

NO.	DESCRIPTION	DATE
1	REZONING SUBMITTAL	05/10/2022
2	REZONING SUBMITTAL	12/12/2022
3	REZONING SUBMITTAL	01/17/2023
4	REZONING SUBMITTAL	02/23/2023
4 5	REZONING SUBMITTAL	03/09/2023

DESIGNED BY: LRM  
DRAWN BY: LRM  
CHECKED BY: ND

SCALE: NORTH

VERT: N/A  
HORZ:

SHEET TITLE

VISION STATEMENT

SHEET NUMBER

RZ-0.00



VISION STATEMENT:

This Rezoning and associated redevelopment will replace the over 50-year old 2 to 3-story buildings within the Trianon Condominium with an integrated mixture of residential uses, ground floor retail/restaurant uses with exceptional architectural design and treatments, a unique to SouthPark pedestrian oriented woonerf street/open space for dining options walkable to nearby residents and businesses. The redevelopment will include activated uses along Roxborough Road opposite the Colony redevelopment, and the concentration of the building scale will be located along Roxborough Road with a focus at the intersection of Roxborough and Rexford Roads and with scaled down sensitivity to the adjacent single family homes along the Wickersham Edge (as defined below) by way of townhome residential dwellings and new landscape/tree plantings. To support further the walkability to and within the redevelopment and the broader SouthPark area, Petitioner will support the SouthPark Loop by way of a substantial contribution to the segment of the Loop along Rexford Road, will support pedestrian, bike and multi-modal improvements in the area as well as work to implement certain transportation demand management techniques targeted at reducing vehicle usage. The redevelopment will also include public art components adding further to this development vision and associated commitments to create an exceptionally well-designed and walkable community that is an asset to the SouthPark area and residential living while being a good neighbor to nearby residents.

TABLE OF CONTENTS:

RZ-0.00 VISION STATEMENT

RZ-1.00 TECHNICAL DATA SHEET

RZ-2.00 CONCEPTUAL SITE PLAN

RZ-2.01 HEIGHT EXHIBIT

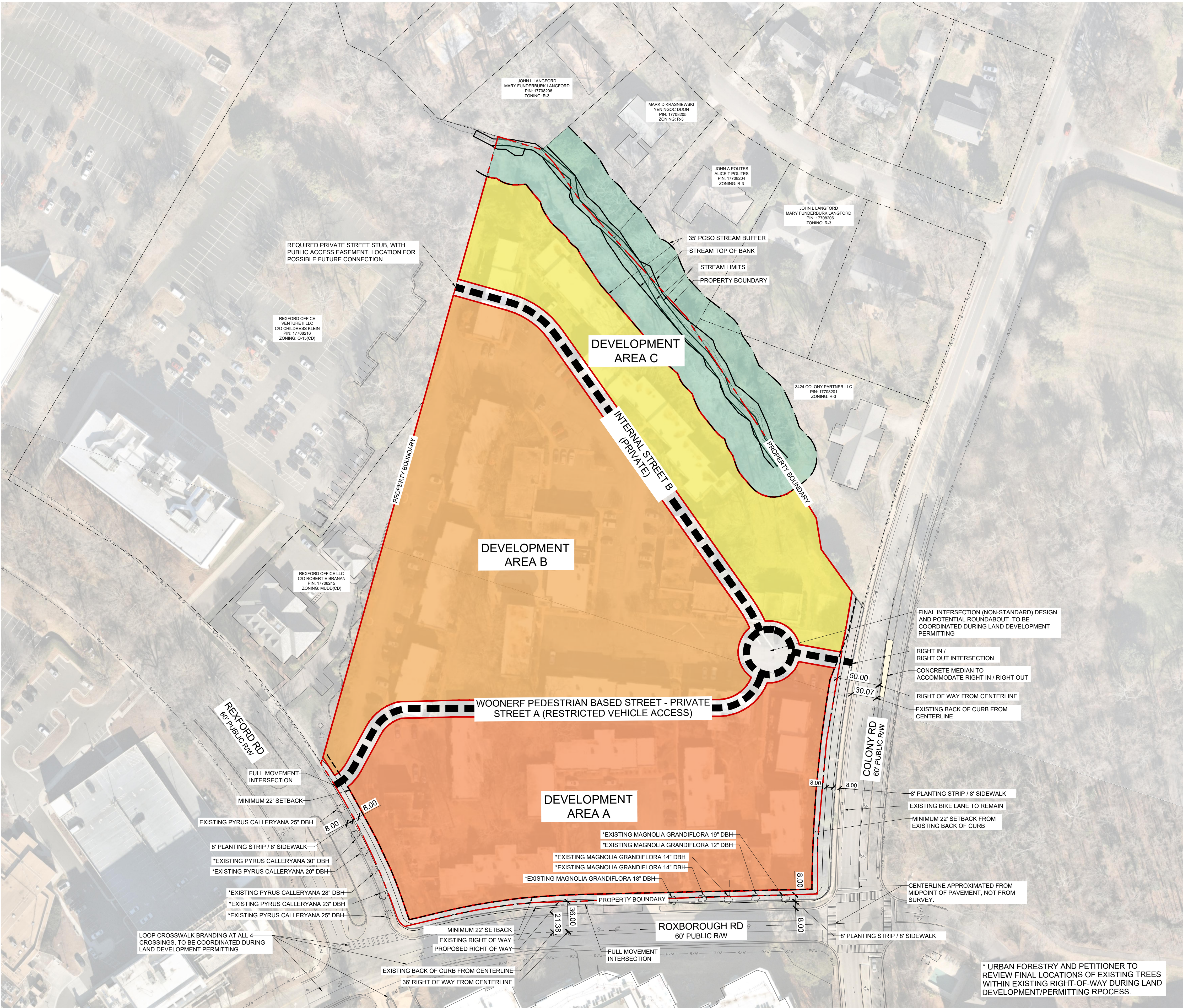
RZ-2.02 DIAGRAMS AND SECTIONS

RZ-3.00 ILLUSTRATIVE CONCEPTUAL PERSPECTIVES

RZ-4.00 DEVELOPMENT STANDARDS

RZ-4.01 DEVELOPMENT STANDARDS

RZ-4.02 DEVELOPMENT STANDARDS



**SITE DEVELOPMENT DATA:**  
**ACREAGE:** ± 9.134 ACRES

**TAX PARCELS:** 17708156; 17708218

**EXISTING ZONING:** R-17MF

**PROPOSED ZONING:** MUDD-O WITH FIVE (5) YEAR VESTED RIGHTS

**EXISTING USES:** MULTI-FAMILY CONDOMINIUM USES IN CONNECTION WITH PROJECT BUILT AROUND 1970

**PROPOSED USES:** USES PERMITTED BY RIGHT AND UNDER PRESCRIBED CONDITIONS TOGETHER WITH ACCESSORY USES, AS ALLOWED IN THE MUDD-O ZONING DISTRICT (AS MORE SPECIFICALLY DESCRIBED BELOW IN SECTION 3)

**MAXIMUM DEVELOPMENT LEVELS:**

SUBJECT TO AND IN ACCORDANCE WITH APPLICABLE TRANSFER/CONVERSION RIGHTS AND THE OTHER PROVISIONS OF SECTION 3 BELOW:

- (i) A MINIMUM OF 10,000 SQUARE FEET AND UP TO 60,000 SQUARE FEET OF GROSS FLOOR AREA OF RETAIL, RESTAURANT (EDEE), PERSONAL SERVICES AND OTHER NON-OFFICE COMMERCIAL USES
  - (ii) UP TO 730 MULTI-FAMILY RESIDENTIAL DWELLING UNITS
  - (iii) UP TO 24 TOWNHOME DESIGNED RESIDENTIAL DWELLING UNITS
- ALL TOGETHER WITH ACCESSORY USES PERMITTED IN THE MUDD-O ZONING CLASSIFICATION AND AS MORE PARTICULARLY DESCRIBED BELOW IN SECTION 3.

