Z-44-08 - (Conditional Use) – Six Forks Road & Colonnade Road – located on the northeast quadrant of intersection of Colonnade Center Drive and Six Forks Road, being part of Wake County PIN 1708-32-5278. Approximately 6.08 acres rezoned to Shopping Center Conditional Use District.

Conditions date 03/05/2009

Narrative of Conditions being requested;

(a) Concept Plan. Development of the subject property shall be consistent with the Concept Plan attached hereto as Exhibit C-1 and incorporated by this reference and with the following zoning conditions.

(b) Prohibited Uses. The following uses shall be prohibited on the property: automotive service and repair facility; church, synagogue or religious education building; civic/convention center and assembly hall - governmental and non-governmental; day care facility (child or adult); carwash facility; governmental buildings and grounds; group housing development, congregate care structure or congregate living structure; home occupation; landfill; manufacturing - custom; manufacturing - specialized; special care facility; adult establishment; airfield, landing strip and heliport; limited home business; riding stable; and correctional/penal facility.

(c) Food Store Use in Building A. The primary use of Building A (as shown on the attached Concept Plan) shall be as a "food store - retail", as that term is defined in the Code.

(d) Maximum Height**.** The maximum height for buildings constructed upon the subject property shall be two (2) stories or forty (40) feet.

(e) Tree Protection Areas. The areas designated as "Tree Protection Area/Tree Conservation Area" on the attached Concept Plan shall constitute conditional use zoning tree protection areas as that term is used in Section 10-2082.1 4(b)(1)a. Within such areas, the owner of the Property shall engage in active tree preservation as consistent with the provisions applicable to primary tree conservation areas in the City Code.

(f) Stormwater Management During Initial Construction. During the initial construction of the Property, a qualified erosion and sediment control inspector, who is competent in the maintenance of stormwater control facilities, shall monitor compliance of the on-site stormwater control facilities with the approved stormwater control plan at least two (2) times per week. Further during the initial construction of the Property, the owner of the Property shall install: (1) temporary storm water control devices to maintain existing (pre-development) discharge rates for the two (2) year, ten (10) year and twenty five (25) year storm events;

and (2) a double row of silt fencing adjacent to Six Forks Road and Colonnade Center Drive.

(g) LEED Certification for Building B. Building B (as depicted on the attached Concept Plan) shall be "Leadership in Energy and Environmental Design ("LEED")-certifiable." "LEED-certifiable" means that the building is planned, designed and constructed to meet or exceed a "Certified" rating using the LEED NC, version 2.2, or LEED Core and Shell, version 2.0, or LEED Commercial Interiors, version 2.2, rating system promulgated by the United States Green Building Council. The following documentation (the "Documentation") shall provide evidence that the building as planned, designed and constructed is LEED-certifiable:

(i) The LEED checklist which demonstrates that the building is eligible to obtain certification under the applicable LEED rating system at the "Certified" level or higher;

(ii) A signed declaration from the LEED Accredited Professional ("AP"), who is a member of the project team, stating that the plans and plan details have been reviewed and that the building, as planned and designed, meets the intent and criteria for certification under the applicable LEED rating system at the "Certified" level or higher; and

(iii) A complete set of plans stamped and signed by an architect or professional engineer, duly licensed in the State of North Carolina, that includes a copy of the checklist and signed declaration identified in subparagraphs (ii) and (iii) of this Condition (g) and that identifies the measures being provided for LEED-certifiability. Each plan sheet shall also be signed by the LEED AP verifying that the plans are consistent with the submitted LEED checklist.

(h) Urban Design of Buildings. Building A and Building B (each as shown on the attached concept plan) shall be a minimum of twenty six (26) feet in height.

(i) Stormwater Cisterns. The permanent stormwater management plan shall incorporate two rainwater harvesting cisterns to collect rooftop runoff from Buildings A and B. The two cisterns shall have a combined capacity of 15,000 gallons.

(j) Single Phase Development. The improvements shown on the attached Concept Plan shall be constructed in a single phase of development.

(k) Transit Easement. Prior to subdivision approval or the issuance of any building permit, whichever shall first occur, the owner of the Property shall deed to the City a transit easement measuring twenty' (20) feet long adjacent to the right-of-way by fifteen (15) feet wide to support bus stops for future transit services in the area. The locations of the transit easement shall be approved by the Transit

Division of the City, and the City Attorney or his Associate shall approve the transit easement deed prior to recordation.

