BALLANTYNE REIMAGINED

REZONING PACKAGE

Charlotte, North Carolina

PETITIONER	Northwood Development 11605 N. Community House Rd. Suite 600 Charlotte, NC 28277 Contact: Clifton Coble (704) 248-2000
LAND PLANNER	LandDesign, Inc. 223 North Graham St. Charlotte, NC 28202 Contact: Nate Doolittle (704) 333-0325
MASTER PLANNER	Sasaki 64 Pleasant St. Watertown, MA 02472 (617) 926-3300
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

VISION STATEMENT

A Visionary Community, Reimagined for the Future

Ballantyne offers a vibrant community connecting employment, housing and lifestyle conveniences. For more than two decades, this unique regional asset has provided economic opportunity through responsive mixed-use, neighborhood-oriented development. To ensure Ballantyne remains an economic engine for the Charlotte region, the reimagined Ballantyne galvanizes a thriving core of residential, retail and business. The reimagined Ballantyne will redefine what it means to connect people and gathering places seamlessly through a multimodal, innovative transportation network, signature green space and community amenities. Ballantyne Reimagined, a diverse cultural and entertainment center, will continue to inspire and enhance the quality of life for area residents, businesses and our entire region.

SHEET INDEX:

1. Sheet RZ-1 - Cover Sheet, Vision Statement & Sheet Index
2. Sheet RZ-2 - Context Map
3. Sheet RZ-3 - Site Area / Rezoning History
4. Sheet RZ-4A - Technical Data Sheet
5. Sheet RZ-4B-C - Technical Data Sheet Charts
6. Sheet RZ-5 - Conceptual Development Phases
7. Sheet RZ-6A-E - Development Standards and Transportation Notes
8. Sheet RZ-7A - Conceptual Proposed Street & Bicycle / Pedestrian Network
9. Sheet RZ-7B1 - Conceptual Proposed Cross Sections
10. Sheet RZ-7B2 - Conceptual Proposed Cross Sections
11. Sheet RZ-7C - Conceptual Proposed Frontages
12. Sheet RZ-8 - Conceptual Proposed Environmental Commitments
13. Sheet RZ-9A - Transportation Improvements Phase 1
14. Sheet RZ-9B - Transportation Improvements Phase II
15. Sheet RZ-10A - Existing Development & Included Parcel Data
16. Sheet RZ-10B - Rezoning Boundary Metes and Bounds Map
17. Sheet RZ-11 - Adjacent Parcel Data
18. Sheet RZ-12 - CATS Overall Transit

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

NORTHWOOD OFFICE
SASAKI
Moore & VanAllen

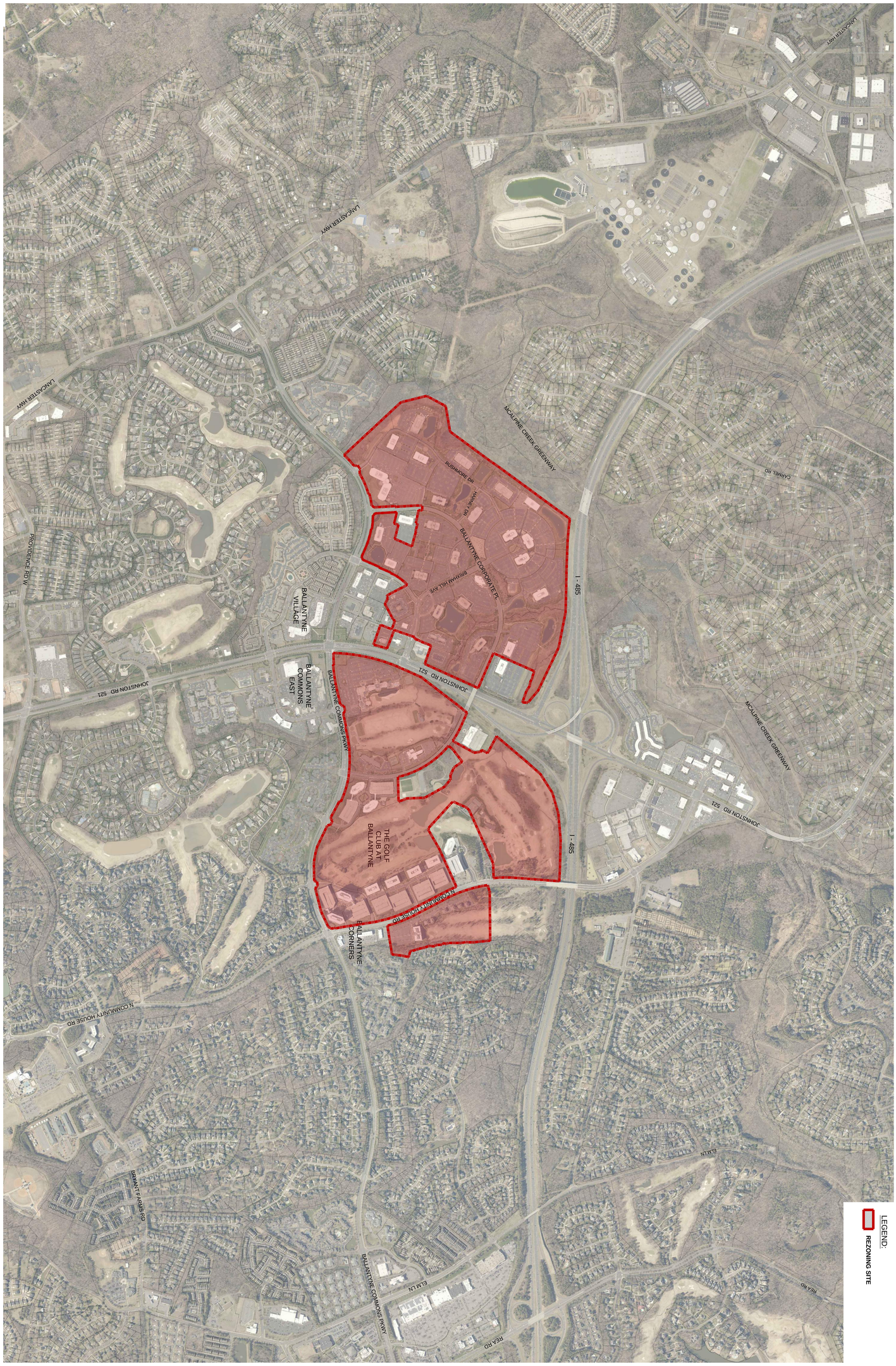
Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC

COVER SHEET

REVISIONS:

DATE: 06.04.2020
DESIGNED BY: NM
DRAWN BY: LRM
CHECKED BY: LRM
Q.C. BY: NLD
QA/QC BY: LS
PROJECT #: 1018459

SHEET #:
RZ-1.0



DATE: 06.04.2020
DESIGNED BY: LRM
DRAWN BY: LRM
CHECKED BY: LRM
Q.C. BY: NLD
SCALE: 1" = 700'
PROJECT #1018459

SHEET #:
RZ-2.0

REVISIONS:

Ballantyne Reimagined

REZONING PETITION NUMBER 2019-115

NORTHWOOD, CHARLOTTE, NC

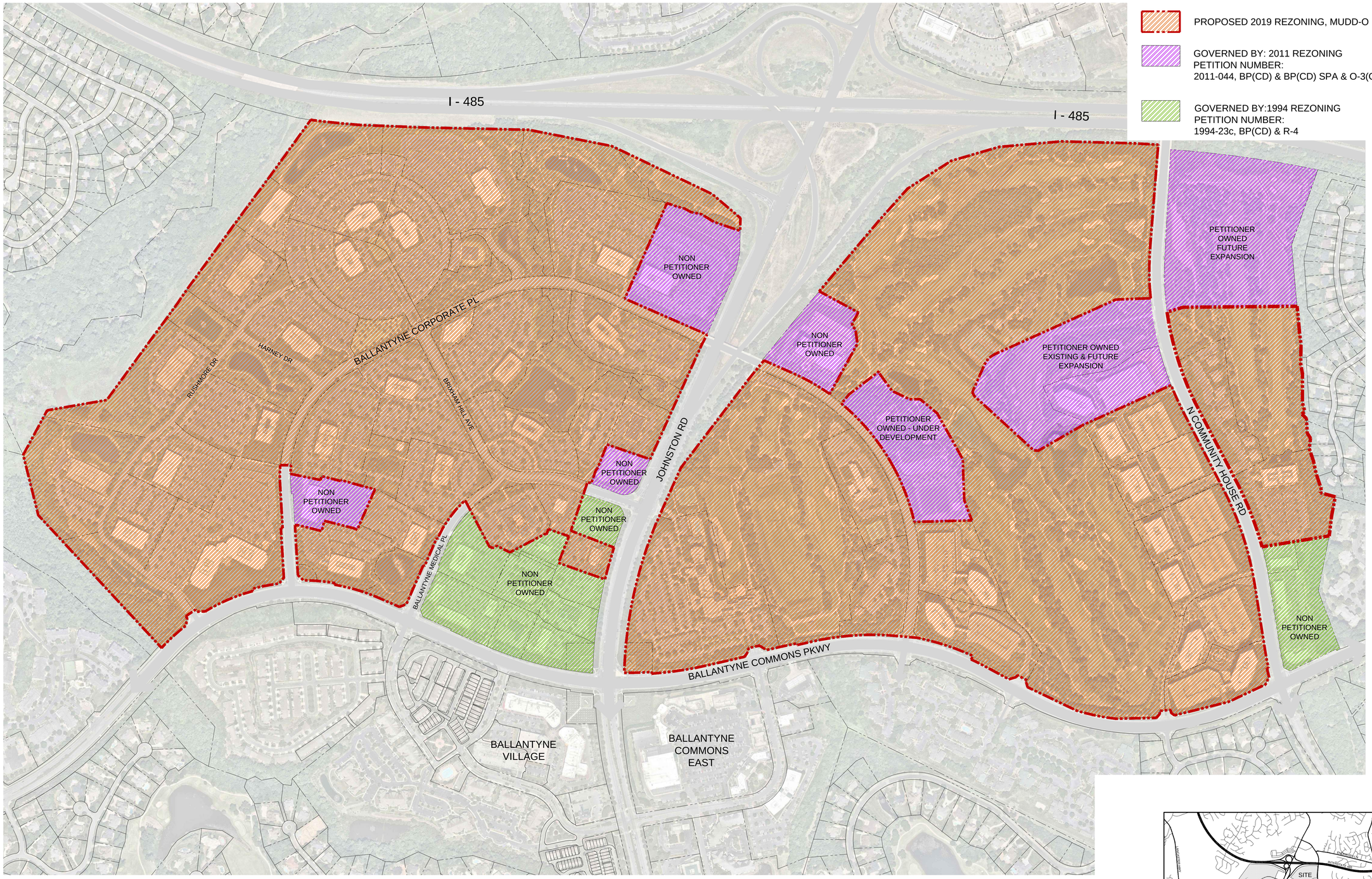
CONTEXT MAP

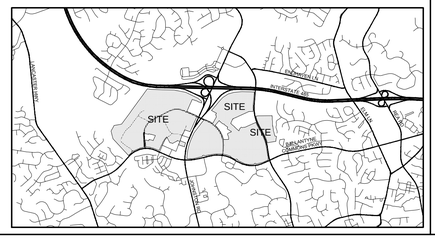
Moore & Van Allen

SASAKI

NORTHWOOD OFFICE

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





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

NORTHWOOD OFFICE
SASAKI
Moore & VanAllen

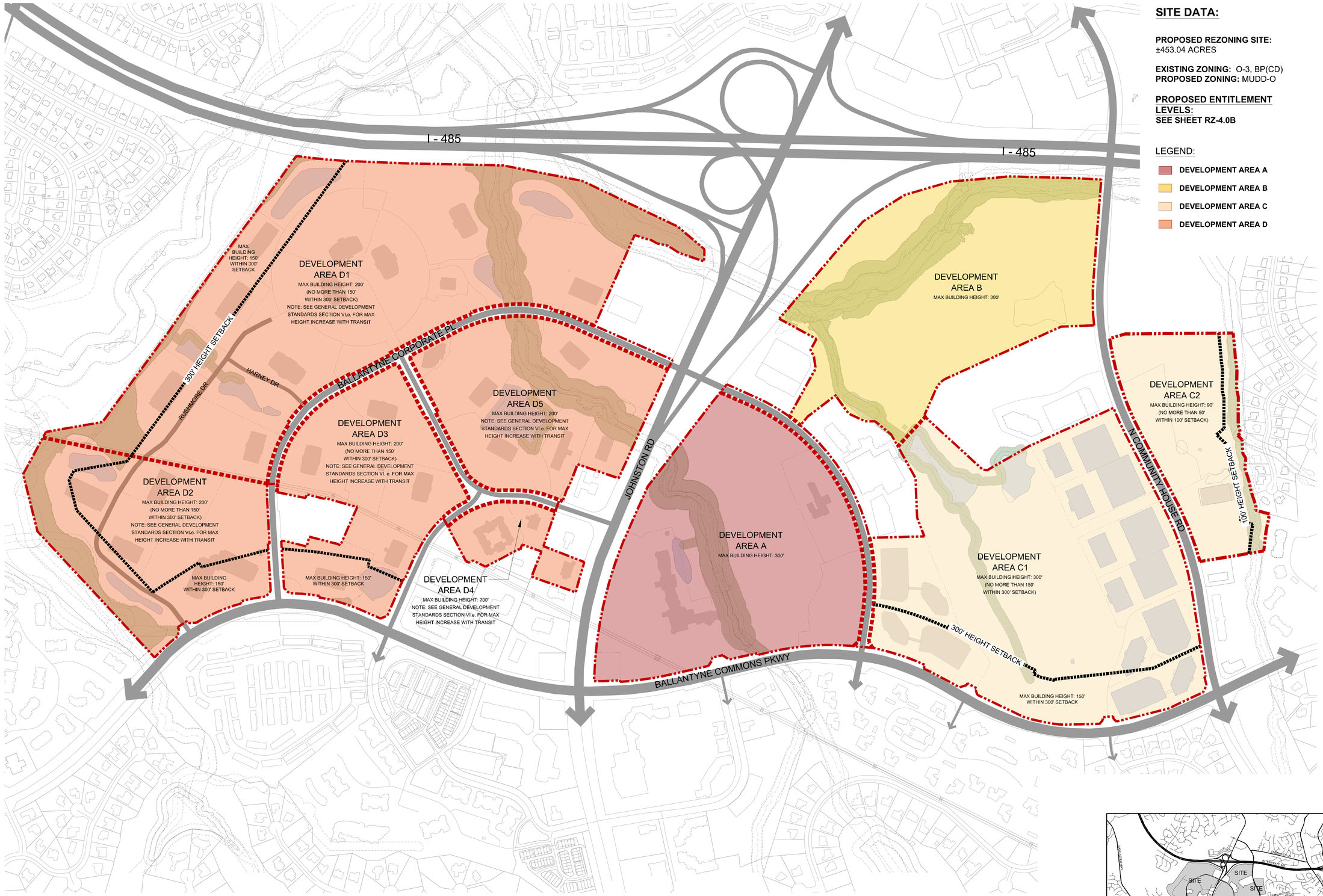
Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC

SITE AREA & REZONING HISTORY

REVISIONS:

DATE: 06.04.2020
DESIGNED BY: AJM
DRAWN BY: LRM
CHECKED BY: LRM
Q.C. BY: NLD
SCALE: 300'
PROJECT #:018459

SHEET #:
RZ-3.0



SITE DATA:

PROPOSED REZONING SITE:
±453.04 ACRES

EXISTING ZONING: O-3, BP(CD)
PROPOSED ZONING: MUDD-O

PROPOSED ENTITLEMENT LEVELS:
SEE SHEET RZ-4.0B

LEGEND:

- DEVELOPMENT AREA A
- DEVELOPMENT AREA B
- DEVELOPMENT AREA C
- DEVELOPMENT AREA D

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

NORTHWOOD OFFICE
SASAKI
Moore & VanAllen

Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC
TECHNICAL DATA SHEET

REVISIONS:

DATE: 06.04.2020
DESIGNED BY: LRM
DRAWN BY: LRM
CHECKED BY: LRM
Q.C. BY: NLD
SCALE: 1" = 300'
PROJECT #:1018459

SHEET #:
RZ-4.0A

Table III.c. Development Levels for Transportation Purposes		
Proposed New Development and Existing Built Development Expansion Levels (Combined)*; NOTE [ ] items reflects levels for only Phase I or II as applicable		
	Total Thru Phase I	**Total Thru Phase II**
New Non-Residential Uses *	Total	Total
New Office Uses s.f. = square feet of gross floor area	0	400,000 s.f. [400,000 s.f.]
New Non-Office Commercial Uses (Retail, EDEE & Personal Services)	300,000 s.f. [300,000 s.f.]	300,000 s.f.
New Hospitality/Hotel Uses	200 rooms	200 rooms
Other Misc. Uses **	N/A **	N/A **
Total	300,000 s.f.; 200 rooms	700,000 s.f.; 200 rooms

	Total Thru Phase I	**Total Thru Phase II**
Residential Uses *	Total	Total
Multi-Family Units	1,030 units [1,030 units]	2,080 units [1,050 units]
Single-Family * Attached/Detached Units**		300 units [300 units]
Total Units	1,030 units	2,380 units

* Subject to conversion rights per Section III of Development Standards

** See provisions of Section I.j.14 regarding development of certain other permitted MUDD uses not falling within the categories set forth above for uses such as civic, recreational, religious institution, congregate care & other similar uses. See also the above provision of this Section III.c. regarding exclusion of certain vertical integrated non-office commercial uses.

*** Single-family attached/detached units may be converted to multi-family units on a one-to-one ratio basis.

Table III.d.	
New Development & Existing Development Expansion Levels (combined)* - Phase III (NOTE: subject to full transportation study & Major Transportation Investments/Improvements as described above [sf references square feet of gross floor area])	
Non-Residential Uses	**Phase III**
Office Uses	1,500,000 s.f.
Non-Office Commercial Uses (Retail, EDEE & Personal Services)	50,000 s.f.
Hospitality/Hotel Uses	220 rooms
Other Misc. Uses **	N/A **
Residential Uses [units references dwelling units]	**Phase III**
Multi-Family Units	1,890 units
Single-Family Attached/Detached Units***	
Total Units	1,890 units

*Subject to conversion/transfer rights per Section III of Development Standards

**See provisions of Section I.j.14 regarding development of certain other permitted MUDD uses not falling within the categories set forth above for uses such as civic, recreational, religious institution, congregate care & other similar uses. See also the above provision of this Section III.c. regarding exclusion of certain vertical integrated non-office commercial uses.