**MAXIMUM BUILDING HEIGHT:**

**(a) DEVELOPMENT AREA A BUILDING HEIGHT SHALL BE LIMITED AS FOLLOWS:** (I) TO REFLECT CHANGES IN GRADE, THE MAXIMUM HEIGHT OF THE OVERALL BUILDING BASED ON AVERAGE GRADE AS DEFINED IN SECTION 2.C. BELOW SHALL NOT EXCEED 179 FEET; (II) THE MAXIMUM BUILDING HEIGHT FROM BASE OF BUILDING TO TOP OF PARAPET SHALL BE NO TALLER THAN 174 FEET MEASURED ALONG THE BUILDING LINE OF THE FACE OF THE BUILDING FRONTING ROXBOROUGH ROAD (THE "ROXBOROUGH ROAD FAÇADE") AS GENERALLY DEPICTED ON RZ-2.01; (III) THE MAXIMUM BUILDING HEIGHT FROM BASE OF BUILDING TO TOP OF PARAPET SHALL BE NO TALLER THAN 92 FEET MEASURED ALONG THE BUILDING LINE OF THE FACE OF THE BUILDING FRONTING COLONY ROAD (THE "COLONY ROAD FAÇADE") AS GENERALLY DEPICTED ON RZ-2.01, PROVIDED THAT THIS MAXIMUM HEIGHT SHALL NOT BE INCREASED FOR A HORIZONTAL DISTANCE OF AT LEAST 30 FEET AS MEASURED (PERPENDICULARLY) FROM THE COLONY ROAD FAÇADE; AND (IV) THE MAXIMUM BUILDING HEIGHT FROM BASE OF BUILDING TO TOP OF PARAPET SHALL BE NOT TALLER 102 FEET MEASURED ALONG THE ROXBOROUGH FAÇADE AS GENERALLY DEPICTED ON RZ 2.01 PROVIDED THIS MAXIMUM HEIGHT SHALL NOT BE INCREASED FOR A HORIZONTAL DISTANCE OF 120 FEET FROM THE ALLOWABLE POINT AT WHICH HEIGHT CAN TRANSITION FROM 92 FEET TO 102 FEET (I.E. 150 FEET OVERALL), MEASURED PERPENDICULARLY, FROM COLONY ROAD FAÇADE.

**(b) DEVELOPMENT AREA B BUILDING HEIGHT SHALL BE LIMITED AS FOLLOWS:** TO REFLECT CHANGES IN GRADE, THE MAXIMUM HEIGHT OF THE OVERALL BUILDING BASED ON AVERAGE GRADE AS DEFINED IN SECTION 2.C BELOW SHALL NOT EXCEED 100 FEET, WITH A STEP DOWN TO 80 FEET FOR THE PORTION OF BUILDING IN THE NW CORNER FACING PRIVATE STREET B AND THE REMAINDER OF THE BUILDING FACING PRIVATE STREET B TO INCLUDE VARIATIONS IN BUILDING FAÇADE TO CREATE ARCHITECTURAL INTEREST AND OPEN SPACE/STREETSCAPE AREAS, AS GENERALLY DEPICTED ON RZ 2.01.

**(c) DEVELOPMENT AREA C BUILDING HEIGHT SHALL BE LIMITED AS FOLLOWS:** THE MAXIMUM HEIGHT OF BUILDINGS BASED ON AVERAGE GRADE AS DEFINED IN SECTION 2.A BELOW SHALL NOT EXCEED 48 FEET (E.G. FOR THE BUILDINGS LOCATED CLOSEST TO THE "WICKERSHAM EDGE" AS DEFINED BELOW).

**(d) REFERENCE IS MADE TO SHEET RZ-2.01 FOR A GENERAL DEPICTION OF BUILDING HEIGHTS; AS WELL AS DEPICTIONS OF VARIOUS NAMED FAÇADE FRONTAGES FOR DEVELOPMENT AREA A; IT IS UNDERSTOOD THAT GENERAL DEPICTIONS OF BUILDING HEIGHTS MAY BE ADJUSTED SO LONG AS CONSISTENT WITH THE ABOVE PROVISIONS.**

**PARKING:** AS REQUIRED BY THE ORDINANCE FOR THE MUDD-O ZONING CLASSIFICATION



**NOT FOR CONSTRUCTION**

PROJECT

**RD SOUTHPARK  
REZONING**

RD SOUTHPARK, LLC  
\*AFFILIATED WITH RELATED GROUP  
101 S. TRYON ST. SUITE 2700  
CHARLOTTE, NC 28280

RZP-2022-080

LANDDESIGN PROJ.# 1021342

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DESIGNED BY: XX  
DRAWN BY: XX  
CHECKED BY: XX

SCALE NORTH

VERT: N/A  
HORZ: 1" = 60'  
0 30 60 120

SHEET TITLE

TECHNICAL DATA SHEET

SHEET NUMBER

**RZ-1.0**



THIS CONCEPTUAL SITE PLAN RENDERING IS PROVIDED ONLY TO GENERALLY DEPICT THE OVERALL SITE DESIGN INTENT AND IS CONCEPTUAL ONLY AND MAY BE MODIFIED DURING THE REZONING PROCESS AND DESIGN AND DEVELOPMENT OF THE PROJECT.

FINAL BUILDING FOOTPRINTS MAY BE MODIFIED DURING THE REZONING PROCESS AND DESIGN AND DEVELOPMENT OF THE PROJECT SO LONG AS THE FOOTPRINT REMAINS IN THE ASSOCIATED DEVELOPMENT AREA.



NOT FOR CONSTRUCTION

PROJECT

## RD SOUTHPARK REZONING

RD SOUTHPARK, LLC  
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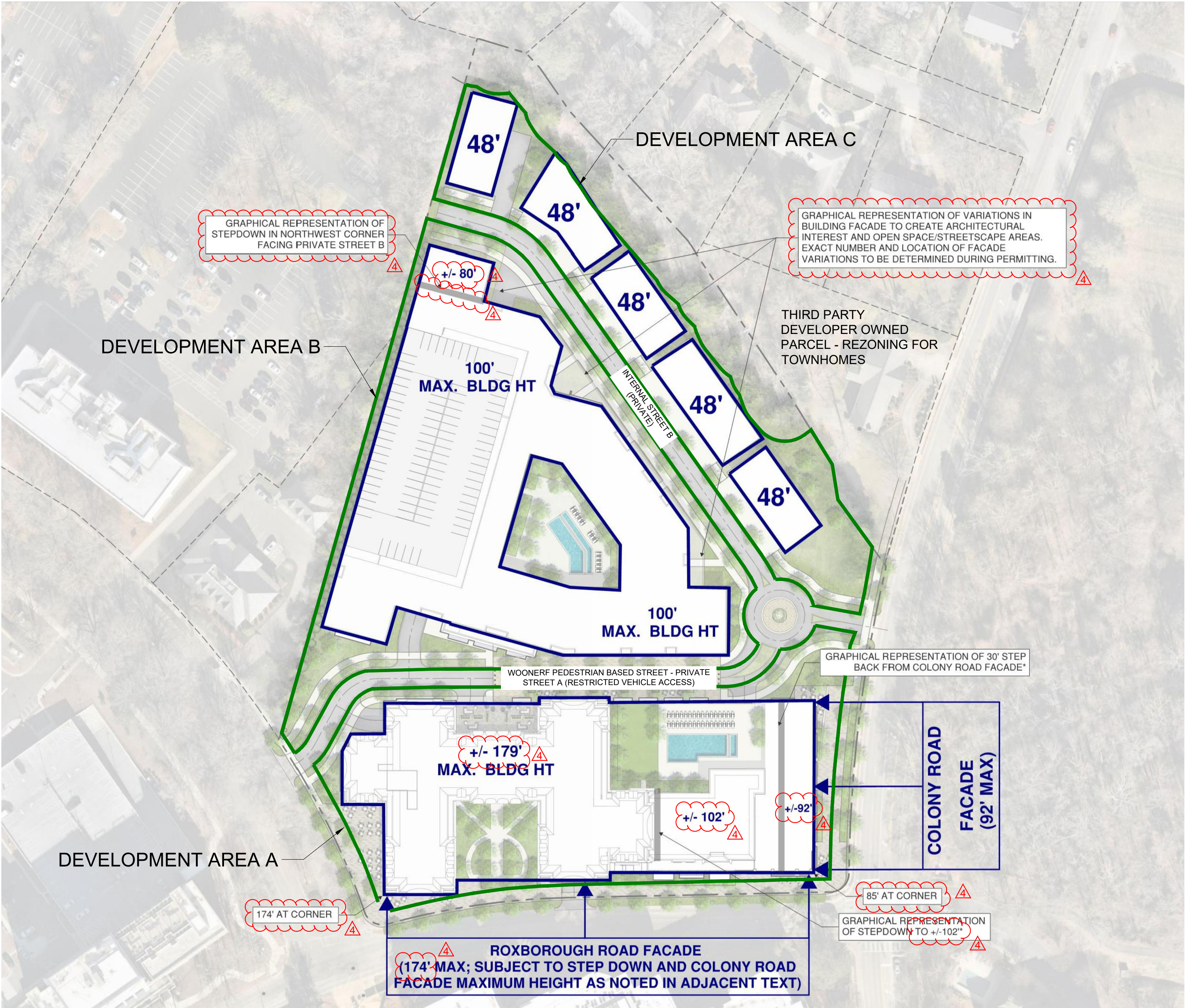
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HORZ: 1" = 60'  
0 30 60 120

SHEET TITLE  
CONCEPTUAL SITE PLAN

SHEET NUMBER  
RZ-2.0



\* THIS IS A CONCEPTUAL GRAPHIC TO ILLUSTRATE VARYING APPROXIMATE HEIGHTS OF DEVELOPMENT AREA A BUILDING COMPONENTS, INCLUDING APPROXIMATE STEPDOWN LOCATIONS; SUBJECT TO ADJUSTMENTS IN ACCORDANCE WITH DEVELOPMENT STANDARDS DURING THE LAND DEVELOPMENT AND PERMITTING PROCESS.

