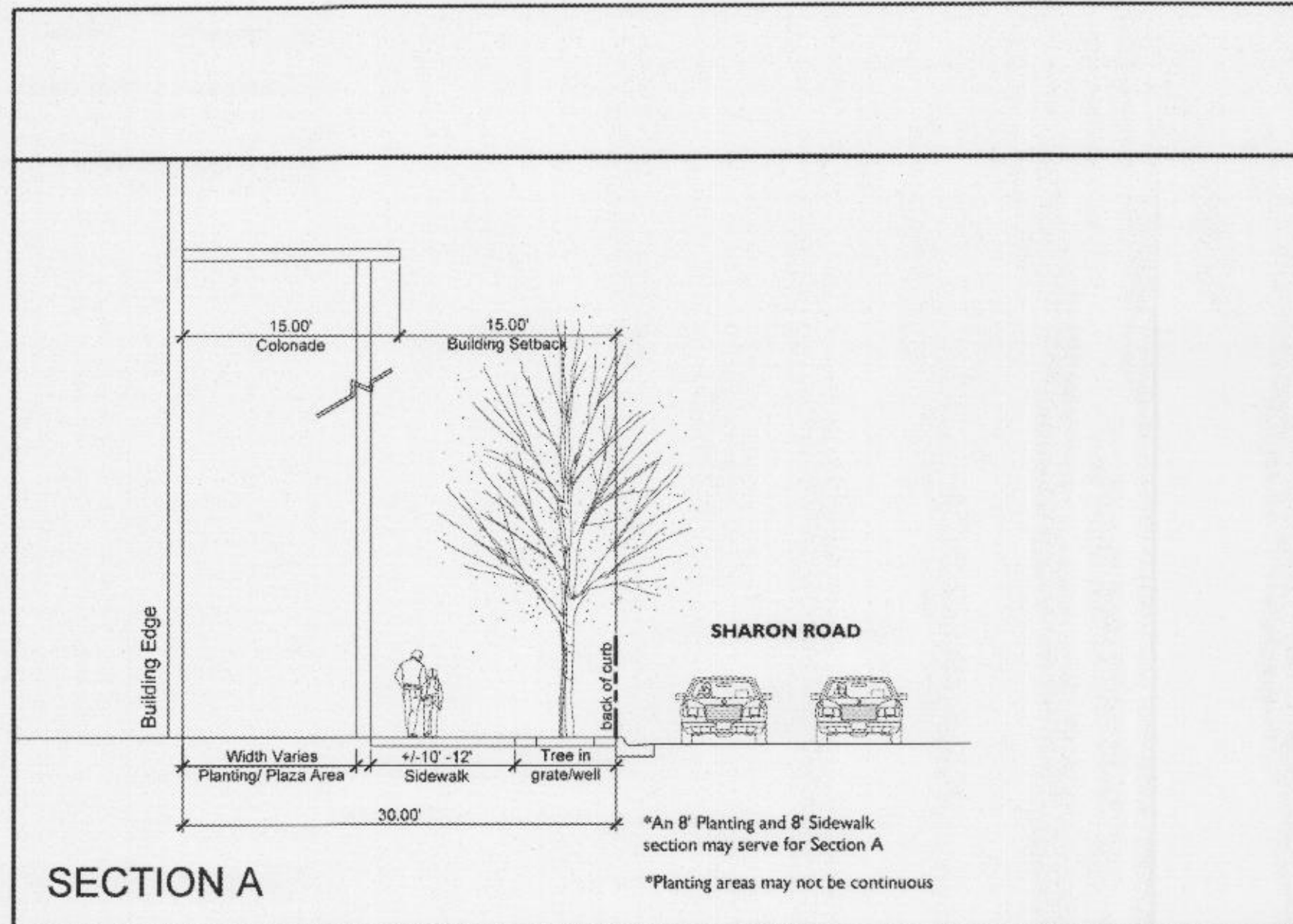
THE COLONY
REZONING PETITION No. 2015-131