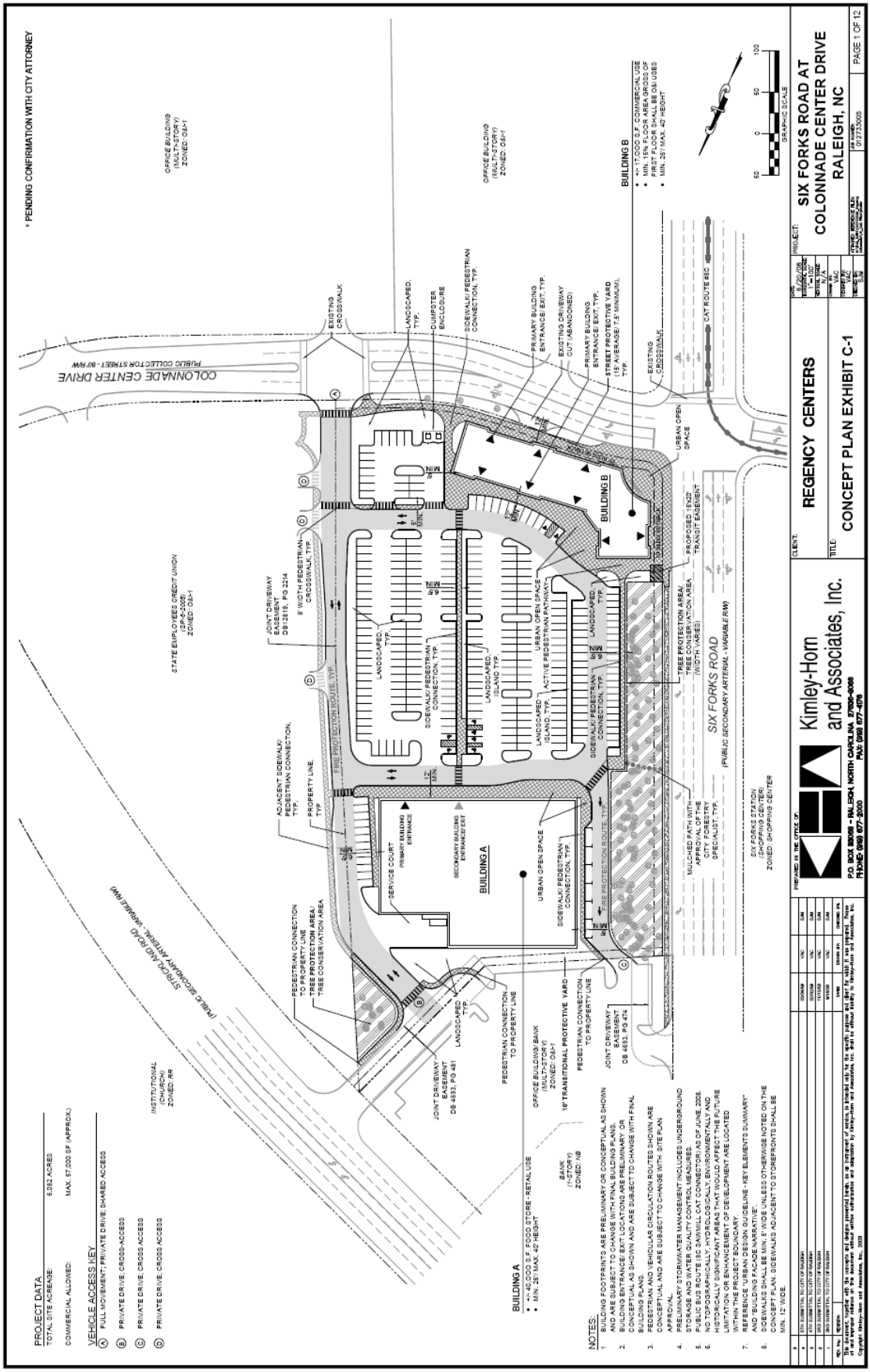
(l) Office and Institution Uses on Ground Floor of Building B. At least 15% of the floor area gross of the first floor of Building B (as shown on the attached Concept Plan) shall not be occupied by any use other than a use permitted in the "office and institution district" as that term is defined in Section 10-2002 of the City Code; provided however this condition shall not be construed as permitting uses not otherwise allowed in the shopping center district.

(m) Mezzanine Space within Building B. Building B (as shown on the attached Concept Plan) shall include at least 2,000 square feet floor area gross of "mezzanine" area, as such term is used in the North Carolina Building Code (2006), or currently applicable Building Code. Section 502 of the North Carolina Building Code (2006) defines mezzanine as "An intermediate level or levels between floor and ceiling of any story with an aggregate floor area of not more than one-third of the area of the room or space in which the level or levels are located."

(n) Maximum Amount of Floor Area Gross for All Uses. The maximum amount of floor area gross for all uses to be located on the Property shall be 59,850 square feet.

(p) No Drive Thru Windows. Uses including a drive thru window are prohibited; provided however this condition shall not be interpreted as excluding drive up services associated with commercial uses, including without limitation stand alone automated teller machines (detached).

