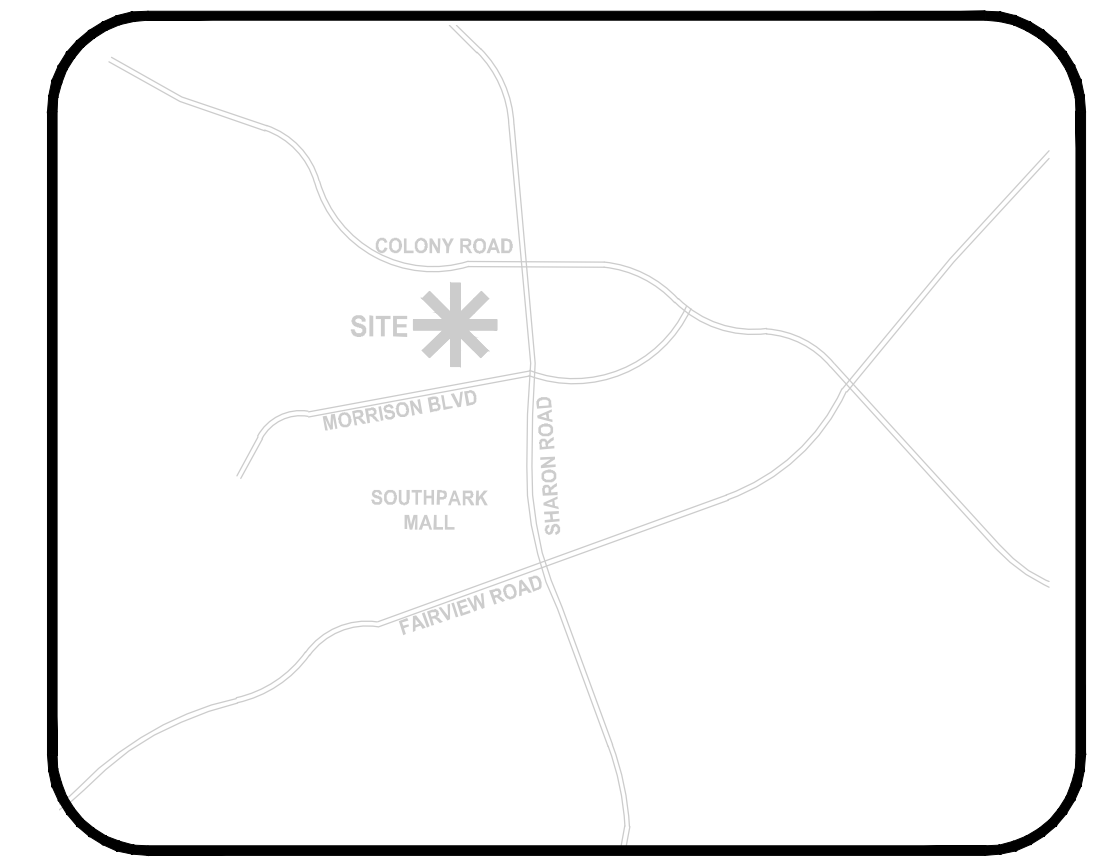


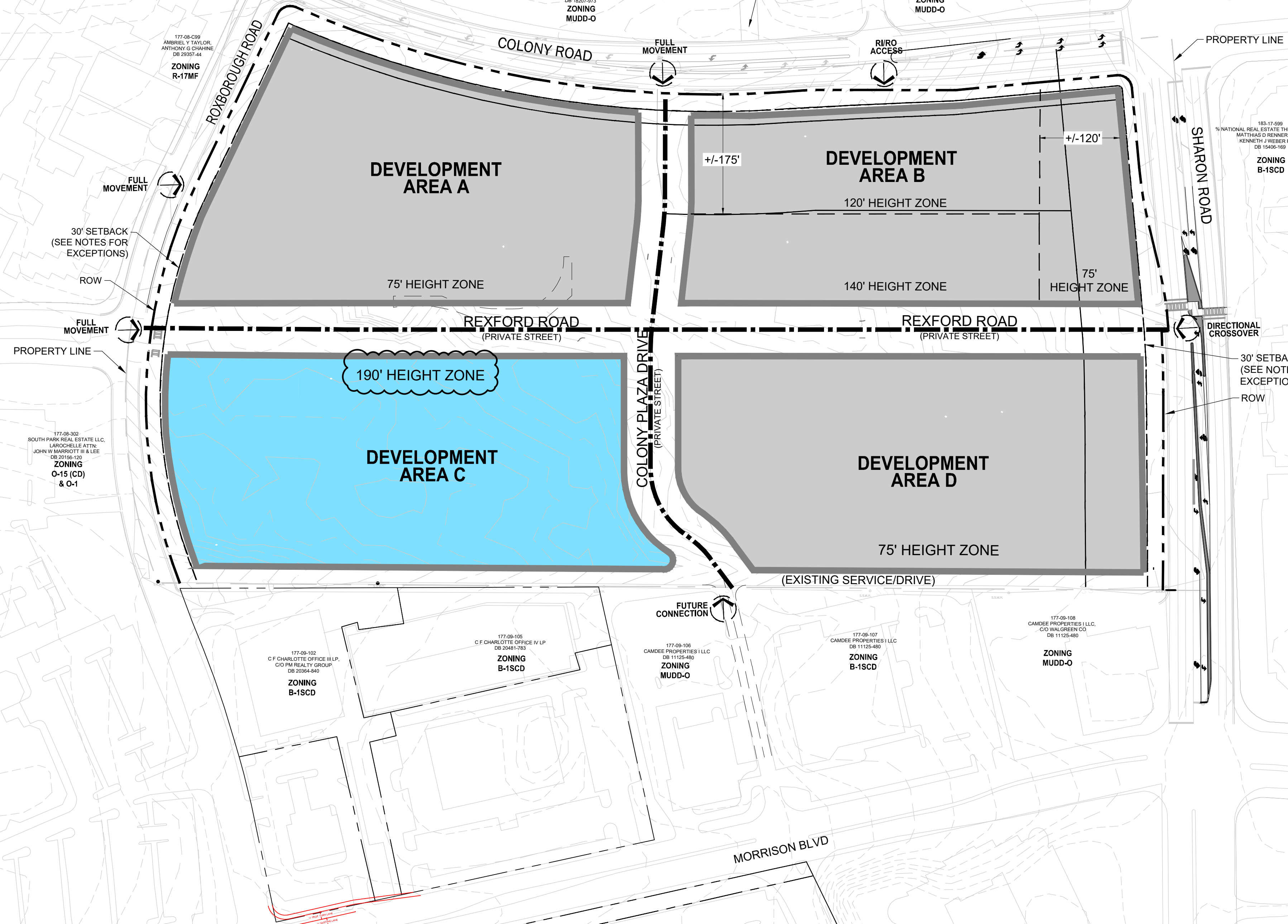
THE SOLE PURPOSE OF THIS SITE PLAN AMENDMENT REQUEST IS TO REVISE THE MAXIMUM BUILDING HEIGHT IN AREA C; ALL OTHER ASPECTS OF APPROVED REZONING #2015-131 AND ITS SUBSEQUENT AMENDMENTS ARE RETAINED HEREIN