DESCRIPTION OF BUILDING HEIGHTS

**MAXIMUM BUILDING HEIGHT:**

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NOT FOR CONSTRUCTION

PROJECT

RD SOUTHPARK  
REZONING

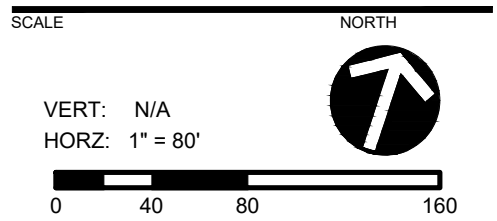
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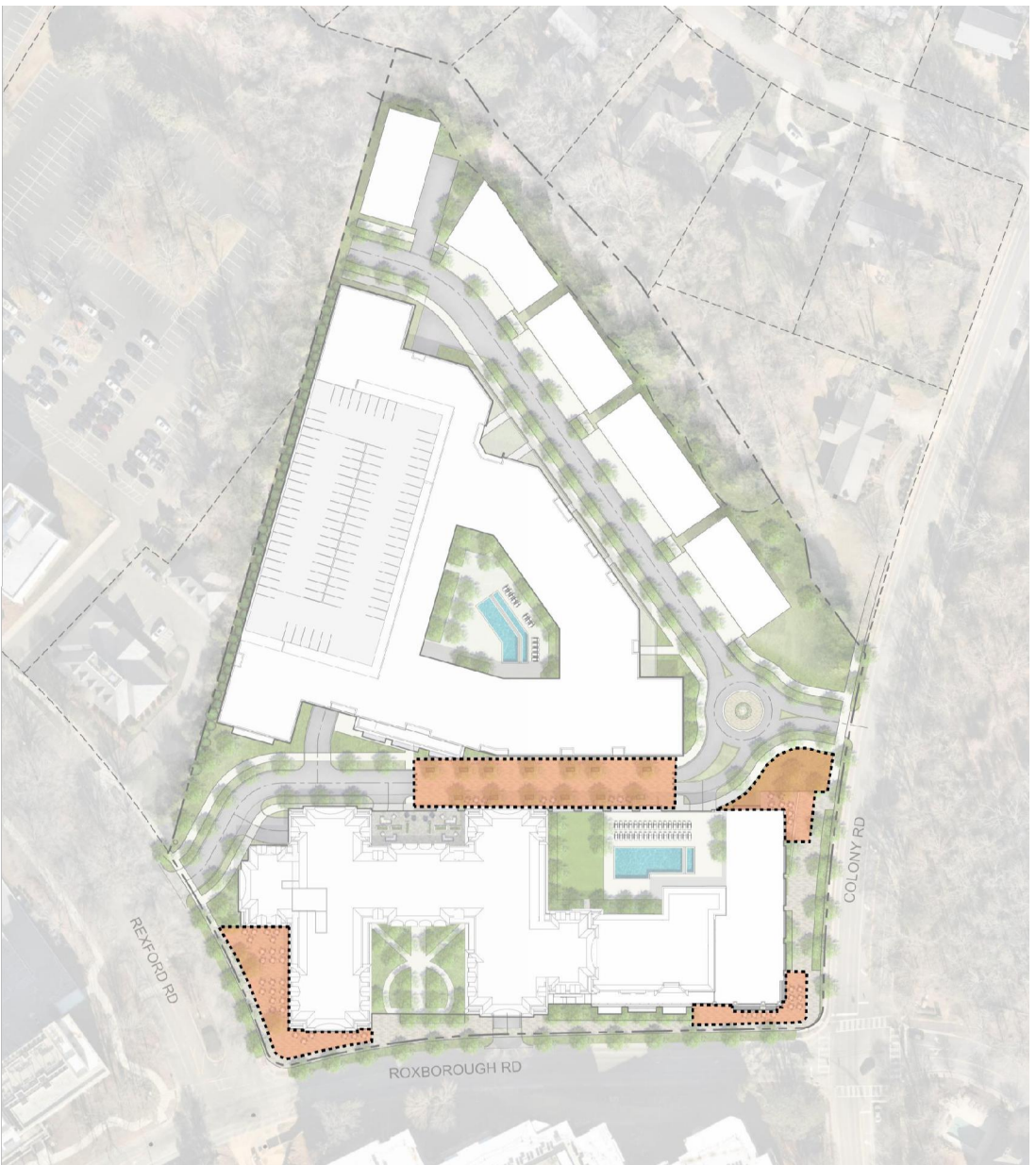
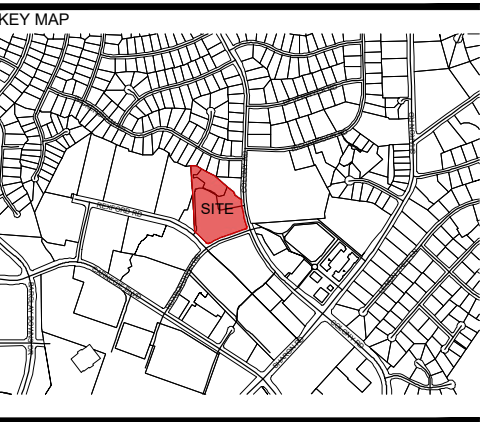


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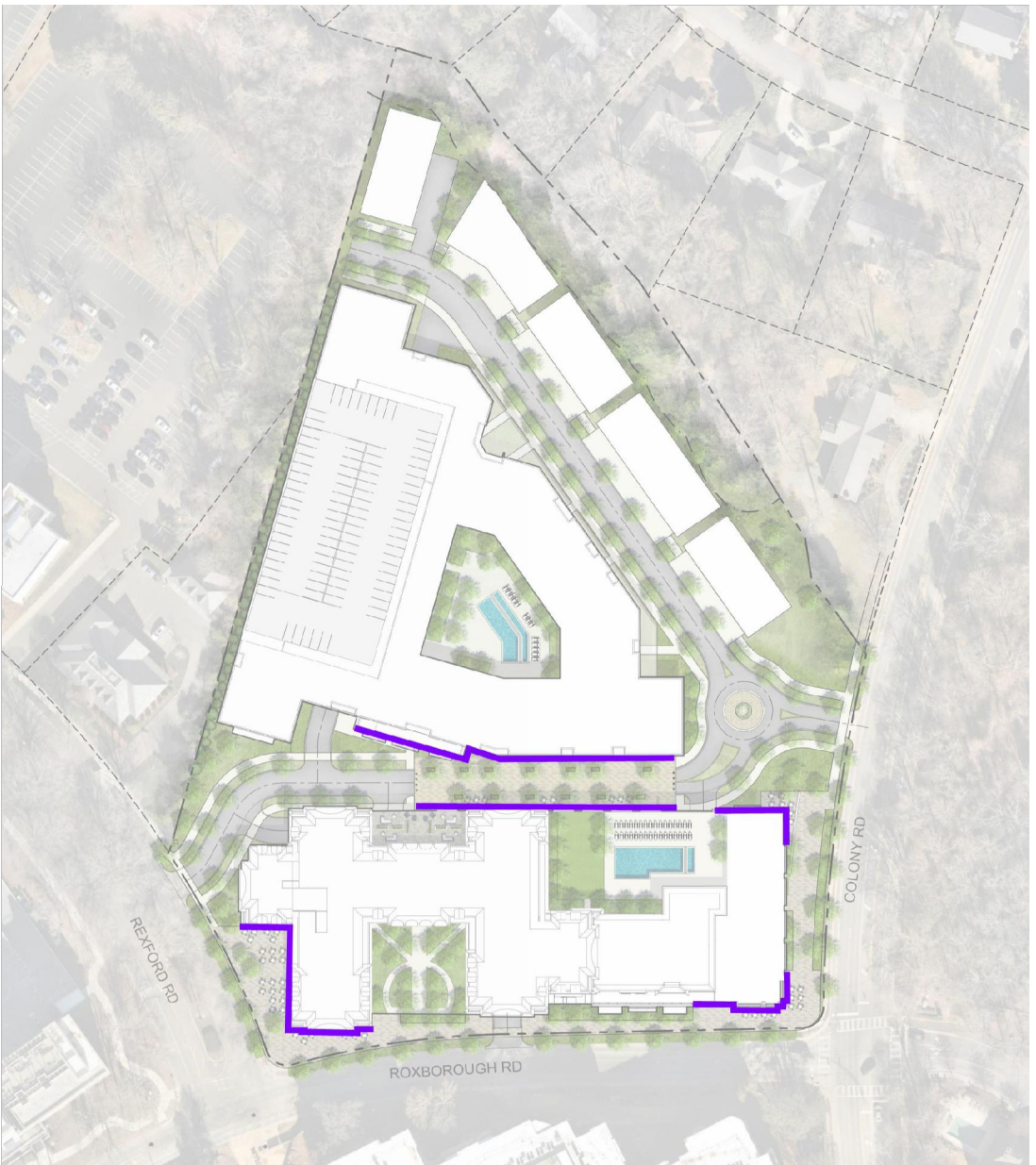
HEIGHT EXHIBIT

