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

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LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

CRESCENT COMMUNITIES

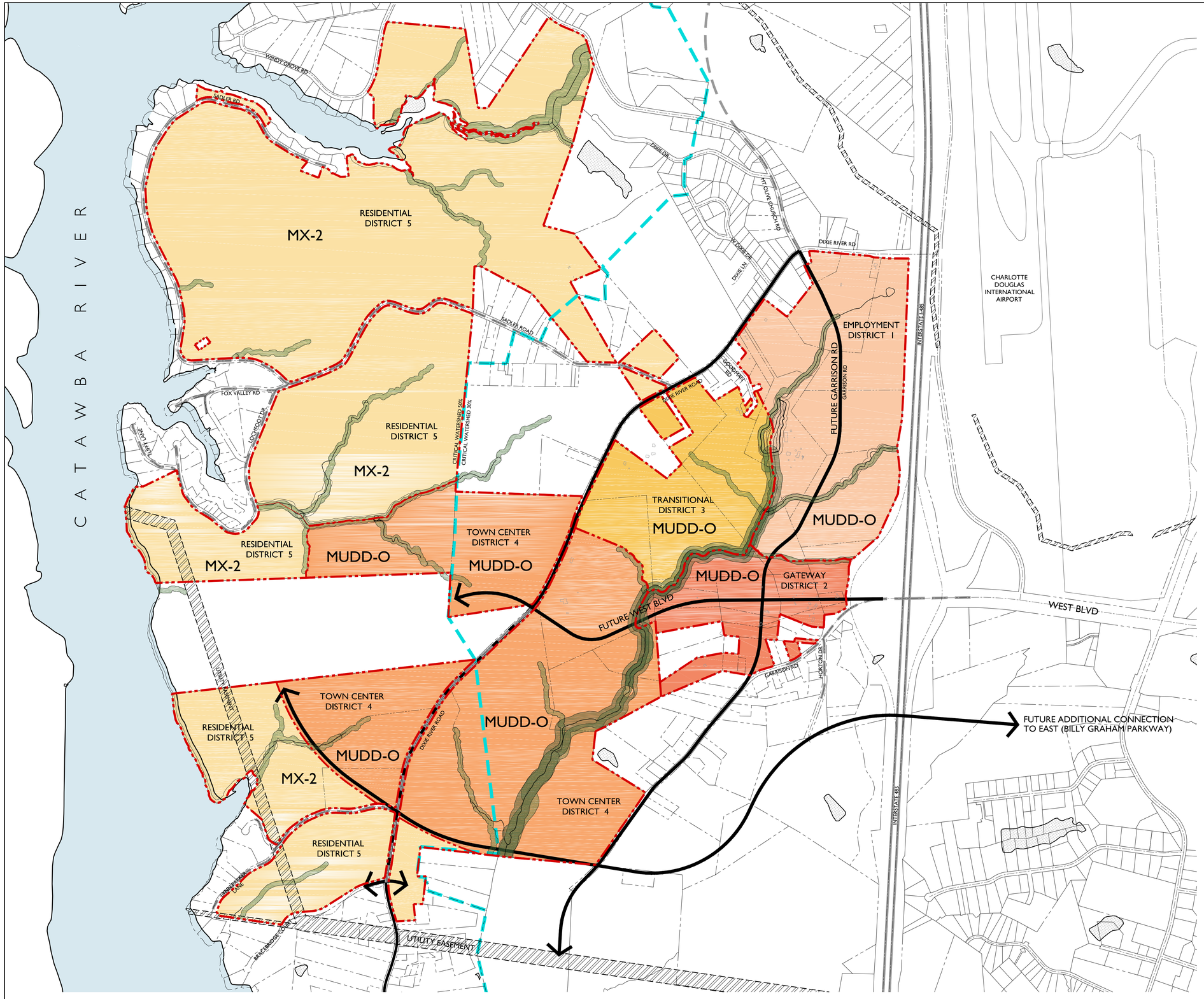
LINCOLN HARRIS

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

REVISIONS:

DATE: 07.25.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=600'
PROJECT #: 1014342

SHEET #:
RZ-1



VISION STATEMENT

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OVERALL:
Total Acreage: 1,377.68 acres
Zoning Uses: MUDD-O, MX-2

LEGEND:
EXISTING STREET
NEW STREET
CRITICAL WATERSHED BOUNDARY

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

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CRESCENT COMMUNITIES
LINCOLN HARRIS

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

REVISIONS:

DATE: 07.25.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=600'
PROJECT #: 1014342

SHEET #:
RZ-2A

Entitlements by District

	Not to Exceed through Transfer**	Employment District Base	Employment District Max with Transfer*	Gateway District Base	Gateway District Base with Transfer*	Transitional District Base	Transitional District Base with Transfer*	Town Center Base	Town Center Base Max with Transfer*	Residential District Base	Residential District Max with Transfer
Office	8M	4.5M	5.625M	500,000	625,000	1.0M	1.25M	2.0M	2.5M	X	
Retail	500,000	50,000	62,500	50,000	62,500	25,000	31,250	300,000	375,000	75,000	93,750
Hotel	1,000 Rooms	250		250		X		500		X	
Multi-Family Units	2,350	500	650	X		300	390	1700	2210	300	
MF or Single-Family Attached	600*			X							390
Single-Family Detached	1,700	X	X	X						1700	2210
CRCC	200	X	X	X		X	X	X	X	200	

*** Transfer of Development Levels between MUDD-O Districts:**
Commercial Uses: Receiving District shall not be increased by more than 25% from the additional development levels specified
Residential Uses: Receiving District shall not be increased by more than 30% from the additional development levels specified

*** Transfer of Development Levels between the Town Center District and Residential District:**
Commercial Uses: Receiving District shall not be increased by more than 25% from the additional development levels specified
Residential Uses: Receiving District shall not be increased by more than 30% from the additional development levels specified

**** The Amount Not To Exceed noted above, does not include amounts permitted through conversion**

To the extent of any discrepency between the provisions of the tables above and the provisions of the development standards, the development standards will control.

Phase 1 Entitlements by District

	Not to Exceed	Employment District	Gateway District	Transitional District	Town Center	Residential District
Office	8M	4.5M	500,000	1.0M	2.0M	X
Retail	500,000	50,000	50,000	25,000	300,000	75,000
Hotel	1,000 Rooms	250	250	X	500	X
Multi-Family Units	2,350	500	X	300	1700	300
MF or Single-Family Attached	600*		X			
Single-Family Detached	1,700		X			1700
CRCC	200	X	X	X	X	200

CONVERSION TABLE

	Beginning MUDD Total	Date of Conversion	Description	Amended MUDD Total
Office	8M			
Retail	500,000			
Hotel	1,000 Rooms			
Multi-Family Units	2,350			
Single-Family Attached	600*			
Single-Family Detached	1700			
CRCC	200			

Conversion Summary:
Conversion of Commercial Uses: 1 sq ft of retail for 1 sq ft of office, not to exceed a 25% increase from base entitlement
Conversion of Residential and Hotel: 1 housing unit for 1 hotel room, not to exceed an increase of 300 units or rooms from base entitlement
Conversion of Hotel & Commercial: 500 sq feet of commercial for 1 hotel room not to exceed an increase of 300 rooms (in additional to the 300 rooms possible from the Residential and Hotel conversion) or 150,000 sq feet of additional commercial above base entitlements

FUTURE ADDITIONAL PARCELS TABLE

*Original Entitled Acres: 1377.68				

* Table to be amended as percels added to River District. Additional parcels do not change develpoment levels unless through an approves site plan amendment.

SCALE: 1"=600'-0"

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CRESCENT COMMUNITIES
LINCOLN HARRIS

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

REVISIONS:

DATE: 07.25.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=600'
PROJECT #: 10141342

SHEET #:
RZ-2B

SHEET INDEX:

1. Sheet RZ-1 - Cover Sheet & Vision Statement
2. Sheet RZ-2A - Technical Data Sheet
3. Sheet RZ-2B - Development Levels
4. Sheet RZ-3 - Sheet Index & Description of Rezoning Sheets
5. Sheet RZ-4A - 4C - Environmental Vision Plan
6. Sheet RZ-5B - 5C - Illustrative Transportation Network
7. Sheet RZ-6A - 6B - Employment District Development
8. Sheet RZ-7A - 7B - Gateway District Development
9. Sheet RZ-8A - 8B - Transition District Development
10. Sheet RZ-9A - 9B - Town Center District Development
11. Sheet RZ-10A - 10C - Residential District Development
12. Sheet RZ-11 - Phase I Development and Phase II Development
13. Sheet RZ-12 - General Utilities Extension Plan
14. Sheet RZ-13A - 13B - General Development Standards
15. Sheet RZ-14 - Internal Parcel Data
16. 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-4A 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.
   c. RZ-4B sets out buffer requirements and commitments for main tributaries within the project site.

5. Sheet RZ-5B - 5C - Illustrative Transportation Network
   a. RZ-5B sets forth street sections and classifications for the major road network.
   b. RZ-5C sets forth block length/ structure and streetscape by district.

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 - 13B - General Development Standards
   a. Sheets RZ-13A-B 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.

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CRESCENT COMMUNITIES
LINCOLN HARRIS

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

REVISIONS:

DATE: 07.25.16
DESIGNED BY: LR
DRAWN BY: LB
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 1,377.68 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.

NOTES:
See RZ-4B for specific stream buffer requirements and commitments.

See Sheet RZ-4C for complete environmental vision, environmental development standards and specific environmental commitments.

Total Acreage: 1,377.68 acres
Total Open Space: 552 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

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

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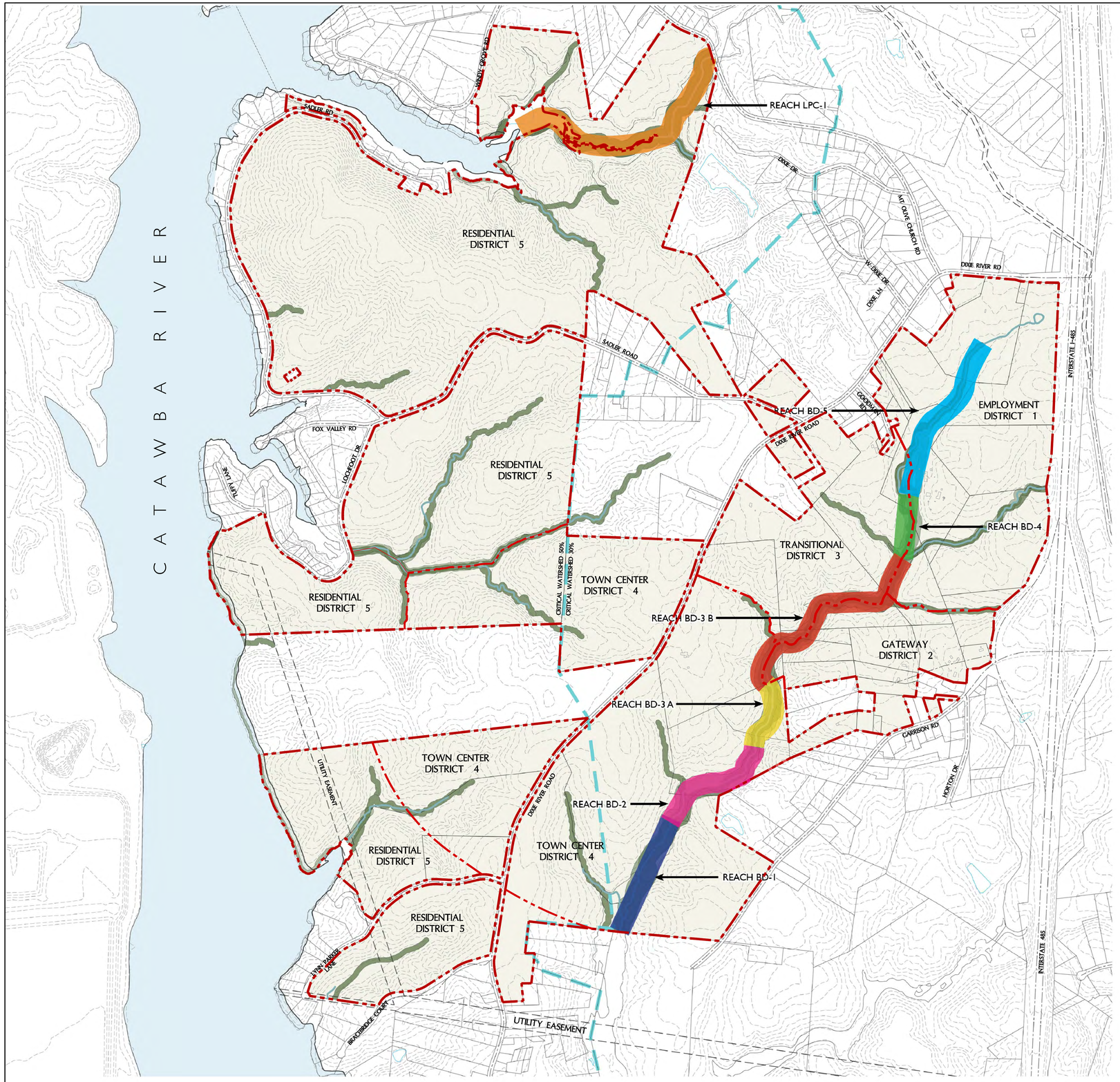
CRESCENT COMMUNITIES
LINCOLN HARRIS

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

REVISIONS:

DATE: 07.25.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=600'-0"
PROJECT #: 10143.42

SHEET #:
RZ-4A



BUFFERS ON MAIN TRIBUTARIES

	STREAM REACH	EXISTING BUFFERS EACH SIDE*			ADDITIONAL PROPOSED BUFFERS	TOTAL BUFFER WIDTH (both sides)
		WATER SUPPLY	SWIM	PCCO		
BEAVERDAM CREEK	BD-1	100'	100'	100'	100' EACH SIDE OF WS BUFFER AS UPLAND	400'
	BD-2	100'	100'	50'	50' EACH SIDE OF WS BUFFER AS UPLAND	300'
	BD-3 A	100'	50'	50'	25' EACH SIDE OF WS BUFFER AS UPLAND	250'
	BD-3 B	100'	50'	50'	N/A	200'
	BD-4	100'	N/A	35'	N/A	200'
	BD-5	N/A	N/A	30-35'	N/A	30'-70'
LITTLE PAW CREEK	LPC-1	100'	N/A	100'	100' EACH SIDE OF WS BUFFER AS UPLAND	400'

* HORIZONTAL DISTANCE FROM TOP OF BANK ON EACH SIDE OF PERENNIAL STREAM DEFINED BY FIELD SURVEY.
** STREAM CLASSIFICATION WITHIN THE PROJECT BOUNDARY SHALL BE IN ACCORDANCE WITH ORDINANCE OR DELINEATED BY A CERTIFIED PROFESSSIONAL USING U.S. ARMY CORPS AND N.C. DIVISION OF WATER QUALITY METHODOLOGY.
*** ADDITIONAL PROPOSED BUFFERS WILL FOLLOW ORDINANCE AS UPLAND ZONE.