*** Single-family attached/detached units may be converted to multi-family units on a one-to-one ratio basis.

CONVERSION TABLE

	Beginning MUDD Total (Phase 1 and Phase 2 Development Levels - does not include Built Development Levels)			**Date of Conversion**	**Description**	**Amended MUDD Total**		
Non-Residential Uses	**West**	**East**	**Total**			**West**	**East**	**Total**
Office Uses	0	400,000	400,000					
Non-Office Commercial Uses (Retail, EDEE & Personal Services)	0	300,000	300,000					
Hospitality/Hotel Uses	0	0	0					
Other Misc. Uses	0	0	0					
Residential Uses	**West**	**East**	**Total**			**West**	**East**	**Total**
Multi-Family Units	0	2,080	2,080					
Single-Family Attached/Detached Units	0	300	300					

Conversion Summary:
Conversion of non-office commercial uses (retail, EDEE, and Personal Services) to office use: 1 sq ft for 1 sq ft, not to exceed listed developemnt levels by 75,000 square feet of gross floor area
Conversion of office uses to non-office commercial uses (retail, EDEE, and Personal Services): 1 sq ft for 1 sq ft, not to exceed listed developemnt levels by 75,000 square feet of gross floor area
Conversion of residential units to hotel rooms: 1 unit for 1 room, up to maximum of 200 hotel rooms
Conversion of hotel rooms to residential units: 1 room for 1 unit, up to maximum of 200 hotel rooms
Conversion of hotel room or residential unit to commercial use (office, retail, EDEE and Person Services uses): 1 hotel room/ residential unit to 500 square feet of gross floor area of such commercial uses, up to max 200 hotel rooms or residential units
Conversion of commercial use (office, retail, EDEE and Person Services uses) to a hotel room or residential unit to: 500 square feet of gross floor area of such commercial uses to 1 hotel room/ residential unit, up to max 100,000 sqaure feet commercial use (200 hotel rooms or residential units)
Note: In no event shall the amount of non-office commercial uses created through the conversions set forth in Section III g, h, or i, result in greater than 100,000 square feet of gross floor area of additional non-office commercial uses.

New Development/Existing Development Expansion: Transfer of Phase I to Phase II Development Areas
(see Section III.e. of the Development Standards)

Uses	**Phase I Permitted Level**	**30% Max Permitted Transfer to Phase II**	**Transferred Amount**	**Remaining Permitted Transfer Amount**
New Non Residential Uses				
New Office Uses	N/A			
New Non-Office Commercial Uses (Retail, EDEE & Personal Services)	300,000	90,000		
New Hospitality/Hotel Uses	200	60		
Residential Uses				
Multi Family Units	1,030	309		

New Development/Existing Development West of Hwy 521
(see Section III.e. of the Development Standards)

Uses	**Permitted Level of Transfer to the West**	**Developed Transferred Amount**	**Remaining Permitted Transfer Amount**
New Non Residential Uses			
New Office Uses	N/A		
New Non-Office Commercial Uses (Retail, EDEE & Personal Services)	10,000		
Parcel # 12 (Tax parcel 223-156-04) *See Development Stds. for permitted uses*	7,500		
New Hospitality/Hotel Uses	N/A		
Residential Uses			
Multi Family Units	N/A		

ENTITLEMENT TRACKING TABLE (new uses)				
	ENTITLED	**PERMITTED**	**UNDER-CONSTRUCTION**	**BUILT**
Non-Residential Uses				
Office Uses	400,000 s.f.			
Non-Office Commercial Uses (Retail, EDEE & Personal Services)	300,000 s.f.			
Hospitality/Hotel Uses	200 rooms			
Other Misc. Uses	100,000 s.f			
Integrated - Total Internal & External Access	60,000 s.f			
External Access	Up to 30,000 s.f.			
Residential Uses				
Multi-Family Units	2,080 units			
Single-Family Attached/Detached Units	300 units			

NOTE: SHEET TO BE UPDATED AND SUBMITTED WITH ALL LAND DEVELOPMENT SUBMITTALS.

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

NORTHWOOD OFFICE
SASAKI
Moore & VanAllen

Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC
TECHNICAL DATA SHEET CHARTS

REVISIONS:

DATE: 06.04.2020
DESIGNED BY: LRM
DRAWN BY: LRM
CHECKED BY: LRM
Q.C. BY: NLD
SCALE: N.T.S.
PROJECT #:018459

SHEET #:
RZ-4.0B

EXISTING BUILT DEVELOPMENT	
	BUILT DEVELOPMENT
EAST	
Non-Residential Uses	
Office Uses	1,754,035 s.f.
Non-Office Commercial Uses (Retail, EDEE & Personal Services)	6,526 s.f.
Hospitality/Hotel Uses	378 rooms
Other Misc. Uses	n/a
Flex Space	n/a
Residential Uses	
Multi-Family Units	0
Single-Family Attached/Detached Units	
WEST	
Non-Residential Uses	
Office Uses	2,008,694 s.f.
Non-Office Commercial Uses (Retail, EDEE & Personal Services)	0
Hospitality/Hotel Uses	90 rooms
Other Misc. Uses	24,503 s.f.
Flex Space	n/a
Residential Uses	
Multi-Family Units	n/a
Single-Family Attached/Detached Units	n/a
Note: All numbers from Jeff Floyd letter (April-18)	

NOTE: SHEET TO BE UPDATED AND SUBMITTED WITH ALL LAND DEVELOPMENT SUBMITTALS.

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

NORTHWOOD OFFICE

SASAKI

Moore & VanAllen

Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC

TECHNICAL DATA SHEET CHARTS

REVISIONS:

DATE: 06.04.2020
DESIGNED BY: LRM
DRAWN BY: LRM
CHECKED BY: LRM
Q.C. BY: NLD
QA/QC BY: CS
PROJECT #:018459

SHEET #:
RZ-4.0C

LEGEND:

PHASE I

PHASE II

PHASE III
(LOCATION TBD & MAY OCCUR ON EITHER OR BOTH SIDES OF 521 (JOHNSTON RD)

NOTE: INTENDED TO SHOW CURRENT PRIMARY CONCEPTUAL PHASING LOCATIONS FOR PHASES I AND II CONTEMPLATED BY DEVELOPER SUBJECT TO SECTION III.e. OF THE DEVELOPMENT STANDARDS.

NOTE: LIMITED PHASE I AND II DEVELOPMENT MAY BE LOCATED ON WEST SIDE OF JOHNSTON ROAD/HIGHWAY 521 PER SECTION III.e. OF THE DEVELOPMENT STANDARDS.

I - 485

BALLANTYNE CORPORATE PL

HARNEY DR

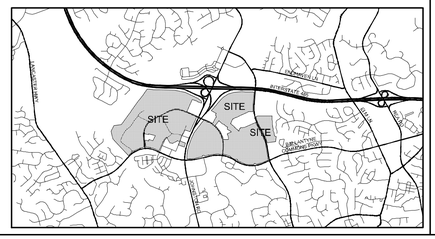
RUSHMORE DR

JOHNSTON RD

N COMMUNITY HOUSE RD

BALLANTYNE COMMONS PKWY

150' 0' 150' 300' 600'



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

NORTHWOOD OFFICE

SASAKI

Moore & VanAllen

Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC

CONCEPTUAL DEVELOPMENT PHASES

REVISIONS:

DATE: 06.04.2020
DESIGNED BY: KM
DRAWN BY: LRM
CHECKED BY: LRM
Q.C. BY: NLD
SCALE: 1"=300'
PROJECT #:018459

SHEET #:
RZ-5.0

GENERAL DEVELOPMENT STANDARDS FOR BALLANYNE REIMAGINED 2020
REZONING PETITION #2019-115
June 4, 2020

Site Development Data – Master Plan Site:

--Acreage: ± 455 acres
--**Tax Parcel #s:** See Sheet RZ-10.0
--Existing Zoning: BP(CD) and O-3(CD)
--Proposed Zoning: MUDD-O, with five (5) year vested rights in these Development Standards.
--**Existing Uses:** Portions of Master Plan Site are currently developed for office/commercial uses, parking, open space, golf course and other similar uses.
--**Proposed Uses:** Uses permitted by right and under prescribed conditions together with accessory uses, as allowed in the MUDD-O zoning district (as more specifically described below).
--**Maximum Gross Square feet of Development (e.g. development levels):** Set forth in Section III below.
--Maximum Building Height: Set forth in Sheet RZ-4.0 with respect to each Development Area and in the Optional Provisions set forth below. Height will be measured as defined by the Ordinance as modified by the Optional Provisions below and otherwise in the Rezoning Plan.
--**Parking:** As specified in the MUDD parking and loading standards of the Ordinance as may be modified by the Optional Provisions below.

I. Community Context, Vision & General Provisions:

a. Community Context: Prior Ballantyne Rezonings. As reflected on Sheet RZ-3.0, original Ballantyne was first rezoned by the Mecklenburg County Commission on October 18, 1993 (Pet. #93-23(c), as amended by Pet. #94—23(c) and 96 (c) and other administrative amendments, collectively the "Original Ballantyne Rezoning"), and related to ±2,010 acres developed over time as a major master planned community. In 2011, the ±520 acre portion of Original Ballantyne Rezoning represented by the Corporate Park was rezoned (Pet.#2011-044, as amended, the "2011 Ballantyne Rezoning"), and certain portions of the Original Ballantyne Rezoning were included and others not included in the 2011 Ballantyne Rezoning as generally depicted on Sheet RZ-3.0.

b. Excluded Parcels; Rezoning Super-cedes Earlier Rezonings as to Rezoning Site. As generally depicted on Sheet RZ-3, portions of 2011 Ballantyne Rezoning are excluded from this Rezoning and all portions of the Original Ballantyne Rezoning not included in the 2011 Ballantyne Rezoning are likewise not included in this Rezoning; those parcels that are excluded from this Rezoning are the "Excluded Parcels." Only those parcels expressly set forth on Sheet RZ-10 as being included in this Rezoning (the "Rezoning Site" or "Site") shall be governed by the Rezoning Plan, and other parcels shall remain bound by either the Original Ballantyne Rezoning or the 2011 Ballantyne Rezoning, as applicable. Furthermore, as to the Rezoning Site, this Rezoning Plan super-cedes all prior rezoning petitions and amendments including as applicable the Original Ballantyne Rezoning and the 2011 Ballantyne Rezoning. It is understood that an administrative site plan amendment may be required to confirm the resulting 2011 Ballantyne Rezoning parcels and applicable development rights thereunder.

c. Rezoning Plan Description. The following items form the rezoning plan (the "Rezoning Plan") for Rezoning Petition #2019-115 (the "Petition" or "Rezoning Petition") filed by Northwood Development LLC, as Petitioner (hereinafter the "Petitioner" along with successors and assigns, and any other parties described below) for the Rezoning Site:

- Sheet RZ-1.0 Cover Sheet, Vision Statement & Sheet Index
- Sheet RZ-2.0 Context Map
- Sheet RZ-3.0 Site Area / Rezoning History
- Sheet RZ-4.0A Technical Data Sheet
- Sheet RZ-4.0B Technical Data Sheet Charts
- Sheet RZ-5.0 Conceptual Development Phases
- Sheet RZ-6.0A-E Development Standards and Transportation Notes
- Sheet RZ-7.0A Conceptual Proposed Street & Bicycle/Pedestrian Network
- Sheet RZ-7.0B1 Conceptual Proposed Cross Sections
- Sheet RZ-7.0B2 Conceptual Proposed Cross Sections
- Sheet RZ-7.0C Conceptual Proposed Frontages
- Sheet RZ-8.0 Conceptual Proposed Environmental Commitments
- Sheet RZ-9.0A Transportation Improvements Phase I
- Sheet RZ-9.0B Transportation Improvements Phase II
- Sheet RZ-10.0A Existing Development & Included Parcel Data
- Sheet RZ-10.0B Rezoning Boundary Metes and Bounds Map
- Sheet RZ-11.0 Adjacent Parcel Data
- Sheet RZ-12.0 CATS Overall Transit

Each of the above Sheet RZ items are referred to herein as a "Sheet" or collectively the "Sheets", and sub-sheets such as Sheets 4.0.A and 4.0.B may be referred to together as Sheet 4.0.

d. Zoning Classifications/Ordinance. Development of the Rezoning 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, the regulations established under the Ordinance for the MUDD-O zoning classification for the Rezoning Site shall govern all development taking place on the Rezoning Site, subject to the Optional Provisions provided below.

e. Development Areas & Contemplated Phasing.

1. 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 four (4) development areas (along with sub-areas) are generally depicted on Sheet RZ-4.0 (each a "Development Area" and collectively the "Development Areas"; sub-areas such as Development Area C1 and Development Area C2 may be referred together as Development Area C). The exact boundaries of the Development Areas may be subject to modifications to account for Development/Site Elements (as defined below) and other modifications needed to fulfill the design and development intent of the Rezoning Plan. Any such minor changes may be requested and processed through an administrative amendment per Section 6.207 of the Ordinance.

2. The overall development will be phased only in connection with transportation improvements described in Section V. As generally depicted on Sheet RZ-5.0, the initial phase(s) of development are expected to focus on Development Area A with the creation of the urban residential, retail/EDEE/personal services mixture of uses, along with substantial open space areas, to add to the existing office based uses within the Rezoning Site, and on Development Area C2 which is contemplated to contain retail/EDEE/personal services uses, including possibly a grocery use all with convenient access to Community House Road. It is

contemplated that the next phases of development will focus largely on Development Areas B and C1 with additional residential, retail/EDEE/personal services and some office based development, along with substantial open space areas. While the above describes the planned nature of the development phasing, it is understood that development of the permitted uses can occur on other portions of the Rezoning Site, including those portions located west of Highway 521 (but with the limitation in permitted development levels as set forth in Section III.e below), as the Petitioner responds and adjusts to market conditions, demand, development constraints and other factors, subject to the limitations on development levels for the portions of the Site described in Section III.e below.

f. 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 (roads), greenway and Development Areas (as defined below) and other development matters and site elements (collectively the "Development/Site Elements") set forth on the Rezoning Plan should be reviewed in conjunction with the provisions of these Development Standards. The layout, locations, sizes and formulations of the Development/Site Elements 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, changes to the Rezoning Plan, not anticipated by the Rezoning Plan nor reasonably deemed by Planning Staff as so minor as not to require an administrative amendment, 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 documentation phases, it is intended that this Rezoning Plan provide for flexibility in allowing some alterations or modifications from the graphic representations of the Development/Site Elements. Therefore, as indicated above, there may be instances where minor modifications that don't materially change the overall design intent depicted on the Rezoning Plan such as minor modifications to the Development Areas (as defined below) or the Development/Site Elements, may be allowed by the Planning Staff/Planning Director, in their discretion, without requiring the administrative amendment process per Section 6.207 of the Ordinance; in other instances modifications shall be reviewed and approved as allowed by Section 6.207.

3. Furthermore, and in addition to the foregoing, at any time the Petitioner, or assigns, 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.

g. Number of Buildings Principal and Accessory. Given the master planned nature of the Rezoning, there is not a limitation on the number of buildings permitted on the site. Development will be governed by the development levels set forth in Section III below.

h. Planned/Unified Development. The Rezoning Site and each Development Area and parcel created therein shall be viewed as a planned/unified development plan as to the Development/Site Elements as may be generally depicted on the Rezoning Plan and shall be viewed with Excluded Parcels as described on Sheet RZ-3.0 (but to the benefit only of the Rezoning Site and the 2011 Ballantyne Rezoning Parcels), as a planned/unified development; as such, except where design guidelines or standards are set forth 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 the Rezoning

Site and also as to the 2011 Ballantyne Rezoning Parcels. Furthermore, the Petitioner and/or owner of the applicable portion of the Rezoning Site reserve the right to subdivide portions or all of the Rezoning Site and create lots within the interior of the portion of the Rezoning Site without regard to any such internal separation standards and FAR requirements; provided, however, all such separation standards applied to the Rezoning Site along the exterior boundary of the Rezoning Site (except where adjacent to the Excluded Parcels) shall be adhered to. In addition, any FAR requirements, if applicable, will be regulated by any development limitations set forth in this Rezoning Plan for the Rezoning Site taken as a whole and not individual portions or lots located therein.

i. 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 the Rezoning Site for a five (5) year period, but such provisions shall not limit any other vested rights at common law or otherwise.

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

1. **Active Open Space.** References to the term "Active Open Space" or "active open space" (whether capitalized or not) shall contain features that characterize active or usable open space areas such as: landscaping, lawns, gardens, benches and other seating areas, pedestrian and bicycle paths, trails, art features, water features/fountains, parks, dog parks, fishing ponds, accessible creeks, streams and storm water ponds, putting greens, golf courses, amphitheaters, and/or other types of formal or informal recreational facilities and/or other similar facilities and improvements.

2. **Blank Wall, Ground Floor**. The horizontal linear dimension of contiguous building wall that does not contain fenestration, doors, or decorative elements such as banding, medallions, artwork such as murals and mosaics, change in wall plane of at least three inches, or other architectural or material embellishment. Any wall less than five feet in height is not considered to be a blank wall.

3. **Blank Wall, Upper Floor**. The horizontal or vertical linear dimension of contiguous building wall that does not contain fenestration, doors, or decorative elements such as banding, medallions, artwork such as murals and mosaics, change in wall plane of at least three inches, or other architectural or material embellishment. Any wall with a minimum dimension of less than five feet (5') (height or width) is not considered to be a blank wall.

4. **Commercial Uses**. References to the term "commercial uses" or "Commercial Uses" (whether capitalized or not) shall mean office uses, retail uses, EDEE uses and Personal Services uses, and the term "non-office commercial uses" or "Non-office Commercial Uses") (whether capitalized or not) shall mean retail uses, EDEE uses and Personal Services uses.

5. **Development**. References to "Development" and/or "development" (whether capitalized or not) shall mean and refer to Existing Built Development, Existing Built Development Expansion and/or New Development, as defined below, as the context dictates.

6. **Development Levels**. Reference is made to Section III below and to Sheet RZ-4.0, for the permitted uses and development levels permitted within the Development Areas which shall govern the total maximum development level of gross floor area for all such listed uses,

subject to the conversion rights set forth in Section III, and the provisions of Section I.j.14 of these Development Standards.

7. **Existing Built Development.** Existing Built Development means buildings, structures, parking, pavement, and related built improvements in existence as of the date of the rezoning approval (and shall include interior alterations or improvements and exterior expansions that do not constitute Existing Built Development Expansion nor New Development, each as defined below).

8. **Existing Built Development Expansion.** Existing Built Development Expansion shall mean exterior addition(s) and/or expansion(s) to Existing Built Development that increase(s) the building footprint, pavement and/or parking areas, but shall not include interior renovations, exterior façade improvements, repairs, and/or upgrade expansions of less than 5% of the associated building footprint in existence as of the date of approval of the Rezoning or less than 20% of the parking area in existence as of the date of the approval of the Rezoning (it is understood that there may be multiple such interior renovations, exterior façade improvements, repairs and/or upgrade expansions but they may not exceed collectively the 5% or the 20% thresholds described above).

9. **Gross Floor Area Clarification.** When determining the maximum development levels set forth in this Rezoning Plan, the term gross floor area shall be defined as set forth in the Ordinance except that it shall also 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.