SHEET NUMBER

RZ-2.01



MAY BE PROVIDED IN LOCATIONS  
AS SHOWN ON KEY MAP



MAY BE PROVIDED IN LOCATIONS  
AS SHOWN ON KEY MAP



## SECTION B

PROJECT

## RD SOUTHPARK REZONING

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DRAWN BY: LRM  
CHECKED BY: ND

SCALE NORTH

VERT: N/A  
HORZ: #####

SHEET TITLE

## DIAGRAMS AND SECTIONS

SHEET NUMBER

# RZ-2.02

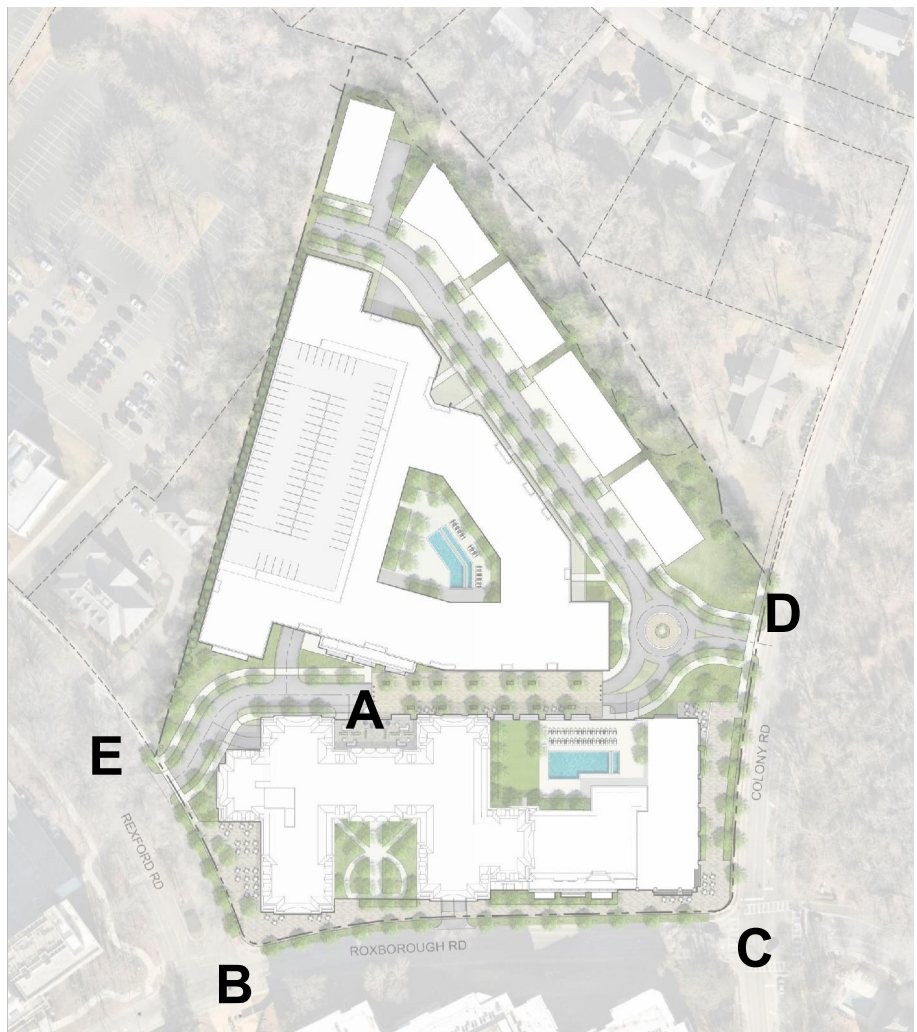
ILLUSTRATIVE CONCEPTUAL PERSPECTIVES



- A. PROPOSED WOONERF ILLUSTRATIVE IMAGE
- INNOVATIVE PEDESTRIAN BASED STREET
  - CONTEMPLATES VEHICLE ACCESS IN MORNINGS TO SUPPORT SERVICE/ACCESS BUT CLOSED TO CARS LATER
  - HIGH QUALITY STREETScape DESIGN & OPPORTUNITIES FOR PUBLIC ART



B. CONCEPTUAL PERSPECTIVE VIEW FROM CORNER OF INTERSECTION OF REXFORD AND ROXBOROUGH ROADS



KEY MAP



C. CONCEPTUAL PERSPECTIVE VIEW DOWN ROXBOROUGH FROM COLONY AND ROXBOROUGH INTERSECTION



D. CONCEPTUAL PERSPECTIVE VIEW DOWN COLONY REPRESENTING SITE ENTRANCE



E. CONCEPTUAL PERSPECTIVE VIEW DOWN REXFORD REPRESENTING SITE ENTRANCE

**NOTE: THESE PERSPECTIVES ARE PROVIDED ONLY TO GENERALLY DEPICT THE OVERALL DESIGN INTENT AND QUALITY BUT CHANGES CAN BE MADE DURING THE DESIGN AND DEVELOPMENT OF THE PROJECT AS LONG AS THE OVERALL DESIGN INTENT IS SUBSTANTIALLY PRESERVED.**

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COOPER CARRY

Moore&VanAllen

KEY MAP

NOT FOR CONSTRUCTION

PROJECT

## RD SOUTHPARK REZONING

RD SOUTHPARK, LLC  
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101 S. TRYON ST. SUITE 2700

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SCALE: NORTH

VERT: N/A  
HORZ:

SHEET TITLE

DEVELOPMENT STANDARDS

SHEET NUMBER

RZ-4.0

### Related Group – Mixed Use Development Standards

Updated March 9, 2022

Rezoning Petition No. 2022-080 (Redevelopment of Trianon Condominium)

#### Site Development Data:

- Acreage: ± 9.134 acres
- Tax Parcel #: 17708156 & 17708218
- Existing Zoning: R-17MF
- Proposed Zoning: MUDD-O with five (5) year vested rights
- Existing Uses: Multi-family condominium uses in connection with project built around 1970.
- Proposed Uses: Uses permitted by right and under prescribed conditions together with accessory uses, as allowed in the MUDD-O zoning district (as more specifically described below in Section 3).
- Maximum Development Levels: Subject to and in accordance with applicable transfer/conversion rights and the other provisions of Section 3 below: (i) a minimum of 10,000 square feet and up to 60,000 square feet of gross floor area of retail, restaurant (EDEE), personal services and other non-office commercial uses; (ii) up to 730 multi-family residential dwelling units; and (iii) up to 24 townhome designed residential dwelling units; all together with accessory uses permitted in the MUDD-O zoning classification and as more particularly described below in Section 3.
- Maximum Building Height:

(a) **Development Area A building height shall be limited as follows:** (i) to reflect changes in grade, the maximum height of the overall building based on average grade as defined in Section 2.c. below shall not exceed 179 feet; (ii) the maximum building height from base of building to top of parapet shall be no taller than 174 feet measured along the building line of the face of the building fronting Roxborough Road (the “Roxborough Road façade”) as generally depicted on RZ-2.01; (iii) the maximum building height from base of building to top of parapet shall be no taller than 92 feet measured along the building line of the face of the building fronting Colony Road (the “Colony Road façade”) as generally depicted on RZ-2.01, provided that this maximum height shall not be increased for a horizontal distance of at least 30 feet as measured (perpendicularly) from the Colony Road façade; and (iv) the maximum building height from base of building to top of parapet shall be not taller 102 feet measured along the Roxborough Façade as generally depicted on RZ 2.01 provided this maximum height shall not be increased for a horizontal distance of 120 feet from the allowable point at which height can transition from 92 feet to 102 feet (i.e. 150 feet overall), measured perpendicularly, from Colony Road façade.