CONCEPTUAL SITE RENDERING

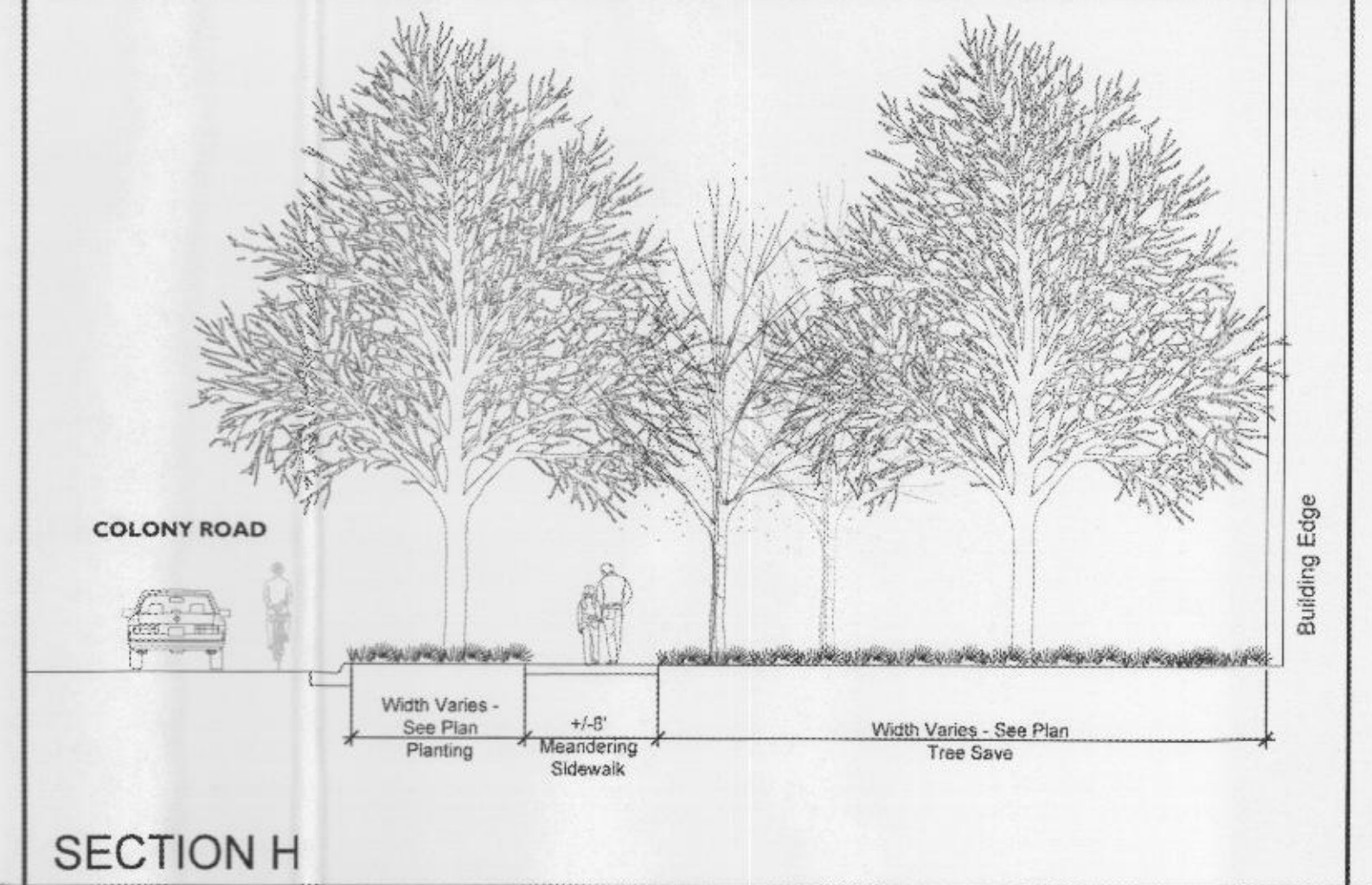
