RIVER DISTRICT
REZONING PACKAGE
Charlotte, North Carolina

VISION STATEMENT

River District is a master planned community that embraces its natural features, resources, preservation areas and open space as the principle organizing element in its neighborhoods, mixed use town center, employment, gateway and transitional districts. River District will be a vibrant and diverse place that fosters unprecedented economic vitality, diverse residential opportunities and a thriving built environment amidst hundreds of acres of preserved open space. The Districts will evolve over time, while remaining connected through an extensive network of parks/trails, open space and greenway linkages as well as a collection of multi-modal streets that provide a range of transportation opportunities. Unlike anywhere else in Charlotte, the unique location captures the natural beauty that extends from the Catawba River and maximizes the convenience of proximity to the Charlotte Douglas International Airport.

PETITIONER	Crescent Communities 227 W Trade St #1000 Charlotte, NC 28202 Contact: Creighton Call 980.321.6000 Lincoln Harris 4725 Piedmont Rd Dr #800 Charlotte, NC 28210 Contact: Tracy Dodson 704.714.7600
LAND PLANNER	LandDesign, Inc. 223 North Graham St. Charlotte, NC 28202 Contact: Dale Stewart/Eric Pohlmann 704.333.0325
ATTORNEY	Moore & Van Allen Law Firm Suite 4700 100 North Tryon St. Charlotte, NC 28202 Contact: Jeff Brown 704.331.1000
TRANSPORTATION	Design Resource Group 2459 Wilkinson Blvd #200 Charlotte, NC28208 Contact: Randy Goddard 704.343.0608

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

CRESCENT COMMUNITIES

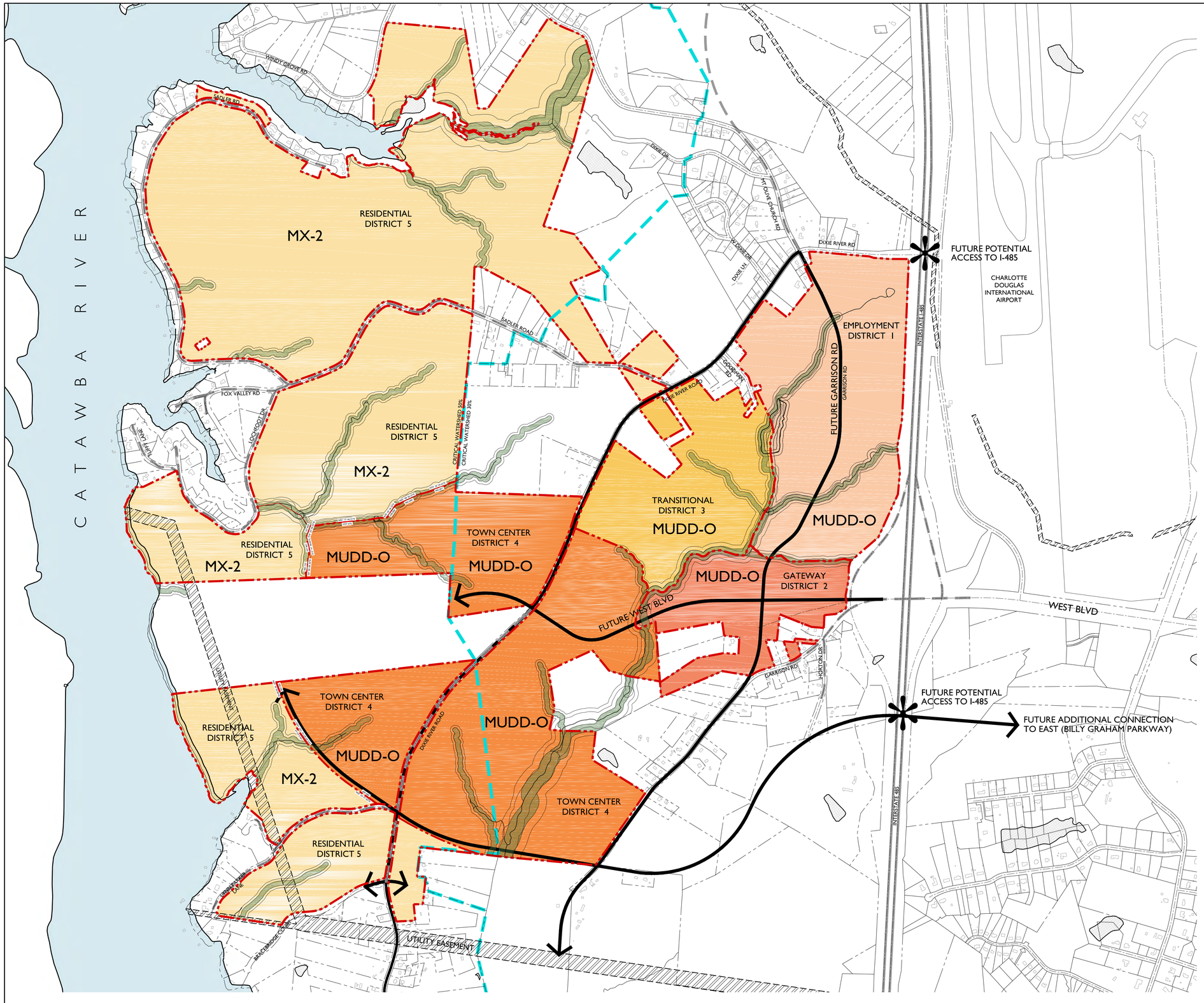
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
COVER SHEET

REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=500'
PROJECT #: 1014342

SHEET #:
RZ-1



VISION STATEMENT

River District is a master planned community that embraces its natural features, resources, preservation areas and open space as the principle organizing element in its neighborhoods, mixed use town center, employment, gateway and transitional districts. River District will be a vibrant and diverse place that fosters unprecedented economic vitality, diverse residential opportunities and a thriving built environment amidst hundreds of acres of preserved open space. The Districts will evolve over time, while remaining connected through an extensive network of parks/trails, open space and greenway linkages as well as a collection of multi-modal streets that provide a range of transportation opportunities. Unlike anywhere else in Charlotte, the unique location captures the natural beauty that extends from the Catawba River and maximizes the convenience of proximity to the Charlotte Douglas International Airport.

OVERALL:
Total Acreage: 1,354.51 acres
Zoning Uses: MUDD-O, MX-2

LEGEND:
- EXISTING STREET
- NEW STREET
- CRITICAL WATERSHED BOUNDARY

300' 0' 300' 600' 1200'
SCALE: 1"=600'-0"

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
TECHNICAL DATA SHEET

REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=600'
PROJECT #: 1014342

SHEET #: RZ-2

SHEET INDEX:

1. Sheet RZ-1 - Cover Sheet & Vision Statement
2. Sheet RZ-2 - Technical Data Sheet
3. Sheet RZ-3 - Sheet Index & Description of Rezoning Sheets
4. Sheet RZ-4A - 4C - Environmental Vision Plan
5. Sheet RZ-5A - 5C - Illustrative Transportation Network
6. Sheet RZ-6A - 6B - Employment District Development
7. Sheet RZ-7A - 7B - Gateway District Development
8. Sheet RZ-8A - 8B - Transition District Development
9. Sheet RZ-9A - 9B - Town Center District Development
10. Sheet RZ-10A - 10C - Residential District Development
11. Sheet RZ-11 - Phase I Development and Phase II Development
12. Sheet RZ-12 - General Utilities Extension Plan
13. Sheet RZ-13A - 13C - General Development Standards
14. Sheet RZ-14 - Internal Parcel Data
15. Sheet RZ-15A - 15B - Adjacent Parcel Owners

Description of Rezoning Sheets

1. Sheet RZ-1 - Cover Sheet: Vision Statement
   a. Sheet RZ-1 describes the vision for development of River District as master planned community that will showcase positive environmental stewardship, exceptional livability and transformative economic development with tremendous regional and global connectivity.
   b. Sheet RZ-1 vision statement reflects that Rezoning Plan is in keeping with Dixie Berryhill Plan for areas B/C and the 2015/2016 Airport planning initiative.

2. Sheet RZ-2 - Technical Data Sheet
   a. Sheet RZ-2 identifies the Development Districts within the Master Plan Site and context of this large master planned community is expected to be developed in numerous phases over a 20 to 25 year period.
   b. Sheet RZ-2 also references in an illustrative manner primary site features such as the contemplated primary roadways, Beaver Dam Creek and the boundaries of the Development Districts in the context of the surrounding areas. Streets shown are conceptual in nature and are subject to change.

3. Sheet RZ-3 - Sheet Index & Description of Rezoning Sheets
   a. Sheet RZ-3 outlines the contents of the Rezoning Plan and describes each of the pages/Sheets that represent components of the proposed development of the Master Plan Site.
   b. Sheet RZ-3 and its descriptive table of contents aids in the review of Rezoning Plan by stakeholders and the general public.

4. Sheet RZ-4A - 4C - Environmental Vision Plan
   a. Sheet RZ-4 sets forth guiding principles for positive environmental stewardship of the Master Plan Site.
   b. The Environmental Vision Plan describes the interconnected system of green space, parks, multi-use trails within the Master Plan Site as well as various environmentally sensitive techniques/features for treating storm water run-off and water quality considerations. Overall environmental committments are outlined in this section.

5. Sheet RZ-5A - 5B - Illustrative Transportation Network
   a. Sheet RZ-5 sets out a high level concept for the primary roadway and street network to be installed over the many years build-out. This is illustrative and is intended merely to highlight the vision and types of roadways/streets contemplated.
   b. Rezoning Plan includes transportation commitments that will address transportation capacity needs to serve entitlements for Phase I development.
   c. It also includes methodology for future Traffic Impact Analysis work and/or updates to the initial TIA to demonstrate transportation adequacy for future phases of development.

6. Sheet RZ-6A - 6B - Employment District Development
   a. Sheet RZ-6 generally depicts the Employment Development District, which is contemplated primarily for office and commercial uses and some limited residential uses under the MUDD-O zoning classification.
   b. Sheet RZ-6 contains District Development Standards governing development within the Employment District.

7. Sheet RZ-7A - 7B - Gateway District Development
   a. Sheet RZ-7 generally depicts Development Area [C], which is contemplated for office and commercial uses under the MUDD-O zoning classification and certain development standards more particularly set forth therein.
   b. Sheet RZ-7 contains District Development Standards governing development within the Gateway District.

8. Sheet RZ-8A - 8B - Transitional District Development
   a. Sheet RZ-8 generally depicts the Transition Development District, which is contemplated for office and commercial uses as well as residential uses under the MUDD-O zoning classification.
   b. Sheet RZ-8 contains District Development Standards governing development within the Transitional District.

9. Sheet RZ-9A - 9B - Town Center District Development
   a. Sheet RZ-9 generally depicts the Town Center Development District, which is contemplated for a mixture of office and commercial uses and residential uses under the MUDD-O zoning classification.
   b. Sheet RZ-9 contains District Development Standards governing development within the Town Center District.

10. Sheet RZ-10A - 10C - Residential District Development
   a. Sheet RZ-10 generally depicts the Town Center Development District, which is contemplated for a mixture of residential uses with limited neighborhood services uses under the MX-2 zoning classification.
   b. Sheet RZ-10 contains District Development Standards governing development within the Residential District.

11. Sheet RZ-11 - Phase I and II Development
   a. Sheet RZ-11 generally depicts the first phase(s) of development contemplated for the Mixed Use Site.
   b. Phase I includes a portion of the Employment District, which is contemplated for office and commercial uses with some residential uses, a portion of the Gateway District contemplated primarily for commercial uses, and a portion of Town Center District.
   c. Provisions dealing with development within the Phase I area are set out on Sheet RZ-11 as well as in Sheet RZ-12A-B General Development Standards & other graphics dealing applicable Development Districts.

12. Sheet RZ-12 - General Utilites Extension Plan
   a. Sheet RZ-12 sets out existing and proposed sewer and water infrastructure on the property that makes up the Master Plan Site.

13. Sheet RZ-13A - 13C - General Development Standards
   a. Sheets RZ-13A-C set out certain details related to the development contemplated in the Master Plan Site related to infrastructure aspect as well as standards of review for design guidelines among other rezoning provisions.
   b. General Development Standards references graphical illustrations and development standards/design guidelines for individual Development Districts in other Sheets.

14. Sheet RZ-14 - Internal Parcel Data
   a. Sheet RZ-14 sets out ownership and parcel information for property that makes up the Master Plan Site.

15. Sheet RZ-15A - 15B - Adjacent Parcel Owners
   a. Sheets RZ-15A-B set out ownership and parcel information for property that is adjacent to the Master Plan site.

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

CRESCENT COMMUNITIES

LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
SHEET INDEX

REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: NTS
PROJECT #: 1014342

SHEET #:
RZ-3

River District Environmental Vision Statement

River District will honor the unique resources and character of the 1,350 acre master planned community by preserving significant natural areas, land features and environmentally sensitive lands. This effort will cultivate accessibility, stewardship and education opportunities related to nature for the residents as well as serve as a regional amenity. From a public riverfront park, to an extensive trail system that traverses along streams, through wooded areas and connects destinations, there will be tremendous opportunities to appreciate the natural environment within 5 minutes of every destination or neighborhood. River District will maintain high standards for water quality practices as well as exceed required tree save measures.

River District will create a one-of-a-kind community that keeps natural resources and open space preservation as the cornerstone of its built environment.

Total Acreage: 1,354.51 acres
Total Open Space: 542 acres*
*This includes SWIM buffers, PCCO buffers, water quality buffers, preserved vegetation, stormwater areas and park space
NOTE: Trails and open space shown in general location. Each parcel shall meet pervious requirements by district and can be a combination of green roof, stormwater areas, park space, amenity areas, among others.

LEGEND:

OPEN SPACE
*This is a conceptual depiction of the recommended location for open space. The minimum commitment with be met but the final location is subject to change as development occurs.

TREE SAVE

INCREASED BUFFER

300' 0' 300' 600' 1200'
SCALE: 1"=600'-0"

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

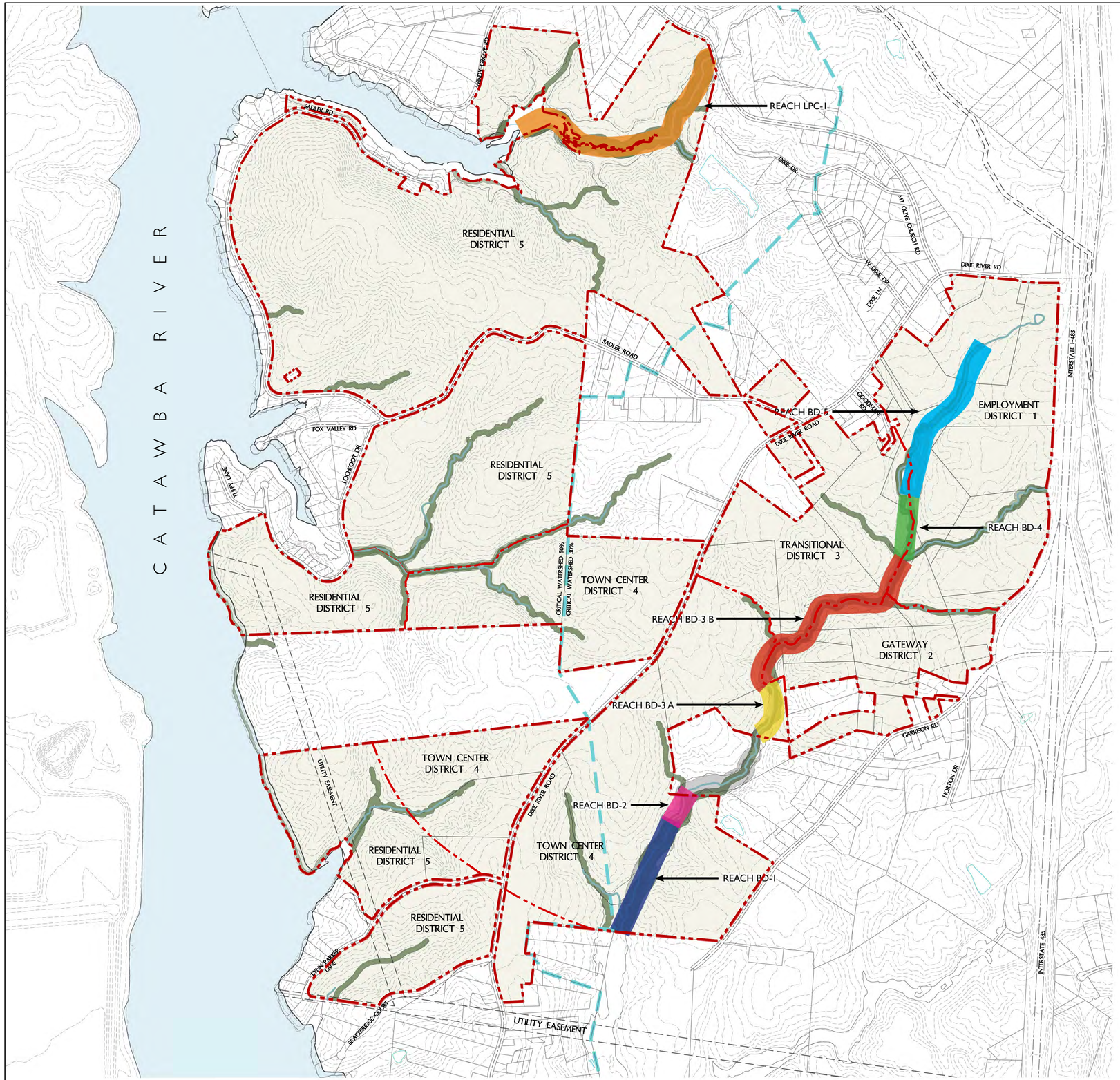
CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
ENVIRONMENTAL VISION PLAN

REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=600'-0"
PROJECT #: 1014342

SHEET #: RZ-4A



BUFFERS ON MAIN TRIBUTARIES

	STREAM REACH	EXISTING BUFFERS*			ADDITIONAL PROPOSED BUFFERS
		WATER SUPPLY	SWIM	PCCO	
BEAVERDAM CREEK	BD-1	100'	100'	100'	100' EACH SIDE OF WS BUFFER AS UPLAND
	BD-2	100'	100'	50'	50' EACH SIDE OF WS BUFFER AS UPLAND
	BD-3 A	100'	50'	50'	25' EACH SIDE OF WS BUFFER AS UPLAND
	BD-3 B	100'	50'	50'	N/A
	BD-4	100'	N/A	35'	N/A
	BD-5	N/A	N/A	30-35'	N/A
LITTLE PAW CREEK	LPC-1	100'	N/A	100'	100' EACH SIDE OF WS BUFFER AS UPLAND

* HORIZONTAL DISTANCE FROM TOP OF BANK ON EACH SIDE OF PERENNIAL STREAM DEFINED BY FIELD SURVEY.
** STREAM CLASSIFICATION WITHIN THE PROJECT BOUNDARY SHALL BE DELINEATED BY A CERTIFIED PROFESSSIONAL USING U.S. ARMY CORPS AND N.C. DIVISION OF WATER QUALITY METHODOLOGY.

POST CONSTRUCTION CONTROLS ORDINANCE (PCCO) BUFFERS

TOTAL	STREAMSIDE / NO-BUILD	UPLAND	PROPOSED
30'	30'	N/A	ADDITIONAL 10' TO STREAMSIDE ZONE AND 15' TO UPLAND ZONE ON EACH SIDE OF PCCO BUFFER
35'	30'	5'	
50'	30'	20'	

300' 0' 300' 600' 1200'
SCALE: 1"=600'-0"

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
STREAM BUFFER PLAN

REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=600'-0"
PROJECT #: 10143.42

SHEET #:
RZ-4B

Environmental Vision:
River District will honor the unique resources and character of the 1,354.51 acre master planned community by preserving significant natural areas, land features and environmentally sensitive lands. This effort will cultivate accessibility, stewardship and education opportunities related to nature for the residents as well as serve as a regional amenity. From a public riverfront park, to an extensive trail system that traverses along streams, through wooded areas and connects destinations, there will be tremendous opportunities to appreciate the natural environment within 5 minutes of every destination or neighborhood. River District will maintain high standards for water quality practices as well as exceed required tree save measures.

River District will create a one-of-a-kind community that keeps natural resources and open space preservation as the cornerstone of its built environment.

OUTLINE

I. Environmental Intent
II. Overall Stewardship Commitments
III. Water Quality
IV. Open Space
V. Recreation and Connectivity
VI. Wildlife and Education
VII. Tree Save

I. ENVIROMENTAL INTENT:

The land use pattern will respect the natural resources and recognize the opportunity to integrate natural features and open space amenities as a primary organizing element. River District will concentrate development in districts, while intentionally maintaining open space areas and providing greenway connections. The opportunity to focus development in these districts allows for minimized environmental impact.

Higher intensity districts, such as the Employment and Town Center will be developed in a condensed pattern away from challenging topography and the river. All districts will be linked by a thoughtful transportation system of sidewalks and trails that promotes walkability and pedestrian activity.

As the River District develops closer to the water and topography becomes more challenging, lower density residential uses will become more prevalent. Large swaths of tree save and open space will link these areas to the Town Center District and the Employment District.

II. OVERALL STEWARDSHIP COMMITMENTS:
a. The River District Environmental Vision includes the following stewardship commitments:

1. Roughly 40% of the Site will be dedicated to open space, preserves, parks and trails.

2. Of the +/-1,354 acres today, approximately 271 acres, or 20% of the site exist in buffers, stream buffers, floodplain or dedicated tree save area.
3. Remaining 20% will be created through the development process in additional preserves, buffers, parks, stormwater facilities etc.
4. Greater land preservation through clustered development by building on 60% of the land.
5. Enhanced water quality protection (see notes).
6. Increased stream buffers by committing to increasing all buffers by minimum 50'.
7. Exceptionally integrated system of open space, trails, greenways and roadway connectivity.
8. A commitment to community-wide environmental education.
9. A collaboration with the City's Envision Charlotte initiatives.
10. A dedicated 98 acre tree save site that will serve for the 15 % required tree save for all districts in the MUDD district which total +/- 652 acres. The petitioner will reserve the right to design and incorporate this area into an amenity with trails, nature preserves, parks, and other amenities. Should the tree save area need to be modified to accommodate infrastructure, trails, amenities, grading or development- the petitioner agrees to provide additional tree save area, of equal or greater values, ad modify the boundary as necessary. The 10% tree save for the MX district will be satisfied within the MX parcels separate from the 98 acre site for the MUDD district.

III. WATER QUALITY
The Enhanced Water Quality Protection measures committed to by the Petitioners include:

a. Erosion Control - A commitment to basin sizing on storm events detaining the 2 year storm for five days and the 25 year storm for three days while routing the 50 year storm through the water quality skimmer outlet. Additional specific measures to be employed in concert with increased basin capacity will include that all plans follow the requirements of the Critical and Protected Area Enhanced Erosion Control Measures Checklist, including polyacrylamide (PAM) plans. PAM should be specified for use with seeding mixtures and to treat sheet flow runoff to basins including type, amount and frequency of application. All plan submittals will also include an earthwork cut/fill analysis. Provide a staff person dedicated solely to the protection of surface water resources. Duties to include the day to day inspection of erosion control measures and land disturbing activities, the routine inspection of surface waters and all activities necessary to ensure the compliance with all water quality regulations and rezoning conditions.

b. Enhanced Water Quality Protection - The commitment to enhanced water quality protection will be based on collaborative best practices and exceeding several current regulatory requirements as follows.

i. In collaboration with the City of Charlotte Storm Water Services and Charlotte Department of Transportation, the evaluation of innovative storm water treatment options in concert with the design of the River District roadway infrastructure. Implementation of innovative options will be subject to City concurrence in meeting the PCCO ordinance.

ii. Where topography and proximity to enhanced stream buffers permit, and upon the cooperation and concurrence of Charlotte Stormwater Services, the evaluation and implementation of tiered stormwater treatment through dispersion of stormwater though the enhanced buffer as noted in iii below.

iii. Petitioner commits to increasing the horizontally measured width of stream buffers in accordance with RZ-4B.

iv. Increased buffer widths identified as an extension of the "Upland Zone", on RZ-4B are to be allowed identical "Buffer Disturbance" as defined in the Charlotte Mecklenburg Water Quality Buffer Implementation Guidelines revision September 2014.

v. Commitment to a minimum of a horizontal buffer of 50 feet around all delineated jurisdictional wetlands.

vi. In collaboration with Mecklenburg County Land Use and Environmental Services Agency (LUESA), a commitment to funding for the provision, installation, and operation of water quality monitoring stations before, during construction activities where deemed applicable and appropriate by LUESA. Perform continuous in situ monitoring in any streams which are immediately downstream of active construction. Monitoring should begin prior to land disturbing activity and continue throughout construction until site is stabilized and grading permit is closed. Parameters to be measured are turbidity, water level, and rainfall. Data must be immediately available via a network communication system and be able to provide immediate alerts to staff when thresholds are exceeded, which may indicate a failure of erosion control devices. It is recommended that this monitoring be performed by Mecklenburg County Storm Water Services. Petitioner to pay all costs associated with the installation and maintenance of the monitoring site.

vii. For the purposes of establishing a benchmark of existing conditions of the lake bottom, petitioner will conduct a bathymetric survey of Little Paw Creek, Lochfoot Drive, Lynn Parker Lane and Browns Coves. Petitionerwill provide these surveys to Mecklenburg County Land Use and Environmental Services Agency (LUESA) prior to the initiation of any construction within the respective drainage basins. Alternately, Petitioner may elect to retain and pay LUESA to conduct these surveys. The frequency of monitoring is as follows: Pre development (6 months prior to any land disturbing activities) and then 6 months starting after land disturbing activity is complete.

viii. Perform chemical analyses on water in 2 coves (Little Paw and Lochfoot Cove) per standard Mecklenburg County lake sampling protocol. Parameters include: Temperature, DO, pH, Specific Conductance, Secchi, Fecal Coliform, E. Coli, Chlorophyll A, Nutrient Suite, Turbidity. Monitoring frequency to be 8 months per year (Jan, March, May, June, July, Aug, Sept, Nov). Monitoring to begin at least one year prior to land disturbing activity and continue until one year after development is complete. This monitoring is to

be performed by Mecklenburg County Storm Water Services while conducting routine lake monitoring activities and the Petitioner is to pay the analytical costs associated with the added monitoring.

ix. Conduct baseline biological monitoring in all stream draining greater than 50 acres prior to construction activities. Monitoring should include a full assessment of fish a macroinvertebrate diversity. Monitoring results to be provided to LUESA.

IV. OPEN SPACE

a. Open Space - Open space will be utilized to enhance the quality of life for residents and visitors to the RiverDistrict. Petitioners are committing to a minimum total of 40% of the overall acreage of 1,354.51 acres, or 542 acres of open space. These open space areas include parks, nature trails, greenways, buffers, gathering places, preserves, floodplains, stormwater ponds and facilities, plazas, tree save, wildlife hubs and/or other similar areas or features.

Significant focus will be placed on providing wildlife and habitat corridors that are interconnected and respond to both adjacent properties and the water. The Open Space commitment is conceived as multi-faceted endeavor providing preservation of wildlife corridors, meeting or exceeding tree save requirements, and allowing area for an extensive trail and greenway system. Open space shown on sheet RZ-4A represents generally where additional open space is anticipated. Outside of required buffers, the final location and area for the additional preserved open space will be identified at the time of permitting of each development.

b. Specific commitments include:
i. Preservation of one "wildlife preserve" greater than 75 acres

ii. Preservation of all land within the 100 year floodplain (zone AE) and the future 100 year floodplain (zone X) as open space.

Note: Open space and undeveloped land is not necessarily untouched. Oftentimes, it can be restored, in order for it to be presented in a manner that maximizes environmental opportunity.

V. RECREATION & CONNECTIVITY

a. Developers commit to create an extensive trail and greenway network as part of the open space system and integrated into the physical development to provide a pedestrian and non-vehicular connectivity throughout the River District. Natural trails, greenway paths, linear parks, bike routes and a carefully designed street and pedestrian network will enable a more active and connected lifestyle. Recreational uses, including a master park and playground system, will be connected or adjacent to trails and green streets throughout the River District Master Plan.

b. Additional features may include:

i. A river front public use and Catawba River connection open to the public

ii. Work with Mecklenburg County to create a meaningful greenway connection, including linking the Berryhill Nature Preserve and Berewick Regional Park

Note: The trail and greenway system is intended to be an integral and primary means for connection, rather than a secondary or ancillary amenity.

VI. Wildlife & Education

a. Developer commits to collaborate with the City of Charlotte and Mecklenburg County toward the preservation of Beaver Dam Creek and the natural wildlife corridor that exists by increasing buffers and maintaining tree canopy. The increased buffer will preserve habitat for wildlife while the use of required tree save area will further enhance the corridor. Additional educational programming and a potential partnerships with The Catawba River Foundation, US Fish & Wildlife, NC Wildlife Federation and Trees Charlotte will provide life-long learning opportunities.

b. Developer, in concert with other stakeholders, will collaborate on a wildlife and environmental education plan.

c. Wildlife education and restoration efforts would be closely coordinated with applicable agencies. Public funding will be sought when available.

VII. Tree Save
a. An area on the plan of approximately 98 acres is shown as dedicated tree save for the Master Plan excluding the MX districts. The developer commits to reserve this land as tree save, with the following criteria.

1. The area depicted on Sheet RZ-4A is conceptual in nature and the boundary may shift due to development, infrastructure or other programmatic elements. The final location will be a 98 acre area.

2. Trails, parks, water access, storm water solutions, education opportunities and small community buildings are permitted within this area. Petitioner preserves the right to maintain access and provide programming for the tree save area.

3. If the tree save requirement at the time of development is lower than the requirement at the time of rezoning due to lower development levels across less land area, the petitioner reserves the right to lower the acreage.

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

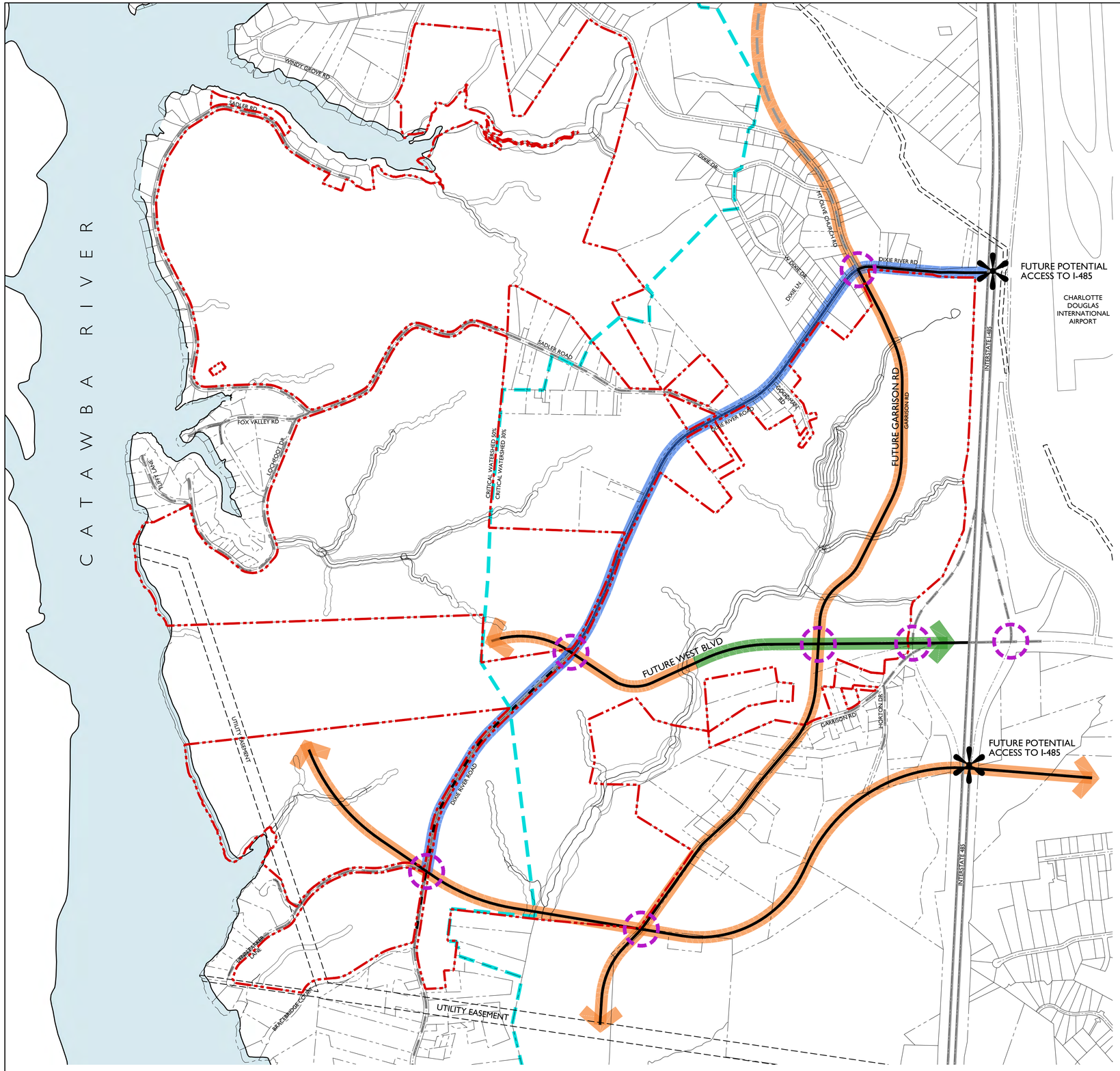
CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
ENVIRONMENTAL VISION PLAN - NOTES

REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: NTS
PROJECT #: 1014342

SHEET #:
RZ-4C



TRANSPORTATION METHODOLOGY

With each future phase of the River District development, key traffic related documents shall include Traffic Impact Analysis (TIA's) and/or Interchange Access Reports (IAR's). The key steps associated with the agency review of these documents are:

- CDOT and NCDOT to verify network adequacy to support the additional vehicular trips estimated for each phase;
- NCDOT support of the recommended I-485 interchange ramp improvements, interchange modifications and interchange justifications and assist with obtaining FHWA approval as necessary;
- CDOT concurrence of added roadway network and street hierarchy per the City of Charlotte Urban Street Design Guidelines (USDG) and major intersection laneage/signalization recommendations;
- Individual land uses within each development district will need verification of the internal roadway network and show compliance with the USDG.
- Petitioner will continue to coordinate with the city on revisions to CIP/ Thoroughfare Plan.