VICINITY MAP
NTS

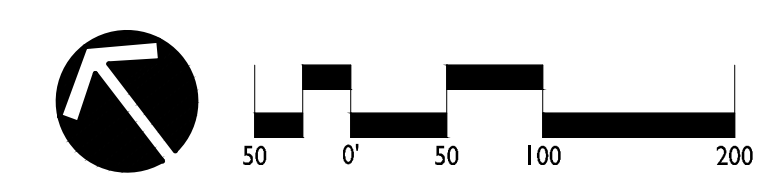
SITE DEVELOPMENT DATA

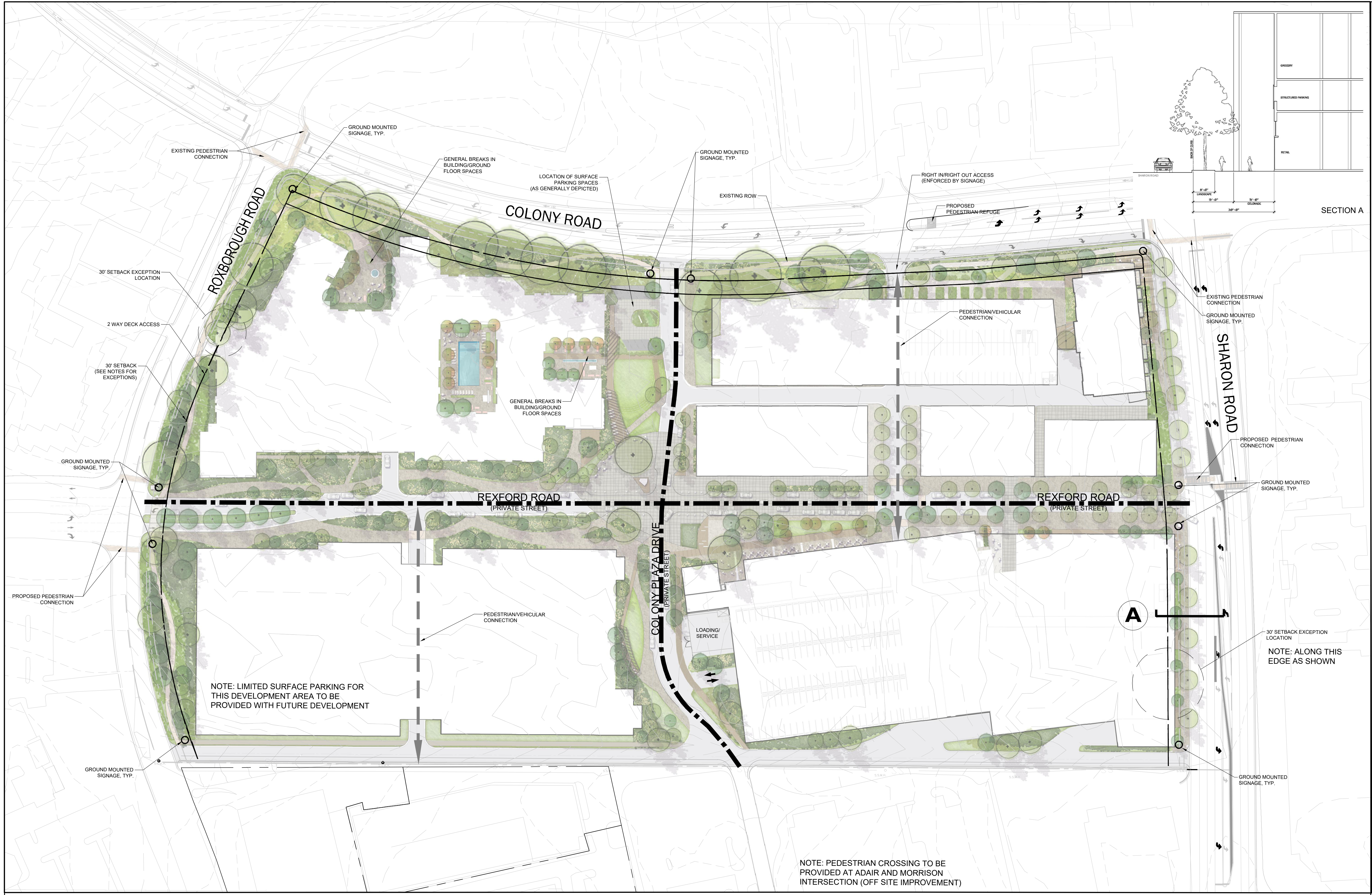
Site Area: 27 acres +/-
 Tax Parcel: 177-091-11, 177-091-12, 177-091-09, 177-091-13, 177-091-14, 177-091-15, 177-091-16
 Existing Zoning: R-17MF
 Proposed Zoning: MUDD-O (with 5-year vested rights)
 Existing Use: Multi-family Residential
 Proposed Uses: Multi-family Residential (for-sale or for-rent), 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: 190 feet
 Parking: Shall satisfy or exceed MUDD minimum requirements



SITE LEGEND

- SITE ACCESS
- NETWORK STREET
- DEVELOPMENT AREA





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

ROXBOROUGH ROAD

COLONY ROAD

SHARON ROAD

REXFORD ROAD (PRIVATE STREET)

REXFORD ROAD (PRIVATE STREET)

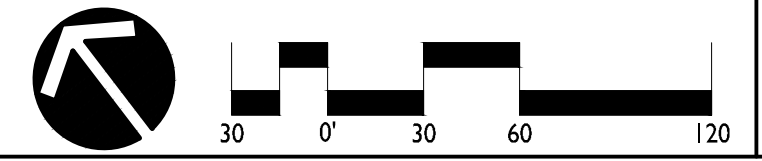
COLONY PLAZA DRIVE (PRIVATE STREET)

A

NOTE: ALONG THIS EDGE AS SHOWN

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

NOTE: PEDESTRIAN CROSSING TO BE PROVIDED AT ADAIR AND MORRISON INTERSECTION (OFF SITE IMPROVEMENT)



DESIGN INTENT STATEMENT | 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 STREETSAPES, 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 & HARDCAPE

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 HARDCAPE 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 HARDCAPE 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 ADAIR COURT EXTENSION 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 ADAIR COURT EXTENSION 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 FAÇADE ABOVE. THE BUILDING ENTRY WILL BE ACCESSED FROM A PULL-OUT LANE ALONG ADAIR COURT (EXTENSION) 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 FAÇADES 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 SETBACK 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 FAÇADES 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.

REVISIONS:

DATE: 07/11/2023
DESIGNED BY: AEE
DRAWN BY: AEE
CHECKED BY: KST
Q.C. BY: AEE
SCALE: 1/8"
PROJECT #: 1023064

SHEET #:

RZ-4

**THE COLONY
REZONING PETITION No. 2023-128**

DESIGN INTENT STATEMENT

LandDesign .

233 N. Graham Street, Charlotte, NC 28202
V: 704.332.0325 F: 704.332.3746
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.