(b) **Development Area B building height shall be limited as follows:** to reflect changes in grade, the maximum height of the overall building based on average grade as defined in Section 2.c below shall not exceed 100 feet, with a step down to 80 feet for the portion of building in the NW corner facing Private Street B and the remainder of the building facing private street B to include variations in building façade to create architectural interest and open space/streetscape areas, as generally depicted on RZ 2.01.

(c) **Development Area C building height shall be limited as follows:** the maximum height of buildings based on average grade as defined in Section 2.a below shall not exceed 48 feet (e.g. for the buildings located closest to the “Wickersham Edge” as defined below).

(d) Reference is made to Sheet RZ-2.01 for a general depiction of building heights; as well as depictions of various named façade frontages for Development Area A; it is understood that general depictions of building heights may be adjusted so long as consistent with the above provisions.

--**Parking:** As required by the Ordinance for the MUDD-O zoning classification.

#### 1. General Provisions:

a. **Site Location.** These Development Standards, the Technical Data Sheet and other graphics set forth on attached Sheets RZ-0, RZ-1.0, RZ-2.0, RZ-2.01, RZ-2.02, RZ-3.0, RZ-4.0, RZ-4.01 and RZ 4.02 form this rezoning plan (collectively referred to as the “Rezoning Plan”) associated with the Rezoning Petition filed by Related Development (“Petitioner”) to accommodate development of mixed use residential based community with commercial uses on the approximately 9.134 acre site located at the intersection of Roxborough Road and Rexford Road and currently used and known as the Trianon Condominium community (the “Site”).

b. **Development Vision.** This Rezoning and associated redevelopment will replace the over 50-year old 2 to 3-story buildings within the Trianon Condominium with an integrated mixture of residential uses, and ground floor retail/restaurant uses with exceptional architectural design and treatments, a unique to South Park pedestrian oriented woonerf street/open space for dining options walkable to nearby residents and businesses. The redevelopment will include activated uses along Roxborough Road opposite the Colony redevelopment, and the concentration of the building scale will be located along Roxborough Road with a focus at the intersection of Roxborough and Rexford Roads and with scaled down sensitivity along the northern property edge at Briar Creek across the creek from the abutting single family homes located along the Wickersham Edge (as defined below) by way of townhome designed residential dwellings and new landscape/tree plantings. To support further the walkability to and within the redevelopment and the broader SouthPark area, Petitioner will support the South Park Loop by way of a substantial contribution to the segment of the Loop along Rexford Road, will support pedestrian, bike and multi-modal improvements in the area as well as work to implement certain transportation demand management techniques targeted at reducing vehicle usage. The redevelopment will also include public art components adding further to this development vision and associated commitments to create an exceptionally well-designed and walkable community that is an asset to the South Park area and residential living while being a good neighbor to nearby residents.

b. **Zoning Districts/Ordinance.** Development of the Site will be governed by the Rezoning Plan as well as the applicable provisions of the City of Charlotte Zoning Ordinance in existence as of the date of the initial filing of this Rezoning Plan with the City of Charlotte, being May 10, 2022 (the “Ordinance”) subject to the Optional Provisions provided below. Unless the Rezoning Plan establishes more stringent standards, the regulations established under the Ordinance for the MUDD-O zoning classification shall govern all development taking place on the Site, subject to the Optional Provisions provided below.

b. **Valet Parking/Porte-cocheres.** To allow up to four (4) porte-cocheres and valet parking service areas on the Site between buildings and streets to be located along Roxborough Road or the Woonerf Private Street A

c. **Building Heights.** To allow building heights within Development Area A to exceed 120 feet in height up to a maximum of 179 feet as described in Site Development Data on Sheet RZ-1.0 and generally depicted on Sheet RZ-2.01, and as measured in accordance with the remainder of this subsection c. below (building height for the Site is further described in Site Development Data above). This optional provision is also to allow “building height” to be defined as the vertical distance between the average grade at the base of the structure and the highest point of the structure; it being understood that the following shall not be included in the measurement of building height: (i) any structures integral to the operation of the use such as smokestacks, chimneys, cooling towers, water towers, elevator houses, mechanical stacks, and similar features; (ii) firewalls, chimneys, sky lights, and roof structures for elevators, stairways, tanks, heating, ventilation and air-conditioning equipment, or similar equipment for the operation and maintenance of a building and any device no more than five feet in height used to screen around a roof top structure or equipment; and (iii) parapet walls of 48 inches in height or less are not included in the maximum building height calculation, and when parapet walls exceed 48 inches in height, the parapet wall is included in the maximum building height calculation; and for the purpose of measuring building height, the average grade shall be determined by measuring the grade at the outermost corners of each elevation of the structure and calculating the average or alternatively, average grade may be determined by measuring the grade at intervals of five feet or less around the perimeter of the structure and calculating the average.

d. **Stormwater Detention.** To allow water quality and stormwater detention facilities to be located within setback areas and beneath sidewalks (but outside of the right-of-way), to the extent needed.

e. **Innovative Sidewalk Designs.** To allow innovative sidewalk and planting designs along the Site’s frontages of Rexford Road and Roxborough Road in order to preserve existing trees where feasible which shall include reductions in sidewalk widths to 6’ in width where doing so will help to preserve existing tree roots and in any such adjustments shall be coordinated with Urban Forestry and CDOT during the design development/permitting phase.

f. **Innovative Internal Street Designs.** To allow the use of innovative street designs, non-standard cross-sections, alternative materials, planted medians, and other features within portions of internal streets as generally depicted by cross-sections on Sheet RZ 2.02 including in particular the “Woonerf Street” generally depicted as Internal Street A as generally depicted on the Rezoning Plan; as such, Internal Street A may be used for both vehicular and service related vehicles, but it may closed for vehicular traffic at times within the discretion of Petitioner to allow use for pedestrian mobility, outdoor dining and festival type events.

g. **Base of Building.** To allow flexibility with regard to the definition of the “base of a building” so that the “base” of a building may be higher or lower than “the first three floors above street grade.

h. **Master Signage Package.** To allow Petitioner to submit for approval on an administrative basis by the Planning Director a master signage package for the Site that may provide for minor modifications to the signage permitted in this Rezoning Plan and the Ordinance, provided that any

c. **Graphics and Alterations/Modifications.** The schematic depictions of the uses, parking areas, sidewalks, structures and buildings, building elevations, driveways, streets, Development Areas (as defined below) 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 documentation 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, such as minor modifications to the configurations of the Development Areas (as defined below), street dimensions and the like as long as the modifications maintain the general building/parking orientation and character of the development generally depicted on the Rezoning Plan; or
- modifications to move structures graphically depicted on the Rezoning Plan closer to adjacent properties in a residential district or abutting residential use but no closer than the “external building line” (in this case the external setbacks, rear/side yards or buffer areas, if applicable) indicated on Sheet RZ-1; or
- modifications to allow minor increases in the mass of the buildings that do not materially change the design intent depicted on or described in the Rezoning Plan.

The Planning Director will determine if such minor modifications are allowed per this amended process, and if it is determined that the alteration does not meet the criteria described above, the Petitioner shall then follow the Administrative Amendment Process per Section 6.207 of the Ordinance; in each instance, however, subject to the Petitioner’s appeal rights set forth in the Ordinance.

d. **Number of Buildings Principal and Accessory.** Notwithstanding the number of buildings shown on the Rezoning Plan, the total number of principal buildings to be developed on the Site shall not exceed nine (9). Accessory buildings and structures located on the Site shall not be considered in any limitation on the number of buildings on the Site. Accessory buildings and structures will be constructed utilizing similar building materials, colors, architectural elements and designs as the principal building(s) located within the same Development Area as the accessory structure/building.

e. **Planned/Unified Development.** The Site shall be viewed in the aggregate as a planned/unified development plan as to the elements and portions of the Site generally depicted on the Rezoning Plan. As such, side and rear yards, buffers, building height separation standards, FAR requirements, and other similar zoning standards will not be required internally between improvements and other site elements located on the Site. The Petitioner and/or owner(s) of the

such modifications by the Planning Director as part of such a master signage package shall be generally in keeping with the overall requirements of the Ordinance and the Rezoning Plan.

**Note:** The optional provision(s) regarding signs are additions/modifications to the standards for signs in the MUDD district and are to be used with the remainder of MUDD standards for signs not modified by these optional provisions.

i. **Recessed Doors.** Not to require doorways to be recessed into the face of buildings when the abutting sidewalk width is greater than 10 feet, provided that doors will not be permitted to swing into sidewalks regardless of sidewalk widths.