ROAD NETWORK LEGEND

NOTE: Sections will vary and may not occur the length of all roads
NOTE: Project should comply with the preferred street spacing as determined by the Subdivision Ordinance.

- MAJOR THOROUGHFARE (AS IDENTIFIED BY USDG STANDARDS) Boulevard, Parkway
- MINOR THOROUGHFARE OR THOROUGHFARE (AS IDENTIFIED BY USDG STANDARDS) Main Street, Avenue, Local Office/Commercial
- BOULEVARD A (MULTI MODAL CORRIDOR - Pedestrian and bicycle facility with potential for transit)
- EXISTING STREETS
- MAJOR INTERSECTION

300' 0' 300' 600' 1200'
SCALE: 1"=600'-0"

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

CRESCENT COMMUNITIES
LINCOLN HARRIS

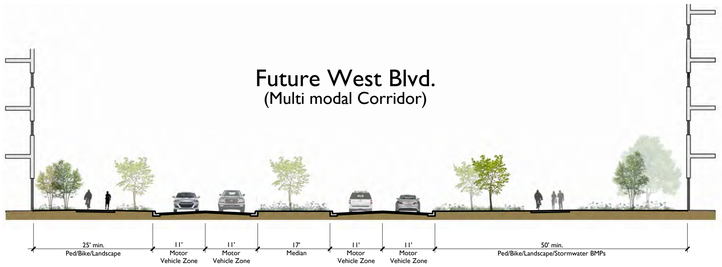
RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
ILLUSTRATIVE TRANSPORTATION NETWORK

REVISIONS:

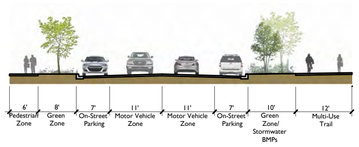
DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=600'-0"
PROJECT #: 1014342

SHEET #:
RZ-5A

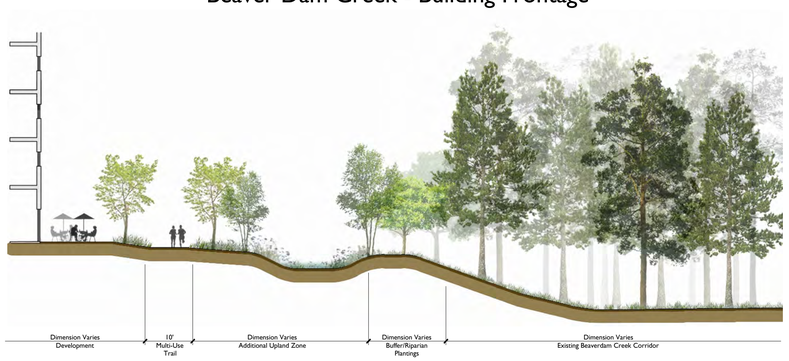
Future West Blvd.
(Multi modal Corridor)



Green Street



Beaver Dam Creek - Building Frontage



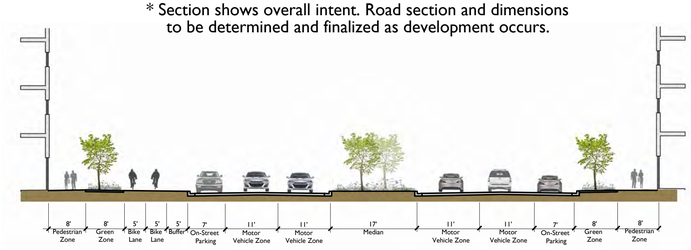
USDG Classification Table

USDG Classifications	Purpose	Adjacent Land Use	Minimum Building Setback**	Bike Facilities	Laneage / Median	On-Street Parking	Block Lengths	Posted Speed
Main Street ***(also minor thoroughfare/connector or collector)***	Active ground floor retail, pedestrian oriented with functioning doors and windows facing onto the sidewalk	"People-intensive and pedestrian-scaled" libraries, civic uses, retail, mixed use, public gathering spaces	20' 8' sidewalk, 8' amenity zone*	Not needed because lanes are designed for mixed traffic	Typically 1 lane in each direction with a 3rd for back to back turn lanes. 13' wide travel lanes (12' where constrained) 10' wide turn lane. Medians are not appropriate.	Yes, 7' wide from face of curb	400' blocks (total length of main street corridor only 1,000'-1,500')	25 mph
Avenue ***(also thoroughfare)***	Wide range of functions, access from neighborhoods to commercial areas,	Land uses will vary but the basic intent is for uses to orient to and have good functional and visual connections to the street	20' 8' sidewalk, 8' amenity zone	Yes, 4' wide and striped in absence of on street parking; 6' wide and striped with on street parking	Range from 2-5 with intermittent landscaped islands; Typically 10' wide but can be as wide as 14' with only one travel lane in each direction. Medians are not typical but may be provided in residential areas (16' wide where provided).	Yes, 7' wide from face of curb in areas with front facing development	Should not exceed 600'	25-30 mph
Boulevard ***(also major thoroughfare)***	Move large numbers of vehicles, often as "through traffic" and greater emphasis on motor vehicles while still accommodating pedestrians and cyclists	Similar to Avenues, but with greater setbacks and frontage will not always be to the street, however good functional connections are still important. Not intended for streets with a high volume of pedestrian crossing	20' 8' sidewalk, 8' amenity zone	Yes, minimum 4' wide and striped; 5' preferred and occaisions for 6'	Typically 2 in each direction; Typically 10' wide but can be as wide as 14' (with bicycle plan). Medians 17' wide or 6' with an 11' turn lane.	No, only if separated and provided on a parallel frontage street	1,000'-1,200' (approximately 1/4 mile) (Typical of median openings/signalized intersections)	35-40 mph
Parkway	Motor vehicle-oriented, high capacity	Land uses that depend upon vehicular accessibility and do not foster a large number of pedestrian crossings or walking along the parkway	20' 8' sidewalk, 8' amenity zone	No - separate adjacent facilities are recommended	2 or 3 lanes in each direction plus separate turn lanes; typically 12' lanes and medians 20' or 9' wide with 11' turn lanes.	No	larger blocks with limited access/ideally 1/2 mile	45-50 mph

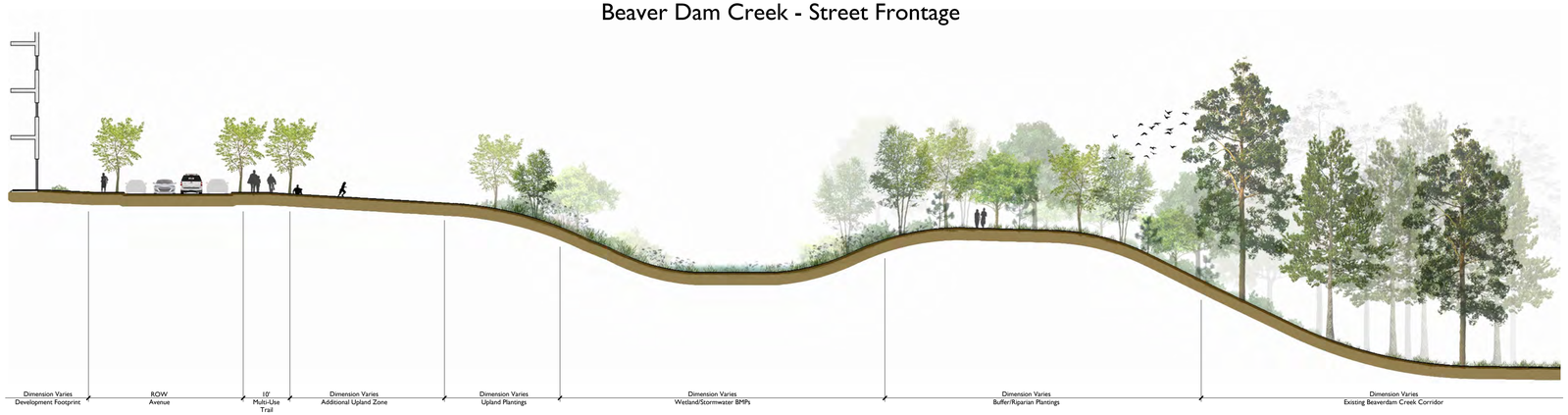
***Amenity Zone can include an 8' planting strip, trees in grates, bike facilities, benches or other elements that contribute to the pedestrian experience.**
**** Optional design alternatives for Minimum Building Setbacks may be included in Section VI Building Orientation/Street Frontage for each district.**
***** Setback is measured from back of curb on new streets or extensions and future back of curb on existing streets**

Table referenced from current USDG standards as of March 28, 2016.

Dixie River Overland Trail
* Section shows overall intent. Road section and dimensions to be determined and finalized as development occurs.



Beaver Dam Creek - Street Frontage



NOTE: Sections will vary and may not occur the length of all roads

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

CRESCENT COMMUNITIES
LINCOLN HARRIS

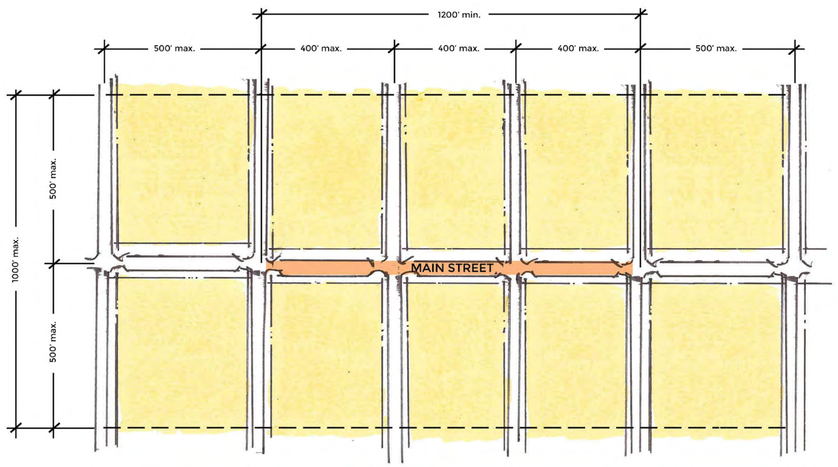
RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
ILLUSTRATIVE TRANSPORTATION NETWORK

REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: NTS
PROJECT #: 1014342

SHEET #:
RZ-5B

Town Center Core Size and Block Structure



For illustration purposes to show intent of conditions. Subject to evolve when road way plans are developed.

Streetscape by District

	Maximum/ Minimum Building Setback*	Minimum Building Setback	Transitional Zone behind Sidewalk	Parking Permitted to the Side of Buidlings	Parking and Manuevering Permitted Between the Building and the Street*	% of Block with Building Edge (min.)*	% of Block for Parking, Driveways, Manuevering (max.)	% of Bulding Edge Ground Floor with Active Use ***	% of wall that has Transparency+	% of Transparency that can be display windows or opaque glass	Common Residential Building or Multi-Tenant Frontage Entrance Spacing++
Town Center Core Main Streets	20'		4'	Yes	No	80%	20%	60%	60%	N/A	50'
Town Center Core Other Streets	20'		4'	Yes	Yes, limited to one full bay	60%	40%	50%	50%	16%	75'
Town Center General	20'		4'	Yes	Yes, limited to one full bay	50%	50%	30%	50%	16%	75'
Town Center Edge	20'		4'	Yes	Yes, limited to two full bays	50%	50%	30%	50%	16%	100'
Employment Minor Thoroughfare/ Collector Streets (Main, Avenue)		20'	N/A	Yes	Yes, limited to two full bays	40%	60%	N/A	50%	16%	100'
Employement Major Thoroughfares Streets (Boulevard, Parkway)		20'	N/A	Yes	Yes	N/A	80%	N/A	25%	100%	N/A
Gateway Minor Thoroughfare/ Collector Streets (Main, Avenue)		20'	N/A	Yes	Yes, limited to one full bay	40%	60%	N/A	50%	16%	100'
Gateway Major Thoroughfares Streets (Boulevard, Parkway)		20'	N/A	Yes	Yes	N/A	40%	N/A	25%	100%	N/A
Transitional Minor Thoroughfare/ Collector Streets (Main, Avenue)		20'	N/A	Yes	Yes. limited to two full bays	N/A	60%	N/A	50%	16%	100'
Transitional Major Thoroughfares Streets (Boulevard, Parkway)		20'	N/A	Yes	Yes	N/A	80%	N/A	25%	100%	N/A

* Additional standards and exceptions provided within District Standards Section VI Building Orientation/Street Frontage and General Development Standards Section VII Architectural Standards. Setback will be measured from back of curb on new streets or extensions or from future back of curb on existing streets. One parking bay is defined as one row of parking with two drive aisle lanes. Two bays of parking is defined as two rows of parking and two drive aisle lanes. Streetscapes that include the Overland Trail may deviate from the setback.
** Block face requirements can be met with urban open space consisting of some combination of seating areas, benches, specialty pavers, artwork, water features and/or similar pedestrian oriented amenities.
*** Active Use is defined as any use visible through transparent glass and accessible to interior and/or exterior users.
\+ If the primary pedestrian entrance is located on a Major Thoroughfare, the transparency % shall be increased to 50%
++ Frontage spacing only applies to one facade. Entrance spacing can deviate based on topography, enivronmental constraints and/or for the public the good.

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

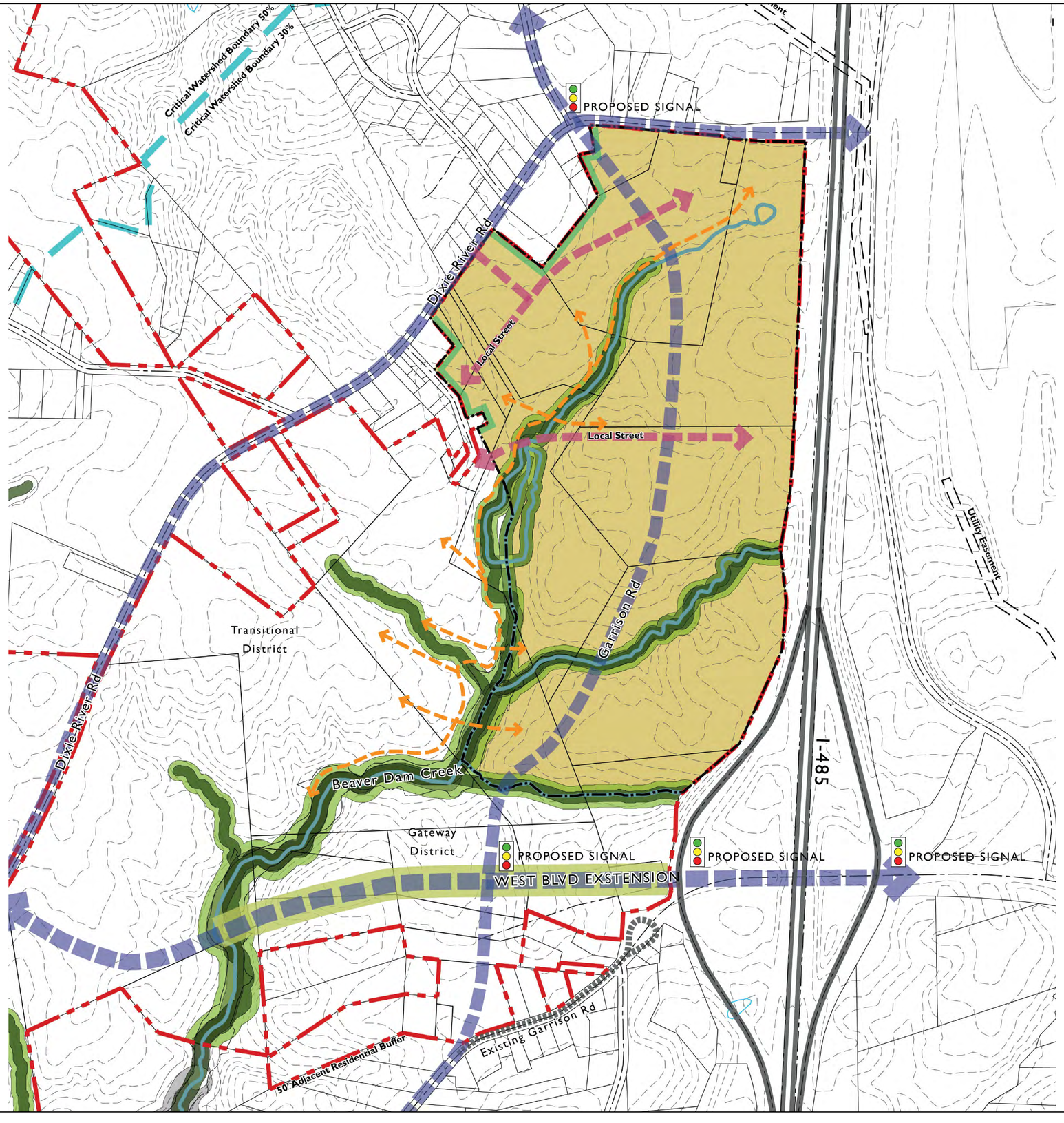
CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
ILLUSTRATIVE TRANSPORTATION NETWORK

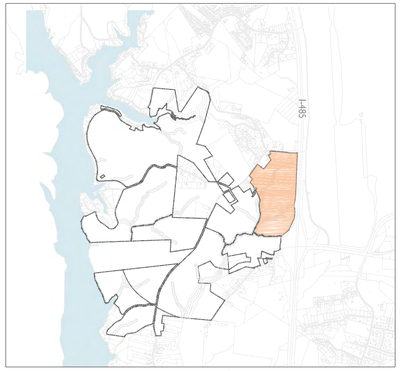
REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: NTS
PROJECT #: 1014342

SHEET #:
RZ-5C



EMPLOYMENT DISTRICT



SITE INDEX

DEVELOPMENT PROGRAM:
Total Acreage: 158.48 acres

OFFICE: 4.5MM SF
RETAIL: 50,000 SF
HOTEL: 250 ROOMS
MULTIFAMILY: 500 UNITS

- District Boundary
- Thoroughfare
- Local Street
- Pedestrian Connections (outside of streets to be paved or unpaved)
- Required Buffer Zone
- Increased Buffer Zone (See RZ-4B for commitments)
- Buildable Area
- 50' Buffer when adjacent to existing residential
- Multi modal Corridor
- Realigned Existing Garrison Rd.

NOTES:

* Specific alignment and specific stream crossings and locations will be determined as adjacent development occurs.

* A minimum of two connections across Beaver Dam Creek will be made to the Transitional District from either the Employment District or the Gateway District.

* Location of all streets is conceptual and may shift due to final engineering design, building placement and environmental issues.

* Location and street type for local streets will be determined during the development review process.

* Additional open space required (not part of SWIM or PCCO buffers) may be located elsewhere in development district, at time of improvements so long as minimum requirement is met.

* There is the ability to finalize open space and greenway boundaries as development occurs.

* Area will be allocated for public services- Police, fire, library, etc.

150' 0' 150' 300' 600'
SCALE: 1"=300'-0"

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
EMPLOYMENT DISTRICT

REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=300'-0"
PROJECT #: 10-1342

SHEET #:
RZ-6A

AIRPORT/BERRYHILL DEVELOPMENT STANDARDS FOR DISTRICTS - UPDATED May 27, 2016
****

EMPLOYMENT DISTRICT – UPDATED 5/27/16

OUTLINE

I. Employment District Zoning District
II. Employment District Permitted Uses
III. Employment District Optional Provisions
IV. Design Intent
V. Access | USDG Classification | Connectivity
VI. Building Orientation | Street Frontage
VII. Height and Transitions
VIII. Greenways/Trails, Open Space & Tree Save

DEVELOPMENT STANDARDS
(see additional General Development Standards on [Sheet RZ-[13]])

I. EMPLOYMENT DISTRICT ZONING – MUDD-O

II. EMPLOYMENT DISTRICT PERMITTED USES/DEVELOPMENT LEVELS:

a. Office up to 4.5 Million sf of gross floor area;
b. Retail/restaurant/EDEE/personal services up to 50,000 sf of gross floor area;
c. Hospitality up to 250 rooms;
d. Residential up to 500 multi-family and/or single family attached units; and
e. Institutional, recreation (indoor and outdoor) and civic uses.

Each of above together with accessory uses and uses allowed under prescribed conditions in the MUDD-O district.

See Section III of the General Development Standards for certain rights to transfer development levels and uses among various Districts and to increase the level of certain permitted uses by decreasing the level of other permitted uses (i.e. conversion rights).

III. EMPLOYMENT DISTRICT OPTIONAL PROVISIONS
(See additional General Optional Provisions under Section II of the General Development Standards on [Sheet RZ-13])

The following optional provisions shall apply to the Employment District, many details of which are set forth below and identified with "*Optional Provisions*" references:

a. To allow a maximum building height of 150 feet except as otherwise describe in Section VIII (such height will be as measured as required by the Ordinance).

b. For buildings located within 300 linear feet of I-485, to allow wall signs to have up to 200 square feet of sign surface area per wall for the portions of the building located 5 stories or taller.

c. In connection with office uses developed in a "campus format", as defined below, ground mounted signs up to 12 feet in height and containing up to 100 square feet of sign area at shared driveway entrances at public or private streets, but limited to one per entrance. A "campus format" shall have the following characteristics: clustered buildings, shared parking, shared open spaces, generous setbacks, emphasis on internal site connectivity and building to building relationship.

Note: The optional provisions 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.

IV. EMPLOYMENT DISTRICT DESIGN INTENT:

a. Overall Intent. The Employment District shall be characterized by a high concentration of office and employment uses so as to take advantage of the District's proximity to I-485 and Charlotte Douglas International Airport & Intermodal Facility. Other uses referenced above shall also be allowed as support for the primary employment nature of the District. The Office development may be developed in a more urban and concentrated form or may take on a campus style. In all instances, the uses within the Employment District will provide connectivity to other portions of the Master Plan through street networks, bike/pedestrian links, multi-use trails and the like. The urban and concentrated form will follow the building Streetscape by District standards on [Sheet RZ-5C]. The "campus format" will have more generous setbacks with less emphasis on the building and street relationship, rather an emphasis on internal site connectivity and building to building relationships.

V. EMPLOYMENT DISTRICT ACCESS/USDG STREETS & CONNECTIVITY:

a. Access: Access to the Employment District shall be primarily by way of full movement signalized access off of new West Boulevard Extension followed by access north/south via new street/road (i.e. new Garrison Rd) with connectivity to north, access to and from the west and the Transitional District, as well as future access to I-485 at Dixie River Road, as generally depicted on [Sheet RZ-6A].

b. A minimum of 2 street crossings over Beaver Dam Creek in the locations generally depicted on [Sheet RZ-6A, RZ-7A and RZ-8A] shall be provided in the Employment, Gateway and Transitional Districts; however, the locations of such crossings can be adjusted during the design development phase based on environmental, topographical and other site/development considerations.

VI. EMPLOYMENT DISTRICT BUILDING ORIENTATION/STREET FRONTAGE

The following provisions address certain design aspects related to the orientation of buildings and site elements to streets and streetscape matters. Certain *Optional Provisions* that permit deviations from the MUDD minimum standards will be allowed as described herein.

a. Setbacks and Streetscape
1. Minimum building setback is 20 feet.
2. A transitional 4' zone behind the sidewalk is not required in the Employment District.
3. Parking and maneuvering are permitted to the side and rear of buildings.
4. Parking and maneuvering are permitted between buildings and streets as follows:
   (i) Limited to 2 bays of parking on Minor Thoroughfares; and
   (ii) Permitted without limitation on Major Thoroughfares.
5. A minimum of forty percent of a block face on a Minor Thoroughfare shall be building edge, such that, a maximum of sixty percent of a block face on a Minor Thoroughfare may be utilized for parking, driveways and maneuvering.
6. Buildings within the Employment District are not required to have a percentage of building edge with ground floor active use.
7. Buildings within the Employment District fronting a Minor Thoroughfare shall have a minimum of 50% transparency. Sixteen percent of the required transparency may be display windows or opaque glass.
8. Buildings within the Employment District fronting a Major Thoroughfare shall have a minimum of 25% transparency. One hundred percent of the required transparency may be display windows or opaque glass.
9. Drive-thru facility uses are permitted throughout the Employment District with the exception of Development Areas B & C, subject to the building design standards set forth in Section VI of the General Development Standards. However, one financial institution with a drive-thru facility is permitted in each of Development Areas B & C.

Reference is made to [Sheet RZ-5A] regarding "Streetscape by District" chart. To the extent of any discrepancy between the provisions above and the application of the Streetscape by District Chart, the above provisions will control.

Deviations from the above provisions are permitted upon approval by the Planning Department based upon the overland trail location, environmental or topographical constraints or for public benefit.

b. Orientation Options
1. Buildings adjacent to Beaver Dam Creek Greenway and/or open space areas as generally depicted on [Sheet RZ-6A] shall contain the following characteristics:

   (i) buildings that address the greenway/trail portions in accordance with design standards set forth herein and provide for pedestrian connections from buildings to the trail network;
   (ii) residential buildings that address the greenway/trail portions shall have direct pedestrian connection from ground floor units;

   (iii) parking decks that adhere to the design standards described in Section VI (Architectural Standards) of the General Development Standards and contain landscaping and/or wall treatment features along portions of the decks; and
   (iv) service and loading that will not orient to or be located directly adjacent to Beaver Dam Creek Greenway.

2. Buildings at intersections with Garrison Road Extension and new streets will have building edges on three out of four corners of each new intersection except when challenging environmental or topography conditions exist, when difficulties in compliance result from conflicts in compliance with greenway/open space and/or other challenging site conditions or when there is a greater opportunity to create s strong relationship and orientation to the greenway areas, creeks or multi-use trails.

VII. EMPLOYMENT DISTRICT HEIGHT AND TRANSITIONS

a. Overall Intent. The buildings within the Employment District will have a range of height with concentrations along the Interstate and in pockets throughout the District. The scale and massing of office/commercial buildings, multi-family residential buildings or single family attached buildings within Area D will be less intensive along the single family lots/homes located along Goodman Road, but only to the extent such property remains zoned for single family detached residential use.

b. Height Generally. *Optional Provision.* Height shall be measured as set forth in the Ordinance except it will be exclusive of ornamental roof structures such as parapets, spires, mansards, domes, dormers or other architectural features. Building height of 120' will be permitted throughout the Employment District, except when adjacent to existing single-family as described in c. below. In addition, building height may exceed 120 feet upon approval of the Planning Staff up to a maximum building height of 150 feet, per the following provisions:

(i) the design meets the intent of varied massing (i.e one wing of the building is 150', the others step down to 80');

(ii) changes in building material mimics a horizontal change in wall plane; and/or

(iii) a greater, 10'or more, setback distance is provided behind the sidewalk to create an open space amenity area and the building contains a stepback at 3 stories of 10 feet as well as architectural treatments for delineating the base, middle and top of the building.

c. Adjacent to Single Family. Buildings located adjacent to single family will not exceed 6 stories in height within a distance of 100' of the abutting single family uses. Buildings that exceed 3 stories will provide a Class C 50' buffer between single family uses located along the edge of the Employment District along Goodman Road, but such buffer may be reduced per the Ordinance standards when such property is no longer zoned for single

family detached. At such time, the maximum allowable height may be increased to 120' unless approved by Planning Staff as set forth above.

VIII. EMPLOYMENT DISTRICT GREENWAYS/TRAILS, OPEN SPACE & TREE SAVE

a. Overall Intent: The vision is to create a place that emphasizes the natural environment and connections at every level through a diverse network of open space experiences. Open space in the Employment District will be predominantly natural in form and will serve as the amenity area for adjacent developments as well as provide links to more formal gathering spaces and to the overall Master Plan Site. Sidewalks and direct connections will be provided from uses and amenity areas within the Employment District to the trail and/or greenway system.

b. Beaver Dam Creek. Portions of Beaver Dam Creek located within the District will be dedicated for greenway purposes as the greenway is developed and as development occurs within the applicable area of the District, all in a manner consistent with the Environmental Vision set forth in this Rezoning Plan pursuant to terms and conditions reasonably acceptable to the Petitioner and Mecklenburg County Parks & Recreations. Portions of such greenway areas will include a trail system as described below.

c. Pedestrian Trails. A system of pedestrian trails will be provided within portions of the greenway areas (to be determined by Mecklenburg County and Petitioner as described above) and major creek areas (to be determined by Petitioner) in a manner to ensure pedestrian mobility and connectivity within and among the Districts:

1. These trails may vary from natural surface hiking/walking trails to hard surface multi-use biking/hiking/walking trails.

2. Access to these trails shall be in suitable locations so as to provide convenient pedestrian mobility and connectivity to development taking place within and among the districts by way of such trails and/or sidewalks within the developed areas.

3. Pedestrian bridges over creeks and greenways will be installed as part of the trail system to support pedestrian mobility and connectivity goals.

4. The trails will be installed as development occurs within the adjacent portion of the District.

d. Open Space / Tree Save. Open space and tree save areas within this District will meet or exceed Ordinance requirement and shall otherwise comply with the Environmental Vision Plan provisions of this Rezoning Plan which shall provide that a minimum of 30% of this District will be retained as open space as generally depicted on Sheet RZ-6A, measured at the time of completion of 75% of the development within the District.

e. In addition to the 30% of open space generally depicted on Sheet RZ-6A, usable amenity space (plaza, lawn, muse etc.) may be developed as development occurs.

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

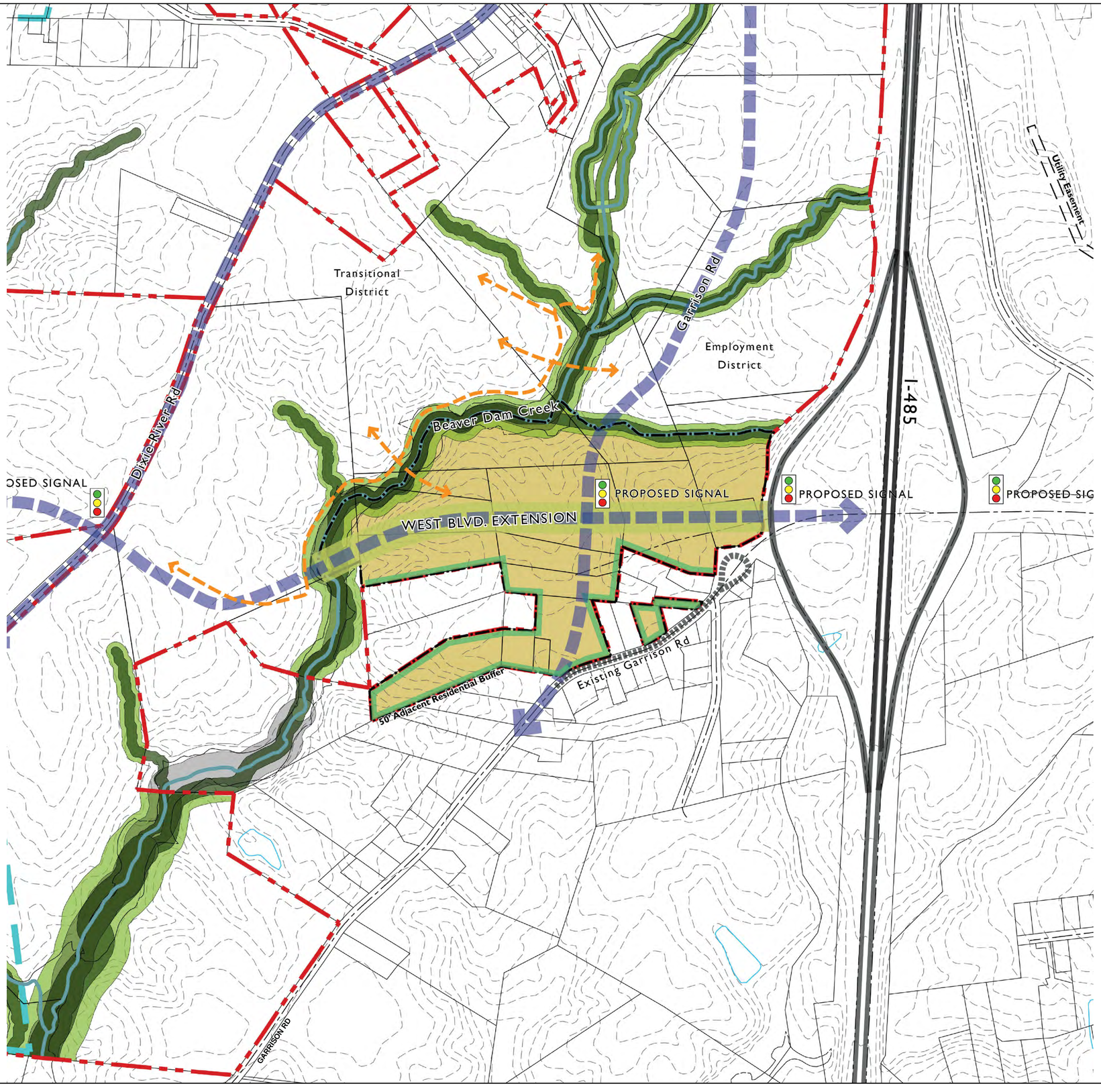
CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
EMPLOYMENT DISTRICT DEVELOPMENT STANDARDS

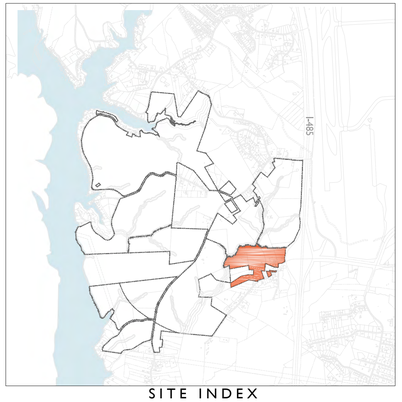
REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: NTS
PROJECT #: 1014342

SHEET #:
RZ-6B



GATEWAY DISTRICT



SITE INDEX

DEVELOPMENT PROGRAM:
Total Acreage: 64.58 acres

OFFICE: 500,000 SF
RETAIL 50,000 SF
HOTEL: 250 ROOMS

- District Boundary
- Thoroughfare
- Local Street
- Pedestrian Connections (outside of streets to be paved or unpaved)
- Required Buffer Zone
- Increased Buffer Zone (See RZ-4B for commitments)
- Buildable Area
- 50' Buffer when adjacent to existing residential
- Multi modal Corridor
- Realigned Existing Garrison Rd.