(q) Fee-in-Lieu for Transit Shelter. Prior to subdivision approval or the issuance of any building permit, whichever shall first occur, the developer shall pay to the City a sum equal to Seven Thousand Five Hundred and No/100 Dollars ($7,500), which $7,500 shall be a fee-in-lieu for a bus shelter and bench.


* PENDING CONFIRMATION WITH CITY ATTORNEY
PROJECT DATA
TOTAL SITE ACREAGE: 6.352 ACRES
COMMERCIAL ALLOWED: MAX. 57,000 SF (APPROX.)
VEHICLE ACCESS KEY
(A) FULL MOVEMENT; PRIVATE DRIVE; SHARED ACCESS
(B) PRIVATE DRIVE; CROSS-ACCESS
(C) PRIVATE DRIVE; CROSS ACCESS
(D) PRIVATE DRIVE; CROSS ACCESS
BUILDING A
• +/- 42,000 S.F. FOOD STORE - RETAIL USE
• MIN. 25' MAX. 40' HEIGHT
BUILDING B
• +/- 17,000 S.F. COMMERCIAL USE
• MIN. 15% FLOOR AREA GROSS OF FIRST FLOOR SHALL BE O&I USES
• MIN. 25' MAX. 40' HEIGHT
NOTES:
1. BUILDING FOOTPRINTS ARE PRELIMINARY OR CONCEPTUAL AS SHOWN AND ARE SUBJECT TO CHANGE WITH FINAL BUILDING PLANS.
2. BUILDING ENTRANCE/ EXIT LOCATIONS ARE PRELIMINARY OR CONCEPTUAL AS SHOWN AND ARE SUBJECT TO CHANGE WITH FINAL BUILDING PLANS.
3. PEDESTRIAN AND VEHICULAR CIRCULATION ROUTES SHOWN ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE WITH SITE PLAN APPROVAL.
4. PRELIMINARY STORMWATER MANAGEMENT INCLUDES UNDERGROUND STORAGE AND WATER QUALITY CONTROL MEASURES.
5. PUBLIC BUS ROUTE (80 SAM/WILL CAT CONNECTOR) AS OF JUNE 2008.
6. NO TOPOGRAPHICALLY, HYDROLOGICALLY, ENVIRONMENTALLY AND HISTORICALLY SIGNIFICANT AREAS THAT WOULD AFFECT THE FUTURE LIMITATION OR ENHANCEMENT OF DEVELOPMENT ARE LOCATED WITHIN THE PROJECT BOUNDARIES.
7. REFERENCE "URBAN DESIGN GUIDELINE - KEY ELEMENTS SUMMARY" AND "BUILDING FACADE NARRATIVE".
8. SIDEWALKS SHALL BE MIN. 5' WIDE UNLESS OTHERWISE NOTED ON THE CONCEPT PLAN. SIDEWALKS ADJACENT TO STOREFRONTS SHALL BE MIN. 12' WIDE.
COLONNADE CENTER DRIVE
PUBLIC COLLECTOR STREET - 80' R/W
STRICKLAND ROAD
(PUBLIC SECONDARY ARTERIAL - VARIABLE R/W)
SIX FORKS ROAD
(PUBLIC SECONDARY ARTERIAL - VARIABLE R/W)
STATE EMPLOYEES CREDIT UNION
(SP-0-2005)
ZONED: O&I-1
INSTITUTIONAL
(CHURCH)
ZONED: RR
OFFICE BUILDING
(MULTI-STORY)
ZONED: O&I-1
BANK
(1-STORY)
ZONED: NB
SIX FORKS STATION
(SHOPPING CENTER)
ZONED: SHOPPING CENTER
BUILDING A
BUILDING B
SERVICE COURT
PRIMARY BUILDING ENTRANCE
SECONDARY BUILDING ENTRANCE/ EXIT
FIRE PROTECTION ROUTE, TYP.
PEDESTRIAN CONNECTION TO PROPERTY LINE
TREE PROTECTION AREA/ TREE CONSERVATION AREA
PROPERTY LINE, TYP.
ADJACENT SIDEWALK/ PEDESTRIAN CONNECTION, TYP.
JOINT DRIVEWAY EASEMENT DB 2819, PG 2214
8' WIDTH PEDESTRIAN CROSSWALK, TYP.
JOINT DRIVEWAY EASEMENT DB 4893, PG 481
JOINT DRIVEWAY EASEMENT DB 4893, PG 475
10' TRANSITIONAL PROTECTIVE YARD
LANDSCAPED, TYP.
LANDSCAPED ISLAND, TYP.
SIDEWALK/ PEDESTRIAN CONNECTION, TYP.
URBAN OPEN SPACE
ACTIVE PEDESTRIAN PATHWAY
MULCHED PATH WITH APPROVAL OF THE CITY FORESTRY SPECIALIST, TYP.
PROPOSED 15x20' TRANSIT EASEMENT
EXISTING CROSSWALK
LANDSCAPED, TYP.
DUMPSTER ENCLOSURE
SIDEWALK/ PEDESTRIAN CONNECTION, TYP.
PRIMARY BUILDING ENTRANCE/ EXIT, TYP.
EXISTING DRIVEWAY CUT (ABANDONED)
STREET PROTECTIVE YARD (15' AVERAGE / 7.5' MINIMUM), TYP.
CAT ROUTE #80
GRAPHIC SCALE
PREPARED IN THE OFFICE OF:
Kimley-Horn and Associates, Inc.
P.O. BOX 83068 - RALEIGH, NORTH CAROLINA 27608-0068
PHONE: (919) 677-2000 FAX: (919) 677-2476
CLIENT:
REGENCY CENTERS
TITLE:
CONCEPT PLAN EXHIBIT C-1
PROJECT:
SIX FORKS ROAD AT
COLONNADE CENTER DRIVE
RALEIGH, NC
PAGE 1 OF 12