#### 3. Permitted Uses, Development Area Limitations, Transfer & Conversion Rights:

a. For ease of reference, the Rezoning Plan sets forth three (3) development areas as generally depicted on the Technical Data Sheet as Development Areas A, B and C (each a “Development Area” and collectively the “Development Areas”)

b. In addition to other development permitted on the Site as described in this Section 3 and in accordance with the restrictions, limitations, and transfer/conversion rights listed below, the principal buildings constructed on the Site may be developed with the following principle uses within Development Areas A and B collectively: (i) with a minimum of 10,000 square feet and up to 60,000 square feet of gross floor area of uses such as retail, restaurants, (Eating, Drinking and Entertainment Establishments – EDEE), and Personal Services and other non-office commercial uses as permitted by right and under prescribed conditions (it being understood that office uses may be allowed as an accessory use to permitted principle uses); and (ii) up to 730 multi-family residential dwelling units; and (iii) within Development Area C up to 24 townhome designed residential dwelling units; together with for the Site, all incidental and accessory uses and uses under prescribed conditions as allowed in the MUDD-O zoning district.

c. The following principle uses shall be prohibited: (i) car washes; (ii) automobile service stations; (iii) convenience stores with gasoline sales; (iv) EDEEs and bank/financial institutions with drive-through service windows, and (iv) climate controlled self-storage uses as a principle use.

d. Additional multi-family residential dwelling units may be developed within the Site by converting non-office commercial uses to residential dwelling units at the ratio of 50 square feet of non-office commercial uses so converted to 1 residential dwelling unit, and vice-versa up to a total of 1,500 square feet of non-office commercial uses so converted and 30 residential dwelling units so created, and such conversions shall include the dwelling units within Development Area C so that units not developed within such Development Area may be converted into units or non-office commercial uses in other Development Areas

e. Existing residential dwelling units and accessory uses on the Site may remain in use until redevelopment of the Site as contemplated by the Rezoning.

#### 4. Multi-modal/Pedestrian & Street Improvements; Access:

#### I. Proposed Improvements:

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CHAR2\2576291v15

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Site reserve the right to subdivide the portions or all of the Site and create lots within the interior of the Site without regard to any such internal separation standards, public/private street frontage requirements and FAR requirements, provided, however, all such separation standards along the exterior boundary of the Site shall be adhered to and all FAR requirements will be regulated by any development limitations set forth in Section 2 below as to the Site, taken as a whole and not individual portions or lots located therein.

f. **Five Year Vested Rights.** Pursuant to the provisions of Section 1.110 of the Ordinance and N.C.G.S. Section 160A-385.1, due to the master planned large scale nature of the development and/or redevelopment, the level of investment, the timing of development and/or redevelopment and certain infrastructure improvements, economic cycles and market conditions, this Petition includes vesting of the approved Rezoning Plan and conditional zoning districts associated with the Petition for a five (5) year period, but such provisions shall not be deemed a limitation on any other vested rights whether at common law or otherwise.

g. **Gross Floor Area Clarification.** When determining the maximum development levels set forth in this Rezoning Plan, gross floor area as defined in the Ordinance shall exclude any surface or structured parking facilities (including, without limitation, corridors and elevators within such facilities), areas used for building and equipment access (such as stairs, elevator shafts and maintenance crawl space), service areas, rooftop equipment rooms, loading dock/service areas (indoor or outdoor), trash/recycling storage areas, mechanical and electrical rooms, and outdoor dining, courtyards and gathering areas whether on the roof of the building or at street level.

h. **Personal Services.** Personal Service uses will be defined as uses that primarily provide or sell a service to customers versus the selling of goods. A personal service use may also sell products or merchandise, but the sale of products and merchandise is typically ancillary. Examples of Personal Service uses include but are not limited to: beauty salons and barber shops, Spa’s, Yoga and exercise studios, fitness and wellness facilities, nail salons, martial art training studios, laundries and dry cleaning establishments, dental offices, locksmiths, funeral homes and the like.

i. **Definition of Wickersham Edge.** For the purposes of the Rezoning Plan, references to the term “Wickersham Edge” shall mean that portion of the Site located along the northern edge with Briar Creek across the creek and directly abutting the single family homes that are located along and front Wickersham Road in the manner generally depicted on the Rezoning Plan.

#### 2. Optional Provisions.

The following optional provisions shall apply to the Site:

a. **Interim Surface Parking.** To allow during the staging and phasing of development on the Site, driveways and surface parking in lieu of parking decks on portions of the Site on an interim basis may be allowed generally and within areas between public or private streets and buildings, provided that such surface parking areas will meet all required minimum setbacks, streetscape and screening requirements [deviates from provisions of MUDD prohibiting parking between the building and street]. Also, to allow interim surface parking to be on gravel or similar material at the discretion of the Petitioner.

CHAR2\2576291v15

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The following multi-modal/pedestrian improvements and street improvements shall be implemented in accordance with the provisions of this Section 4:

1. Colony Road & Runnymede Lane (Signalized)

- Implement left-turn permitted/protected phasing and install flashing yellow arrow signal heads on the southbound leg of the intersection.

2. Colony Road & Roxborough Road/Sharon Township Lane (Signalized)

- Construct a southbound right turn lane on Colony Road with 200 feet of storage.
- Implement left-turn permitted/protected phasing and install flashing yellow arrow signal heads on the eastbound, northbound, and southbound legs of the intersection.
- Multimodal/Pedestrian Improvements
  - Install APS pushbuttons and accessible sidewalk ramps for all approaches
  - Install LPI+ for the proposed southbound right turn lane.

3. Colony Road & Sharon Road (Signalized)

- No suggested roadway improvements \*  
*\*Intersection was studied in TIA but no improvements warranted*

4. Carnegie Boulevard & Roxborough Road/S. Park Drive (Signalized)

- No suggested roadway improvements \*  
*\*Intersection was studied in TIA but no improvements warranted*

5. Roxborough Road & Rexford Road/Roxborough Parkway (Unsignalized)

- Install a new traffic signal
- Modify the median on southeast-bound Rexford Road approach to remove negative offset left turn lanes on both Rexford Road approaches
- Install LOOP branded crosswalk across on all approaches of the intersection

6. Carnegie Boulevard & Double Tree Hilton Driveway/Coca-Cola Plaza (Unsignalized)

- No suggested roadway improvements \*  
*\*Intersection was studied in TIA but no improvements warranted*

7. Roxborough Road & Access "A" (Unsignalized)

We propose the following access configuration:

- One ingress lane and one egress lane (a combined southbound left-right turn lane on Proposed Access "A"). Ensure alignment with future Colony development deck access.

8. Colony Road & Access "B" (Unsignalized)

We propose the following right-in/right-out access configuration:

CHAR2\2576291v15 7

in its discretion (and administratively) accept alternative improvements and/or a fee in lieu of construction of improvements on a basis reasonably acceptable to CDOT and Petitioner.

**III. Access & Streets.**

a. Access to the Site will be from Rexford Road, Colony Road and Roxborough Road, all as generally depicted on the Rezoning Plan and subject to adjustments as may be set forth below.

b. Subject to the Optional Provisions set forth above, the private streets generally depicted on the Rezoning Plan will be designed as indicated on the Rezoning Plan. Subject to review and approval by CDOT, private streets may be converted to public streets.

c. The Petitioner as part of the development of Site will construct two (2) private streets into the Site and will provide a "stub street" at the terminus along the boundary of the Site in the manner generally depicted on the Rezoning Plan. Private Street B will be private subject to a public access easement and built to applicable city standards as referenced on Sheet RZ-2.0. The woonerf is contemplated to be closed to regular vehicular traffic as a pedestrian friendly walkable amenity to the Site and the nearby community promoting accessibility. It is understood that the roundabout shown as part of Private Street B may be designed to alternative standards, including the potential modification/elimination of the roundabout.

d. A public access easement will be provided on each designated private street, but not for the Woonerf Internal Street A. The public access easement will prohibit the private streets from being closed or gated and will require that the private streets be kept open to allow the public to use the street for ingress and egress (the Petitioner may from time to time temporarily close these internal private streets for special events and festivals as well as for routine maintenance and repairs, and as indicated the woonerf will be closed to regular vehicular traffic). The Public Access Easement will be documented on applicable approved building permit plans which will include a provision stating that the easement can be modified as permitted herein. This provision and provisions to be included on the building plans are not intended to create private easements rights that may be enforced by individual landowners, but rather are intended to comply with desire of the City to have private streets open to the public for access to and from the Site, including access for future redevelopment of the adjacent site on Rexford.

e. Driveway and pedestrian connections to the interior streets depicted on the Rezoning Plan from adjoining properties may be allowed in the location(s) shown on the Rezoning Plan if the Petitioner and the parties seeking the connection(s) are in agreement on the location(s) and the terms of the connection(s).

f. The exact alignment, dimensions and locations of the access points to the Site, the driveways on the Site and streetscape cross-sections for the private streets on the Site may be modified from the elements shown on the Rezoning Plan provided that the overall design intent is not materially altered and requirements described in this Section 4 are met.

g. The Petitioner shall dedicate street right of way as follows:

- Colony Road: fifty (50) feet from centerline of the existing right of way; and
- Roxborough Road: thirty-six (36) feet from centerline of the existing right of way.