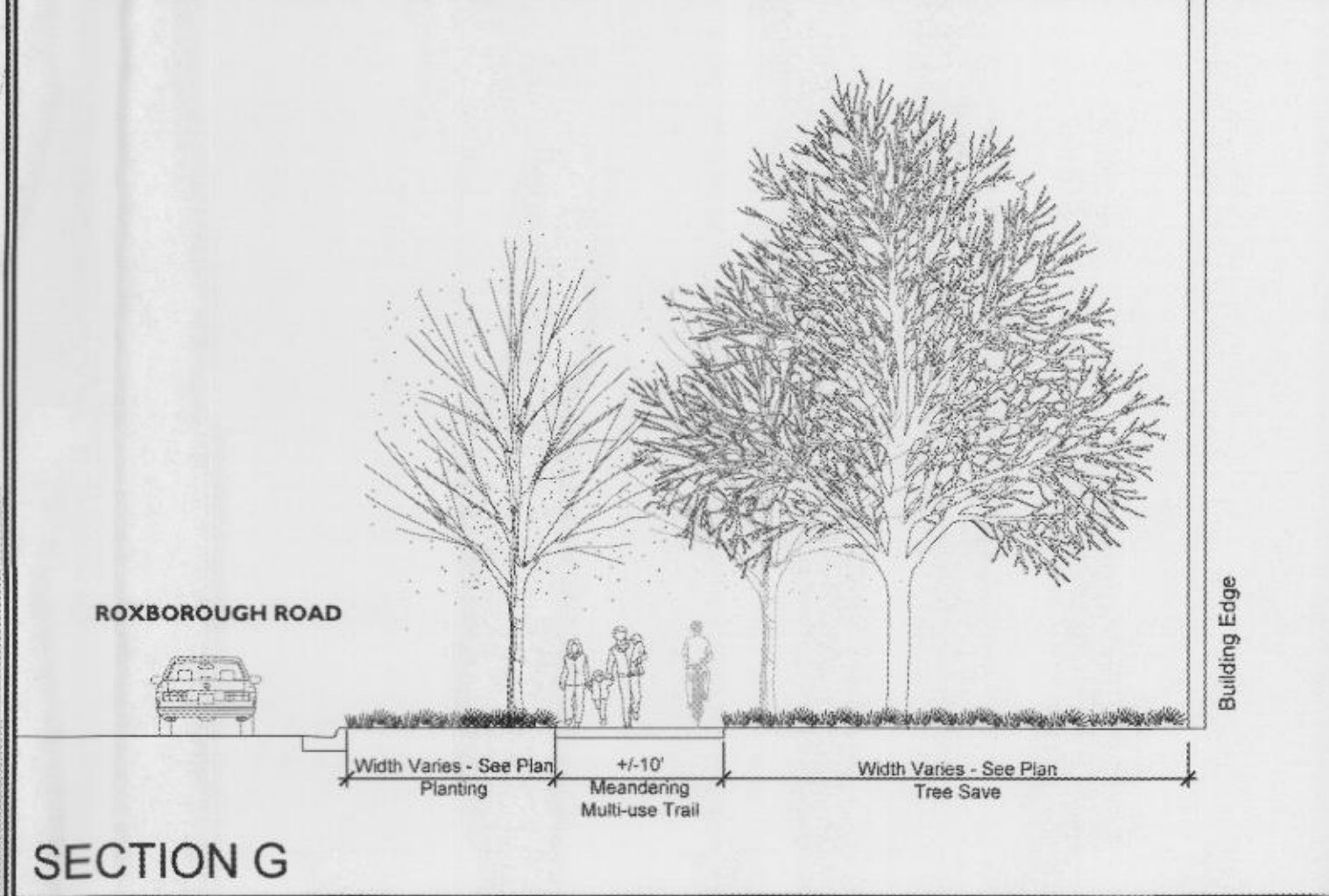