URBAN DESIGN GUIDELINES - KEY ELEMENTS SUMMARY – Exhibit C-1

Mixed Use Centers

2.0 Overview of Mixed Use Centers

- Mixed Use Centers traditionally form near the convergence of large, coherent neighborhoods and at the intersection of thoroughfares.

- Buildings in the Mixed Use center are made compatible through similar massing, volume, frontage scale and architectural features.

  Applicant Proposal:
  The application provides for Office and Institution Uses on Ground Floor of Building B. At least 15% of the floor area gross of the first floor of Building B shall include office and institution uses.

  This Application is for development of the lone remaining undeveloped tract within this part of the Six Forks / Strickland Small Area Plan. It is located at a major intersection within a well developed multi-use development pattern. The proposed uses will provide highly desired neighborhood commercial services within walking distance of existing office and established residential uses and provide pedestrian connectivity to these adjacent uses.

  Building facades will be designed to be in keeping with the scale and character of the neighborhood. Streetscape development where practicable given code required buffers and building setbacks, will be designed to create an attractive pedestrian zone along Colonnade Center Drive and internal driveways.

2.2 Elements

- **Key Element** All Mixed Use Centers *should generally* provide retail office and residential uses within close proximity of each other. The core should provide office, convenience and personal service retail complying with maximum sizes for single establishments in the Retail Use Guidelines of the Comp Plan. Village Centers may also provide entertainment uses. Retail uses should be placed at street level. There is a maximum height of 3 stories.

  Applicant Proposal:
  The project will provide for a mix of office and retail uses. In addition, these uses will be located in close proximity to an existing inventory of +/-1 million square feet of office space, occupied or under construction, within 500 feet of this site, including a planned bank on the adjacent property. Residential uses are not part of this application, but do exist within ¼ mile of the property.

  The proposed concept plan complies with the maximum size for single tenant establishments in the Retail Use Guidelines of the Comprehensive Plan and will provide personal and convenience type retail within walking distance of permanent residents and a large daytime working population.

  Commercial uses will be provided at street level along Colonnade Center Drive.

2.3 Transition to Surrounding Neighborhoods

Key Element

- Building heights are greatest in the core and transition to lower heights outward from the Core to the boundary of the Mixed Use Center. Edge buildings are comparable in height and massing to the adjacent and nearby properties as well as surrounding neighborhoods. In general, housing densities should be highest within Centers, transitioning to progressively lower densities moving outwards from the Core to the Edge.

- Higher intensity buildings should not cast a shadow line on surrounding neighborhoods.

- Undisturbed natural areas that function as opaque screens are preferable to new plantings.

Applicant Proposal:

The site is bounded to the south and north by existing office uses and a proposed bank (SP-6-08) to the east providing transitional uses to nearby residential neighborhoods. Building heights are consistent with the UDG guidelines for a Village Center and will not exceed the maximum allowable height permitted by code. The site is bounded by taller, mid-rise office buildings and a proposed one story bank. Buildings are situated on the site such that they will not cast a shadow line on surrounding properties.

Tree Protection Areas will be maintained along Six Forks Road and near the service areas in the rear of the site. New Street Protective Yard plantings will be designed for Colonnade Center Drive, parking areas, and internal drives and a Transitional Protective Yard at the rear (North) of Building A.

2.4 The Block, the Street and the Corridor

Key Element

- The Center's Road network connects directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the Center. Trips made from surrounding residential neighborhoods to the Center are possible without requiring travel along a major thoroughfare or arterial.

Key Element

- Streets should interconnect with a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.

- Streets should interconnect with adjoining development.