NOTES:

* Specific alignment and specific stream crossings and locations will be determined as adjacent development occurs.

* A minimum of two connections across Beaver Dam Creek will be made to the Transitional District from either the Employment District or the Gateway District.

* Location of all streets is conceptual and may shift due to final engineering design, building placement and environmental issues.

**Location and street type for local streets will be determined during the development review process.

* Additional open space required (not part of SWIM or PCCO buffers) may be located elsewhere in development district, at time of improvements so long as minimum requirement is met.

* There is the ability to finalize open space and greenway boundaries as development occurs.

* Area will be allocated for public services- Police, fire, library, etc.

150' 0' 150' 300' 600'
SCALE: 1"=300'-0"

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
GATEWAY DISTRICT

REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=300'-0"
PROJECT #: 10-14342

SHEET #:
RZ-7A

GATEWAY DISTRICT- UPDATED 5/27/16

OUTLINE

I. Zoning District
II. Gateway District Permitted Uses
III. Gateway District Optional Provisions
IV. Design Intent
V. Access | USDG Classification | Connectivity
VI. Building Orientation | Street Frontage
VII. Height and Transitions
VIII. Greenways/Trails, Open Space & Tree Save

DEVELOPMENT STANDARDS
(see additional General Development Standards on [Sheet RZ-[13]])

I. GATEWAY DISTRICT ZONING– MUDD-O

II. GATEWAY DISTRICT PERMITTED USES/DEVELOPMENT LEVELS:

a. Office up to 500,000 sf of gross floor area;
b. Retail/restaurant/EDEE/personal services up to 50,000 sf of gross floor area;
c. Hospitality up to 250 rooms;
d. Residential up to XX multi-family and or single family attached units; but uses are allowed the per conversion and transfer rights
e. Institutional, recreation (indoor and outdoor) and civic uses.

Each of above together with other uses, accessory uses and uses allowed under prescribed conditions in the MUDD-O district.

See Section III of the General Development Standards for certain rights to transfer development levels and uses among various Districts and to increase the level of certain permitted uses by decreasing the level of other permitted uses (i.e. conversion rights).

III. GATEWAY DISTRICT OPTIONAL PROVISIONS
The following optional provisions shall apply to the Gateway District, many details of which are set forth below and identified with "*Optional Provisions*" references:

a. For buildings fronting West Boulevard extension to allow wall signs to have up to 200 square feet if sign surface area per wall for the portions of the building located 5 stories or taller,

Note: The optional provisions 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.

IV. GATEWAY DISTRICT DESIGN INTENT:

a. Overall Intent. The Gateway District shall be characterized by a mix of office and employment uses so as to take advantage of the District's proximity to I-485 and Charlotte Douglas International Airport & Intermodal Facility. Commercial uses such as retail, restaurant/EDEE, personal services and hotel uses may be developed in mixed or multi-use format along West Boulevard Extension. In all instances, the uses within the Gateway District will provide connectivity to other portions of the Master Plan through street networks, bike/pedestrian links, multi-use trails and the like.

V. GATEWAY DISTRICT ACCESS/USDG STREETS & CONNECTIVITY:

a. Access: Access to the Gateway District shall be primarily by way of full movement signalized access off of new West Boulevard Extension as generally depicted followed by access north/south via new street/road (i.e. new Garrison Rd) with connectivity to north, access to and from the west and the Town Center District, as well as future access to I-485 at Dixie River Road as generally depicted on [Sheet RZ-7A].

1. The Local Office/Commercial Wide Street classification will be used in portions of the Gateway District to support pedestrian-scaled, street-oriented, ground floor active uses (any use visible from the street through clear glass and accessible to interior users)

2. A minimum of 2 street crossings over Beaver Dam Creek in the locations generally depicted on [Sheet RZ-6A, RZ-7A and RZ-8A] shall be provided in the Gateway, Transitional and Employment Districts; however, the locations of such crossings can be adjusted during the design development phase based on environmental, topographical and other site/development considerations.

VI. GATEWAY DISTRICT BUILDING ORIENTATION/STREET FRONTAGE

The following provisions address certain design aspects related to the orientation of buildings and site elements to streets and streetscape matters. Certain Optional Provisions that permit deviations from the MUDD minimum standards will be allowed as described herein (such as, for example, deviations from the requirement in MUDD that there be no parking between buildings and public streets).

a. Setbacks and Streetscape

1. Minimum building setback is 20 feet.
2. A transitional 4' zone behind the sidewalk is not required in the Gateway District.
3. Parking and maneuvering are permitted to the side and rear of buildings.
4. Parking and Maneuvering is permitted between the building and the street as follows:
   i. Limited to 1 bay on Minor Thoroughfares, however it is not permitted between the building and Garrison or West Boulevards extensions.
   ii. Permitted without limitation on Major Thoroughfares

5. A minimum of forty percent of a block face on a Minor Thoroughfare shall be building edge, such that, a maximum of sixty percent of a block face on a Minor Thoroughfare may be utilized for parking, driveways and maneuvering.
6. Uses within the Gateway District are not required to have a percentage of building edge with ground floor active use.
7. Uses within the Gateway District fronting a Minor Thoroughfare shall have a minimum of 50% transparency. Sixteen percent of the required transparency may be display windows or opaque glass.
8. Uses within the Employment District fronting a Major Thoroughfare shall have a minimum of 25% transparency. One hundred percent of the required transparency may be display windows or opaque glass.
9. Drive-thru facility uses are not permitted to front Garrison or West Boulevard extensions.
10. Exposed ground floor structured parking is permitted with screening and is limited by the required percentage of active ground floor uses.

Reference is made to [Sheet RZ-5A] regarding "Streetscape by District" chart.
To the extent of any discrepancy between the provisions above and the application of the Streetscape by District Chart, the above provisions will control.

Deviations from the above provisions are permitted upon approval by the Planning Department based upon the overland trail location, environmental or topographical constraints or for public benefit.

b. Orientation Options
1. Buildings adjacent to Beaver Dam Creek Greenway and/or open space areas as generally depicted on [Sheet RZ-7A] shall contain the following characteristics:
   (i) buildings that address the greenway/trail portions in accordance with design standards set forth below and provide for pedestrian connections from buildings to the trail network;
   (ii) parking decks that adhere to the design standards described in General Development Standards Section VI (Architectural Standards);
   (iii) parking decks that adhere to the design standards set forth and contain landscaping and/or wall treatment features along portions of the decks; and
   (iv) service and loading will not orient to or be located directly adjacent to Beaver Dam Creek Greenway.
2. Buildings at intersections with Garrison Road Extension and new streets will have building edges on three out of four corners of each new intersection except when challenging environmental or topography conditions exist, when difficulties in compliance result from conflicts in compliance with greenway/open space and/or other challenging site conditions or when there is a greater opportunity to create s strong relationship and orientation to the Greenway, Creek or Multi-Use Trail.

VII. GATEWAY DISTRICT HEIGHT AND TRANSITIONS

a. Height. Buildings in the Gateway District will have a maximum building height of 120' unless otherwise limited by section b. below regarding single family detached uses. However,

an *Optional Provision* is hereby provided to allow buildings within the portion of the Gateway District along I-485 to be up to 150 feet in height. Height shall be measured as set forth in the Ordinance except it will be exclusive of ornamental roof structures such as parapets, spires, mansards, domes, dormers or other architectural features.

b. Single Family. Buildings located adjacent to single family residential detached uses will not exceed 6 stories. Buildings that exceed 3 stories will provide a Class C 50' buffer between adjacent single family uses, but such buffer may be reduced per the Ordinance standards when such single family use intensifies. At such time, the maximum height may be increased to 120' unless located along I-485 which allows 150' in height.

VIII. GATEWAY DISTRICT GREENWAYS/TRAILS, OPEN SPACE & TREE SAVE

a. Overall Intent. The vision is to create a place that emphasizes the natural environment and connections at every level through a diverse network of open space experiences. Open space in the Gateway District will be predominantly natural in form and will serve as the amenity area for adjacent developments as well as provide links to more formal gathering spaces and to the overall Master Plan Site. Sidewalks and direct connections will be provided from uses and amenity areas within the Employment District to the trail and/or greenway system.

b. Beaver Dam Creek. Portions of Beaver Dam Creek located within the District will be dedicated for greenway purposes as the greenway is developed and as development occurs within the applicable area of the District, all in a manner consistent with the environmental vision set forth in this Rezoning Plan pursuant to terms and conditions reasonably acceptable to the Petitioner and Mecklenburg County Parks & Recreations. Portions of such greenway areas will include a trail system as described below.

c. Pedestrian Trails. A system of pedestrian trails will be provided within portions of the greenway areas (to be determined by Mecklenburg County and Petitioner as described above) and major creek areas (to be determined by Petitioner) in a manner to ensure pedestrian mobility and connectivity within and among the Districts:

1. These trails may vary from natural surface hiking/walking trails to hard surface multi-use biking/hiking/walking trails.

2. Access to these trails shall be in suitable locations so as to provide convenient pedestrian mobility and connectivity to development taking place within and among the districts by way of such trails and/or sidewalks within the developed areas.

3. Pedestrian bridges over creeks and greenways will be installed as part of the trail system to support pedestrian mobility and connectivity goals.

4. The trails will be installed as development occurs within the adjacent portion of the District.

d. Open Space/Tree Save. Open space and tree save areas within this District will meet or exceed ordinance requirement and shall otherwise comply with the Environmental Vision Plan provisions of this Rezoning Plan which shall provide that a minimum of 30% of this District will be retained as open space as generally depicted on Sheet RZ-7A, measured at the time of completion of 75% of the development within the District.

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

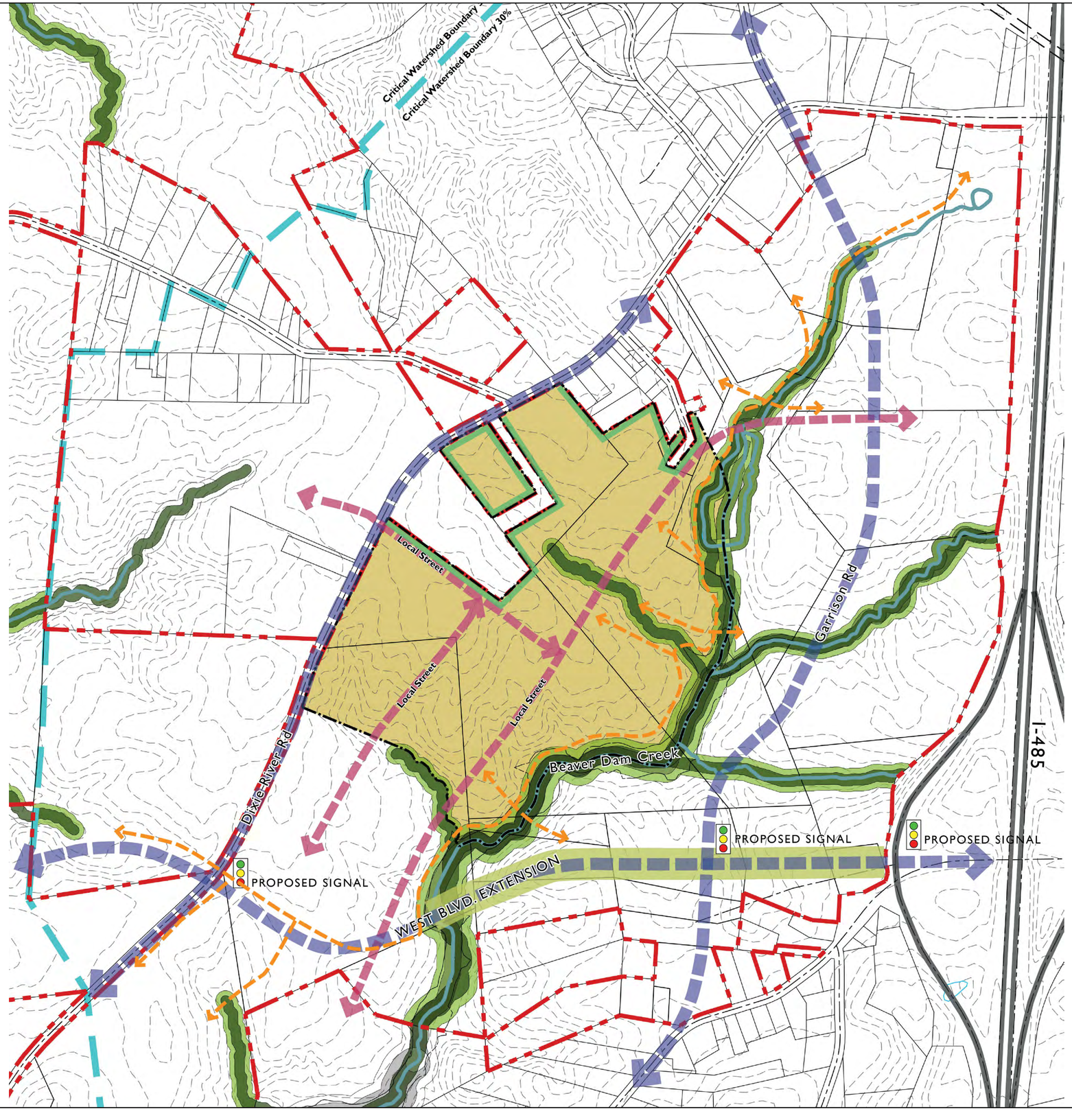
CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
GATEWAY DISTRICT DEVELPOMENT STANDARDS

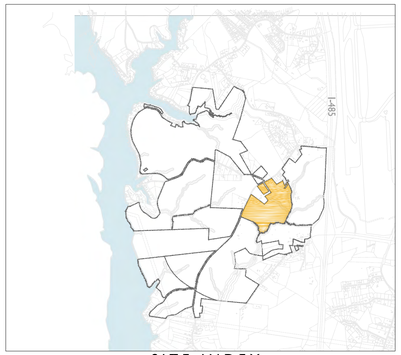
REVISIONS:

DATE: 05.27.16
DESIGNED BY: JR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=75'
PROJECT #: 101434.2

SHEET #:
RZ-7B



TRANSITIONAL DISTRICT



SITE INDEX

DEVELOPMENT PROGRAM:
Total Acreage: 97.38 acres

Multifamily: 300 units
Office: 1.0MM sf
Retail: 25,000 sf

- District Boundary
- Thoroughfare
- Local Street
- Pedestrian Connections (outside of streets to be paved or unpaved)
- Required Buffer Zone
- Increased Buffer Zone (See RZ-4B for commitments)
- Buildable Area
- 50' Buffer when adjacent to existing residential
- Multi modal Corridor
- Realigned Existing Garrison Rd.

NOTES:

* Specific alignment and specific stream crossings and locations will be determined as adjacent development occurs.

* A minimum of two connections across Beaver Dam Creek will be made to the Transitional District from either the Employment District or the Gateway District.

* Location of all streets is conceptual and may shift due to final engineering design, building placement and environmental issues.

* Location and street type for local streets will be determined during the development review process.

* Additional open space required (not part of SWIM or PCCO buffers) may be located elsewhere in development district, at time of improvements so long as minimum requirement is met.

* There is the ability to finalize open space and greenway boundaries as development occurs.

* Area will be allocated for public services- Police, fire, library, etc.

150' 0' 150' 300' 600'

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
TRANSITIONAL DISTRICT

REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=300'-0"
PROJECT #: 1014342

SHEET #:
RZ-8A

TRANSITIONAL DISTRICT—UPDATED 5/27/16

OUTLINE

I. Zoning District
II. Transitional District Permitted Uses
III. Transitional District Optional Provisions
IV. Design Intent
V. Access | USDG Classification | Connectivity
VI. Building Orientation | Street Frontage
VII. Height and Transitions
VIII. Greenways/Trails, Open Space & Tree Save

DEVELOPMENT STANDARDS
(see additional General Development Standards on [Sheet RZ12A and 12B]

I. TRANSITIONAL DISTRICT ZONING– MUDD-O

II. TRANSITIONAL DISTRICT PERMITTED USES/DEVELOPMENT LEVELS:

a. Office up to 1 Million sf of gross floor area;
b. Retail/restaurant/EDEE/personal services up to 25,000 sf of gross floor area;
c. Hospitality up to XX rooms; but use is allowed per conversion and transfer rights;
d. Residential up to 300 multi-family and/or single family attached or detached units; and
e. Institutional and civic uses.

Each of above together with other uses, accessory uses and uses allowed under prescribed conditions in the MUDD-O district.

See Section III of the General Development Standards for certain rights to transfer development levels and uses among various Districts and to increase the level of certain permitted uses by decreasing the level of other permitted uses (i.e. conversion rights).

III. TRANSITIONAL DISTRICT OPTIONAL PROVISIONS
The following optional provisions shall apply to the Transitional District, many details of which are set

a. To allow in connection with office uses developed in a clustered campus format to locate ground mounted signs up to 12 feet in height and containing up to 100 square feet of sign area at shared driveway entrances at the public or private street

Note: The optional provisions 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.

IV. TRANSITIONAL DISTRICT DESIGN INTENT:

a. Overall Intent. The Transitional District shall be characterized by mixture of residential and office/commercial uses with an overall approach that is in a less intense format than the Employment or the Gateway District in recognition of the transition nature of District between area closer to I-485 and the predominantly single family uses of the Residential District. There will be portions of the Transitional District that shall be more intense in development than others, but those portions will be in located primarily in Area A and portions of Area B as generally depicted on Sheet RZ [8A]. For most of the Transition District Office uses shall be developed in less of an urban format with less use of structured parking facilities, while preserving connectivity to other portions of the Master Plan through street networks, bike/pedestrian links, multi-use trails and the like. More dense office format may be located within Area A and portions of Area B as generally depicted on Sheet RZ 8A. Residential uses shall be characterized by a mixture of multi-family and single family attached and detached units with mid to moderate densities of up to 24 units per acre but greater density may be allowed along thoroughfares. In all instances, the uses within the Transitional District will provide connectivity to other portions of the Master Plan through street networks, bike/pedestrian links, multi-use trails and the like.

V. TRANSITIONAL DISTRICT ACCESS/USDG STREETS & CONNECTIVITY:

a. Access: Access to the Transitional District shall be primarily by way of Dixie River Road and internal streets and roads as generally depicted on Sheet RZ -8A, provided the locations of streets as shown are subject to change and are illustrative in nature.

1. The Local Office/Commercial Wide Street classification will be used in portions of the Transitional District to support pedestrian-scaled, street-oriented, ground floor active uses (any use visible from the street through clear glass and accessible to interior users)

2. A minimum of 1 street crossing over Beaver Dam Creek in the location generally depicted on Sheet RZ 8A shall be provided, provided that the locations of such crossing can be adjusted during the design development phase based on environmental and topographical considerations. The street crossing over Beaver Dam Creek shall take place as development occurs in the applicable Area from which the crossing will occur but in any event prior to development of greater than 70 percent of the permitted gross floor area for commercial uses within the District.

VI. TRANSITIONAL DISTRICT BUILDING ORIENTATION/STREET FRONTAGE

The following provisions address certain design aspects related to the orientation of buildings and site elements to streets and streetscape matters. Certain Optional Provisions that permit deviations from the MUDD minimum standards will be allowed as described herein (such as, for example, deviations from the requirement in MUDD that there be no parking between buildings and public streets).

a. Setbacks and Streetscape
1. Minimum building setback is 20 feet.

2. A transitional 4' zone behind the sidewalk is not required in the Transitional District.
3. Parking and maneuvering are permitted to the side and rear of buildings.
4. Parking and Maneuvering is permitted between the building and the street as follows:
   i. Limited to 2 bays on Minor Thoroughfares
   ii. Permitted without limitation on Major Thoroughfares
5. A minimum of forty percent of a block face on a Minor Thoroughfare shall be building edge.
6. A maximum of sixty percent of a block face on a Minor Thoroughfare may be utilized for parking, driveways and maneuvering.
7. Uses within the Transitional District are not required to have a percentage of building edge with ground floor active use.
8. Uses within the Gateway District fronting a Minor Thoroughfare shall have a minimum of 50% transparency. Sixteen percent of the required transparency may be display windows or opaque glass.
9. Uses within the Transitional District fronting a Major Thoroughfare shall have a minimum of 25% transparency. One hundred percent of the required transparency may be display windows or opaque glass.

Reference is made to [Sheet RZ-5A] regarding "Streetscape by District" chart.
To the extent of any discrepancy between the provisions above and the application of the Streetscape by District Chart, the above provisions will control.

Deviations from the above provisions are permitted upon approval by the Planning Department based upon the overland trail location, environmental or topographical constraints or for public benefit.

b. Orientation Options
1. Buildings adjacent to Beaver Dam Creek Greenway and/or open space areas as generally depicted on [Sheet RZ-8A] shall contain the following characteristics:
(i) buildings that address the greenway/trail portions in accordance with design standards set forth below and provide for pedestrian connections from buildings to the trail network;
(ii) parking decks that adhere to the design standards described in General Development Standards Section VI (Architectural Standards);
(iii) parking decks that adhere to the design standards set forth and contain landscaping and/or wall treatment features along portions of the decks;
(iv) service and loading will not orient to or be located directly adjacent to Beaver Dam Creek Greenway.

VII. TRANSITIONAL DISTRICT HEIGHT AND TRANSITIONS

a. Overall Intent. The buildings within the Transitional District will have a range of height with concentrations along the Dixie River and in pockets throughout the District. The scale and massing of office/commercial buildings, multi-family residential buildings will be less intensive along the single family lots/homes located in the Residential District or

adjacent existing single-family, but only to the extent such property remains zoned for single family detached residential use.

b. Height Generally. *Optional Provision:* Height shall be measured as set forth in the Ordinance except it will be exclusive of ornamental roof structures such as parapets, spires, mansards, domes, dormers or other architectural features. Building height of 120' will be permitted throughout the Transitional District, except buildings located along Dixie River shall be limited to a height of 95' and when adjacent to single family residential uses as described in c. below.

c. Single Family. Buildings located adjacent to single family detached residential uses will not exceed 6 stories. Buildings that exceed 3 stories will provide a Class C 50' buffer between single family uses located along the edge of the Transitional District, but such buffer may be reduced per the Ordinance standards when such property is no longer zoned for single family detached residential uses. At such time, the maximum height may be increased to 120'.

VIII. TRANSITIONAL DISTRICT GREENWAYS/TRAILS, OPEN SPACE & TREE SAVE

a. Overall Intent: The vision is to create a place that emphasizes the natural environment and connections at every level through a diverse network of open space experiences. Open space in the Transitional District will be predominantly natural in form and will serve as the amenity area for adjacent developments as well as provide links to more formal gathering spaces and to the overall Master Plan Site. Sidewalks and direct connections will be provided from uses and amenity areas within the Transitional District to the trail and/or greenway system.

b. Beaver Dam Creek. Portions of Beaver Dam Creek located within the District will be dedicated for greenway purposes as the greenway is developed and as development occurs within the applicable area of the District, all in a manner consistent with the environmental vision set forth in this Rezoning Plan pursuant to terms and conditions reasonably acceptable to the Petitioner and Mecklenburg County Parks & Recreations. Portions of such greenway areas will include a trail system as described below.

c. Pedestrian Trails. A system of pedestrian trails will be provided within portions of the greenway areas (to be determined by Mecklenburg County and Petitioner as described above) and major creek areas (to be determined by Petitioner) in a manner to ensure pedestrian mobility and connectivity within and among the Districts:

1. These trails may vary from natural surface hiking/walking trails to hard surface multi-use biking/hiking/walking trails.

2. Access to these trails shall be in suitable locations so as to provide convenient pedestrian mobility and connectivity to development taking place within and among the districts by way of such trails and/or sidewalks within the developed areas.

adjacent existing single-family, but only to the extent such property remains zoned for single family detached residential use.

b. Height Generally. *Optional Provision:* Height shall be measured as set forth in the Ordinance except it will be exclusive of ornamental roof structures such as parapets, spires, mansards, domes, dormers or other architectural features. Building height of 120' will be permitted throughout the Transitional District, except buildings located along Dixie River shall be limited to a height of 95' and when adjacent to single family residential uses as described in c. below.

c. Single Family. Buildings located adjacent to single family detached residential uses will not exceed 6 stories. Buildings that exceed 3 stories will provide a Class C 50' buffer between single family uses located along the edge of the Transitional District, but such buffer may be reduced per the Ordinance standards when such property is no longer zoned for single family detached residential uses. At such time, the maximum height may be increased to 120'.

VIII. TRANSITIONAL DISTRICT GREENWAYS/TRAILS, OPEN SPACE & TREE SAVE

a. Overall Intent: The vision is to create a place that emphasizes the natural environment and connections at every level through a diverse network of open space experiences. Open space in the Transitional District will be predominantly natural in form and will serve as the amenity area for adjacent developments as well as provide links to more formal gathering spaces and to the overall Master Plan Site. Sidewalks and direct connections will be provided from uses and amenity areas within the Transitional District to the trail and/or greenway system.

b. Beaver Dam Creek. Portions of Beaver Dam Creek located within the District will be dedicated for greenway purposes as the greenway is developed and as development occurs within the applicable area of the District, all in a manner consistent with the environmental vision set forth in this Rezoning Plan pursuant to terms and conditions reasonably acceptable to the Petitioner and Mecklenburg County Parks & Recreations. Portions of such greenway areas will include a trail system as described below.

c. Pedestrian Trails. A system of pedestrian trails will be provided within portions of the greenway areas (to be determined by Mecklenburg County and Petitioner as described above) and major creek areas (to be determined by Petitioner) in a manner to ensure pedestrian mobility and connectivity within and among the Districts:

1. These trails may vary from natural surface hiking/walking trails to hard surface multi-use biking/hiking/walking trails.

2. Access to these trails shall be in suitable locations so as to provide convenient pedestrian mobility and connectivity to development taking place within and among the districts by way of such trails and/or sidewalks within the developed areas.

3. Pedestrian bridges over creeks and greenways will be installed as part of the trail system to support pedestrian mobility and connectivity goals.

4. The trails will be installed as development occurs within the adjacent portion of the District.

d. Open Space / Tree Save. Open space and tree save areas within this District will meet or exceed ordinance requirement and shall otherwise comply with the Environmental Vision Plan provisions of this Rezoning Plan which shall provide that a minimum of 30% of this District will be retained as open space as generally depicted on Sheet RZ-8A, measured at the time of completion of 75% of the development within the District.

e. In addition to the 30% of open space generally depicted on Sheet RZ-8A, usable amenity space (plaza, lawn, muse etc.) will be developed as development occurs.

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

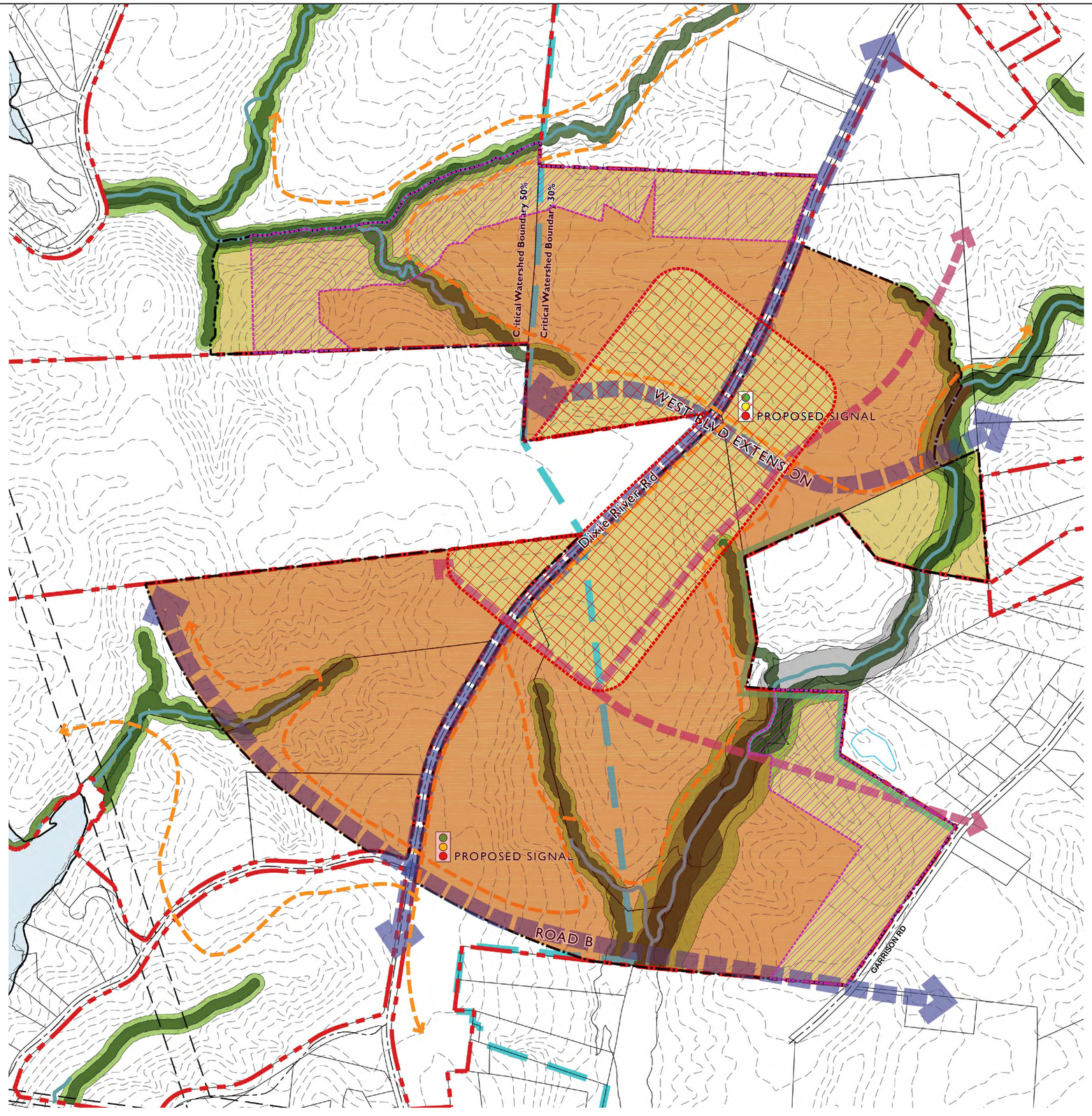
CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
TRANSITIONAL DISTRICT DEVELOPMENT STANDARDS

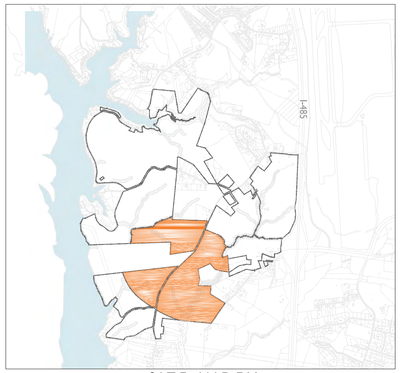
REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: NTS
PROJECT #: 1014342

SHEET #:
RZ-8B



TOWN CENTER DISTRICT



SITE INDEX

DEVELOPMENT PROGRAM:
Total Acreage: 331.35 acres

Multifamily: 1250 units
Single Family: 300 units
Office: 2.0MM sf
Retail: 300,000 sf
Hotel: 500 rooms

Town Center Core (Potential Area)
Town Center General
Town Center Edge
District Boundary
Thoroughfare
Local Street
Pedestrian Connections (outside of streets to be paved or unpaved)
Required Buffer Zone
Increased Buffer Zone (See RZ-4B for commitments)
Buildable Area
50' Buffer when adjacent to existing residential
Multi modal Corridor
Realigned Existing Garrison Rd.

NOTES:

* Specific alignment and specific stream crossings and locations will be determined as adjacent development occurs.

* Location of all streets is conceptual and may shift due to final engineering design, building placement and environmental issues.