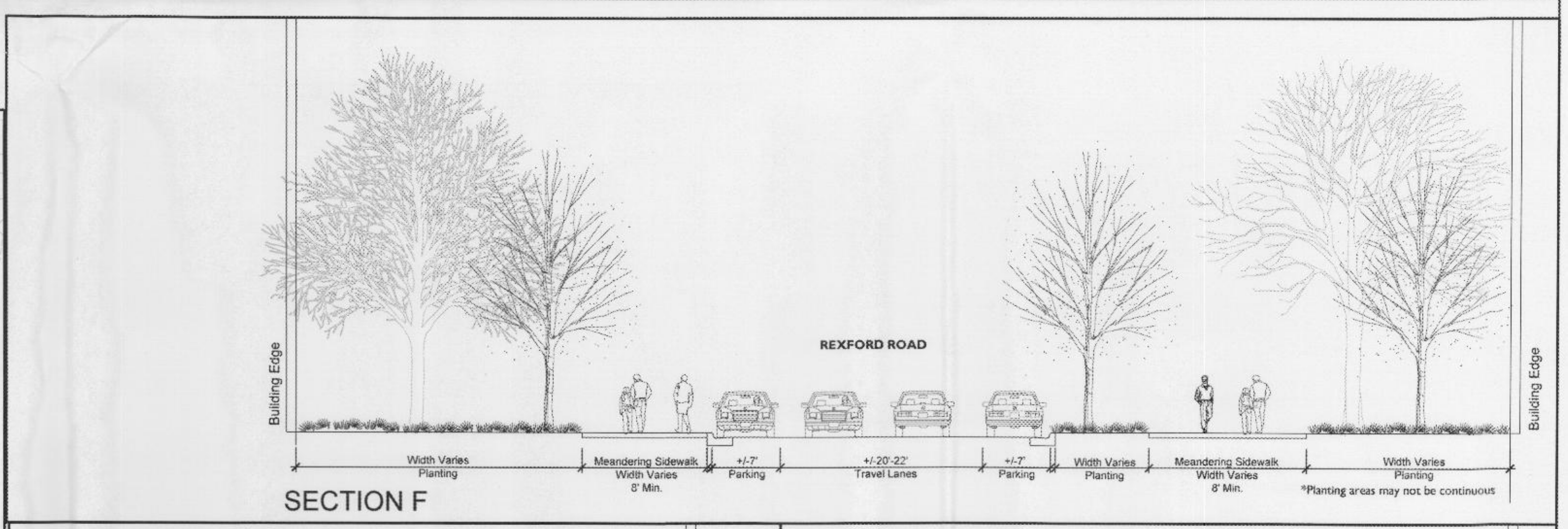