POST CONSTRUCTION CONTROLS ORDINANCE (PCCO) BUFFERS ON TRIBUTARIES EXCEPT BEAVER DAM CREEK

TOTAL EACH SIDE	STREAMSIDE / NO-BUILD	UPLAND	PROPOSED	TOTAL BUFFER WIDTH (both sides)
30'	30'	N/A	ADDITIONAL 10' TO STREAMSIDE ZONE AND 15' TO UPLAND ZONE ON EACH SIDE OF PCCO BUFFER	110'
35'	30'	5'		120'
50'	30'	20'		150'

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

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CRESCENT COMMUNITIES
LINCOLN HARRIS

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

REVISIONS:

DATE: 07.25.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=600'-0"
PROJECT #: 1014342

SHEET #:
RZ-4B

Environmental Vision:
River District will honor the unique resources and character of the 1,377.68 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 +/-1,378 acres today, approximately 276 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 on tributaries (see RZ-4B)
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 102 acre tree save site that will serve for the 15 % required tree save for all districts in the MUDD district which total +/- 675 acres. The petitioner will reserve the right to design and incorporate this area into an amenity with trails, nature preserves, parks, and other amenities allowed in the ordinance. Should the tree save area need to be modified to accommodate infrastructure, trails, amenities, utility needs, grading or development- the petitioner agrees to provide additional tree save area, of equal or greater values, and modify the boundary as necessary. The 10% tree save for the MX district will be satisfied within the MX parcels separate from the 102 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 of up to four (4) before construction activities commence 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. This monitoring will be performed by Mecklenburg County Storm Water Services. Petitioner to pay all costs associated with the installation and maintenance of the monitoring sites. Sites will be in the cores identified in vii.

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. If continuous activity lasts over five years, then another survey will be conducted at the fifth year. If surveys are self-performed then the procedure/methodology must be pre-approved by LUESA.

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 River District. Petitioners are committing to a minimum total of 40% of the overall acreage of 1,377.68 acres, or 551 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 (design subject to approval) 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 (Catawba River Gateway, location to be determined)

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, in the residential MX-2 district, of approximately 102 acres is shown as dedicated tree save for the +/- 675 acre MUDD-O districts not including the MX-2 district. Tree save for the MX-2 portion of the site shall be dedicated as development occurs within the MX-2 District. Per ordinance, the tree save area should be clear of invasive species. 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, utility needs or other programmatic elements. The final location(s) of tree save area will be generally located as shown on RZ-4A and will represent a total of a minimum of 102 acres.

2. Trails (subject to location approval), parks with canopy cover are permitted within this 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.

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LINCOLN HARRIS

2016-056

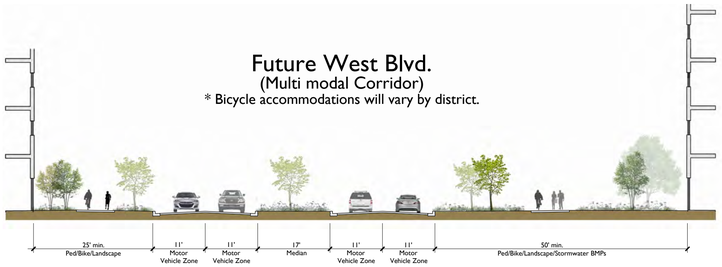
RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
ENVIRONMENTAL VISION PLAN - NOTES

REVISIONS:

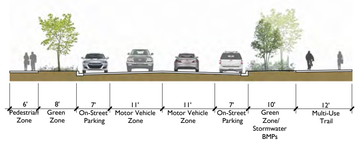
DATE: 07.25.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: NTS
PROJECT #: 1014342

SHEET #:
RZ-4C

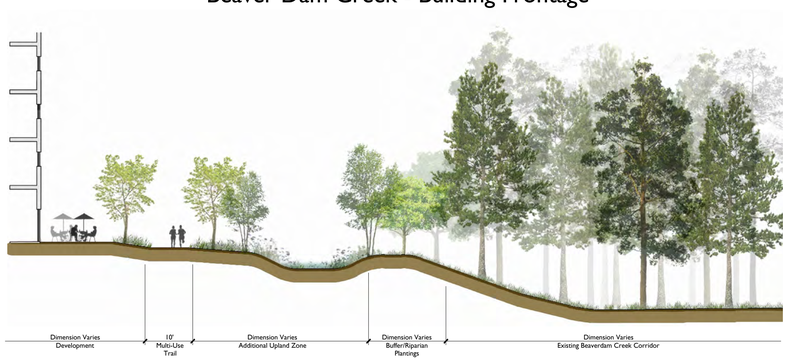
Future West Blvd.
(Multi modal Corridor)
* Bicycle accommodations will vary by district.



Green Street
* Specific design to be evaluated through design review. Subject to review and approval by CDOT or NCDOT as applicable.



Beaver Dam Creek - Building Frontage



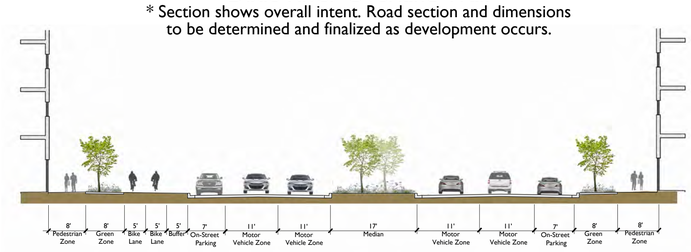
USDG Classification Table

USDG Classifications	Purpose	Adjacent Land Use	Minimum Building Setback**	Bike Facilities	Laneage / Median	On-Street Parking	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	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	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	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	45-50 mph

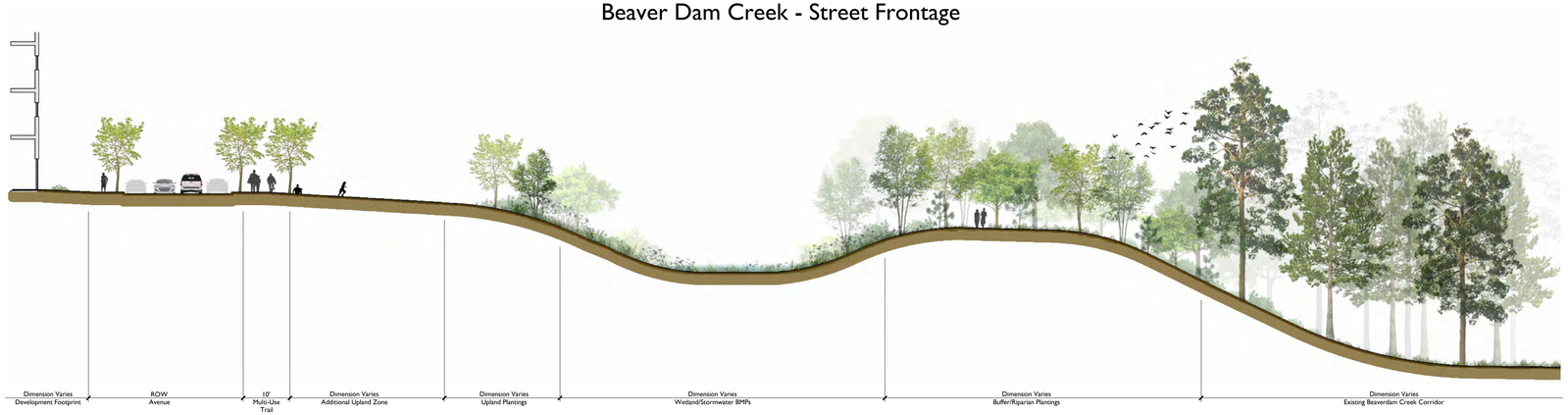
***Amenity Zone can include an 8' planting strip, trees in grates, bike facilities, benches or other elements that contribute to the pedestrian experience.**
**** Optional design alternatives for Minimum Building Setbacks may be included in Section VI Building Orientation/Street Frontage for each district.**
***** Setback is measured from back of curb on new streets or extensions and future back of curb on existing streets**
Note: The local street network will meet the preferred block spacing for a Center and the provisions of Subdivision Ordinance for maximum block spacing.
The intent is for each Development District, with the exception of the Employment District, to have an overall average block length of 500'.
The Employment District block spacing will be established per the Subdivision Ordinance and the standards described in Employment District
Section V.c. to allow for the conversion of surface parking to structured parking as part of ongoing development.
See Block Lengths Chart RZ-5C

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

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CRESCENT COMMUNITIES
LINCOLN HARRIS

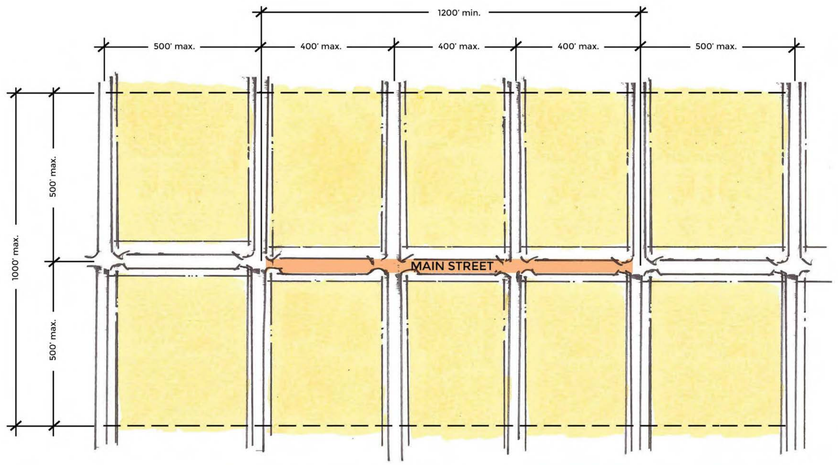
RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
ILLUSTRATIVE TRANSPORTATION NETWORK

REVISIONS:

DATE: 07.25.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
QC CALCS: YES
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.

Block Lengths Chart

District	Average Block Length* **	Maximum Block Length***
Employment	500'	650'
Gateway	500'	650'
Transitional	500'	650'
Town Center (core)	NA	400'
Town Center (non-core)	500'	650'
Residential	per Subdivision Ord for Wedge	per Subdivision Ord for Wedge

* Average block lengths will be based on method provided in the Subdivision Ordinance.

** Average block lengths will be calculated per development Districts shown on sheet RZ_2A. For each District, a conceptual street layout will be submitted prior to application for any development approval in that District. Amended conceptual layouts may be submitted if approved by all impacted property owners with subsequent development submittals.

*** The Subdivision Administrator or designee may make exceptions to the maximum block length per the Subdivision Ordinance. Exceptions will not be counted against or used to determine the average block length or result in the creation of a block length less than 375'.

Streetscape by District

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 Retail Frontage Entrance Spacing++ (excluding office buildings except for those in the Town Center Core)
Town Center Core Main Streets	20'		4'	Yes	No	80% on primary frontage; 20% on side streets for corner buildings.	20%	75% on primary frontage; 20% on side streets for corner buildings.	70%	N/A	50'
Town Center Core Other Streets	20'		4'	Yes	Yes, limited to one full bay	70%	30%	50%	60%	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 one full bays+++	50%	50%	N/A	50%	16%	100'
Employement Major Thoroughfares Streets (Boulevard, Parkway)		20'	N/A	Yes	Yes	N/A	80%	N/A	25%	50%	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 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.
+++ Parking can be increased to two bays between the building and the street when primary orientation is to the greenway, creeks/streams or open spaces.

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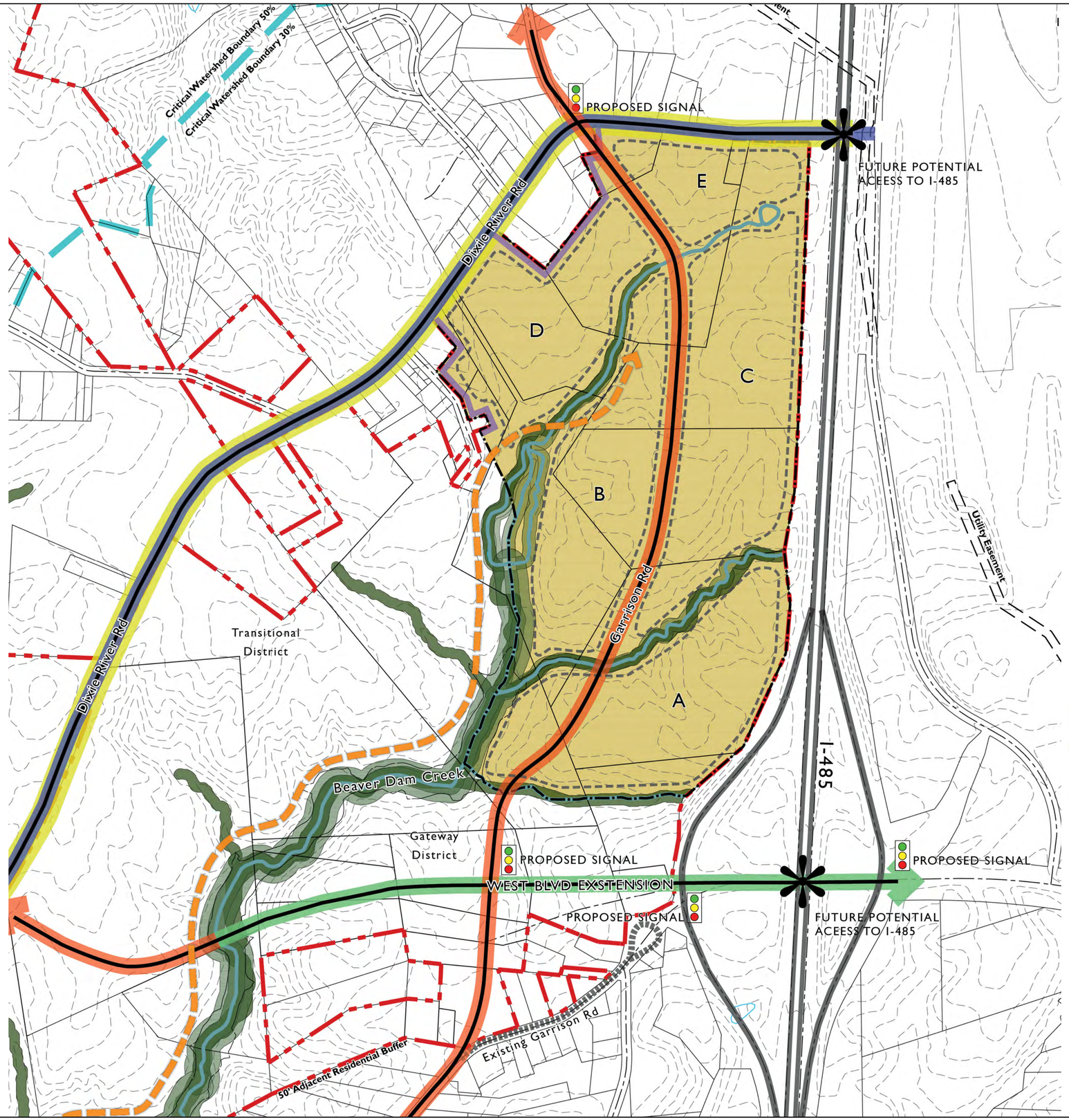
CRESCENT COMMUNITIES
LINCOLN HARRIS