* Location and street type for local streets will be determined during the development review process.

* Additional open space required (not part of SWIM or PCCO buffers) may be located elsewhere in development district, at time of improvements so long as minimum requirement is met.

* There is the ability to finalize open space and greenway boundaries as development occurs.

* Area will be allocated for public services- Police, fire, library, etc.

150' 0' 150' 300' 600'
SCALE: 1"=300'-0"

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
TOWN CENTER DISTRICT

REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=300'-0"
PROJECT #: 1014342

SHEET #:
RZ-9A

TOWN CENTER DISTRICT – UPDATED AS OF 5/27/16

OUTLINE

I. Zoning District
II. Town Center District Permitted Uses
III. Town Center District Optional Provisions
IV. Design Intent
V. Access | USDG Classification | Connectivity
VI. Building Orientation | Street Frontage
VII. Height and Transitions
VIII. Greenways/Trails, Open Space & Tree Save

DEVELOPMENT STANDARDS
(see additional General Development Standards on [Sheet RZ-[13]])

I. TOWN CENTER ZONING – MUDD-O

II. TOWN CENTER PERMITTED USES/DEVELOPMENT LEVELS:

a. Office up to 2 Million sf of gross floor area;
b. Retail/restaurant/EDEE/personal services up to 300,000 sf of gross floor area;
c. Hospitality up to 500 rooms;
d. Residential up to 1,700 multi-family and/or single family attached or detached units;
e. Institutional, recreation (indoor and outdoor) and civic uses.

Each of above together with other uses, accessory uses and uses allowed under prescribed conditions in the MUDD-O district.

See Section III of the General Development Standards for certain rights to transfer development levels and uses among various Districts and to increase the level of certain permitted uses by decreasing the level of other permitted uses (i.e. conversion rights).

III. TOWN CENTER OPTIONAL PROVISIONS
The following optional provisions shall apply to the Town Center District, many details of which are set forth below and identified with "*Optional Provisions*" references:

a. To allow single family detached to comply with the MX standards set forth in the Residential District.

b. To allow along public and private streets ground mounted shopping center/development identification signs up to 20 feet in height and containing up to 150 square feet of sign area. The number and locations of these shopping center/development identification signs will be limited as follows: (i) at the intersection of primary development entrances and public streets, and (ii) no more than 3 provided within a 1,200 foot length along a development's frontage.

c. To allow two detached ground mounted identification signs for each building. These detached identification signs may be up to five (5) feet high and contain up to 36 square feet of sign area.

d. To allow special event signs and banners along public and private streets within the Town Center District provided that the banners will be attractive, well-designed professionally fabricated, made of fabric or plastic of any type; and provided that paper banners will not be allowed.

e. To allow certain digital wall signs when located within the Town Center Core with up to 250 square feet of sign area; these signs shall be in addition to the allowed tenant and shopping center signs. Such digital wall signs may be used to: (i) advertise and identify tenants and merchandise located and sold at the Site; (ii) to notice events occurring on or at the Site; (iii) as a screen for motion pictures (e.g. movies, T.V. shows and the like); and (iv) to promote Major Events. Major Events may include, but are not limited to, religious, educational, charitable, civic, fraternal, sporting, or similar events including but not limited to, golf tournaments, festivals, and major or seasonal sporting event.

Note: The optional provisions 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.

IV. TOWN CENTER DESIGN INTENT:

a. Overall Intent. The Town Center District shall be characterized by a mixture of office, retail, restaurant/EDEE, personal services, office uses and a variety of residential uses that are in more of a concentrated town center format. The Town Center District will be organized with a compact network of public and private streets and a range of open spaces and pedestrian amenities with connectivity to other Districts within the Master Plan Site. The Town Center is a primary area where employment, retail, living and playing come together. The Town Center is the confluence of a variety of uses. At its core, it is the pedestrian scaled center that offers higher density living, within biking or walking distance to one's office, retail and all amenities on the Master Plan Site.

b. Town Center Classifications. The Town Center District has three classifications for the general development pattern: ***Town Center Core, Town Center General and Town Center Edge.***

1. Town Center Core. The Town Center Core is the heart of the mixed-use walkable center with the highest intensity of uses and greatest emphasis on buildings oriented to streets. When feasible, a vertical mix of uses may be provided to promote active ground floor uses; however, active ground floor uses; are not required. The core area of the Town Center will occur in an area within the "Potential" area as generally depicted on [Sheet RZ-9A]. The specific area may vary in exact size and location.

2. Town Center General. The Town Center General addresses the majority of the Town Center District land area. Town Center General will be a mix of uses that are generally less intense than those in the Town Center Core. There will be nodes of pedestrian activity and corridors of auto-oriented uses, however the Town Center General will maintain emphasis on the pedestrian in balance with automobiles through a collection of multi-modal streets and bike and pedestrian corridors and trails.

3. Town Center Edge. The Town Center Edge addresses transitional areas adjacent to the Residential District or adjacent existing single family development as generally depicted on [Sheet RZ-9A]. The scale and mass of buildings will be less intensive as the Town Center transitions to the Residential District and the Transitional District. The Town Center Edge will provide a range of sidewalk connections as well as trails and/or greenways from the surrounding Districts to the amenity and activity centers within the Town Center.

V. TOWN CENTER ACCESS/USDG STREETS & CONNECTIVITY:

a. Access: Access to the Town Center District shall be primarily by way of Dixie River Road, West Boulevard Extension and as generally depicted on [Sheet RZ-9A].

1. The Main Street classification will be used in the Town Center Core to support pedestrian-scaled, street-oriented, ground floor active uses (any use visible from the street through clear glass and accessible to interior users). Parking areas will be located behind or to the side of buildings. (See Section VI. Building Orientation/Street Frontage for additional development standards)

2. A minimum of 2 street crossings over Beaver Dam Creek south of West Boulevard Extension in the Town Center District in the locations generally depicted on [Sheet RZ-5A] shall be provided; however, the locations of such crossings can be adjusted during the design development phase based on environmental, topographical and other site/development considerations.

VI. TOWN CENTER BUILDING ORIENTATION/STREET FRONTAGE

The following provisions address certain design aspects related to the orientation of buildings and site elements to streets and streetscape matters. Certain *Optional Provisions* that permit deviations from the MUDD minimum standards will be allowed as described herein (such as, for example, deviations from the requirement in MUDD that there be no parking between buildings and public streets).

a. Town Center Core:

1. Overall Intent. The Town Center Core will be located within the area generally depicted as "Potential Town Center Core" on [Sheet RZ-9A]. The Town Center Core is referenced as a 4 block area primarily accessed from and oriented to a Main Street as defined by USDG. The Secondary streets and the network beyond the first block will transition to a combination of Avenues, Boulevards, Local Office/Commercial wide and narrow and Local Residential streets. The exact location of the Town Center Core will be determined during the design and development and also possibly as future phases are developed.

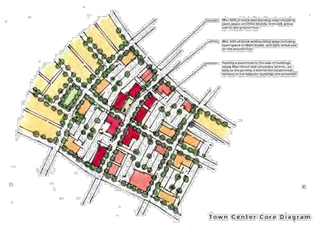
2. Main Street Streetscape in Town Center Core
1. Maximum and minimum building setback is 20 feet subject to a variation in the maximum setback of 5 feet for site related conditions. The minimum sidewalk is 8' and trees are permitted in grates.
2. A transitional 4' zone behind the sidewalk shall be provided in the Town Center and can be used toward outdoor dining areas, wider sidewalks, landscape areas, semi-private courtyards, stoops and/or similar.
3. Parking and maneuvering are permitted to the side and rear of buildings so long as the parking is behind the established building setback of the adjacent buildings and is screened.
4. Parking and maneuvering is not permitted between buildings and streets on the Main Street in the Town Center Core or 200' off of perpendicular secondary streets.
5. A minimum of eighty percent of a block face on a Main Street shall be building edge, such that, A maximum of twenty percent of a block face on a Main Street may be utilized for parking, driveways and maneuvering. Publicly accessible urban open spaces may count towards the block face percentage requirements in the Town Center Core.
6. Buildings within the Town Center Core are required to have sixty percent of a building edge with ground floor active use on a Main Street.
7. Buildings within the Town Center Core fronting a Main Street shall have a minimum of 60% transparency. None of the required transparency may be display windows or opaque glass on a Main Street.
8. Buildings within the Town Center Core shall provide common residential building or multi-tenant Main Street Frontage spacing a minimum of 50' apart. Deviations are permitted for topographic, environmental or for the benefit of the public realm.
9. Drive-thru facility uses are not permitted in the Town Center Core unless interior to a building.

10. Exposed ground floor structure parking is not permitted on Main Street.

3. Secondary Streets Streetscape in Town Center Core
1. Maximum and minimum building setback is 20 feet. The minimum sidewalk is 8' and trees are permitted in grates.
2. A transitional 4' zone behind the sidewalk shall be provided in the Town Center and can be used toward outdoor dining areas, wider sidewalks, landscape areas, semi-private courtyards, stoops and/or similar.
3. Parking and maneuvering are permitted to the side and rear of buildings so long as the parking is behind the established building setback of the adjacent buildings and is screened.
4. Parking and Maneuvering is permitted between the building and secondary streets in the Town Center Core limited to one full bay of parking.
5. A minimum of sixty percent of a block face on a Secondary Street shall be building edge. A maximum of forty percent of a block face on a Secondary Street may be utilized for parking, driveways and maneuvering. Publicly accessible urban open spaces may count towards the block face percentage requirements in the Town Center Core.
6. Buildings within the Town Center Core are required to have fifty percent of a building edge with ground floor active use on a Secondary Street.
7. Buildings within the Town Center Core fronting a Secondary Street shall have a minimum of 50% transparency. Sixteen percent of the required transparency may be display windows or opaque glass on a Secondary Street.
8. Buildings within the Town Center Core shall provide common residential building or multi-tenant Secondary Street Frontage spacing a minimum of 75' apart. Deviations are permitted for topographic, environmental or for the benefit of the public realm.
9. Drive-thru facility uses are not permitted in the Town Center Core unless interior to a building.
10. Exposed ground floor structured parking is permitted with screening and is limited by the required percentage of active ground floor uses.

Reference is made to [Sheet RZ-5A] regarding "Streetscape by District" chart. To the extent of any discrepancy between the provisions above and the application of the Streetscape by District Chart, the above provisions will control.

Deviations from the above provisions are permitted upon approval by the Planning Department based upon the overland trail location, environmental or topographical constraints or for public benefit.



b. Town Center General:

1. **Overall Intent.** The Town Center General will be defined as the area between the Town Center Core and the Town Center Edge as generally depicted on [Sheet RZ-9A]. The Town Center General may include additional Town Centers but will be primarily lower density than the Town Center Core. The Town Center General will include a wide range of uses integrated through a system of parks/trails and open spaces. Principle emphasis will still be placed on the pedestrian experience, however auto-oriented uses will be permitted in this area. The primary streets will be Avenues or Office Commercial Wide with a secondary network that includes a combination of Boulevards, Local Office/Commercial wide and narrow and Local Residential streets.

2. **Setbacks and Streetscape**
   1. Maximum and minimum building setback is 20 feet. The minimum sidewalk is 8' and trees are permitted in grates.
   2. A transitional 4' zone behind the sidewalk shall be provided in the Town Center and can be used toward outdoor dining areas, wider sidewalks, landscape areas, semi-private courtyards, stoops and/or similar.

3. Parking and maneuvering are permitted to the side and rear of buildings so long as the parking is behind the established building setback of the adjacent buildings and is screened.
4. Parking and Maneuvering is permitted between the building and the street in the Town Center General limited to one full bay of parking.
5. A minimum of fifty percent of a block face in the Town Center General Street shall be building edge, such that, maximum of fifty percent of a block face in the Town Center General may be utilized for parking, driveways and maneuvering. Publicly accessible urban open spaces may count towards the block face percentage requirements in the Town Center General.
6. Uses within the Town Center General are required to have thirty percent of a building edge with ground floor active use on a Secondary Street.
7. Uses within the Town Center General fronting a Street shall have a minimum of 50% transparency. Sixteen percent of the required transparency may be display windows or opaque glass on a Secondary Street.
8. Uses within the Town Center General shall provide common residential building or multi-tenant Secondary Street Frontage spacing a minimum of 75' apart. Deviations are permitted for topographic, environmental or for the benefit of the public realm.
9. Drive-thru facility uses are permitted in the Town Center General subject to the General Development Standards VII Architectural Standards.
10. Exposed ground floor structured parking is permitted with screening and is limited by the required percentage of active ground floor uses.

Reference is made to [Sheet RZ-5A] regarding "Streetscape by District" chart. To the extent of any discrepancy between the provisions above and the application of the Streetscape by District Chart, the above provisions will control.

Deviations from the above provisions are permitted upon approval by the Planning Department based upon the overland trail location, environmental or topographical constraints or for public benefit.

c. Town Center Edge:

1. **Overall Intent.** The Town Center Edge will be defined as the area between the Town Center General and the adjacent Districts as generally depicted on [Sheet RZ-9A]. The Town Center Edge may include additional Town Centers but will be primarily lower density than the Town Center Core. The Town Center Edge will include a wide range of uses integrated through a system of park/trails and open spaces. Principle emphasis will still be placed on the pedestrian experience, however auto-oriented uses will be permitted in this area. The primary streets will be Avenues with a secondary network that includes a combination of Boulevards, Local Office/Commercial wide and narrow and Local Residential streets. The Town Center Edge will provide a transitional treatment between more intense uses and adjacent lower intensity residential development.

2. Setbacks and Streetscape

1. Maximum building setback is 20 feet. The minimum sidewalk is 6' and trees are permitted in grates.
2. A transitional 4' zone behind the sidewalk shall be provided in the Town Center and can be used toward outdoor dining areas, wider sidewalks, landscape areas, semi-private courtyards, stoops and/or similar.
3. Parking and maneuvering are permitted to the side and rear of buildings so long as the parking is behind the established building setback of the adjacent buildings and is screened.
4. Parking and maneuvering is permitted between the building and the street in the Town Center Edge limited to two full bay of parking.
5. A minimum of fifty percent of a block face in the Town Center General Street shall be building edge, such that, a maximum of fifty percent of a block face in the Town Center Edge may be utilized for parking, driveways and maneuvering. Publicly accessible urban open spaces may count towards the block face percentage requirements in the Town Center Edge.
6. Uses within the Town Center Edge are required to have thirty percent of a building edge with ground floor active use on a Secondary Street.
7. Uses within the Town Center Edge fronting a Street shall have a minimum of 50% transparency. Sixteen percent of the required transparency may be display windows or opaque glass on a Secondary Street.
8. Uses within the Town Center Edge shall provide common residential building or multi-tenant Secondary Street Frontage spacing a minimum of 100' apart. Deviations are permitted for topographic, environmental or for the benefit of the public realm.
9. Drive-thru facility uses are permitted in the Town Center Edge subject to the General Development Standards VII Architectural Standards.
10. Exposed ground floor structured parking is permitted with screening and is limited by the required percentage of active ground floor uses.

Reference is made to [Sheet RZ-5A] regarding "Streetscape by District" chart. To the extent of any discrepancy between the provisions above and the application of the Streetscape by District Chart, the above provisions will control.

Deviations from the above provisions are permitted upon approval by the Planning Department based upon the overland trail location, environmental or topographical constraints or for public benefit.

VII. TOWN CENTER HEIGHT AND TRANSITIONS

1. Overall Intent. The buildings within the Town Center District will be designed to reflect a more compact pattern with primary height being located in the Town Center Core and Town Center General, and with a sensitivity to the transition to the areas adjacent to the Residential District and nearby existing single family development.

2. Height Generally. Height shall be measured as set forth in the Ordinance except it will be exclusive of ornamental roof structures such as parapets, spires, mansards, domes, dormers or

other architectural features. Building height of 95' will be permitted throughout the Town Center District, except in the Town Center Edge as described in c. below. In addition, building height may exceed 95' upon approval of the Planning Staff up to a maximum building height of 120', per the following provisions:

(i) the design meets the intent of varied massing (i.e one wing of the building is 150', the others step down to 80');

(ii) changes in building material mimics a horizontal change in wall plane; and/or

(iii) a greater, 10'or more, setback distance is provided behind the sidewalk to create an open space amenity area and the building contains a stepback at 3 stories of 10 feet as well as architectural treatments for delineating the base, middle and top of the building.

b. Town Center Edge. Buildings located in the Town Center Edge will not exceed 6 stories. Buildings that exceed 3 stories will provide a Class C 50' buffer between single family detached uses located along the edge of the Town Center Edge, but such buffer may be reduced per the Ordinance standards when the property is no longer zoned for single family detached residential use. At such time, the maximum height may be increased to 95'.

VIII. TOWN CENTER GREENWAYS/TRAILS, OPEN SPACE & TREE SAVE

a. Overall Intent: The vision is to create a place that emphasizes the natural environment and connections at every level through a diverse network of open space experiences.

1. Town Center Core: Open space in the Town Center Core will be predominantly urban in form and will serve as the amenity area for adjacent developments as well as provide common gathering space for the overall Master Plan Site. Typical open spaces will include plazas, lawns, outdoor dining, multifamily amenity areas and greenways and trails that are part of the overall Master Plan trail and/or greenway system. Sidewalks and direct connections will be provided from uses and amenity areas within the Town Center Core to the trail and/or greenway system.

2. Town Center General: Open space in the Town Center General will be predominantly serve as amenity areas for adjacent development. Typical open spaces will include plazas, lawns, outdoor dining, multifamily amenity areas and greenways and trails that are part of the overall Master Plan trail and/or greenway system.

3. Town Center Edge: Open space in the Town Center Edge will be predominantly undeveloped and typically set aside for tree save, passive recreation, natural habitat preservation and trails that are part of the overall Master Plan trail and/or greenway system.

b. Beaver Dam Creek. Portions of Beaver Dam Creek located within the District will be dedicated for greenway purposes as the greenway is developed and as development occurs within the applicable area of the District, all in a manner consistent with the environmental

vision set forth in this Rezoning Plan pursuant to terms and conditions reasonably acceptable to the Petitioner and Mecklenburg County Parks & Recreations. Portions of such greenway areas will include a trail system as described below.

c. Pedestrian Trails. A system of pedestrian trails will be provided within portions of the greenway areas (to be determined by Mecklenburg County and Petitioner as described above) and major creek areas (to be determined by Petitioner) in a manner to ensure pedestrian mobility and connectivity within and among the Districts:

1. These trails may vary from natural surface hiking/walking trails to hard surface multi-use biking/hiking/walking trails.

2. Access to these trails shall be in suitable locations so as to provide convenient pedestrian mobility and connectivity to development taking place within and among the districts by way of such trails and/or sidewalks within the developed areas.

3. Pedestrian bridges over creeks and greenways will be installed as part of the trail system to support pedestrian mobility and connectivity goals.

4. The trails will be installed as development occurs within the adjacent portion of the District.

d. Open Space/Trees. Open space and tree save areas within this District will meet or exceed ordinance requirement and shall otherwise comply with the Environmental Vision Plan provisions of this Rezoning Plan which shall provide that a minimum of 40% of this District, or the amount required by the watershed basin (whichever is greater), will be retained as open space as generally depicted on Sheet RZ-9A, measured at the time of completion of 75% of the development within the overall District. [**NOTE**: or shall provide a minimum of 110 acres of this District will be retained as open space, measured at the time of complete of 75% of the development within the overall district]

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

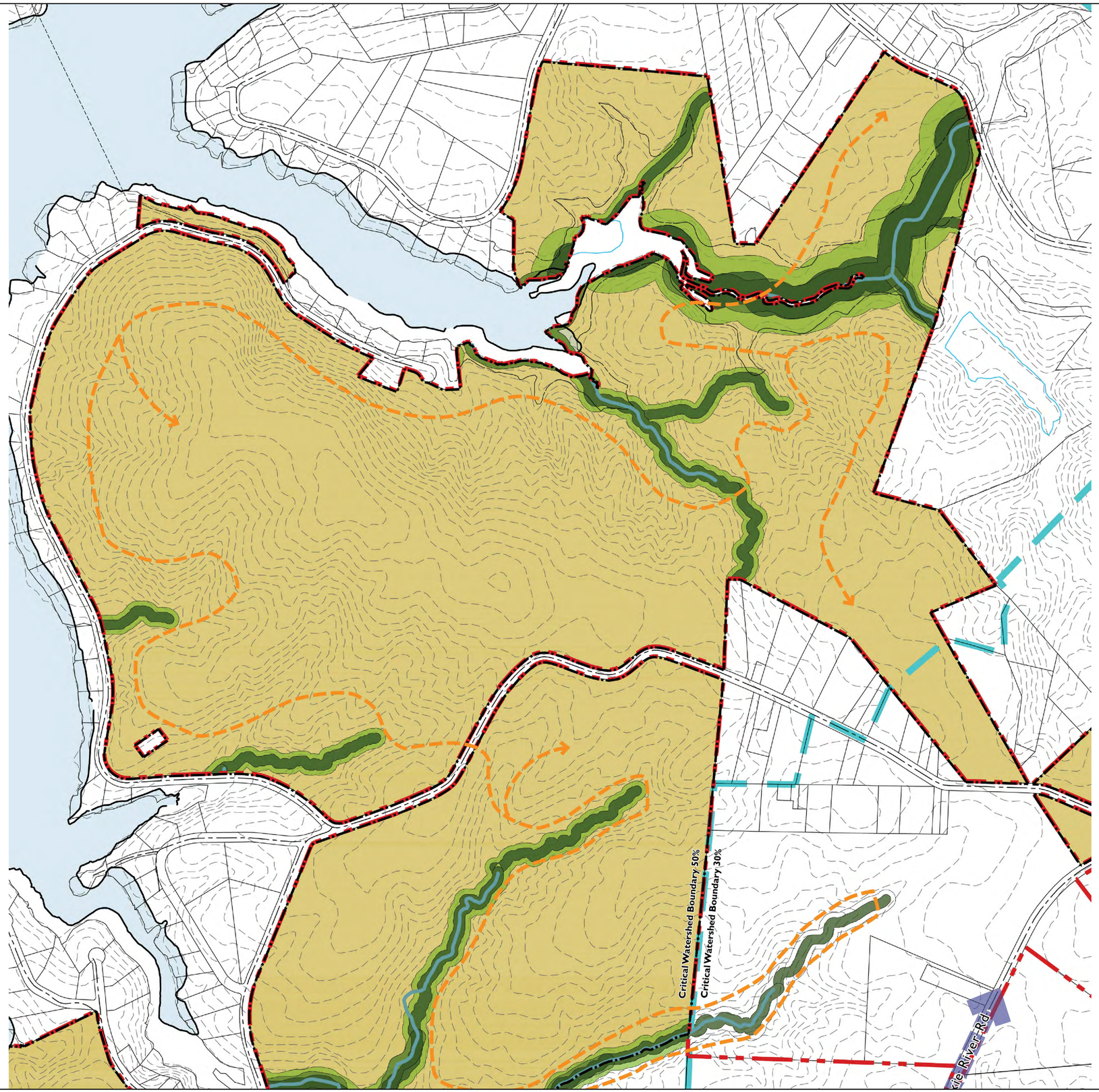
CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
TOWN CENTER DISTRICT DEVELOPMENT STANDARDS

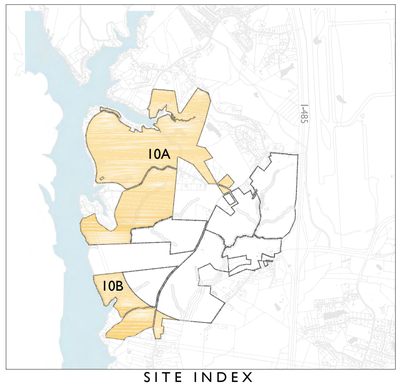
REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
Q.C. DATE: XX
PROJECT #: 1014342

SHEET #:
RZ-9B



RESIDENTIAL DISTRICT



SITE INDEX

DEVELOPMENT PROGRAM:
Total Acreage: 702.72 acres

Detached Single Family: 1700 lots
Attached Single Family: 300 lots
Retail: 75,000 sf
200 unit Retirement Facility
*School site
*Waterfront use

- District Boundary
- Thoroughfare
- Local Street
- Pedestrian Connections (outside of streets to be paved or unpaved)
- Required Buffer Zone
- Increased Buffer Zone (See RZ-4B for commitments)
- Buildable Area
- 50' Buffer when adjacent to existing residential
- Multi modal Corridor
- Realigned Existing Garrison Rd.

NOTES:

* Specific alignment and specific stream crossings and locations will be determined as adjacent development occurs.

* Location of all streets is conceptual and may shift due to final engineering design, building placement and environmental issues.

* Location and street type for local streets will be determined during the development review process.

* The petitioner reserves the right to use a street section in this district that minimizes environment impact.

* Additional open space required (not part of SWIM or PCCO buffers) may be located elsewhere in development district, at time of improvements so long as minimum requirement is met.

* There is the ability to finalize open space and greenway boundaries as development occurs.

* Area will be allocated for public services- Police, fire, library, etc.

150' 0' 150' 300' 600'
SCALE: 1"=300'-0"

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

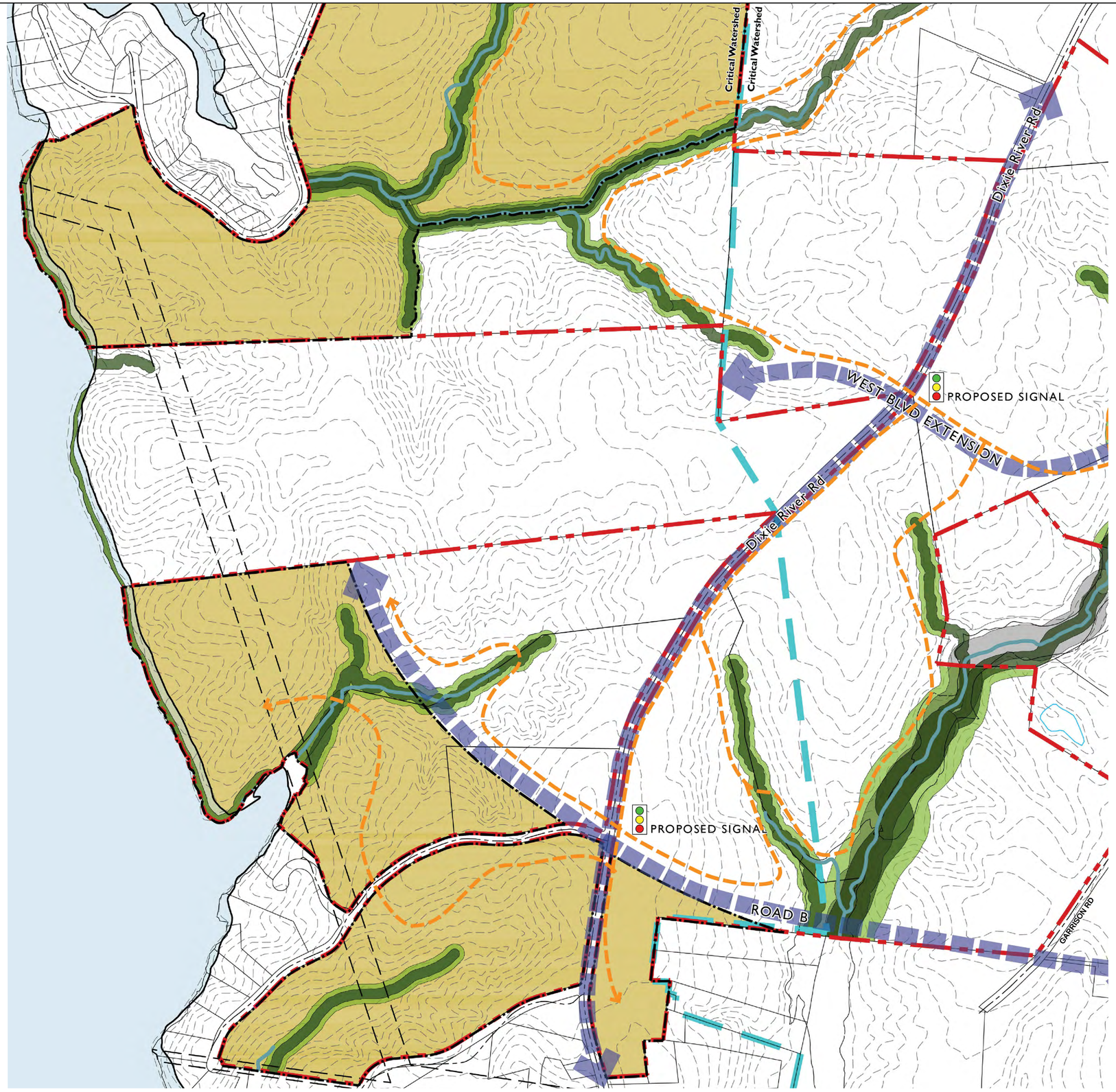
CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
RESIDENTIAL DISTRICT

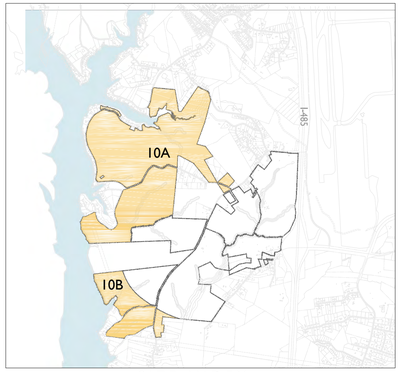
REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MKC
SCALE: 1"=300'-0"
PROJECT #: 0141342

SHEET #:
RZ-10A



RESIDENTIAL DISTRICT



SITE INDEX

DEVELOPMENT PROGRAM:
Total Acreage: 702.72 acres

Detached Single Family: 1700 lots
Attached Single Family: 300 lots
Retail: 75,000 sf
200 unit Retirement Facility
*School site
*Waterfront use

- District Boundary
- Thoroughfare
- Local Street
- Pedestrian Connections (outside of streets to be paved or unpaved)
- Required Buffer Zone
- Increased Buffer Zone (See RZ-4B for commitments)
- Buildable Area
- 50' Buffer when adjacent to existing residential
- Multi modal Corridor
- Realigned Existing Garrison Rd.

NOTES:

* Specific alignment and specific stream crossings and locations will be determined as adjacent development occurs.

* Location of all streets is conceptual and may shift due to final engineering design, building placement and environmental issues.

* Location and street type for local streets will be determined during the development review process.

* The petitioner reserves the right to use a street section in this district that minimizes environment impact.

* Additional open space required (not part of SWIM or PCCO buffers) may be located elsewhere in development district, at time of improvements so long as minimum requirement is met.

* There is the ability to finalize open space and greenway boundaries as development occurs.

* Area will be allocated for public services- Police, fire, library, etc.

150' 0' 150' 300' 600'
SCALE: 1"=300'-0"

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
RESIDENTIAL DISTRICT

REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: MRC
Q.C. BY: CMG
SCALE: 1"=400'-0"
PROJECT #: 0141342

SHEET #:
RZ-10B

RESIDENTIAL DISTRICT – UPDATED MAY 27, 2016

DEVELOPMENT STANDARDS (see additional General Development Standards on Sheet RZ-1[13])

I. RESIDENTIAL DISTRICT ZONING – MX-2

II. RESIDENTIAL DISTRICT PERMITTED USES/DEVELOPMENT LEVELS:

a. Single family detached lots/homes of up to 1,700 lots;
b. Single family attached units and/or multi-family units up to 300 units;
c. Retail/restaurant/EDEE/personal services and/or office uses of up to 75,000 sf;
d. Marina and related active uses along the Catawba River;
e. A continuing care retirement community (CCRC) with up to 200 units (*a CCRC is a nursing home made up both independent and/or dependent living facilities*);
f. Institutional, civic and recreation uses (indoor and outdoor).

Each of above together with other uses, accessory uses and uses allowed under prescribed conditions in the MUDD-O district.

See Section III of the General Development Standards for certain rights to transfer development levels and uses among various Districts and to increase the level of certain permitted uses by decreasing the level of other permitted uses (i.e. conversion rights).

III. RESIDENTIAL DISTRICT INNOVATIVE PROVISIONS FOR MX -2 RESIDENTIAL DISTRICTS

a. The Petitioner hereby seeks the following Innovative Development Standards in connection with development taking place within the Residential District to accommodate a variety of setback and yard widths and other development elements so as to allow for a pedestrian friendly master planned residential community:

1. A minimum lot size for single-family detached lots of 3,500 square feet.

2. A minimum lot width for single-family detached lots of 35 feet, [except for lots that border the exterior boundary of the Residential District in common with property not located within the Master Planned Site (the "Exterior Lots") which will have a minimum lot width of 40 feet.

3. A minimum side yard of 3.75 feet, but only for lots that have vehicular access from an alley.

4. Either (i) a minimum front setback of 10 feet as measured from the proposed right-of-way of public streets, provided if a driveway is to be used to provide additional parking the minimum setback from the back of the sidewalk will be enough to not block the sidewalk feet, or (ii) a minimum front setback of 5 feet as measured from the proposed right of way of public streets or the back of the sidewalk, whichever is greater.

5. A minimum rear yard of 20 feet except for the Exterior Lots which will have a 30 foot rear yard.

6. The ability to allow single-family lots to front on private streets provided, however, if private streets are used they will not be gated.

7. Lots may front on public open space areas provided that access is provided by streets or alleys in a manner satisfactory for public safety and fire safety needs.

b. In addition, the Petitioner reserves the right to modify the Innovative Provisions described above or seek other innovative development standards in the future pursuant to the applicable process set forth in the Ordinance.