- Block faces should have a length generally not exceeding 660 feet.

- Mixed Use Centers should provide transit stops at key nodes with easy access to surrounding thoroughfares….

Applicant Proposal:

The development provides strong vehicular and pedestrian interconnectivity. No new public streets are proposed and existing points of access will be maintained to serve this project. The site is currently accessed by one (1) private driveway from Colonnade Center Drive and three (3) shared driveways to the properties to the north and east (see Concept Plan for cross access agreement Deed Book references,) The Concept Plan will utilize all three (3) shared driveways and abandon the one (1) existing private driveway apron.

Shared access agreements and established cross-access easements will create strong interconnectivity to adjacent properties.

Pedestrian sidewalks are in place along the street frontages and new walks will be developed associated with the new shared-access driveway between the site and property to the east. A Transit stop location has been provided for along Six Forks Road and will be further coordinated with the City's Transit Technician. Seven (7) pedestrian access points to the site with the active pedestrian pathway provided along the Northern end of Building B will provide excellent access into the interior of the site from adjacent properties, street sidewalks, the intersection of Six Forks Road and Colonnade Center Drive, and the Transit stop location. Two walkway connections within the parking lot will enhance pedestrian connectivity between Building A, Building B, and the public sidewalk and transit stop on Six Forks Road.

A mulch path is shown through the Tree Protection Area on the Concept Plan, at the request of staff, connecting the public sidewalk along Six Forks Road and the internal sidewalk that connects building A to Building B.

SITE DESIGN

3.1. Building placements

- A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets lined by buildings rather than parking lots are more interesting to move along, especially for pedestrians and provide a safer environment. **Key Element**

- To establish objectives of urban architecture and landscape design, streets are lined by buildings rather than parking lots, establishing physical definition of streets and public spaces as places of shared use.

- Locate buildings close to the pedestrian street (within 25 feet of the curb), with off-street parking behind and/or beside buildings. **Key Element**

- If the building is located at a street intersection, place the main building, or part of the building, at the corner. Parking, loading or service should not be located at an intersection. **Key Element**

- To maximize the street frontage of buildings and minimize the street frontage of parking lots, building should be articulated so that the long side fronts of the street.

- Pedestrian circulation should be an integral part of the initial site layout. Organize the site so that the buildings frame and reinforce pedestrian circulation, and so that the pedestrians walk along building fronts rather than along or across parking lots and driveways. Also arrange buildings to

  create view corridors between pedestrian destinations within and adjacent to the site including building entrances, transit stops, urban open space, and nearby public amenities including parks and greenways.

  Applicant Proposal:

  As referenced in Section 3.1. (main Key Element), Building B (see Concept Plan) has been located at the building setback along Colonnade Center Drive to frame and enhance the pedestrian zone and streetscape. This frontage presents the primary visual image of the project to the public and relates to the Colonnade office development directly across the street. The relationship of Building A to Six Forks Road is dictated by the required Tree Protection Area and is set back to accommodate that feature and cross access driveway to the adjacent property to the north.

  The primary parking fields are internal to the project, visually screened from public streets by a combination of buildings, landscaping, tree protection areas, and topographic changes.

  Pedestrian circulation will be encouraged between buildings and to adjacent properties with a system of sidewalks internal to the site and existing sidewalks around the site perimeter. Café seating at Building A and a significant urban open space in front of Building B will enhance and activate pedestrian zones.

3.2. Urban Open Space

- To ensure that urban open space is well used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.

Key Element

- New urban open spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.

Key Element

- The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic and uses for the space including retail, cafes and restaurants and higher-density residential.

Key Element

- A properly defined urban open space is visually enclosed by the fronting building to create an outdoor room that is comfortable to its users.

Key Element

- General Design Specifications: 1 tree (3 ½" caliper minimum at installation) for every 1,000 s.f. of provided open space to be planted in at least 350 s.f. of soil. A minimum of 25 linear feet of seating should be provided for every 1,000 square feet of urban open space. Seating should be more than 12" and less than 30" in height and not less than 16" in depth. Seating more than 28" in depth and accessible from two sides should count double. Moveable chairs are encouraged and each count as 2 ½ linear feet of suggested seating. At least half of the open space should be

at street level. One water tap for each 5,000 s.f. of each landscaped open space. One garbage receptacle for each 5,000 s.f. of each physically separated open space. Public art is encouraged to be placed within the open space.

Applicant Proposal:

The development offers urban open space directly adjacent to both buildings, providing opportunity for outdoor dining and/or informal gathering. Open space will consist of wide sidewalks, plazas, and seating areas adjacent to the buildings. All of these spaces will be connected by a network of sidewalks to the public rights-of-way and include a combination of fixed and movable seating options to meet the intent of element 3.3 of the Guidelines.

