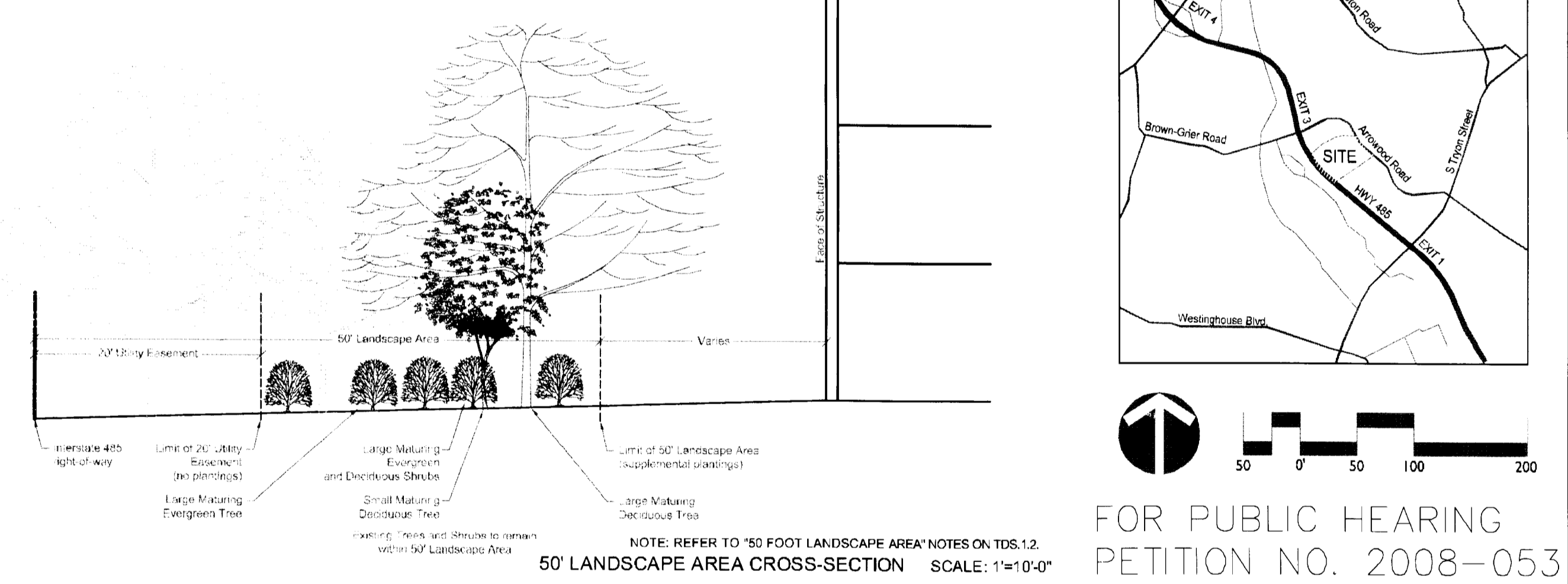
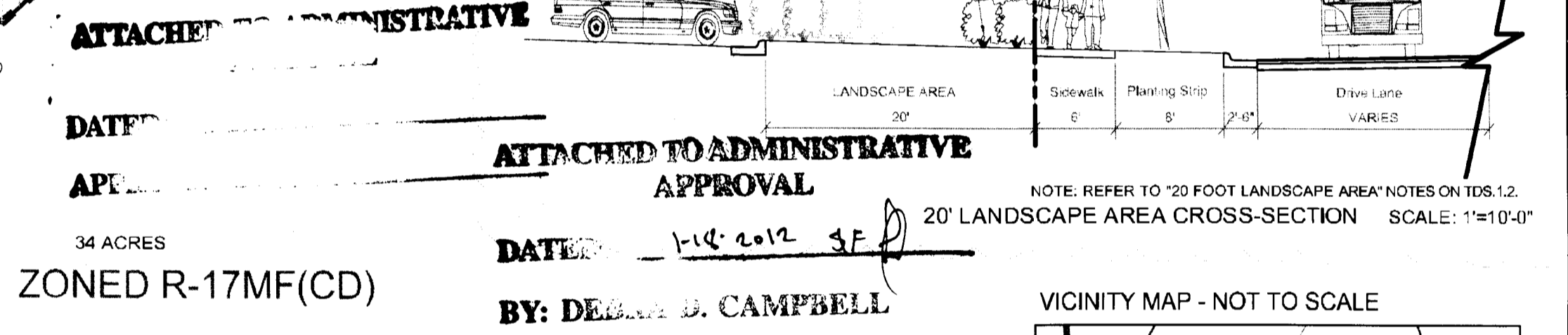
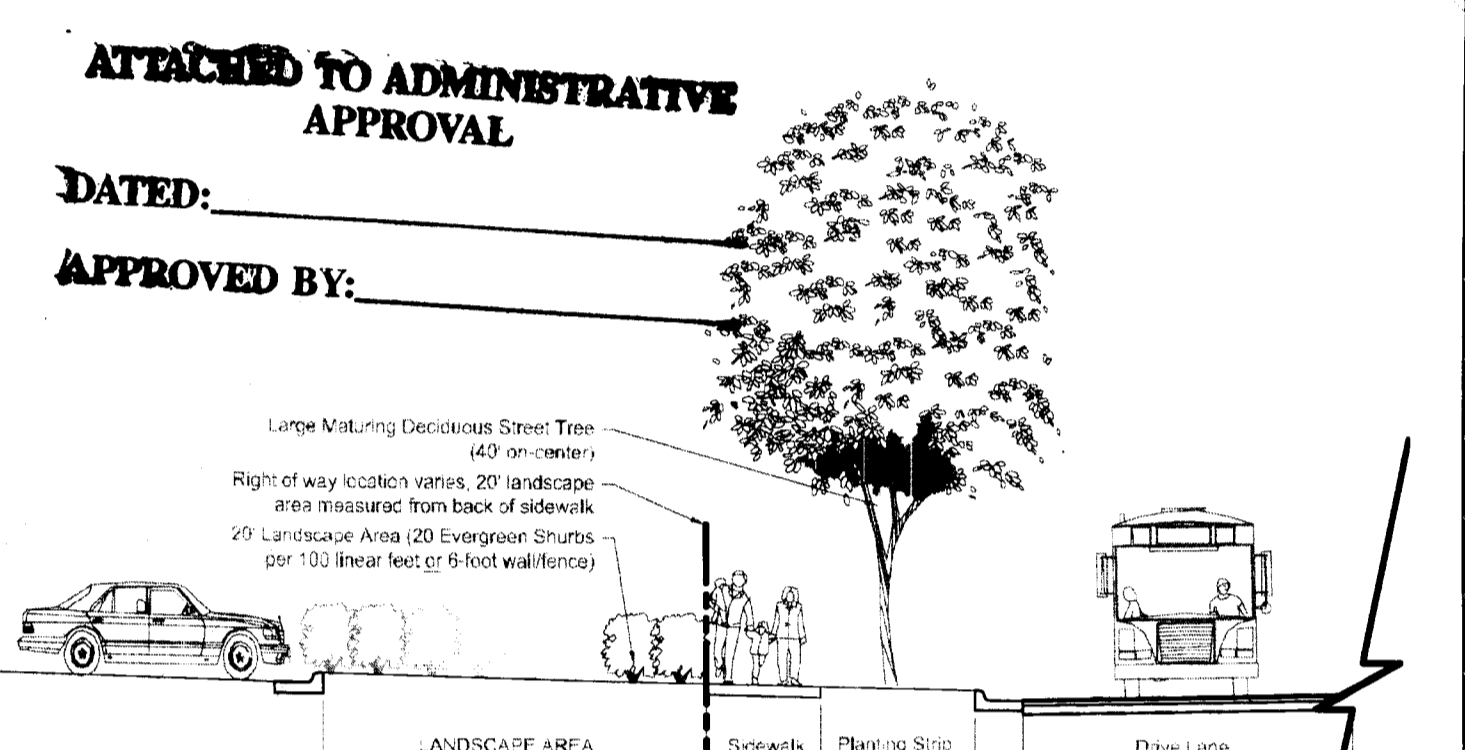


- SITE DEVELOPMENT SUMMARY:**
- 1) TAX PARCEL ID #: A PORTION OF 201-451-05
 - 2) DEVELOPMENT IS LOCATED WITHIN THE FOLLOWING DISTRICT(S): SOUTHWEST DISTRICT
 - 3) TOTAL SITE SF (ACREAGE): +/- 2,630,000 SF (60.3 AC)
 - 4) EXISTING ZONING & USES: CONDITIONAL BUSINESS PARK - BP(CD) - VACANT
 - 5) PROPOSED ZONING & PERMITTED USES: MIXED USE DEVELOPMENT DISTRICT (OPTIONAL) "MUDD-O" - OFFICE - MULTI-FAMILY - RETAIL
 - 6) DIMENSIONAL REQUIREMENTS: MINIMUM SETBACK REQUIREMENTS: 14 FEET FROM PROPOSED ROW
MINIMUM SIDE YARD REQUIREMENTS: 0 FEET
MINIMUM REAR YARD REQUIREMENTS: 0 FEET
MAXIMUM BUILDING HEIGHT REQUIREMENTS: SEE DEVELOPMENT STANDARDS FOR MAXIMUM BUILDING HEIGHT
 - 7a) PROPOSED OFFICE BUILDING SQUARE FOOTAGE: 1,800,000 SQFT
NOTE: REFER TO "PERMITTED USES" NOTE #2 ON TDS.1.2
 - 7b) PROPOSED FREE STANDING RETAIL SQUARE FOOTAGE: 40,000 SQFT MAXIMUM
 - 8) PROPOSED MULTI-FAMILY UNITS: 400 UNITS MAXIMUM @ +/- 1,500 SQFT/UNIT = 600,000 SQFT
MULTI-FAMILY AREA = 7.0 ACRES
 - 9a) REQUIRED URBAN OPEN SPACE: 24,400 SQFT MINIMUM
 - 9b) PROVIDED URBAN OPEN SPACE: 92,000 SQFT
 - 10) PROVIDED NATURAL AREA / TREE SAVE AREA: 6.8 ACRES (11.3% OF TOTAL PROJECT SITE)
- PARKING REQUIREMENTS:**
MINIMUM PARKING PER SECTION 9.8507 OF THE ORDINANCE
- GENERAL NOTES:**
PROPERTY BOUNDARY SURVEY PROVIDED BY: ESS ASSOCIATES, P.A.
10915 SOUTHERN LOOP BOULEVARD
PINEVILLE, NC 28134
704.583.4949
- ADJACENT PARCEL INFORMATION & TREE COVER PROVIDED BY: 2004 MECKLENBURG COUNTY DELD. DATA.
- SEE SHEET TDS.2.3 FOR AIRPORT OVERLAY PLAN
- LEGEND:**
PROJECT BOUNDARY: [Dashed Line]



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ADMINISTRATIVE APPROVAL REQUEST
NOVEMBER 11, 2011

WHITEHALL CORPORATE CENTER - PHASE II

TECHNICAL DATA SHEET

TDS.1.0

REVISIONS:

| DATE | BY | DESCRIPTION |
|----------|----------|--|
| 07/20/08 | CHK, AM | CONSENTS |
| 07/20/08 | HS | REVISIONS PER CITY COMMENTS |
| 02/20/09 | CHK, RLP | REVISIONS PER CITY COMMENTS |
| 02/20/09 | CHK, RLP | REVISIONS PER CITY COMMENTS |
| 11/17/11 | CHK, RLP | REVISIONS PER CITY COMMENTS |
| 11/17/11 | CHK, RLP | ADMINISTRATIVE APPROVAL REQUEST (BY DRG) |

DATE: CHK, AM
DRAWN BY: HS
CHECKED BY: CHK, RLP
SCALE: 1"=100'-0"
PROJECT #:
SHEET #:

Charlotte-Mecklenburg Planning Department

DATE: January 18, 2011

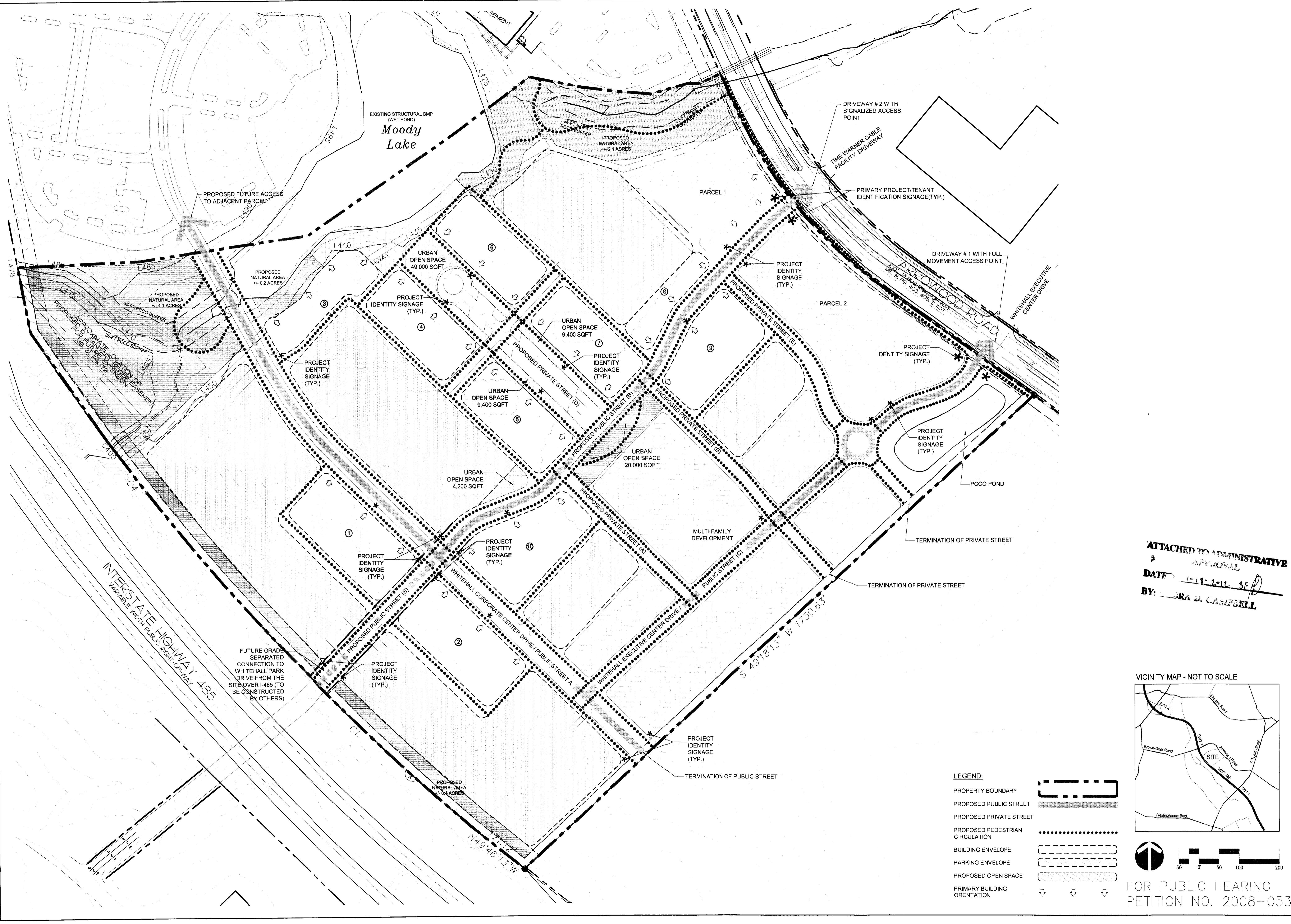
TO: Mark Fowler
Zoning Supervisor

FROM: Debra Campbell
Planning Director

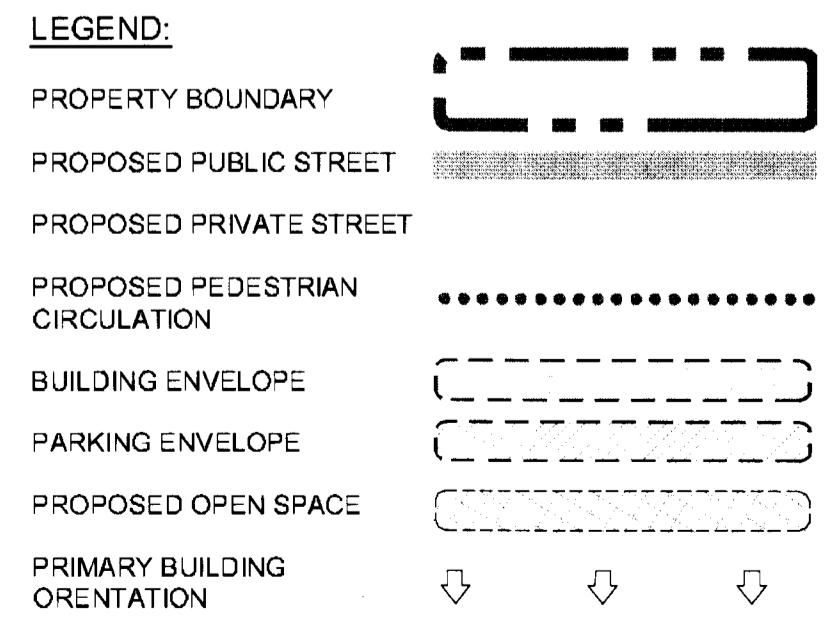
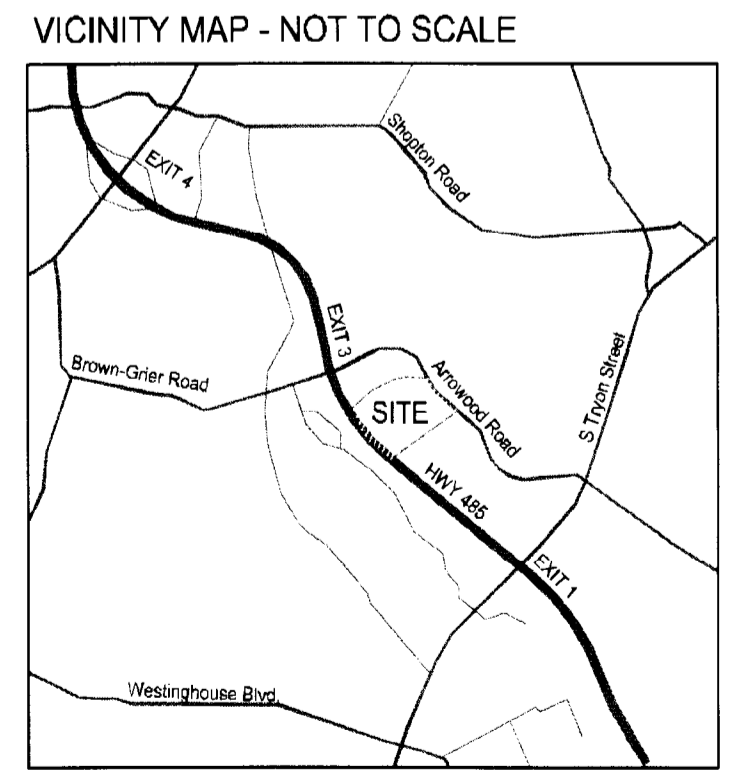
SUBJECT: Administrative Approval for Petition No. 2008-053 Moody Lake Office Park Development

Attached is a revised site plan for the above referenced rezoning petition. The site plan attached addresses phasing requirements for site development. Also attached is the plan for a possible multi-family layout. Since this change does not alter the intent of the development and meets the requirements of the Charlotte Zoning Ordinance Section 6.207 Alterations to Approval, minor changes, I am administratively approving this plan. Please use these plans when evaluating requests for building permits and certificates of occupancy.

Note all other Zoning Ordinance and conditional requirements still apply.



ATTACHED TO ADMINISTRATIVE
 APPROVAL
 DATE: 1-19-2010 [Signature]
 BY: SARA D. CAMPBELL



FOR PUBLIC HEARING
 PETITION NO. 2008-053

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* ADMINISTRATIVE APPROVAL REQUEST
 NOVEMBER 11, 2011

WHITEHALL CORPORATE CENTER - PHASE II
TECHNICAL DATA SHEET

REVISIONS:
 03/20/08 - REVISIONS PER CITY COMMENTS
 07/09/08 - REVISIONS PER CITY COMMENTS
 09/20/08 - REVISIONS PER CITY COMMENTS
 01/20/09 - REVISIONS PER CITY COMMENTS
 01/20/09 - REVISIONS PER CITY COMMENTS
 12/16/11 - REVISIONS PER CITY COMMENTS
 01/02/12 - REVISIONS PER CITY COMMENTS
 - ADMINISTRATIVE APPROVAL REQUEST (BY DRG)

DESIGNED BY: CHK, AM
 DRAWN BY: US, CHK, RUP
 CHECKED BY: CHK, RUP
 SCALE: 1"=100'-0"
 PROJECT #:
 SHEET #:
TDS.I.1

DEVELOPMENT GUIDELINES

Whitehall Corporate Center – Phase 2 legal description
That certain parcel of land, situated, lying and being in the City of Charlotte: Mecklenburg County, North Carolina, and being more particularly described as follows:

Commencing at a existing iron rod on the southwestern right of way line of Arrowood Road (100' public right of way) N 53°27'10" W a distance of 378.56 feet to a new iron rod being the point and place of beginning; thence with the northern line of Dexter and Berdie Yager family limited partnership property as recorded in deed book 11557, page 316 in the Mecklenburg County Register of Deeds, thence with the aforesaid line S 49°17'49" W a distance of 1,730.78 feet to an existing iron rod on the northern right of way of Interstate 485, thence with the aforesaid right of way the following four (4) courses and distances: 1)N 49°45'45" W a distance of 170.95 feet to an existing right of way disk, 2)thence with the arc of a circular curve turning to the right with a radius of 5,564.29 feet, and an arc length of 739.88, (chord: N 45°09'34" W a distance of 739.33 feet) , to an existing right of way disk, 3)thence with the arc of a circular curve turning to the right with a radius of 5,564.29 feet, and an arc length of 904.11, (chord: N 36°41'43" W a distance of 903.11 feet) , to an existing right of way disk, 4)thence N 09°30'43" W a distance of 164.36 feet to a point, thence with a new line running through the property the following eight (8) courses and distances: 1) thence N 89°07'20" E a distance of 302.66 feet to a point, 2) thence N 83°18'37" E a distance of 426.45 feet to a point, 3) thence N 57°30'42" E a distance of 447.22 feet to a point, 4) thence N 55°29'51" E a distance of 229.79 feet to a point, 5) thence S 77°24'50" E a distance of 132.29 feet to a point, 6) thence S 81°04'45" E a distance of 74.53 feet to a point, 7) thence S 83°40'19" E a distance of 100.53 feet to a point, 8) thence N 76°11'21" E a distance of 95.27 feet to a point, 9) thence S 88°33'47" E a distance of 30.83 feet to a point, 10) thence N 66°40'13" E a distance of 58.55 feet to a point on the southwestern right of way line of Arrowood Road, thence with the aforesaid right of way the following four (4) courses and distances: 1) S 23°25'46" E a distance of 46.59 feet to a new iron rod, 2)thence S 23°25'46" E a distance of 22.53 feet to an existing iron rod, 3) thence with the arc of a circular curve turning to the left with a radius of 1,200.00 feet, and an arc length of 628.81, (chord: S 38°26'28" E a distance of 621.64 feet) , to an existing iron rod, 4) thence S 53°27'10" E a distance of 432.16 feet to the point of beginning; containing 2,628,057 square feet or 60.3319 acres.

General provisions

- 1. These Development Standards form a part of the Technical Data Sheet (the "Technical Data Sheet") associated with the Rezoning Petition filed by American Asset Corporation to accommodate the development of the "Whitehall Corporate Center – Phase II" project.
2. Development of the property identified on this Technical Data Sheet (hereinafter the "site") and the individual components to be located thereon will be governed by the Technical Data Sheet, these Development Standards, the plans and drawings expressly incorporated herein by reference and the applicable provisions of the City of Charlotte Zoning Ordinance (the "Ordinance").
3. The development depicted on the Conceptual Schematic Site Plan attached hereto as sheet TDS. 2.0 and incorporated herein by reference is schematic in nature and is intended to reflect the arrangement of proposed uses on the site and to illustrate design principals.
4. A business utilizing drive-thru windows or service lanes may be located on Parcel 1, which is located adjacent to Arrowood Road as generally depicted on the Conceptual Schematic Site Plan.

Permitted uses
1. The site may be devoted to any use permitted by right or under prescribed conditions in the MUDD Zoning District, and to any incidental or accessory use in connection therewith which is permitted in the MUDD Zoning District.