IV. RESIDENTIAL DISTRICT DESIGN INTENT:

a. The Residential District shall be characterized by a walkable residential community with limited convenience retail/restaurant/personal services and/or office uses, where residents of the community will have convenient and easy access to a series of passive and active open spaces that are interconnected by a network of streets, sidewalks and trails.
b. The Residential District shall include a variety of residential uses including primarily single family attached units and detached lots as well as limited amount of multi-family units in a walkable interconnected community format.
c. The emphasis of the design of the Residential District will be to provide connect the residents to a series of multi-use trails located within open space areas and to other amenities supporting the Residential District.
d. The limited amount of commercial uses shall be neighborhood oriented supporting the needs of residents of the Residential District and the design of such uses will also emphasize walkability with buildings oriented where possible toward streets and will be integrated into the residential uses with a network of internal interconnected streets and sidewalks.
e. The Residential District shall particularly sensitive to the environment in which it is located including the proximity to the Catawba River. As such significant portions of the Residential District shall consist of open space and the density of the residential uses will be less the closer to the River and the series of creeks located within the District,
f. Connectivity to other portions of the Master Plan shall be provided through street networks, bike/pedestrian links, multi-use trails and the like.

V. RESIDENTIAL DISTRICT ACCESS:

Access to the Residential District shall be primarily by way of Dixie River Road, West Boulevard Extension, Tom Sadler Road and other streets/roadways as generally depicted on Sheet RZ-5A.

VI. RESIDENTIAL DISTRICT HEIGHT AND TRANSITIONS

Maximum building height of 40' as measured in the Ordinance.

VII. RESIDENTIAL DISTRICT STREETSCAPE, LANDSCAPING & BUFFERS:

a. Setbacks and yards as required by the MX-2 (Innovative) zoning district and as allowed by the Innovative Provisions above will be provided.

b. Within areas developed for commercial uses, a minimum building and parking setback of 20 feet as measured from the existing right-of-way will be provided along minor thoroughfares and for such uses the setback along the other internal public streets will be provided as required by the Ordinance.

c. Along the Residential District's internal non-thoroughfare streets, sidewalks and a cross-walk network that links the residential and commercial buildings on the Site with one another by way of links to sidewalks along the abutting public and private streets and/or other pedestrian features such as multi-use trails. The minimum width for these internal sidewalks will be a minimum of five (5) feet.

VIII. RESIDENTIAL DISTRICT GREENWAYS/TRAILS

a. Portions of certain Creeks to be identified, located within the Residential District will be dedicated for greenway purposes as the greenway is developed by Mecklenburg County Parks & Recreation and as development occurs within the applicable area of the District, all in a manner consistent with the environmental vision set forth in this Rezoning Plan pursuant to terms and conditions reasonably acceptable to the Petitioner and Mecklenburg County Parks & Recreations. Portions of such greenway areas will include a trail system as described below.

b. A system of pedestrian trails will be provided within portions of the greenway areas (to be determined by Mecklenburg County and Petitioner) and major creek areas (to be determined by Petitioner) in a manner to ensure pedestrian mobility and connectivity within and among the Districts:
- These trails may vary from organic surface hiking/walking trails to hard surface multi-use biking/hiking/walking trails.
- Access to these trails shall be in suitable locations so as to provide convenient pedestrian mobility and connectivity to development taking place within and among the districts by way of such trails and/or sidewalks within the developed areas.
- Pedestrian bridges over creeks and greenways will be installed as part of the trail system to support pedestrian mobility and connectivity goals.
- The trails will be installed as development occurs within the adjacent portion of the District.

IX. RESIDENTIAL DISTRICT OPEN SPACE/TREE SAVE:

a. Open space and tree save areas within this District will meet or exceed ordinance requirement and shall otherwise comply with the Environmental Vision Plan provisions of this Rezoning Plan which shall provide that a minimum of minimum of 40% of this District, or the amount required by the watershed basin (whichever is greater), will be retained as open space as measured at the time of completion of 75% of the development within the District.
b. In addition to the greenway and open space areas and trails referenced above, development taking place with the District will include publicly accessible open spaces and plaza

areas as focal points and such focal points will include some combination (a minimum of two) of the following: landscaping, monumentation, water feature, seating areas, and/or art features.
c. Specialty pavers, stained and patterned concrete/paving or other similar means will be uses to call attention to amenity areas, gathering spaces, plazas as a method of way finding.

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

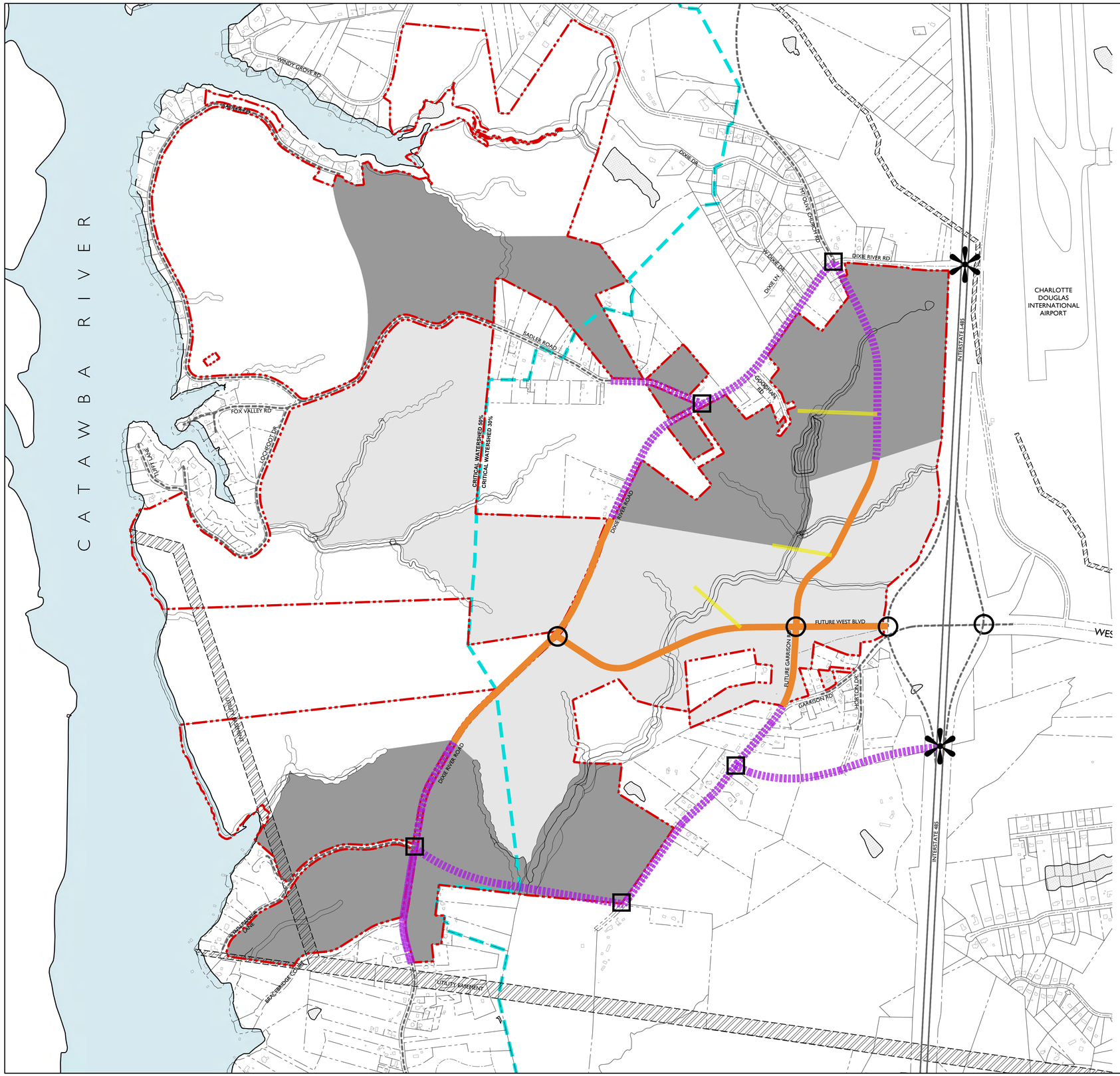
CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
RESIDENTIAL DISTRICT DEVELOPMENT STANDARDS

REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: NTS
PROJECT #: 1014342

SHEET #:
RZ-10C



DEVELOPMENT PROGRAM:

PHASE 1
- Residential: 1,000 du
- Office: 1M SF
- Retail: 75k SF
- Hotel: 150 rooms

PHASE 2
- Residential: 1,250 du
- Office: 3M SF
- Retail: 125k SF
- Hotel: 250 rooms

LEGEND:
- EXISTING STREET
- PHASE 1 DEVELOPMENT AREA
  * Subject to increase in size based on and capped by trips.
- PHASE 2 DEVELOPMENT AREA
  * Subject to increase in size based on and capped by trips.
- PHASE 1 ROADWAYS
- PHASE 2 ROADWAYS
- PHASE 1 SIGNALS
- PHASE 2 SIGNALS
- FUTURE POTENTIAL ACCESS TO I-485
- 2 OF 3 BEAVERDAM CREEK CROSSINGS AT THE COMPLETION OF PHASE 2

300' 0' 300' 600' 1200'
SCALE: 1"=600'-0"

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

CRESCENT COMMUNITIES
LINCOLN HARRIS

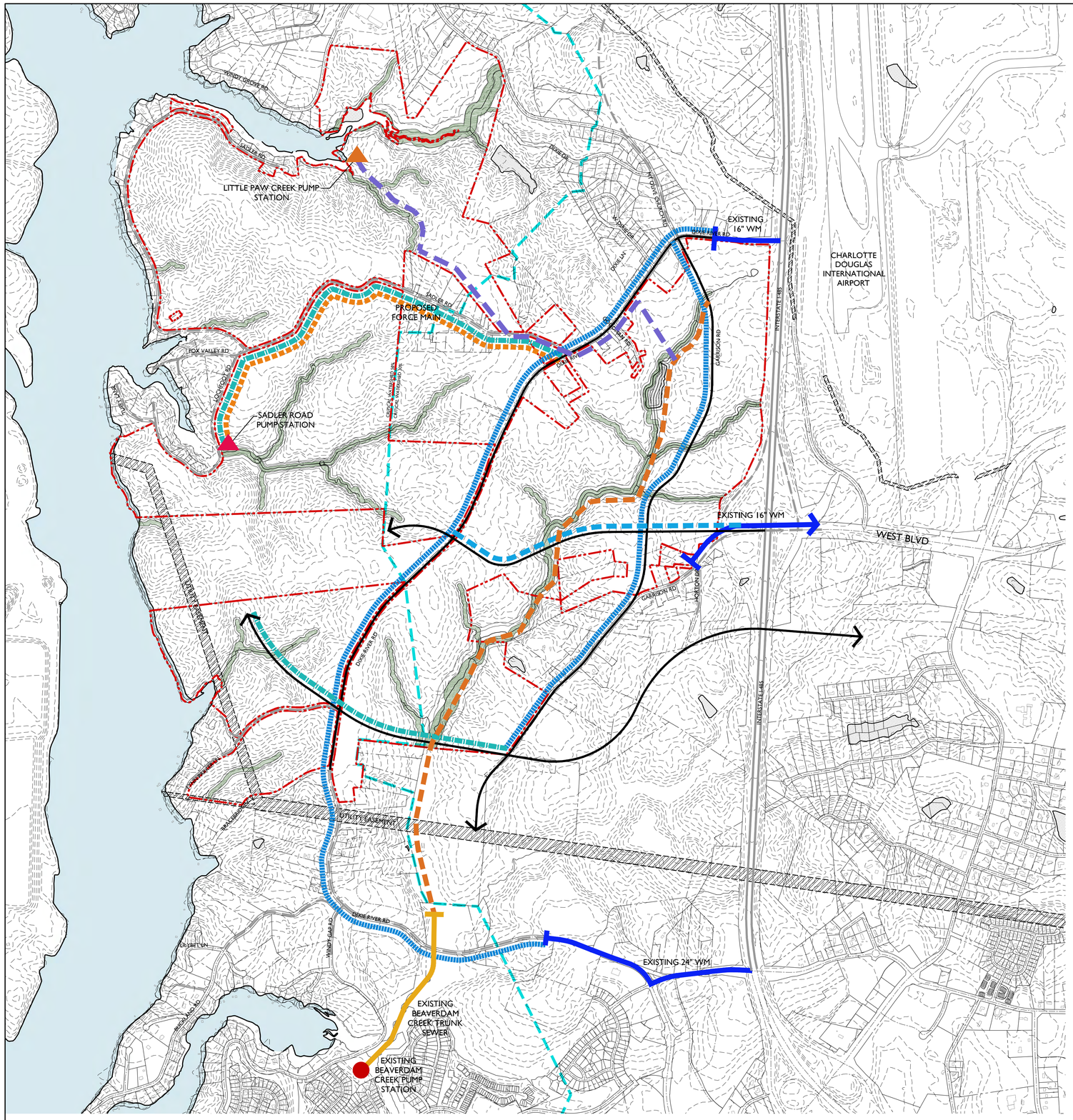
RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA

PHASES 1 + 2 DEV. AREAS / ROADWAY NETWORK

REVISIONS:

DATE: 05.27.16
DESIGNED BY: LER
DRAWN BY: LER
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=600'-0"
PROJECT #: 101342

SHEET #:
RZ-11



LEGEND:

- PROPOSED BEAVER DAM CREEK TRUNK SEWER EXTENSION (CHARLOTTE WATER CIP 05508)
- EXISTING BEAVER DAM CREEK TRUNK SEWER
- EXISTING BEAVER DAM CREEK PUMP STATION
- WEST BLVD EXTENSION AND WATER MAIN
- DIXIE RIVER AND GARRISON WATER MAIN EXTENSION (CHARLOTTE WATER CIP 13W04)
- PROPOSED WATER MAINS AS DEVELOPER WATER EXTENSION (TYP.)
- SADLER ROAD PUMP STATION AS DEVELOPER SEWER EXTENSION
- LITTLE PAW CREEK FORCE MAIN (CHARLOTTE WATER CIP 13501)
- LITTLE PAW CREEK PUMP STATION (CHARLOTTE WATER CIP 13501)
- EXISTING WATER MAIN

400' 0' 400' 800' 1600'
SCALE: 1"=800'-0"

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
GENERAL UTILITIES EXTENSION PLAN

REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=800'
PROJECT #: 1014342

SHEET #:
RZ-12

GENERAL DEVELOPMENT STANDARDS FOR RIVER DISTRICT – REZONING PETITION #2016-056
May 27, 2016

Site Development Data – Master Plan Site:

--Acreage: ± 1,350 gross acres
--Tax Parcel #s: [See Sheet RZ-13]
--Existing Zoning: [See Sheet RZ-13]
--Proposed Zoning: MUDD-O; and MX-2 Innovative with five (5) year vested rights, as described on [Sheet RZ-2] and other applicable District Development Sheets
--Existing Uses: Undeveloped with some single-family homes.
--Proposed Uses: Uses permitted by right and under prescribed conditions together with accessory uses, as allowed in the MUDD-O zoning district and the MX-2 Innovative zoning district (as more specifically described below in the individual District Development Sheets).
--Maximum Gross Square feet of Development: Set forth with respect to each individual District in the District Development Sheets.
--Maximum Building Height: Set forth with respect to each individual District in the District Development Sheets. Building height will be measured as defined by the Ordinance.
--Parking: As required by the Ordinance for the MX-2 Innovative portion of the Site; and as specified in Table 12.202 "Minimum Required Off-Street Parking Spaces by Use" of the Off-Street Parking and Loading Section of the Ordinance for the portion of the Site zoned MUDD-O.

I. General Provisions:

a. Rezoning Plan Description. As more particularly described on the Context/Table of Contents portion set forth on [Sheet RZ-3], the following items form the rezoning plan (the "Rezoning Plan") for Rezoning Petition #2016-056 (the "Petition" or "Rezoning Petition") filed by Crescent Communities and Lincoln Harris, as Petitioners (hereinafter collectively the "Petitioner" along with those successors and assigns and other parties described below) for the large area located generally west of I-485, east of the Catawba River, south of Wilkinson Boulevard/Old Dowd Road and north of the Berewick Park and Berewick community (as more particularly set forth on [Sheet RZ 13] below, the "Site", "Rezoning Site" or the "Master Plan Site"):

1. Sheet RX-1 – Cover Sheet & Vision Statement;
2. Sheet RZ-2 - the Technical Data Sheet identifying the Districts making up the Master Plan Site
3. Sheet RZ-3 – Sheet Index & Description of Rezoning Sheets providing an outline of this Rezoning Plan
4. Sheet RZ-4A-B - Environmental Vision Plan describing approach to environmental matters
5. Sheet RZ-5A-C - Illustrative Transportation Network showing an illustrative street network, Urban Street Design Guidelines Classifications, and Streetscape by District
6. Sheet RZ-6A -6B - Employment District map & District Development Standards
7. Sheet RZ-7A-7B - Gateway District map & District Development Standards
8. Sheet RZ-8A-8B - Transitional District map & District Development Standards
9. Sheet RZ - 9A-9B - Town Center District map & District Development Standards
10. Sheet RZ - 10A-10C - Residential District map & District Development Standards
11. Sheet RZ-11 - Map of Phase I Development and Phase II Development
12. Sheet RZ-12 - General Utilities Extension Plan

13. Sheet RZ-13A- B - General Development Standards
14. Sheet RZ 14 - Internal Parcel Data setting forth existing ownership and parcel data
15. Sheet RZ 15A – 14B - Adjacent Parcel Owners setting forth adjacent owners to Master Plan Site

Each of the above Sheet RZ items are referred to herein as a "Sheet" or collectively the "Sheets".

b. Zoning Classifications/Ordinance. Development of the Master Plan Site will be governed by the Rezoning Plan as well as the applicable provisions of the City of Charlotte Zoning Ordinance (the "Ordinance"). Unless the Rezoning Plan establishes more stringent standards, (i) the regulations established under the Ordinance for the MUDD-O zoning classification for the portion of the Master Plan Site so designated on the Rezoning Plan shall govern all development taking place on such portion of the Master Plan Site, subject to the Optional Provisions provided below and in the District Development Sheets; and (ii) the regulations established under the Ordinance for the MX-2 Innovative zoning classification for the portion of the Master Plan Site so designated on the Rezoning Plan shall govern all development taking place on such portion of the Master Plan Site, subject to the Innovative Provisions provided below.

c. Development Districts. For ease of reference and as an organizing principle associated with the master planned nature of the development associated with the Rezoning Plan, a series of five (5) development districts as generally depicted on certain of the Sheets as: 1. Employment District (zoned MUDD-O); 2. Gateway District (zoned MUDD-O); 3. Transitional District (zoned MUDD-O); 4.Town Center District (zoned MUDD-O); and 5. Residential District (zoned MX-2 Innovative) (each a "District" and collectively "Districts"). The exact boundaries of the Districts zoned MUDD-O may be subject to minor modifications to account for natural features such as creeks and locations of roads where such roads serve as a boundary for such Districts provided, however, all such other changes in the boundaries of the Districts zoned MUDD-O and any changes in the District boundaries between the Districts zoned MUDD-O and the Residential District which is zoned MX-2 shall be subject to a site plan amendment per Section 6.207 of the Ordinance. Furthermore areas shown for description within the Districts zoned MUDD-O may be subject to minor modifications, and areas shown for description within the Residential District which is zoned MX-2 may be subject to minor modifications. In all events, however, any permitted modifications to either District boundaries or areas shown for description within Districts shall be accompanied by administrative site plan amendments for the District or area in question as a means of ensuring an accurate representation of such feature within the Rezoning Plan.

d. Graphics and Alterations/Modifications/Standard of Review.

1. Any schematic depictions, as applicable, of the uses, parking areas, sidewalks, structures and buildings, building elevations, driveways, streets, greenway and trail network, open space and other development matters and site elements (collectively the "Development/Site Elements") that may be set forth on the Rezoning Plan should be reviewed in conjunction with the provisions of these General Development Standards and the District Development Standards (collectively the "Development Standards"). The layout, locations, sizes and formulations of the Development/Site Elements that may be depicted on the Rezoning Plan are graphic representations of the Development/Site elements proposed. Except as otherwise expressly set forth in the Development Standards, including, without limitation this subsection 1.d., 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.

2. Since the project has not undergone the design development and construction phases and given the long term master planned nature of this Rezoning Petition, 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 shown on the Rezoning Plan upon initial approval or as the same may be amended from time to time. 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:

(i) expressly permitted by the Rezoning Plan (it is understood that if a modification is expressly permitted by the Rezoning Plan it is deemed a *minor* modification for the purposes of these Development Standards); or
(ii) *minor* and do not materially change the overall design intent that may be depicted on the Rezoning Plan; or
(iii) *minor* modifications to move structures graphically depicted on the Rezoning Plan (either on the Rezoning Plan initially approved or as the same may be amended from time to time) closer to adjacent properties in a residential zoning district or abutting a residential use but no closer than the "external building line" indicated on the Sheets (in this case the external setbacks or buffer areas or other stated distance constraints set forth on the Rezoning Plan); or
(iv) modifications to allow *minor* increases in the mass of the buildings, to the extent such mass of buildings are in fact shown on the Rezoning Plan initially approved or on future amendments of the same as may be approved from time to time, that do not materially change the design intent depicted on or described in the Rezoning Plan but only to the extent such massing is set forth on the Rezoning Plan as described above.

3. The Planning Director will determine if such *minor* modifications are allowed per this amended process, and if the Planning Director determines that the alteration does not meet the criteria described above, then except as provided in Section I.d.4. below, Petitioner, or owner of the applicable parcel in question, 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.

4. Notwithstanding the foregoing, for those portions of the Master Plan Site zoned MUDD-0, the following *Optional Provision* shall apply in connection with review of the Rezoning Plan and compliance with design standards, guidelines and other similar provisions:

(i) If the Petitioner and the Planning Staff fail to agree on the application of the Reviewable MUDD-O Standards (as defined below), the Petitioner may seek the determination of the Planning Director (or designee) that either: (A) the development under review reasonably adheres in all material respects to the applicable Reviewable MUDD-O Standard, or (B) the Petitioner has presented substantial reasons as to why adherence to the Reviewable MUDD-O Standard is not practicable under the circumstances and that the lack of adherence in the instance in question does not adversely and substantially alter the overall design intent behind the Reviewable MUDD-O Standard and for the Development District in which the proposed development is located. The Planning Director will use diligent efforts to make such determination promptly upon receipt of written notice of the request for a determination from the Petitioner or Planning Staff. If the Planning Director determines that neither item (A) nor (B) above are met, the Petitioner may appeal the

determination of the Planning Director to the Zoning Committee of the Planning Commission in accordance with the procedures set forth in subsection d.4.(ii) below.

For the purposes of this subsection d.4., the terms "Reviewable MUDD-O Standard" or "Reviewable MUDD-O Standards" shall mean, as applicable to singular or plural use, (i) those design standards, guidelines or provisions set forth in (i) Section VI of these General Development Standards including without limitation (A) Building Orientation/Street Frontage and (B) Additional Architectural Standards, (ii) Section VI of the District Development Standards for the Employment, Gateway, Transitional and Town Center Districts, and (iii) such other provisions of the Rezoning Plan dealing with design treatment and related standards for the MUDD-O Districts added in the future.

(ii) The Petitioner must file its request for appeal of the Planning Director's determination with 30 days of written notice of the same. The Petitioner shall stipulate in its written appeal the background for the Reviewable MUDD-O Standard at issue for review and its reasons that the standard of review set forth in subsection d.4(i) above has been met by a preponderance of the evidence. The appeal shall be sent to both the Planning Director and the then current Chair of the Zoning Committee. The Zoning Committee shall meet to hear evidence on the appeal within 60 days of the filing of the appeal. The Zoning Committee shall make a finding as to whether the Petitioner has presented substantial and material evidence demonstrating by a preponderance of such evidence that the Planning Director erred in its determination of the development issue in question. A written statement of its decision shall be provided by the Zoning Committee to the Petitioner and Planning Director within 30 days of its decision.

(iii) Furthermore and in addition to the foregoing, at any time the Petitioner may seek approval of the development sought by filing of a site plan amendment rezoning pursuant to the requirements of Section 6.207 of the Ordinance."

1. **Number of Buildings Principal and Accessory**. Given the master planned nature of the Rezoning, the Petitioner is not required to set forth the number of buildings and structures on the Rezoning Plan. If, however, a later determination indicates that the number of buildings and structures must be stated, then, (i) for the portions of the Master Plan Site Zoned MUDD-O, an *Optional Provision* is permitted to not require the Petitioner to set forth the number of buildings and structures on the Rezoning Plan and (ii) for the portions of the Master Plan Site zoned MX-2 Innovative, the number of buildings shall not exceed 2,000; accessory buildings shall not be considered in any such limitation.

e. Planned/Unified Development. Each District shall be viewed as a planned/unified development plan as to the elements and portions of the Site generally depicted on the Rezoning Plan for such District. As such, except where design guidelines or standards are set forth within portions of such Districts in the Rezoning Plan, 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 Development/Site Elements located within an applicable District. Furthermore, the Petitioner and/or owner of the portion of a Site within a District reserve the right to subdivide the portions or all of the Site within such District and create lots within the interior of the portion of the Site within such District 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 applicable District and such separation standards expressly set forth on the Rezoning Plan for such portion of the Site within such District shall be adhered to. In addition, all FAR requirements will be regulated by any development limitations set forth in this Rezoning Plan for each District as to the Master Plan Site and each District as a whole and not individual portions or lots located therein.

f. Five Year Vested Rights. Per 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 & its timing, and the level of investment, among other factors, this Petition includes vesting of the Rezoning Plan and conditional zoning districts for a five (5) year period, but such provisions shall not limit any other vested rights at common law or otherwise.

g. Definitions & Clarifications. In addition to certain defined terms set forth in the Development Standards, the following apply to certain definitions:

1. **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), enclosed loading dock/service areas, and outdoor dining and gathering areas whether on the roof of the building or at street level.
2. **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 merchandised 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, locksmiths, funeral homes and the like.
3. **Limited Service Restaurant**. A "Limited Service Restaurant" shall mean a restaurant with no more than 3,000 square feet of gross floor area serving primarily items such as coffee, ice cream, yogurt, juices, bagels, muffins, pastries, sandwiches and similar foods that do not require on-premise cooking of food (other than heating and the baking of premixed dough).

II. Optional Provisions for MUDD-O Districts & MX-2 Innovative Standards for Residential District.

a. Optional Provisions for All MUDD-O Zoned Districts. These General Development Standards set forth certain *Optional Provisions* which apply to the portions of the Master Plan Site designated MUDD-O on the Rezoning Plan and which allow variations from the minimum standards for development under MUDD. These Optional Provisions are identified in various portions of the General Development Standards with reference to "*Optional Provision(s)*". In addition, the following optional provisions shall apply to all Districts that are zoned MUDD-O (the "MUDD-O Districts"), many details of which are set forth within each of the District Development Standards for the MUDD-O Districts and identified with "*Optional Provisions*" references:

1. To allow vehicular parking, maneuvering and service between and to the side of the proposed buildings and the street in the manner as further described under Street Frontage and Other Architectural Standards provisions of Sections VI and VII of each District

Development Standards for the MUDD-O Districts and on Sheet RZ-5C Streetscape by District.

2. To allow drive thru lanes in the manner as indicated in Section VI Building Orientation/Street Frontage of each Development District Standards.

3. To not require doorways to be recessed into the face of buildings when the abutting sidewalk width is greater than eight (8) feet or as defined in the specific District.

4. To allow required long term bike parking spaces for the uses to be located within the parking decks constructed within the MUDD-O Districts.

5. To allow buildings to use limited instances (as defined below) of window like openings with non-clear glazing to help break up building facades and meet blank wall requirements except in the Town Center Core portion of the Town Center District. The intent of this provision is to allow wall treatments other than windows with clear glass to be used to meet the fenestration standards in cases when the use or uses located within the building (e.g. storage rooms, bathrooms, mechanical equipment areas and alike ("the Limited Instances") are areas that are not active retail customer floor areas (i.e. retail sales floor area). The term "Limited Instances" as used in this provision is defined as ____________________.

6. To allow ground floor retail integrated into a mixed use building or multi-story office within the MUDD-O Districts not to be included in the maximum development level for retail, restaurant, EDES or personal services uses for such District up to a maximum amount of gross floor area of such uses so excluded of [75,000] square feet for such District.

7. To allow multi-tenant office buildings constructed on the Master Plan Site to have one ground mounted detached sign each with up to 50 square feet of sign area and up to seven (7) feet in height.

8. To allow detached ground mounted identification signs for each building that are located away from [primary streets], provided that these detached identification signs shall not exceed five (5) feet in height nor greater than 36 square feet of sign area.

9. To allow wall signs to have up to 200 square feet of sign surface area per walls or 10% of the wall area to which they are attached, whichever is less. The sign area of the wall signs may be increased by 10% if individual letters are used.

10. To allow Temporary Planned Development signs and/or banners when located along public or private streets with up to 150 square feet of sign face area and with a maximum height of seven (7) feet.

11. To allow digital/electronic way finding signs on the Master Plan Site with a maximum sign area of nine (9) square feet.

12. To allow any of the detached signs allowed by the Ordinance or these Optional Provisions to be placed within the setback when building or parking setback is a minimum of 35' provided that the sign shall be 5' from the back of sidewalk.

Note: The optional provisions 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.

b. MX-2 Innovative Development Standards for Residential District. The District Development Standards for the Residential District set forth certain Innovative Development Standards in connection with development taking place within such District.

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

a. Development/Entitlement Levels Shown on District Development Standards. Subject to the restrictions, limitations, and transfer/conversion rights listed below, development on the Master Plan Site shall be subject to the development level limitations set forth with respect to each District in the applicable District Development Standards.

b. Process & Record-keeping for Development Levels within Districts & Master Planned Site. Given the large master planned nature of the development contemplated for the Districts and the Master Planned Site, Petitioner, and owners of portions of the Master Planned Site, will follow a process for recording entitlement taking place in accordance with the Rezoning Plan as part of a written summary table and report (the "Entitlement Summary") filed on no less than a calendar quarter basis and within 10 business days of the issuance of each building permit and certificate of occupancy for development taking place within each District and the Master Planned Site as a whole. Such Entitlement Summary shall include the following information in a format reasonably acceptable to the Planning Director:

1. The then current (as of date of each required filing of the Entitlement Summary) maximum development levels ("Maximum Development Levels") by use with reference to gross floor area, hotel rooms, or dwelling units/lots, as applicable, allowed for each District and the Master Planned Site;
2. The amount of then current development levels (the "Completed Development Levels") by use with reference to gross floor area, hotel rooms, or dwelling units/lots, as applicable, for each District and the Master Planned Site, for which certificates of occupancy have been issued (in connection with building permit requests the amount of then Current Development Levels shall also include the development requested by such building permit and other building permits that have not yet been converted into certificates of occupancy);
3. The amount of the development level proposed to be developed in connection with the specific development plan sought for approval ("Proposed Development Level") by use with reference to gross floor area, hotel rooms, or dwelling units/lots, as applicable, for the parcel or site in question;
4. The amount of the development levels remaining within each District and the Master Planned Site overall ("Remaining Development Levels") when comparing the Maximum Development Levels and the Completed Development Levels.
5. The Maximum Development Levels, the Completed Development Levels and the Proposed Development Levels shall take into consideration the development levels and limitations for each District and all conversions and transfers development levels allowed pursuant to the provisions of this Section III. In other words, the amount of transfers and/or conversions of uses described below, both those exercised and those remaining with respect to each District and the Master Planned Site overall (the "Transfers/Conversions Levels") shall be set forth as part of the Entitlement Summary.

6. Such adjustments to the transportation/roadway improvements described in Section V. as may be approved by CDOT in accordance with the provisions of Section V.i. of these General Development Standards.

The Petitioner shall provide written notice to the Planning Director of two (2) individuals who are designated and charged for keeping the Entitlement Summary up to date accurately on a timely basis for the portion of the Master Planned Site zoned MUDD-O (the "MUDD-O Recording Parties") and one (1) individual who is so designated and charged for the portion of the Master Planned Site zoned MX-2 (the "MX-2 Recording Party", and with the MUDD-O Recording Parties each a "Recording Party" and collectively the "Recording Parties"). Errors resulting from failure of a Recording Party to keep the Entitlement Summary up to date accurately on a timely basis shall be remedied promptly with reasonable cooperation of the Planning Department, but the consequences of any failure of a Recording Party to keep the Entitlement Summary up to date shall not be the responsibility of the Planning Department.