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

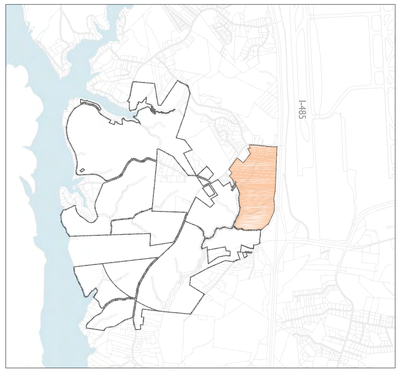
REVISIONS:

DATE: 07.25.16
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
SINGLE FAMILY / MULTI-FAMILY: 500 UNITS

- District Boundary
- Development Area Boundaries
- Major Thoroughfare (as identified by USDG Standards - Avenue, Boulevard or Parkway)
- Minor Thoroughfare (as identified by USDG Standards - Main Street or Avenue)
- Future West Boulevard Multi Modal Corridor (pedestrian and bicycle facility with potential for transit)
- Beaver Dam Creek Greenway Trail (exact location TBD)
- Required Buffer Zone (refer to RZ-4B for buffer width requirements and commitments)
- Dixie River Overland Trail (east or west of Dixie River Road, TBD)
- Buildable Area
- 50' Buffer when adjacent to existing residential
- Realigned Existing Garrison Rd.

NOTES:

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

* A minimum of two additional connections north of West Boulevard across Beaver Dam Creek will be made to the Transitional District from either the Employment District or the Gateway District. The locations of such crossings can be adjusted during the design development phase based on environmental, topographical and other site/development considerations.

* 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 (not part of SWIM or PCCO buffers) location will be determined at time of improvements so long as minimum requirement is met.

* There is the ability to finalize Overland Trail and Beaver Dam Creek Greenway Trail locations as development occurs. Refer to RZ-4C for trail and greenway commitments.

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

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LINCOLN HARRIS

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

REVISIONS:

DATE: 07.25.16
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 July 18, 2016
****

EMPLOYMENT DISTRICT – UPDATED 7/18/16

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-13A-13B])

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.

Retail, restaurant, EDEE, personal service uses that are located within buildings primarily used for office purposes shall be excluded from the above level development level limitations for such uses as accessory uses to the office uses.

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-13A-13B])

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 175 feet except as otherwise described in Section VII (such height will be as measured as required by the Ordinance and as set forth in Section VII below).

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 where parking is primarily located between the building and the 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. 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. In addition to the crossing associated with West Boulevard extension, a minimum of 2 additional street crossings over Beaver Dam Creek described on [Sheets RZ-6A, RZ-7A and RZ-8A] shall be provided in the Employment, Gateway or 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.

c. Access will be provided in the Employment District per the Subdivision Ordinance block spacing requirements, however, provisions will be made to accommodate modifications that provide connectivity that may traverse through above ground parking structures or alternative routes limited to that portion of the Site that is bounded by I-485 and Garrison Road.

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 1 bay of parking on Minor Thoroughfares except where primary orientation is to a greenway, in which case 2 bays of parking will be permitted; and
   (ii) Permitted without limitation on Major Thoroughfares.
5. A minimum of fifty percent (50%) of a block face on a Minor Thoroughfare shall be building edge, such that, a maximum of fifty percent (50%) 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, however buildings must meet the transparency requirements.
7. Buildings within the Employment District fronting a Minor Thoroughfare shall have a minimum of fifty percent (50%) transparency. Sixteen percent (16%) 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 twenty-five percent (25%) transparency. Fifty percent (50%) 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-5C] 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 Beaver Dam Creek Greenway portions of the Site 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 Beaver Dam Creek Greenway portions of the Site shall have a direct pedestrian connection from ground floor units or common building entrances.
   (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 the new street will have building edges on three out of four corners of the 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 a strong relationship and orientation to the Beaver Dam Creek Greenway area, 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 I-485 and in pockets throughout the District. The scale and massing of office/commercial buildings, multi-family residential buildings or single family attached buildings will be less intensive as described below in 2. 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

1. 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 2. below. In addition, building height may exceed 120 feet upon approval of the Planning Staff up to a maximum building height of 175 feet in areas adjacent to I-485, in accordance the following provisions:

(i) the design meets the intent of varied massing (i.e one portion of the building is 175', the other portion steps down to 160');

(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 (e.g. outdoor seating, ornamental landscaping, public art and/or water features).

2. Adjacent to Single Family. Buildings located adjacent to single family detached uses will not exceed 6 stories in height within a distance of 100' of the abutting single family detached uses. Buildings that exceed 3 stories will provide a Class C 50' buffer between single family detached 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 uses. At such time, the maximum allowable height may be increased to 120' unless approved for a higher height 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 Greenway. Portions of Beaver Dam Creek that are located within the District are more particularly shown on [Sheet RZ-4A]. Certain portions of Beaver Dam Creek as generally depicted on [Sheet RZ-4A] identify areas of Beaver Dam Creek that Petitioner intends to become part of the "Beaver Dam Creek Greenway" in accordance with the provisions of Section IV.e. of the General Development Standards set forth on [Sheet RZ-13].

c. Beaver Dam Creek Greenway Trails. [Sheet RZ-4A] generally depicts an illustrative location of a primary greenway trail to be located with portions of the contemplated Beaver Dam Creek Greenway areas in accordance with the provisions of Section IV.e. of the General Development Standards set forth on [Sheet RZ-13].

d. Secondary Trails Outside of Greenway Areas. Petitioner shall install secondary trails within the Site but outside of the portions of the Beaver Dam Creek Greenway areas referenced above in accordance with the following provisions of Section IV.e. of the General Development Standards set forth on [Sheet RZ-13].

e. Open Space/Tree Save. Open space and tree save areas within this District will meet or exceed Ordinance requirements and shall otherwise comply with the Environmental Vision Plan provisions of this Rezoning Plan which provides that a minimum of thirty percent (30%) of this District will be retained as open space (including portions of the District developed as parks and greenway areas) as generally depicted on [Sheet RZ-6A], measured at the time of completion of seventy-five percent (75%) of the development within the District. The location of open space and tree save areas as generally depicted may be adjusted during the design development stages as long as the percentage commitment is met.

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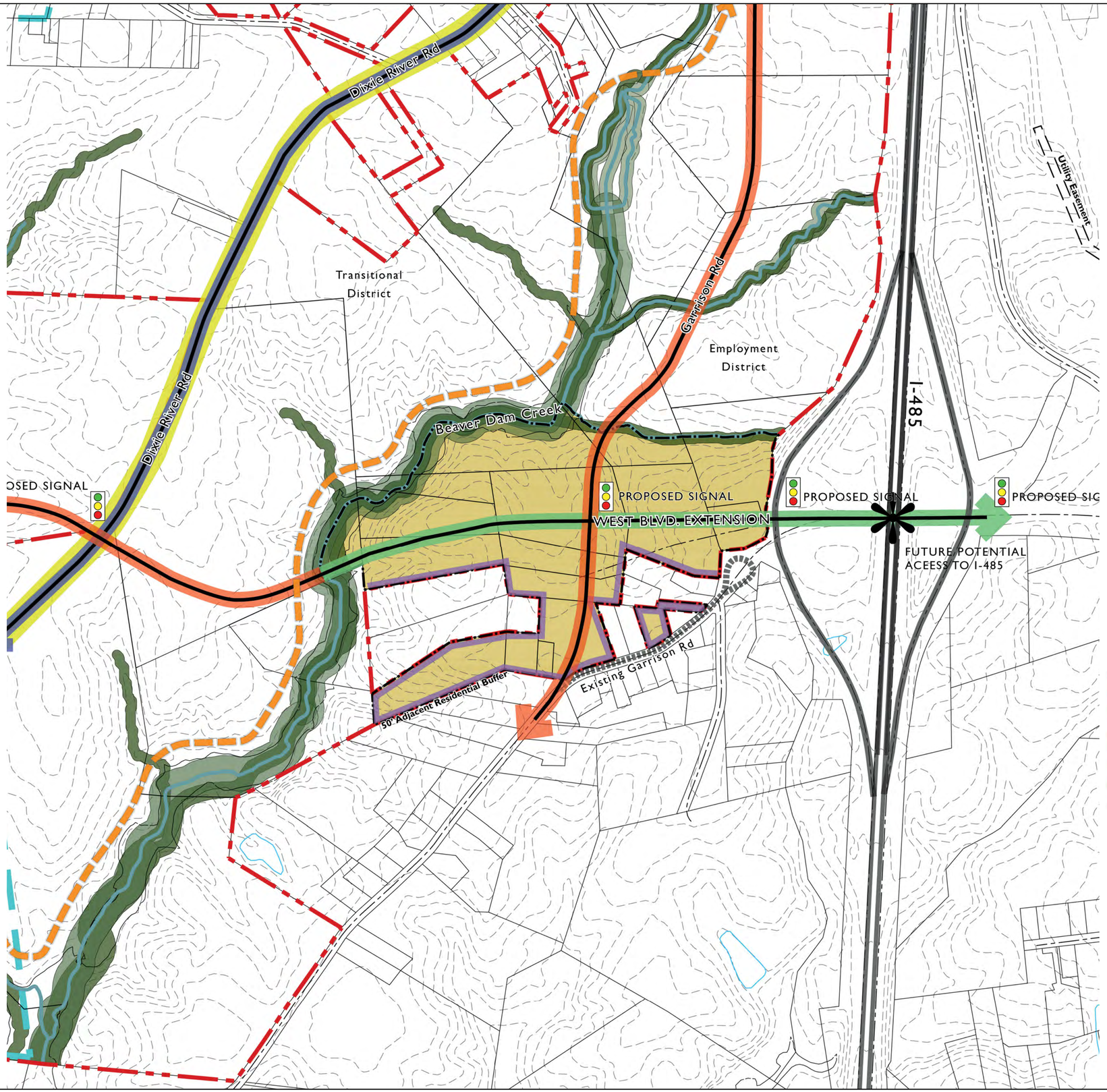
CRESCENT COMMUNITIES
LINCOLN HARRIS

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

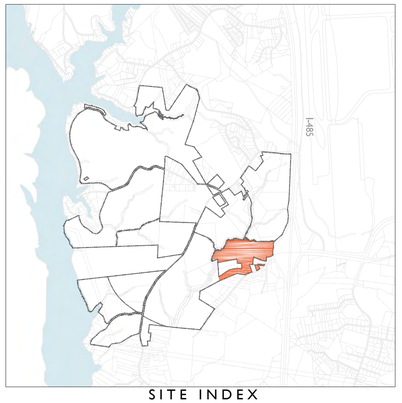
REVISIONS:

DATE: 07.25.16
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
- Major Thoroughfare (as identified by USDG Standards - Avenue, Boulevard or Parkway)
- Minor Thoroughfare (as identified by USDG Standards - Main Street or Avenue)
- Future West Boulevard Multi Modal Corridor (pedestrian and bicycle facility with potential for transit)
- Beaver Dam Creek Greenway Trail (exact location TBD)
- Required Buffer Zone (refer to RZ-4B for buffer width requirements and commitments)
- Dixie River Overland Trail (east or west of Dixie River Road, TBD)
- Buildable Area
- 50' Buffer when adjacent to existing residential
- Realigned Existing Garrison Rd.

NOTES:

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

* A minimum of two additional connections north of West Boulevard across Beaver Dam Creek will be made to the Transitional District from either the Employment District or the Gateway District. The locations of such crossings can be adjusted during the design development phase based on environmental, topographical and other site/development considerations.

* 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 (not part of SWIM or PCCO buffers) location will be determined at time of improvements so long as minimum requirement is met.

* There is the ability to finalize the Overland Trail and Beaver Dam Creek Greenway Trail locations as development occurs. Refer to RZ-4C for trail and greenway commitments.

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

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CRESCENT COMMUNITIES
LINCOLN HARRIS

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

REVISIONS:

DATE: 07.25.16
DESIGNED BY: JR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=300'-0"
PROJECT #: 10141342

SHEET #:
RZ-7A

GATEWAY DISTRICT- UPDATED 7/18/16

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-13A-13B])

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 or detached units; 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.

Retail, restaurant, EDEE, personal service uses that are located within buildings primarily used for office purposes shall be excluded from the above level development level limitations for such uses as accessory uses to the office uses.

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. In addition to the crossing associated with West Boulevard extension, a minimum of 2 additional street crossings over Beaver Dam Creek described on [Sheets RZ-6A, RZ-7A and RZ-8A] shall be provided in the Employment, Gateway or 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.

The street crossings 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 seventy percent (70%) of the permitted gross floor area for commercial uses within the District.

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 (See Streetscape by District table)

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 fifty percent (50%) transparency. Sixteen percent (16%) of the required transparency may be display windows or opaque glass.
8. Uses within the Gateway District fronting a Major Thoroughfare shall have a minimum of twenty-five (25%) transparency. One hundred percent (100%) of the required transparency may be display windows or opaque glass.
9. Drive-thru facility uses are not permitted to front window facilities 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-5C] 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 Beaver Dam Creek Greenway/trail portions of the Site 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 a strong relationship and orientation to the Beaver Dam Creek Greenway, creeks or multi-use trails.

VII. GATEWAY DISTRICT HEIGHT AND TRANSITIONS

a. Height.