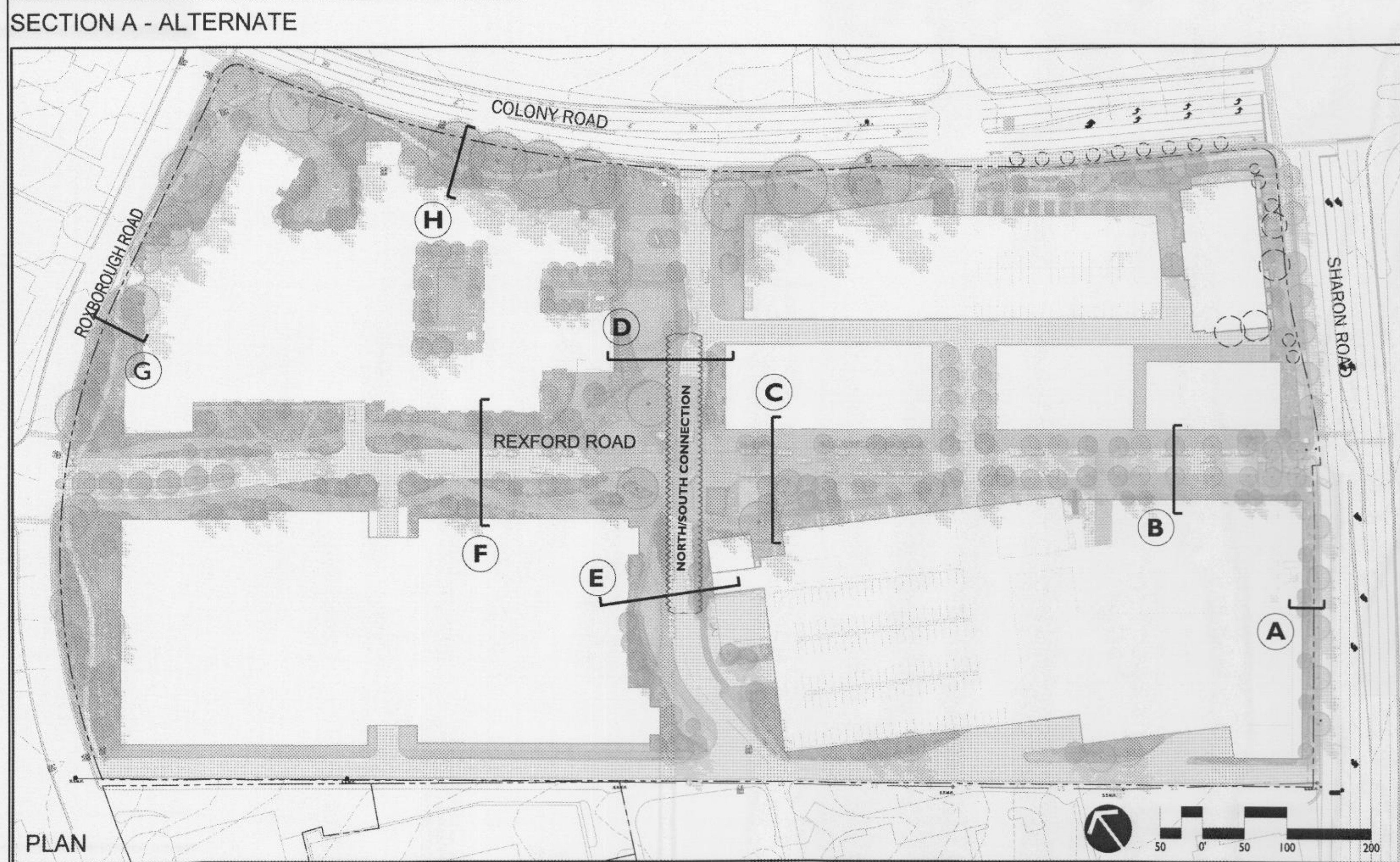
SHEET #:
RZ-5B