Furthermore, in addition to required updates of the Entitlement Summary as set forth above, annually as of January 1st of each year, the Recording Parties shall ensure that the Rezoning Plan or portions of the Rezoning Plan for parcels within the Master Planned Site are evidenced by administrative site plan amendments for the applicable Districts to show the then current Maximum Development Levels, the Completed Development Levels, the Remaining Development Levels and the Transfers/Conversions Levels as of such date. It is understood that approvals of these administrative site plan amendments being ministerial in nature, such approvals shall not be unreasonably delayed or denied if the information set forth comports with the requirements of this Section II.

c. Conversion of Commercial Uses in MUDD-O Zoned Districts. Within the Districts zoned MUDD-O, retail, EDEE, and Personal Services uses ("non-office commercial uses") may exceed the applicable development level specifications set forth in the applicable District Development Standards by up to 25% and office commercial uses may exceed the applicable development level specifications by up to 25% by converting non-office commercial uses into office commercial uses and vice versa at a ratio of 1.0 square foot of gross floor area of such uses so converted. In such event the total gross floor area of commercial uses (office and non-office) allowed for the applicable District shall not exceed the total specified amount as a result of such conversions, rather only the mix of such uses shall change but not by greater than 25%; *provided, however, changes in the total amount of such commercial uses within a District may occur pursuant to the conversion rights set forth in subsection c. below and pursuant to the transfer rights among Districts set forth in subsection d. below.* The conversions described above are in addition to other conversions set forth herein and include both the conversions properly exercised and those remaining shall be set forth as part of the Transfers/Conversions Levels on the Entitlement Summary described above.

d. Conversion of Hotel Rooms & Residential Units in MUDD-O Zoned Districts. Additional hotel rooms may be developed within each of the Districts zoned MUDD-O by converting residential dwelling units into hotel rooms at the rate of one (1) residential unit so converted into one (1) hotel room, up to a maximum of 300 hotel rooms created in the aggregate within such Districts zoned MUDD-O by such conversion, and additional residential dwelling units may be developed within the Districts zoned MUDD-O by converting hotel rooms into residential dwelling units at the rate of one (1) hotel room so converted into one (1) residential dwelling unit up to a maximum of 300 residential dwelling units created by such conversion in the aggregate within such Districts zoned MUDD-O. The conversions described above are in addition to other conversions set forth herein and include both the conversions properly exercised and those

remaining shall be set forth as part of the Transfers/Conversions Levels on the Entitlement Summary described above.

e. Conversion of Hotel Rooms & Commercial Uses in MUDD-O Zoned Districts. Additional hotel rooms may be developed within each of the Districts zoned MUDD-O by converting commercial uses (e.g. office, retail, EDEE and Personal Services uses) into hotel rooms at the rate of 500 square feet of gross floor area of such commercial uses so converted for one (1) hotel room added, up to a maximum of 300 hotel rooms created in the aggregate within such Districts zoned MUDD-O by such conversion, and additional commercial uses may be developed within the Districts zoned MUDD-O by converting hotel rooms into commercial uses at the rate of one (1) hotel room so converted into 500 square feet of gross floor area of commercial uses so created up to a maximum of 300 hotel rooms so converted in the aggregate within such Districts zoned MUDD-O. The conversions described above are in addition to other conversions set forth herein and include both the conversions properly exercised and those remaining shall be set forth as part of the Transfers/Conversions Levels on the Entitlement Summary described above.

f. Transfers of Development Level/Entitlement Among the MUDD-O Districts. The development/entitlement levels specified for each District zoned MUDD-O in the applicable District Development Standards may be adjusted by transferring permitted development/entitlement levels for certain uses from one such District to another District in accordance with the following:

1. The development levels for commercials uses (office commercial uses and non-office commercial uses) for the applicable receiving District resulting from any such transfers shall not be increased by more than 25% from the original development levels specified as of the date of approval of the Rezoning Petition, unless such increase occurs in connection with a site plan amendment approval pursuant to Section 6.207, or succeeding provisions, of the Ordinance.

2. The development levels for residential uses (single family detached, single family attached and multi-family uses) for the applicable receiving District resulting from any such transfers shall not be increased by more than 30% from the original development levels specified as of the date of approval of the Rezoning Petition, unless such increase occurs in connection with a site plan amendment approval pursuant to Section 6.207, or succeeding provisions, of the Ordinance.

3. In no event shall aggregate development levels for the commercial uses within the entire Master Plan Site as set forth in the Rezoning Plan as of the date of approval of the Rezoning Petition be increased, except as same may be increased in connection with a site plan amendment approval pursuant to Section 6.207, or succeeding provisions of the Ordinance.

The transfers described above, including both the transfers properly exercised and those remaining shall be set forth as part of the Transfers/Conversions Levels on the Entitlement Summary described above.

g. Transfers of Entitlements Between Town Center District & Residential District.

1. The development levels specified for residential uses (single family detached, single family attached and multi-family uses) for the Town Center District and the Residential District in the applicable District Development Standards may be adjusted by transferring permitted development levels from one such District to the other. In such event, however, the

development levels for residential uses for the receiving District shall not be increased by more than 30% from the original development levels specified as of the date of approval of the Rezoning Petition, unless such increase occurs in connection with a site plan amendment approval pursuant to Section 6.207, or succeeding provisions, of the Ordinance.

2. The development levels for commercial uses (office and non-office commercial uses) and hotel uses for the Town Center District and the Residential District in the applicable District Development Standards may be adjusted by transferring permitted development levels from one such District to the other. In such event, however, the development levels for commercial uses and hotels for the receiving District shall not be increased by more than 25% from the original development levels specified as of the date of approval of the Rezoning Petition, unless such increase occurs in connection with a site plan amendment approval pursuant to Section 6.207, or succeeding provisions of the Ordinance.

The transfers described above, including both the transfers properly exercised and those remaining shall be set forth as part of the Transfers/Conversions Levels on the Entitlement Summary described above.

h. Written Requests & Records for Conversions & Transfers; Administrative Amendments. Prior to any conversions of entitlement pursuant to subsections c. and d. above and prior to any transfers of development levels/entitlement pursuant to subsections e. and f. above, the Petitioner or owner of the portion of the District(s) involved in the conversion or transfer under request shall provide to the Planning Department a written request for such conversion and transfer as well as an updated Entitlement Summary in accordance with subsection b. above, including the applicable Transfers/Conversions Levels. Furthermore, the results of such conversions and transfers shall be evidenced by an administrative site plan amendment for the applicable Districts involved as described above in subsection b.

IV. Commitments regarding Infrastructure & Civic/Community Uses & Services

a. Governmental/Community Planning to Address Infrastructure & Civic/Community Uses & Services

1. **Community Investment Plan.** The City of Charlotte Community Investment Plan ("CIP") addresses certain infrastructure needs of the "Airport/West Corridor" (within which the Master Plan Site is located) with a long term sustainable emphasis on livability, accessibility and job growth. The new Garrison Road extension project and the Dixie River Road widening project, which are primary ingredients of the CIP for the Airport/West Corridor, will promote economic development in the area.

2. **Dixie-Berryhill Plan & Airport Plan.** The adopted Dixie-Berryhill Plan and the Charlotte-Douglass International Airport ("Airport") planning efforts recognize the Master Plan Site as valuable for economic development consistent with community planning goals, which include strong master planning over time, positive environmental stewardship and quality of life/livability. The master plan nature of the Rezoning Petition and the resulting ability to provide for the annexation of the Master Plan Site in an efficient manner over time support achievement of these community goals.

3. **Master Plan Efforts.** The ability to achieve the objectives described in the CIP for the Airport/West Corridor, the Dixie-Berryhill Plan and the Airport planning initiative will be

further enhanced by the cooperation of government and private development interests in the implementation of the roadway network for the portion of the Airport/West Corridor within which the Master Plan Site is located. In addition, such cooperation will help to ensure appropriate planning/implementation of utilities, transit, "Smart City" infrastructure, fire/public safety, public schools, parks and greenway and other civic/community services and uses. Opportunities exist for the public sector to leverage the tax base and tax revenues that are expected to be derived over time from development of the Master Plan Site to support funding of such public purposes and infrastructure.

4. **Petitioner Commitments to Infrastructure & Civic Uses/Services Generally**. To promote such public and private cooperation in support of public purposes sought by the CIP for the Airport/West Corridor, the Dixie-Berryhill Plan and the Airport planning initiatives, as set forth in this Section IV, the Petitioner commits to continue to work with local government to development frameworks and proposals to address these infrastructure needs and civic services over the long term development horizon associated with the Master Plan Site. As set forth below in this Section IV (and as to roadway improvements Sections V and VI), Petitioner commits to:

(i) provide for an orderly **phased voluntary annexation** of the Master Plan Site (**subsection b. below**);
(ii) undertake certain **roadway improvements** associated with development of the Master Plan Site (**subsection c. below**);
(iii) work with Charlotte Water regarding **extension of water and sewer service** to the Master Plan Site (**subsection d. below**);
(iv) work with Charlotte Mecklenburg Schools regarding **public school capacity needs** including identification of and conveyance of land for a school site within the Master Plan Site (**subsection e. below**);
(v) support the City's efforts to ensure that **fire and public safety services** are addressed in connection with the Master Plan Site, including identification of and conveyance//lease of land or facilities to house police and/or fire facilities within the Master Plan Site; (**subsection f. below**);
(vi) work with Charlotte Area Transit System and various departments of the City regarding the delivery over time of **transit service** to and within the Master Plan Site and installation of infrastructure supporting **Smart City initiatives** of the City (**subsection g. below**);
(vii) develop with Mecklenburg County Parks & Recreation of a master plan for **parks and recreation facilities, greenways** and public access to the Catawba River in addition to Petitioner's commitments open space, trails and greenways set forth in the Environmental Vision described in [Sheet RZ-4] and in the District Development Standards (**see subsection h. below**); and
(viii) work with City Neighborhood Development and other appropriate stakeholders to develop a framework for the **inclusion of workforce housing** within the Master Plan Site, including providing for a certain number of workforce housing residential rental/dwelling units within the Phase I Development (**subsection i. below**).

5. **Memoranda of Understandings**. It is contemplated that the commitments of Petitioner and work of local governmental entities/departments described herein and in individual letters of understanding with such entities/departments will be further documented in a Memorandum of Understanding or Memoranda of Understandings ("MOU") which will include additional information regarding the funding frameworks associated with the items addressed.

b. Phased Voluntary Annexation of Master Plan Site. The Master Plan Site is located within the Extra-territorial Jurisdiction of the City and the unincorporated portion of Mecklenburg County. In order to facilitate the development of the infrastructure, roadways, utilities and civic services/uses referenced above and contemplated for the MOU, the Petitioner commits to work with applicable departments of the City to provide for the orderly phased voluntary annexation into the City of the Master Plan Site. It is contemplated that the phasing of the annexation of portions of the Master Plan Site will take place generally as development occurs in close proximity to such annexed areas.

c. Transportation Network; Approach to Phased Roadway Improvements & Development Constraints.

1. **Transportation Network**. Due to the large master planned nature of the development of the Master Plan Site which will occur over many years, it is understood that the roadway & street network associated with the development will be implemented over time and will adapt to timing of development, availability of public and private funding and other factors. Accordingly, the transportation network set forth on [Sheet RZ- 5] is conceptual and sets forth an illustrative of the roadway and street network that may be constructed over time as development occurs, and the exact locations of the roadways and streets set forth are subject to change. Changes to the roadway network and alignments may also take place per the actions or input of the Charlotte Regional Transportation Planning Organization, CDOT and/or NCDOT.

2. **MOU Funding Framework.** It is contemplated that an MOU with the City will provide a framework leading to implementation for funding portions of the primary roadway network by way of allocations of CIP funds or other local or state funding support, private development improvements, and/or public private partnership funding in the form of Tax Increment Grants or otherwise.

3. **Phase I Development & Roadway Improvements Generally.** [Sheet RZ-11] references certain development levels for that portion of the Master Plan Site generally depicted thereon as the "Phase I Development". Certain roadway improvements associated with the Phase I Development (the "Phase I Roadway Improvements") have been identified in connection with that certain Traffic Impact Study prepared by Design Resource Group ("DRG"), last updated as of February, 2016 (the "Phase I Traffic Impact Study") and are described as well in Section V of these General Development Standards. The Phase I Roadway Improvements must be completed in accordance with the provisions of Section V prior to issuance of applicable certificates of occupancy for development as described therein, including without limitation applicable sub-phases described therein.

4. **Phase II Development & Roadway Improvements Generally**. [Sheet RZ-11] references certain development levels for that portion of the Master Plan Site generally depicted thereon as the "Phase II Development". Section V below also sets forth a framework for certain transportation/roadway improvements associated with such Phase II Development ("Phase II Roadway Improvements") as well as a format and methodology for addressing the transportation adequacy needs associated with Phase II Development. The Phase II Development and the framework for the Phase II Improvements are the result of that certain transportation review undertaken by DRG dated as of ____________, 2016 (the "Phase II Transportation Review"). As described in Section V, the Phase II Transportation Review

confirms that the Phase II Roadway Improvements are expected to be required to address transportation adequacy associated with the Phase II Development. It is understood, however, that additional traffic impact studies will be required in connection with Phase II Development to reconfirm or confirm that suitable roadway improvements are installed to address transportation adequacy metrics, all in a manner reasonably acceptable to CDOT and, as applicable NCDOT, and pursuant to the transportation methodology and guidelines referenced in Section V. Petitioner expressly recognizes that the provisions of Section V regarding required Phase II Roadway Improvements constitute an impediment on the level of Phase II Development that can take place.

5. **Development Beyond Phase I and II Development Generally.** Petitioner recognizes that future phases of development beyond the Phase I Development and the Phase II Development will be limited based upon the construction of certain additional roadway improvements deemed necessary by additional transportation analysis and studies needed to address appropriate transportation adequacy metrics. Such transportation analysis and studies shall be prepared and completed in a manner reasonably acceptable to CDOT and, as applicable NCDOT, and pursuant to the transportation methodology and guidelines referenced in Section V below. Petitioner expressly recognizes that the provisions of Section V regarding development and roadway improvements beyond the Phase I Development/Phase I Roadway Improvements and the Phase II Development/Phase II Roadway Improvements constitute an impediment on the level of development that can take place beyond such earlier phases.

d. Utility Infrastructure Extensions.

1. **Utilities Framework.** Utility installations will take place over time as private development occurs and as warranted and supported by Charlotte Water and the Petitioner. Petitioner commits to continue to work with Charlotte Water to develop a framework for the planning, funding and implementation of utility aspects associated with development of the Master Plan Site and the overall Airport/West Corridor to ensure that infrastructure needs keep place with the pace of development. It is noted that the CIP and Charlotte Water's plans for the area contemplated certain funding sources for utilities in and to the Master Plan Site and the Airport/West Corridor. The following commitments of Petitioner are based on recognition of the planned implementation of Charlotte Water of such utilities extensions. Furthermore, it is also contemplated that such utility connections may also be funded by way of public/private partnership methods such as Tax Increment Grant and reimbursement agreement vehicles.

2. **Utility Plan for Phase I Development.** Reference is made to [Sheet RZ-12] which sets forth a general utility plan ("Utility Plan") for the extension of water and sewer from existing utility connections in a manner that will result in water and sewer service being made available to the portions of the Master Plan Site designated for the Phase I Development. Petitioner commits to work with Charlotte Water and other applicable agencies to ensure that acceptable levels of water and sewer service are made available to serve the Phase I Development. Petitioner understands that it shall be responsible for extension of utilities to portions of the Master Plan Site in addition to the extensions contemplated by the Utility Plan. The Petitioner also recognizes that such water and sewer service needed to serve the Phase I Development constitutes an impediment on the level of such development that can take place.

3. **Utility Plan for Phase II Development**. Similarly, reference is made to [Sheet RZ-12] which sets forth a general utility plan for the extension of water and sewer from existing and future utility connections in a manner that will result in water and sewer service being made available to the portions of the Master Plan Site represented by the Phase II Development. Petitioner commits to work with Charlotte Water and other applicable agencies to ensure that acceptable levels of water and sewer service are made available to serve the Phase II Development. Petitioner understands that it shall be responsible for extension of utilities to portions of the Master Plan Site in addition to the extensions contemplated by the Utility Plan. Petitioner also recognizes that such water and sewer service needed to serve the Phase II Development constitutes an impediment on the level of development that can take place.

4. **Utility Plans for Future Phases**. Petitioner commits to work in good faith with Charlotte Water in connection with a framework for extension of water and sewer utilities to serve the Master Plan Site beyond the Phase I Development and the Phase II Development, such framework to be prepared and completed in a manner reasonably acceptable to Charlotte Water and pursuant to applicable utilities engineering and guidelines. Petitioner recognizes that water and sewer service extensions will be needed to serve development beyond the Phase I Development and Phase II Development, and applicable utilities extensions and shall constitute an impediment on the level of development that can take place beyond such earlier phases.

e. [Public Schools Support. Petitioner recognizes the importance of ensuring that school capacity and related aspects are addressed as the Master Plan Site and other portions of the Airport/ West and Dixie-Berryhill area are developed for residential uses that will add school age children to local schools. As such, as set forth that certain letter of understanding dated ___________, 2016 between Charlotte Mecklenburg Schools ("CMS") and Petitioner (the "CMS Letter of Understanding") [***EDITORIAL NOTE OF INTEREST: SUCH LETTER OF UNDERSTANDING AND INFORMATION TO BE SET FORTH THEREIN AND DESCRIBED BELOW ARE BEING PURSUED DURING THIS REZONING SUBMTTAL – ACCORDINGLY THE COMMITMENTS AND MATERIAL BELOW IN THIS SUBSECTION E. ARE SUBJECT TO FURTHER APPROVALS BY PETITIONER AND OTHER PARTIES],*** the Petitioner commits to continue to work in good faith with CMS, Mecklenburg County and other education institutions in connection with planning for and implementation of actions needed to address school needs, including the following:

1. **[Phase I Development.** In the CMS Letter of Understanding, CMS concurs that school enrollment from the residential development allowed as part of the Phase I Development, when taking into consideration existing by right residential development for the portion of the Master Plan Site contemplated for Phase I Development area as well as the timeframe for which Phase I Development is expected to occur, will be adequately managed by existing capacity at Berryhill Elementary School, Berewick Elementary School, Kennedy Middle School, West Mecklenburg High School and Olympic High School. The CMS Letter of Understanding also references the substantial new tax revenues associated with the commercial development contemplated by this Rezoning, including the Phase I Development, all of which provide funding support for public schools.]

2. **[Phase II Development - Land for Elementary/Middle School Site.]**

(i) [The CMS Letter of Understanding references anticipated bond measures creating likely increased high school capacity that will support additional enrollment from the

Master Plan Site beyond the Phase I Development levels. The CMS Letter of Understanding recognizes the need for a potential elementary and middle school site as development beyond the Phase I Development takes place within the Master Plan Site. As such, per the CMS Letter of Understanding, the Petitioner commits to work on a master planning process with CMS to identify land within the Master Plan Site for such a future elementary school and middle school, or a K-8 school.]

(ii) An elementary school site is expected to require [10 to 15 acres of land] and a combined elementary school and a middle school site is expected to require a total of [20 to 25] acres of land. It is contemplated that such a combined school site may involve shared facilities and fields in concert with Mecklenburg County Parks & Recreation in a manner similar to other shared services arrangements between CMS and Mecklenburg County (such possible coordination of such shared facilities with Park and Rec is referenced in subsection h. below) as well as shared services arrangements that may be brought to be by other community stakeholders.

(iii) [Petitioner commits to work in good faith with CMS to identify a site of [25] acres within the Master Plan Site on which the proposed combined elementary and middle school could be developed, such identification to take place within two (2) years of approval of the Rezoning. Petitioner also commits to work in good faith with CMS to implement a plan for conveyance of the combined school site in order to allow CMS to move ahead with facilities planning, budgeting and construction of the proposed combined school.]

(iv) [As currently contemplated, but subject to CMS approval and variations, Petitioner shall convey the combined school site to CMS within 12 months of written notice of CMS' election to acquire the combined school site, provided, however, Petitioner shall not be required to provide for such conveyance sooner than six (6) years of approval of the Rezoning. The purchase to be paid by CMS for the combined school site shall be determined in the manner set forth in the CMS Letter of Understanding, as it may be amended or further documented.]

3. **MOU Funding Framework**. It is further contemplated that the CMS Letter of Understanding could be incorporated into a separate funding MOU for an additional framework for the planning and implementation of school related aspects for the Master Plan Site and the overall Airport West and Dixie-Berryhill areas as they are developed. Such funding framework may include use of tax increment grants for support of school facilities.

f. Fire & Public Safety Services. The Petitioner recognizes the importance of ensuring that fire and public safety services and related aspects are addressed as the Master Plan Site and other portions of the Airport/West and Dixie-Berryhill area are developed. Petitioner commits to continue to work in good faith with the Charlotte Mecklenburg Police Department ("CMPD"), the Charlotte Fire Department (the "Fire Department") and other departments of the Charlotte in connection with planning for and implementation of actions needed to address fire and public safety needs. Petitioner's commitments in this area include:

1. **[Fire/Public Safety Phase I Assessment. [*EDITORIAL NOTE OF INTEREST: THE FOLLOWING INFORMATION IS BEING DISCUSSED AND WILL BE SUBJECT TO CITY AND PETITIONER CONCURRENCE]*** Petitioner, CMPD and the Fire Department have undertaken an assessment (the "Fire/Public Safety Phase I Assessment") for increased

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
GENERAL DEVELOPMENT STANDARDS

REVISIONS:

DATE: 05.27.16
DESIGNED BY: LER
DRAWN BY: LER
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=600'-0"
PROJECT #: 1014342

SHEET #:
RZ-13A

demand for public safety and fire services based on the Phase I Development and the ability of fire and police to respond promptly in case of emergency in accordance with standard police and fire protocol for areas similar in nature to the Master Plan Site. The Public Safety Phase I Assessment has determined that fire and public safety needs associated with the Phase I Development can be addressed by existing CMPD and Fire Department facilities and otherwise as described in that certain CMPD/Fire Letter of Understanding dated as of ________, 2016 ("the "<u>CMPD/Fire Letter of Understanding</u>").

2. **[Fire/Public Safety Phase II Assessment.** In accordance with the CMPD/Fire Letter of Understanding, Petitioner will work with CMPD and the Fire Department to undertake an assessment (the "<u>Fire/Public Safety Phase II Assessment</u>") for increased demand for public safety and fire services based on the Phase II Development and the ability of fire and police to respond promptly in case of emergency in accordance with standard police and fire protocol for areas similar in nature to the Master Plan Site. The Fire/Public Safety Phase II Assessment will be completed within three (3) years of the approval of the Rezoning. City and the Petitioner will work in good faith to address the recommendations set forth in such Fire/Public Safety Phase II Assessment including opportunities for public/private partnership vehicles such as tax increment grants or reimbursement arrangements.

g. Transit & Smart City. Development of the Master Plan Site presents an opportunity for the creation of a transformative community characterized by positive environmental stewardship that may serve as a model for master planned communities in the Carolinas and beyond. Accordingly, portions of the Rezoning Plan describe certain environmental commitments of the Petitioner regarding development of the Master Plan Site. In addition, it is recognized that transit and "Smart City" technology related infrastructure and services are important to the creation over time of such a transformative community. As such, the Petitioner commits to work in good faith with the Charlotte Area Transit System ("<u>CATS</u>"), Mecklenburg County Land Use Environmental Services ("<u>LUESA</u>"), the Energy & Sustainability Manager & Department of the City and other departments of local and state in connection with planning for and implementation of actions needed to address long term transit and "Smart City" technology needs. Reference is made to [<u>Sheet RZ-4</u>] for the Environmental Vision Plan which addresses a number of environmental and sustainability components and commitments associated with the Rezoning Plan. Furthermore, it is contemplated that the MOU will provide a framework for the planning and implementation of transit and "Smart City" technology needs and goals associated with development of the Master Plan Site and the overall Airport West corridor.

h. Parks & Recreation Facilities. The Petitioner recognizes that transformative communities with exceptional livability require quality public parks and recreation facilities. Accordingly the Petitioner provides the following commitments in connection with park and recreation facilities, open space and greenways: ***<u>EDITORIAL NOTE OF INTEREST</u>: THE FOLLOWING INFORMATION IS BEING DISCUSSED AND WILL BE SUBJECT TO COUNTY AND PETITIONER CONCURRENCE]***

1. **[Implementation of Environmental Vision for Greenways, Trails & Open Space**. [<u>Sheet RZ-4</u>] sets forth the Environmental Vision Plan and together with District Development Standards commitments of Petitioner regarding creation of greenways, trails and open space within Master Plan Site as development of the Master Plan Site occurs over time.]

2. **[Development of Parks/Greenway Facilities Plan for Master Plan Site. [**In accordance with that Letter of Understanding between Petitioner and Mecklenburg County Parks &

Recreation Department ("<u>Park & Rec</u>") dated as of ________, 2016 (the "<u>Park & Rec Letter of Understanding</u>"), Petitioner commits to work in good faith with Park & Rec in the development of a greenway, parks and facilities plan for the Master Plan Site (the "<u>Park & Rec Greenways/Facilities Plan</u>"). **[<u>EDITORIAL *NOTE OF INTEREST*</u>*: THE FOLLOWING REFLECTS INITIAL DISCUSSIONS – ADDITIONAL WORK IS UNDERWAY*]** The Park & Rec Letter of Understanding provides that the Park and Rec Greenways/Facilities Plan is expected to include the identification of possible locations for up to two, 10 to 15 acre parks within the open space areas of Master Plan Site or the overall Airport/West area as well as the location of a potential public access to the Catawba River from the Master Plan Site. The Park & Rec Letter of Understanding targets approval of the Park & Rec Greenways/Facilities Plan by December 31, 2019.]

3. **[Coordination with CMS on Shared Facilities. [<u>EDITORIAL NOTE OF INTEREST</u>: THE FOLLOWING REFLECTS INITIAL DISCUSSIONS – ADDITIONAL WORK IS TO BE DONE]** As provided above in Section IV. e. and in the CMS Letter of Understanding, Petitioner commits to work in good faith with CMS regarding the identification of the location for a combined school site within the Master Plan Site and the conveyance of the land for such combined school site. Petitioner further agrees to work with Park & Rec and CMS in connection with the possibility of including a park facility adjacent to and serving by way of shared facilities the combined school. Petitioner acknowledges that such a combined school site with park facility could require up to [40 acres of land]. As part of the Park & Rec Greenways/Facilities Plan, Petitioner agrees to work in good faith with CMS and Park & Rec to determine the feasibility of such facilities consistent with the terms of the CMS Letter of Understanding and the Park & Rec Letter of Understanding.]

i. Workforce Housing. The Petitioner recognizes that transformative communities with exceptional livability also require a variety of housing opportunities not only in terms of variety of housing types but also affordability options to promote a vibrant community accessible to residents who will make up the broad-based workforce associated with the community vision. Accordingly, Petitioner agrees to the following commitments regarding creation of work housing within the Master Plan Site: **[<u>EDITORIAL NOTE OF INTEREST</u>: THE FOLLOWING REFLECTS INITIAL DISCUSSIONS – ADDITIONAL WORK IS TO BE DONE]**

1. **[Development of Workforce Housing Framework.** Petitioner commits to work with the City, including its Neighborhood Development Department, and other stakeholders with experience in the delivery of workforce housing such as Charlotte Mecklenburg Housing Partnership, among others, to develop a framework for addressing the objectives of ensuring workforce housing opportunities within the Master Plan Site. This framework is contemplated to include a review of City and state "locational criteria & policies", tax credit housing grants pursuant to the North Carolina Housing Finance Agency, other possible public support in the form of tax increment grants or vehicles, and/or other such workforce housing vehicles ("<u>Tax Credit/Housing Support Vehicle(s)</u>").
2. **[Phase I Workforce Housing Commitment**. In addition to Petitioner's commitment to work on the development of workforce housing framework for the purposes of supporting inclusion of workforce housing within the Master Plan Site, it is understood that 85 workforce housing residential rental units (the "<u>Phase I Workforce Housing Commitment</u>") will be provided as part of and prior to the issuance of certificates of occupancy for greater than 850 residential dwelling units as part of the residential development allowed as part of the Phase I Development; provided, however, the Phase I Workforce Housing Commitment shall be subject to and based on approval by applicable governmental entities of an

appropriate Tax Credit/Housing Support Vehicle(s) associated such commitment. Petitioner or its assigns, including without limitation experienced providers of workforce housing, shall exercise diligent good faith efforts to comply in a timely manner with the Phase I Workforce Housing Commitment (including approval of an appropriate Tax Credit/ Housing Support Vehicle(s)). The Phase I Workforce Housing Commitment shall provide that the designated number of residential rental units maintain monthly rents that are income restricted for households earning 80% or less of the area median income, for a period of not less than 15 years after occupancy.]

3. **[Additional Phases Workforce Housing**. Petitioner, or its assigns, including without limitation experienced providers of workforce housing, shall exercise diligent good faith efforts to implement the workforce housing framework in connection with the Phase II Development and in future phases with the understanding that the menu of options available to Petitioner as the same shall be set forth in the workforce housing framework shall remain available to Petitioner including without limitation the Tax Credit/Housing Support Vehicle(s).]

V. <u>Transportation/Roadway Improvements & Implementation.</u>

a. **<u>Description of Phase I Roadway Improvements.</u>** [<u>Sheet RZ-11A</u>] sets forth development to be undertaken in connection with Phase I Development of the Master Plan Site (as defined in Section IV.c. above). As part of the Phase I Development, the Petitioner will provide or cause to be provided on its own or in cooperation with other parties, including without limitation local or state governmental bodies by way of public/private partnerships or otherwise, the improvements set forth below (e.g. the "<u>Phase I Roadway Improvements</u>" as defined in Section IV.c. above) to benefit overall traffic patterns throughout the area. These Phases I Roadway Improvements will be constructed or administered in accordance with the implementation provisions set forth in this Section.V , including without limitation the provisions of Section V.b. below dealing with phasing of such improvements.

The following Phase I Roadway Improvements are also illustrated on Figure 11.1 located on [<u>Sheet RZ-11B</u>] of the Rezoning Plan. Figure 11.1 is to be used in conjunction with the following notes to determine the extent of the proposed improvements (reference to a number when describing an improvement corresponds to the number found on Figure 11.1 on [<u>Sheet RZ-11B</u>] for the proposed improvement).

1. **<u>West Blvd./Byrum Drive & Steele Creek Road/West Blvd. (signalized)</u>**

- Extend the existing northbound left turn lane storage on Steele Creek Road from 375 feet to 450 feet and construct a 2nd northbound left turn lane with 450 feet of storage and appropriate bay taper. This will require a 2nd receiving lane on West Boulevard with 400 feet of storage and a 400-foot taper (to an existing guardrail/bridge deck).
- Extend the existing southbound right turn lane storage on West Blvd. from 275 feet to 325 feet and construct a 2nd southbound right turn lane with 275 feet of storage and appropriate bay taper. A 2nd westbound receiving lane will be constructed on West Blvd. with the inclusion of the 2nd northbound left turn lane at the intersection described previously.
- Construct an eastbound right turn lane on West Boulevard with 225 feet of storage and appropriate bay taper.
- Construct a 2nd eastbound left turn lane on West Blvd. with 175 feet of storage and an appropriate bay taper (into the existing thru lane taper located to the west).

- It should be noted that there are no pedestrian amenities at or within the immediate vicinity of the intersection; however, improvements such as high-visibility crosswalks, pedestrian signal heads and pushbuttons should be considered.

2. **<u>West Blvd. & Wallace Neel Road (recommended signalization)</u>**

- The installation of a traffic signal.
- Construct a westbound right turn lane on West Boulevard with 300 feet of storage and appropriate bay taper.
- Modify the southbound combined left-right lane on Wallace Neel Road to a left turn lane and construct a southbound right turn lane on Wallace Neel Road with 275 feet of storage and appropriate bay taper.
- Construct an eastbound left turn lane on West Boulevard with 350 feet of storage and appropriate bay taper (into the existing thru lane taper located to the west for the intersection of West Blvd. & I-485 Inner Loop Ramps).
  - This will also require an appropriate thru lane taper on the east side of the intersection.
- It should be noted that there are no pedestrian amenities at or within the immediate vicinity of the intersection; however, improvements such as high-visibility crosswalks, pedestrian signal heads and pushbuttons should be considered.

3. **<u>West Blvd. & I-485 Inner Loop Ramps (recommended signalization)</u>**

- The installation of a traffic signal.
- Extend the existing eastbound left turn lane storage on West Blvd. from 275 feet to terminate at the I-485 Outer Loop Ramps intersection and construct a 2nd eastbound left turn lane on West Boulevard with 350 feet of storage and a 200-foot bay taper (this improvement is located on the existing bridge deck over I-485 - no widening is necessary [10-foot wide lane]).
  - This will require a 2nd receiving lane on the I-485 Inner Loop Entrance Ramp with a minimum of 500 feet of full lane and a 400-foot taper.
- Extend the existing northbound left turn lane storage on the I-485 Inner Loop Exit Ramp from 140 feet to 650 feet with an appropriate bay taper.
- It should be noted that there are no pedestrian amenities at or within the immediate vicinity of the intersection; however, improvements such as high-visibility crosswalks, pedestrian signal heads and pushbuttons should be considered.

4. **<u>West Blvd./West Blvd. Extension & I-485 Outer Loop Ramps (recommended signalization)</u>**

- Realign West Boulevard to the north to better line up with the existing bridge deck over I-485.
- The installation of a traffic signal.
- Construct a short (300-foot) 2nd westbound thru lane on West Blvd. east of the intersection starting with a 150-foot taper (to an existing guardrail for the bridge deck over I-485).
- Construct a 2nd westbound left turn lane on West Boulevard with 250 feet of storage and a 200-foot bay taper.
  - This will require a 2nd receiving lane on the I-485 Outer Loop Entrance Ramp with a minimum of 500 feet of full lane and a 400-foot taper.

- Modify the existing southbound combined left-thru lane on the I-485 Outer Loop Exit Ramp to a dedicated left turn lane.
- Modify the existing southbound right turn lane storage on the I-485 Outer Loop Exit Ramp to a combined left-thru-right turn lane and extend it from 140 feet to 400 feet (along with an appropriate bay taper).
- Construct an exclusive southbound right turn lane with 400 feet of storage.
  - The proposed West Blvd. Extension will include a five-lane section (two thru lanes in each direction with left turn lanes) – a 2nd de-facto receiving lane will be in place with the inclusion of this additional southbound right turn lane.
- Construct the eastbound approach of West Blvd. Extension with a thru lane and combined thru-right turn lane.
- It should be noted that there are no pedestrian amenities at or within the immediate vicinity of the intersection; however, improvements such as high-visibility crosswalks, pedestrian signal heads and pushbuttons should be considered.