BB+M
ARCHITECTURE

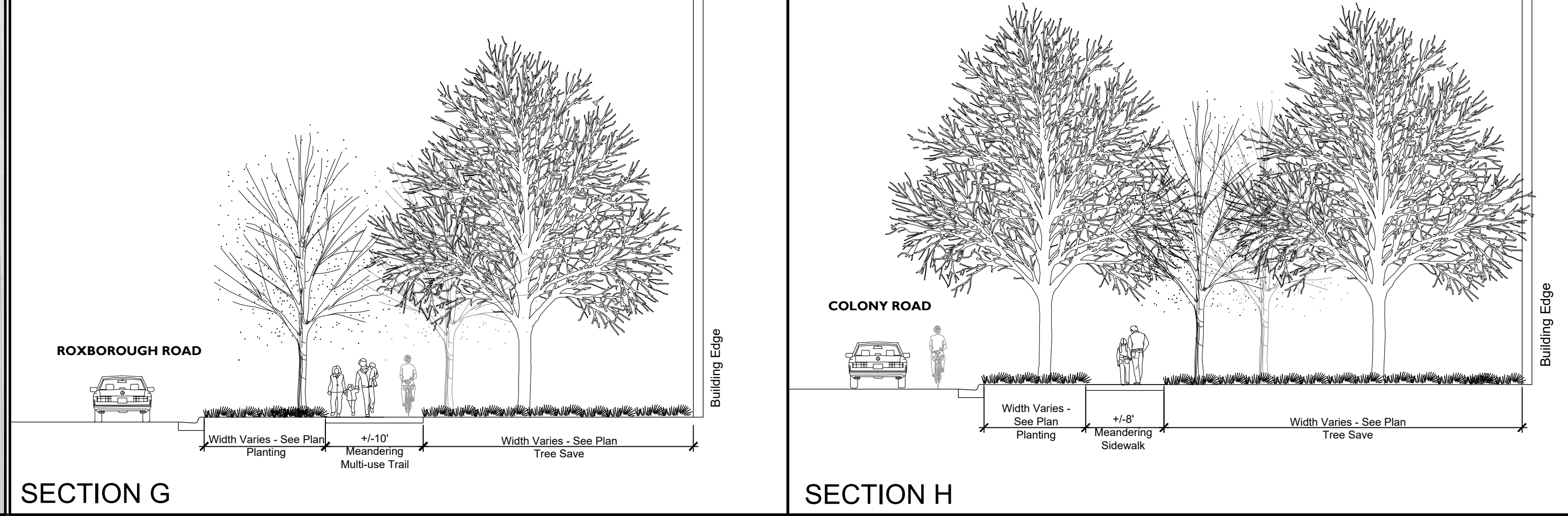
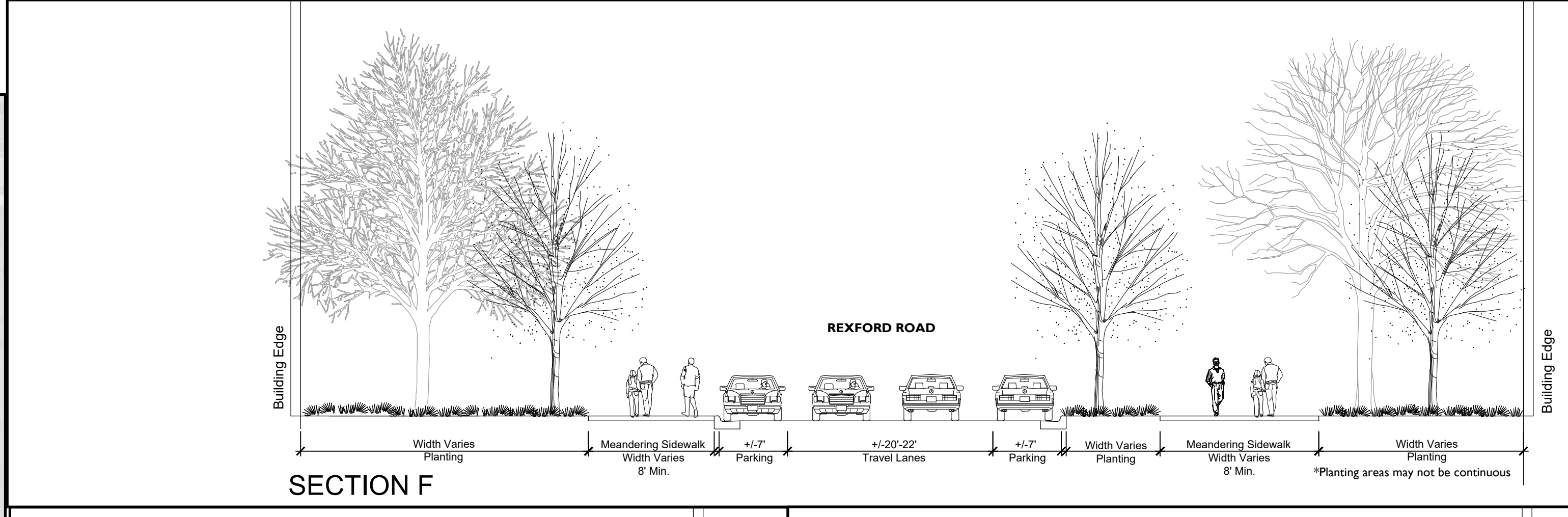