CHAR2\2576291v15 10

- One ingress lane and one egress lane (a terminating eastbound right turn lane on Proposed Access "B").
- Construct an appropriately size median on Colony Road to limit Access "B" to right-in/right-out only that extends 15 feet beyond the radius on both sides of the driveway.

9. Rexford Road & Access "C" (Unsignalized)

We propose the following full movement access configuration:

- One ingress lane and one egress lane (a combined southbound left-right turn lane on Proposed Access "C").

Transportation Demand Management (TDM) Assessment

TDM strategies will be implemented and may include two or more of the following or other TDM measures that equal 6 points as set forth in the future adopted Comprehensive Transportation Review of the UDO.

- TDM Coordinator
- Multimodal Infrastructure
- Education and Outreach
- Transit Fare Subsidy
- Bicycle Facilities
- TDM Wayfinding

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

a. **Standards.** All of the foregoing multi-modal, pedestrian and street improvements will be subject to the standards and criteria of CDOT, and NCDOT, as applicable, to the roadway improvements within their respective road systems authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or projects taking place within the SouthPark area, by way of a private/public partnership effort or other public sector project support.

b. **Timing of Improvements; Phasing.** Those street improvements described in Section 4.I above will be substantially completed in conjunction with the development of the Site and prior to issuance of the first certificate of occupancy for the first building on the redeveloped Site in Development Area A or Development Area B and as otherwise set forth herein.

c. **Substantial Completion.** Reference to "substantial completion" for certain improvements as set forth above shall mean completion of the roadway improvements in accordance with the standards set forth above provided, however, in the event certain non-essential improvements (as reasonably determined by CDOT) are not completed at the time that the Petitioner seeks to obtain a certificate of occupancy for development on the Site in connection with any related development phasing described above, then CDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable development, 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. In the event that portions of the project are phased, the Petitioner shall only be required to complete as a condition of the first certificate of occupancy for a specified building associated with the applicable phase, the roadway, pedestrian and multi-modal improvements necessary as part of the applicable

CHAR2\2576291v15 8

**6. Setbacks.**

a. A minimum of a 22-foot setback will be provided along Roxborough Road. Within the setback area of Roxborough Road, an eight (8) foot planting strip and an eight (8) foot sidewalk will be provided.

b. A minimum 22-foot setback will be provided along Rexford Road. Within the setback area of Rexford Road, an eight (8) foot planting strip and eight (8) foot sidewalk will be provided.

c. A minimum 22-foot setback will be provided along Colony Road. Within the setback area of Colony Road, an eight (8) foot planting strip and eight (8) foot sidewalk will be provided.

d. Along the Site's interior private streets a minimum of a 16-foot building setback will be provided as measured from the back of curb except as generally depicted on the Rezoning Plan. Within this setback area an eight (8) foot sidewalk with either an eight (8) foot planting strip with street trees will be provided or street trees in grates or planters except may be generally depicted on the Rezoning Plan or as otherwise approved through the land development permitting process.

**7. Parking Areas, Access and Circulation Design Guidelines.**

a. Building materials associated with facades on parking structures that are generally compatible in character and quality with adjoining buildings, plazas and streetscapes will be created, taking into consideration differences associated with parking structures.

b. Parking structures shall be designed to materially screen the view of parked cars from adjacent public or private streets or publicly accessible open spaces or plazas. Screening of cars on the ground level will be accomplished primarily through the use of landscaping; and screening of cars parked on an exposed upper level will be accomplished by a wall, at least forty-two (42) inches in height, designed as part of the parking deck structure.

c. On-site loading docks and waste areas shall be separated and/or screened from view at ground level from primary building entrances through landscaping, fencing and/or walls.

d. On-street parking may be provided along private streets and may be angled or parallel in nature. Parking for single family attached residential dwellings within Development Area C may take place on Private Street B.

**8. Pedestrian Access & Circulation Design Guidelines.**

a. Along the Site's internal private streets, the Petitioner will provide a sidewalk and a cross-walk network that links the buildings, parking areas and areas of interest on the Site with one another by way of links to sidewalks along the abutting public and private streets and/or other pedestrian features. The minimum width for these internal sidewalks will be eight (8) feet. Street trees will also be provided along the Site's internal private streets.

b. Walkways through plazas or publicly accessible open space areas will be appropriately designed for the intended use and type of open space area in which they are located.

CHAR2\2576291v15 11

phase, as set forth in this Rezoning or as otherwise allowed by CDOT, each without the need for a rezoning nor site plan amendment to the Rezoning Plan.

d. **Right-of-way Dedication & Availability.** The Petitioner shall dedicate required right-of-way as referenced in Section 5.g. below in fee simple conveyance to the City of Charlotte prior to the issuance of the Site's first building certificate of occupancy.

It is understood that some of the public improvements referenced above may not be possible without the acquisition of additional right of way. If after the exercise of diligent good faith efforts, as specified by the City of Charlotte right-of-way acquisition process as administered by the City of Charlotte's Engineering & Property Management Department, the Petitioner is unable to acquire any land necessary to provide for any such additional right of way upon commercially reasonable terms and at market prices, then Petitioner shall work in good faith with CDOT to find alternative improvements in the manner described below or an acceptable mitigation payment in lieu also as described below. Petitioner may also choose to seek to have CDOT or other applicable department/agency, in such department/agency's discretion, to proceed with acquisition of any such land by eminent domain or otherwise, and in such event, the Petitioner shall reimburse the applicable agency/department for the cost of any such acquisition proceedings including compensation paid by the applicable agency/department for any such land and the expenses of such proceedings. Furthermore, in the event public roadway improvements referenced in subsection a. above are delayed because of delays in the acquisition of additional right-of-way as contemplated herein above, then the Petitioner will contact the Planning Department and CDOT regarding an appropriate infrastructure phasing plan that appropriately matches the scale of the development proposed to the public infrastructure mitigations. If after contacting the Planning Department and CDOT to determine the appropriate infrastructure phasing plan, delays in the acquisition of additional right-of-way extends beyond the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in connection with related development phasing described above, then CDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings; provided, however, Petitioner continues to exercise good faith efforts to complete the applicable road-way improvements; in such event the Petitioner may be asked to post a letter of credit or a bond for any improvements not in place at the time such a certificate of occupancy is issued to secure completion of the applicable improvements.

e. **Alternative Improvements; Mitigation in Lieu.** In addition to other provisions set forth herein, changes to the above referenced multi-modal, pedestrian and street improvements can be approved through the Administrative Amendment process upon the determination and mutual agreement of Petitioner, CDOT and the Planning Director; provided, however, the proposed alternate transportation improvements provide (in the aggregate) comparable pedestrian and transportation network benefits to the improvements identified in this Petition. In addition to the foregoing, in the event the right of way is not available for any reason after the good faith efforts of the Petitioner, the Petitioner may work with the CDOT and/or NCDOT, as applicable, to either (i) identify alternative improvements to implement pedestrian and traffic mitigation in lieu of the improvements impacted by the lack of right of way as described in subsection f. below; or (ii) contribute to the City and/or NCDOT as applicable, an amount equal to the estimated cost of the improvements not completed due to the lack of available right of way, such funds to be used to complete such alternative improvements in the general area of the Site in a manner reasonable agreeable to the Petitioner, the CDOT and/or NCDOT, as applicable. More generally CDOT may,

CHAR2\2576291v15 9

c. Where walkways occur along building walls, a walkway width of at least six (6) feet must be maintained clear of door swings, shopping cart storage, and temporary trash or similar impediments.

d. The woonerf shall contain pedestrian friendly features in the manner generally depicted on the Rezoning Plan.

**9. Open Space.**

a. The Petitioner will provide a minimum of 20,000 square feet of open space areas in the manner generally depicted on the Rezoning Plan but subject to minor adjustments needed to accommodate building and parking improvements. These open space areas may contain dining areas, landscaping, seating areas and hardscape elements. The woonerf shall be considered an open space amenity.