5. **<u>West Blvd. Extension & Realigned Garrison Road/Garrison Road Extension (recommended signalization)</u>**

- The installation of a traffic signal.
- West Blvd. Extension is expected to include a five-lane section (two travel lanes in each direction with a center median or left turn lanes); the two westbound lanes will terminate as separate left and right lanes at Realigned Dixie River Road.
- Realigned Garrison Road is expected to contain the following cross-section:
  - Two southbound receiving lanes
  - A northbound left turn lane with 150 feet of storage and appropriate bay taper
  - A northbound thru lane
  - A 2nd northbound thru lane that terminates as a right turn lane at West Blvd. Extension.
- Garrison Road Extension is expected to contain the following cross-section:
  - A northbound receiving lane
  - Dual southbound left turn lanes (the inner lane should contain a minimum 175 feet of storage and the outer lane should terminate as a left turn lane) with an appropriate bay taper
  - A southbound combined thru-right turn lane
- Install pedestrian amenities such as sidewalks, high-visibility crosswalks, pedestrian signal heads and pushbuttons.

6. **<u>Realigned Dixie River Road & West Blvd. Extension (unsignalized)</u>**

- Construct a northbound right turn lane on Realigned Dixie River Road with 325 feet of storage and appropriate bay taper.
- Construct a southbound left turn lane on Realigned Dixie River Road with 325 feet of storage and appropriate bay taper.
  - This will also require an appropriate thru lane taper on the south side of the intersection.
- West Blvd. Extension is expected to include a five-lane section (two travel lanes in each direction with a center median or left turn lanes); the two westbound lanes will terminate as separate left and right lanes at Realigned Dixie River Road.

b. <u>Phasing of Phase I Improvements</u>

Notwithstanding the commitments to provide the Phase I Roadway Improvements described in Section V.a. above, the following provisions shall permit the Phase I Development to take place in the following "Sub-Phases" prior to completion of all of the above-referenced Phase I Roadway Improvements: ***[<u>EDITORIAl NOTE OF INTEREST</u>: the following sub-phases are subject to further review and assessment by Petitioner and CDOT during the rezoning process]***

1. **<u>Sub-Phase I.A. Development & Roadway Improvements</u>**:
- Employment District:
  - Development within Employment District may proceed to completion and occupancy at a level not exceed 250,000 sf of gross floor area of office use and 15,000 sf of retail, restaurant, EDES, and/or personal services uses upon substantial completion of the following roadway improvements:
    - Construction of new West Boulevard Extension west to the new extension of Garrison Road on new alignment;
    - Construction of new West Boulevard Extension and I-485 Outer loop Ramps relocated intersection;
    - Construction of new Garrison Road Extension north to provide office access;
    - Signalization of the new realigned West Boulevard Extension and I-485 Outer Loop Ramps intersection (with warrant analysis verification);
    - Signalization of the new realigned West Boulevard Extension and I-485 Inner Loop Ramps intersection (with warrant analysis verification).
- Gateway District: Sub-Phase I.A Development within the Gateway District may proceed to completion and occupancy at the same development levels as described above as to the Employment District (but not in duplication of such development levels) upon completion of the same roadway improvements noted above under the Employment District.
- Transitional District: Sub-Phase I.A. Development for development and roadway improvements commitments within the Transitional District shall be based upon completion of additional traffic impact studies, acceptable to CDOT, to confirm transportation adequacy and in doing so will count against the development levels for the Gateway District and Employment District as set forth above.
- Town Center District:
  - Sub-Phase I.A. Development within Town Center District may proceed to completion and occupancy at a level to not exceed (x) 25,000 sf of gross floor area of office, retail, restaurant, EDES and/or personal services uses and (y) 250 residential dwelling units upon substantial completion of the following roadway improvements:
    - Improvements along Dixie River Road in the area of the new intersection with West Boulevard Extension;
    - Construction of turn lanes as required for access.
- Residential District:
  - Sub-Phase I.A. Development within the Residential District may proceed to completion and occupancy at a level not to exceed 100 residential dwelling units upon substantial completion of:
    - Construction of turn lane improvements along Dixie River Road as required for access.

2. **<u>Sub-Phase I.B Development & Roadway Improvements</u>**:
- Employment District:

  - Total development within the Employment District (including Sub-Phase IA. & Sub-Phase IB Development) may proceed to completion and occupancy at a level not exceed 500,000 sf of gross floor area of office use and 30,000 sf of retail, restaurant, EDES, and/or personal services uses upon substantial completion of the following roadway improvements:
    - Construction of the improvements identified for the Employment District under the Sub-Phase IA Development and roadway improvements.
    - Construction of new Garrison Road Extension north of termination of Sub-Phase 1A. to provide access to additional portions of the Employment District;
    - Signalization of the new realigned West Boulevard Extension and I-485 Outer Loop Ramps intersection (if not previously warranted or constructed);
    - Signalization of the new realigned West Boulevard Extension and I-485 Inner Loop Ramps intersection (if not previously warranted or constructed).
- Gateway District: Sub-Phase I.B. Development within the Gateway District (including Sub-Phase I.A. and Sub-Phase I.B.) may proceed to completion and occupancy at the same development levels as described above as to the Employment District for Sub-Phase I.B. (but not in duplication of such development levels) upon completion of the same roadway improvements noted above under the Employment District for Sub-Phase I.B.
- Transitional District: Sub-Phase I.B. Development for development and roadway improvements commitments within the Transitional District (including Sub-Phase I.A. and Sub-Phasae I.B.) shall be based upon completion of additional traffic impact studies, acceptable to CDOT, to confirm transportation adequacy and in doing so will count against the development levels for the Gateway District and Employment District for the Sub-Phase I.B Development as set forth above.
- Town Center District:
  - Sub-Phase I.B. Development within Town Center District (including Sub-Phase I.A. and I.B.) may proceed to completion and occupancy at a level to not exceed (x) 50,000 sf of gross floor area of office, retail, restaurant, EDES and/or personal services uses and (y) 400 residential dwelling units upon substantial completion of the following roadway improvements:
    - Improvements along Dixie River Road in the area of the new intersection with West Boulevard Extension;
    - Construction of turn lanes as required for access.
- Residential District:
  - Sub-Phase I.B. Development within the Residential District may proceed to completion and occupancy at a level not to exceed 250 residential dwelling units upon substantial completion of:
    - Construction of turn lane improvements along Dixie River Road as required for access.

3. **<u>Remaining Phase I Development & Improvements</u>**. The remaining Phase I Development beyond the Sub-Phase I.A. Development and Sub-Phase I.B. Development may proceed to completion and occupancy upon substantial completion of the Phase I Improvements described in Section V.a. above; provided, however: ***[<u>NOTE OF INTEREST</u>: following provisions are subject to additional assessment]***

- [If the realignment of West Boulevard east of I-485 is planned for and/or funded by the Airport, the commitments of the following improvements to the two existing intersections east of I-485 on West Boulevard will be eliminated and not required by the Petitioners.]

- [With a planned realignment of West Boulevard east of I-485 in conjunction with the Airport expansion, the Petitioners will not be required to transfer the equivalent mitigations as noted below as all improvements for the newly created intersections should be the responsibility of the Airport.]

- [Should the Airport decide to not pursue the realignment of West Boulevard east of I-485, the following roadway improvements would be required to be substantially completed prior to permitting associated with the first development under the Phase II Development (i.e. in other words completed with the completion of the final development under the Phase I Development):

  - [West Blvd./Byrum Drive & Steele Creek Road/West Blvd. (signalized)
    - Extend the existing northbound left turn lane storage on Steele Creek Road from 375 feet to 450 feet and construct a 2nd northbound left turn lane with 450 feet of storage and appropriate bay taper. This will require a 2nd receiving lane on West Boulevard with 400 feet of storage and a 400-foot taper (to an existing guardrail/bridge deck).
    - Extend the existing southbound right turn lane storage on West Blvd. from 275 feet to 325 feet and construct a 2nd southbound right turn lane with 275 feet of storage and appropriate bay taper. A 2nd westbound receiving lane will be constructed on West Blvd. with the inclusion of the 2nd northbound left turn lane at the intersection described previously.
    - Construct an eastbound right turn lane on West Boulevard with 225 feet of storage and appropriate bay taper.
    - Construct a 2nd eastbound left turn lane on West Blvd. with 175 feet of storage and an appropriate bay taper (into the existing thru lane taper located to the west).
    - It should be noted that there are no pedestrian amenities at or within the immediate vicinity of the intersection; however, improvements such as high-visibility crosswalks, pedestrian signal heads and pushbuttons should be considered.]

  - [West Blvd. & Wallace Neel Road (recommended signalization)
    - The installation of a traffic signal.
    - Construct a westbound right turn lane on West Boulevard with 300 feet of storage and appropriate bay taper.
    - Modify the southbound combined left-right lane on Wallace Neel Road to a left turn lane and construct a southbound right turn lane on Wallace Neel Road with 275 feet of storage and appropriate bay taper.
    - Construct an eastbound left turn lane on West Boulevard with 350 feet of storage and appropriate bay taper (into the existing thru lane taper located to the west for the intersection of West Blvd. & I-485 Inner Loop Ramps).
    - This will also require an appropriate thru lane taper on the east side of the

intersection.
    - It should be noted that there are no pedestrian amenities at or within the immediate vicinity of this intersection; however, improvements such as high-visibility crosswalks, pedestrian signal heads and pushbuttons should be considered.]

c. <u>Phase II Development & Future Phases: Methodology for Transportation Adequacy</u>.

1. <u>Phase II Development Improvements & Approach Generally</u>. As referenced in Section IV.c. above, [<u>Sheet RZ-11</u>] references development levels for the Phase II Development (as defined in Section IV.c.). This Section V.c. sets out a framework for the Phase II Roadway Improvements (as defined in Section IV.c. above) as well as a format and methodology for addressing transportation for addressing the transportation adequacy needs associated with Phase II Development. The Phase II Development and the framework for the Phase II Improvements are the result of the Phase II Transportation Review (as defined in Section IV.c.) ***[<u>EDITORIAL NOTE OF INTEREST</u>: this transportation review is on-going during this rezoning process].*** The Phase II Transportation Review confirms that the Phase II Roadway Improvements described in more detail in subsection c.2. below are expected to be required to address transportation adequacy associated with the Phase II Development. It is understood, however, that additional traffic impact studies will be required in connection with Phase II Development to reconfirm or confirm that suitable roadway improvements are installed to address transportation adequacy metrics, all in a manner reasonably acceptable to CDOT and, as applicable NCDOT, and pursuant to the transportation methodology and guidelines set forth below in subsection c.3.

2. Description of Phase II Roadway Improvements & Related Districts. The anticipated Phase II Roadway Improvements and the Districts to which that are expected to relate are more particularly described as follows:

- Employment District:
  - Development within the Employment District beyond the development levels set out for the Phase I Development and Phase I Roadway Improvements above is expected to require the construction of the following roadway improvements **[**prior to completion of 70% of allowed Phase II Development within the Employment District**]**:
    - The extension of Garrison Road north to Dixie River Road at its intersection with Mt. Olive Church Road;
    - Garrison Road – Mt. Olive Church Road & Dixie River Road intersection improvements to include evaluation of turn lanes and signalization.
- Gateway District:
  - Development within the Gateway District is expected to be fully covered by way of the Phase I Roadway Improvements;
- Transitional District:
  - Development within the Transitional District beyond the development levels set out for the Phase I Development and the Phase I Roadway Improvements above is expected to require the construction of the following roadway improvements:
    - Improvements along Dixie River Road from end of Phase I Roadway Improvements limits north to Mt. Olive Church Road;

    - Dixie River Road – Mt. Olive Church Road & Garrison Road intersection improvements to include evaluation of turn lanes and signalization (if not completed with improvements associated with the Employment District).
- Town Center District:
  - Development within Town Center District beyond the development levels set out for the Phase I Development and Phase I Roadway Improvements above is expected to require the construction of the following roadway improvements:
    - Improvements along Dixie River Road south from end of Phase I Roadway Improvements limits to new intersection of future Catawba Crossing;
    - Dixie River Road & Catawba Crossing intersection improvements to include evaluation of turn lanes and signalization;
    - Catawba Crossing from intersection with Dixie River Road east to new intersection with southern extension of Garrison Road;
    - Catawba Crossing & Garrison Road intersection improvements to include evaluation of turn lanes and signalization;
    - Garrison Road extension south from end of Phase I Roadway Improvements to new intersection with Catawba Crossing;
    - New roadway connecting southern extension of Garrison Road to the west and I-485 modified interchange (alignment to be verified as the new southern realignment of West Boulevard east of I-485);
    - Garrison Road & New roadway connection to I-485 modified interchange intersection improvements to include evaluation of turn lanes and signalization.

- Residential District:
  - Development within Residential District beyond the development levels set out for the Phase I Development and Phase I Roadway Improvements above is expected to require the construction of the following roadway improvements:
    - Improvements along Dixie River Road south from new intersection of future Catawba Crossing to southern limit of rezoning;
    - Dixie River Road & Sadler Road intersection improvements to include evaluation of turn lanes and signalization;
    - Improvements along Sadler Road west from improved intersection with Dixie River Road to western limit of rezoning (note the distance to be confirmed).

3. Sub-Phases for Phase II Development & Phase II Roadway Improvements. Portions of the Phase II Development will be undertaken in "Sub-Phases" and appropriate Phase II Roadway Improvements that support the transportation adequacy associated with such "Sub-Phases" may be proposed by Petitioner and reviewed for approval by CDOT in accordance with applicable transportation engineering metrics and standards and the transportation methodology and guidelines described below in Section V.e. below.

d. Development Beyond Phase I & II Development Generally. As set forth in Section IV.c. above, Petitioner recognizes that future phases of development beyond the Phase I Development and the Phase II Development will be limited based upon the construction of certain additional roadway improvements deemed necessary by additional transportation analysis and studies needed to address appropriate transportation adequacy metrics. Such transportation analysis and studies shall be prepared and completed in a manner reasonably acceptable to CDOT and, as applicable NCDOT, and pursuant to the transportation methodology and guidelines referenced in Section V.e. below.

e. Transportation Methodology Framework for Phases and Sub-Phases. ***[<u>EDITORIAL NOTE OF INTEREST</u>: this information in particular is subject to development during the rezoning process.]*** Each Phase and _Sub-Phase of development of the Master Plan Site beyond the Phase I Development and the Phase I Roadway Improvements will include key traffic related documents such as Traffic Impact Analysis (TIA's) and/or Interchange Access Reports (IAR's). The key steps associated with the CDOT and NCDOT review and approval of these documents shall include:

- CDOT and NCDOT to verify network adequacy to support the additional vehicular trips estimated for each phase;
- NCDOT support of the recommended I-485 interchange ramp improvements, interchange modifications and interchange justifications and assist with obtaining FHWA approval as necessary;
- CDOT concurrence with added roadway network and hierarchy per the City of Charlotte Urban Street Design Guidelines (USDG) and major intersection laneage/signalization recommendations; and
- Individual land uses within each development district will need verification of internal roadway network in compliance with the USDG and most likely reviewed and approved through the driveway permit approval process by CDOT.

f. CDOT/NCDOT Standards. All of the transportation/roadway improvements contemplated now or in the future by the Rezoning Plan, as may be amended from time to time, including without limitation the Phase I Roadway Improvements and Phase II Roadway Improvements, and unless otherwise expressly noted, will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the Airport/West Corridor, by way of a private/public partnership effort or other public sector project support, including for instance improvements approved in connection with the CIP (as defined in Section IV).

g. Substantial Completion. Reference to "substantial completion" for certain improvements as set forth in the provisions of this Section V above and otherwise set forth in these General Development Standards shall mean completion of the roadway improvements in accordance with the standards set forth herein provided, however, in the event certain non-essential roadway improvements (as reasonably determined by CDOT) are not completed at the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Master Plan 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, 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.

h. Right-of-way Availability. It is understood that some of the public roadway improvements referenced in Section V 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 CDOT, the City of Charlotte Engineering Division or other applicable agency, department or governmental body agree to proceed with acquisition of any such land. In such event, the Petitioner shall reimburse the applicable agency, department or governmental body for the cost of any such acquisition proceedings including

compensation paid by the applicable agency, department or governmental body 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.

i. Alternative Improvements. The above referenced roadway improvements are anticipated to take place over the long term development horizon contemplated by this Rezoning Plan which can result in changes in circumstances or conditions (e.g. increased transit service and the like) that may arise as to the ability or advisability of the construction of the transportation/roadway improvements contemplated herein, including without limitation the Phase I Roadway Improvements and Phase II Roadway Improvements. Accordingly, it understood that some transportation/roadway improvements may be altered with alternate improvements or other adjustments upon suitable review and approval administratively by CDOT, and if applicable NCDOT, in a manner as CDOT may reasonably determine will provide (in the aggregate) comparable transportation network benefits to the improvements contemplated by this Rezoning Plan or are warranted under such changed circumstances. The adjustments referenced in this subsection may be approved administratively upon CDOT's approval and shall be documented in accordance with the process set forth in Section III.b. of these General Development Standards.

j. Access to Master Plan Site; Street Alignments. Access to the portions of the Master Plan Site will be from various roadways and streets as described in the District Development Standards for the respective District. The alignment of the internal public and private streets, vehicular circulation and driveways as described on the District Development Standards may be modified by the Petitioner, subject to CDOT's final approval, to accommodate minor changes in traffic patterns, parking layouts and any adjustments required for approval by CDOT and NCDOT in accordance with published standards and industry best practices.

VI. <u>Design Guidelines & Conditions Governing Site Elements Contained in Districts</u>. District Development Standards set forth on other Sheets contained certain design guidelines and other conditions governing development taking place within the Districts. Except as otherwise expressly set forth in the applicable District Development Standards and in these General Development Standards, including without limitation the MUDD Optional Provisions set forth therein and the provisions of Section II of the General Development Standards, development shall adhere to the design guidelines and other conditions as well as the minimum standards of the MUDD-O zoning district and the MX-2 Innovative zoning district, as applicable. Other such design standards and guidelines applicable to all Districts are as follows:

(A). <u>BUILDING ORIENTATION/STREET FRONTAGE APPLICABLE TO ALL MUDD-O DISTRICTS</u>

[<u>EDITORIAL NOTE OF INTEREST</u>: the following provisions in particular are part of on-going review during the rezoning process.]

The following provisions address certain design aspects related to the orientation of buildings and site elements to streets and streetscape matters. Certain *Optional Provisions* that permit deviations from the MUDD minimum standards will be allowed as described herein.

a. Streetscape – Reference RZ-5C for specific Streetscape Standards by District
Streetscape standards shall apply to network required public and private streets.

Setbacks do not apply on non-network required streets.

Block frontage standards are provided on Sheet RZ-5C Streetscape by District.

Parking or maneuvering between building & street is permitted as defined on Sheet RZ-5C, in addition, parking areas will be screened from public and private streets.

Minimum buildings setbacks of 20 feet from back of curb with minimum 8 foot amenity zone and 8' foot sidewalk. An additional 4 foot transition zone is included in the Town Center District and can be used for outdoor dining, wider sidewalks, landscape areas, semi-private courtyards, stoops and/or similar. Trees are permitted in grates.

The 8' sidewalk width may be reduced to a minimum 6' sidewalk where an adjacent or parallel multi-use trail provides a more direct path for pedestrian/bike users provided that the overall setback width remains 20'.

Where surface parking is provided behind the sidewalk, the parking area setback is a minimum of 30'from back of curb for parking areas greater than two parking bays from the street.

Drive-thru uses are permitted, with the exception of the Town Center Core, subject to the following standards: [***<u>EDITORIAL NOTE OF INTEREST</u>: the provisions in particular are part of on-going review during the rezoning process.]***

i. Drive thru windows shall not be oriented to primary streets. However, one drive thru lane and one bail out lane is permitted between the building and the street with screening achieved through a combination of low landscape walls and landscaping.
ii. Multilane drive thrus such as those for banks or fast food restaurants shall not be street facing unless canopied and with an articulated building edge.

(B) <u>ARCHITECTURAL STANDARDS APPLICABLE TO ALL MUDD-O DISTRICTS</u>

[***<u>EDITORIAL NOTE OF INTEREST</u>: the following provisions in particular are part of on-going review during the rezoning process.]***

The following architectural standards apply to certain specific conditions and all building types or uses:

a. Side and rear building elevations fronting Boulevards or Parkways may use landscaping to address blank walls and/or screen service areas.

b. Loading docks, truck doors and service areas shall not be located between the primary building and the primary street and shall be screened from public view except when topographic and/or environmental site conditions exist making such limitation impractical or if there is a demonstrated public benefit to deviate from this standard.

c. If the final architectural design cannot meet the design standards for blank wall articulation, alternative innovative design solutions may be considered for the reasonable approval of the Planning Director and for further appeal as applicable under Section I.d. of these General Development Standards.

d. The maximum contiguous area without windows or doors on any floor shall not exceed 20 feet in length. Where blank or unarticulated walls 20' or greater cannot be addressed principally with doors or windows, they shall be treated with a combination the following options:

- provide a higher level of transparency/active use on the ground floor (exaggerated or larger windows indicative of living areas);
- utilize horizontal and vertical variations in wall planes that are a minimum 8 inches in depth;
- change in building materials;
- display windows; and/or
- landscaping.

e. Building entrances shall be at or slightly above grade and shall be highly visible and architecturally treated as prominent pedestrian entrances through a combination of at least three (3) of the following features: (a) decorative pedestrian lighting/sconces; (b) architectural details carried above the ground floor; (c) covered porches, canopies, awnings or sunshades; (d) archways; (e) transom windows; (f) terraced or raised planters that can be utilized as seat walls; (g) common outdoor seating enhanced with specialty details, paving, landscaping or water features; (h) double doors; (i) stoops or stairs; and/or (j) contrasting pavement from primary sidewalk.

f. The following standards apply to **vertical mixed-use and/or multi-story office buildings**:

1. Where a building is served by common entrances (not individual unit entrances) common usable open spaces, site amenity areas or courtyards can be utilized to break up the wall plane.

2. The ground floor shall be architecturally differentiated from upper stories i.e. taller ground floor windows, variations in building materials, increased pedestrian level detail etc.

3. The ground floor height (floor to ceiling) shall be a minimum of 15 feet. At least 50% of the ground floor should meet this provision.

g. The following standards apply to **multi-family buildings 3 stories or taller**:

1. The scale and massing of buildings longer than 150' along a street shall be minimized by utilizing a combination of the following options: (a) varied roof lines through the use of slopes, modulated buildings heights, gables, dormers or innovative architectural

solutions; (b) utilize building corners to provide visual interest at the pedestrian level as well as to differentiate roof lines or highlight ground floor uses; (c) utilize horizontal and vertical variations in wall planes; (d) provide architectural protrusion to accentuate enclosed balconies, and/or (e) a significant change in color and/or material accompanied with a minimum building articulation.

2. Common and private individual entrances will be provided along public streets at intervals of no less than 100 feet or as defined in the Streescape by District Standards on Sheet RZ-5C. Where a building is served by common entrances (not individual unit entrances) and cannot achieve the interval spacing, common ground level usable open spaces, site amenity areas or courtyards can be utilized to break up the wall plane. A 20+/- deviation on entrance spacing is permitted.

3. Individual residential unit entrances oriented to Local Public Streets should give the appearance of a front door orientation rather than a back patio design and have a direct pedestrian connection to adjacent public sidewalks or greenways

4. The ground floor shall architecturally differentiate active ground floor uses such as common areas, lounges, amenity areas or leasing offices from the residential uses and upper stories and shall maintain a high level of visibility through the use of clear glass, larger windows and an unobstructed view from adjacent public or private streets or common open spaces. Balconies will be designed so that their size and location maximize their intended use for open space. The balconies may encroach into the 4-foot setback transition zone above the first story of the building with a clearance from grade of a minimum of 12 feet when it is over a public street.

5. All facades shall incorporate windows, arches, balconies or other architectural details along with varying build materials, or roof lines or building offsets.

6. Building entrances shall be at or no more than 24 inches above grade; 50% of the units can deviate from this standard and be no more than 5' above grade.

h. The following design standards apply to **Auto-oriented Uses** (defined as 30,000 square foot or less detached/ freestanding restaurants, drug stores, retail, office and financial institutions that may have a drive-thru window accessory use):

1. A minimum of 60% and an additional 30% of the secondary street frontage façade, if located on a corner shall of the pedestrian level façade on the primary entrance frontage transparent with clear glass windows and doors that animate streets and maximize views in and out of the building.

2. Landscape the area in front of blank walls that face streets and use projections, recesses, arcades, awnings, color, and texture to reduce the visual size of any unglazed walls.

3. Locate drive-thru windows, service and loading areas to the rear or side interior side yards, away from the primary streets, to reduce their visibility. The drive thru lane and bail out lanes may be located between the building and the primary street. Drive thru windows are permitted on Parkways, Boulevards or secondary streets.

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

LANDDESIGN, INC.
CORPORATE SEAL
NORTH CAROLINA

CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
GENERAL DEVELOPMENT STANDARDS

REVISIONS:

DATE: 05.27.16
DESIGNED BY: LER
DRAWN BY: LER
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=600'-0"
PROJECT #: 1014342

SHEET #: RZ-13B

4. Reinforce the street edge along parking areas by constructing segments of permanent, architectural walls with a minimum height of 48 inches in combination with landscaping with a minimum installed height of 36 inches.

5. When multiple drive-through lanes are provided, design any canopies over them so that they are integrated with the overall architectural design of the primary buildings and appear to be an extension of the primary building mass, cornice and or roof type with similar architect design. Material deviations are permitted.

i. The following standards apply to **larger format uses** such as but not limited to, institutions, schools, churches, indoor recreation, and the like.

1. Non street facing side and rear facades can utilize landscaping with an installed height of ½ the height of the building and plant grouping gaps no larger than 20 feet to address blank walls.

2. Parking fields will be minimized to no more than 2 full bays of parking between the building and the street. Larger parking areas may be provided to the side or rear of the building. Deviations are permitted on non-local streets and with enhanced pedestrian connections through parking areas.

3. A primary pedestrian entrance will be located facing a public or private street, or located on a street facing corner. Only one primary pedestrian is required for the building (not one for each street).

j. The following design standards shall apply to **structured parking facilities**:

1. Building materials associated with facades on parking structures shall be generally compatible in character and quality with materials used on nearby buildings, plazas and streetscapes, taking into consideration differences associated with parking structures;

2. 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 and second level will be accomplished primarily through the use of with decorative louvers and landscaping. Cars shall not be visible from the street and/or adjacent sidewalk. Deviations are permitted along I-485 and non-local streets where landscaping or low walls are permitted screening.

3. Screening of cars parked on the upper level will be accomplished by a solid wall, at least 36 inches in height, designed as part of the parking deck structure.

4. [Architectural detailing should minimize large expanses of horizontal openings in excess of 20 feet and should provide vertical breaks from ground level to top level every 50 feet. -- TO BE REVIEWED]

k. The following design standards shall apply to **Continuing Care Retirement Center (CCRC):**

1. Parking areas for the CCRC uses will be located to the rear of the buildings or between the buildings;

2. The CCRC buildings located will have at least one primary building entrance oriented to applicable street.

3. If pitched roofs are utilized the roof pitch must be greater than 6:12.

4. Stucco or EFIS with a smooth or sandy finish may be used as secondary material only on the 2nd and 3rd floors and such material shall be less than 40% of the aggregate wall area excluding roofs and siding.

5. Building façade materials, with the exception of corner treatments and columns, shall be combined only horizontally, with the heavier below the lighter.

6. Blank, windowless walls over 20 feet in length are prohibited. At least 15% of the total wall area of each façade that faces a public street must be transparent windows (excluding glass block) or doorways (egress only doors are excluded).

7. Buildings edges will be separated by at least four (4) feet from the back of the sidewalk.

(C) LIGHTING STANDARDS APPLICABLE TO ALL MUDD-O DISTRICTS:

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

b. Detached lighting in these Areas, except street lights located along public and private streets, will be limited to 26 feet in height in portions of the Areas used for non-residential uses and 21 feet in height for portions used for residential uses.

c. No "wall pak" lighting will be allowed, however architectural lighting on building facades, such as sconces, will be permitted and in loading dock areas or at the rear of the buildings where "wall pak" lighting that is designed as down lighting will be allowed.

(D) SIGNAGE STANDARDS APPLICABLE TO ALL MUDD-O DISTRICTS:

a. *See the Optional Provisions related to signs in Section II of these General Development Standards.*

b. [Other Signage Provisions shall be added as applicable]

VII. Environmental Vision Plan & Environmental Features: PCCO:

a. Environmental Vision Plan. Reference is made to [Sheets RZ 4A,B and C] which sets forth the Environmental Vision Plan for development taking place on the Master Plan Site and certain other guidelines related to environmental and sustainability aspects associated with the Rezoning Plan. The Environmental Vision Plan provides overarching context, intent and requirements for the addressing certain environmental aspects contemplated for the Master Plan Site.

b. District Development Standards. District Development Standards set forth on other Sheets contained certain other environmental guidelines and other conditions governing development taking place within the Districts, including for example compliance with the City of Charlotte Post

Construction Controls Ordinance; provided, however, it is understood that these environmental guidelines and other conditions shall not vary applicable Federal and state laws and regulations.

c. Post Construction Ordinance. The Petitioner shall comply with the Charlotte City Council approved and adopted Post Construction Controls Ordinance and other conditions and requirements set forth in the Environmental Vision/Compliance provisions set forth on [Sheet RZ-4B].

VIII. CATS Bus Stops. Applicable commitments regarding appropriate bus stops within the MUDD-O Districts may be incorporated upon discussions and input from CATS.

IX. Amendments to the Rezoning Plan; Binding Effect:

a. Amendments. Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners of the applicable portions of the Master Plan Site affected by such amendment in accordance with the provisions the Development Standards, including without limitation Section II of these General Development Standards, and of Chapter 6 of the Ordinance, as applicable.