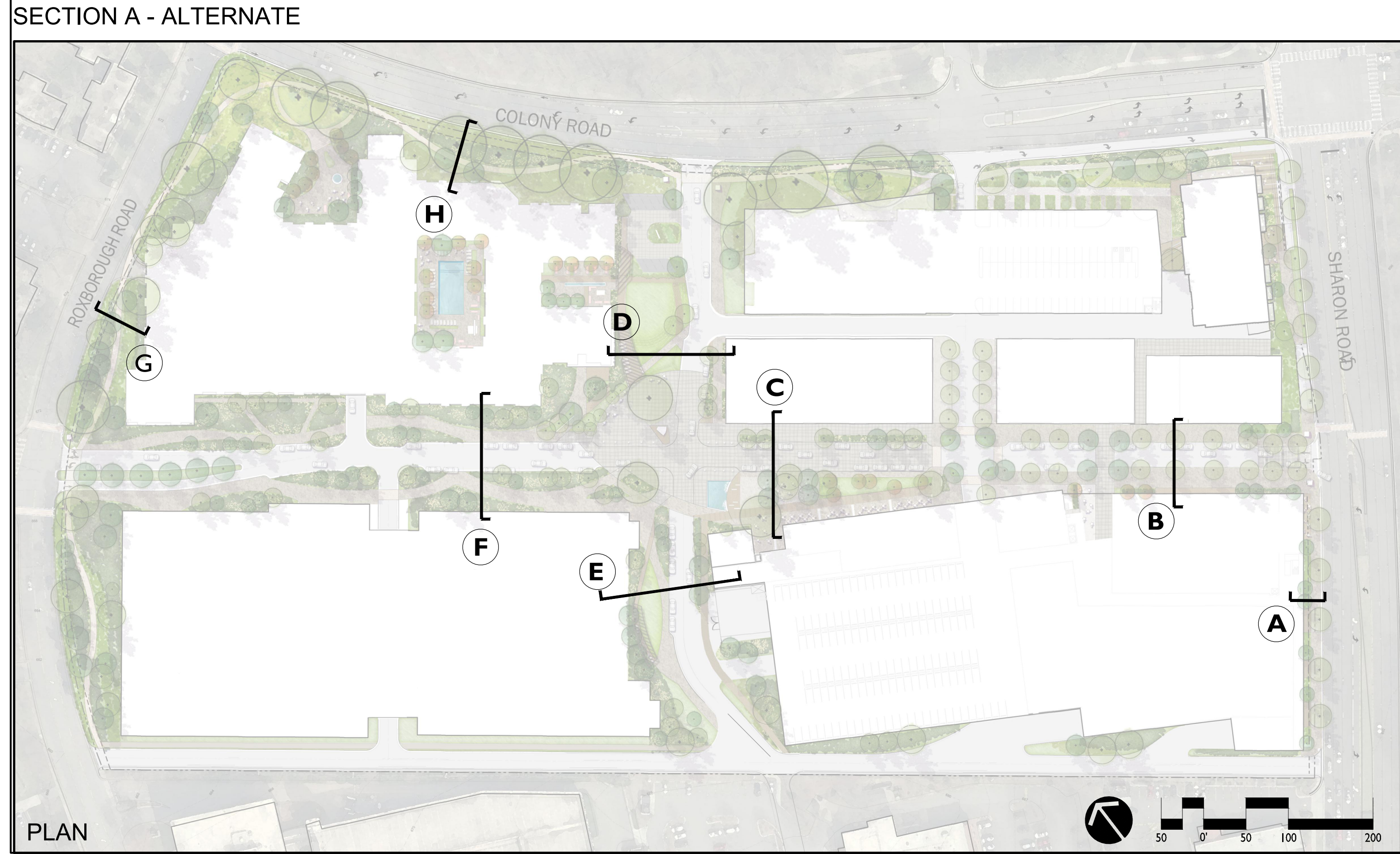
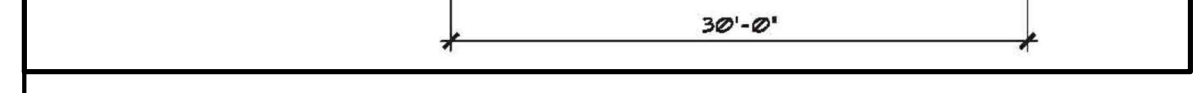
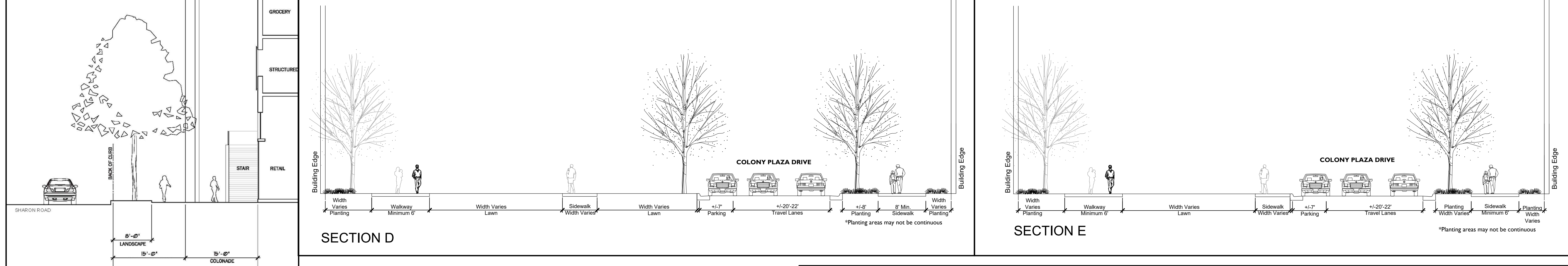