2. Notwithstanding the foregoing, restaurants with drive-thru windows or service lanes shall not be permitted on the site, provided, however that other types of businesses located on the site may have drive-thru windows or service lanes as an accessory use in accordance with the requirements of the Ordinance. A maximum of two such businesses located on the site may utilize drive-thru windows or service lanes.

3. A business utilizing drive-thru windows or service lanes may be located on Parcel 1, which is located adjacent to Arrowood Road as generally depicted on the Conceptual Schematic Site Plan.

4. An optional request to allow drive-thru windows or service lanes on the site is set out below under "Optional Provisions".

Maximum gross floor area/maximum number of residential units
1. A maximum of 1,800,000 square feet of gross floor area devoted to office uses may be developed on the site. For purposes of this paragraph, "office uses" shall be deemed to include professional business and general offices, banks and other financial institutions, clinics, medical, dental, opticians and doctors offices, ground floor commercial, retail and/or restaurant uses may be located within the office buildings developed on the site devoted to office uses, provided that the gross floor area of any such uses shall count towards the maximum of 1,800,000 square feet of gross floor area that may be devoted to office uses.

2. A maximum of 40,000 square feet of gross floor area may be devoted to free standing commercial, retail and/or restaurant uses, as well as to other uses permitted under section 9.8502 of the Ordinance.

3. A maximum of 400 multi-family dwelling units may be developed on the site as depicted on the Technical Data Sheet. These multi-family dwelling units may be rental units or for sale units.

4. For purposes of the gross floor area limitations set out above, the term "gross floor area" shall mean and refer to the sum of the gross horizontal areas of each floor of a principal building, and any accessory buildings or structures on the site, measured from the outside of the exterior walls or from the center line of party walls; provided, however, that such term shall exclude any surface parking facilities or related access areas and areas used for building and equipment access (such as stairs, elevator shafts and maintenance crawl spaces), and provided, further, that areas devoted to outdoor dining and seating shall not be included in the calculation of gross floor area. Additionally, structured parking facilities shall not be included in the term "gross floor area" or in the calculation of gross floor area.

20 foot landscape area along arrowood rd / optional 50 foot landscape area along arrowood rd
1. A 20 foot landscape area shall be established on those portions of the site's frontage along Arrowood Road that are more particularly depicted on the Technical Data Sheet, and such landscape area shall be planted and maintained in accordance with the cross section set out on sheet TDS.1.0. An existing 20 foot utility easement is located within the area subject to the 20 foot landscape area, and this 20 foot utility easement may be located within the 20 foot landscape area. If the landscape materials located within the 20 foot landscape area are removed or destroyed in connection with the utilization of the 20 foot utility easement, the petitioner shall replace or replant the landscape materials to the standards of the cross section set out on sheet TDS.1.0.

2. A portion of the multifamily area, noted on the Technical Data Sheet, TDS.1.1, may have its parking and maneuvering areas located between the future office building/parking deck and the setback along Arrowood Road provided that a 50 foot landscape area is established between the parking and maneuvering areas and Arrowood Road, generally as depicted on the Conceptual Schematic Site Plan. This 50 foot landscape area shall be measured from the right of way of Arrowood Road and shall be planted and maintained in accordance with the standards for the 20-foot landscape area referenced above. Sidewalks, curb and gutter and pavement and an existing 20 foot utility easement may be located within the area subject to the 50 foot landscape area. If the landscape materials located within the 50 foot landscape area are removed or destroyed in connection with the utilization of the 20 foot utility easement, the petitioner shall replace or replant the landscape materials to the standards of 20-foot landscape area.

3. The building to be located on Parcel 1 generally depicted on the Conceptual Schematic Site Plan may have its parking and maneuvering areas located to the side of the building at Arrowood Road. The related 50 foot landscape area between the parking and maneuvering areas and Arrowood Road, as provided above, shall apply.

4. No buildings, parking spaces or storm water detention facilities may be located within the 20 foot landscape area or the 50 foot landscape area described above.

50 foot landscape area along Interstate 485 right-of-way
1. A 50 foot landscape area shall be established on those portions of the site's frontage along Interstate 485 that are more particularly depicted on the Technical Data Sheet, and such landscape area shall meet the tree and shrub requirements of a Class B Buffer. An existing 20 foot utility easement is located within the area subject to the 50 foot landscape area, and this 20 foot utility easement may be located within the 50 foot landscape area. No trees and shrubs shall be required to be installed within the 20 foot utility easement provided, however, that the 50 foot landscape area otherwise meets the tree and shrub requirements of a Class B Buffer.

2. No buildings, parking spaces or storm water detention facilities may be located within the 50 foot landscape area described above.

3. Existing trees greater than 8 inches in caliper and shrubs greater than 36 inches in height located within the 50 foot landscape area but outside of the existing 20 foot utility easement shall be preserved. Existing trees and shrubs shall be considered in determining the 50 foot landscape area's compliance with the tree and shrub requirements of a Class B Buffer.

Setbacks, side yards and rear yards
1. All buildings constructed within the site shall satisfy or exceed the setback, rear yard and side yard requirements established under the Ordinance for the MUDD zoning district.

2. All public and private streets shall be designed with a minimum building and parking setback of fourteen (14) feet.

Tree Ordinance, screening and landscaping areas
1. Development of the site will comply with the City of Charlotte Tree Ordinance.

2. Landscape areas will be planted on the site to meet or exceed the requirements of the Ordinance.

3. Street trees shall be installed along all public and private streets per section 21-14(c)(3) of the City of Charlotte tree Ordinance.

4. Screening shall conform with the standards and treatments specified in the Ordinance.

5. Landscape areas and setbacks shall be maintained by the owner or owners of the site.

Optional provisions
1. Pursuant to sections 9.8508 through 9.8512 of the Ordinance, the petitioner requests the approval of the following optional provisions:

1.a. The petitioner requests a deviation from section 9.8505(5) of the Ordinance to permit the maximum 12 story buildings and the maximum 8 story buildings to be located on site to exceed 120 feet in height. Those buildings that may be a maximum of 12 stories in height and a maximum of 8 stories in height are more particularly described in paragraph 4 under "architectural controls." building height shall be measured from the average grade along each facade of the building to the roof line, but not including sky lights and roof structures for elevators, stairways, tanks, hvac equipment, or similar equipment for the operation and maintenance of a building.

1.b. The petitioner requests a deviation from section 9.8504 of the Ordinance to allow the use of signage, bulletin boards, kiosks and similar structures for commercial and office uses.

1.c. The petitioner requests a deviation from section 9.8506(2)(c)(1)(b)(1) of the Ordinance to allow for unique signage systems on the site. In addition to the signage standards permitted under section 9.8506(2)(c), the petitioner shall be allowed to construct two detached, ground-mounted project/tenant identification signs in the locations generally depicted on sheet TDS.1.1. The primary project/tenant identification sign located along Arrowood Road may be up to 18-feet in height and have 216 square feet in signage area per side for a double sided entrance sign. All other detached project/tenant identification signs shall be limited to 7-feet in height and 60 square feet in signage area per side. Project/identification signs may not be located within the public rights-of-way or sight triangles.

1.d. In addition to the signage standards permitted under section 9.8506(2)(c) of the Ordinance, the petitioner shall be allowed to construct one monument style building identification sign for each of the buildings proposed to be developed on the site. These signs must be located along interior streets and may be up to 7-feet in height and have up to 60 square feet in signage area per side. In addition, way finding and directional signs may be permitted in accordance with the Ordinance requirements for the MUDD zoning district. This signage shall be located outside of all required sight triangles.

1.e. The petitioner requests that drive-thru windows or service lanes be permitted as an accessory use to businesses located on the site other than a restaurant as provided above under "permitted uses". As provided above under "permitted uses", a maximum of two businesses located on the site may utilize drive-thru windows or service lanes.

1.f. The petitioner requests a deviation from section 9.8507(2) of the Ordinance to allow parking and maneuvering areas to be located between a maximum of one building located on the site along Arrowood Road on Parcel 1 and the setback along Arrowood Road, provided that the 50 foot landscape area between the building and the setback along Arrowood Road is maintained.

1.g. In the event that a surface parking lot is constructed in the location of parking deck C as depicted on the Conceptual Schematic Site Plan in lieu of parking deck C, the petitioner requests a deviation from section 9.8507(2) of the Ordinance to allow parking and maneuvering areas to be located between the buildings adjacent to the location of parking deck C and the setback along Whitehall Corporate Center Drive.

Parking facilities
1. Off street parking and on street parking shall meet the minimum requirements of the Ordinance.

2. Bike racks will be provided per the Ordinance.

3. Shared parking between the office and multi-family uses shall be allowed per Ordinance requirements.

4. The structured parking facilities depicted on sheet TDS.2.0 may be substituted with surface parking areas at the discretion of the petitioner.

5. As generally depicted on the Conceptual Schematic Site Plan (sheet TDS. 2.0), the petitioner shall install on a portion of the upper level of each parking structure located immediately adjacent to the Interstate 485 right of way a private landscape area that may, at the petitioner's discretion, be utilized for storm water management purposes and that will provide a visual amenity for adjacent buildings. These private landscape areas may include a variety of landscape materials such as ornamental grasses, open lawns, shrubs and trees.

Transportation Improvements
1. The site described and depicted on the Technical Data Sheet that is subject to this Rezoning Petition is a 60.3 acre portion of an approximately 81.89 acre parcel of land owned and to be developed by the petitioner, such parcel of land being hereinafter referred to as the "petitioner's large parcel" and being more particularly identified as tax parcel no. 201-451-05 on the Mecklenburg County tax maps. Adjacent to the petitioner's large parcel is an approximately 10.70 acre parcel of land owned and to be developed by the petitioner, such parcel of land being hereinafter referred to as the "petitioner's adjacent parcel" and being more particularly identified as tax parcel no. 201-451-14 on the Mecklenburg County tax maps. For purposes of the transportation improvement requirements set out below, the petitioner's large parcel (which includes the site subject to this Rezoning Petition) and the petitioner's adjacent parcel are hereinafter collectively referred to as the "development site."

2. That portion of the petitioner's large parcel that is not subject to this Rezoning Petition and the petitioner's adjacent parcel are zoned BP (CD) and they can be developed under the existing zoning with office, hotel and limited commercial uses. As a result, in the event that the Charlotte City Council approves this Rezoning Petition, the development site will be developed in multiple phases over a period of years as a single mixed use project currently known as Whitehall Corporate Center-Phase II (the "project").

3. The transportation improvements described below are designed to and will mitigate the traffic impacts generated by the project, and the phasing requirements and density thresholds for the construction and installation of the transportation improvements set out below are based upon the development of the project on the entire development site.

4. The transportation improvements required for the project shall be as set forth below and will be incorporated into the site development process as the various portions of the development site are developed.

The conceptual geometric improvements at Site Driveways # 1 and 2 are generally depicted on sheet TDS.2.0 prepared by DRG, dated July 2011.

5. As set forth below, the project shall be developed in certain Phases tied to the completion of certain transportation improvements and issuance of certificate of occupancy based upon the first building in each development phase

5.1. Phase Ia - The following residential and shopping center uses are permitted on the development site in Phase Ia:

- 400 multi-family dwelling units

The following transportation improvements shall be completed prior to the issuance of a final certificate of occupancy for the first multifamily building to be located in Phase Ia that will be served by Driveway #1, and as generally depicted on the Clarifications for Phase 1a Subdivision Improvements Diagram on page TDS.1.3.:

- Arrowood Road and Driveway #1/ Whitehall Executive Center Drive/Public Street C:
Construction of an eastbound right turn lane on Arrowood Road at Driveway #1 with 175 feet of storage.
Construction modifications to the existing westbound left-turn lane storage length on Arrowood at Driveway #1 (storage length to be determined during the subdivision approval process).
Construction of a northbound left turn lane on Driveway #1 at Arrowood Road with 175 feet of storage.
Construction of a northbound combination through/right turn lane on Driveway #1 at Arrowood Road.
Construction of a one-lane roundabout at the intersection of Whitehall Executive Center Drive/Public Street (C) and proposed Private Street (E), and construct two northbound travel lanes between the proposed roundabout and Arrowood Road.
Multifamily developer shall be responsible for construction of Whitehall Executive Center Drive / Public Street C, and Proposed Private Streets A and B, at the time of the multifamily development portion of Phase Ia.
Multifamily developer shall be responsible for construction of some portion of proposed Private Street E at the time of the multifamily development portion of Phase Ia, including the following:
A. Construction of +/- 220 linear feet of private street from the roundabout to +/-25' beyond the eastern driveway connection to the parking area for units adjacent to Arrowood Street.
B. Construction of the 6' wide sidewalk on the eastern side of proposed Private Street E from the roundabout to the intersection with the future right of way of proposed Public Street B.
C. Construction of the 8' planting strip on the eastern side of proposed Private Street E from the roundabout to a point +/- 25' beyond the driveway connection to the parking area for units adjacent to Arrowood Road.
D. Construction of the 8' planting strip and 6' sidewalk on the west side of proposed Private Street E from the roundabout to +/-35' beyond the western driveway serving the multifamily units/edge of the multifamily parcel subdivision line.
Multifamily developer shall be responsible for construction of the portion of Future Public Street B fronting the Urban Open Space in Phase Ia. Phase Ia construction shall be as a private street built to public street standards and shall remain private until such time that the remainder of proposed Public Street B is constructed. Multifamily portion of construction shall include the southern 8' planting strip and 8' sidewalk.
Multifamily developer shall be responsible for construction of +/-320 linear feet of the eastern half of Future Whitehall Corporate Center Drive/Public Street A, from the 8' sidewalk and 8' planting strip to the center line of the median. Phase Ia construction shall be as a private street built to public street standards and shall remain private until such time that the remainder of proposed public Whitehall Corporate Center Drive/Public Street A is constructed.