10. **Limited Service Restaurant**. A "Limited Service Restaurant" or "limited service restaurant" (whether capitalized or not) shall mean a restaurant with no more than 3,000 square feet of gross floor area serving primarily items that do not require on-premise cooking of food (other than heating, micro-wave cooking or similar process and the baking of premixed dough).

11. **Multi-Family Stacked Unit.** Stacked unit design refers to multi-family residential designed as a structure with multiple dwelling units accessed by one or more common entryways so that units may have individual entrances for ground floor units.

12. **New Development. "**New Development" means development, redevelopment and/or replacement of buildings, structures, parking, pavement and related improvements that does not constitute either Existing Built Development nor Existing Built Development Expansion.

13. **Open Space**. References to the term "open space" or "Open Space" (whether capitalized or not) shall have the meaning ascribed to such term in the Ordinance but for further clarification shall include passive and active open space such as parks, golf courses, athletic fields, nature trails, bike/scooter paths, internal walkways, food court areas, outdoor dining areas, greenways, buffers, gathering places, amphitheaters, outdoor performance spaces, preserves, floodplains, streams, storm water ponds and facilities, plazas, tree save areas, wildlife hubs and habitats, and other similar open and unobstructed areas of land or water.

14. **Other Permitted MUDD Uses**. Reference in the Development Standards and Sheet RZ-4.0 to other MUDD permitted uses that are not set forth within the categories of

commercial uses, hotel/hospitality uses and residential uses set forth in *Table III.c.* shall mean and refer to all uses permitted by right or under prescribed conditions in the MUDD zoning district other than the enumerated categories above and those MUDD uses expressly prohibited in Section III.b below, together with all permitted accessory uses. For instance, these other permitted MUDD uses shall include, without limitation: schools, religious institutions, congregate care facilities, and similar uses; recreation (indoor and outdoor) uses including but not limited to gyms, YMCAs, fitness facilities, athletic facilities indoor and outdoor, play areas, dog parks, parks, golf courses and similar uses; civic, social service, or fraternal uses, galleries, museums, theater, indoor amphitheater/outdoor performance facilities; community gardens, urban farms, farmers markets, areas used for food truck and mobile food vending, kiosks, shipping container structures or other similar "tactical urbanism type permitted structures as well as parking for such uses, and/or similar uses as described herein. Given the nature of these uses, no development level limits on these uses shall apply for gross floor area of up to 85,000 square feet EXCEPT that (i) each indoor recreation use/facility of greater than 10,000 sf of gross floor area and all such indoor recreation use/facilities combined of greater than 20,000 square feet of gross floor area (such uses associated with schools, religious institutions and the like being excluded), and (ii) religious institutions of greater than 750 seats, shall count against the development levels for commercial uses set forth for the Rezoning Site. The above-referenced uses and related development levels shall be included as part of the tracking summary information referenced herein.

15. **Personal Services Establishment.** An establishment that provides frequent or recurrent needed services of a personal nature. Typical uses include, but are not limited to, beauty shops, barbershops, tanning salons, electronics repair shops, nail salons, laundromats, health clubs, dry cleaners, and tailors.

16. **Prominent Entrance.** A building entrance that is visually distinctive from the remaining portions of the facade where it is located.

i. For nonresidential, mixed-use, and multi-family stacked units, entrances that contain at least three of the following are considered a prominent entrance: decorative pedestrian lighting/sconces; architectural details carried through to upper stories; covered porches, canopies, awnings or sunshades; archways; transom or sidelight windows; terraced or raised planters; common outdoor seating enhanced with specialty details, paving, landscaping, or water features; double doors; stoops or stairs.

ii. For multi-family attached units, entrances that contain one or more of the following features are considered a prominent entrance: porches, raised steps and stoops with or without roof overhangs, decorative railings.

II. MUDD Optional Provisions:

a. Optional Provisions. The Optional Provisions set forth below and in other sections of the Development Standards with reference to "*Optional Provision(s)"* shall apply to development on the Site. Each such Optional Provision shall not be limited by the provisions related to other Optional Provisions:

1. To allow during the staging and phasing of development on the Site, surface parking in lieu of parking decks on portions of the Site on an interim basis may be allowed provided that such surface parking areas will meet all required minimum setbacks, streetscape and screening requirements and such interim period shall last for up to 36 months per location or development site, and such time may be extended by the Planning Director for an additional 12 months based on a showing of delays in the phase of development beyond the reasonable control of Petitioner, or assigns *(deviates from provisions of MUDD prohibiting parking between the building and street such as MUDD Section 9.8507(2) Parking and Loading Standards, among others*.)

2. To encourage engaging places with a variety of experiential uses often that operate on a more temporary basis (*not to exceed six months per location*) such as mobile food vending and tactical urbanism type uses within portions of the Active Open Space areas on the Site, surface parking on an interim basis for temporary uses including gravel and composition surfaces but not adhering to the standards for permanent parking contained in the Ordinance may be allowed provided that such interim surface parking areas will meet all required minimum setbacks *(deviates from provisions of MUDD prohibiting parking between the building and the street such as MUDD Section 9.8507(2) Parking and Loading Standards among others contained in Chapter 12 of the Ordinance.)*

3. To allow vehicular parking, maneuvering, valet and ride-share services (including without limitation, drop off areas, servicing areas and related parking areas) and service between and to the side of the proposed buildings associated with New Development **(**See Section II.a.4. for Existing Built Development) and Existing Built Development Expansion, and adjacent streets, subject to compliance with applicable design guidelines associated with the applicable use set forth in Section VI of these Development Standards. *(See MUDD Section 9.8507.(2) Parking and Loading Standards of the Ordinance among other provisions.)*

4. To allow deviations from MUDD standards with respect to Existing Built Development, including without limitation, existing, modified, enhanced and/or expanded vehicular parking, maneuvering, valet and ride-share services (including drop-off areas, servicing areas and related parking areas) and service between and to the side of existing buildings and adjacent streets, blank wall treatments and the like, all without creating any non-conforming use/structure concerns. *(See MUDD Section 9.8507(2) Parking and Loading Standards, MUDD Section 9.8506(2) Street Walls, MUDD Section 9.8506(2)(b) Screening, among other provisions.)*

5. To allow surface parking as a principal use with or without accompanied buildings for recreational uses, entertainment uses (associated with the amphitheater or otherwise), community uses and events, or other similar uses such as greenways, parks and outdoor recreational facilities.

6. Subject to the limitations set forth below, to allow accessory drive-thru windows in accordance with the following standards: *(See Section 9.8504 Accessory Uses.):*

i. One (1) full service restaurant with a drive-thru window facility use shall be permitted in Development Area C2, and up to three (3) other drive-thru window facilities shall be permitted on the portion of the Rezoning Site located east of Hwy 521 as accessory to a grocery store, dry cleaner, financial institution, limited service restaurant and/or similar uses (but excluding an additional full service restaurant use);

provided, however: (x) no more than three (3) uses with accessory drive-thru window facilities are permitted within Development Area C2 with only two (2) such facilities located within outparcels fronting Community House Road; (y) no drive-thru window facilities uses shall be permitted within Development Area A; and (z) drive-thru window facilities uses within Development Areas B and C1 shall be located within structured parking or enclosed areas. In addition, one (1) drive-thru window facility associated with a financial institution use may be allowed on the portion of the Rezoning Site located west of Hwy 521.

ii. Drive-thru lanes and one bail out lane are permitted between the building and other streets with screening achieved through a combination of low landscape solid walls ranging from 36 to 42 inches in height articulated no less than every 20 feet and landscaping.

iii. Multilane drive-thrus shall not face the primary or secondary street unless canopied and with an articulated building edge. When multiple drive-thru lanes are provided, any canopies over them shall be designed 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 architectural design (provided material deviations are permitted if complementary in design).

7. To allow certain deviations from MUDD standards with respect to up to two (2) large format uses within Development Area C2 for non-office commercial uses, and as to all Development Areas except for Development Area A for indoor recreation uses (unrelated to civic uses) each of greater than 40,000 square feet of gross floor area, per the following: *(See MUDD Section 9.8506.(2)(a) Street Walls; and MUDD 9.8506.(2)(b) Screening of the Ordinance among other provisions.)*

i. Side and rear facades facing limited access and secondary streets 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.

ii. Parking fields will be minimized to no more than 2 full bays of parking between the building and the secondary street and Four Lane Avenue/Boulevard, and larger parking areas may be provided to the side or rear of the building. Deviations from this standard may be allowed with enhanced pedestrian connections through parking areas.

iii. A Primary Pedestrian Entrance will be located facing the Primary Street or located on a street facing corner. Only one primary pedestrian entrance is required for the building (not one for each street)

8. To allow height of buildings to exceed the 120 foot height limit of MUDD in the amounts and manner described on Sheet RZ-4.0 and as referenced in Section VI.e.

9. To not require doorways to be recessed into the face of buildings when the abutting sidewalk width is greater than ten (10) feet. An eight (8) foot sidewalk clear zone shall be maintained *(See MUDD Section 9.8506.(2)(h) Building Entrances of the Ordinance among other provisions.)*

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

NORTHWOOD OFFICE
SASAKI
Moore&VanAllen

Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC
DEVELOPMENT STANDARDS & TRANSPORTATION NOTES

REVISIONS:

DATE: 06.04.2020
DESIGNED BY:LRM
DRAWN BY: LRM
CHECKED BY:LRM
Q.C. BY:NLD
SCALE:N.T.S.
PROJECT #1018459

SHEET #:
RZ-6.0A

10. To allow required long-term bike, scooter and similar parking spaces for the uses to be located within the parking decks and between buildings and streets constructed within the Site. *(See Section 9.8507.(7) Bicycle Parking of the Ordinance among other provisions.)*

11. 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 within Development Areas B, C1 and C2, and along Limited Access Road frontages (as defined in Section VI.c. below) in all Development Areas. 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 instances ("Limited Instances") when the use or uses located within the building are for areas related to storage rooms, bathrooms, mechanical electrical and plumbing equipment areas and alike and are not related to active retail/EDEE customer floor areas or active office areas. *(See Section 9.8506(2)(a) Street Walls of the Ordinance among other provisions.)*

12. Notwithstanding provisions of Chapter 13, Signs, of the Ordinance in effect as of the date of approval of the Rezoning (the "Sign Ordinance"):

i. To allow signs in existence as of the date of approval of the Rezoning to remain, subject to compliance with maintenance related standards of the Ordinance.

ii. To allow the maximum area of projecting signs and awning/canopy signs not to count toward the maximum sign face area for wall signs, in lieu of the provisions of Section 13.10.H. of the Sign Ordinance.

iii. To allow each office building on the Site to have one ground mounted detached sign, each with up to 50 square feet of sign area and up to seven (7) feet in height, rather than 36 square feet of sign area and in lieu of the locational criteria based on street frontage set forth in Section 13.10.C.3 of the Sign Ordinance (institutional uses are allowed one ground mounted sign of 16 square feet of sign area and 16 feet in height per Section 13.10.C.3. b of the Sign Ordinance).

iv. To allow buildings with two (2) or more retail/EDEE or Personal Services uses to have one ground mounted detached sign, each with up to 50 square feet of sign area and up to 7 feet in height, a large format building for such uses (including without limitation a grocery store or similar use) within Development Area C2 to have a ground mounted sign of up to 75 square feet of sign area and 15 feet in height, and each outparcel for such uses within Development Area C2 to have a ground mounted sign of up to 50 square feet in sign area and up to 7 feet in height, each in lieu of the provisions of Section 13.10.C.3 of the Sign Ordinance.

v. In lieu of the above-referenced provisions set forth for ground mounted signs, Petitioner may elect instead to allow signage in a manner permitted in Section 13.10.C.3,4,5 and 6 of the Sign Ordinance but with an allowance for an increase in the applicable heights of such signage by 25% over the applicable standard for height set forth in these provisions.

vi. To allow temporary banners with up to 64 square feet of sign area and a maximum of 45 feet in height for a period of 60 consecutive days, when located along public or private streets, in lieu of the provisions of Section 13.7.C of the Sign Ordinance.

vii. To allow more than one electronic sign per lot for a multi-tenant/multi-building development and allow electronic signs with animation, video or art projection images in lieu of any stated limitations in the Sign Ordinance (such as Section 13.10.B.) provided that: (i) such signs shall be limited, in the aggregate of all such signs, to 800 square feet of sign area per Development Area east of Hwy 521 and 800 square feet of sign area for the area west of Hwy 521; and (ii) animated signs, video signs or art projection signs shall be located in such a manner so as to not be readily visible from public view from I-485; it being understood, however, that the above limitations shall not apply to signage associated within the amphitheater facility, or other performance venues described herein or special events taking place on the Rezoning Site, and the size limitations described above may be increased upon the approval of the Planning Director, or designee.

viii. To allow projected wall signs to project electronic videos and animation in connection with special events taking place on portions of the Rezoning Site in a manner so as not to be readily visible from public view from I-485 (all in the same manner as would be contemplated for urban development in the UMUD district which is allowed by the Sign Ordinance).

ix. To allow a variety of signs to be installed in connection with the amphitheater or other entertainment venues on the Rezoning Site, which shall include directional signage, electronic signage, animated signs, dynamic video images or changeable copy signage, digital signage, projecting wall signs and public art related signage, and these signs shall not count toward the aggregate size limitations set forth above or other restrictions set forth above or in the Sign Ordinance.

x. To allow the following variations from the illumination provisions of Section 13.8.I of the Sign Ordinance: (i) strobe lights and moving or fixed search lights and flashing of lights as described therein may take place in connection with the amphitheater or other entertainment venues and in connection with special events taking place with the Rezoning Site in a manner so as not to be distracting to motorists on nearby streets; and (ii) the maximum allowable foot-candle limitations for signage under Section 13.8.I of the Sign Ordinance shall not apply within internal lot lines or development areas within the Rezoning Site but shall apply along the external boundary of the Rezoning Site that are not in common with the 2011 Excluded Parcels.

xi. As an alternative or supplement to the signage related Optional Provisions set forth above, Petitioner may seek approval by the Planning Director of a master signage package for the Rezoning Site in the manner set forth in Section 13.12.B of the Ordinance and such master signage package may provide additional flexibility that the Planning Director deems appropriate for the mixed use integrated development of the kind contemplated by this Rezoning in addition and beyond the flexibility contemplated in such section.

b. Each of the above Optional Provisions regarding signs shall be cumulative in nature. The Optional Provisions regarding signs are additions/modifications to the standards for signs in the Sign Ordinance.

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

a. Permitted Uses Generally. The Rezoning Site may contain and may be developed with uses permitted by right and under prescribed conditions in the MUDD-O zoning district together with accessory uses as allowed in the MUDD-O zoning district, in accordance with the Optional Provisions set forth above but except as expressly limited by the provisions of Sections III.b. and c. below.

b. Prohibited Uses. No gas/convenience store uses will be allowed on the Rezoning Site and no more than one (1) fast food restaurant with drive-thru window facility will be allowed on the Rezoning Site, which, if developed, would be located within Development Area C2 (in each such event this use with drive-thru facility will adhere to the design standards set forth in Section II.a.6. above). In addition, drive-thru window facilities are limited as described in Section II.a.6. above.

c. Development Levels for Transportation Purposes for Phase I & Phase II Development. Development levels for permitted uses are set forth in *Table III.c*. below for the purposes of regulating traffic/transportation related aspects that may result from New Development or Existing Built Development Expansions taking place on the Rezoning Site and as more particularly set forth in Section V. below.

It is understood that Existing Built Development containing uses as allowed under this Section III currently exist on the Site (see Sheet RZ-4.0B for listing). Accordingly, except as relates to the conversion rights set forth below, such Existing Built Development is not considered for transportation analysis purposes since it is already built and in place per earlier entitlement and is allowed under the MUDD-O rezoning contemplated herein. Furthermore, New Development and/or Existing Built Development Expansion that replaces in whole or part Existing Built Development will not be deemed to increase the development levels referenced in this Rezoning Plan, including without limitation Table III.c. below, as to the amount of the New Development and/or Existing Built Development Expansion that merely replaces Existing Built Development; it being understood that such offsets against Existing Built Development upon replacement will use the same ratios of square footage, units and rooms set forth below in Sections III. e. f. and g. below regarding conversion of uses.

By way examples only: (i) in the event that a building of 150,000 square feet of gross floor area of office uses in existence as of the date of approval of this Rezoning (hence constituting Existing Built Development) is demolished in its entirety and is replaced with a new building consisting of 200,000 square feet of gross floor area of office uses and 200 multi-family units (i.e. New Development), only 50,000 square feet of office uses and 200 multi-family units shall be accounted for as New Development for the purposes of this Section III (including Table III.c. below) and the transportation related analysis set forth in Section V; (ii) in the event a building of 100,000 square feet of gross floor area of office uses in existence as of the date of approval of this Rezoning (hence constituting Existing Built Development) is demolished in its entirety and is replaced with 200 multi-family units, only 100 multi-family units of the New Development shall be accounted for as New Development for the purposes of this Section III (including Table III.c. below) and the transportation analysis set forth in Section V since 100,000 square feet of gross floor area of the Existing Built Development office uses are offset against the New Development at a ratio of 1,000 square feet per multi-family unit; (iii) in the event a building of 120,000 square feet of gross floor area of office uses is redeveloped as Existing Built Development Expansion so as to result in at total of 125,000 square feet of gross floor area with 110,000 square feet of gross floor area of office uses and 15,000 square feet of gross floor area of retail/EDEE uses, then only 5,000 square feet of such retail/EDEE uses shall be accounted for as New Development for the purposes of this Section III (including Table III.c. below) and the transportation analysis set forth in Section V since 120,000 square feet of office uses of Existing Built Development are offset against 110,000 of office uses and 10,000 square feet of retail/EDEE uses;

and (iv) in the event that a building of 100,000 square feet of office uses in existence as of the date of approval of the Rezoning (i.e. constituting Existing Built Development) is demolished, the amount of New Development available for the purposes of this Section III (including Table III.c) and the transportation analysis of Section V shall be increased by amount equivalent for commercial uses, residential uses and hotel uses as set out in the applicable conversions of Sections III. e, f and g below.

When referencing development levels for New Development and Existing Built Development Expansion in *Table III.c*. below, it is understood that those permitted uses not falling within the category of uses listed below shall be accounted for as "Other Uses" as set forth in *Table III.c*.

Furthermore, ground floor retail/EDEE and Personal Services uses integrated into a mixed use, multi-story office building within the Rezoning Site shall not be included in the maximum New Development level or Existing Built Development Expansion for retail/EDEE or Personal Services uses, up to a maximum amount of gross floor area of such uses so excluded of 60,000 square feet in the aggregate or 6,000 s.f. of gross floor area per space for the referenced uses. Furthermore, no more than 30,000 of the 60,000 excluded square feet of gross floor area shall be accessed externally (excluding service entrances) unless permitted by the Planning Director, or designee.

It is further acknowledged that the actual development levels allowed may be increased or decreased above or below the development levels reflected in *Table III.c*. below in accordance with the conversion rights set forth in Sections III.g.-III.i. below up to the maximum conversion amounts set forth in such sections. Conversions may include each of Existing Built Development, Existing Built Development Expansion and New Development, but as described above only the net increase in overall development levels beyond the Existing Built Development levels shall count toward limits on the development levels set forth herein.