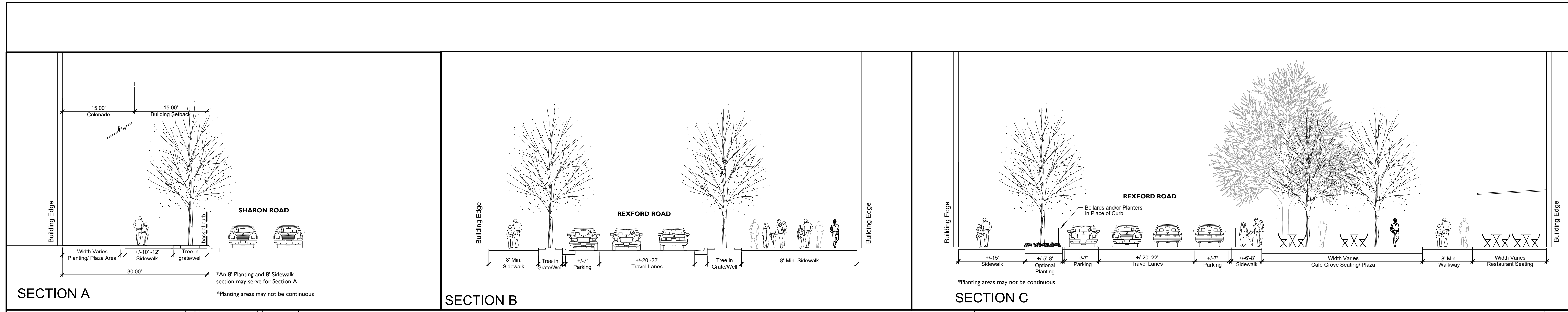
RESIDENTIAL BUILDING FROM COLONY AND COLONY PLAZA DRIVE INTERSECTION