The following general office uses are permitted on the development site located at Driveway #3 in Phase Ia:

- 250,000 SF general office uses (only served by Driveway #3).

The following transportation improvements shall be completed prior to issuance of a final certificate of occupancy for the first building on the development site located at Driveway #3 in Phase Ia:

- Arrowood Road and Driveway #3:
Construction of a westbound left turn lane at Arrowood Road at Driveway #3 with 150 feet of storage.
Construction of an eastbound right turn lane on Arrowood Road at Driveway #3 with 150 feet of storage.
Construct Arrowood Road existing median opening modifications as needed.
Construct one half of Whitehall Corporate Center Drive/Public Street A at Driveway #4 to a length to be determined during the subdivision process. Petitioner will coordinate with CMPC and CDOT for appropriate cross-section at time of development. The portion of right of way to be designed and approved along with this Phase Ia tract will either be bonded or constructed per ordinance requirements.

5.2. Phase Ib - the following hotel, general office, and shopping center uses are permitted on the development site in Phase Ib:

- 300 hotel rooms
250,000 square feet of general office uses
10,000 square feet of shopping center uses

The following transportation improvements shall be completed prior to the issuance of a final certificate of occupancy for the first building located in Phase Ib that will be served by Whitehall Corporate Center Drive/Public Street A/Driveway #4:

- Arrowood Road and Driveway #3 (at an existing Arrowood Median Opening):
Conversion of Arrowood Road at Driveway #3 to a directional crossover:
Arrowood Road outside curb bump outs may be required to accommodate increased U-turn traffic dues to directional crossover implementation. Arrowood Road curb bump out locations and timing of their implementation will be determined by CDOT/NCDOT.

- Arrowood Road and Driveway #4 (a new Arrowood Road median opening and future signalized location).
Construction of dual eastbound right turn lanes on Arrowood Road at Driveway #4 with 500 feet of storage (1,000 total lane-feet), a right-turn channelizing island, and dual receiving lanes on driveway #4 for the inbound traffic (length to be determined during subdivision plan submittal process).
Construction of an eastbound left-turn lane on Arrowood Road at Driveway #4 with 150 feet of storage.
Construction of a single westbound left turn lane on Arrowood Road at Driveway #4 with 250 feet of storage and a pedestrian refuge median. Construction to close and landscape an existing Arrowood Road median opening, including removing existing left turn lanes located approximately 900 feet east of the northbound I-485 exit ramp intersection.
Installation of a traffic signal (when warrants are met or when determined by CDOT/NCDOT based on sound engineering judgment) at site Driveway #4 on Arrowood Road and future collector road, north of Arrowood Road intersection which will create the 4th leg of a signalized intersection.
The traffic signal shall be designed and implemented and phased to provide channelized protected/prohibited pedestrian phasing, which is to provide for a safe pedestrian crossing at the dual right-turn lanes.
Construction of dual northbound left turn lanes on Driveway #4 at Arrowood Road with 600 feet of storage (1200 total lane-feet).
Construction of one northbound through lane and one through and possible through/right turn lane to be determined during the subdivision approval phase) Driveway #4 at Arrowood Road with 150 feet of storage.
Construction/extension of Whitehall Corporate Center Drive/Public Street A to the phase line or property line.

The intersection geometrics at Driveway #4 and the future southbound approach shall be designed and implemented to accommodate the NB/SB through movement capacity needs and proper alignment (no travel lane offsets) associated when the future collector road is implemented by others.

5.3. Phase Ic - the following general office and shopping center uses are permitted on the development site in Phase Ic:

- 600,000 square feet of general office uses
15,000 square feet of shopping center uses

The following transportation improvements shall be completed prior to the issuance of a final certificate of occupancy for the first building in Phase Ic that will be served by Driveway #2:

- Arrowood Road and Driveway #2 (at existing Time Warner Cable Facility Driveway)
Construction of dual westbound left turn lanes on Arrowood Road at Driveway #2/ Public Street B with 175 feet of storage (350 total feet storage).
Construction of dual receiving lanes on Driveway #2 for inbound traffic (length to be determined during subdivision plan approval process).
Installation of a traffic signal (when warrants are met or when determined by CDOT/NCDOT based on

- sound engineering judgment) at Driveway #2/Existing Time Warner Cable Facility Driveway.
The Petitioner shall be responsible for all implementation costs associated with all the traffic signal design and implementation costs, including any planned geometric revisions, right-of-way, public easements,), etc., and parking lot modifications (on the northside of Arrowood Road) to properly align an existing Time Warner Cable Facility Driveway with Moody Lake's Site Driveway #2.
Construction of dual northbound left turn lanes on Driveway #2 at Arrowood Road with 175 feet of storage (350 total lane feet).
Construction of a northbound through lane on Driveway #2 at Arrowood Road.
Construction of a northbound right-turn lane on Driveway #2 at Arrowood Road with 150 feet of storage.
Construction of a southbound left turn lane opposite Driveway #2 with 150 feet of storage.
Construction of a southbound thru/right turn lane opposite Driveway #2 that properly aligns with Driveway #2.
Construction of a raised landscaped median opposite Driveway #2 to properly align the future signalized intersection.
Construction of an eastbound right turn lane on Arrowood Road at Driveway #2 with 175 feet of storage.
Construction of Public Street B along the frontage of Phase Ic to the phase line or property line.

- I-485 and Arrowood Road:
Construction of an additional southbound left-turn lane on I-485 outer loop ramp at Arrowood Road with 500 feet of storage.
Construction of an additional northbound left-turn lane on I-485 inner loop ramp at Arrowood Road with 500 feet of storage. To accommodate the I-485 inner loop ramp improvements identified in Phase IIb, 0.18-acres of the development site will be dedicated by the petitioner for right-of-way and controlled access limits (maximum encroachment of 90 feet into the property) for I-485.
Construction of an additional northbound right-turn lane on I-485 inner loop ramp at Arrowood Road with 500 feet of storage (1,000 total lane-feet).

Additional transportation improvements for Phase Ic:
Completion of Whitehall Corporate Center Drive/Public Street A connecting Driveway #1 and Driveway #4 (including a roadway bridge to accommodate pedestrians and bikes over Moody Lake).

- Completion of the functional design of the grade-separated connection from the development site over I-485 to Whitehall Park Drive. The purpose of the functional design is to establish the horizontal and vertical alignments of the proposed connection. Structural design of the bridge sufficient to determine substructure and superstructure thickness, profile grades, slopes/cut-and-fill limits, and right-of-way shall occur prior to the issuance of a final certificate of occupancy for the first building in Phase Ic, and such plans shall be submitted by the petitioner as part of the subdivision process. The petitioner shall confer with CDOT, NCDOT, and FHWA as necessary to determine whether steel, reinforced concrete, or another material shall be used for the substructure prior to developing the functional design plans. The bridge shall be designed to accommodate the following:
A. Two 11-foot travel lanes and a left-turn lane as needed for access to parking decks/lots
B. Two 5-foot bike lanes
C. Two 8-foot sidewalks
D. Curb and gutter
E. Bridge rails

In connection with the preparation of the functional design of the grade-separated connection from the development site over I-485 to Whitehall Park Drive, the petitioner shall determine the location and width of the right of way on the western side of I-485 on tax parcel no. 201-021-28 to be dedicated to the City of Charlotte (the "City") for the grade separated connection as provided in paragraph 4 below. Construct the approach (which will be paved) for the future grade separated connection over I-485 from the development site's internal spine road to the driveways into the parking structures to be located on the development site adjacent to I-485. From that point south/west, construct an earthen slope to be tied in prior to the control of access line. The petitioner will dedicate all necessary right-of-way, easements, and controlled access limits on the development site for the future grade separated connection. Upon the completion of the functional design of the grade-separated connection from the development site over I-485 to Whitehall Park Drive, the petitioner shall reserve right of way on the western side of I-485 on tax parcel no. 20102128 for the grade separated connection.

If actual count volumes at the project driveways at the completion of Phase I (at a 100% occupancy level for Phase I) are found to be less than those identified in the traffic impact study (1,479 for the am peak hour and 1,684 for the pm peak hour), the petitioner reserves the right to construct an additional amount of general office uses, shopping center uses, hotel uses or multi-family dwelling units without having to construct any other transportation improvements beyond those required in Phase I above, provided that the expected trip generation based upon the actual count data at the project driveways remains less than the volumes identified above. If Phase I at the time of the counts is not 100% occupied, then the counts will be proportionally increased to reflect 100% occupancy and such counts shall be subject to the review and approval of CDOT and NCDOT. If the methodology for proportionally increasing the counts to reflect 100% occupancy is consistent with the methodology outlined herein, such approval shall not be unreasonably withheld.

5.4. Phase IIa - the following general office and shopping center uses are permitted on the development site in conjunction with the construction of the required transportation improvements for Phase Ia:

- 600,000 square feet of general office uses
15,000 square feet of shopping center uses

The following transportation improvements shall be completed prior to the issuance of a final certificate of occupancy for the first building in Phase IIa:

- Completion of Public Street B from Driveway #2 to proposed Whitehall Corporate Center Drive/Public Street A.

Steele Creek Road
Construction of a northbound right-turn lane on Steele Creek Road at Brown Grier Road with 250 feet of storage.

Brown Grier Road
Construction of a westbound right-turn lane on Brown Grier Road at Gallant Lane that extends back to Sandy Porter Road and modify the existing pavement markings on westbound Arrowood Road approaching Sandy Porter Road to convert the existing right-turn lane into a through/right-turn lane.
Construction of an eastbound right-turn lane on Brown Grier Road at Sandy Porter Road with 150 feet of storage.

5.5. Phase IIb - the following general office uses are permitted on the development site in conjunction with the construction of the required transportation improvements for Phase IIb:

- 435,000 square feet of general office uses

The following transportation improvements shall be completed prior to the issuance of a final certificate of occupancy for the first building in Phase IIb:

- Completion of Public Street B from Driveway #2 to proposed Whitehall Corporate Center Drive/Public Street A. If Phase IIb development includes the northern most parcel first, Petitioner reserves the right to determine exact length to be constructed during the subdivision process.
Public Street B south of Whitehall Corporate Center Drive/Public Street A including final grading and roadway elevations shall be designed and coordinated with CDOT and NCDOT to match the vertical and horizontal design controls for the future I-485 overpass.

Arrowood Road:
Restriping of Arrowood Road between I-485 outer loop ramp and I-485 inner loop ramp to provide dual westbound left-turn lanes on Arrowood Road at I-485 outer loop ramp with 250 feet of storage for the inside lane and the outside lane extending back to the I-485 inner loop ramp intersection.

If the north/south collector road opposite driveway #4 is not permitted and planned for construction, then the petitioner shall construct an advanced left-turn storage lane east of the I-485 inner loop ramp that feeds the outer dual left-turn lane onto the I-485 outer loop ramp with 550 feet of storage. This improvement is to be accommodated by modifying the existing median in arrowood road and will not require additional widening.
Construction of a loop ramp from eastbound Arrowood Road to I-485 inner loop with 50 feet of storage (the right-turn lane with as much storage as possible without requiring modifications to the Arrowood Road/I-485 interchange bridge).