Table III.c. Development Levels for Transportation Purposes

Proposed New Development and Existing Built Development Expansion Levels (Combined)*; NOTE [ ] items reflects levels for only Phase I or II as applicable

	Total Thru Phase I	Total Thru Phase II
New Non-Residential Uses *	Total	Total
New Office Uses s.f. = square feet of gross floor area	0	400,000 s.f. [400,000 s.f.]
New Non-Office Commercial Uses (Retail, EDEE & Personal Services)	300,000 s.f. [300,000 s.f.]	300,000 s.f.
New Hospitality/Hotel Uses	200 rooms	200 rooms
Other Misc. Uses **	N/A **	N/A **
Total	300,000 s.f.; 200 rooms	700,000 s.f.; 200 rooms

	Total Thru Phase I	Total Thru Phase II
Residential Uses *	Total	Total
Multi-Family Units	1,030 units [1,030 units]	2,080 units [1,050 units]
Single-Family * Attached/Detached Units**		300 units [300 units]
Total Units	1,030 units	2,380 units

* Subject to conversion rights per Section III of Development Standards

** See provisions of Section I.j.14 regarding development of certain other permitted MUDD uses not falling within the categories set forth above for uses such as civic, recreational, religious institution, congregate care & other similar uses. See also the above provision of this Section III.c. regarding exclusion of certain vertical integrated non-office commercial uses.

*** Single-family attached/detached units may be converted to multi-family units on a one-to-one ratio basis.

d. Phase III Development. Reference is made to Table III.d. below that sets forth development levels beyond Phase I Development and Phase II Development, referenced as the "Phase III Development". The provision of Phase III Development is intended to anticipate and accommodate additional development associated with, and supportive of, planned major transportation investment and improvements.

1. Utilization of Phase III Development. It is expressly understood that no permits nor certificates of occupancy may be issued with respect to the Phase III Development (or any portion thereof) without BOTH:

i. The determination, occurrence, and documentation of Major Transportation Investment/Improvements (as defined below); AND

ii. Additional transportation impact study(s) reasonably defined by and reasonably acceptable to CDOT and NCDOT, as applicable, in accordance with customary guidelines for the same to quantify and evaluate the transportation adequacy of Phase III Development (including, but not limited to, the mix of use, development levels, phasing and site location) relative to defined Major Transportation Investments/Improvements.

2. Major Transportation Investments/Improvements. Major Transportation Investments/Improvements shall be defined as a combination of transportation related improvements, investments, and/or future technological mobility advancements that can be quantified and demonstrated to significantly alter the transportation/congestion management environment for the Rezoning Site. The definition, determination and approval of an appropriate combination of Major Transportation Investments/Improvements necessary for any consideration of Phase III Development shall be made jointly and reasonably by the Directors of Planning, CDOT and CATS in accordance with customary guidelines for the same and could include by way of illustration only:

i. Operational light rail service to the Rezoning Site;

ii. Operational bus rapid transit service to the Rezoning Site (but beyond express bus service provided by the planned I-485 managed lanes project);

iii. Major capacity, operational and/or reconfiguration improvements to Highway 521 and/or the I-485 interchange;

iv. New local street network connections and/or intersection improvements; and

v. Future technological mobility advancements that reduce vehicle trips (such as micro/shared mobility service and/or autonomous vehicles).

Table III.d.

New Development & Existing Development Expansion Levels (combined)* - Phase III (NOTE: subject to full transportation study & Major Transportation Investments/Improvements as described above [sf references square feet of gross floor area])

Non-Residential Uses	Phase III
Office Uses	1,500,000 s.f.
Non-Office Commercial Uses (Retail, EDEE & Personal Services)	50,000 s.f.
Hospitality/Hotel Uses	220 rooms
Other Misc. Uses **	N/A **

Residential Uses [units references dwelling units]	Phase III
Multi-Family Units	1,890 units
Single-Family Attached/Detached Units***	
Total Units	1,890 units

*Subject to conversion/transfer rights per Section III of Development Standards

**See provisions of Section I.j.14 regarding development of certain other permitted MUDD uses not falling within the categories set forth above for uses such as civic, recreational, religious institution, congregate care & other similar uses. See also the above provision of this Section III.c. regarding exclusion of certain vertical integrated non-office commercial uses.

*** Single-family attached/detached units may be converted to multi-family units on a one-to-one ratio basis.

e. Limitations in Development Levels for Certain Site Locations. Except in connection with adjustments permitted in connection with approved Transportation Analysis set forth in Section V. and the redevelopment of Parcel #12 (Tax Parcel #223-156-04) generally depicted on Sheet RZ 10.0A as described below in this subsection III.e., New Development and/or Existing Development Expansion of no more than 10,000 square feet of gross floor area of non-office commercial uses may be developed on the portion of the Site located west of Hwy. 521 as part of Phase I and Phase II development (provided, however, development allowed per Section I.j.14 and the integrated ground

floor non-office commercial uses set out in the fifth paragraph of Section III.c. shall not be included in such limitations). The gross floor area of non-office commercial uses described above shall be comprised of individual uses of no greater than 6,000 square feet of gross floor area.

In addition to the foregoing, redevelopment of Parcel #12 (Tax Parcel #223-156-04) located on the portion of the Rezoning Site west of Hwy 521 as generally depicted on Sheet RZ 10.0A as either Existing Built Development Expansion or New Development may take place for up to 7,500 square feet of gross floor area of office and/or non-office commercial uses and/or mixture of the same (whether in one or multiple buildings), including without limitation a financial institution use with drive-thru window facility (without increasing the number of drive-thru window facilities set forth in Section II.a.6 and subject to compliance with the design standards for such accessory use set forth in Section II.a.6). To the extent the redevelopment of Parcel #12 as described herein replaces Existing Built Development, the amount of such gross floor area of Existing Built Development so replaced shall be excluded from the development levels for Phase I Development and Phase II Development as set forth in Section III.c for transportation improvements purposes.

Furthermore, no more than 30% of the development levels for the uses listed in *Table III.c.* for the Phase I development may be located within the Phase II development areas generally depicted as Development Areas C1 and B on the Rezoning Plan.

The above-referenced development level limitations will be tracked in accordance with subsection f. below and Sheet RZ-4.0B.

f. Process & Record-keeping for Development Levels. Given the master planned nature of the development contemplated for the Rezoning Site, Petitioner, or assigns, and owners of portions of the Rezoning 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 Table/Chart on Sheet RZ-4.0B, filed in connection with urban review and similar site plan submittals for specific development taking place within Development Areas and the Rezoning Site as a whole. Such Entitlement Summary shall also reflect adjustments to applicable development levels allowed based on approved Site Plan Amendments and approved Administrative Site Plan Amendments.

The Petitioner shall provide written notice to the Planning Director, or designee, and to CDOT director, or designee, of one to two individuals who are designated and charged for keeping the Entitlement Summary up to date on a timely basis for the Site (the "Recording Parties" and each a "Recording Party"). 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, and CDOT, 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 receives MUDD-O approvals, subdivision approvals, planned multi-family approvals and building permits, as applicable.

g. Conversion of Commercial Uses. Retail, EDEE, and Personal Services uses ("non-office commercial uses"), whether related to Existing Built Development Levels or Existing Built Development Expansion/New Development Levels set forth in *Table III.c*. above, may exceed the applicable development level specifications set forth by up to 75,000 square feet of gross floor area and office commercial uses may exceed the applicable development level specifications by up to

75,000 square feet of gross floor area 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 Phase of Development 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 the limits set forth above; the conversions described above are in addition to other conversions set forth herein, and the conversions properly exercised and those remaining shall be set forth as part of the Conversions Levels on the Entitlement Summary and related Chart described on Sheet RZ-4.0B.

In no event shall the total amount of non-office commercial uses created through the conversions set forth in subsections III. g., h., or i. result in greater than 100,000 square feet of gross floor area of additional non-office commercial uses.

h. Conversion of Hotel Rooms & Residential Units. Additional hotel rooms beyond the Existing Built Development Levels, or the Existing Built Development Expansion/New Development Levels set forth in *Table III.c*. above may be developed within the Rezoning Site 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 200 new hotel rooms created in the aggregate by such conversions; and additional residential dwelling units may be developed by converting hotel rooms, whether set forth as Existing Built Development Levels or Existing Built Development Expansion/New Development Levels set forth in *Table III.c*. above, 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 200 residential dwelling units created by such conversion in the aggregate. The conversions described above are in addition to other conversions set forth herein, and 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 on Sheet RZ-4.0B.

i. Conversion of Hotel Rooms/Residential Units & Commercial Uses. Additional hotel rooms and/or residential dwelling units may be developed within the Rezoning Site by converting commercial uses (e.g. office, retail, EDEE and Personal Services uses), whether related to Existing Built Development Levels, or to Existing Built Development Expansion/New Development Levels set forth in *Table III.c*. above, into hotel rooms and/or residential dwelling units at the rate of 500 square feet of gross floor area of such commercial uses so converted for one (1) hotel room added or for one (1) residential dwelling unit added, up to a maximum of 300 hotel rooms or residential dwelling units created in the aggregate by such conversion.

Additional commercial uses may be developed by converting hotel rooms and/or residential dwelling units into commercial uses at the rate of one (1) hotel room or one residential dwelling unit so converted into 500 square feet of gross floor area of commercial uses so created up to a maximum of 200 hotel rooms and/or residential dwelling units so converted in the aggregate. The conversions described above are in addition to other conversions set forth herein, and 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 on Sheet RZ-4.0B.

In no event shall the total amount of non-office commercial uses created through the conversions set forth in subsections III. g., h., or i. result in greater than 100,000 square feet of gross floor area of additional non-office commercial uses.

j. Written Notices & Records for Conversions & Transfers; Administrative Amendments. Prior to any conversions of entitlement pursuant to subsections g., h. and i. above, the Petitioner or

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

NORTHWOOD OFFICE
SASAKI
Moore&VanAllen

Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC
DEVELOPMENT STANDARDS & TRANSPORTATION NOTES

REVISIONS:

DATE: 06.04.2020
DESIGNED BY:LRM
DRAWN BY: LRM
CHECKED BY:LRM
Q.C. BY:NLD
SCALE:N.T.S.
PROJECT #1018459

SHEET #: RZ-6.0B

owner of the portion of the Development Areas involved in the conversion or transfer under notice shall provide to the Planning Department a written notice for such conversion and transfer as well as an updated Entitlement Summary in accordance with subsection b. above, including the applicable Conversions Levels. Furthermore, the results of such conversions and transfers shall be evidenced by an update of the applicable tracking summary for the applicable area involved as described above in subsection e.

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

Petitioner, the City of Charlotte and Mecklenburg County have entered into a public private partnership for the funding of certain transportation improvements and funding of a portion of the costs of certain improvements to the Mecklenburg County Greenway, and in connection with the Master Development Agreement associated with such public private partnership (the "Master Development Agreement"), Petitioner, or its assigns, has agreed to undertake certain civic/community uses, services and improvements (the "Public Benefit Projects") as described in the Master Development Agreement. A general reference to the Public Benefit Projects is set forth herein solely for information only, but it is expressly understood that except as expressly set forth below in this Section IV as to open space matters in subsection a. below, the Master Development Agreement exclusively governs the terms and conditions associated with such Public Benefit Projects the following references to items set forth in the Master Development Agreement are for information only . Furthermore, to the extent appropriate to ensure clarity as to the intention described above, this Rezoning Plan shall be amended administratively as needed in the future.

a. Open Space, Park Areas & Greenway Connection. The Master Development Agreement references certain provisions related to parks, recreation facilities, open space, trails and a connection to the Mecklenburg County greenway system, which except for the open space commitment in this subsection a. and in Section IX.C. of these Development Standards and associated graphics directly related thereto, shall govern in lieu of this Rezoning Plan; provided, however, the Petitioner, or assigns, will provide for and maintain the system of privately owned but accessible to the public pocket parks and active green space within the Rezoning Site as generally depicted on Sheet RZ-8.0, subject to adjustments as long as a minimum of 100 acres of the Rezoning Site remains Open Space and a minimum of thirty-five percent (35%) of the Open Space thereof remains Active Open Space. Petitioner agrees to provide pedestrian connections linking the park/open space areas substantially in the manner generally depicted on Sheet RZ-8.0 but as the same may be adjusted as set forth. Petitioner, or assigns, shall bear the cost of maintaining the above-described areas. It is understood that many of the above described areas exist today (but may be improved) and others will be installed or upgraded as development occurs within the Rezoning Site, subject to adjustments as described above and subject to the greenway connection timing referenced in item 2 below. Furthermore, Sheet RZ-8.0 generally depicts the proposed location of the area on the Rezoning Site that will be connected to the Mecklenburg County greenway system, provided that the final location and terms and provisions regarding this connection to the greenway system, including the installation of the associated bridge connection, are set forth in the Master Development Agreement and are exclusively governed thereby, except that Petitioner, or assigns, does agree herein to provide for trails and pedestrian connections in locations generally depicted on the Rezoning Plan in a manner reasonably consistent with development plans for the Rezoning Site and as development occurs on the Rezoning Site, and once installed, Petitioner, or assigns, shall maintain the trails and pedestrian connections on the Rezoning Site, and the greenway connection off of the Rezoning Site shall be maintained by Park & Rec or others.

b. Community Amphitheater. As part of the vision for Ballantyne Reimagined as a community and cultural gathering hub for south Charlotte, the Master Development Agreement sets forth certain provisions for the installation of an amphitheater as generally depicted on Sheet RZ-8.0 , provided that the final location and terms and provisions regarding such amphitheater shall be exclusively governed by the Master Development Agreement.

c. Affordable & Workforce Housing. As part of the vision for Ballantyne Reimagined as a community accessible to all, the Master Development Agreement sets forth certain provisions for the development of affordable/workforce housing, and the Master Development Agreement shall exclusively govern such affordable/housing aspects.

d. CATS Infrastructure & Transit Services. As part of the multi-model transportation mobility plans for the Rezoning Site, Petitioner, or assigns, agrees herein to coordinate with CATS on the following items such as bus stops and where appropriate pads for bus stop structures.

Furthermore, the Master Development Agreement sets forth certain provisions regarding continued coordination with CATS in connection with consideration of extension of light rail transit service ("LRT") to Ballantyne, including without limitation the identification of a possible right of way corridor for the delivery of LRT and up to three (3) LRT stations, in the location generally depicted on Sheet RZ-12.0; provided, however, all such provisions shall be exclusively governed by the Master Development Agreement, and the references to such graphics and other aspects in this Rezoning Plan are merely for information only. Furthermore, in the event the terms of the Master Development Agreement provide for the release of the reservation of right of way or other similar provisions, any graphics referencing the same contained in the Rezoning Plan, including without limitation Sheet RZ-12.0, shall be removed administratively.

e. Job Training Support. The Master Development Agreement may contain certain provisions regarding efforts to work in good faith with representatives of the City Neighborhood and Business Services and the leadership for the P.I.E.C.E. program or similar job training program to consider appropriate goals associated with good faith commitments for participation in the P.I.E.C.E. job training related program or other similar job training program in connection with certain identified public infrastructure construction related work, and it is expressly understood that any such matters shall be governed exclusively by the Master Development Agreement.

f. Administrative Amendments as Applicable. It is acknowledged that given the master planned nature and long timeline of development for the Rezoning Site, to the extent modifications to the provisions of the Master Development Agreement are modified in such a manner that it is appropriate that certain aspects of this Rezoning Plan should be changed or modified for avoidance of doubt or clarity, and such changes or modifications to the Rezoning Plan may be undertaken administratively without a site plan amendment to the Rezoning Plan – in other words no public hearing nor other processes customarily required for a rezoning of Property shall be required.

V. Transportation/Roadway Improvements & Implementation.

a. Transportation Framework & General Provisions. The following provisions of this Section V.a. set forth the overall methodology/framework for the roadway improvements to be installed in connection with development of the Rezoning Site as well as other general provisions governing the transportation components of the Rezoning Plan.

1. Transportation Network. Due to the master planned nature of the development of the Rezoning Site which will occur over many years, the applicable transportation network generally depicted on Sheet RZ-7.0A will be implemented over time and may adapt to the timing of development, availability of public and private funding and other factors. Sections V.b. and c. below set forth a description of the roadway improvements to be installed in connection with certain phases of development of the Rezoning Site, but the exact locations and alignments of the roadway improvements set forth on Sheet RZ-9.0 and described below could change, per the provisions of this Section V. The provisions of this Section V shall govern to the extent of a conflict between the graphic depictions of Sheet RZ-9.0 and the provisions of this Section V.

2. Multiple Phases & Transportation Analysis; Adjustments/Sub-phases; Completion of Improvements Prior to Certificates of Occupancy. The transportation improvements required for the Rezoning Site will be accomplished in multiple phases, including "Phase I Improvements", "Phase II Improvements" and "Phase III Improvements," as defined below (each being a "major phase"), or "sub-phases" of such major phases. The development levels for the major phases of the development are described in *Table III.c*. It is understood that upon installation of the Phase I Improvements (as set forth below) and the Phase II Improvements (as set forth below) the entire Phase I Development level as to the Phase I Improvements and the Phase II Development level as to the Phase II Improvements may be developed in accordance with the provisions herein. Adjustments, however, to the mix and amount of such development levels and the accompanying roadway improvements associated with development for such major phases or sub-phases may be permitted in accordance with the provisions of this Section V. Such adjustments and/or sub-phases shall be allowed administratively subject to the reasonable review and approval by CDOT (and/or as applicable NCDOT) of appropriate transportation analysis in the form of existing or future transportation impact studies or technical transportation memoranda (hereinafter "transportation analysis") and other factors promoting beneficial roadway network improvements such as cost allocations and timing of improvements, such approvals not to be unreasonably withheld or delayed to the extent that such transportation analysis is conducted in accordance with applicable standards/guidelines of CDOT and/or NCDOT, as the case may be. Such adjustments and/or sub-phases resulting from the reasonable approval of appropriate transportation analysis and other factors may result in more or fewer transportation improvements, in alternative improvements being deemed suitable to address transportation adequacy and/or in increases or decreases in the applicable levels of development. Approval by NCDOT as referenced herein shall only be applicable to the extent necessary per customary approval practice of NCDOT. All roadway improvements for each major phase, or sub-phase, are required to be substantially completed prior to the issuance of the first certificate of occupancy for development within each major phase, or each sub-phase, as applicable, that is approved by CDOT (or as applicable NCDOT) per appropriate transportation analysis, subject to the provisions below dealing with appropriate adjustments and subject to any provisions set forth with reference to specific improvements described below (such as improvement #14).