1. Generally *(Optional Provision)* 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.

2. Single Family. Buildings located adjacent to single family residential detached uses will not exceed 6 stories. Buildings that exceed 4 stories will provide a Class C 50' buffer between adjacent single family detached 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 175' 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 Greenway. Portions of Beaver Dam Creek that are located within the District are more particularly shown on [Sheet RZ-4A]. Certain portions of Beaver Dam Creek as generally depicted on [Sheet RZ-4A] identify areas of Beaver Dam Creek that Petitioner intends to become part of the "Beaver Dam Creek Greenway" in accordance with the provisions of Section IV.e. of the General Development Standards set forth on [Sheet RZ-13].

c. Beaver Dam Creek Greenway Trails. [Sheet RZ-4A] generally depicts an illustrative location of a primary greenway trail to be located with portions of the contemplated Beaver Dam Creek Greenway areas in accordance with the provisions of Section IV.e. of the General Development Standards set forth on [Sheet RZ-13].

d. Secondary Trails Outside of Greenway Areas. Petitioner shall install secondary trails within the Site but outside of the portions of the Beaver Dam Creek Greenway areas referenced above in accordance with the following provisions of Section IV.e. of the General Development Standards set forth on [Sheet RZ-13].

e. Open Space/Tree Save. Open space and tree save areas within this District will meet or exceed Ordinance requirements and shall otherwise comply with the Environmental Vision Plan provisions of this Rezoning Plan which provides that a minimum of thirty percent (30%) of this District will be retained as open space (including portions of the District developed as parks and greenway areas) as generally depicted on [Sheet RZ-7A], measured at the time of completion of seventy-five percent (75%) of the development within the District. The location of open space and tree save areas as generally depicted may be adjusted during the design development stages as long as the percentage commitment is met.

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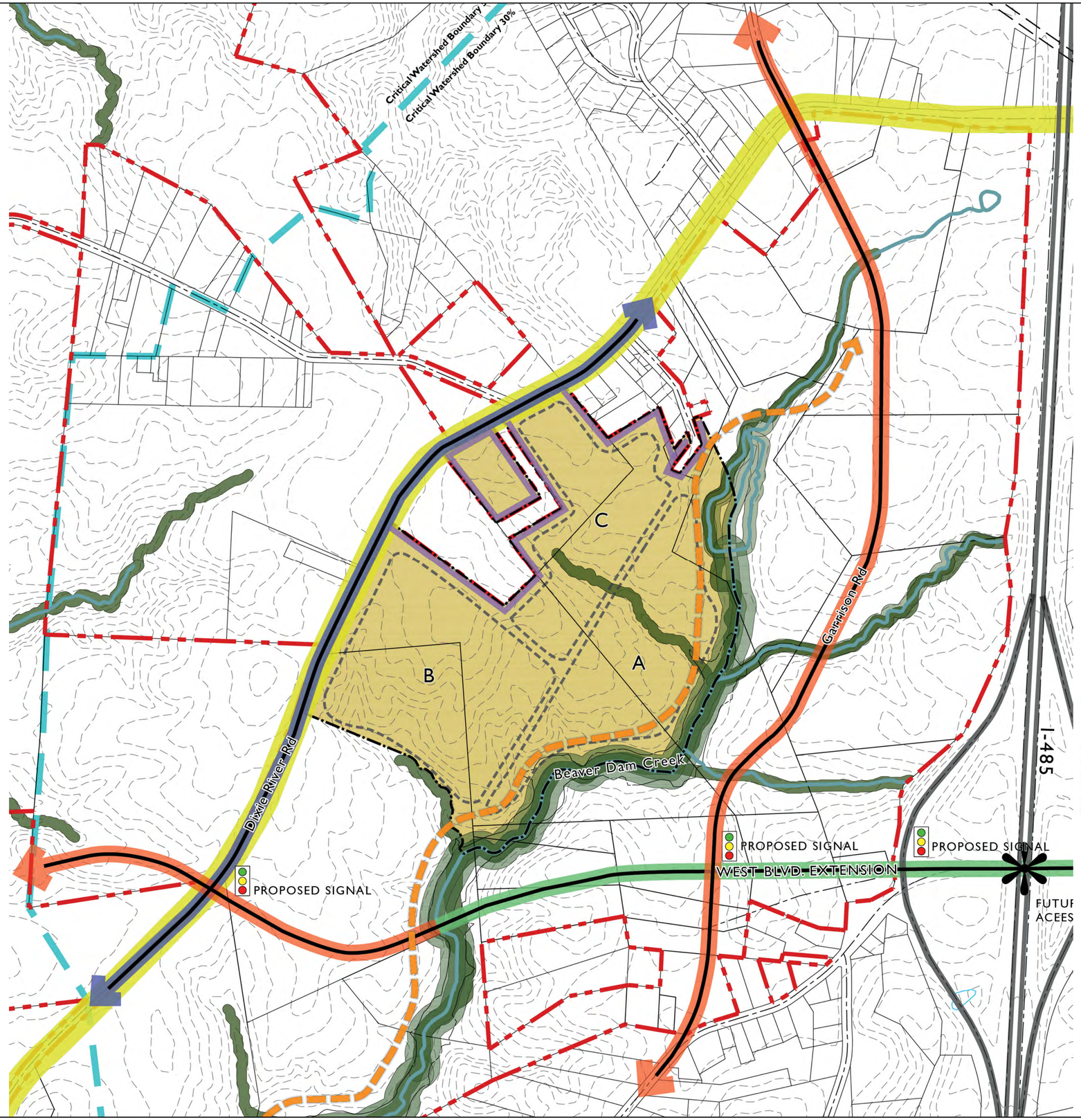
CRESCENT COMMUNITIES
LINCOLN HARRIS

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

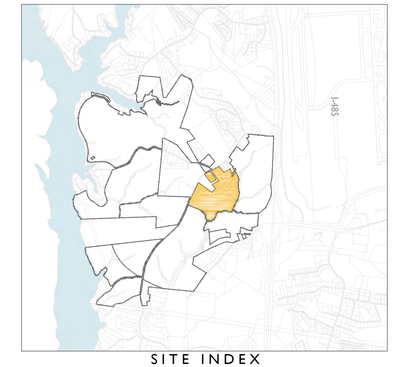
REVISIONS:

DATE: 07.25.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: NTS
PROJECT #: 1014342

SHEET #:
RZ-7B



TRANSITIONAL DISTRICT



SITE INDEX

DEVELOPMENT PROGRAM:
Total Acreage: 97.38 acres

SINGLE FAMILY / MULTI-FAMILY: 300 UNITS
OFFICE: 1.0 MM SF
RETAIL: 25,000 SF

- District Boundary
- Development Area Boundaries
- Major Thoroughfare (as identified by USDG Standards - Avenue, Boulevard or Parkway)
- Minor Thoroughfare (as identified by USDG Standards - Main Street or Avenue)
- Future West Boulevard Multi Modal Corridor (pedestrian and bicycle facility with potential for transit)
- Beaver Dam Creek Greenway Trail (exact location TBD)
- Required Buffer Zone (refer to RZ-4B for buffer width requirements and commitments)
- Dixie River Overland Trail (east or west of Dixie River Road, TBD)
- Buildable Area
- 50' Buffer when adjacent to existing residential
- Realigned Existing Garrison Rd.

NOTES:

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

* A minimum of two additional connections north of West Boulevard across Beaver Dam Creek will be made to the Transitional District from either the Employment District or the Gateway District. The locations of such crossings can be adjusted during the design development phase based on environmental, topographical and other site/development considerations.

* 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 (not part of SWIM or PCCO buffers) location will be determined at time of improvements so long as minimum requirement is met.

* There is the ability to finalize the Overland Trail and Beaver Dam Creek Greenway locations as development occurs. Refer to RZ-4C for trail and greenway commitments.

150' 0' 150' 300' 600'

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CRESCENT COMMUNITIES
LINCOLN HARRIS

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

REVISIONS:

DATE: 07.25.16
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 7/18/16

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 RZ13A and 13B]

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; 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.

Retail, restaurant, EDEE, personal service uses that are located within buildings primarily used for office purposes shall be excluded from the above level development level limitations for such uses as accessory uses to the office uses.

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 forth below and identified with *Optional Provision* references:

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 District or the Gateway District in recognition of the transition nature of the 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, 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. In addition to the crossing associated with West Boulevard extension, a minimum of 2 additional street crossings over Beaver Dam Creek described on [Sheets RZ-6A, RZ-7A and RZ-8A] shall be provided in the Employment, Gateway or 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.

The street crossings 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 seventy percent (70%) 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 (40%) of a block face on a Minor Thoroughfare shall be building edge.
6. A maximum of sixty percent (60%) 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 fifty percent (50%) transparency. Sixteen percent (16%) 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 twenty-five percent (25%) transparency. One hundred percent (100%) of the required transparency may be display windows or opaque glass.

Reference is made to [Sheet RZ-5C] 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 Beaver Dam Creek Greenway portions of the Site 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 detached uses, but only to the extent such property remains zoned for single family detached residential use.

b. Height

1. 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 detached residential uses as described in 2. below.

2. 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 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 Greenway. Portions of Beaver Dam Creek that are located within the District are more particularly shown on [Sheet RZ-4A]. Certain portions of Beaver Dam Creek as generally depicted on [Sheet RZ-4A] identify areas of Beaver Dam Creek that Petitioner intends to become part of the "Beaver Dam Creek Greenway" in accordance with the provisions of Section IV.e. of the General Development Standards set forth on [Sheet RZ-13].

f. Beaver Dam Creek Greenway Trails. [Sheet RZ-4A] generally depicts an illustrative location of a primary greenway trail to be located with portions of the contemplated Beaver

Dam Creek Greenway areas in accordance with the provisions of Section IV.e. of the General Development Standards set forth on [Sheet RZ-13].

g. Secondary Trails Outside of Greenway Areas. Petitioner shall install secondary trails within the Site but outside of the portions of the Beaver Dam Creek Greenway areas referenced above in accordance with the following provisions of Section IV.e. of the General Development Standards set forth on [Sheet RZ-13].

h. Open Space/Tree Save. Open space and tree save areas within this District will meet or exceed Ordinance requirements and shall otherwise comply with the Environmental Vision Plan provisions of this Rezoning Plan which provides that a minimum of thirty percent (30%) of this District will be retained as open space (including portions of the District developed as parks and greenway areas) as generally depicted on [Sheet RZ-8A], measured at the time of completion of seventy-five percent (75%) of the development within the District. The location of open space and tree save areas as generally depicted may be adjusted during the design development stages as long as the percentage commitment is met.

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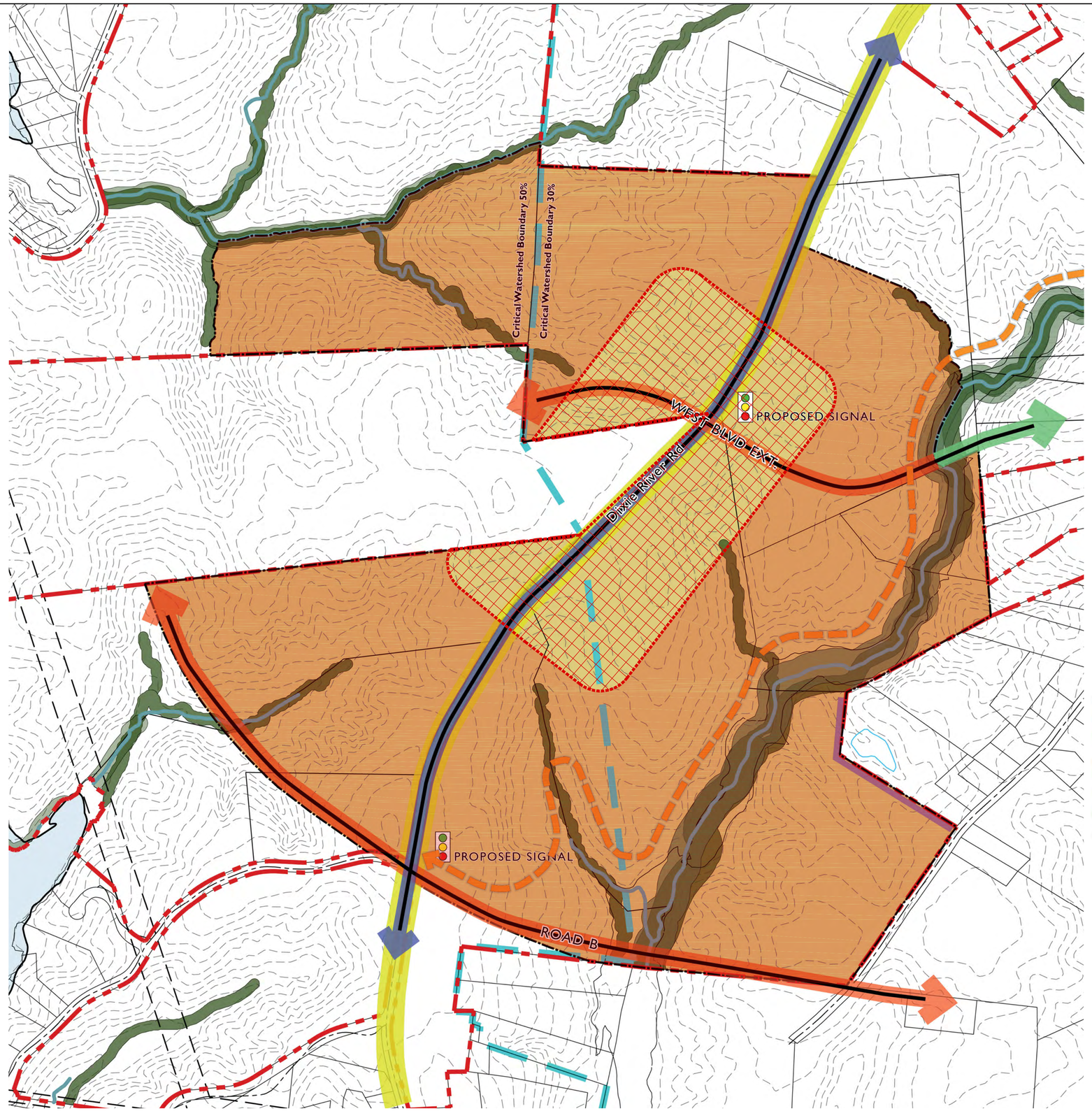
LINCOLN HARRIS

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

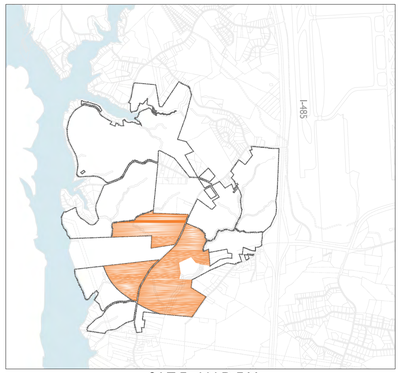
REVISIONS:

DATE: 07.25.16
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: 354.52 acres

SINGLE FAMILY / MULTI-FAMILY: 1,700 units
OFFICE: 2.0MM sf
RETAIL: 300,000 sf
HOTEL: 500 rooms

- Town Center Core (Potential Area)
- Town Center Edge
- District Boundary
- Major Thoroughfare (as identified by USDG Standards - Avenue, Boulevard or Parkway)
- Minor Thoroughfare (as identified by USDG Standards - Main Street or Avenue)
- Future West Boulevard Multi Modal Corridor (pedestrian and bicycle facility with potential for transit)
- Beaver Dam Creek Greenway Trail (exact location TBD)
- Required Buffer Zone (refer to RZ-4B for buffer width requirements and commitments)
- Dixie River Overland Trail (east or west of Dixie River Road, TBD)
- Buildable Area
- 50' Buffer when adjacent to existing residential
- Realigned Existing Garrison Rd.