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* ADMINISTRATIVE APPROVAL REQUEST NOVEMBER 11, 2011

WHITEHALL CORPORATE CENTER - PHASE II
DEVELOPMENT NOTES
REVISIONS:
03/20/08 - REVISIONS PER CITY COMMENTS
01/09/09 - REVISIONS PER CITY COMMENTS
02/20/09 - REVISIONS PER CITY COMMENTS
03/26/09 - REVISIONS PER CITY COMMENTS
11/11/11 - REVISIONS PER CITY COMMENTS
17 ADMINISTRATIVE APPROVAL REQUEST (BY DRG)
12/20/11 ADMINISTRATIVE APPROVAL REQUEST (BY DRG)
02/02/12 - REVISIONS PER COMMENTS ADMINISTRATIVE APPROVAL REQUEST (BY DRG)

DESIGNED BY: CHK, AM
CHECKED BY: CHK, RJP
DATE: 03/20/08
SCALE: 1"=100'-0"
PROJECT #:

SHEET #
TDS.I.2
FOR PUBLIC HEARING
PETITION NO. 2008-053

ATTACHED TO ADMINISTRATIVE APPROVAL

South Tryon Street:
 7 Construction of a westbound right-turn lane on I-485 inner loop ramp at S. Tryon Street with 500 feet of storage.
 7 Restriping of the existing westbound right-turn lane on I-485 inner loop ramp at S. Tryon Street to include a shared left/right-turn lane.

5.6. Phase IIc – the following general office uses are permitted on the development site in conjunction with the construction of the required transportation improvements for Phase IIc:

7 190,000 square feet of general office uses

The following transportation improvements shall be completed prior to the issuance of a final certificate of occupancy for the first building in Phase IIc:

South Tryon Street:
 7 Construction of an additional northbound left-turn lane on S. Tryon Street at Whitehall Park Drive with 225 feet of storage (450 total lane-feet) with the associated 750-foot receiving lane on Whitehall Park Drive (and 250-foot merge). The length of the receiving lane and merge is subject to modification in order to accommodate driveway locations and will be determined during the plan review process.

Whitehall Park Drive:
 7 Construction of a single eastbound right-turn lane on Whitehall Park Drive at S. Tryon Street with 300 feet of storage.

If actual count volumes at the project driveways at the completion of Phase II (at a 100% occupancy level for Phase II) are found to be less than those identified in the traffic impact study (2,774 for the am peak hour and 3,440 for the pm peak hour), the petitioner reserves the right to construct an additional amount of general office uses, shopping center uses, hotel uses or multi-family dwelling units without having to construct any other transportation improvements beyond those required in Phase II above, provided that the expected trip generation based upon the actual count data at the project driveways remains less than the volumes identified above. If Phase II at the time of the counts is not 100% occupied, then the counts will be proportionally increased to reflect 100% occupancy and such counts shall be subject to the review and approval of CDOT and NCDOT. If the methodology for proportionally increasing the counts to reflect 100% occupancy is consistent with the methodology outlined herein, such approval shall not be unreasonably withheld.

6. The petitioner shall exert reasonable and good faith efforts to obtain from the relevant property owners, at its sole cost and expense, any right of way necessary to construct and install the required transportation improvements described above. In the event that the petitioner is unable to obtain any of the required right of way after exerting reasonable, good faith efforts to do so, the City and/or CDOT may obtain the necessary right of way by negotiated purchase or through eminent domain proceedings. In the event that the City and/or CDOT purchases any required right of way, the petitioner shall reimburse the City and/or CDOT for the purchase price and any expenses related thereto. In the event that the City and/or CDOT acquires any required right of way through eminent domain proceedings, the petitioner shall reimburse the City and/or CDOT for any court award of just compensation and/or damages (as determined through settlement or verdict), including interest, that the City and/or CDOT is required to pay, and for appraisal fees, attorney's fees and other costs and expenses incurred by the City and/or CDOT in connection therewith. Notwithstanding the foregoing, the petitioner shall not be liable to reimburse the City for any amount that the City has agreed to pay either through a negotiated purchase or settlement of an eminent domain proceeding that is in excess of the appraised value unless the petitioner has given its prior consent to such purchase or settlement.

7. The petitioner agrees to complete construction and permitting documents (100% plans) for the grade-separated connection from the development site over I-485 to Whitehall Park Drive as generally depicted on the Technical Data Sheet when funding is secured by the City of Charlotte or NCDOT for this improvement. The petitioner is not responsible for the construction of the grade separated connection or the costs associated therewith. The petitioner shall dedicate the right of way it reserved under Phase IIc on the western side of I-485 on tax parcel no. 20102128 for the grade separated connection when funding is secured by CDOT or NCDOT for this improvement.

8. At such time that funding for the construction of the grade separated connection referenced in paragraph 4 above is secured by the City or NCDOT, the petitioner shall dedicate and convey to the City the right of way on the western side of I-485 on tax parcel no. 201-021-28 for the grade separated connection as determined under Phase IIc above. In the event that the petitioner no longer controls tax parcel no. 201-021-28 at the time that funding is secured for the grade separated connection by the City or NCDOT and is unable to dedicate the right of way for the grade separated connection on tax parcel no. 201-021-28, then the petitioner shall exert reasonable and good faith efforts to obtain from the property owner, at its sole cost and expense, the right of way on tax parcel no. 201-021-28. In the event that the petitioner is unable to obtain the right of way after exerting reasonable, good faith efforts to do so, the City may obtain the right of way by negotiated purchase or through eminent domain proceedings. In the event that the City purchases the right of way, the petitioner shall reimburse the City for the purchase price and any expenses related thereto. In the event that the City acquires the right of way through eminent domain proceedings, the petitioner shall reimburse the City for any court award of just compensation and/or damages, including interest, that the City is required to pay, and for appraisal fees, attorney's fees and other costs and expenses incurred by the City in connection therewith. Notwithstanding the foregoing, the petitioner shall not be liable to reimburse the City for any amount that the City has agreed to pay either through a negotiated purchase or settlement of an eminent domain proceeding that is in excess of the appraised value unless the petitioner has given its prior consent to such purchase or settlement.

9. To accommodate additional eastbound left-turn storage on Arrowwood Road at S. Tryon Street, the petitioner shall pay the sum of \$100,000 to CDOT to be used at CDOT's discretion for transportation improvements at/near the intersection of S. Tryon Street and Arrowwood Road. This payment shall be paid by the petitioner to CDOT prior to issuance of the final certificate of occupancy was issued for the first building in Phase IIa.

10. The petitioner shall pay the sum of \$50,000 to CDOT to be used at CDOT's discretion for transportation improvements along S. Tryon Street near Whitehall Park Drive. This payment shall be paid by the petitioner to CDOT prior to issuance of the final certificate of occupancy was issued for the first building in Phase IIb.

11. In locations where existing curb and gutter is being relocated on Arrowwood Road, the petitioner shall construct a 5-foot bike lane. As this bike lane may be discontinuous, appropriate pavement markings shall be determined by CDOT at the time of plan submittal.

12. Petitioner shall be responsible for the full cost of new traffic signals or modifications to existing traffic signals. Costs shall include, but are not limited to, the following:

- 7 signal poles and/or mast-arms
- 7 controller
- 7 vehicle detection equipment
- 7 interconnect cable/conduct along Arrowwood road from I-485 to Whitehall Executive Center Drive.
- 7 pedestrian signals

13. If an intersection is signalized with mast arms and improvements are needed, then existing mast arms will be modified or new mast arms will be installed. However, if mast arms cannot reasonably accommodate the size of the intersection, steel strain poles will be an acceptable substitute provided that the entire intersection is modified to use steel strain poles.

14. All transportation improvements listed in this section are subject to the review and approval of CDOT, NCDOT and/or FHWA as appropriate. Minor modifications necessary to obtain these regulatory approvals may be necessary and can be accomplished without violating the intent of the commitments set out herein.

LIGHTING

1. Unless street lighting is provided along internal private streets, petitioner agrees to install pedestrian scale lighting along internal private streets, but may exclude pedestrian scale lighting from residential alleys. The maximum height of any freestanding pedestrian scale lighting fixture, including its base, shall not exceed 15 feet.

2. All direct lighting within the site (except street lights which may be erected along Arrowwood Road) shall be fully shielded and designed such that direct illumination does not extend past any exterior property line of the site. Consideration will be given to the impact of lighting both within and outside of the perimeter of the site. Items for consideration will include intensity, cutoff angles, color, energy efficiency and shielding of sources of light, the intent being to eliminate glare towards adjacent properties.

3. No wall pack light fixtures will be allowed on any structures placed on the site.

SIGNS

1. Except as provided under "Optional Provisions", all signage installed on the site shall comply with the city of Charlotte sign ordinance.

2. Sign locations depicted on the technical data sheet are approximate locations and signs may be relocated to other locations within the site provided that the location of each sign complies with the city of Charlotte sign ordinance.

3. Temporary construction signage cannot be located within the required setback, and must be removed no later than 60 days following the receipt of the certificate of occupancy for the structure addressed by the signage.

URBAN OPEN SPACE

1. In the urban open space areas to be located within the site, the petitioner shall construct or install improvements to include the following items:

- A. Large and/or small maturing trees
- B. Landscape areas
- C. Courtyards
- D. Benches
- E. Sidewalks and/or pathways
- F. Pedestrian lighting
- G. Specialty paving materials

2. In the urban open space areas to be located within the site, the petitioner may, at its discretion, construct or install improvements such as the following:

- A. Water feature(s)
- B. Outdoor dining areas
- C. Unique lighting concepts
- D. Terraced plazas and/or patios
- E. Accessory structures (kiosks, vendors, etc.)
- F. Art/sculptures

3. Additionally, the petitioner, at its discretion, may hold community events in the urban open space areas.

Cross access easement with adjacent parcel

1. At such time that the parcel of land that adjoins the site's eastern boundary line (the "adjacent parcel") is developed with a compatible use(s), the then owner(s) of the site shall open the vehicular connections between the site and the adjacent parcel over proposed private street (a) and proposed private street (b) as depicted on the Conceptual Schematic Site Plan provided that a cross access easement agreement is entered into by the then owners of the site and the then owners of the adjacent parcel and recorded in the Mecklenburg County Public Registry.

ARCHITECTURAL CONTROLS

1. All office buildings constructed on the site shall be architecturally compatible in appearance through the use of similar, as well as complementary building materials, colors and design (giving due consideration to the use of each building).

2. The first floor of all buildings shall be designed to encourage and complement pedestrian scale interest and activity.

3. Building elevations for each building to be developed on the site shall be submitted for review and approval to the Charlotte-Mecklenburg Planning Commission staff during the site plan approval process prior to the issuance of building permits for each building. Prior to the issuance of building permits for each building, the Charlotte-Mecklenburg Planning Commission staff shall have the opportunity to review the proposed elevations and the approved conditional plans to assure compliance with the design principals illustrated on the plans.

4. The maximum height of the buildings to be located within the site shall be limited as follows:

4.a. Two of the buildings within the site to be devoted to office uses may have a maximum height of 12 stories and 180 feet, and six of the buildings within the site to be devoted to office uses may have a maximum height of 8 stories and 120 feet.

4.b. The buildings within the site located immediately adjacent to the multi-family residential development may have a maximum height of 5 stories and 85 feet.

4.c. The buildings within the site located immediately adjacent to Arrowwood Road may have a maximum height of 5 stories and 85 feet.

5. Building height shall be measured from the average grade along each facade of the building to the roof line, but not including sky lights and roof structures for elevators, stairways, tanks, hvac equipment, or similar equipment for the operation and maintenance of a building.

6. Subject to the terms and provisions of these development standards, the orientation of the buildings to be located on Parcel no. 1 and Parcel no. 2 shall be as generally depicted on the Conceptual Schematic Site Plan.

SOLID WASTE

1. The petitioner shall submit a solid waste management plan to Mecklenburg County prior to initiating land clearing and/or construction activities on the site. The solid waste management plan shall include, at a minimum, the procedures that will be used to recycle all clean wood, metal, and concrete generated during demolition and construction activities, and the plan will specify that all land clearing and inert debris shall be taken to a properly permitted facility. The plan shall also state that monthly reporting of all tonnage disposed and recycled will be made to the Mecklenburg County solid waste program. The report shall include the identification and location of all facilities receiving disposed or recycled materials.

2. Office, retail, and multi-family complexes must meet all requirements as stated in the Charlotte City Code regarding solid waste dumpster, compactor and recycling areas.