3. Impact of Permitted Uses/Development Levels & Transportation Adequacy Assessments. The levels of development associated with the Phase I Development, the Phase II Development and the Phase III Development, as well as sub-phases of such major phases, are intended to reflect limitations on allowed development levels tied to certain required roadway improvements; provided, however, such development levels and associated roadway improvements may be adjusted, at the request of Petitioner, or assigns, with reference to the varying traffic impact of such permitted uses based on appropriate transportation analysis

approved by CDOT (and, as applicable, NCDOT) or as otherwise deemed appropriate by CDOT (and, as applicable, NCDOT) in connection with adjustments to the area transportation network related to costs of improvements, including without limitation improvements associated with Hwy 521 and/or the "Hwy 521 Widening Improvements" described below in Section V.b. By way of illustration only, the amount of residential dwelling units allowed as part of the Phase I Development associated with the required implementation of the Phase I Improvements may be increased above the limits listed for Phase I Development residential uses provided that there is a reduction in other permitted development levels associated with Phase I Development so as to account for such increase unless otherwise reasonably agreed by CDOT/NCDOT.

4. Completion of Improvements by Others. The listing of required roadway improvements associated with Phase I Development in Section V.b. below, and Phase II Development in Section V.c. below are not intended to suggest that they must be completed by Petitioner; rather such roadway improvements, whether associated with a major phase or a sub-phase, may be completed by Petitioner, or assigns, or by others, such as governmental bodies by way of a public private partnerships, Community Investment Plan funding (e.g. CIP), direct investment by City or State or otherwise. Accordingly, references to "Petitioner," or "Petitioner or assigns" in this Section V may include such other third parties, and a listing of required improvements needed to allow certain development to take place does not mean that the Petitioner is exclusively responsible for such improvements. The applicable requirements, however, 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 or commits to make such improvements, unless adjusted in accordance with the provisions of this Section V.

5. Communication; Record-Keeping/Tracking. Petitioner, or assigns, and/or such other individual developers/owners, shall provide such communication and approvals related to the improvements to be done and completed as CDOT shall reasonably request so as to properly track the roadway improvements and associated development levels for record keeping purposes. CDOT, Planning Director, or designees, and Petitioner, its successors and assigns, may mutually agree on appropriate notice and record-keeping procedures in the future as part of an administrative amendment.

6. CDOT/NCDOT Standards; Local Streets Per Subdivision Ordinance. All of the roadway improvements contemplated by the Rezoning Plan, as may be adjusted from time to time as provided herein, will be subject to the standards and criteria of CDOT and/or NCDOT, as applicable, related to such roadway improvements within their respective road system authority.

7. Thoroughfare Improvements. Development along existing roadways having a "Thoroughfare" designation must be improved to applicable "Thoroughfare" standards along the frontage being developed; provided, however, if such roadways associated with the development are within an identified and budgeted community improvement project of the City or NCDOT (as applicable), Petitioner, or assigns, may elect to contribute the estimated cost of the applicable improvements toward funding of the approved community improvement project.

8. Substantial Completion. Reference to term "substantial completion" for certain improvements as set forth in the provisions of this Section V shall mean a determination by

CDOT that the applicable roadway improvements are deemed "substantially complete" for the purpose of the issuance of certificates of occupancy for building(s) on the Rezoning Site in connection with development/improvements phasing. The Petitioner, or assigns, may be asked to post a letter of credit or a bond for any improvements not in place at the time of any such substantial completion to secure completion of the applicable improvements in instances where CDOT has deemed certain improvements as substantially complete. Furthermore, upon substantial completion of the applicable roadway improvements referenced herein development associated with such improvements shall entitled without regard to installation of improvements associated with a later phase or sub-phase, and later roadway improvements may be made in a timely manner or otherwise so as to permit additional development to be entitled as provided herein.

9. Alternative Improvements; Design Changes. The Phase I Improvements, Phase II Improvements, and Phase III Improvements and other roadway improvements deemed necessary as described herein, are anticipated to take place over the long-term development horizon contemplated by this Rezoning Plan. As a result, unanticipated circumstances or conditions (e.g. increased transit service and the like), preferred transportation improvements to the area transportation network and cost considerations that support "best bang for buck" adjustments), including without limitation improvements associated with the NCDOT improvement project related to Hwy 521 or the Hwy 521 Widening improvements described in Section V.c, may affect the ability or advisability of the construction of the roadway improvements. In addition, certain design changes or alternative roadway improvements may make sense under existing and future circumstances. Accordingly, it understood that the roadway improvements may be altered with alternate improvements, design changes or other adjustments upon reasonable approval by the Petitioner, or assigns, CDOT (and, as applicable, NCDOT). The above-referenced adjustments or design changes may be approved administratively upon CDOT's approval and approval of the Petitioner, or assigns, and shall be documented in accordance with the process set forth in Section III.c. of these Development Standards.

10. Right-of-Way Dedications for Areas within Rezoning Site. Except as otherwise set forth in this paragraph including without limitation right of way availability provisions and the like, Petitioner, and assigns, agree to dedicate, without compensation, the applicable right-of-way for certain expressly identified public arterial streets located land situated within the Rezoning Site as generally depicted on Sheet RZ-7.0A, upon the earlier of (i) the commencement of construction of the applicable required roadway improvements being undertaken by Petitioner, or assigns, or (ii) the commencement of construction of required roadway improvements being undertaken by other parties such as the City.

11. Right-of-way Availability. It is understood that some of the public roadway improvements referenced in this 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 and administered by the City of Charlotte right-of-way acquisition process as administered by the City of Charlotte Department of General Services, the Petitioner, or assigns (or third parties), are 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 may agree to proceed with acquisition of any such land. In such event, Petitioners, or assigns (or third parties), 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 roadway improvements referenced in this Section V are delayed because of delays in the acquisition of additional right-of-way as contemplated herein, then the applicable responsible party may contact CDOT and the Planning Director, or designee, regarding an appropriate infrastructure mitigation phasing plan that appropriately matches the scale of the development proposed. Upon approval of such mitigation phasing plan, CDOT, in its discretion, may inform applicable authorities that it is comfortable with allowing the issuance of certificates of occupancy for the applicable buildings in light of approved infrastructure mitigation phasing plan. If so, the Petitioner, or assigns (or third parties) shall seek to complete the applicable roadway improvements and may have to post a letter of credit/bond for any such improvements to secure completion of the applicable improvements.

It is understood that the above provisions are not to be construed as a limitation on the general rights of the City or State of North Carolina, in its discretion, to acquire or condemn right of way needed for installation of public streets, which, unless agreed otherwise, shall not require reimbursement by the Petitioner, or assigns.

12. Transportation Demand Management. As part of Petitioner's embrace of a multi-modal transportation vision for the development, Petitioner has worked in good faith with CDOT in connection with development of a comprehensive menu of transportation demand management ("TDM") strategies, which include a commitment to a TDM manager and mobility hubs, among other menu items. In addition to the multi-modal pedestrian friendly project design commitments set forth in the Rezoning Plan, Petitioner, or assigns, will use good faith efforts to incorporate the TDM menu into a TDM plan that may assist CDOT in its use of TDM in other portions of the City, but it is understood that such TDM plan shall not impact the implementation of development levels, permitting, or overall zoning compliance associated with this Rezoning or the Project.

b. Description of Phase I and Phase II Roadway Improvements. As part of the Phase I Development levels and the Phase II Development levels described in *Table III.c* above, the following Phase I Improvements and Phase II Improvements (derived from Traffic Impact Study prepared by Design Resource Group, last updated as of March 6, 2020, and amended further with updated memoranda with CDOT/NCDOT (the "Phase I & II Traffic Impact Study") will be constructed in accordance with the implementation provisions set forth in Section V.a. above, including without limitation those dealing with sub-phasing of such improvements, special provisions set forth in the description of the Phase I Improvements an Phase II Improvements below, adjustments in permitted development levels/roadway improvements based on differing transportation impact for such permitted uses and alternative improvements permitted by CDOT and NCDOT, as applicable, upon approval of the Petitioner, or assigns (including without limitation the "Hwy 521 Widening Improvements" described below as improvement #23); it being understood that upon completion of the Phase I Improvements and Phase II Improvements described below, or any applicable improvements associated with sub-phases, all of the Phase I Development and the Phase II Development, or sub-phases, as applicable, may be developed without any further transportation analysis.

1. Johnston Road (US 521) & N Community House Road (Signalized)

2025 Phase 1 Build Suggested Recommendations:

- Modify the northbound thru-right turn lane to a right turn only lane with right turn overlap phasing on US 521
- Implement northbound right turn overlap phasing
- Construct channelized free flow westbound right turn lane with 170 feet of storage on N Community House Rd

2030 Phase 2 Build Suggested Recommendations:

- Assuming 2025 Phase 1 Improvements, no additional improvements are suggested at this intersection for 2030 Phase 2 Build Conditions.

2. Johnston Road (US 521) & Toringdon Way (Unsignalized)

2025 Phase 1 Build Suggested Recommendations:

- ***Construct a northbound right turn lane with 150 feet of storage on US 521***

2030 Phase 2 Build Suggested Recommendations:

- ***Assuming 2025 Phase 1 Improvements, no additional improvements are suggested at this intersection for 2030 Phase 2 Build Conditions.***

3. Johnston Road (US 521) & I-485 Inner Ramps (Signalized)

2025 Phase 1 Build Suggested Recommendations:

- Extend the outermost eastbound right turn lane from 175 feet to 375 feet of storage on I-485 Inner Off Ramp

2030 Phase 2 Build Suggested Recommendations:

- Assuming 2025 Phase 1 Improvements, no additional improvements are suggested at this intersection for 2030 Phase 2 Build Conditions.

4. Johnston Road (US 521) & I-485 Outer Ramps (Signalized)

2025 Phase 1 Build Suggested Recommendations:

- Extend the eastbound left turn lanes from 505 feet to 775 feet of storage on I-485 Outer Off Ramp

2030 Phase 2 Build Suggested Recommendations:

- Extend the eastbound left turn lanes from 775 feet to 900 feet of storage on I-485 Outer Off Ramp

5. Johnston Road (US 521) & Brixham Hill Avenue / Proposed Smoky Drive (Signalized)

2025 Phase 1 Build Suggested Recommendations:

- Construct a northbound right turn lane with 150 feet of storage on US 521
- Remark existing painted out median to provide additional southbound left turn lane with storage of 250 feet on US 521
- Construct a channelized westbound right turn lane with a storage of 300 feet on proposed Smoky Dr
- Extend the westbound left turn lane from 55 feet to 200 feet of storage on proposed Smoky Dr

2030 Phase 2 Build Suggested Recommendations:

- Remark existing eastbound thru-right turn lane into a right-turn lane with 545 feet of storage to prohibit thru-movements on Brixham Hill Ave
- Remark existing westbound thru lane into a second channelized right-turn lane to prohibit thru-movements on Smoky Dr

6. Lancaster Highway & Ballantyne Commons Parkway (Signalized)

2025 Phase 1 Build Suggested Recommendations:

- Construct a westbound left turn lane with 375 feet of storage on Ballantyne Commons Pkwy (from existing median) and an additional receiving lane by providing minor widening on Lancaster Hwy south of the intersection
- Construct channelized free flow northbound right turn lane on Lancaster Hwy

2030 Phase 2 Build Suggested Recommendations:

- Assuming 2025 Phase 1 Improvements, no additional improvements are suggested at this intersection for 2030 Phase 2 Build Conditions.

7. Johnston Road (US 521) & Providence Road W (Signalized)

2025 Phase 1 Build Suggested Recommendations:

- ***Construct an additional westbound right turn lane with storage of 250 feet on Providence Rd W***
- ***Implement northbound right turn overlap phasing***

2030 Phase 2 Build Suggested Recommendations:

- ***Extend the westbound right turn lanes from 250 feet to 350 feet on Providence Rd W***

8. Johnston Road (US 521) & Ballantyne Commons Parkway (Signalized)

2025 Phase 1 Build Suggested Recommendations:

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

NORTHWOOD OFFICE

SASAKI

Moore& VanAllen

Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC
DEVELOPMENT STANDARDS & TRANSPORTATION NOTES

REVISIONS:

DATE: 06.04.2020
DESIGNED BY:LRM
DRAWN BY: LRM
CHECKED BY:LRM
Q.C. BY:NLD
SCALE:N.T.S.
PROJECT #1018459

SHEET #:
RZ-6.0C

- ***Construct a northbound right turn lane with 150 feet of storage on US 521***
- ***Implement northbound right turn overlap phasing***

2030 Phase 2 Build Suggested Recommendations:

- ***Extend the eastbound left turn lanes from 250 feet to 400 feet on Ballantyne Commons Pkwy***
- ***Extend the eastbound right turn lanes from 160 feet to 300 feet on Ballantyne Commons Pkwy***
- ***Extend the westbound left turn lanes from 250 feet to 400 feet on Ballantyne Commons Pkwy***
- ***Extend the westbound right turn lanes from 245 feet to 350 feet on Ballantyne Commons Pkwy***

9. Ballantyne Commons Parkway & John J Delaney Drive / Proposed Curran Drive (Unsignalized)

2025 Phase 1 Build Suggested Recommendations:

- Install a traffic signal (a signal warrant analysis should be conducted at the completion of each Phase, or when it is determined the intersection traffic volumes may meet the necessary warrants); such traffic signal may remove negative offset for eastbound and westbound left turn lanes as appropriate and when it is installed striping of northbound and southbound approaches to include a left-through lane and a separate right turn lane may be appropriate

2030 Phase 2 Build Suggested Recommendations:

- Extend the eastbound left turn lane from 150 feet to 200 feet on Ballantyne Commons Pkwy

10. Ballantyne Commons Parkway & Ballantyne Corporate Place (Signalized)

2025 Phase 1 Build Suggested Recommendations:

- Construct a southbound right turn lane with a storage of 375 feet on Ballantyne Corporate Pkwy
- Implement southbound right turn overlap phasing
- If appropriate, install a 4-section yellow arrow (FYA) for the northbound left turn lane

2030 Phase 2 Build Suggested Recommendations:

- Extend the eastbound left turn lanes from 175 feet to 250 feet on Ballantyne Commons Pkwy

11. Ballantyne Commons Parkway & Summit Commons Boulevard (Unsignalized)

2025 Phase 1 Build Suggested Recommendations:

- Install a traffic signal (a signal warrant analysis should be conducted at the completion of each Phase, or when it is determined the intersection traffic volumes may meet the necessary warrants)

2030 Phase 2 Build Suggested Recommendations:

- Extend the eastbound left turn lane from 150 feet to 250 feet on Ballantyne Commons Pkwy

12. Ballantyne Commons Parkway & Ballantyne Forest Drive (Unsignalized)

2025 Phase 1 Build Suggested Recommendations:

- Construct a northbound right turn lane with 50 feet of storage on Ballantyne Forest Dr

2030 Phase 2 Build Suggested Recommendations:

- Install a traffic signal (a signal warrant analysis should be conducted at the completion of each Phase, or when it is determined the intersection traffic volumes may meet the necessary warrants).

13. N Community House Road & Ballantyne Commons Parkway (Signalized)

2025 Phase 1 Build Suggested Recommendations:

- ***Construct an additional westbound right turn lane (that starts at existing driveway) with 175 feet of storage on Ballantyne Commons Pkwy (There may be additional concerns with the installment of the right turn lane i.e. ROW, buildings, grades, etc. and other improvements may be considered)***

2030 Phase 2 Build Suggested Recommendations:

- ***Extend the eastbound left turn lanes to maximize storage***

14. N Community House Road & Everett Building Driveway / Proposed Curran Drive (Signalized)

2025 Phase 1 Build Suggested Recommendations:

- Construct a southbound right turn lane with a storage of 200 feet on N Community House Rd
- Construct a northbound right turn lane with a storage of 175 feet on N Community House Rd
- Construct an eastbound additional left turn lane with 200 feet of storage on Curran Dr
- Extend the existing eastbound left turn land to provide 200 feet of storage on Curran Dr
- Construct an additional westbound left turn lane with a storage of 150 feet on Curran Dr
- Extend the existing westbound left turn lane to provide 150 feet of storage on Curran Dr

It is understood that adjustments to the above-improvements may be made and/or improvements eliminated or delayed in the event that development has not taken place on Development Area C-2 or at levels less than contemplated thereon or with uses less intensive from a traffic mitigation standpoint than grocery store uses.

2030 Phase 2 Build Suggested Recommendations:

- Extend the southbound left turn lane from 210 feet to 250 feet on N Community House Rd

- Construct a southbound right turn lane with 200 feet of storage on N. Community House Rd

15. N Community House Road & Calhoun Building Driveway (Signalized)

2025 Phase 1 Build Suggested Recommendations:

- No suggested improvements.

2030 Phase 2 Build Suggested Recommendations:

- Construct a southbound right turn lane with 200 feet of storage on N. Community House Rd
- Extend the northbound left turn lane from 240 feet to 300 feet on N Community House Rd

16. N Community House Road & Endhaven Lane (Signalized)

2025 Phase 1 Build Suggested Recommendations:

- ***Construct a northbound right turn lane with a storage of 225 feet on N Community House Rd***
- ***Construct and maximize the length of westbound left turn lane storage on Endhaven Lane***
- ***Extend the westbound right turn lane from 185 feet to 215 feet on Endhaven Ln***

2030 Phase 2 Build Suggested Recommendations:

- ***Extend to maximize the length of westbound right turn lane storage on Endhaven Ln***

17. N Community House Road & Toringdon Way (Unsignalized)

2025 Phase 1 Build Suggested Recommendations:

- ***No suggested improvements.***

2030 Phase 2 Build Suggested Recommendations:

- ***No suggested improvements.***

18. Ballantyne Commons Parkway & Ballantyne Corporate Place (Unsignalized)

2025 Phase 1 Build Suggested Recommendations:

- Install a traffic signal (a signal warrant analysis should be conducted at the completion of each Phase, or when it is determined the intersection traffic volumes may meet the necessary warrants).
- Extend the westbound right turn lane storage from 175 feet to 500 feet on Ballantyne Commons Parkway
- [Extend the eastbound left turn lane storage from 175 feet to 400 feet on Ballantyne Commons Parkway]

2030 Phase 2 Build Suggested Recommendations:

- Extend the eastbound left turn lane from 400 feet to 500 feet on Ballantyne Commons Pkwy

19. Ballantyne Corporate Place & In the vicinity of the South Parking Garage Driveway / Proposed Curran Drive (Unsignalized)

2025 Phase 1 Build Suggested Recommendations:

- Install a traffic signal (a signal warrant analysis should be conducted at the completion of each Phase, or when it is determined the intersection traffic volumes may meet the necessary warrants)
- Remark northbound TWLTL to provide 100 feet left turn lane storage on Ballantyne Corporate Pl
- Remark southbound TWLTL to provide 100 feet left turn lane storage on Ballantyne Corporate Pl
- Construct a southbound thru-right turn lane with 100 feet of storage on Ballantyne Corporate Pl
- Construct a separate westbound left turn lane with 200 feet of storage on Curran Dr
- Construct an eastbound thru-right turn lane and separate left-turn lane with 100 feet of storage on Curran Dr

2030 Phase 2 Build Suggested Recommendations:

- Extend the southbound left turn lane from 100 feet to 200 feet on Ballantyne Corporate Pl

20. Ballantyne Corporate Place & In the vicinity of the North Parking Garage Driveway / Proposed Smoky / Bissell Drive (Unsignalized)

2025 Phase 1 Build Suggested Recommendations:

- Remark northbound TWLTL to provide 100 feet of left turn lane storage on Ballantyne Corporate Pl
- Remark southbound TWLTL to provide 100 feet of left turn lane storage on Ballantyne Corporate Pl
- Construct a northbound right turn lane with 100 feet of storage on Ballantyne Corporate Pl
- Construct a southbound right turn lane with 100 feet of storage on Ballantyne Corporate Pl
- Construct a separate westbound left turn lane with 225 feet of storage on Bissell Dr
- Construct an eastbound thru-right turn lane and separate left-turn lane with 100 feet of storage on Smoky Dr (termination of TWLTL)

2030 Phase 2 Build Suggested Recommendations:

Option 1-
- Construct a four-leg, single-lane roundabout.