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

REVISIONS:

DATE: 07/11/2023
DESIGNED BY: AEE
DRAWN BY: AEE
CHECKED BY: KST
Q.C. BY: AEE
SCALE: 1/8" = 1'-0"
PROJECT #: 1023064

SHEET #:
RZ-5B

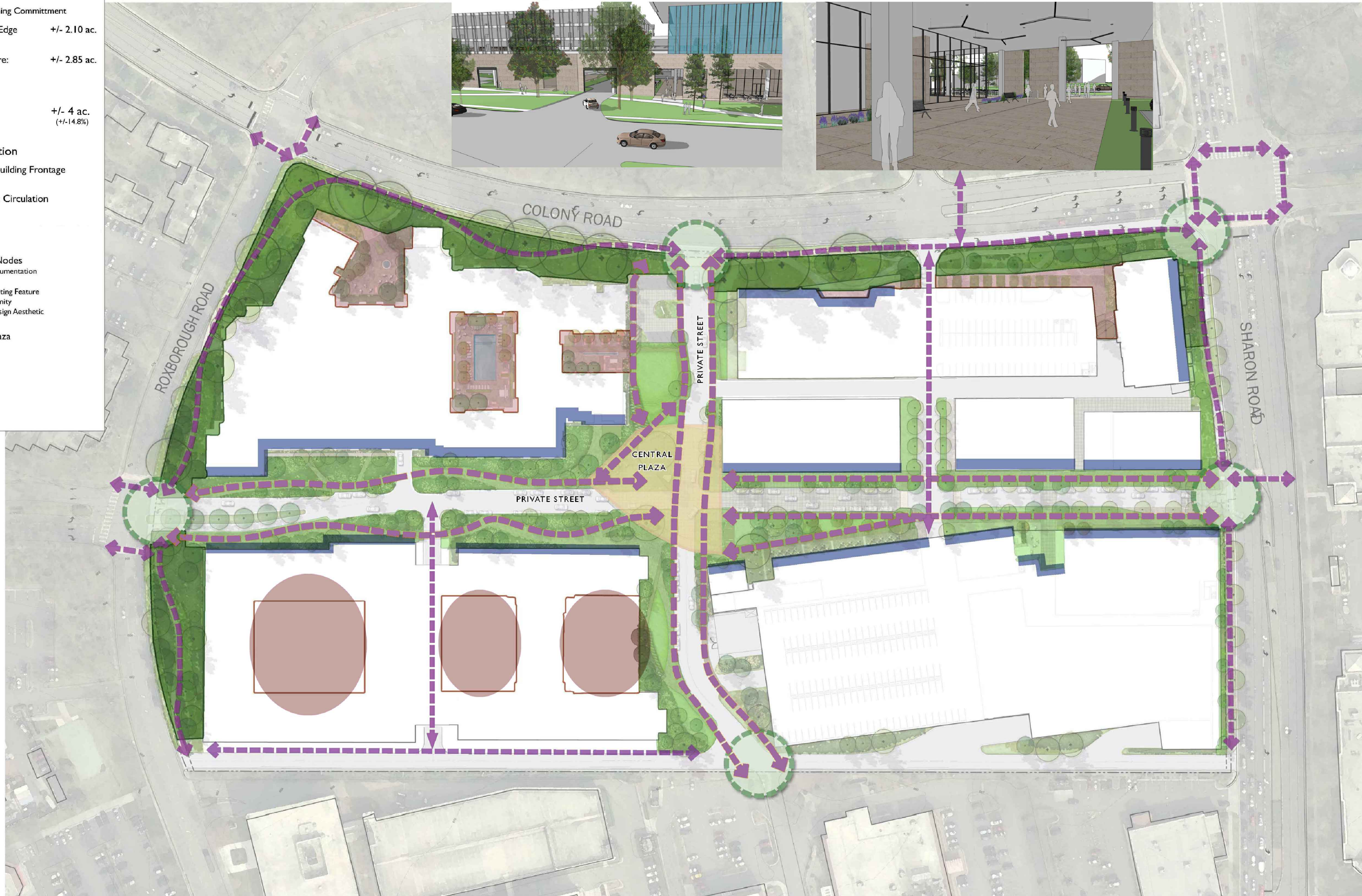


- Open Space- Rezoning Commitment**
- Tree Save Edge +/- 2.10 ac.
 - Urban Core: +/- 2.85 ac.
 - Total:** +/- 4 ac. (+/-14.8%)
- Edges and Circulation**
- Primary Building Frontage
 - Pedestrian Circulation
- Gateway Nodes**
- Signage/ Monumentation
 - Focal Point
 - Specialty Lighting Feature
 - Art Opportunity
 - Cohesive Design Aesthetic
- Central Plaza

VIEW FROM MORRISON DEVELOPMENT



VIEW FROM GARAGE



REVISIONS:

DATE: 07/10/2023
 DESIGNED BY: AEE
 DRAWN BY: AEE
 CHECKED BY: KST
 Q.C. BY: AEE
 SCALE: 1"=50'
 PROJECT #: 2023064

SHEET #:
RZ-7

THE COLONY
 REZONING PETITION No. 2023-128

CONCEPTUAL OPEN SPACE & BUILDING ORIENTATION PLAN

LandDesign

233 N. Graham Street, Charlotte, NC 28202
 V: 704.333.0325 F: 704.332.3246
 www.LandDesign.com

**PREVIOUS ADMINISTRATIVE
AMENDMENT FROM 01/06/2021**

PHASE 1 MULTI-FAMILY RESIDENTIAL.
SEE NOTES ON RZ-3 FOR
IMPROVEMENTS REQUIRED FOR
PHASE 1 DEVELOPMENT.