The open space area adjacent to Building A will be a minimum 1,200 square feet, the open space along the north side of Building B will be a minimum 2,000 square feet, and the open space at the southwest corner of Building B will be a minimum 1,500 square feet.

3.3 Public Seating

- New public spaces should provide as many seating opportunities as possible.

Key Element

Applicant Proposal:

Both fixed seating and movable seating opportunities will be provided within the development. The open space area adjacent to Building A will consist of a minimum five (5) tables and twenty (20) moveable chairs. The open space in front of Building B will be designed to provide fixed seating in the form of benches and/or seat-walls around planters and at a minimum provide a minimum ten (10) seating choices. Details for design of and location of seating will be provided with building permit plans. The outdoor seating associated with Building A will provide highly visible sitting and dining opportunities.

3.7 Pedestrian, bicycle amenities

- Provide a complete network of paths that interconnect building entrances, parking, transit stops, public sidewalks and crossings, adjacent properties, adjoining off-street paths, and other key destinations on or adjacent to the site.

Key Element

Applicant Proposal:

Pedestrian pathways have been provided from the public streets to the parking area between buildings to ensure safe and convenient access to building entrances and off street parking. Two walkways will connect Building A to Building B. Pedestrian paths will also create desirable connectivity between the development and adjacent or nearby office uses to encourage pedestrian activity and reduced vehicle trips as the daytime work force is afforded opportunities to walk to services and shopping.

Bike racks will be provided in various areas associated with the buildings. The project will provide at least one (1) bicycle space for every fifty (50) required automobile spaces per the Urban Design Guidelines.

A Transit stop on Six Forks Road is centrally located to the project and provides access into the project via the existing public sidewalk network, the active pedestrian pathway on the north end of Building B, and two walkways within the parking lot between Building A and Building B.

3.8 Interface with Adjacent Properties

- Avoid erecting walls, fences, or berms that act as barriers to adjacent properties.
- Try to match the grade of abutting properties.

Applicant Proposal:

Tree Protection Areas will be maintained along Six Forks Road and at the NE corner of the site. Within the Tree Protection Areas there will be no grading and the existing grade differential between the road and the site will be generally unchanged. No fences, walls or berms are planned for. The finished grades and Building B elevations will be very close to the public street elevation and grades along Colonnade Center Drive. The eastern boundary site grades will match closely to the adjoining property across the shared driveway. Grading along the north property boundary will match the existing grades on the office property to match elevations at the cross access locations. The rear of Building A and its services areas will be lower in elevation than the office parcel and, with existing and new landscaping, be effectively screened.

3.9 Vehicular Circulation

- The vehicular circulation network should maximize both on-street and off-street opportunities for the local transportation system so that some local trips are not forced on to the thoroughfares.

Applicant Proposal:

The project will be served by the existing local public street network and two private driveways providing access internal to the site. The location in proximity to existing office and residential uses will help reduce some local trips as will the provision for public transit.

3.10 Automobile Parking

- Parking lots do not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments. **Key Element**

- Parking lots are located behind buildings or in the interior of a block. Parking lots do not occupy more than 1/3 of the frontage of adjacent building or no more than 64 feet, whichever is less.

- Parking lots should be located behind buildings or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or no more than 64 feet, whichever is less.

Key Element

Applicant Proposal:

The majority of the parking for the proposed project is located behind the buildings, away from views from the public streets, and screened by a combination of grade separation and/or vegetation. Over 90% percent of the total parking will be visually screened from public streets. Those areas adjacent to public streets will be appropriately screened with landscaping. Landscape islands are located in the parking field in order to visually and functionally segment the lot.

3.11 Parking Structures

- Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can have serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.

Key Element

Applicant Proposal:

Structured parking is not a component of this petition.

3.12 Transit Stops

- Appropriate building densities and land uses are within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile. Transit stops are a basic element in any mixed-use development and is integrated functionally and architecturally.

Key Element

- Convenient, comfortable pedestrian access between transit stops and the building entrances should be planned as part of the overall pedestrian network.

Key Element

Applicant Proposal:

The site plan provides for a transit stop adjacent to the site on Six Forks Road. The final location will be coordinated with the City Transit Technician and will be located to provide access to all establishments and connected to both public and internal sidewalks.

3.13 Environmental Protection

- The development respects natural resources. Sensitive areas, such as areas with slopes in excess of 15% for watercourses, floodplains are acknowledged and development in these areas is minimized. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical these features are conserved as open space amenities and incorporated into the overall site design.

Key Element

Applicant Proposal:
The site is not located within a floodplain and there are no documented sensitive environmental features, regulated wetlands or stream buffers on site. There are limited areas with naturally occurring slopes greater than 15% occurring within the Tree Protection Areas that will be protected.