Option 2-
- Due to the urban nature of the site and the potential light rail connection plans to Smoky Drive/Bissell Drive, a traffic signal may be the more suitable configuration for this intersection and can be evaluated at any time during the development.

21. N Community House Road & Proposed Bissell Drive (Unsignalized)

We propose the following intersection configuration for the 2025 Phase 1 Build scenario:

- Construct a northbound left turn lane with 100 feet of storage from within the existing median on N Community House Rd
- Construct a southbound right turn lane with 100 feet of storage on N Community House Rd
- Construct an eastbound left-turn lane with 300 feet of storage and a terminating right-turn lane on Bissell Dr

2030 Phase 2 Build Suggested Recommendations:

- Install a traffic signal (a signal warrant analysis should be conducted at the completion of each Phase, or when it is determined the intersection traffic volumes may meet the necessary warrants)
- Extend the northbound left turn lane from 100 feet to 250 feet on N Community House Rd

22. Johnston Road (US 521) Widening (from Ballantyne Commons Parkway to Providence Road West)

The implementation of the Johnston Road (US 521) Widening improvements (by NCDOT in partnership with the Petitioner, or assigns) shall serve as an alternative to the required Phase I & II Roadway Improvements as listed above in **bold/*italics*** and below.

The Johnston Road (US 521) Widening improvements (by NCDOT in partnership with the Petitioner, or assigns) will include:

- Construction of a third southbound thru lane from Ballantyne Commons Parkway to Providence Road West
- Construction of a third northbound thru lane from Providence Road West to Ballantyne Commons Parkway

The following Phase I & II Roadway Improvements shall not be required by the Petitioner, or assigns, if the Johnston Road (US 521) Widening improvements are substantially completed within six (6) years of the Rezoning approval, and if required the installation of the following such Roadway Improvements shall take place thereafter in connection with the Phase II Development timeline:

- Item #2: Johnston Road (US 521) & Toringdon Way (Unsignalized)
- Item #7: Johnston Road (US 521) & Providence Road W (Signalized)
- Item #8: Johnston Road (US 521) & Ballantyne Commons Parkway (Signalized)
- Item #13: N Community House Road & Ballantyne Commons Parkway (Signalized)
- Item #17: N Community House Road & Toringdon Way (Unsignalized)

The following Phase I & II Roadway Improvements shall be delayed and installed, if not by others, by the Petitioner, or assigns, within the earlier of ten (10) years of approval of the Rezoning Plan or

the completion of the Phase II Development, if the Johnston Road (US 521) Widening improvements are substantially completed:

- Item #16: N Community House Road Endhaven Lane (Signalized)

It is understood that NCDOT/CDOT and the Petitioner, or assigns, may mutually agree that some portion of the Hwy 521 Widening improvements or alternative improvements in lieu of portions of the Hwy 521 Improvements would be in the best interests of the roadway network and in such event roadway improvements described above may be adjusted in a manner mutually acceptable to Petitioner, or assigns, NCDOT and CDOT, and such adjustment may allowed administratively.

c. **<u>Phase III Development & Major Transportation Investments/Improvements</u>**. Reference is made to Section III.d and *Table III.d.* above for development levels beyond the Phase I Development and Phase II Development, referenced as the Phase III Development. Those provisions provide for additional development levels but it is expressly understood that no permits nor certificates of occupancy may be issued with respect to the Phase III Development without compliance with the provisions set forth therein.

d. **<u>Reservation of Right of Way for Additional I-485 Connectivity</u>.** Reference is made to <u>Sheet RZ-12.0</u> which includes a general depiction of a possible future roadway improvement that would provide additional connectivity to the portion of the Site located on the east side of Hwy 521 and in close proximity to I-485 (the "<u>Additional I-485 Connectivity</u>"). Petitioner will work in good faith with CDOT and as applicable NCDOT regarding consideration of the extension by CDOT/NCDOT of such Additional I-485 Connectivity including the reservation of the right of way for such Additional I-485 Connectivity in the general location shown on <u>Sheet RZ-12.0</u> ; provided, however, if material progress in the funding of such extension is not made as part of the NCDOT Hwy 521 Project or otherwise and such funding is not so allocated by the applicable timeframes set forth in the Master Development Agreement (as defined in Section IV), then the reservation of the right of way shown for the Additional I-485 Connectivity shall be withdrawn from this Rezoning Plan and Petitioner shall no longer have any cooperation obligations regarding the same (such withdrawal shall be documented by an administrative amendment to the Rezoning Plan).

VI. **<u>Design Standards/Guidelines Applicable to Rezoning Site.</u>** The following sets forth certain design standards for specific types of conditions and building types/uses and they are in addition to and will control in the event of a conflict or discrepancy with those standards/guidelines set forth in other provisions of the Rezoning Plan or in the MUDD district provisions of the Ordinance *(as an Optional Provision)*. The following provisions are subject to the application of any applicable MUDD *Optional Provisions* set forth in the Rezoning Plan.

a. Limited Application of Standards to Existing Built Development. Only the provisions of Section VI.d. regarding setbacks and Section VI.e. regarding height shall apply to Existing Built Development, all other provisions of this Section VI shall not apply. Façade changes to Existing Built Development shall be subject to the provisions of the MUDD zoning district.

b. Application of Standards to Existing Built Development Expansion and New Development. The following standards of this Section VI shall apply to Existing Built Development Expansions and New Development, provided that:

1. As to Existing Built Development Expansion, the applicable design standards set forth in this Section VI shall only apply to the portion of the Existing Built Development undergoing the expansion as described in the definition of Existing Built Development Expansion above in Section I.
2. In connection with Existing Built Development, Existing Built Development Expansion, and New Development, parking and maneuvering may remain between the building(s) and the street in the manner set forth in the Optional Provisions of Section II. above.

c. **Frontage Types for Certain Design Standards.** The dimensional and design standards of Section VI.d. (setbacks) as to Existing Built Development, and Sections VI.d., f, g, h, and i. below for Existing Built Development Expansion and New Development (subject to Section VI. b. above) are determined with reference to the following network required street frontage types:

1. **Main Street - Street Classification and Frontage Type.** This is the primary street at the core of redevelopment in Development Area A to foster a high level of commercial and residential activity with emphasis on the pedestrian environment.

2. **Four Lane (or greater) Boulevard - Street Classification and Frontage Type.** A right-of-way with a minimum of two (2) lanes of travel for each direction and center space.

3. **Limited Access Road - Street Classification and Frontage Type.** I-485 and/or similar roadways designated for high speed traffic which have limited or no access to adjacent parcels.

4. **Primary Street – Street Classification and Frontage Type.** A frontage along an Avenue (as defined in the City of Charlotte Urban Street Design Guidelines or similar provisions) or Collector Street (as defined in the City of Charlotte Urban Street Design Guidelines or similar provisions) or a publicly accessible open space, park, plaza or path.

5. **Secondary Street – Street Classification and Frontage Type.** A frontage that does not meet the criteria of a Main Street, Four Lane Avenue/Boulevard, Limited Access Road or Primary Frontage.

All network required streets (public and private) shall adhere to the Design Standards set forth herein.
It is understood that street frontages for new and existing network required streets on the west side of Highway 521 shall be determined during the land development process and shall only apply to new development.

Application to Lots with Multiple Frontages. The following establishes criteria for with multiple frontages.

1. When a lot has two (2) frontages, at least one (1) frontage shall be a Primary Street frontage type or Main Street frontage type. If neither frontage meets the criteria listed for Primary Street frontage, one (1) frontage shall be designated as a Primary Street frontage type.

2. When a lot has three (3) frontages, at least one (1) frontage shall be designated as a Primary Street frontage type or Main Street frontage. If no frontage meets the criteria listed for a Primary Street frontage, one (1) frontage shall be designated as a Primary Street frontage.

3. When a lot has four (4) frontages, at least one (1) frontage shall be designated as Primary Street frontage type or Main Street frontage. If less than two (2) frontages meet the criteria for Primary Street frontage, additional Primary Street frontages shall be designated to meet this minimum.

d. **Setbacks.** The following establishes setbacks for Existing Built Development, Existing Built Development Expansion, and New Development based on the applicable street frontages; provided, however, variations and adjustments to the following setback standards and those contained in the MUDD provisions of the Ordinance may be allowed upon the reasonable approval of the Planning Director in connection with light rail transit service and/or express bus service to the Rezoning Site. In no instance shall the minimum setback be less than fourteen (14) feet.

1. Main Street – the minimum setback shall be 16' as measured from the back of existing or future curb.

2. Four Lane Avenue/Boulevard – the minimum setback shall be 20' as measured from the back of existing or future curb.

3. Limited Access Road – the minimum setback shall be 20' as measured from the right of way.

4. Primary Street – the minimum setback shall be 16' as measured from the back of existing or future curb.

5. Secondary Street – the minimum setback shall be 16' as measured from the back of existing or future curb.

e. **Maximum Building Height.** The maximum building height for buildings associated with Existing Built Development, Existing Built Development Expansion, and New Development within the Site shall be as set forth on <u>Sheet RZ-4.0</u>. It is understood, however, that the building heights set forth on <u>Sheet RZ-4.0</u> may be increased by 50% in the event light rail transit service is extended to the Site within close proximity of the stations.

f. **Required Height Stepback.** The following establishes architectural stepback above the ground floor for Existing Built Development Expansion and New Development (subject to Section VI.b above) based on street frontages as follows:

1. Main Street – buildings over 100' tall shall have a stepback of a minimum of 10' above the ground floor and no higher than the fourth (4th) story of the building.

2. Four Lane Avenue/Boulevard – Not applicable

3. Limited Access Road – Not applicable

4. Primary Street – buildings over 120' tall shall have a stepback of a minimum of 10' above the ground floor and no higher than the sixth (6th) story of the building.

5. Secondary Street – Not applicable

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

NORTHWOOD OFFICE
SASAKI
Moore&VanAllen

Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC
DEVELOPMENT STANDARDS & TRANSPORTATION NOTES

REVISIONS:

DATE: 06.04.2020
DESIGNED BY:LRM
DRAWN BY: LRM
CHECKED BY:LRM
Q.C. BY:NLD
SCALE:N.T.S.
PROJECT #1018459

SHEET #:
RZ-6.0D

g. Building Dimension. The maximum building frontage along Main Streets, Four Lane Avenue/Boulevard, Primary Streets and Secondary Streets shall be 500' unless a break in the ground floor of the building is provided in which case the building frontage can be longer than 500'. This provision shall not apply to large format users in Development Area C.

h. Building Articulation. As to Existing Built Development Expansion and New Development (subject to Section VI.b above), the following building articulation standards shall govern the dimensions of building façade elements, transparency, and entry features, and are intended to facilitate the enhancement of a pedestrian-oriented environment for new development excluding structured parking.

1. **Ground Floor Height.** The following establishes the minimum ground floor height based on street frontage:
   i. Main Street: 16' minimum applies to non-residential uses only
   ii. Four Lane Avenue/Boulevard: 16' minimum applies to non-residential uses only
   iii. Primary Street: 14' minimum applies to non-residential uses only
   iv. Secondary Street: Not applicable
   v. Limited Access Road: Not applicable

2. **Blank Wall Area.** Subject to the provisions of Section VI.l below regarding large format uses, the following establishes the maximum horizontal and vertical blank wall area permitted based on street frontage:
   i. Main Street: 20' maximum
   ii. Four Lane Avenue/Boulevard: 20' maximum
   iii. Primary Street: 20' maximum
   iv. Secondary Street: 20' maximum
   v. Limited Access Road: Not applicable

Landscaping may be used to address blank walls and/or screen services areas on Four Lane Avenues/Boulevards and Secondary Streets, and blank walls created by topography; such landscaping shall be installed with a minimum height of 1/2 the height of the first story and/or in a manner that screens service areas.

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, or designee, under Section I.d. of these Development Standards.*

3. **Prominent Entrance Spacing.** Subject to the provisions of Section VI.l. below regarding large format uses, the following establishes the maximum distance between Prominent Entrances for buildings longer than 250' based on street frontage:
   i. Main Street: 100' maximum
   ii. Four Lane Avenue/Boulevard: 150' maximum
   iii. Primary Street: 100' maximum
   iv. Secondary Street: 150' maximum
   v. Limited Access Road: Not applicable

4. **Ground Floor Transparency.** Subject to the provisions of Section VI.l. below regarding large format uses, the following establishes the minimum transparency requirements as measured between 3' and 10' from grade based on street frontage:

   i. Main Street: 60% minimum for non-residential uses/25% minimum for residential uses
   ii. Four Lane Avenue/Boulevard: 60% minimum for non-residential uses/25% minimum for residential uses
   iii. Primary Street: 50% minimum for non-residential uses/25% minimum for residential uses
   iv. Secondary Street: 50% minimum for non-residential uses/25% minimum for residential uses
   v. Limited Access Road: Not applicable

Spandrel glass may be utilized to meet a maximum of 20% of the applicable transparency requirement.

i. Non-residential, Mixed-Use, and Multi-Family Stacked Design Standards. Except as set forth in Section VI.l. below, the following standards shall apply based on frontage type to Existing Built Development Expansion and New Development (subject to Section VI.b. above):

1. For buildings of 150' in length on a Main Street, Four Lane Avenue/Boulevard, and/or Primary Street the following standards shall apply:

   i. facades shall be divided into shorter segments by means of modulation. Such modulation shall occur at interval of no more than 60' and shall be no less than 2' in depth;

   ii. varied roof lines through the use of slopes, modulated buildings heights, gables, dormers or innovative architectural solutions;

   iii. utilize building corners to provide visual interest at the pedestrian level as well as to differentiate roof lines or highlight ground floor uses;

   iv. utilize horizontal and vertical variations in wall planes;

   v. provide architectural protrusion to accentuate enclosed balconies; and/or

   vi. a significant change in color and/or material accompanied with a minimum building articulation.

2. Arcades, galleries, colonnades, outdoor plazas, outdoor dining areas, or similar pedestrian-oriented ground floor designs may be incorporated into facades.

3. The ground floor shall be architecturally differentiated from upper stories for buildings five (5) stories and taller through treatments such as, but not limited to, taller ground floor windows, variations in building materials, increased pedestrian level detail etc.

4. All frontages, with the exception of Limited Access Road frontages, shall have a minimum of one Prominent Entrance.

5. All ground floor entrances shall include a direct pedestrian connection between the street facing doors and adjacent sidewalks.

6. Common usable open spaces, site amenity areas or courtyards can be utilized to break up the wall plane.

7. Loading docks, truck doors and service areas for new infill development shall not be oriented to and/or located between the building public streets for new development. 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 reasonably acceptable to the Planning Director to deviate from this standard.

8. Balconies will be designed so that their size and location maximize their intended use for open space. The balconies and awnings 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 twelve (12) feet when the building is located along and the balcony is facing a public street.

j. Multi-Family (townhomes) and Single Family Attached and Single-Family Detached Design Standards. The following design provisions shall apply to multi-family and single family attached townhomes and/or single-family detached units as part of Existing Built Development Expansion and New Development (subject to Section VI.b above):

1. Vehicular entrances to garages shall be located to the rear of the building and shall not face a Main Street frontage, Primary Street frontage, or common open space. A residential alley shall not be considered a frontage.

2. Surface parking lots shall be located to the rear or side of the building.

3. The primary pedestrian entry to each dwelling unit shall face a frontage or a common open space if the open space is a minimum of 20' in depth.

4. To provide privacy, all residential entrances within 15 feet of the sidewalk must be raised from the average sidewalk grade a minimum of 12 inches, subject to applicable deviations to address site constraints.

5. Pitched roofs, if provided, shall be symmetrically sloped no less than 6:12, except that roofs for porches and attached sheds may be no less than 2:12, unless a flat rood architectural style is employed.

6. Usable porches and stoops shall form a predominate feature of the building design and be located on the front and/or side of the building. Usable front porches are covered and are at least 4 feet deep. Stoops and entry-level porches may be covered but not be enclosed.

7. All corner/end units that face a public or private street should have a porch or stoop that wraps a portion of the front and side of the unit or blank wall provisions shall be implemented that limit the maximum blank wall expanse to 10 feet on all building levels and/or allows acceptable landscaping treatments along such areas.

8. Sidewalks should be provided to connect one residential entrance to sidewalks along public and private streets.

9. Buildings may orient to open space in lieu of a public street.

k. Structured Parking Design Standards. The following standards shall apply to New Development (subject to Section VI.b above) structured parking facilities:

1. Building materials associated with facades on parking structures not screened by landscaping or other buildings 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 decorative louvers and similar features, and/or landscaping. Cars shall not be visible from the street and/or adjacent sidewalk. Deviations are permitted along I-485 and where landscaping or walls a minimum of 42 inches tall are permitted screening.

3. Parking on all levels shall be screened with decorative louvers or glazing along Primary and Main Street Frontages. Along all other frontages, screening of cars parked on the upper level will be accomplished by a wall, at least 36 inches in height, designed as part of the parking deck structure except in Development Area A where the first two 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.

5. Existing parking structures may be converted to occupiable space. The area improved shall comply with the minimum design standards set forth in the Ordinance and the *Optional Provisions.*

6. New parking structures on Main Street and Primary Street Frontages shall be designed in a manner to promote the future conversion to occupiable space, including floor level height, structural openings and the grade differential between the ground floor and adjacent sidewalk elevations (for clarity and avoidance of doubt, this provision shall not be construed to require construction or engineering enhancements to such new parking structures to accommodate occupiable space above grade or on top of such parking structures).

l. ***Optional Provision*** **– Larger Format Users.** The standards of this Section VI shall not apply to large format users as described in the *Optional Provision* set forth in Section II.a.7 above.

VII. Lighting Standards Applicable to Rezoning Site.

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

c. Lighting will be downwardly directed however architectural lighting on building facades, such as sconces, will be permitted.

d. Pedestrian scale lighting shall be provided on new Main, Primary and Secondary Street Frontages along the portion of the frontage where New Development is occurring.