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

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

CRESCENT COMMUNITIES

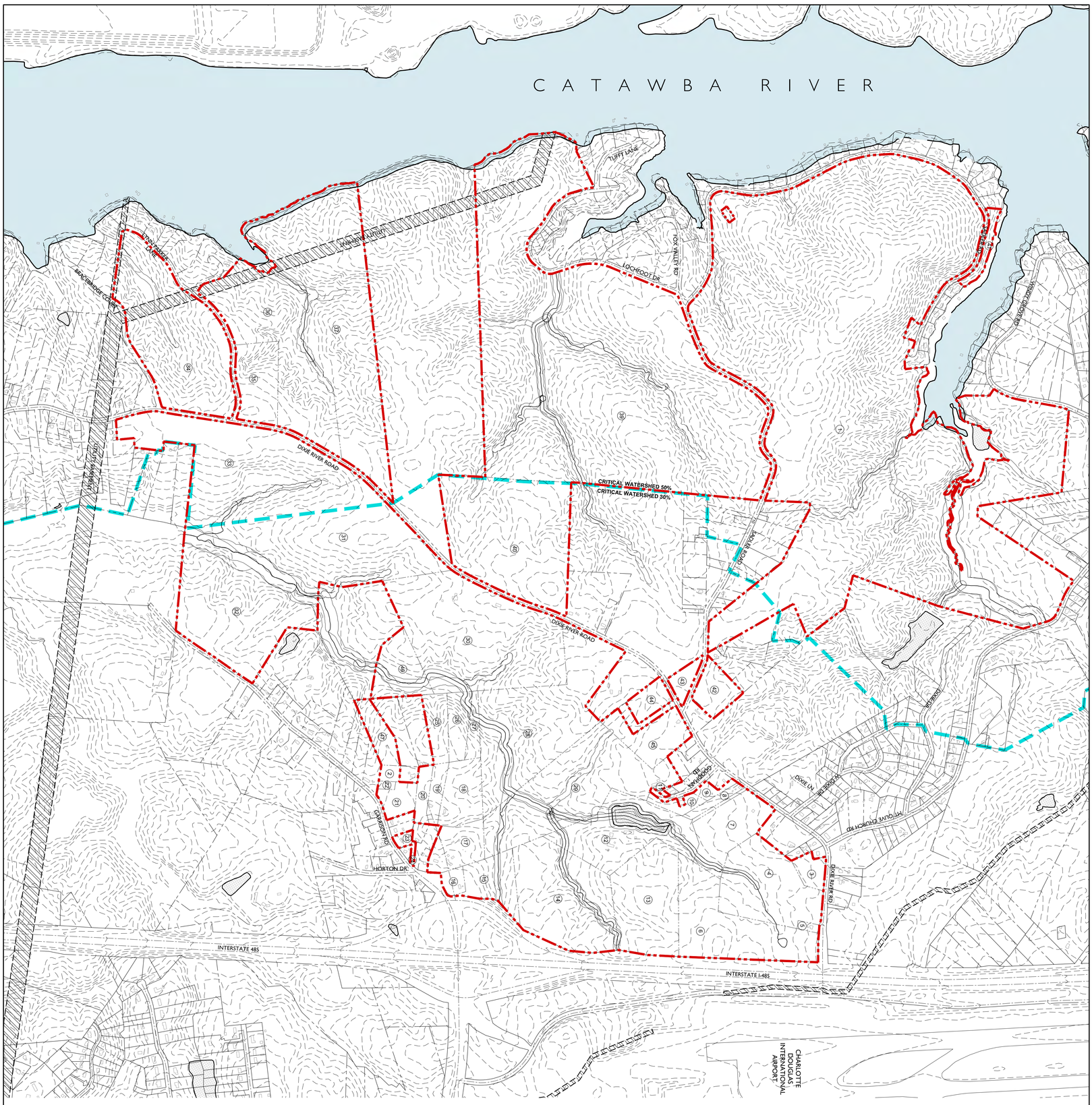
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
GENERAL DEVELOPMENT STANDARDS

REVISIONS:

DATE: 05.27.16
DESIGNED BY: LER
DRAWN BY: LER
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=200'-0"
PROJECT #: 101-9342

SHEET #:
RZ-13C



INTERNAL PARCELS

1. CLT INTERNATIONAL LLC
C/O PROPERTY TAX DEPT
TAX: 113-271-35
Area: 5.73 ac
R-5

2. BUI SONG CHOE
CHONG SUK CHOE
TAX: 141-14-05
1.23 ac
R-3

3. AUBREY J JR ELAM
RODNEY J ELAM &
TAMARA M POZZUCCO
TAX: 141-27-15
2.9 ac
R-3

4. AUBREY J JR ELAM
(ET-AL)
TAX: 141-27-14
2.11 ac
I-1

5. ELAM GROUP
LLC (THE)
TAX: 141-27-13
0.58 ac
R-3

6. AUBREY J JR ELAM
RODNEY J ELAM
TAMARA M POZZUCCO
TAX: 141-27-12
2.02 ac
I-1

7. WAYNE P. COOPER
TAX: 141-27-22
R-3

8. WAYNE P. COOPER
TAX: 141-27-24
R-3

9. WAYNE P. COOPER
TAX: 141-27-26
1.26 ac
R-3

10. WAYNE P. COOPER
TAX: 141-27-17
2.1 ac
R-3

11. WAYNE P. COOPER
TAX: 141-14-02
0.18 ac
R-3

12. WAYNE P. COOPER
TAX: 141-27-23
2.03 ac
R-3

13. WAYNE P. COOPER
TAX: 141-27-25
2.6 ac
R-3

14. AUBREY J JR ELAM
RODNEY J ELAM
TAMARA M POZZUCCO
TAX: 141-13-22
1.23 ac
R-3

15. CLT INTERNATIONAL LLC
TAX: 141-131-19
R-3

16. ITW-STEEL ST JOHNS
BAPTIST CH ARCH
TAX: 141-131-18
1.89 ac
R-3

17. CLT INTERNATIONAL LLC
TAX: 141-9-15
2.79 ac
R-3

18. A J CHARLOTTE
INVESTMENTS LLC
TAX: 141-9-01
8.82 ac
R-3

19. BUI SONG CHOE &
CHONG SUK CHOE
TAX: 141-10-02
2.76 ac
R-3

20. BUI SONG CHOE &
CHONG SUK CHOE
TAX: 141-10-03
2.67 ac
R-3

21. KR INVESTMENT
GROUP, LLC
TAX: 141-9-07
3.62 ac
R-3

22. MALI PROPERTIES INC.
TAX: 141-9-06
5.4 ac
R-3

23. DONG HUNG
YOUNG S KIM
TAX: 141-9-10
R-3

24. CLT INTERNATIONAL LLC
TAX: 141-9-19
2.6 ac
R-3

25. GREGORY CIRER
MAYORE CIRER
TAX: 141-10-06
4.95 ac
R-3

26. CHARLES M TORRENCE
141-10-07
R-3

27. WIANN L WILLIAMS
141-10-08
R-3

28. AUBREY J ELAM
RODNEY J ELAM
TAMARA M POZZUCCO
TAX: 141-152-17
4.683 ac
R-3

29. WAYNE P. COOPER
R-3

30. AUBREY J JR ELAM
RODNEY J ELAM
TAMARA M POZZUCCO
TAX: 141-142-09
3.73 ac
R-3

31. CAROLINA CENTRES LLC
C/O PROPERTY TAX DEPT
TAX: 141-138-03
4.65.51 ac
R-5

32. CAROLINA CENTRES LLC
C/O PROPERTY TAX DEPT
TAX: 141-138-02
4.324 ac
R-5

33. CAROLINA CENTRES LLC
C/O PROPERTY TAX DEPT
TAX: 141-138-01
R-5

34. CAROLINA CENTRES LLC
C/O PROPERTY TAX DEPT
TAX: 113-321-01
4.95 ac
R-5

35. CAROLINA CENTRES LLC
C/O PROPERTY TAX DEPT
TAX: 113-321-04
1.47 ac
R-5

36. CAROLINA CENTRES LLC
C/O PROPERTY TAX DEPT
TAX: 113-291-01
3.842 ac
R-5

37. CAROLINA CENTRES LLC
C/O PROPERTY TAX DEPT
TAX: 113-291-02
4.06 ac
R-5

38. CAROLINA CENTRES LLC
C/O PROPERTY TAX DEPT
TAX: 113-281-43
2.5.61 ac
R-5

39. CAROLINA CENTRES LLC
C/O PROPERTY TAX DEPT
TAX: 113-291-03
3.62 ac
R-5

40. INC DEVWR DEVELOPMENT
CORPORATION
TAX: 113-281-01
50.34 ac
R-3

41. CAROLINA CENTRES LLC
TAX: 113-271-04
2.46 ac
R-5

42. AAN BUCH
TAX: 113-192-05
R-3

43. AAN BUCH
TAX: 113-201-04
1.00 ac
R-3

44. AAN BUCH
TAX: 141-152-18
4.09 ac
R-3

45. AAN BUCH
TAX: 141-152-17
9.91 ac
R-3

46. LEVIR CLARENCE CIRER
TAX: 141-142-02
9.50 ac
R-3

47. CLARENCE H CIRER
TAX: 141-142-03
4.70 ac
R-3

SCALE: 1"=600'-0"
300' 0' 300' 600' 1200'

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: CMG
SCALE: 1"=600'-0"
PROJECT #: 1014342

SHEET #:
RZ-14

REVISIONS:

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA

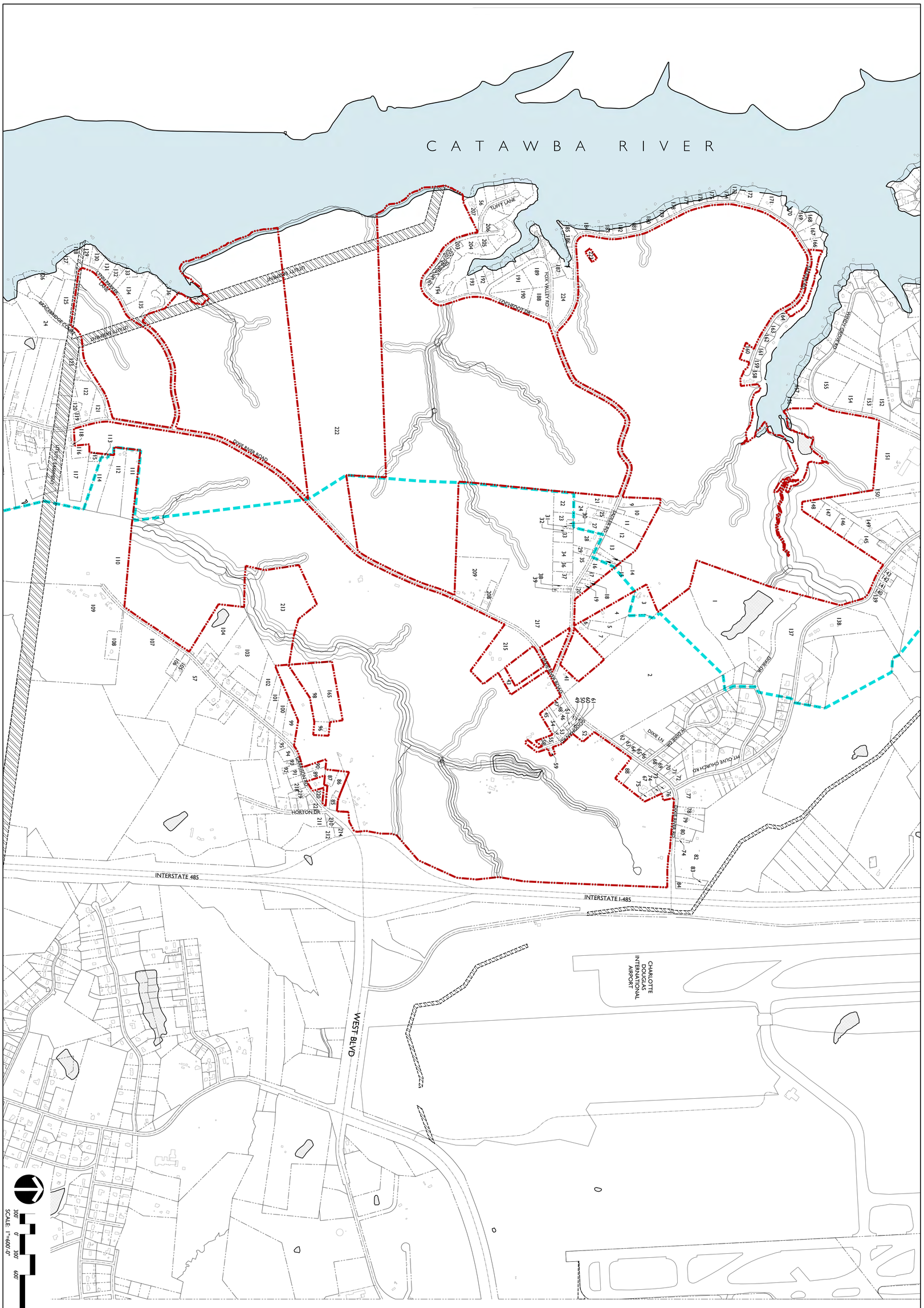
INTERNAL PARCEL DATA

CRESCENT COMMUNITIES

LINCOLN HARRIS

NORTH CAROLINA LANDESIGN, INC. CORPORATE SEAL

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



DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: CMG
SCALE: 1"=600'-0"
PROJECT #: 1014342

REVISIONS:

SHEET #:
RZ-15A

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA

ADJACENT PROPERTY OWNERS

CRESCENT COMMUNITIES
LINCOLN HARRIS

NORTH CAROLINA LANDDESIGN, INC. CORPORATE SEAL

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

Adjacent Property Info				
no.	Parcel ID	Existing zoning	Owners Name (First, Last)	Address Property Owner
1	11319208	R-5	Sue M, Friday	8700 Dixon Dr. Charlotte NC.28208
2	11319206	R-5	Fletche, Harrinsgtor	3201 Sharon View Rd, Charlotte NC.28202
3	11319206	R-5	Thomas, Wilkes	4909 Sadler Rd, Charlotte,NC, 28208
4	11319202	R-5	Lena, Reid	4911 Sadler Rd. Charlotte, NC, 28208
5	11319211	R-3	Benjamin, Hoover	4917 SADLER RD, Charlotte NC, 28208
6	11319203	R-3	Benjamin, Hoover	4915 SADLER RD, Charlotte NC, 28208
7	11319204	R-3	Golodine, Witherspoon	4917 Sadler Rd. Charlotte NC, 28278
9	11341101	R-5	Tonja, Wall	5533 Furrow Reach, Virginia Beach, VA. 23455
10	11341201	R-3	Lillian, Grier	4529 Sadler Rd.Charlotte NC., 28208
11	11341104	R-5	Boyd Wright	9943 Garthwood Rd., Charlotte NC.28208
12	11341106	R-5	Murray Potts	4613 Sadler Rd. Charlotte NC., 28208
13	11341107	R-5	Kevin Kearns	1681 Randolph Pl Memphis, TN., 38120
14	11341108	R-5	James, Pettis	16639 Greenfarm LN, huntersville, NC., 28278
15	11341109	R-5	Delores, Baskett	4703 Sadler Rd.Charlotte, NC., 28208
16	11341110	R-5	Karl, Haggard	1105 Graystone Dr.Winston-Salem, NC., 27105
17	11341112	R-5	Ryan R Potts	7321 Marcel LN Unit 1037, Charlotte, NC., 28226
18	11341113	R-5	Jose, Galan	11319 Treebank Dr. Pineville, NC., 28134
19	11341114	R-3	Jose, Galan	11319 Treebank Dr. Pineville, NC., 28134
20	11341115	R-3	Jose, Galan	11319 Treebank Dr. Pineville, NC., 28134
21	11341218	R-5	Christopher, Harris	4524 Sadler Rd., Charlotte, NC., 28208
22	11341210	R-5	James Watt	2114 Teddington Dr. Charlotte, NC., 28208
23	11341209	R-3	Murray Pott	4613 Sadler Rd., Charlotte, Nc., 28278
24	11341217	R-5	Marquis Grier	4536 Sadler Rd., Charlotte, NC.,28278
25	11341216	R-100	Leon Grier	4544 Sadler Rd., Charlotte, NC., 28278
26	1134215	R-100	Steven Byers	4602 Sadler Rd., Charlotte NC., 28278
27	1134214	R-3	Samuel, Watt	1416 Dean St. Charlotte, NC., 28216
28	1134213	R-3	Lovie Withers	4652 Sadler Rd., Charlotte, NC. 28208
29	1134212	R-100	Jamie Zimmerman	2620 Cauble Rd, Salisbury, Nc. 28144
30	11341208	R-100	Henry Watt	4048 Hamilton Dr., Charlotte NC., 28216
31	11341207	R-100	Todd Persicketti	15729 Eagle View Dr., Charlotte, NC.,28278
32	11341206	R-100	James, Watt	2114 Teddington DR., Charlotte, NC., 28208
33	11341205	R-3	James, Watt	2114 Teddington DR., Charlotte, NC., 28208
34	11341219	R-3	Kelisha Thompson	4814 Sadler Rd, Charlotte, NC., 28278
35	11341211	R-3	Reginald, Kerns	16639 Greensfarm Rd. Huntersville, NC.,28078
36	11341204	R-3	Walter Mclain	4814 Sadler RD., Charlotte,NC.,28208
37	11341203	R-3	Walter Mclain	4814 Sadler RD., Charlotte,NC.,28208
38	11341202	R-3	Thomas Kerns	4816 Sadler RD.,Charlotte, NC.,28208
39	11341201	R-3	Jose, Galan	4818 Sadler RD., Charlotte, NC., 28208
41	11319207	R-3	Carlos, Jonas	3713 ShirleyDr, Charlotte, NC., 28214
43	14115225	R-3	Leon Sifford	5408 Dowgate Dr. Charlotte, NC., 28208
45	14115226	R-3	Brown Thompson	5828 Goodman Rd., Charlotte, NC.,28208
46	14115214	-3	Carol Smith	7440 Ann Smith LN, Charlotte, NC., 28278
47	14115215	R-5	James, Watt	5216MT. Olive Church Rd., Charlotte, NC., 28278
48	14115216	R-5	Micheal Cole	194 Shoreline Loop, Mooresville, NC., 28117
49	14115213	R-5	William Jones	4128 Carlyle Dr, Charlotte, NC., 28208
50	14115223	R-5	William Jones	4128 Carlyle Dr, Charlotte, NC., 28208
51	14115212	R-5	Patricia Camps	3640 Morris Field Dr., Charlotte NC., 28208
52	14127125	R-3	Pamella Thompson	5414 Wilkinson BLVD, Charlotte, NC., 28208
53	14115208	R-100	Pamella Thompson	5414 Wilkinson BLVD, Charlotte, NC., 28208
54	14115207	R-100	Richard Pollock	11719 Withers Mill Dr., Charlotte, NC., 28278
55	14115206	R-100	Brown Thompson	5828 Goodman Rd., Charlotte, NC.,28208
56	11328122	R-5	Trent, Haston	4017 Tuffy Lane, Charlotte, NC 28208
57	14118165	R-120	Mary, Sweet	115 Highwoods Drive, Goldsboro, NC 27530
58	14115205	R-100	Brown Thompson	5828 Goodman Rd., Charlotte, NC.,28208
59	14127128	R-100	Rudolph Ferguson	5307 Elderbank Dr., Charlotte, NC., 28216
60	14115211	R-100	Emma Goodman	8814 Dixie River RD., Charlotte, NC., 28208.
61	14115210	R-100	Isaac Est. Camps	4328 PebbleBrook DR., Charlotte, NC., 28208
62	11319301	R-3	Everette Jones	5404 Wilgrove Mint Hill Rd, Charlotte, NC., 28227
63	11319302	R-3	John Mayhue	8733 West Dixie DR., Charlotte, NC., 28278.
64	11319303	R-3	John Mayhue	8733 West Dixie DR., Charlotte, NC., 28278.
65	11319310	R-3	John Mayhue	8733 West Dixie DR., Charlotte, NC., 28278.
66	11319304	R-3	Micheal Killion	8515 Dixie River RD., Charlotte, NC., 28208.
67	14127120	I-1	Ronald Porter	9116 Dixie River Rd., Charlotte, NC.,28208
68	11319615	R-100	Mathew Sullivan	4201 Denver Ave, Charlotte, NC., 28208
69	11319616	C-700	Carol, Smith	7440Ann Smith Ln., Charlotte NC., 28208
70	11319617	R-100	Carol, Smith	7440Ann Smith Ln., Charlotte NC., 28208
71	11319618	R-100	Carol, Smith	7440Ann Smith Ln., Charlotte NC., 28208
72	11319619	R-100	Melissa Luther	9143 Dixie River Rd., Charlotte, NC., 28278
73	14127117	R-3	John McGinnis	9136 Dixie River Rd., Charlotte, NN., 28278
74	14127118	R-3	Domingo Lovo	9130 Dixie River RD., Charlotte NC., 28278
75	14127119	I-1	Teodora, Hatcu	9128 Dixie River RD., Charlotte NC., 28278
76	14127116	R-100	Aubrey, Elam	5017 Sirus LN., Charlotte NC., 28208
77	11315207	R-3	Albert Pickett	5621 Mount Olive Church RD., Charlotte, NC., 28278
78	11315231	R-3	Anthony Narciso	99 Independence Ave.Quincy, MA., 02169
79	11315209	R-3	Carol, Smith	7440Ann Smith Ln., Charlotte NC., 28208
80	11315210	R-3	City Of Charlotte	600 East Fourth ST., Charlotte NC., 28202
81	11315211	R-3	City Of Charlotte	600 East Fourth ST., Charlotte NC., 28202
82	11315212	R-3	City Of Charlotte	600 East Fourth ST., Charlotte NC., 28202
83	11315213	R-100	City Of Charlotte	600 East Fourth ST., Charlotte NC., 28202
84	11315214	R-100	City Of Charlotte	600 East Fourth ST., Charlotte NC., 28202
85	14114314	MH-0	Lamar Grier	9900 Garrison RD., Charlotte, NC., 28208
86	14114313	MH-0	Lamar Grier	9900 Garrison RD., Charlotte, NC., 28208
87	14114312	R-3	Robert Sifford	4528 MT Olive Church RD., Charlotte, NC., 28208
88	14127121	R-3	Daniel H Porter	9415 Pinewood Ave. Charlotte, NC 28214
89	14114309	R-3	John, Morrow	10010 Garrison RD.,Charlotte,NC, 28208
90	14114308	R-3	Bricio, Soto	10018 Garrison RD., Charlotte, NC.,28208
91	14118110	R-3	Young, Kim	8155 Ardrey Kell RD, Unit 102, Charlotte, NC., 28277
92	14118124	R-3	Aaron Horton	10029 Garrison Rd. Charlotte, NC.,28208
93	14118113	R-3	Aaron Horton	10029 Garrison Rd. Charlotte, NC.,28208
94	14118114	R-3	Jesus Salinas	6011 Kirkwynd Commons Dr, Charlotte, NC, 28278
95	14118130	R-3	National Bank NA.	525 NorthTryon St. NC1-023-03-03, Charlotte, NC 28255
96	14114304	R-3	Charles, Torrence	10114 Garrison Rd. Charlotte, NC. 28208
98	14114204	R-3	Calvin A. Grier	3735 Patterson Ave. Baltimore, MD 21207
99	14114112	R-3	Maureen, McCrorie	10 Tripoli CT, Hanahan, SC 29406
100	14114109	R-3	Kenneth, McCrorie	10216 Garrison RD, Charlotte, NC. 28208
101	14114111	R-3	Kenneth, McCrorie	10216 Garrison RD, Charlotte, NC. 28208
102	14114108	R-3	Kenneth, McCrorie	10216 Garrison RD, Charlotte, NC. 28208
103	14114104	R-3	Rushing, Louise	10300 Garrison Rd. CharlotteNc. 28208
104	14114101	R-5	Rushing, Louise	10300 Garrison Rd. CharlotteNc. 28208
105	14118119	R-3	Charles,Mobley	320 Meadowridge Dr. Maiden, NC, 28650
106	14129107	R-3	Charles,Mobley	320 Meadowridge Dr. Maiden, NC, 28650
107	14129101	MX-1	William,Shaw	10812 Garrison Rd. Charlotte,NC, 28208
108	14129102	R-3	Dwight, Burris	10723 Garrison Rd, Charlotte, NC 28278
109	14129103	MX-1	William,Shaw	10812 Garrison Rd. Charlotte,NC, 28208
110	14129105	R-5	Burris Holdings LLC	10723 Garrison Rd, Charlotte, NC 28278
111	14116102	R-5	Brenda, Campbell	8757 Vicergal CT, Charlotte, NC. 28216
112	14116103	R-5	Sims, Graves	10840 Rio Springs Dr. Raliegh, NC27614
113	14116105	R-5	Ronnie, Delapp	4411 Button Pointe CT, Charlotte NC, 28216
114	14116104	R-5	Henrietta,Woodard	1120 Scaleybark Rd, Charlotte, NC, 28209
115	14116106	R-5	Bernice Hogan	408 Westland Farm Rd, Mount Holly, NC 28120.
116	14116109	R-5	Wilmore, Brown	7006 Dixie River RD, Charlotte, NC, 28208
117	14116111	R-5	Wilmore, Brown	7006 Dixie River RD, Charlotte, NC, 28208
118	14116110	R-5	Wilmore, Brown	7006 Dixie River RD, Charlotte, NC, 28208
119	11321114	R-5	George, White	7015 Dixie River RD. Charlotte, NC. 28208
120	11321129	R-5	Loretta, White	7015 Dixie River RD. Charlotte, NC. 28208
121	11321141	R-5	Corolina Centers LLC	227 W Trade St. STE 1000, Charlotte, NC.28202
122	11321113	R-5	Carl, Frazier	7021 DixieRiver RD, Charlotte, NC 28278
123	11321111	R-5	Arturo, Luna	3526 Seaman Dr. Charlotte, NC. 28217
124	11321139	R-5	Tamsen, Scott	6830 Buckland Rd, Charlotte, NC 28278
125	11332113	R-5	Jenny, Shaffner	8744 Bracebridge CT, Charlotte, NC, 28278
126	11332112	R-5	Charlotte, Yatch Club Inc.	14309 Soldier Rd, Charlotte, NC, 28278
127	11332102	R-5	Gregory, Landess	8957 Lynn Parker LN, Charlotte, NC 28208
128	11332103	R-5	Kenneth, Hoag	8932 Lynn Parker LN, Charlotte, NC 28278
129	11332110	R-5	Derrick Walkler	3000 Queensdale Dr, Monroe, NC, 28110
130	11332104	R-5	Patrick, Tynan	8920 Lynn Parker LN, Charlotte, NC, 28278
131	11332105	R-5	Sandra, Karr	8912 Lynn Parker LN, Charlotte, NC, 28208
132	11332106	R-5	Edgar, Grant	8909 Lynn Parker LN, Charlotte, NC, 28208
133	11332107	R-5	Phillip, Sparrow	8900 Lynn Parker LN, Charlotte, NC, 28208
134	11332108	R-5	Phillip, Sparrow	9411 Fair Lane DR., Charlotte, NC 28214.
135	11332111	R-5	Phillip, Sparrow	9411 Fair Lane DR., Charlotte, NC 28214.
136	11332109	R-5	Carol, Smith	7440 Ann Smith LN, Charlotte, NC, 28208
137	11337201	R-5	Raymond, Waddell	301 Oakland LN, Charlotte, NC, 27516
138	11338131	R-5	Eric Riggins	4829 MT Olive Church Rd. Charlotte, NC, 28276
139	11338130	R-5	Steven, Caldwell	4721 Mt Olive Church Rd, Charlotte, NC. 28278
140	11338129	R-5	Nancy, Moffitt	4715 Mt Olive Church Rd, Charlotte, NC. 28278
141	11338128	R-5	Nancy, Badgood	4715 Mt Olive Church Rd, Charlotte, NC. 28278
142	11338127	R-5	Paul, Thang	4625 Mt Olive Church Rd, Charlotte, NC. 28278
143	11338126	R-5	Duong, Vu	4625 Mt Olive Church Rd, Charlotte, NC. 28278
144	11338125	R-5	Colleen, Grier	4600 Mt. Olive Church Rd., Charlotte, NC, 28278
145	11340104	R-5	Robert, Grier	4600 Mt. Olive Church Rd., Charlotte, NC, 28278
146	11340103	R-5	Carol, Stowe	6013 Crape Myrtle LN, Charlotte, NC., 28216
147	11340102	R-5	Colleen, Grier	4600 Mt. Olive Church Rd., Charlotte, NC, 28278
148	11340101	R-5	Evelyn, Herron	5216 Mount Olive Church Rd, Charlotte, NC., 28278
149	11340109	R-5	Tomas, Al	2818 Executive ST 667667, Charlotte, NC., 28266
150	11340112	R-5	Rhonda, Parker	5929 Myakka CT, Raliegh, NC, 27616.
151	11326101	R-5	Charlotte- Mecklenburg Board of Education	PO Box 30035, Charlotte, NC., 28230
152	11325165	R-5	Eva, Urbina	9038 Silver Coach LN, Charlotte, NC., 28273
153	11325153	R-5	Daniel, Porter	9415 Pinewood AV, Charlotte, NC., 28214
154	11325154	R-5	Daniel, Porter	9415 Pinewood AV, Charlotte, NC., 28214
155	11325155	R-5	Jim, Brown	10901 Windy Grove RD, Charlotte, NC 28208
156	11325101	R-5	Brenda, Painter	6725 Sullins Rd, Charlotte, NC., 28214
157	11325102	R-5	Keith, Thompson	10825 Windy Grove RD., Charlotte, NC 28214
158	11327129	R-5	Michael, McKenzie	2600 Sadler Rd, Charlotte, NC., 28278
159	11327128	R-5	William, Nunn	2608 Sadler Rd, Charlotte, NC., 28278
160	11327136	R-5	William, Nunn	2608 Sadler Rd, Charlotte, NC., 28278
161	11327127	R-5	Margrette, Thomas	17204 N. Meadowview, Nine Mile Fallas, WA., 99026
162	11327126	R-5	Paul, McGill	2640 Sadler Rd, Charlotte, NC., 28208
163	11327125	R-5	Helen, POorter	2704 Sadler Rd, Charlotte, NC., 28208
164	11327124	R-5	Donald, Porter	2730 Sadler Rd, Charlotte, NC., 28208
165	14114205	R-3	Pearlie T. Williams	8337 Rego St. Charlotte, NC 28216
166	11327122	R-5	Carolina Sisters of Mercy of North	110 Mercy Dr, Belmont, NC, 28012
167	11327121	R-5	Corey, Ballou	2938 Sadler Rd., Charlotte, NC., 28278
168	11327120	R-5	Michael Warner	3016 Sadler Rd., Charlotte, NC., 28278
169	11327131	R-5	Michael Warner	3016 Sadler Rd., Charlotte, NC., 28278
170	11327119	R-5	Robert, McIlroy	3032 Sadler Rd., Charlotte, NC., 28278
171	11327118	R-5	Sadler Road LLC	3100 Sadler Rd., Charlotte, NC., 28278
172	11327116	R-5	Robert, McIlroy	PO Box 36483, Charlotte, NC, 28203
173	11327115	R-5	Ozzie, Simerly	3208 Sadler Rd, Charlotte, NC., 28208
174	11327114	R-5	Andrew Griffith	3232 Sadler Rd, Charlotte, NC., 28278
175	11327113	R-5	Darrell, Young	3238 Sadler Rd. Charlotte, NC., 28278
176	11327112	R-5	Nicholas, Bratnick	3308 Sadler RD., Charlotte, NC., 28278
177	11327111	R-5	PaulineTaylor	3324 Sadler RD., Charlotte, NC., 28278
178	11327110	R-5	Robert, Ridenhour	3336 Sadler RD., Charlotte, NC., 28278
179	11327109	R-5	Thomas, Cooper	3408 Sadler RD, Charlotte, NC. 28208
180	11327108	R-5	Hester, Shank	3432 Sadler Rd,Charlotte, NC.,28278
181	11327107	R-5	Larry Shanks	3520 Sadler RD. Charlotte, NC.,28208
182	11327106	R-5	Daniel, Porter	9415 Pinewood Ave, Charlotte, NC., 28214
183	11327105	R-5	Clarence, Moss	3600Sadler Rd., Charlotte, NC., 28278
184	11327133	R-5	Irene ZinK	3616 Sadler RD, Charlotte, NC., 28278
185	11327103	R-5	Rhett Brown	3616Sadler Rd., Charlotte,NC., 28278
186	11327102	R-5	Alice Green	3710 Sadler Rd. Charlotte, NC.,28208
187	11328117	R-5	EFTRE LLC	4200 Section View LN., Charlotte, Nc 28278
188	11328203	R-5	Jerry Barefoot	PO Box 19006 Charlotte, NC 28219
189	11328204	R-5	Jerry Barefoot	PO Box 19006 Charlotte, NC 28219
190	11328202	R-5	Jerry Barefoot	PO Box 19006 Charlotte, NC 28219
191	11328201	R-5	Jerry Barefoot	PO Box 19006 Charlotte, NC 28219
192	11328147	R-5	Thinh, Vu	3108 Highgate DR, FT Mill, SC., 29715
193	11328146	R-5	Thinh, Vu	3108 Highgate DR, FT Mill, SC., 29715
194	11328119	R-5	Jerry, Barefoot	4330 Tuffy LN, Charlotte, NC 28278
195	11328142	R-5	Jerry Barefoot	PO Box 19006 Charlotte, NC 28219
196	11328141	R-5	Jerry Barefoot	PO Box 19006 Charlotte, NC 28219
197	11328140	R-5	Jerry Barefoot	PO Box 19006 Charlotte, NC 28219
198	11328139	R-5	Jerry Barefoot	PO Box 19006 Charlotte, NC 28219
199	11328138	R-5	Jerry Barefoot	PO Box 19006 Charlotte, NC 28219
200	11328137	R-5	Jerry Barefoot	PO Box 19006 Charlotte, NC 28219
201	11328136	R-5	Jerry Barefoot	PO Box 19006 Charlotte, NC 28219
202	11328135	R-5	Jerry Barefoot	PO Box 19006 Charlotte, NC 28219
203	11328134	R-5	Jerry Barefoot	PO Box 19006 Charlotte, NC 28219
204	11328133	R-5	Tanya, Calkins	4550 Lochfoot Dr., Charlotte, NC 28278
205	11328132	R-5	William Davis	4600 Lochfoot DR., Charlotte, NC 28278
206	11328129	R-5	Herman, Moore	4616 Lochfoot DR, Charlotte, NC 28278
207	11328121	R-5	Jeffery Barefoot	4003 Tuffy LN, Charlotte, NC 28208
208	11320122	R-3	Ricky McCullough	8401 Dixie River Rd. Charlotte, NC 28208
209	11320102	R-3	Versie, Mixon	8301 Dixie River Rd. Charlotte, NC 28278
210	14118155	R-100	Ray Wilson	2939 Polk & White RD.Charlotte, NC 28269
211	14118157	R-100	Sheila Washington	6925 Dixie River Rd., Charlotte, NC 28278
212	1411853	R-120	Herman Washington	1538 Chelvester Drive,Charlotte, NC 28208
213	14114201	R-3	John M Neel	1 Circle Lane Rutherford, NJ 07070
214	14118152	R-3	City of Charlotte	600 E 4th St. Charlotte, NC 28202
215	14115219	R-3	Shelter Trust J/S/R/T Credit	PO Box 35329 Charlotte, NC 28235
217	11320103	R-3	Shelter Trust J/S/T Credit	PO Box 35329 Charlotte, NC 28235
218	14118112	R-3	Benjamin Morrow	7411 Bradgate Rd., Charlotte, NC 28217
219	14118109	R-3	Rodney Lionel McMurray	9925 Garrison Rd., Charlotte, NC 28278
220	14114311	R-3	Shirley G. Mason	9924 Garrison Rd., Charlotte, NC 28278
221	14118107	R-3	Georgia Sloan	1040 Drummond Ave., Charlotte, NC 28205
222	11329102	R-5	City of Charlotte C/O Real Estate Division	700 E 4th St. Charlotte, NC 28202
223	11327137	R-5	Alice King Green	3710 Sadler Rd., Charlotte, NC 28278
224	11327132	R-5	Alice King Green	3710 Sadler Rd., Charlotte, NC 28278

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

LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

CRESCENT COMMUNITIES

LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA

ADJACENT PROPERTY OWNERS

REVISIONS:

DATE: 05.27.16
DESIGNED BY: LR
DRAWN BY: LB
CHECKED BY: CMG
Q.C. BY: CMG
SCALE: NTS
PROJECT #: 1014342

SHEET #:
RZ-15B