NOTES:

* Specific alignment, 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 (not part of SWIM or PCCO buffers) location will be determined at time of improvements so long as minimum requirement is met.

* There is the ability to finalize the Overland Trail and Beaver Dam Creek Greenway Trail locations as development occurs. Refer to RZ-4C for trail and greenway commitments.

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

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CRESCENT COMMUNITIES
LINCOLN HARRIS

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

REVISIONS:

DATE: 07.25.16
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SCALE: 1"=300'-0"
PROJECT #: 1014342

SHEET #:
RZ-9A

TOWN CENTER DISTRICT – UPDATED AS OF 7/18/16

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-13A-13B])

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.

Retail, restaurant, EDEE, personal service uses that are located within buildings primarily used for office purposes shall be excluded from the above level development level limitations for such uses as accessory uses to the office uses.

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 residential uses 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 such signs shall be 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 in the Town Center Edge.

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, 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 two classifications for the general development pattern: ***Town Center Core and the 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 Edge. The Town Center Edge addresses the majority of the Town Center District land area. Town Center Edge 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 Edge will maintain emphasis on the pedestrian in balance with automobiles through a collection of multi-modal streets and bike and pedestrian corridors and trails.

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)

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.

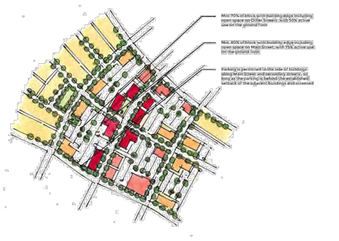
2. Main Street Streetscape in Town Center Core (See Streetscape by District)

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 Core and can be used toward outdoor dining areas, wider sidewalks, landscape areas, semi-private courtyards, stoops and/or similar. Door swings can occur in this zone.
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 Core limited to two full bay of parking.
5. A minimum of fifty percent (50%) of a block face in the Town Center Edge shall be building edge, such that, a maximum of fifty percent (50%) 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. Buildings within the Town Center Edge are required to have thirty percent (30%) of a building edge with ground floor active use.
7. Buildings within the Town Center Edge fronting a Street shall have a minimum of fifty percent (50%) transparency. Sixteen percent (16%) of the required transparency may be display windows or opaque glass.
8. Buildings within the Town Center Edge shall provide common residential building or multi-tenant Secondary Street Frontage spacing a maximum 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 Section 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.

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 Core and can be used toward outdoor dining areas, wider sidewalks, landscape areas, semi-private courtyards, stoops and/or similar features.
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 (60%) of a block face on a Secondary Street shall be building edge. A maximum of forty percent (40%) 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 (50%) 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 fifty percent (50%) transparency. Sixteen percent (16%) 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 entrance spacing a maximum 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-5C] 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.



Town Center Core Diagram

b. Town Center Edge:

1. **Overall Intent.** The Town Center Edge will be defined as the area between the Town Center Core 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 height treatment between more intense uses and adjacent lower intensity residential development. See Section VII.

2. Setbacks and Streetscape (See Streetscape by District table)

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 Edge and can be used toward outdoor dining areas, wider sidewalks, landscape areas, semi-private courtyards, stoops and/or similar. Door swings can occur in this zone.
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 (50%) of a block face in the Town Center Edge shall be building edge, such that, a maximum of fifty percent (50%) 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. Buildings within the Town Center Edge are required to have thirty percent (30%) of a building edge with ground floor active use.
7. Buildings within the Town Center Edge fronting a Street shall have a minimum of fifty percent (50%) transparency. Sixteen percent (16%) of the required transparency may be display windows or opaque glass.
8. Buildings within the Town Center Edge shall provide common residential building or multi-tenant Secondary Street Frontage spacing a maximum 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 Section 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-5C] 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

a. 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 Edge, and with a sensitivity to the transition to the areas adjacent to the Residential District and nearby existing single family detached development.

b. Height

1. 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 Town Center District, except buildings located along in the Town Center Edge shall be limited to a height of 95' and when adjacent to single family detached residential uses as described in 2. below.

2. 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 Edge: Open space in the Town Center Edge 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. Portions of areas closest to the Residential District will have open space that is 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 Greenway. Portions of Beaver Dam Creek that are located within the District are more particularly shown on [Sheet RZ-4A]. Certain portions of Beaver Dam Creek as generally depicted on [Sheet RZ-4A] identify areas of Beaver Dam Creek that Petitioner intends to become part of the "Beaver Dam Creek Greenway" in accordance with the provisions of Section IV.e. of the General Development Standards set forth on [Sheet RZ-13].

c. Beaver Dam Creek Greenway Trails. [Sheet RZ-4A] generally depicts an illustrative location of a primary greenway trail to be located with portions of the contemplated Beaver Dam Creek Greenway areas in accordance with the provisions of Section IV.e. of the General Development Standards set forth on [Sheet RZ-13].

d. Secondary Trails Outside of Greenway Areas. Petitioner shall install secondary trails within the Site but outside of the portions of the Beaver Dam Creek Greenway areas

referenced above in accordance with the following provisions of Section IV.e. of the General Development Standards set forth on [Sheet RZ-13].

e. Open Space/Tree Save. Open space and tree save areas within this District will meet or exceed Ordinance requirements and shall otherwise comply with the Environmental Vision Plan provisions of this Rezoning Plan which provides that a minimum of thirty percent (30%) of this District will be retained as open space (including portions of the District developed as parks and greenway areas) as generally depicted on [Sheet RZ-9A], measured at the time of completion of seventy-five percent (75%) of the development within the District. The location of open space and tree save areas as generally depicted may be adjusted during the design development stages as long as the percentage commitment is met.

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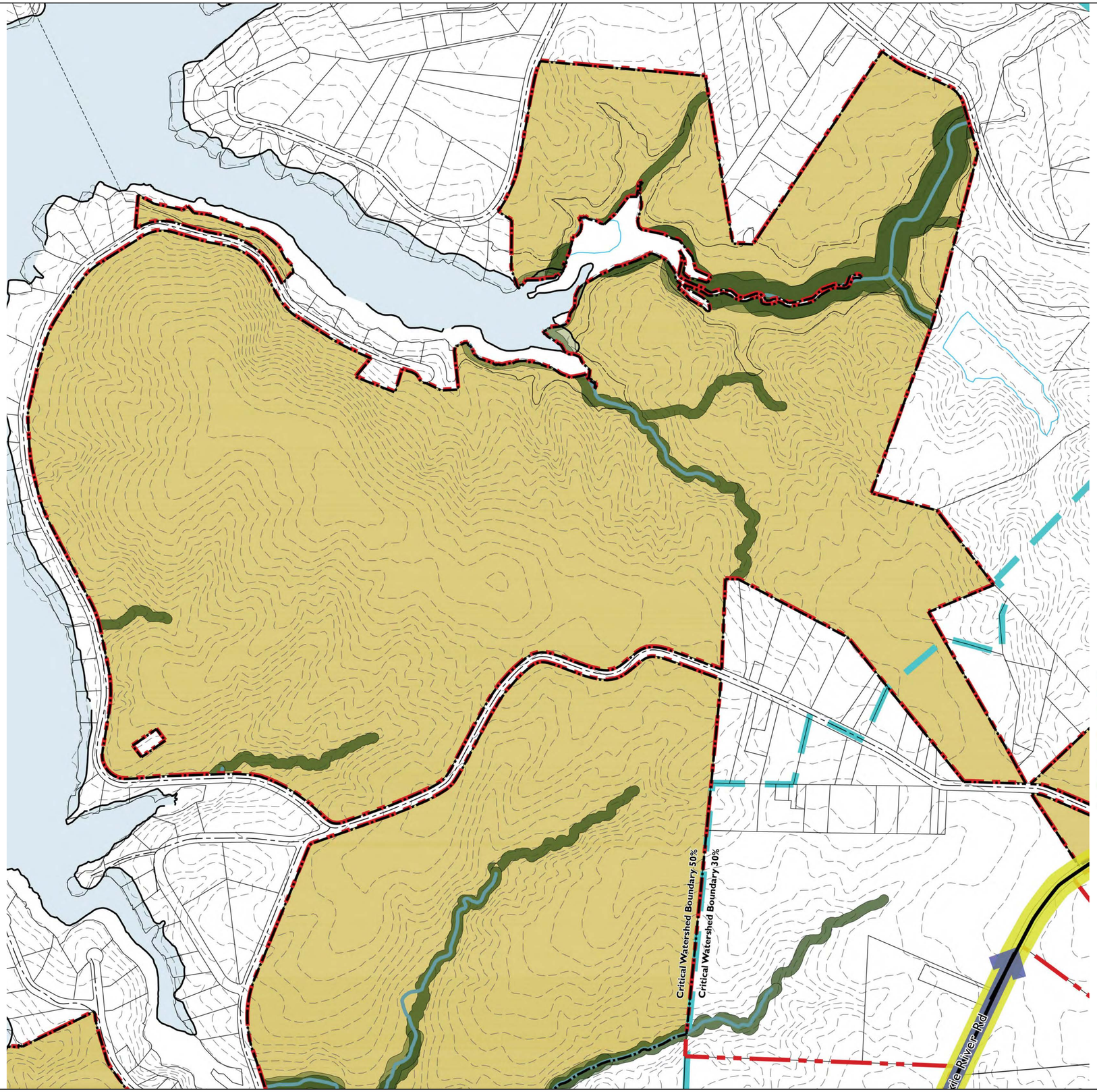
CRESCENT COMMUNITIES
LINCOLN HARRIS

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

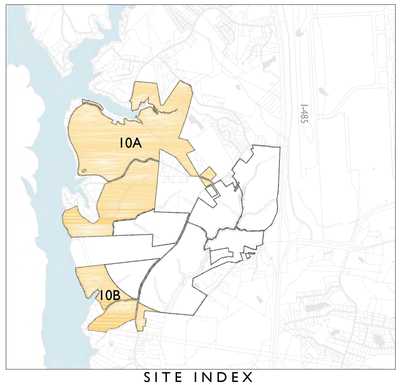
REVISIONS:

DATE: 07.25.16
DESIGNED BY: LJR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: NTS
PROJECT #: 101342

SHEET #:
RZ-9B



RESIDENTIAL DISTRICT



SITE INDEX

DEVELOPMENT PROGRAM:

Total Acreage: 702.72 acres

Detached Single Family: 1700 lots
Multi-Family / Attached Single Family: 300 units
Retail: 75,000 sf
200 unit CRCC (Continuing Care Retirement Center)
*School site
*Waterfront use

- District Boundary
- Major Thoroughfare (as identified by USDG Standards - Avenue, Boulevard or Parkway)
- Minor Thoroughfare (as identified by USDG Standards - Main Street or Avenue)
- Future West Boulevard Multi Modal Corridor (pedestrian and bicycle facility with potential for transit)
- Beaver Dam Creek Greenway Trail (exact location TBD)
- Required Buffer Zone (refer to RZ-4B for buffer width requirements and commitments)
- Dixie River Overland Trail (east or west of Dixie River Road, TBD)
- Buildable Area
- 50' Buffer when adjacent to existing residential
- 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 (not part of SWIM or PCCO buffers) location will be determined at time of improvements so long as minimum requirement is met.

* There is the ability to finalize the Overland Trail and Beaver Dam Creek Greenway Trail locations as development occurs. Refer to RZ-4C for trail and greenway commitments.

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

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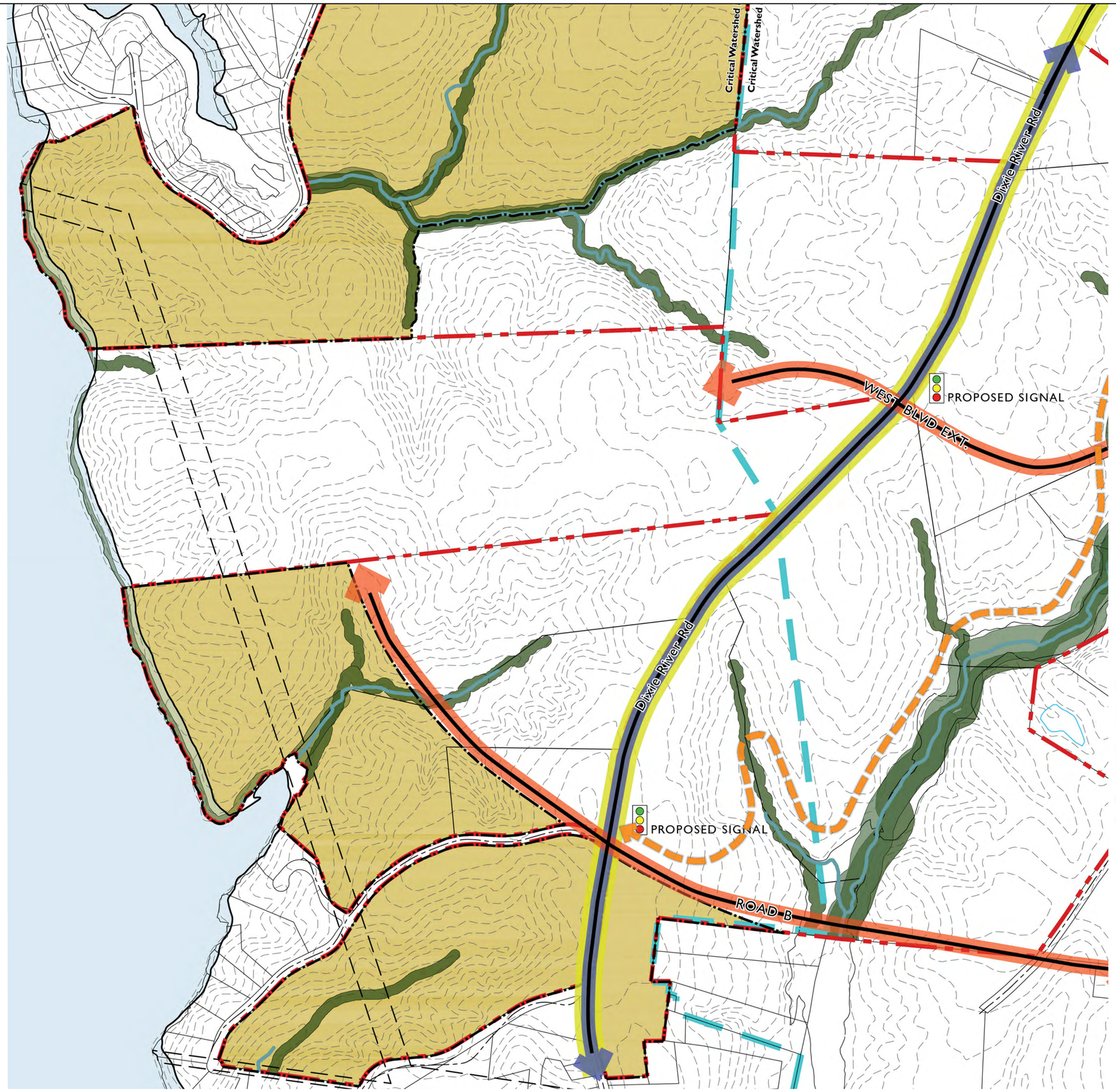
CRESCENT COMMUNITIES
LINCOLN HARRIS

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

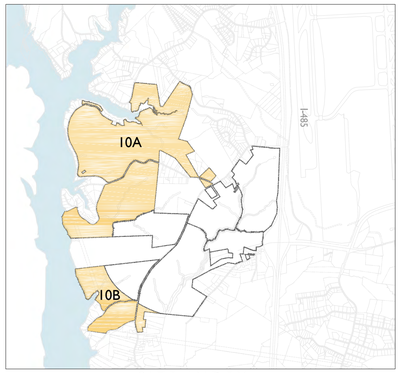
REVISIONS:

DATE: 07.25.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=300'-0"
PROJECT #: 1014342

SHEET #:
RZ-10A



RESIDENTIAL DISTRICT



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- 50' Buffer when adjacent to existing residential
- 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 (not part of SWIM or PCCO buffers) location will be determined at time of improvements so long as minimum requirement is met.