VIII. Signage Standards Applicable to All MUDD-O Districts.

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

IX. <u>Environmental Vision Plan & Environmental Features; PCSO.</u> The below sets forth the Environmental vision and implementation plan for development taking place on the Rezoning Site and certain other guidelines related to environmental and sustainability aspects associated with the Rezoning Plan. The Environmental Plan provides overarching context, intent and requirements for the addressing certain environmental aspects contemplated for the Rezoning Site including open space, stormwater/PCSO, tree ordinance, and similar features.

a. Tree Save. Since the Rezoning Site is a master planned unified development, tree save requirements set forth in the Tree Ordinance applicable to development and redevelopment in the Rezoning Site may be met using any area within the Rezoning Site such that individual parcels within the Rezoning Site will not be required to provide tree save areas within such parcel boundaries provided that the overall tree save areas and requirements for overall Rezoning Site are in compliance.

b. Storm Water Management. Development and redevelopment within the Rezoning Site shall meet the Post-Construction Stormwater Ordinance as outlined in the Technical Memorandum prepared as approved by the City dated as of August 30, 2011. *Revisions to the Technical Memorandum shall be approved by the Stormwater Administrator.*

c. Open Space Phasing. The Petitioner shall provide forty-five (45) acres of Open Space and/or Active Open Space (whether existing as of Rezoning approval or later installed) prior to completion of the Phase I development level; such Open Space and/or Active Open Space may be provided anywhere on the Rezoning Site. The Petitioner shall provide an additional fifty-five (55) acres of Open Space and/or Active Open Space (whether existing as of Rezoning approval or later installed) prior to completion of the Phase II development level; such Open Space and/or Active Open Space may be provided anywhere on the Rezoning Site. Upon completion of Phase I development level and Phase II development level, thirty-five percent (35%) of the 100 acres of Open Space shall be Active Open Space.

X. <u>CATS.</u>

a. Petitioner, or assigns, will provide for locations within dedicated rights of way for on-street bus stops, bus shelters, and bus pull outs for future bus rapid transit in a manner consistent with CATS guidelines upon review and approval of CATS. Petitioner, or assigns, will provide for the concrete pads associated with such bus stops and will seek to provide for site designs that promote pedestrian connectivity to such bus stops from nearby uses. These efforts will occur during the land development process for development taking place along the applicable rights of way.

b. See also provisions of Section IV.d above regarding LRT service matters.

XI. <u>Amendments to the Rezoning Plan; Binding Effect</u>:

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 Rezoning 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 Rezoning 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, or assigns, and subsequent owners of portions or parcels of the Rezoning Site, as applicable, and their respective heirs, devisees, personal representatives, successors in interest or assigns. These provisions are in addition to the other provisions of these Development Standards that reference completion of commitments by Petitioner, or assigns, or Petitioner including assigns of same.

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

NORTHWOOD OFFICE
SASAKI
Moore & VanAllen

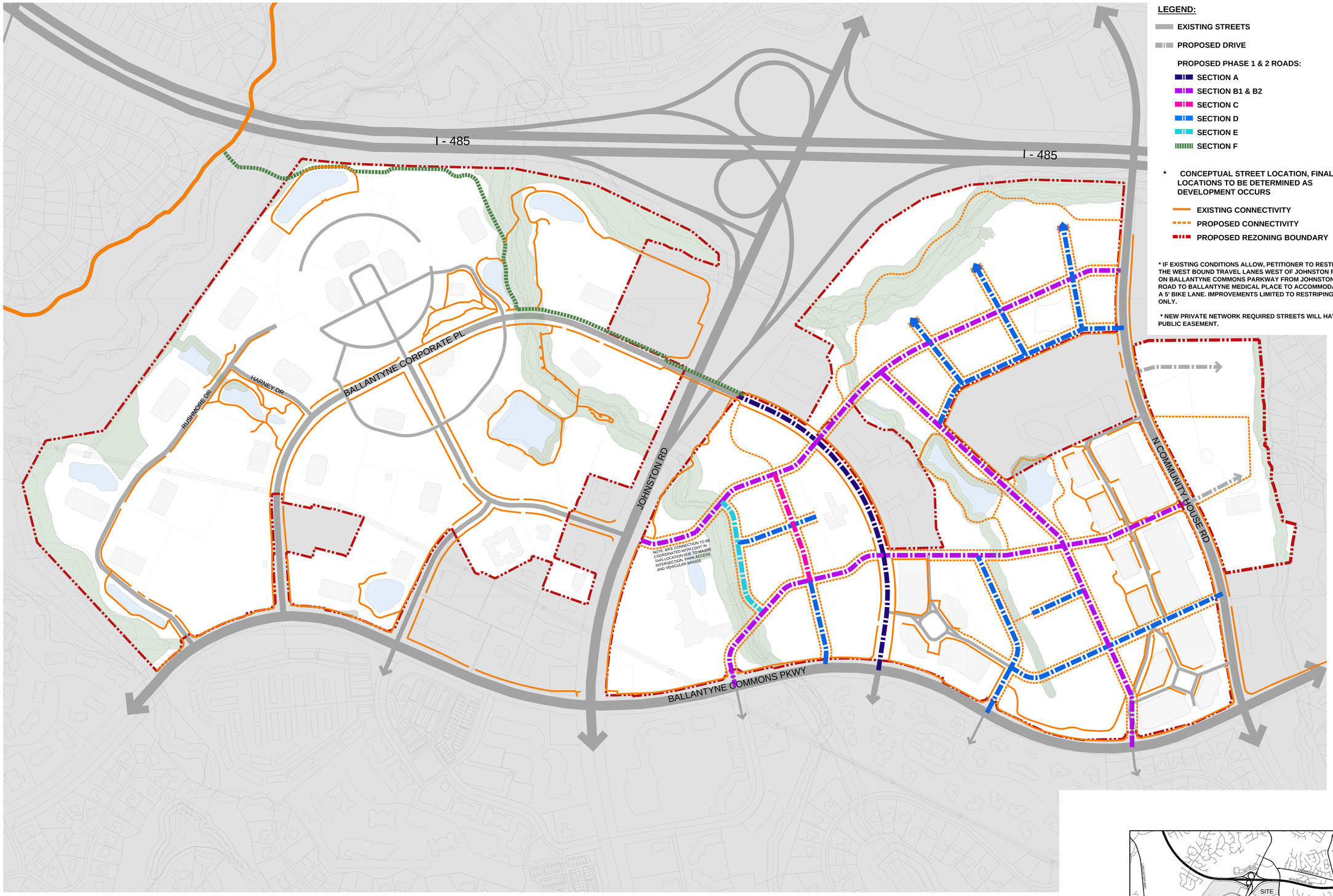
Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC

DEVELOPMENT STANDARDS & TRANSPORTATION NOTES

REVISIONS:

DATE: 06.04.2020
DESIGNED BY: KAM
DRAWN BY: LRM
CHECKED BY: LRM
Q.C. BY: NLD
SCALE: N/A
PROJECT #: 1018459

SHEET #:
RZ-6.0E



LEGEND:

- EXISTING STREETS
- PROPOSED DRIVE

PROPOSED PHASE 1 & 2 ROADS:

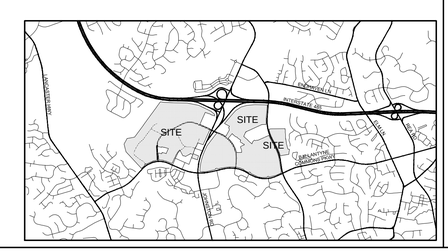
- SECTION A
- SECTION B1 & B2
- SECTION C
- SECTION D
- SECTION E
- SECTION F

* CONCEPTUAL STREET LOCATION, FINAL LOCATIONS TO BE DETERMINED AS DEVELOPMENT OCCURS

- EXISTING CONNECTIVITY
- PROPOSED CONNECTIVITY
- PROPOSED REZONING BOUNDARY

* IF EXISTING CONDITIONS ALLOW, PETITIONER TO RESTRIPE THE WEST BOUND TRAVEL LANES WEST OF JOHNSTON ROAD ON BALLANTYNE COMMONS PARKWAY FROM JOHNSTON ROAD TO BALLANTYNE MEDICAL PLACE TO ACCOMMODATE A 5' BIKE LANE. IMPROVEMENTS LIMITED TO RESTRIPING ONLY.

* NEW PRIVATE NETWORK REQUIRED STREETS WILL HAVE A PUBLIC EASEMENT.



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

NORTHWOOD OFFICE

SASAKI

Moore & VanAllen

Ballantyne Reimagined

REZONING PETITION NUMBER 2019-115

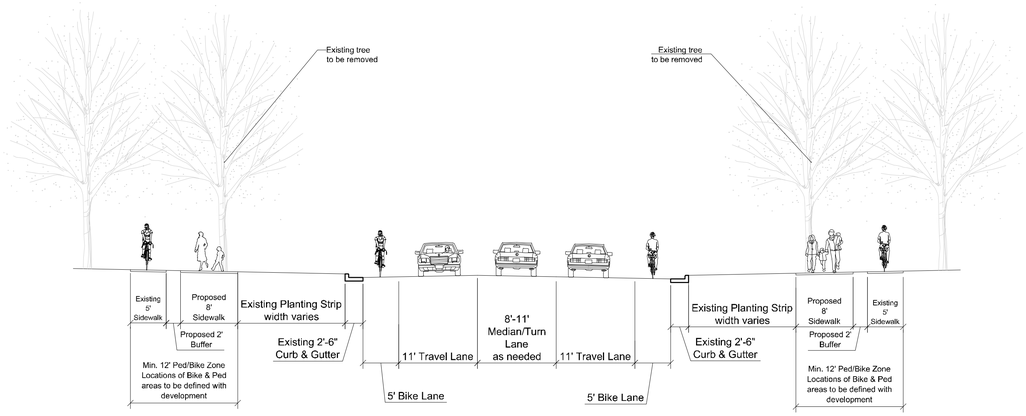
NORTHWOOD, CHARLOTTE, NC

CONCEPTUAL PROPOSED STREET + BICYCLE + PED NETWORK

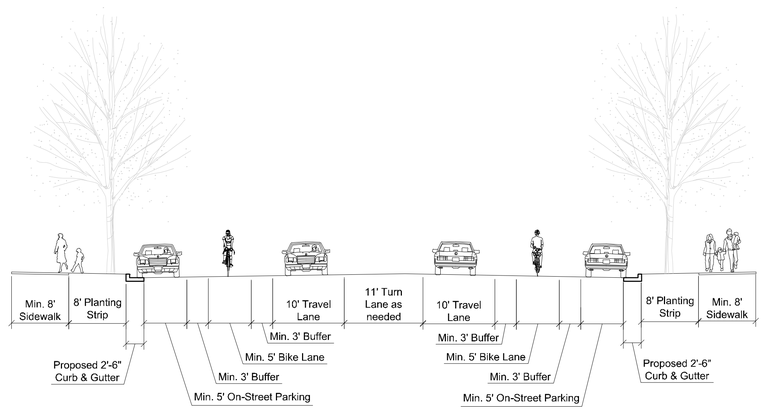
REVISIONS:

DATE: 06.04.2020
DESIGNED BY: KM
DRAWN BY: ELM
CHECKED BY: LRM
Q.C. BY: NLD
SCALE: 1" = 300'
PROJECT #1018459

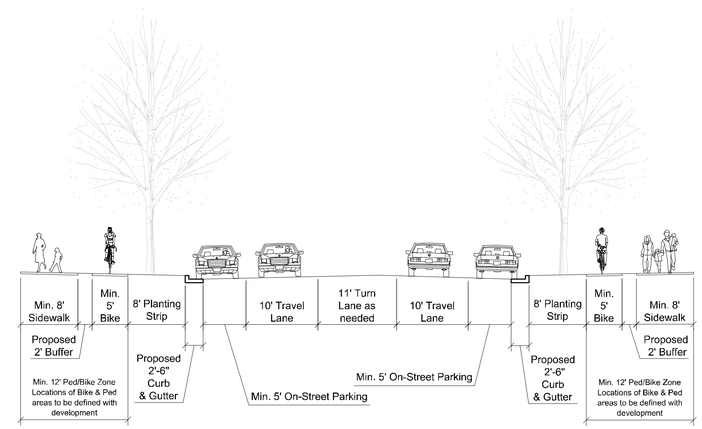
SHEET #:
RZ-7.0A



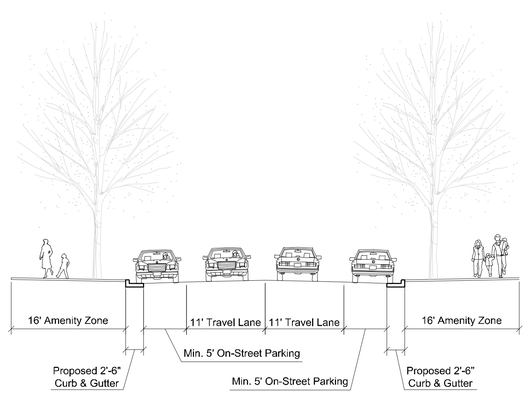
SECTION A
(refer to legend on RZ-7.0A)



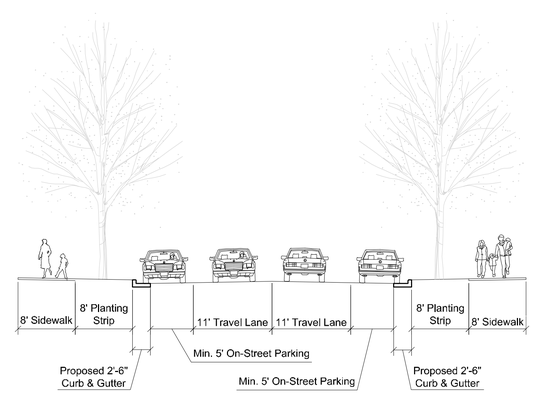
SECTION B OPTION 1
(ON-STREET PARKING OPTIONAL - WHERE NO ON-STREET PARKING, BUFFER BETWEEN CURB AND GUTTER AND BIKE LANE IS REMOVED)
NOTE: SECTION B OPTIONS MAY BE USED IN COMBINATION.
(refer to legend on RZ-7.0A)



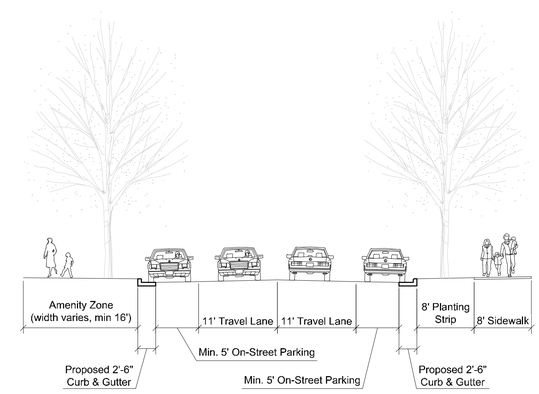
SECTION B OPTION 2
(ON-STREET PARKING OPTIONAL)
(refer to legend on RZ-7.0A)



SECTION C
(ON-STREET PARKING OPTIONAL)
(refer to legend on RZ-7.0A)



SECTION D
(ON-STREET PARKING OPTIONAL)
(refer to legend on RZ-7.0A)



SECTION E
(ON-STREET PARKING OPTIONAL)
(refer to legend on RZ-7.0A)

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

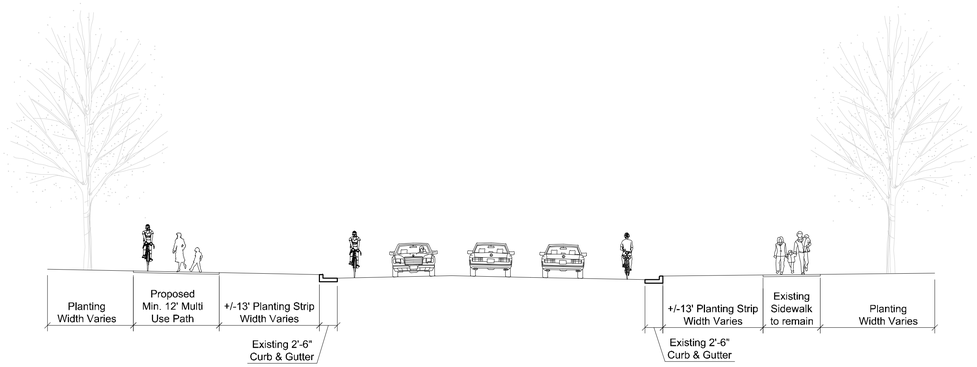
NORTHWOOD OFFICE
SASAKI
Moore & VanAllen

Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC
CONCEPTUAL PROPOSED CROSS SECTIONS

REVISIONS:

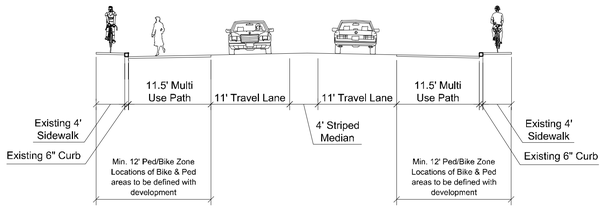
DATE: 06.04.2020
DESIGNED BY: LRM
DRAWN BY: LRM
CHECKED BY: LRM
Q.C. BY: NLD
SCALE: 1Q'
PROJECT #:018459

SHEET #:
RZ-7.0B

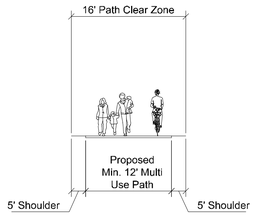


ON-STREET CONNECTION WEST OF BALLANTYNE CORPORATE PLACE BRIDGE

SECTION F
MULTI USE PATH GREENWAY CONNECTION
(refer to legend on RZ-7.0A)