STREET DESIGN

4.1 Street Design Principles

- Streets are designed to be pedestrian oriented, as integral parts of the designed community. A network of streets is provided dispersing traffic and providing connectivity. A network of sidewalks and bicycle lanes are located within the right of way and provide an attractive and safe mode of travel for cyclists and pedestrians. These apply to all streets up to an including thoroughfares, particularly those that enter the Mixed Use Center.

Key Element

- Sidewalks should be 5-8 feet wide and located on both sides of the street. Sidewalks in commercial areas should be a minimum of 12-16 feet wide to accommodate sidewalk uses such and vendors, merchandising, and outdoor seating.

Key Element

- Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which compliment the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shades both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street tree landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from heaving the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City landscaping, lighting and street sight distance requirements.

Key Element

- Sidewalks should be 5 to 8 feet wide and located on both sides of the street. Sidewalks in retail areas should be a minimum of 12-16' wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.

- Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets are designed with street trees that compliment the face of the buildings and provide a shade canopy for the pedestrian.

Applicant Proposal:

The project will be served by an existing public street network and associated sidewalks along two sides of the property. The existing sidewalk network will be interconnected with the internal project pedestrian system, wide sidewalks, and public plazas and seating areas. Pedestrian zones fronting commercial buildings shall be a minimum of 12'. Sidewalks abutting head-in parking shall be a minimum of 6.5'. All other sidewalks will be a minimum of 5', as recommended in the Urban Design Guidelines. A sidewalk will be provided by others along the East side of the proposed internal shared driveway as part of the planned bank site improvements (SP-6-08)

Street trees will be provided along the proposed shared driveway and Colonnade Center Drive. Internal sidewalks will be shaded by properly spaced tree plantings.

4.2 Spatial Definition

- Buildings establish spatial definition. This is achieved with architectural elements with an appropriate height to width ratio. A 1:6 height to width ratio is the minimum for this definition with an average ration of 1:3.

Key Element

Applicant Proposal:
The spatial definition criteria will be addressed with tree plantings to define scale such that a ratio no less than 1:6 is achieved along the internal drives adjacent to Building A and B storefronts (element 4.2)

BUILDING DESIGN

5.1 Façade Treatment

- Adjacent buildings should relate in similarity of scale, height, and configuration.
- Larger buildings should be broken down in scale by means of the articulation of separate volumes.

Applicant Proposal:
Please refer to Building Façade Narrative as part of this Exhibit C-1 for proposed scale, height and configuration of buildings contemplated by this petition.

5.4 Façade Treatment

- Primary building entrance is architecturally and functionally designed on the front façade of the building facing the primary public street. The entrance is designed to convey prominence on the fronting façade.

Key Element

- The ground level of the building offers pedestrian interests along the sidewalks and paths, including windows, entrances and architectural detail. Signage, awnings and ornamentation are encouraged.

Key Element

- Building facades should be varied and articulated to provide visual interest to pedestrians.

Applicant Proposal:
Please refer to Building Façade Narrative as part of this Exhibit C-1 for description of building entrances, glazing, façade articulation, and pedestrian engagement of buildings contemplated by this petition.

5.5 Street Level Activity

- The sidewalks remain the principal place of pedestrian movement and casual social interaction. Designs and uses are complementary of that function.

Key Element

- The sidewalks remain the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary of that function.

Applicant Proposal:
Please refer to Building Façade Narrative as part of this Exhibit C-1 for description of pedestrian connectivity contemplated by this petition.

5.7 Service and Utilities

- Utilities and Services…. should be screened or otherwise hidden from the view of the pedestrian.

  Applicant Proposal:
  Plans will be provided for appropriate levels of screening of all utility and service areas.

BUILDING FACADE NARRATIVE – Exhibit C-1

The architectural vocabulary for this project will create strong public realm and storefront pedestrian zones, and vertical and horizontal scale and massing consistent with surrounding development patterns, and embrace the village concept as set forth in the Comprehensive Plan's Urban Design Guidelines (the "UDG"). The Concept Plan illustrates two buildings that are a minimum 26 ft in height and a maximum of 40' (per the Urban Design Guideline recommendations for Village Centers) interconnected with a network of vehicular and pedestrian facilities, all responding to opportunities for connectivity with the existing surrounding commercial and residential uses. The design approach for this project envisions that the buildings, hardscape, and landscape components will collectively create an inviting, pedestrian friendly shopping environment and a strong presence at the intersection of Six Forks Road and Colonnade Center Drive.

This approach is consistent with the Comprehensive Plan's Urban Design Guidelines for Village Centers. The "Urban Design Guidelines – Key Elements Summary" section of this rezoning petition details how this project responds and conforms to these guidelines, including a number of sections that address issues related to the building design: Scale, massing, entrance locations, pedestrian-level building detail, overall building facade variety and articulation. This narrative elaborates further on how building-specific design elements will reinforce the planning objectives illustrated in the Concept Plan.