* There is the ability to finalize the Overland Trail and Beaver Dam Creek Greenway locations as development occurs. Refer to RZ-4C for trail and greenway commitments.

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

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CRESCENT COMMUNITIES
LINCOLN HARRIS

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

REVISIONS:

DATE: 07.25.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: MRC
Q.C. BY: CMG
SCALE: 1"=400'-0"
PROJECT #: 1014342

SHEET #:
RZ-10B

RESIDENTIAL DISTRICT – UPDATED 7/24/16

DEVELOPMENT STANDARDS (see additional General Development Standards on Sheet RZ-13A-13B)

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 reserves the right to seek Innovative Provisions or 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' with the ability to increase height as measured and permitted by 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 six (6) feet.

VIII. RESIDENTIAL 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 Residential 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. Secondary Trails Outside of Greenway Areas. Petitioner shall install secondary trails within the Site but outside of the portions of the Beaver Dam Creek Greenway areas referenced above in accordance with the following provisions of Section IV.e. of the General Development Standards set forth on [Sheet RZ-13].

c. Open Space/Tree Save. Open space and tree save areas within this District will meet or exceed Ordinance requirements and shall otherwise comply with the Environmental Vision Plan provisions of this Rezoning Plan which provides that a minimum of forty percent (40%) of this District, or the amount required by the watershed basin (whichever is greater), will be retained as open space (including portions of the District developed as parks and greenway areas) as generally depicted on [Sheet RZ-6A], measured at the time of completion of seventy-five percent (75%) of the development within the District. The location of open space and tree save areas as generally depicted may be adjusted during the design development stages as long as the percentage commitment is met.

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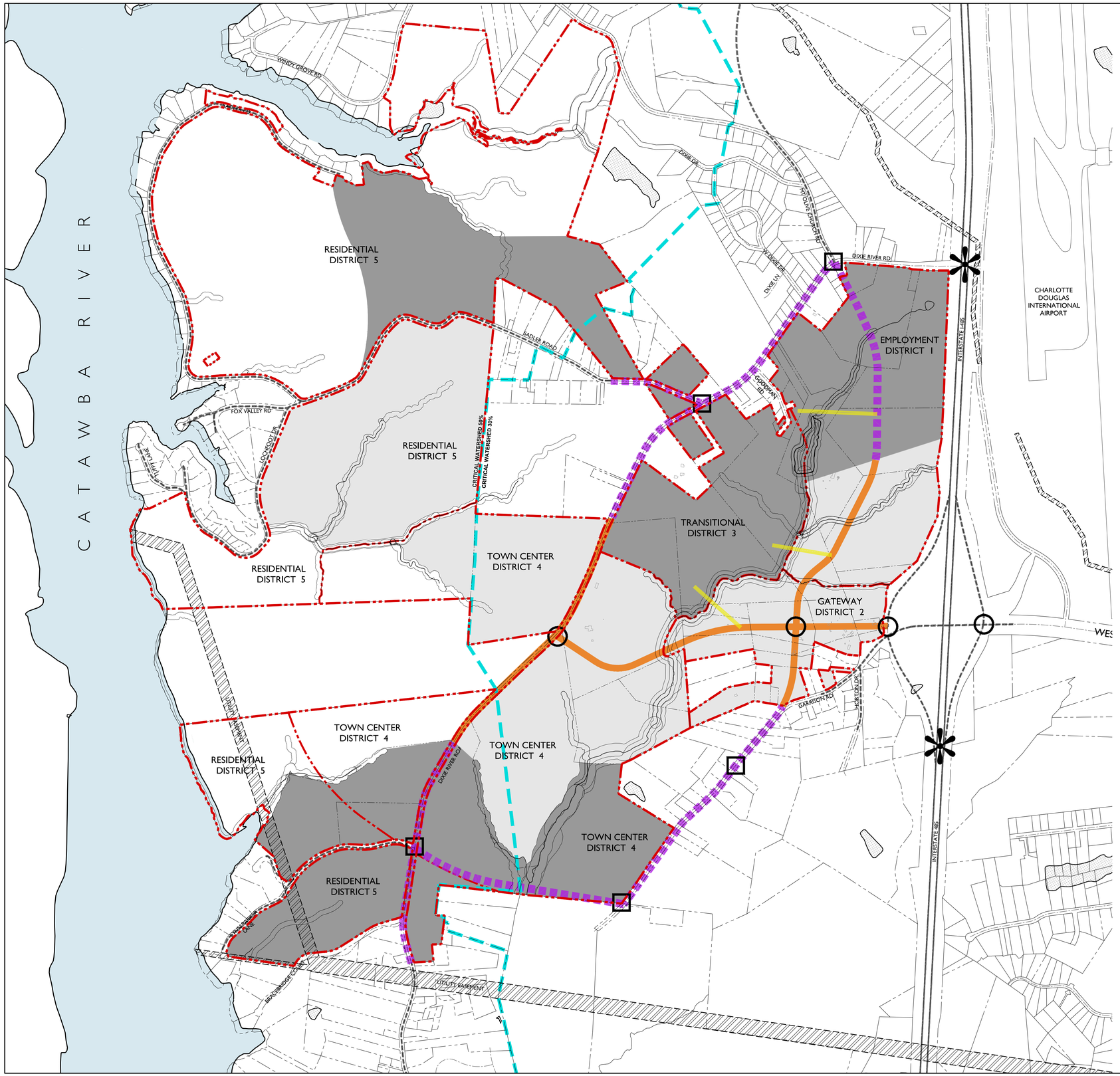
CRESCENT COMMUNITIES
LINCOLN HARRIS

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

REVISIONS:

DATE: 07.25.16
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
- PHASE 2 POTENTIAL CONNECTIONS FOR INCREASED INTERSTATE CONNECTIVITY
- 2 OF 3 POTENTIAL BEAVERDAM CREEK CROSSING LOCATIONS TO BE COMPLETED AT COMPLETION OF PHASE 2

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

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LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

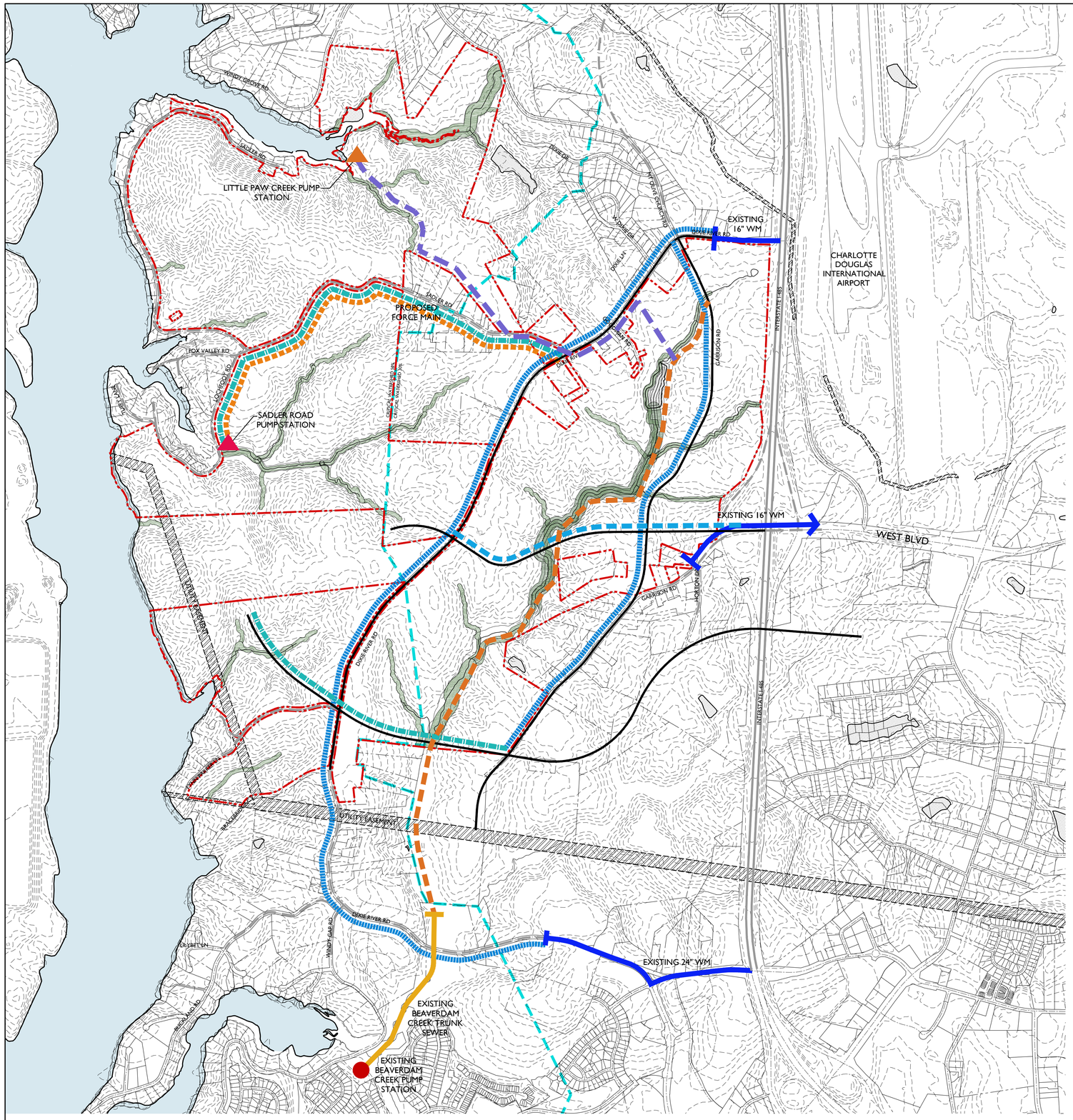
CRESCENT COMMUNITIES
LINCOLN HARRIS

RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA
PHASES 1 + 2 DEV. AREAS / ROADWAY NETWORK

REVISIONS:

DATE: 07.25.16
DESIGNED BY: LER
DRAWN BY: LER
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=600'-0"
PROJECT #: 1014342

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"

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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: 07.25.16
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
July 20, 2016

Site Development Data – Master Plan Site:

--**Acreage:** ± 1,380 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 RZ-1 - Cover Sheet & Vision Statement;
2. Sheet RZ-2A & 2B - the Technical Data Sheet identifying the Districts making up the Master Plan Site and Development Levels
3. Sheet RZ-3 – Sheet Index & Description of Rezoning Sheets providing an outline of this Rezoning Plan
4. Sheet RZ-4A, 4B and 4C- Environmental Vision Plan & Notes describing approach to environmental matters and Stream Buffer Plan
5. Sheet RZ-5A, 5B and 5C - Illustrative Road 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 Areas
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 – 15B - 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 or creeks serve as a boundary for such Districts. Any such minor changes shall be requested through an administrative amendment per Section 6.207 of the Ordinance. 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 process.

d. Graphics and Alterations/Modifications/Planning Director Authority.

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, Petitioner, or owner of the applicable parcel in question, shall then follow the administrative amendment process per Section 6.207 of the Ordinance or seek a site plan amendment or rezoning; in each instance, however, subject to the Petitioner's appeal rights set forth in the Ordinance.

4. In addition to the foregoing, it is acknowledged that the Rezoning Plan contains design guidelines/standards that in their application to the development taking place could result in interpretation questions or requests for alterations to the application of such design guidelines/standards that are appropriate without resulting in a material deviation from the applicable design intent. These design guidelines/standards include those set forth in (i) Section VI of these General Development Standards including without limitation "Building Orientation/Street Frontage" and "Additional Architectural Standards", (ii) Section VI of the District Development Standards for the Employment, Gateway, Transitional, Town Center and 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. Accordingly, as an *Optional Provision*, the Planning Director shall have the broad discretion to address the application of such design guidelines/standards to development taking place within the MUDD-O Districts that result in interpretation questions or requests for alterations to such application that the Planning Director believes are reasonable and the public interest in light of the overall objectives and design intent set forth in the Rezoning Plan.

5. 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."

e. 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 and an unlimited number of buildings and structures may be allowed.

f. 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 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.

g. 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.

h. 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, the term gross floor area 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 within the Town Center Core portion of the Town Center District, when the abutting sidewalk width is greater than ten (10) 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 more particularly set forth in the applicable of the tables and information on Sheet RZ-5A-B.

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 density 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, except for the Town Center Core portion of the Town Center, 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 any of the detached signs allowed by the Ordinance or these Optional Provisions to be placed within the setback when building and/or parking setback is a minimum of 35' provided that the sign shall be a minimum 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.

a. MX-2 Innovative Development Standards for Residential District. The Petitioner reserves the right to seek Innovative Provisions or other innovative development standards in the future pursuant to the applicable process set forth in the Ordinance.