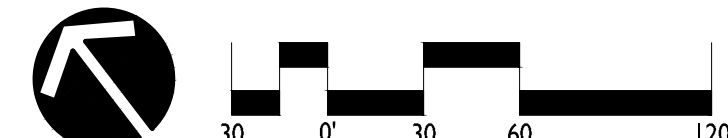
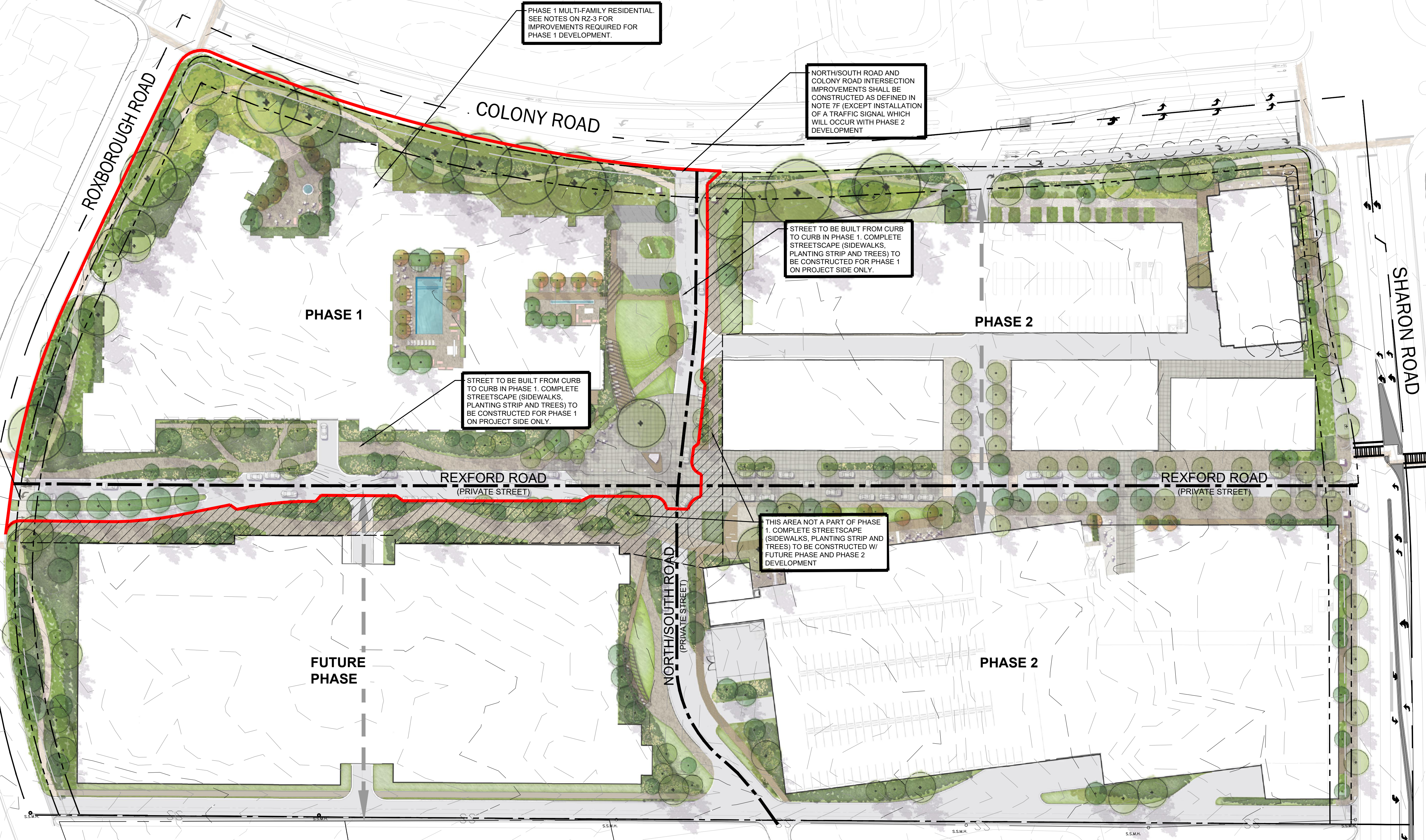
NORTH/SOUTH ROAD AND
COLONY ROAD INTERSECTION
IMPROVEMENTS SHALL BE
CONSTRUCTED AS DEFINED IN
NOTE 7F (EXCEPT INSTALLATION
OF A TRAFFIC SIGNAL WHICH
WILL OCCUR WITH PHASE 2
DEVELOPMENT

STREET TO BE BUILT FROM CURB
TO CURB IN PHASE 1. COMPLETE
STREETSCAPE (SIDEWALKS,
PLANTING STRIP AND TREES)
TO BE CONSTRUCTED FOR PHASE 1
ON PROJECT SIDE ONLY.

STREET TO BE BUILT FROM CURB
TO CURB IN PHASE 1. COMPLETE
STREETSCAPE (SIDEWALKS,
PLANTING STRIP AND TREES)
TO BE CONSTRUCTED FOR PHASE 1
ON PROJECT SIDE ONLY.

THIS AREA NOT A PART OF PHASE
1. COMPLETE STREETSCAPE
(SIDEWALKS, PLANTING STRIP AND
TREES) TO BE CONSTRUCTED W/
FUTURE PHASE AND PHASE 2
DEVELOPMENT

ROXBOROUGH AND REXFORD
INTERSECTION IMPROVEMENTS
SHALL BE CONSTRUCTED AS
DEFINED IN DEVELOPMENT NOTES
AND TRAFFIC STUDY



**ADMINISTRATIVE
AMENDMENT 09/08/2021**