Stylistic Overview

The architectural approach to the design of Building A (as shown on the Concept Plan Exhibit C-1) is to create a contemporary, articulated façade with a combination of glass, masonry, and stucco materials, with a building height of at least 26 ft so as to present the mass of a two story structure as recommended in the Urban Design Guideline recommendations for Village Centers

The architectural approach to the design of Building B is to create a contextually desirable combination of glass, masonry, and stucco materials which compliments Building A while (i) being sensitive to the Colonnade Center II office building located to the South across Colonnade Center Drive and (ii) establishing its own identity as a street building embodying the essence of the UDG. The west (facing Six Forks Road), southwest (at the hard corner) and south (facing Colonnade Drive) elevations of Building B (collectively, the "Streetfront Elevation") will include vertical and horizontal articulation that includes storefronts with awnings to provide weather protection to pedestrians. The longer portion of the Streetfront Elevation – south elevation – will include at least two plane changes to visually break the long

wall plane at less than 150', as advised in the Urban Design Guidelines. Wall mounted exterior light fixtures shall be utilized to provide pedestrian scale and interest to these elevations. The southwest corner elevation in particular shall incorporate plane and height changes from the adjoining facades together with lighting as a means of architecturally defining the building corner.

The Colonnade Center Drive/Six Forks Road Streetfront Elevation of Building B will include glazing (and corresponding framing) for a minimum of 20% of its total area; and will include doors for public access as elements of the storefront glazing and framing. Building B height will be a minimum of 26' and a maximum of 40' so as to present the mass of a two story structure as recommended in the Urban Design Guideline recommendations for Village Centers

Accent materials shall also include metal, natural or synthetic masonry, or other high-quality elements. The two building masses will be complementary through responsive massing and alignments, while maintaining individuality through a coordinated palette of materials and details. Building massing will present a streetscape façade in keeping with scale and character of adjacent development, accentuating corners and major entrances and address both the public streetscape realm and interior pedestrian zones. Building facades shall articulate the base, middle, and/ or top. Variation in details and articulation in facades between the two buildings will create an inviting presence and an engaging shopping experience.

Building Entranceways

Building variation and articulation of the primary building facades will provide for an engaging shopping experience and result in an integrated pedestrian zone between the buildings. The pedestrian zones along storefronts will be framed by the building massing. The Concept Plan envisions public entrances to commercial spaces in Building B from the site interior and from the Streetfront Elevation.

Window Openings

Window openings will be located, sized, and articulated in a variety of ways in each of the two buildings. Building B will have glass storefronts, including doors, on both the Streetfront Elevation and from the site interior, creating a building with two fronts and no back. Retail areas shall have more expansive openings integrated with entrances to create a connection between vehicular and pedestrian traffic. Vertical and horizontal articulation will divide the retail façade areas into a rhythm of retail window openings at primary facades. Feature areas of the building, such as the Southwestern corner and primary entrance, **may** utilize taller openings.

Pedestrian Interest Areas

The Concept Plan shows a network of pedestrian walkways and public space for outdoor seating and special landscape features associated with both Building A and B, and as connecting elements between them. Buildings shall engage the pedestrian through a combination of awnings and entrance canopies as important elements of the façade's architectural statement. The variety of overhead materials and/or colors will animate the facades and the pedestrian experience, giving individuality to the tenant components. As shown in the Concept Plan, pedestrian zones at the North End of Building B will facilitate connectivity to the site interior from the intersection of Six Forks Rd. and Colonnade Drive and the public transit stop. A sidewalk between the parking field and Tree Conservation Area will further enhance pedestrian connectivity between Building A, Building B, the public sidewalk and transit stop on Six Forks Road .

A focal, urban open space will be included in the interior hardscape framed by Building B, located conveniently close to the active pedestrian pathways and the transit easement so that it is easily accessible, but buffered from the busy intersection of Six Forks Road and Colonnade Center Drive. Options for fixed or movable seating will be provided in this space to meet the intent of element 3.2. An urban open space at the Southwest corner of Building A will support outdoor gathering, while the Tree Conservation Area along the western site boundary effectively buffers it from the high-traffic corridor.

Section 2. That all laws and clauses of laws in conflict herewith are hereby repealed to the extent of such conflict.

Section 3. If this ordinance or application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given separate effect and to that end the provisions of this ordinance are declared to be severable.

Section 4. That this ordinance shall become effective upon the date of adoption.

Adopted: March 17, 2009 **Effective: March 17, 2009**

Distribution: Planning Department (3) **City Attorney**
Inspections Department (5) **Jackie Taylor**