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"), a sample copy of the same being set forth as a Table on Sheet RZ-2B, filed on no less than a calendar year basis and within 10 business days of the issuance, as applicable of MUDD urban review approval, building permit or certificate of occupancy for specific 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, which: (i) for the MUDD-O Districts have received MUDD approvals and (ii) for the MX District have received subdivision approval, planned multi-family approval or for which building permits (respecting commercials uses) have been issued (in connection with such approval requests the amount of then Current Development Levels shall also include the development requested by such approval;

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 Planning Department shall not be responsible for updating the Entitlement Summary. Any failure of a Recording Party to keep the Entitlement Summary up to date may adversely affect development levels and rights as well as the timing when at odds with the actual approved entitlements. As indicated above, the Entitlement Summary shall be updated as development received the MUDD-O approvals, subdivision approvals, planned multi-family approvals and building permits, as applicable.

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 III.

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 and related Chart 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 and related Chart 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 and related Chart described above.

f. Transfers of Development Level/Entitlement Among the MUDD-O Districts. (see Sheet RZ-2B) 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 or rezoning.

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 or rezoning.

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 or rezoning.

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 and related Chart 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 or rezoning.

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 or rezoning.

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 and related Chart described above.

h. Written Requests & Records for Conversions & Transfers; Administrative Amendments. Prior to any conversions of entitlement pursuant to subsections c., d. and e. above and prior to any transfers of development levels/entitlement pursuant to subsections f. and g. 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. Petitioner Commitments to Infrastructure & Civic Uses/Services Generally. To promote public and private cooperation in support of public purposes sought by the CIP for the Airport/West Corridor and the Dixie-Berryhill Plan and the Airport planning initiatives, 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:

1. Undertake certain **roadway improvements** associated with development of the Master Plan Site (**subsection b. below**);

2. Work with Charlotte Water regarding **extension of water and sewer service** to the Master Plan Site (**subsection c. below**);

3. Work with Charlotte Mecklenburg Schools regarding **public school capacity needs** for the identification of land for a school site within the Master Plan Site (**subsection d. below**);
4. Work with Mecklenburg County Parks & Recreation to identify park sites, dedicate Beaver Dam Creek greenway areas and other commitments (**see subsection e. below**); and

5. 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 f. below**).

It is contemplated that the commitments of Petitioner and work of local governmental entities/departments, including possible funding aspects will be documented in a Memorandum of Understanding or Memoranda of Understandings ("MOU").

b. 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-6A, 7A, 8A, 9A, 10A-B] 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. **Transportation Analysis Methodology & Framework, Phase I Development & Roadway Improvements Generally.** Reference is made to Section V. below for provisions (i) addressing transportation analysis methodology & framework for the Master Planned Site, (ii) certain development levels for that portion of the Master Plan Site generally depicted on [Sheet RZ-11] thereon as the "Phase I Development" as well as certain roadway improvements associated with the Phase I Development (the "Phase I Roadway Improvements") as 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 (iii) certain other roadway improvements matters generally.

c. Utility Infrastructure Extensions. Utility installations will take place over time as private development occurs and as warranted and supported by Charlotte Water and the Petitioner. 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 and other Phases of the Master Planned Site. 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 Development may constitute an impediment on the level of such development that can take place.

d. Public Schools Support. Petitioner recognizes the importance of school capacity and related aspects. As such, to help address the most pressing anticipated school needs, the Petitioner has identified two (2) areas within the Residential-MX District portion of River District from which two (2) approximately 15 to 25 acre parcels will be reserved school sites. Petitioner commits to work with CMS to further refine the locations of the above referenced school sites and shall reserve the school sites for a period of 10 years from approval of the Rezoning Plan to allow CMS to obtain or set aside applicable funding for acquisition of the school site(s).

e. Parks & Recreation Facilities. The Petitioner recognizes that transformative communities with exceptional livability are benefited by quality public parks and recreation facilities. Accordingly the Petitioner provides the following commitments in connection with park and recreation facilities, open space and greenways:

1. **Reservation of Park Sites.** To help support public park uses and services, the Petitioner will identified two (2) general areas, one within the Residential District portion of River District and one within the Employment/Transition/Gateway Districts, from which parcels/land aggregating ±10 acres will be reserved for neighborhood park land and facilities. The park facilities areas will be within the designated Districts and may be divided into smaller parcels of no less than 2 acres, and if requested by Parks & Rec one such parcel shall contain at least 5 acres, but all together aggregating 10 acres for each of the two (2) areas. These neighborhood park sites will have reasonable vehicular and pedestrian access to and will be in close proximity of the developed portions of the Master Planned Site as the applicable Districts are built out over time. Petitioner commits to reserve the park sites for a period of 7 years from approval of the Rezoning Plan to allow Park & Rec to obtain or set aside applicable funding for acquisition of the park sites.

2. **Dedication of Beaver Dam Creek Greenway**. [Sheet RZ-4A] sets forth the proposed location of the Beaver Dam Creek greenway areas. Petitioner will work with Park & Rec to finalize the greenway areas locations in a manner reasonably consistent with development plans for the Master Planned Site. Greenway trails with a width of 12 feet shall be located within the Beaver Dam Creek greenway areas with the cost of such installation being borne by Park & Rec. The Beaver Dam Creek greenway land dedication will take place without compensation for land value prior to the last certificate of occupancy for Phase I Development, subject to Park & Rec's commitment to bear the cost of the greenway improvements and otherwise cooperate in a manner so that development plans for the Master Planned Site are not delayed.

3. **Overland Trail Location.** [Sheet RZ-4A] sets forth the proposed location of the planned "Overland Trail" along Dixie River Road, which is contemplated by the County Greenway Master Plan Update as well as a linear park to be installed by Petitioners within the extension of West Boulevard (subject to CDOT and NCDOT approval). . Petitioner agrees to include the proposed Overland Trail and West Boulevard linear park within the Master Planned Site and such trail and linear park shall be installed as associated roadway segments and adjacent development occur. It is noted, however, that the Overland Trail and the linear park could be adjusted over the life of the Master Planned Site to accommodate potential long range transit plans for the area.

f. Workforce Housing. The Petitioner recognizes that transformative communities with exceptional livability are benefitted by a variety of housing opportunities 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:

1. **Phase I Workforce Housing Commitment**. 85 workforce housing residential rental units (the "Phase I Workforce Housing Commitment") will be provided prior to the issuance of certificates of occupancy for greater than 850 residential dwelling units as part of the residential development plan sought for approval in Phase I Development. The Phase I Workforce Housing Commitment will be subject to and based on approval by applicable governmental entities of an appropriate tax credit housing grants pursuant to North Carolina Housing Finance Agency, other possible public funding support in the form of tax increment grants and/or other such workforce housing funding vehicles ("Tax Credit/Housing Support Vehicles") associated with such commitment. The Phase I Workforce Housing Commitment will provide that the 85 designated workforce housing 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. Petitioner, or their assigns, including without limitation experienced providers of workforce housing, will use 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)).

2. **Additional Phases Workforce Housing**. Petitioner, or their assigns, including without limitation experienced providers of workforce housing, will use diligent good faith efforts to support implementation of a Workforce Housing Strategy in connection with future phases. It is understood that the menu of options available to Petitioner, or assigns, in future phases for addressing the workforce housing framework shall remain available to the parties including without limitation the Tax Credit/Housing Support Vehicle(s).

V. Transportation/Roadway Improvements & Implementation.

a. **Transportation Methodology & Framework.** The overall transportation methodology framework for the transportation/roadway improvements associated with the Master Planned Site will include specific and/or outlined roadway improvements by phase and/or District and will provide a technical approach to determine mitigation for those phases/sub-phases over the life of the Master Planned Site. The general outline of this phased mitigation approach is as follows:

1. **Multiple Phases.** The transportation improvements required for the Master Planned Site will be accomplished in multiple phases, the entitlements for which are described in on [Sheet RZ-2B].

2. **Phase I Improvements Generally.** Roadway improvements associated with Phase I Development (e.g. the "Phase I Improvements) and to be installed by Petitioners are set forth in detailed in Section V.b. below.

3. **Sub-phasing of Phase I Improvements.** Sub-phasing of Phase I Improvements by Development District as noted in Section V.b. will be allowed with appropriate technical analysis as determined by CDOT (and NCDOT as necessary) in the form of Traffic Impact Analysis (TIA) or Transportation Technical Memorandum (TTM).

4. **Phase II Improvements Generally.** Roadway improvements associated with Phase II Development shall be determined by Development District and as part of appropriate technical analysis as determined by CDOT (and NCDOT as necessary) in the form of Traffic Impact Analysis (TIA) or Transportation Technical Memorandum (TTM). It is acknowledged that current assessments suggest that the development of the entire amount of development levels associated with Phase II Development will require additional freeway access at a location(s) and in a configuration(s) that will be unknown or not sufficiently developed per appropriate TIA measures at the time of approval of the Rezoning Plan. Accordingly, it is anticipated that local, state, and federal approvals for the required I-485 interchange improvements to be determined in the future must be completed prior to commencing development beyond the full amount of the Phase I Development (e.g. prior to beginning Phase II Development, sales transactions associated with such Phase II Development are evaluated pursuant to applicable TIA and related traffic assessments and reasonably approved in connection with such information by CDOT (and NCDOT, as applicable).

5. **Sub-phasing of Phase II Improvements**. Sub-phasing of Phase II Improvements will follow the same general description by Development District and will be allowed with appropriate technical analysis as determined by CDOT (and NCDOT as necessary) in the form of TIA or TTM prior to all interchange approvals. As indicated, it is understand that technical traffic study re-evaluation will require the analysis of the I-485 and West Boulevard interchanges to determine available capacity or options to add additional capacity, but if such analysis supports certain sub-phases, as reasonably determined by CDOT (and NCDOT as necessary), may take place.

6. **Later Phase Improvements**. Roadway improvements associated with phases of development beyond the Phase I Development and Phase II Development shall be determined by Development District and as part of appropriate technical analysis as

determined by CDOT (and NCDOT as necessary) in the form of Traffic Impact Analysis (TIA) or Transportation Technical Memorandum (TTM)

7. **Completion of Improvements Prior to Certificates of Occupancy.** All improvements for each major phase are required to be completed prior to the issuance of the first certificate of occupancy for each phase, or in connection with such sub-phase approved by CDOT as may be requested by the Petitioner of the City submitted with accompanying technical (TIA/TTM) information that allow for sub-phasing (as noted above) in order to proportionally allocate the improvements and entitlements within each such phase.

8. **Regional Modeling**. It is acknowledged that development beyond the Phase I Development (e.g. Phase II Development) and associated with Phase I Improvements referenced above are subject of regional modeling analysis being completed by the Petitioner in conjunction with the City. The general improvements for Phase II and beyond Phase II will be confirmed in writing with CDOT and/or the Development Standards will be modified per an Administrative Amendment upon the conclusion of this regional analysis.

9. **Public/Private Funding; Design/Alternative Improvements.** Some improvements may be completed by or in partnership with public funds. As project planning occurs for these improvements, design variations in designated roadway improvements and/or alternative roadway improvements may occur from what is described in the Rezoning Plan with the reasonable consent of CDOT based upon appropriate technical analysis as described herein

10. **CRTPO Review.** It is acknowledged that currently the Charlotte Regional Transportation Planning Organization (CRTPO) must approve any required changes to the adopted Thoroughfare Plan or Comprehensive Transportation Plan, as applicable.

11. **References to Petitioner; Responsibility for Improvements; Communication.** It is acknowledged that individual developers or owners will cause individual portions of the Master Planned Site to be developed pursuant to this Rezoning Plan. This may include the Petitioner but in many instances such development will not include the Petitioner. So references in the Rezoning Plan, including this Section V, to commitments of the Petitioner may be implemented or executed with such Phase I Development by other developers or owners and not the Petitioner, but the applicable requirements such as required roadway improvements associated with various phases or sub-phased of development must be satisfied prior to issuance of the applicable certificates of occupancy associated with such development regardless of which party is involved in such development. Petitioner and such individual developers/owners shall provide such communication and approvals to the improvements to be done as CDOT shall reasonably request so as to properly track the roadway improvements and associated development

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. West Blvd./West Blvd. Extension & I-485 Outer Loop Ramps (recommended signalization)

- 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.
- Extend the existing southbound right turn lane from 140 feet to 400 feet of storage.
- Construct a southbound left turn lane with 400 feet of storage.
- Construct a second 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. West Blvd. Extension & Realigned Garrison Road/Garrison Road Extension (recommended signalization)

- 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. Realigned Dixie River Road & West Blvd. Extension (unsignalized)

- 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. Transportation Methodology Framework for Phases and Sub-Phases. In addition to the methodology and framework set forth in Section V. a. above, the transportation assessments for 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), Transportation Technical Memorandums (TTMs) and/or Interchange Access Reports (IAR's) and may include the following steps associated with the CDOT and NCDOT review and approval of these documents:

- 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.

c. 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).

d. 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 assist Petitioner 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.

e. 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, subject to a decision by such parties that such condemnation is not appropriate due to the size and scale of the condemnation unduly interfering with a larger impact area that desirable. In the event such efforts for condemnation take place, 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.

f. Alternative Improvements; Design Changes . The above referenced Phase I Improvements and other roadway improvements to be deemed necessary as described herein 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 other future roadway improvements. In addition, as indicated in Section V.a. above, certain design changes or alternative roadway improvements may make sense under future circumstances. Accordingly, it understood that some transportation/roadway improvements may be altered with alternate improvements, design changes 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) based on upon comparable transportation network benefits to the improvements contemplated by this Rezoning Plan or other appropriate circumstances. The above-referenced adjustments or design changes 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.

g. 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. Design Guidelines & Conditions Governing Site Elements Contained in Districts. 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). BUILDING ORIENTATION/STREET FRONTAGE APPLICABLE TO ALL MUDD-O DISTRICTS

***[EDITORIAL NOTE OF INTEREST**: 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 related 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 private 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 view at grade from 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 in all districts.

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: ***[EDITORIAL NOTE OF INTEREST**: 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.
iii. No more than 2 drive thrus per block face are permitted and the drive thrus may not be located adjacent to each other on the same block unless they share central parking facilities.

(B) ARCHITECTURAL STANDARDS APPLICABLE TO ALL MUDD-O DISTRICTS

***[EDITORIAL NOTE OF INTEREST**: 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, with a minimum installed height of 1/2 the height of the first story', 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. Loading docks, truck doors and service areas shall be screened, with landscaping, screen walls or other architectural features, 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 habitable living areas) than the level of transparency provided for on upper stories;
- utilize horizontal and vertical variations in wall planes that are a minimum 8 inches in depth;

- change in building materials;
- display windows a minimum depth of 12"; and/or
- landscaping on non-network required streets or secondary street frontages.

e. Building entrances shall be at or slightly (1' or more) 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 per frontage should meet this provision.