Fire protection

- 1. All new buildings shall comply with the land use requirements of the Charlotte fire department.
- 2. All new buildings shall comply with the water supply requirements of the Charlotte fire department.
- 3. All new buildings shall comply with the access requirements of the North Carolina State Fire Code and the Charlotte Fire Department.

Internal sidewalks and private streets

1. Internal sidewalks and private streets shall be designed to meet the standards of the City of Charlotte Urban Street Design Guidelines adopted October 22, 2007.

2. As conceptually depicted on the Conceptual Schematic Site Plan, the petitioner shall install internal sidewalks on the site that will provide pedestrian connections between office buildings and from buildings to sidewalks along streets within the development.

Five year vested right

1. Pursuant to Section 1.110 of the Ordinance, a 5 year vested right is granted for the development project approved under this Rezoning Petition due to the size and phasing of the development, the level of investment, economic cycles and market conditions.

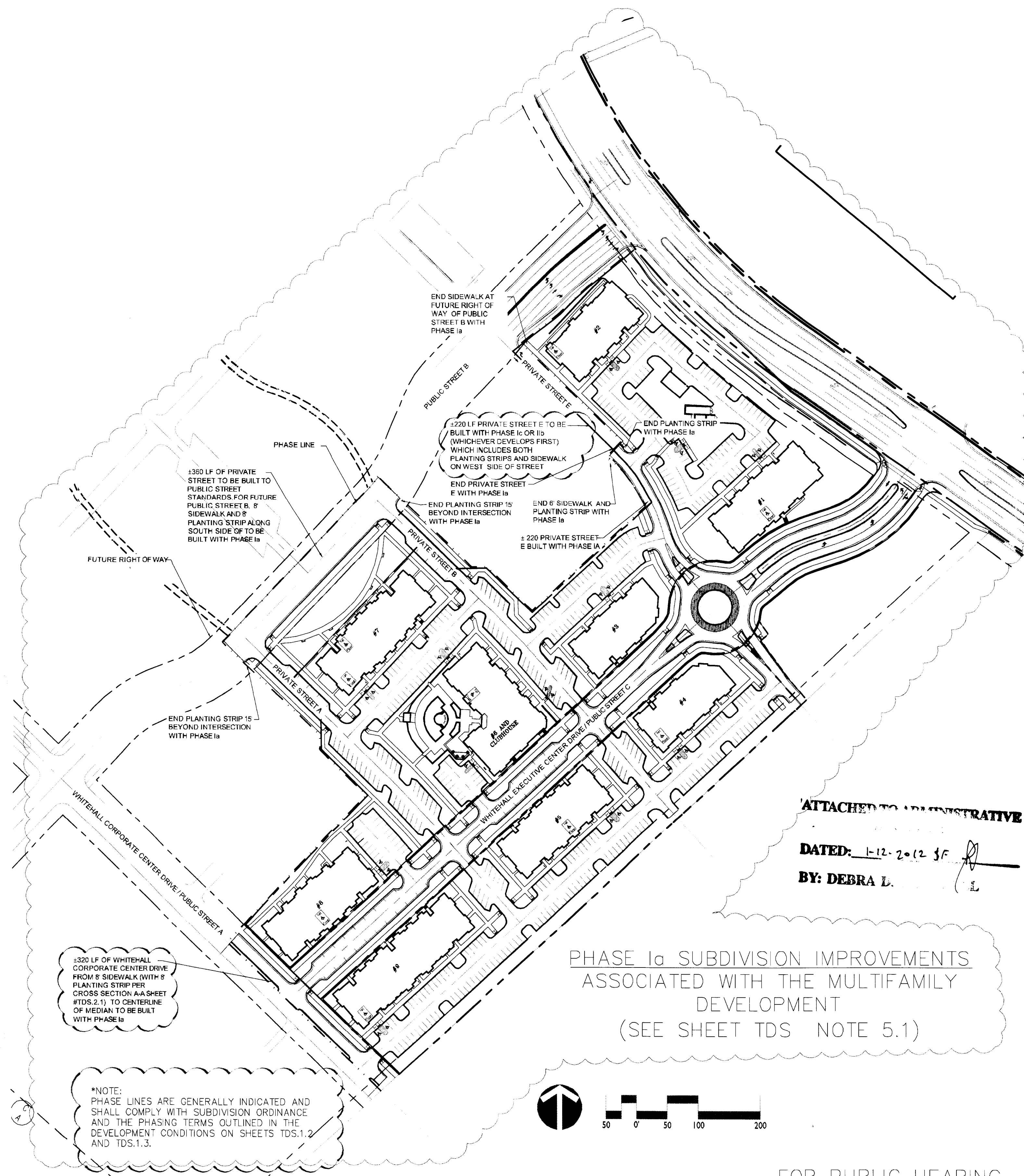
Amendments to rezoning plan

1. Future amendments to the Technical Data Sheet, these development standards and the Conceptual Schematic Site Plan may be applied for by the owner or owners of the site in accordance with section 6.206 of the Ordinance.

Binding effect of the rezoning application

1. If the petitioner's Rezoning Petition is approved, the development program established under the Technical Data Sheet and other supportive documents shall, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the petitioner and the current and subsequent owners of the site and their respective heirs, devisees, personal representatives, successors in interests and assigns.

2. Throughout these development standards, the term "petitioner" or "owner", shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of the petitioner and owner.



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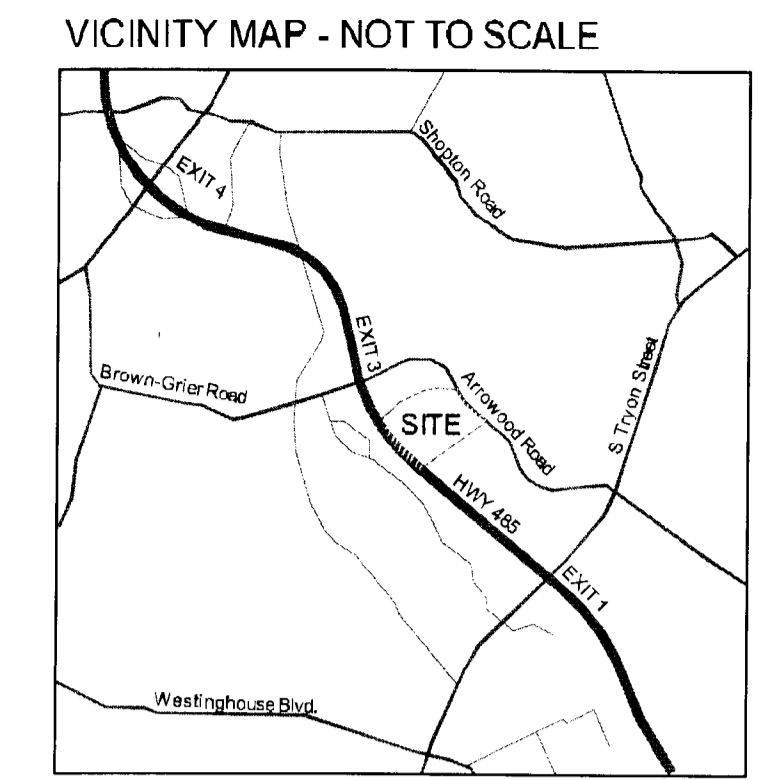
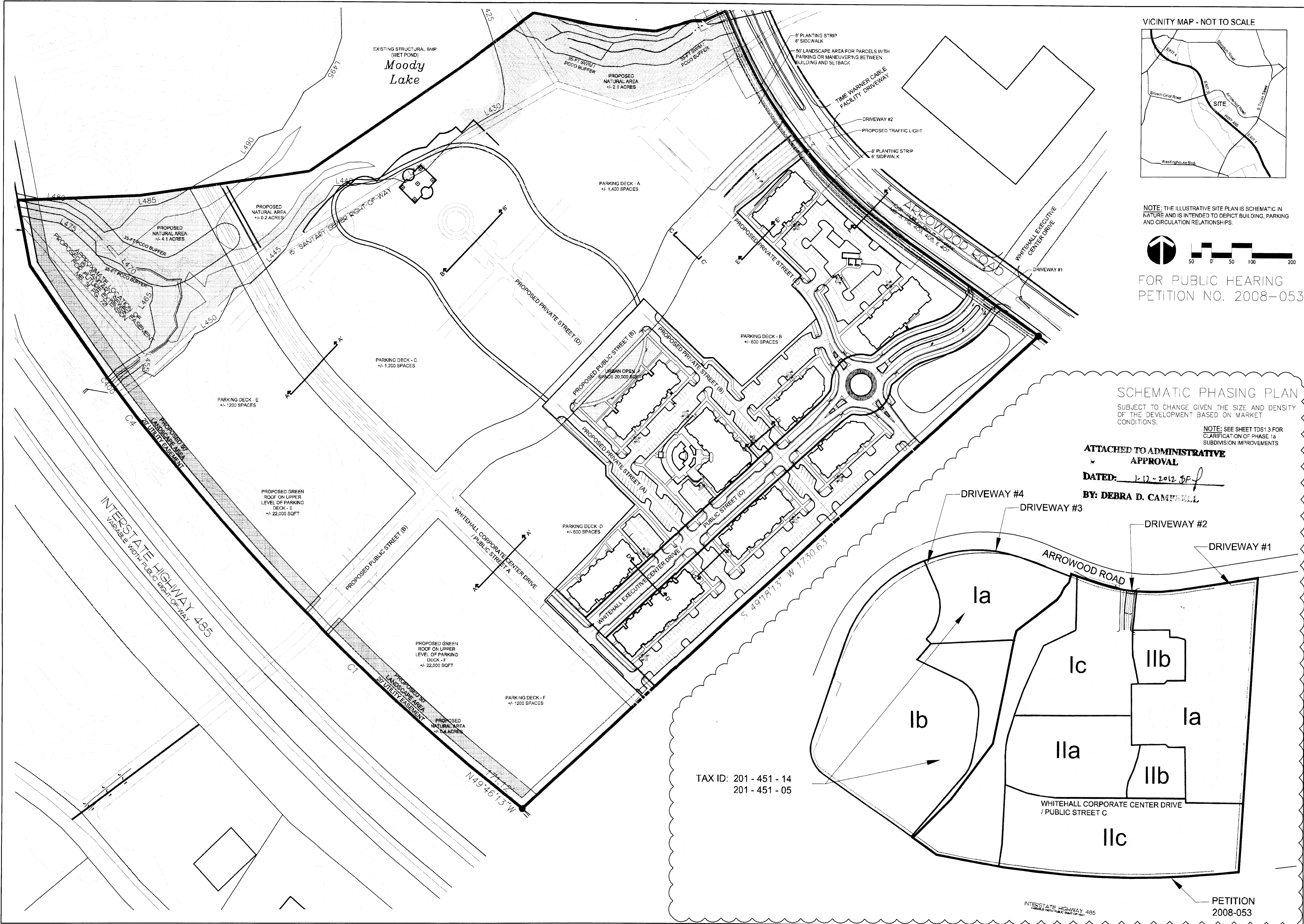
* ADMINISTRATIVE APPROVAL REQUEST
 NOVEMBER 11, 2011

WHITEHALL CORPORATE CENTER - PHASE II
DEVELOPMENT NOTES

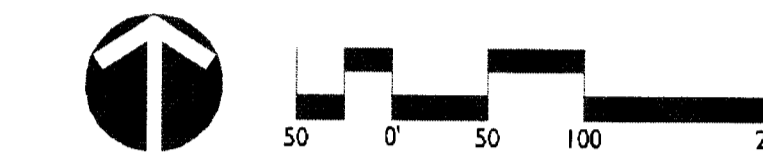
REVISIONS:
 02/20/09 - REVISIONS PER CITY COMMENTS
 03/20/09 - REVISIONS PER CITY COMMENTS
 03/26/09 - REVISIONS PER CITY COMMENTS
 04/20/09 - REVISIONS PER CITY COMMENTS
 05/11/09 - ADMINISTRATIVE APPROVAL REQUEST (BY DRG)
 12/16/11 - REVISIONS PER CITY COMMENTS (BY DRG)
 12/20/11 - ADMINISTRATIVE APPROVAL REQUEST (BY DRG)
 01/10/12 - REVISIONS PER CITY COMMENTS (BY DRG)
 01/17/12 - ADMINISTRATIVE APPROVAL REQUEST (BY DRG)

DATE: _____
 DESIGNED BY: CHK, AM
 DRAWN BY: V/S
 CHECKED BY: CHK, RJP
 O.C. BY: RJP
 SCALE: 1"=100'-0"
 PROJECT #:
 SHEET #:
TDS.1.3

FOR PUBLIC HEARING
 PETITION NO. 2008-053



NOTE: THE ILLUSTRATIVE SITE PLAN IS SCHEMATIC IN NATURE AND IS INTENDED TO DEPICT BUILDING, PARKING AND CIRCULATION RELATIONSHIPS.