LandDesign

223 N Graham Street, Charlotte, NC 28202
V: 704.333.0225 F: 704.333.1246
www.LandDesign.com



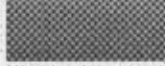

APPROVED BY
 CITY COUNCIL
 JAN 19 2016





THE COLONY
 REZONING PETITION No. 2015-131
 CONCEPTUAL SECTIONS


DATE: 09/28/15
 DESIGNED BY: JST
 DRAWN BY: MB
 CHECKED BY: JST
 SCALE: VARIES
 PROJECT #: 1014358
 SHEET #: **RZ-6**


Open Space- Rezoning Commitment

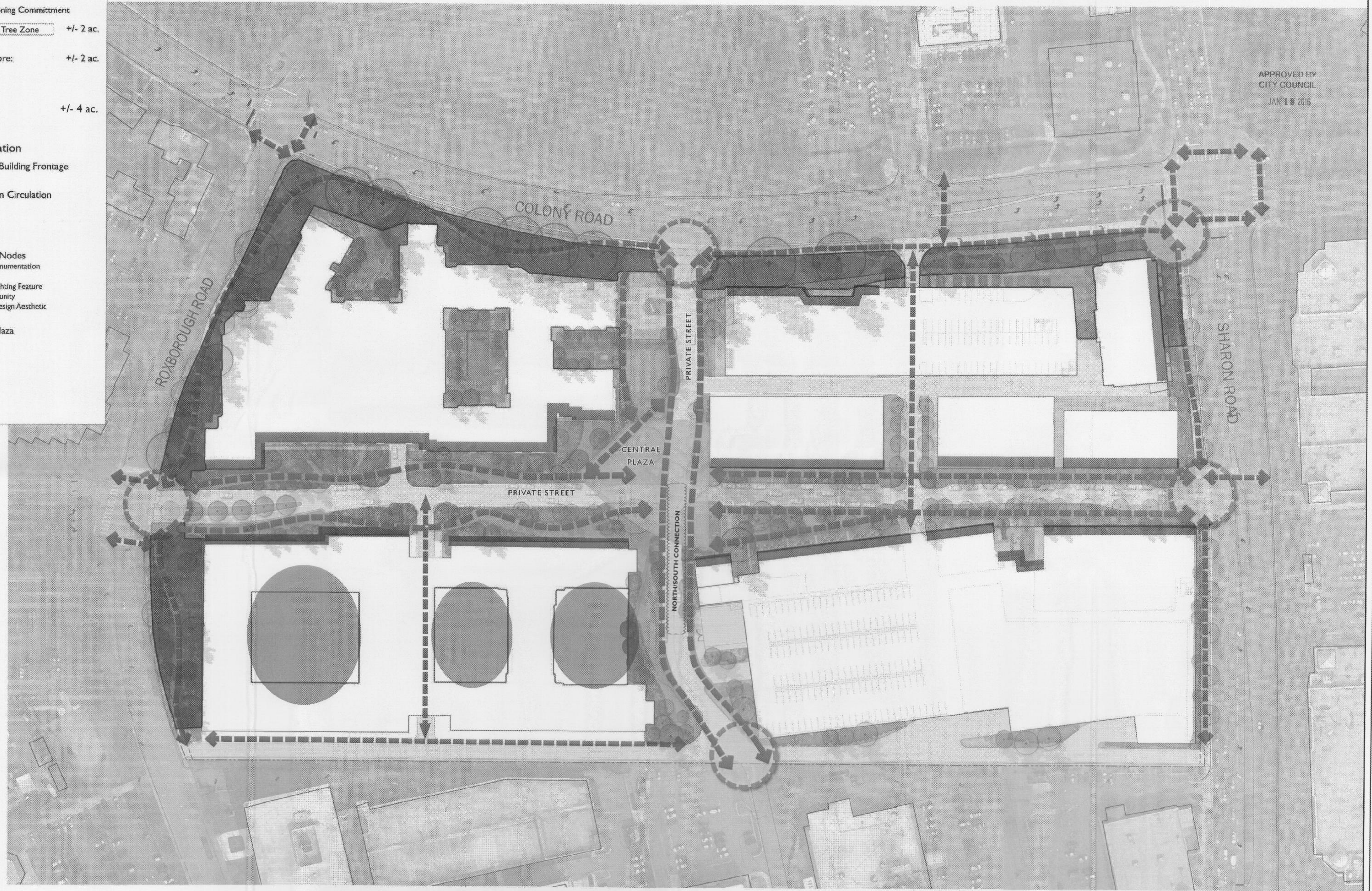
-  Perimeter Tree Zone +/- 2 ac.
-  Urban Core: +/- 2 ac.
- Total:** +/- 4 ac.

Edges and Circulation

-  Primary Building Frontage
-  Pedestrian Circulation

-  Gateway Nodes
- Signage/ Monumentation
- Focal Point
- Specialty Lighting Feature
- Art Opportunity
- Cohesive Design Aesthetic

-  Central Plaza



APPROVED BY
CITY COUNCIL
JAN 19 2016

THE COLONY
REZONING PETITION No. 2015-131

CONCEPTUAL OPEN SPACE & BUILDING ORIENTATION PLAN

REVISIONS:
1/11/15 REVISE PER STAFF COMMENTS
1/21/15 REVISE PER STAFF COMMENTS
01/31/16 REVISE PER STAFF COMMENTS

DATE: 09/28/15
DRAWN BY: KST
CHECKED BY: KST
SCALE: N.T.S.
PROJECT #: 101-356

SHEET #:
RZ-7