4. Office buildings provided in the campus style format (cluster of buildings for one entity on a site that is 15 acres or greater) may have larger setbacks from public and private streets and may be oriented to common open spaces, greenways, I-485 and/or other buildings within the campus.

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. When outdoor living area is provided, individual residential unit entrances are required to be 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.

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, however shall be complimentary.

6. Canopy locations for fuel sales shall not be located between the building and the primary street frontage. Canopy materials shall be compatible to the primary structure.

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 first story of 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 except within the Town Center Core.

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 except in the Town Center Core where all levels facing a public street shall be screened with decorative louvers or glazing.

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.

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.

(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. Pedestrian scale lighting shall be installed curbside on the Town Center Core network required streets.

(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-4C].

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 or parcels 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 or parcels of the Master Plan Site, as applicable, and their respective heirs, devisees, personal representatives, successors in interest or assigns. These provisions are in addition to the provisions of Section V.a.11 of these General Development Standards.

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LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

CRESCENT COMMUNITIES
LINCOLN HARRIS

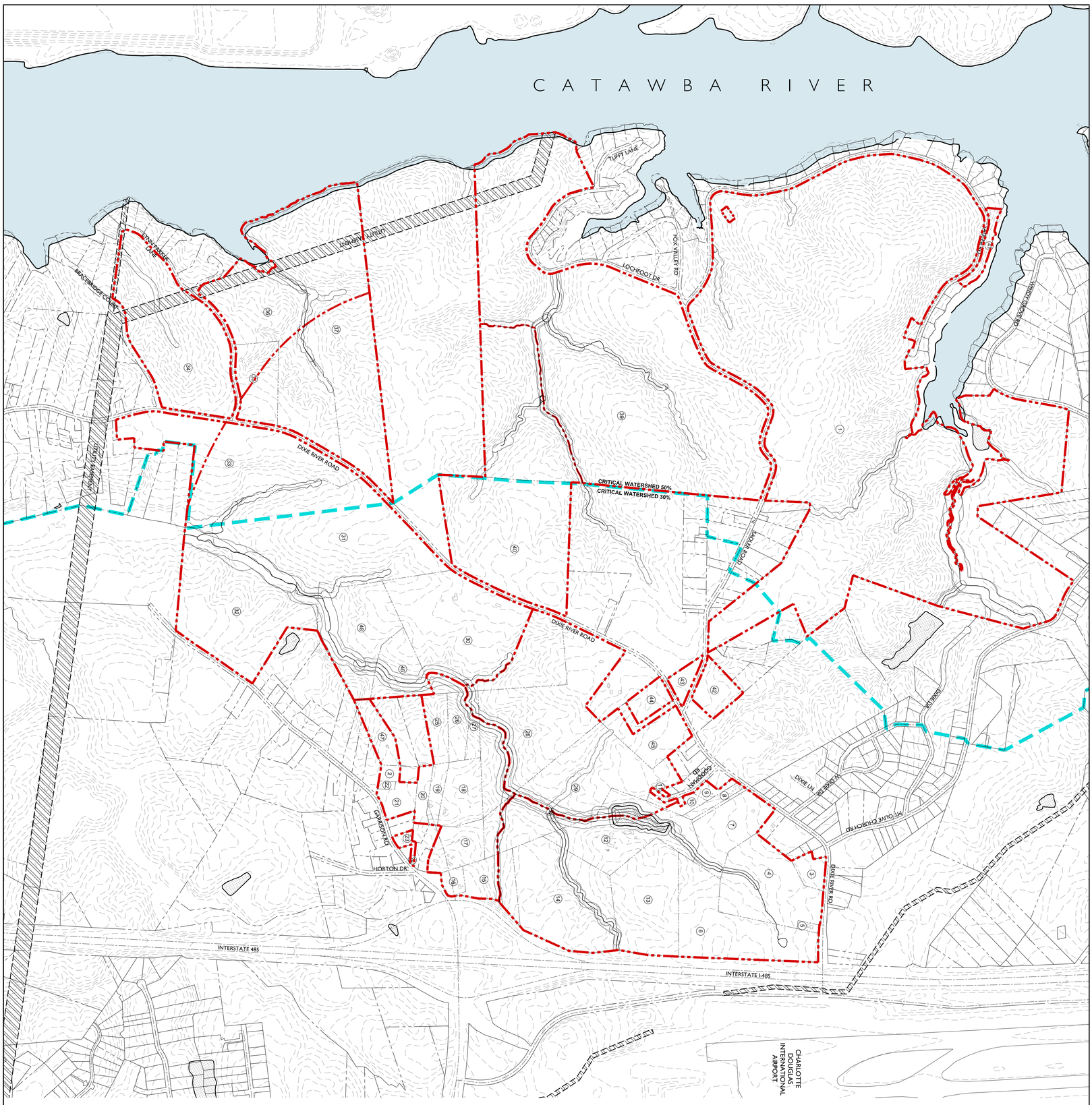
RIVER DISTRICT
REZONING PETITION NUMBER 2016-056
CHARLOTTE, NORTH CAROLINA

GENERAL DEVELOPMENT STANDARDS

REVISIONS:

DATE: 07.25.16
PROJ MGR BY: LER
DRAWN BY: LER
CHECKED BY: CMG
Q.C. BY: MRC
SCALE: 1"=300'-0"
PROJECT #: 014342

SHEET #:
RZ-13B



INTERNAL PARCELS

1. CLT PROPERTIES LLC
C/O PROPERTY TAX DEPT
TAX: 113-271-35
Size: 58.73 ac
R-5

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

3. AUBREY J JR ELAM
RODNEY J ELAM &
TAMARA MAZZUCCO
TAX: 141-131-12
33.33 ac
R-3

4. AUBREY J JR ELAM
RODNEY J ELAM &
TAMARA MAZZUCCO
TAX: 141-271-15
9.9 ac
R-3

5. ELAM GROUP
LLC (THE)
TAX: 141-271-13
0.58 ac
R-3

6. AUBREY J JR ELAM
RODNEY J ELAM
TAMARA MAZZUCCO
TAX: 141-271-12
2.02 ac
I-1

7. WAYNE P. COOPER
TAX: 141-271-22
R-3

8. WAYNE P. COOPER
TAX: 141-271-24
9.29 ac
R-3

9. WAYNE P. COOPER
TAX: 141-271-26
1.26 ac
R-3

10. WAYNE P. COOPER
TAX: 141-271-27
2.14 ac
R-3

11. WAYNE P. COOPER
TAX: 141-142-02
0.18 ac
R-3

12. WAYNE P. COOPER
TAX: 141-271-23
2.03 ac
R-3

13. WANA WRIGHT MANOR
MARGARET ALICE BROWN TEBLE
JULIA TAE BROWN DRAEGER
TAX: 141-13-24
23.27 ac
I-1

14. AUBREY J JR ELAM
RODNEY J ELAM
TAMARA MAZZUCCO
TAX: 141-131-22
33.33 ac
R-3

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

16. ITRA STEED ST JOHNS
BAPTIST CHURCH
TAX: 141-131-18
1.89 ac
I-1

17. CLT INTERNATIONAL LLC
TAX: 141-14-15
2.77 ac
R-3

18. A I CHARLOTTE
INVESTMENTS LLC
TAX: 141-14-01
8.82 ac
R-3

19. BUI SONG CHOE &
CHONG SUK CHOE
TAX: 141-14-02
2.76 ac
R-3

20. BUI SONG CHOE &
CHONG SUK CHOE
TAX: 141-14-03
2.97 ac
R-3

21. SR INVESTMENT
GROUP, LLC
TAX: 141-14-07
50.24 ac
R-3

22. MALI PROPERTIES INC.
TAX: 141-14-06
5.4 ac
R-3

23. DONG HUPY
YOUNG S KIM
TAX: 141-14-10
1.7 ac
R-3

24. CLT INTERNATIONAL LLC
TAX: 141-14-19
26.2 ac
R-3

25. GREGORY GRER
MAYDRE GRER
TAX: 141-14-06
4.95 ac
R-3

26. CHARLES M TORRENCE
141-14-07
1.4 ac
R-3

27. WANA L WILLIAMS
141-14-08
3.5 ac
R-3

28. AUBREY J ELAM
RODNEY J ELAM
TAMARA MAZZUCCO
TAX: 141-152-17
44.83 ac
R-3

29. WAYNE P. COOPER
141-152-01
38.55 ac
R-3

30. AUBREY J JR ELAM
RODNEY J ELAM
TAMARA MAZZUCCO
TAX: 141-14-09
37.83 ac
R-3

31. CAROLINA CENTRES LLC
C/O PROPERTY TAX DEPT
TAX: 141-281-02
R-5

32. CAROLINA CENTRES LLC
C/O PROPERTY TAX DEPT
TAX: 141-281-01
4.324 ac
R-5

33. CAROLINA CENTRES LLC
C/O PROPERTY TAX DEPT
TAX: 141-281-03
R-5

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

35. CAROLINA CENTRES LLC
C/O PROPERTY TAX DEPT
TAX: 113-291-04
11.47 ac
R-5

36. CAROLINA CENTRES LLC
C/O PROPERTY TAX DEPT
TAX: 113-291-07
38.62 ac
R-5

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

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

39. CAROLINA CENTRES LLC
C/O PROPERTY TAX DEPT
TAX: 113-281-42
R-5

40. PNC DEVWAR DEVELOPMENT
CORPORATION
TAX: 113-281-01
50.34 ac
R-3

41. CAROLINA CENTRES LLC
TAX: 113-271-04
24.6 ac
R-3

42. ALAN BUCH
TAX: 113-292-05
R-3

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

44. ALAN BUCH
TAX: 141-152-08
4.09 ac
R-3

45. ALAN BUCH
TAX: 141-152-07
9.91 ac
R-3

46. LEVIS CLARENCE GRER
TAX: 141-142-02
9.50 ac
R-3

47. CLARENCE H GRER
141-142-03
4.70 ac
R-3

48. JOHN M. NEEL
TAX: 141-142-01
2.17 ac
R-3

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

DATE: 07.25.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: CMG
SCALE: 1"=600'-0"
PROJECT #: 1014342

REVISIONS:

SHEET #:
RZ-14

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

INTERNAL PARCEL DATA

CRESCENT COMMUNITIES
LINCOLN HARRIS

NORTH CAROLINA LANDDESIGN, INC. CORPORATE SEAL

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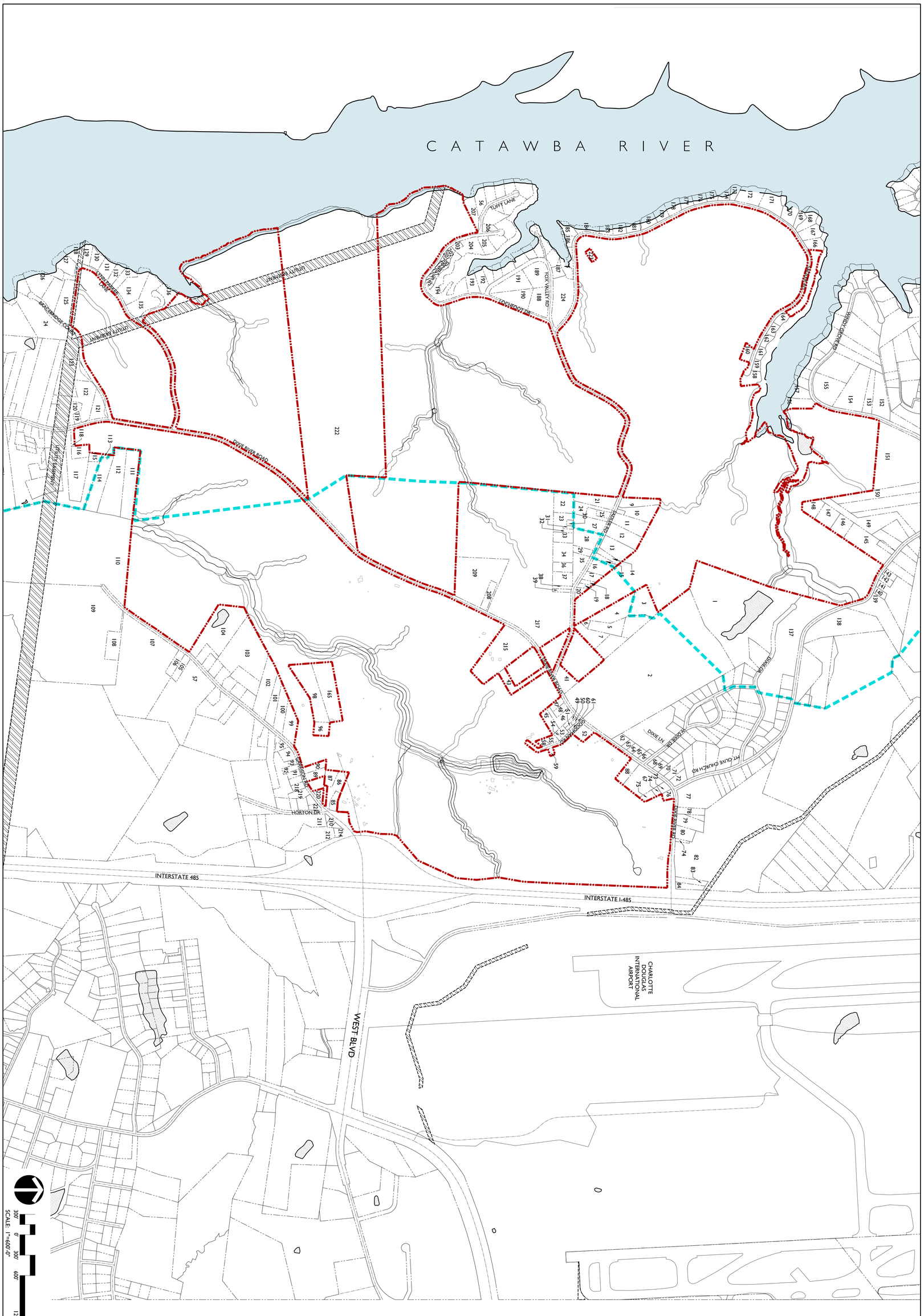

DATE: 07.25.16
DESIGNED BY: LR
DRAWN BY: LR
CHECKED BY: CMG
Q.C. BY: CMG
SCALE: 1"=600'-0"
PROJECT #: 1014342

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
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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, Harringstgor	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
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

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CRESCENT COMMUNITIES

LINCOLN HARRIS

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

ADJACENT PROPERTY OWNERS

REVISIONS:

DATE: 07.25.16
PROJECT MGR: LR
DRAWN BY: LB
CHECKED BY: CMG
Q.C. BY: CMG
SCALE: NTS
PROJECT #: 1014342

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