FOR PUBLIC HEARING
PETITION NO. 2008-053

SCHEMATIC PHASING PLAN

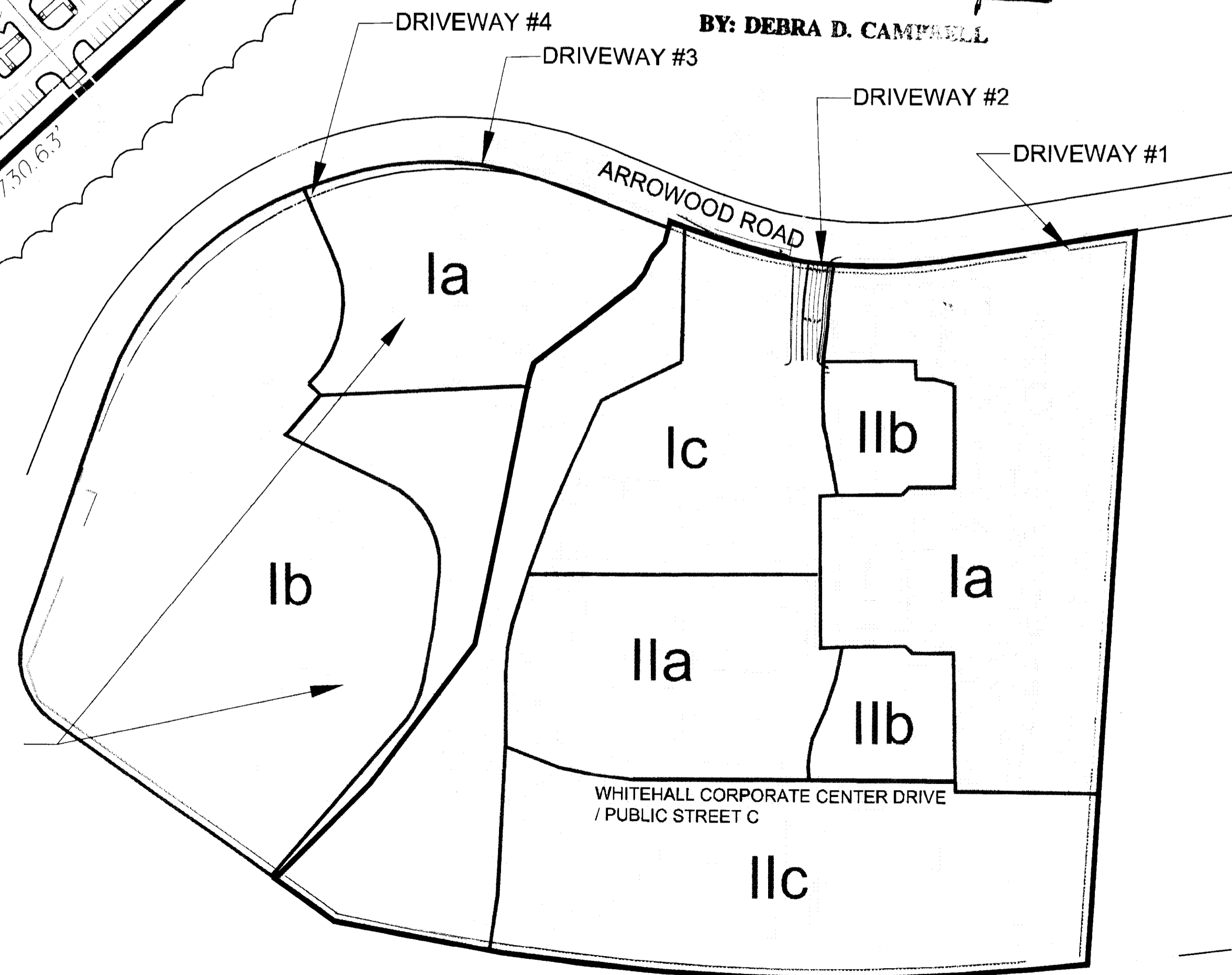
SUBJECT TO CHANGE GIVEN THE SIZE AND DENSITY OF THE DEVELOPMENT BASED ON MARKET CONDITIONS.

NOTE: SEE SHEET TDS1.3 FOR CLARIFICATION OF PHASE 1a SUBDIVISION IMPROVEMENTS.

ATTACHED TO ADMINISTRATIVE APPROVAL

DATED: 1-12-2012 *SEF*

BY: DEBRA D. CAMPBELL



TAX ID: 201-451-14
201-451-05

INTERSTATE HIGHWAY 485
PETITION 2008-053



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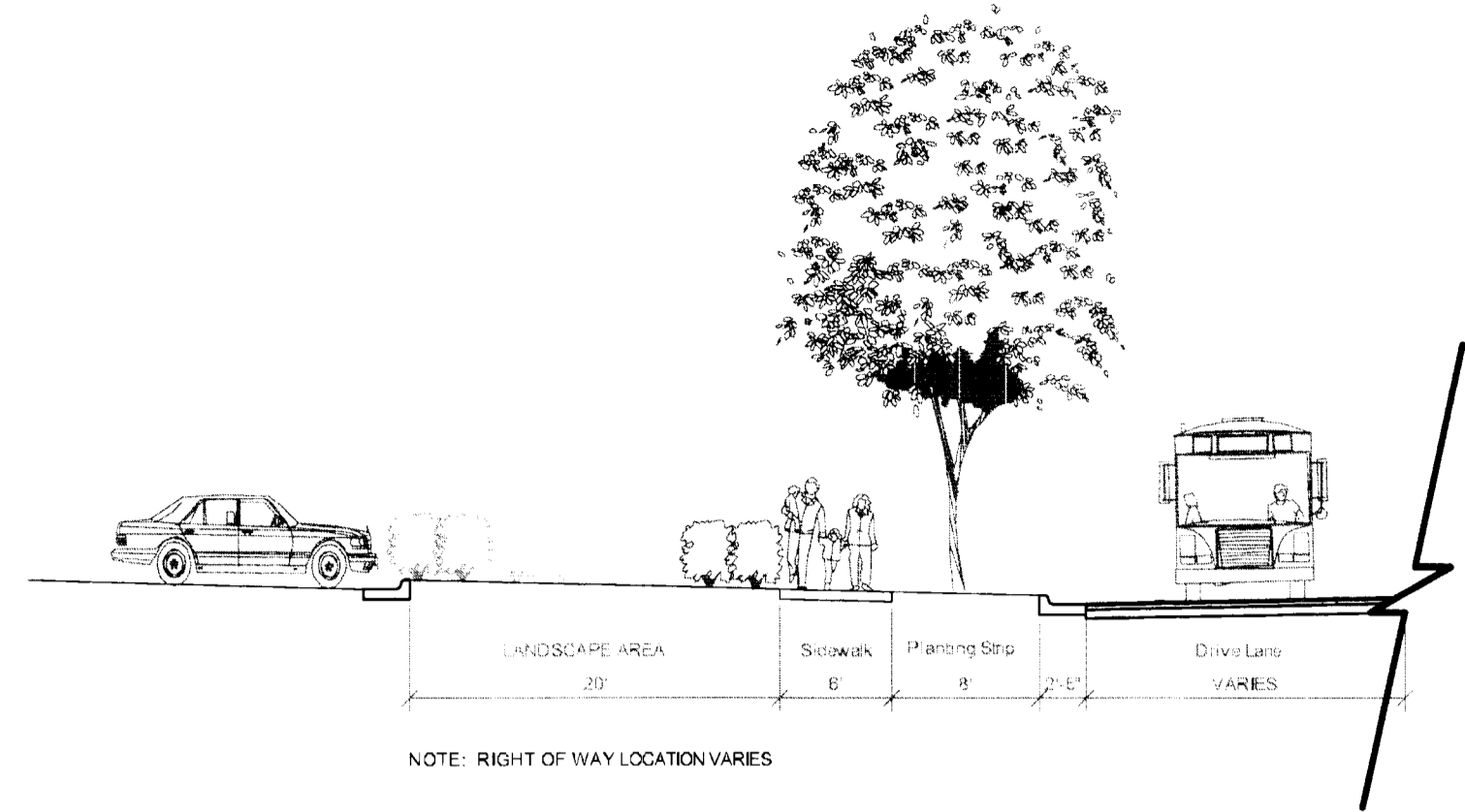
WHITEHALL CORPORATE CENTER - PHASE II

CONCEPTUAL SCHEMATIC SITE PLAN

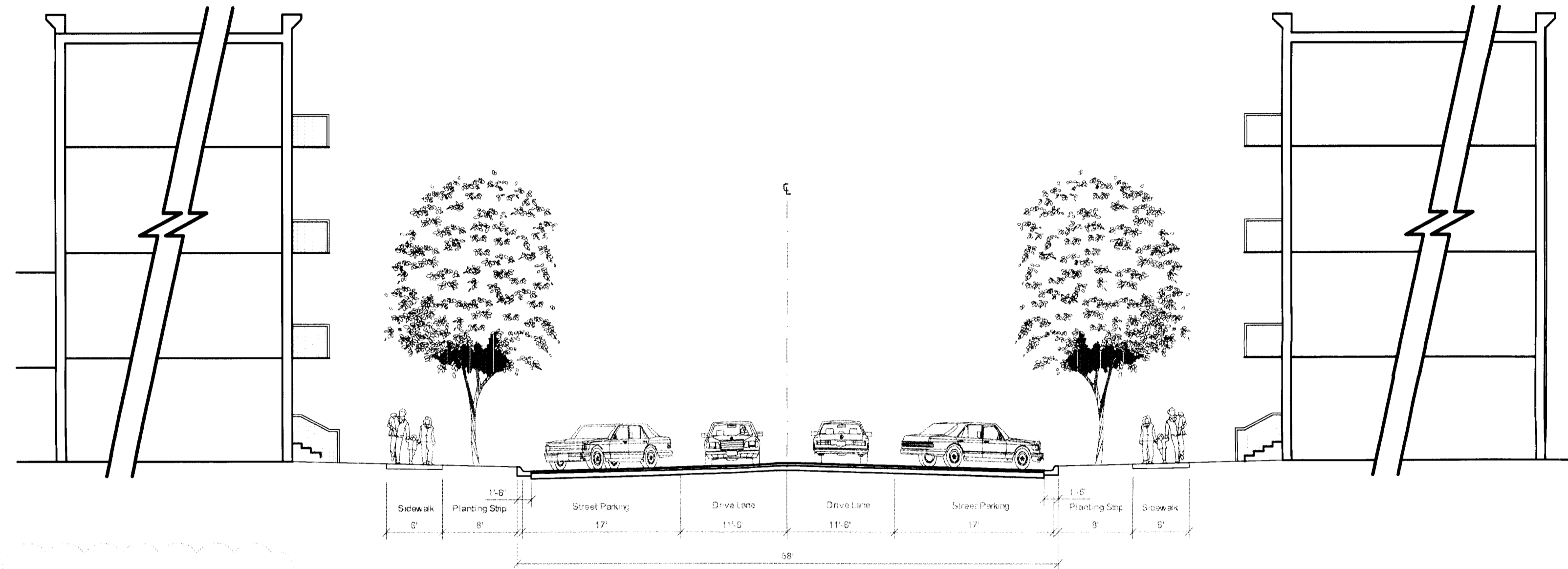
REVISIONS:

| | | |
|----------|------------|--|
| 03/09/09 | CHK, AM | REVISIONS PER CITY COMMENTS |
| 07/20/09 | CHK, R,J,F | REVISIONS PER CITY COMMENTS |
| 11/11/11 | CHK, R,J,F | REVISIONS PER CITY COMMENTS |
| 12/20/11 | CHK, R,J,F | ADMINISTRATIVE APPROVAL REQUEST (BY DRG) |
| 01/02/12 | CHK, R,J,F | ADMINISTRATIVE APPROVAL REQUEST (BY DRG) |