**10. General Design Guidelines.**

**a. General Considerations.**

i. Buildings will be oriented towards Public and Private Streets to reinforce the streetscape.

ii. Buildings will be oriented in a way to define public open space areas.

iii. Architectural treatment shall continue along all sides of a building except as specifically noted otherwise.

iv. Ground floor elevations shall be treated with a combination of fenestration, clear glass, prominent entrances, change in materials, change in texture, building step backs, artwork and/or landscaping. Blank walls cannot be addressed with landscape elements only.

v. All building entrances will be connected to the street network subject to grade and ADA standards (private patios will not be considered a building entrance).

b. **Architectural Renderings/Perspectives.** The attached architectural renderings/perspectives associated with certain of the building(s) to be located on the Site are included to reflect the architectural style and quality of the building(s) that will be constructed in connection with the proposed uses, it being understood that the actual building(s) so constructed in connection with such proposed uses may vary from these illustrations as long as the general architectural concept and intent shown is maintained.

**c. Facade Composition**

i. The principal entrance of a building shall be articulated with a minimum of three of the following: double doors, transom windows, pedestrian scale lighting, and/or other architectural features and expressed in greater detail than other building entrances.

d. **Facades shall incorporate windows and doors as follows:**

CHAR2\2576291v15 12

NO.	DESCRIPTION	DATE
1	REZONING SUBMITTAL	05/10/2022
2	REZONING SUBMITTAL	12/12/2022
3	REZONING SUBMITTAL	01/17/2023
4	REZONING SUBMITTAL	02/23/2023
4	REZONING SUBMITTAL	03/09/2023

DESIGNED BY: LRM  
DRAWN BY: LRM  
CHECKED BY: ND

SCALE NORTH

VERT: N/A  
HORZ:

- i.

Windows and doors shall be provided for at least 25% of the total Facade area along the public streets, with each floor calculated independently. The maximum contiguous area without windows or doors on any floor shall not exceed 10 feet in height and 20 feet in length. This standard will not apply to the portions of parking deck structures that are located along public streets. *Above is subject to further design review.*
- ii.

The above requirement may be reduced where a Facade is not visible from a public or private street.
- iii.

The Facades of first/ground floor of the buildings along Public and Private Streets shall incorporate a minimum of 25% masonry materials such as brick, stucco, EIFS or stone.
- e.

**Facade articulation:**

i.

Street fronting facades over 75 feet in length shall incorporate wall projections or recesses a minimum of three feet in depth. The combined length of said recesses and projections shall constitute at least 20% of the total Facade length for Facades over 75 feet in length. Patios and balconies are acceptable projections.
- f.

**Additional Street Fronting Facade requirements on Public and Private Streets:**

i.

Street fronting Facades and End fronting Facades shall be articulated and designed to create additional visual interest by varying architectural details, building materials, the roof line, and building offsets.

ii.

On corner locations of streets where buildings intersect, the architectural treatment of a building's intersecting Street Fronting Facades shall be substantially similar, except that said building may emphasize the corner location by incorporating additional height at the corner, varying the roof form at the corner, or providing other architectural embellishments at the corner.

iii.

Facades shall provide visual divisions between stories designed for commercial uses and the upper level stories designed for residential uses, when the building height is more than two stories, through architectural means such as courses, awnings, or a change in primary façade materials or colors.

iv.

Principle exterior materials of buildings along the Public and Private Streets shall be limited to brick, stone, pre-cast concrete, wood, stucco/EIFS, cementitious siding, glass, manufactured stone or granite.

v.

Accessory Structures shall be consistent with the Principal Building in material, texture, and color.

vi.

Exposed above-ground foundations shall be coated or faced in cement, stucco, brick, manufactured stone, or natural stone to contrast with facade materials.

g.

**Additional Requirements for Townhome Design within Development Area C.**
- i.

Garage doors for the single family attached/townhome designed dwelling units within Development Area C along Private Street B shall minimize the visual impact by providing at least one of the following chosen by Petitioner: (A) a setback of 12 to 24 inches from the front wall plane; (B) architectural treatments such as translucent windows and protecting elements over the garage door opening; (C) a garage door with windows and light fixtures on either side or above the garage door; or (D) doors painted in a color other than white.

ii.

Principle buildings within Development Area C shall have a maximum of 6 dwelling units per building and Petitioner shall provide calculations during the design/development review to reflect compliance with this requirement.

iii.

Within Development Area C, for any entry doors facing public or private streets, porches or stoops a minimum of 4 feet in depth shall be provided.

11.

**Environmental Features:**

a.

The Petitioner shall comply with the currently in place Charlotte City Council approved and adopted Post Construction Controls Ordinance. Development within any SWIM/PCSO buffer shall be coordinated with and subject to approval by Charlotte-Mecklenburg Storm Water Services and mitigated if required by City Ordinance.

b.

The Petitioner shall comply with the currently in place City of Charlotte Tree Ordinance.

c.

The Petitioner shall provide a minimum of three pet clean up stations.

12.

**Signage:**

a.

**Signage as allowed by the Ordinance and by the Optional Provisions listed above may be provided in addition to the signage otherwise allowed in this Section.**

b.

Because the Site will be viewed as a Planned/Unified Development as defined by the Ordinance, detached signs may be located throughout the portion of the Site designated MUDD-O as allowed by the Ordinance and the Optional Provisions. In addition, uses located on the interior of the Site may be identified on the allowed detached/development signs (by way of example, the multi-family developments and the other uses may be identified on the signs allowed along Roxborough Road and Rexford Road). The allowed signs may contain identification signage for any of the uses located on the Site.

c.

Master signage and graphic systems may be adopted.

13.

**Lighting:**

a.

All new lighting shall be full cut-off type lighting fixtures excluding lower, decorative lighting that may be installed along the driveways, sidewalks, and parking areas.

b.

Detached lighting on the Site, except street lights located along public and private streets, will be limited to twenty-six (26) feet in height.

c.

Detached pedestrian scale lighting along internal streets shall not exceed twenty-six (26) feet in height.

d.

Rooftop architectural details extending above occupied space shall not be illuminated.

e.

Lighting provided on the top floor of exposed parking garage decks shall not exceed fifteen (15) feet in height.

14.

**Miscellaneous Provisions.**

a.

In an effort to further support pedestrian mobility for residents within the SouthPark area, the Petitioner shall contribute \$250,000, less the cost of installing Loop branded crosswalk improvements described in Section 4.1.5 above, to the portion of the "Loop Trail" designated for Rexford Road as described in the South Park CNIP (the "Loop Trail Project) to the City of Charlotte or as otherwise directed for the purpose of design and/or construction of sidewalk and/or pedestrian connections associated with the "Loop Trail". Such contribution shall be provided prior to the issuance of the first certificate of occupancy for the first building within Development Area A or B on the redeveloped Site.

b.

The Petitioner shall install public art in three locations on the Site. A minimum of two of the public art installations shall be visible from the adjacent public street rights of way.

c.

In an effort to further support affordable/workforce housing, the Petitioner shall contribute an amount equal to \$500,000 to the City of Charlotte's Housing Trust Fund prior to the issuance of the first certificate of occupancy for the first building on the redeveloped Site.

15.

**Amendments to the Rezoning Plan:**

a.

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.

16.

**Binding Effect of the Rezoning Application:**

a.

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/Build/Parking Envelope Areas, as applicable, and their respective heirs, devisees, personal representatives, successors in interest or assigns.

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LandDesign.

223 NORTH GRAHAM STREET  
CHARLOTTE, NC 28202  
704.333.0325  
WWW.LANDDESIGN.COM

COOPER CARRY

Moore&VanAllen

KEY MAP

NOT FOR CONSTRUCTION

PROJECT

RD SOUTHPARK  
REZONING

RD SOUTHPARK, LLC  
\*AFFILIATED WITH RELATED GROUP  
  
101 S. TRYON ST. SUITE 2700  
  
CHARLOTTE, NC 28280

RZP-2022-080

LANDDESIGN PROJ.#

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REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
1	REZONING SUBMITTAL	05/10/2022
2	REZONING SUBMITTAL	12/12/2022
3	REZONING SUBMITTAL	01/17/2023
4	REZONING SUBMITTAL	02/23/2023
4	REZONING SUBMITTAL	03/09/2023

DESIGNED BY: LRM  
DRAWN BY: LRM  
CHECKED BY: ND

SCALE NORTH

VERT: N/A  
HORZ:

SHEET TITLE

DEVELOPMENT STANDARDS

SHEET NUMBER

RZ-4.02

3/10/2023 3:12 PM LORI MILAM P:\CLT\_2021\1021342\CAD\DOCUMENTATION\TITLEMENTS\1021342\_RZN\_TDS.DWG

ORIGINAL SHEET SIZE: 22" X 34"