DATE: 01/02/12
DESIGNED BY: CHK, AM
DRAWN BY: H.S.
CHECKED BY: CHK, R,J,F
C.C. BY: R,J,F
PROJECT #:
SHEET #:
TDS.2.0



ARROWWOOD ROAD
 F - F' Cross-Section



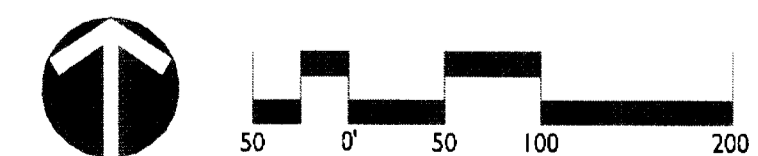
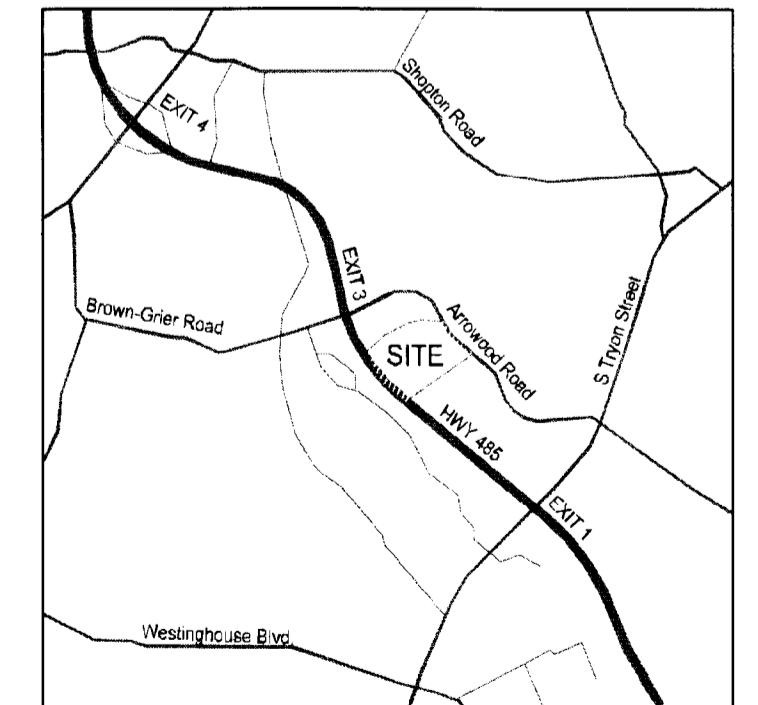
PROPOSED PRIVATE STREET (A) AND (B)
 G - G' Cross-Section

ATTACHED TO ADMINISTRATIVE APPROVAL

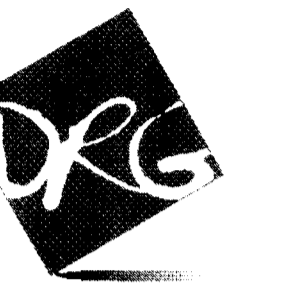
DATED: 1-12-2012 *DEB*
BY: DEBRA D. CAMPBELL

- NOTE:**
1. THE ILLUSTRATIVE SECTIONS ARE SCHEMATIC IN NATURE AND IS INTENDED TO DEPICT BUILDING, PARKING AND CIRCULATION RELATIONSHIPS.
 2. PROPOSED STREET CROSS SECTION WIDTHS ARE DESIGNED TO MEET THE CITY OF CHARLOTTE URBAN STREET DESIGN GUIDELINES ADOPTED OCTOBER 22, 2007.

VICINITY MAP - NOT TO SCALE



FOR PUBLIC HEARING
 PETITION NO. 2008-053

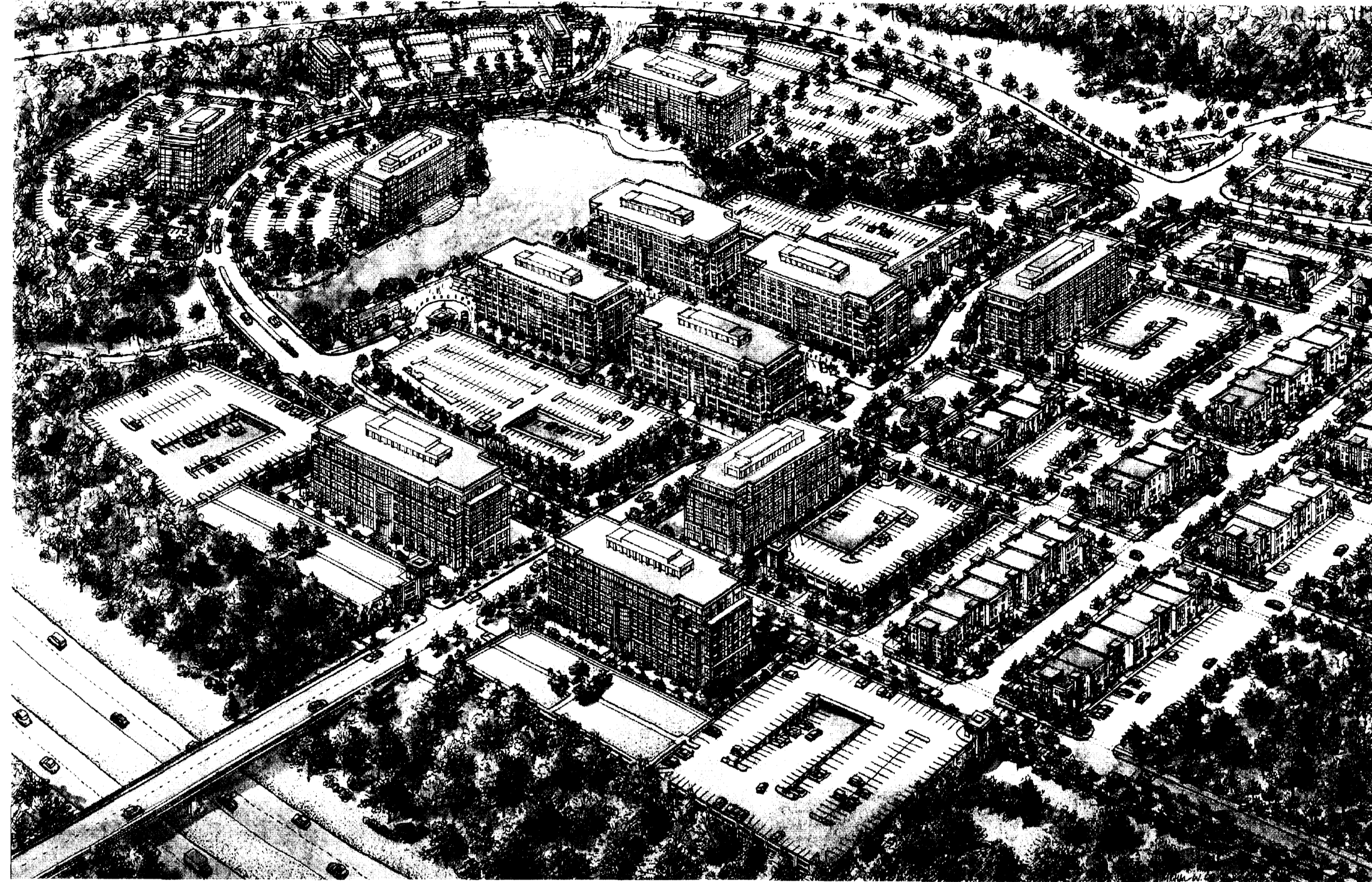


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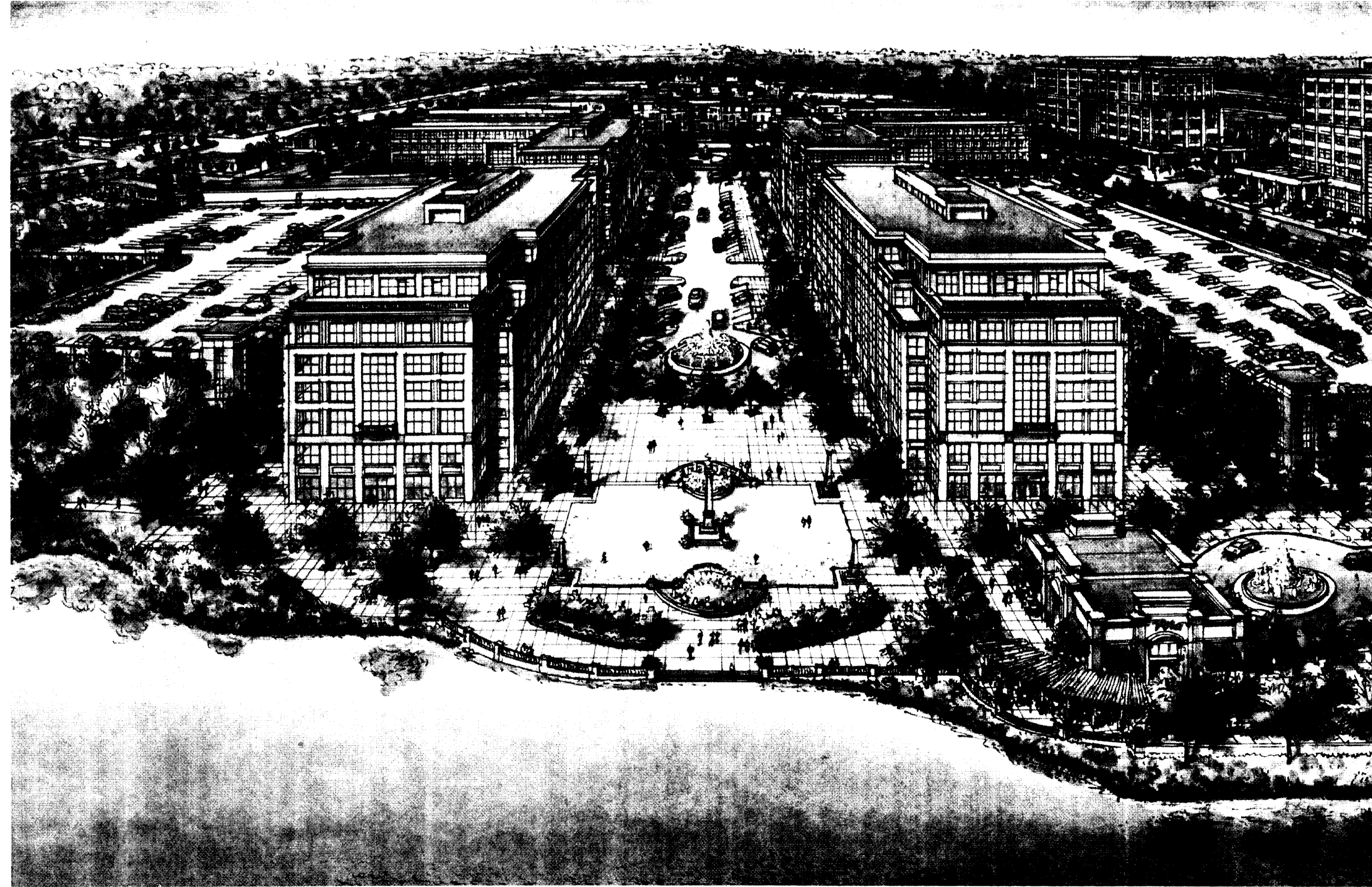
* ADMINISTRATIVE APPROVAL REQUEST
 NOVEMBER 11, 2011

REVISIONS:
 03/21/08 - REVISIONS PER CITY COMMENTS
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 - ADMINISTRATIVE APPROVAL REQUEST (BY DRG)

DATE: CHK, AM
 DESIGNED BY: HCH, RJP
 CHECKED BY: CHK, RJP
 O.C. BY: RJP
 SCALE: 1"=10'-0"
 PROJECT #



BIRDSYE PERSPECTIVE TOWARD THE NORTH



PERSPECTIVE OF AMENITY SPACE AT MOODY LAKE

ATTACHED TO ADMINISTRATIVE
 APPROVAL
 DATED: 1-12-2012 SF
 BY: DEBRA D. CAMPBELL

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 2459 wilkinson boulevard, suite 200
 charlotte, nc 28208
 p 704.343.0608 f 704.358.3093
 www.drgrp.com

* ADMINISTRATIVE APPROVAL
 REQUEST
 NOVEMBER 11, 2011

WHITEHALL CORPORATE CENTER - PHASE II

PERSPECTIVES

REVISIONS:
 07/09/09 REVISIONS PER CITY COMMENTS

DATE: _____
 DESIGNED BY: CHK
 CHECKED BY: CHK, RJP
 Q.C. BY: RJP
 SCALE: _____
 PROJECT#: _____

SHEET #
TDS.2.2