BALLANTYNE CORPORATE PLACE BRIDGE



MULTI-USE PATH OUTSIDE OF BALLANTYNE CORPORATE PLACE RIGHT-OF-WAY

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

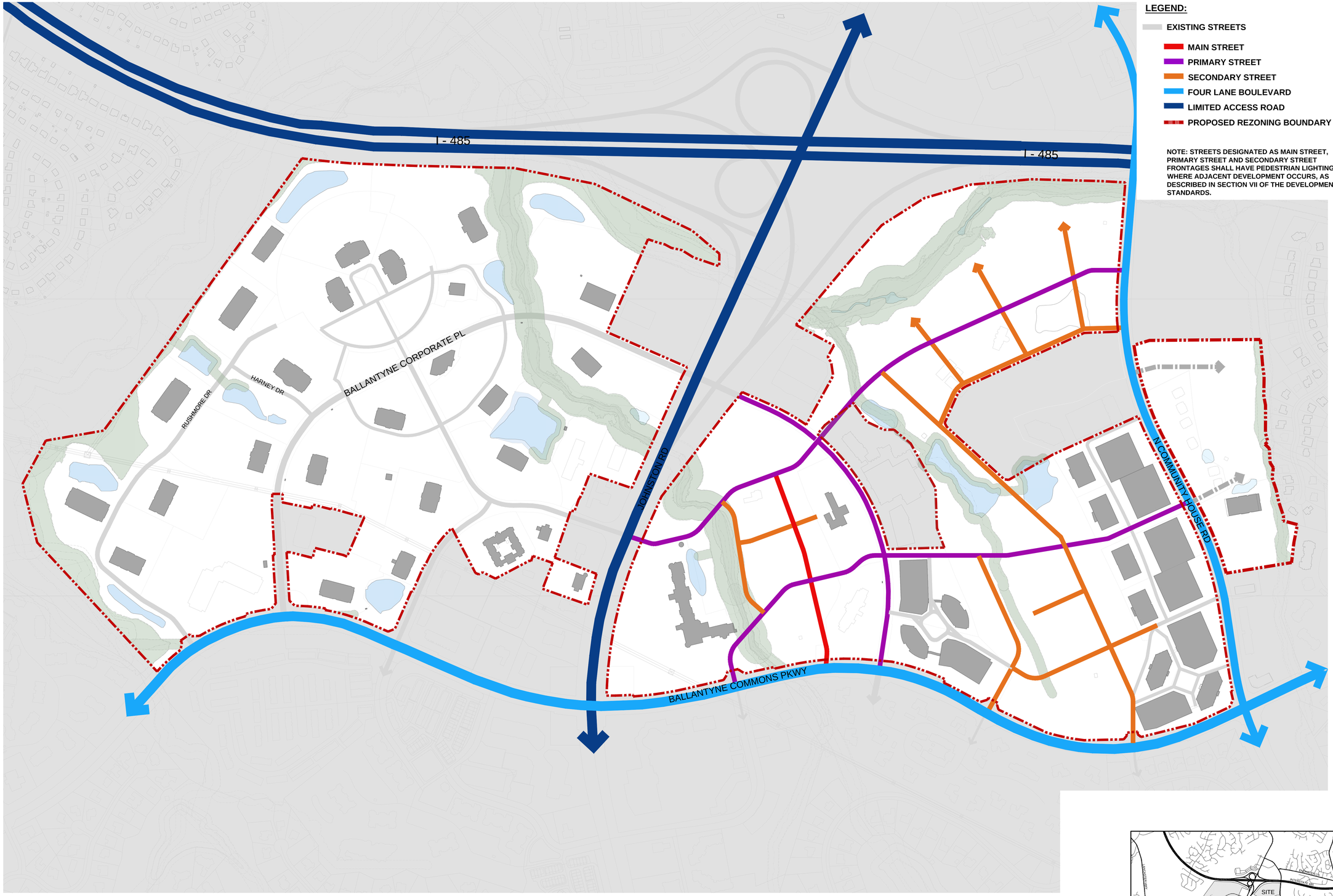
NORTHWOOD OFFICE
SASAKI
Moore & VanAllen

Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC
CONCEPTUAL PROPOSED CROSS SECTIONS

REVISIONS:

DATE: 06.04.2020
DESIGNED BY: KAM
DRAWN BY: EM
CHECKED BY: LRM
Q.C. BY: NLD
SCALE: 1"=10'
PROJECT #:019459

SHEET #:
RZ-7.0B2

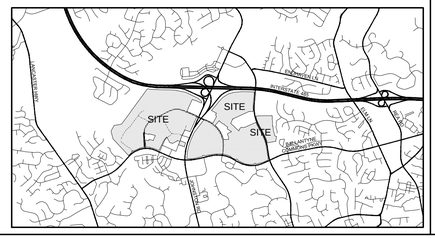


LEGEND:

- EXISTING STREETS
- MAIN STREET
- PRIMARY STREET
- SECONDARY STREET
- FOUR LANE BOULEVARD
- LIMITED ACCESS ROAD
- PROPOSED REZONING BOUNDARY

NOTE: STREETS DESIGNATED AS MAIN STREET, PRIMARY STREET AND SECONDARY STREET FRONTAGES SHALL HAVE PEDESTRIAN LIGHTING WHERE ADJACENT DEVELOPMENT OCCURS, AS DESCRIBED IN SECTION VII OF THE DEVELOPMENT STANDARDS.

150' 0' 150' 300' 600'



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

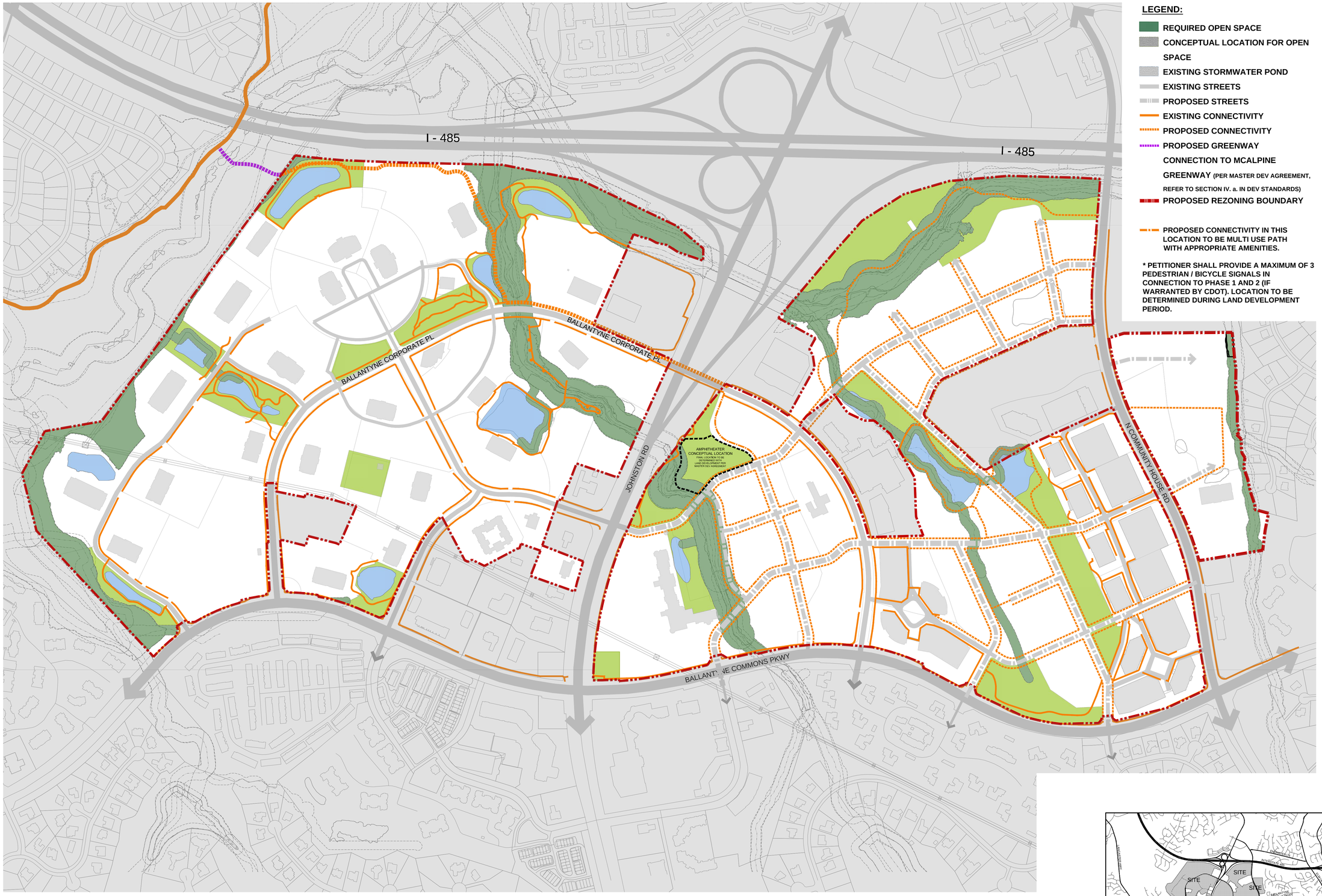
NORTHWOOD OFFICE
SASAKI
Moore & VanAllen

Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC
CONCEPTUAL PROPOSED FRONTAGES

REVISIONS:

DATE: 06.04.2020
DESIGNED BY: LRM
DRAWN BY: LRM
CHECKED BY: LRM
Q.C. BY: NLD
QA/QC BY: LS
PROJECT #: 2018459

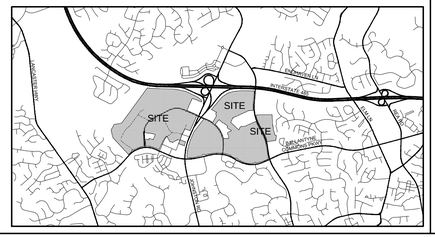
SHEET #:
RZ-7.0C



LEGEND:

- REQUIRED OPEN SPACE
- CONCEPTUAL LOCATION FOR OPEN SPACE
- EXISTING STORMWATER POND
- EXISTING STREETS
- PROPOSED STREETS
- EXISTING CONNECTIVITY
- PROPOSED CONNECTIVITY
- PROPOSED GREENWAY CONNECTION TO MCALPINE GREENWAY (PER MASTER DEV AGREEMENT, REFER TO SECTION IV. a. IN DEV STANDARDS)
- PROPOSED REZONING BOUNDARY
- PROPOSED CONNECTIVITY IN THIS LOCATION TO BE MULTI USE PATH WITH APPROPRIATE AMENITIES.

* PETITIONER SHALL PROVIDE A MAXIMUM OF 3 PEDESTRIAN / BICYCLE SIGNALS IN CONNECTION TO PHASE 1 AND 2 (IF WARRANTED BY CDOT). LOCATION TO BE DETERMINED DURING LAND DEVELOPMENT PERIOD.



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

NORTHWOOD OFFICE
SASAKI
Moore & VanAllen

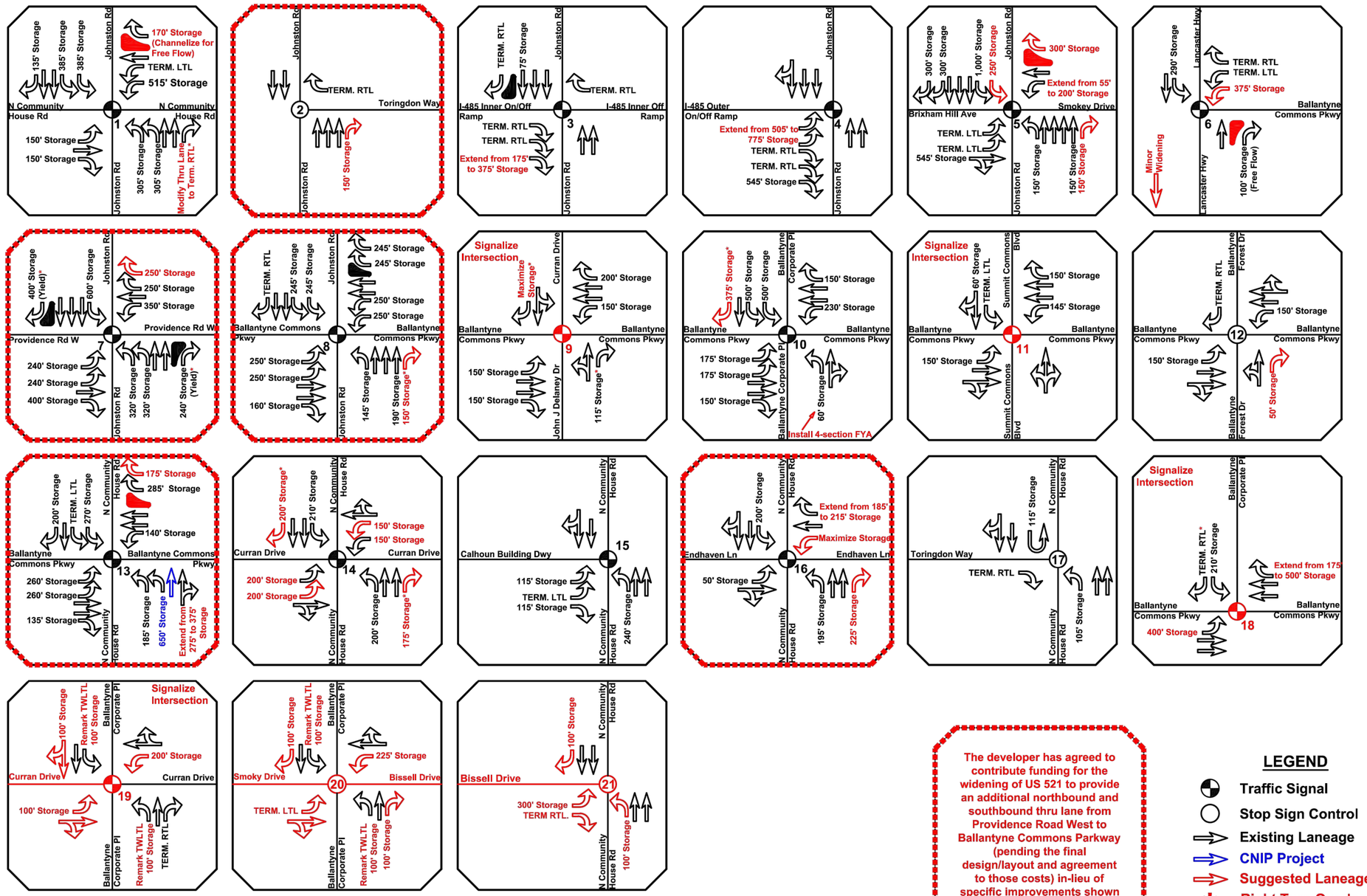
Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC

CONCEPTUAL PROPOSED ENVIRONMENTAL COMMITMENTS

REVISIONS:

DATE: 06.04.2020
DESIGNED BY: JTM
DRAWN BY: ERM
CHECKED BY: ERM
Q.C. BY: NLD
SCALE: 1" = 300'
PROJECT #:018459

SHEET #:
RZ-8.0



The developer has agreed to contribute funding for the widening of US 521 to provide an additional northbound and southbound thru lane from Providence Road West to Ballantyne Commons Parkway (pending the final design/layout and agreement to those costs) in-lieu of specific improvements shown by this box.

LEGEND

- Traffic Signal
- Stop Sign Control
- Existing Laneage
- CNIP Project
- Suggested Laneage
- * Right Turn Overlap

Install LPI+ , APS Pushbottons and ADA-compliant Pedestrian Facilities for all applicable crosswalks of signalized intersections numbered 9 through 21.

Copyright © 2019 Design Resource Group, PA This plan or drawing and any accompanying documents or calculations are the property of Design Resource Group, PA; and are intended solely for the use of the recipient noted. No third party use or modification is permitted without written authorization.

DESIGN RESOURCE GROUP
LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
TRANSPORTATION PLANNING
2459 Wilkinson Blvd, Ste 200 Charlotte, NC 28208
704.343.0608
www.drgrp.com

BALLANTYNE TIS

CHARLOTTE, NC

NORTHWOOD DEVELOPMENT
11605 N COMMUNITY HOUSE ROAD #600
CHARLOTTE, NC 28277

PHASE 1
SUGGESTED
LANEAGE

0 xx xx
SCALE: NTS

PROJECT #: 806-001
DRAWN BY: PAH
CHECKED BY: MWW

JANUARY 2020

REVISIONS:
1. Revised per CDOT comments 1/31/2020
2. Revised per CDOT comments 03/05/2020

Figure 12

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

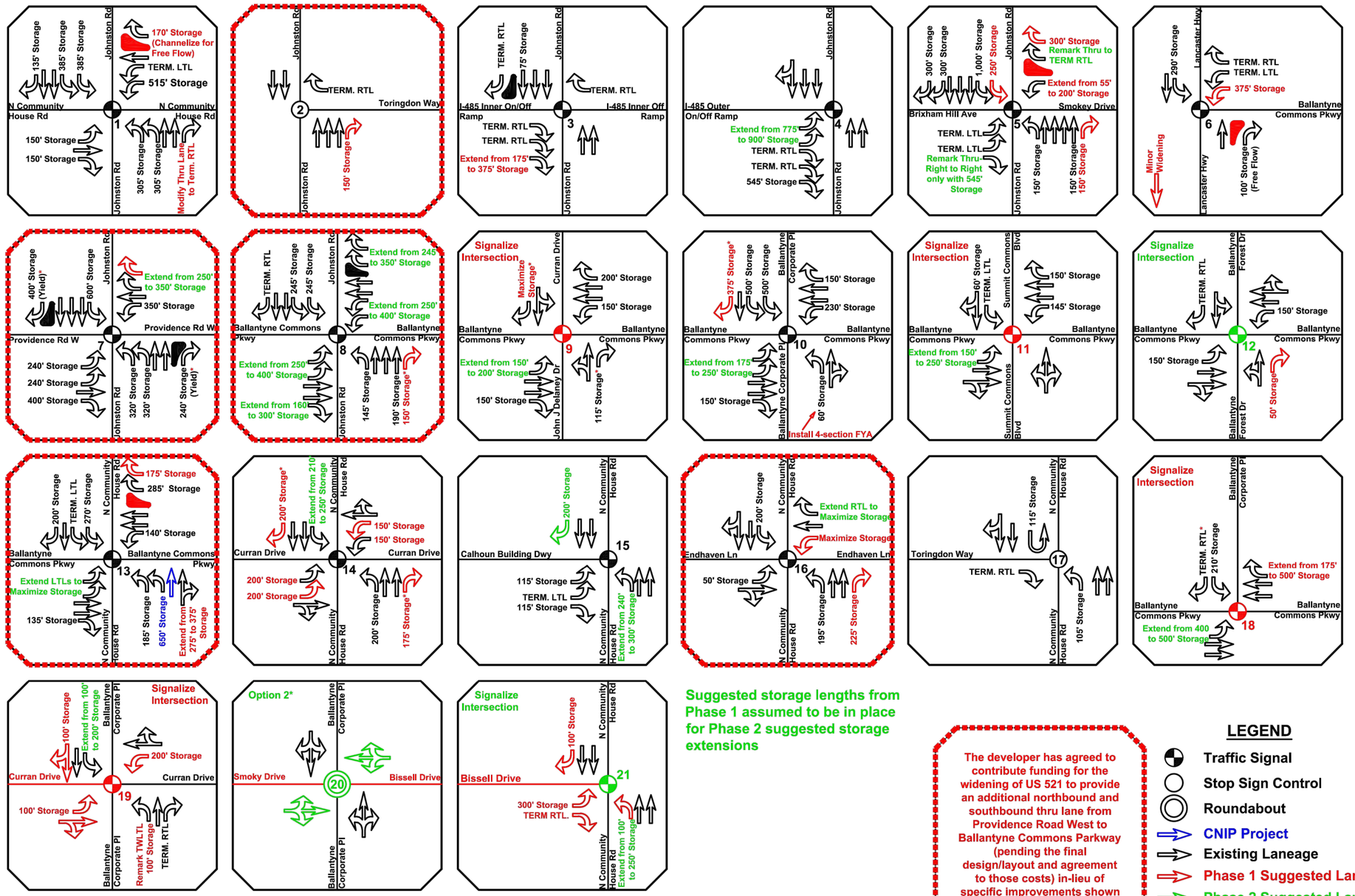
NORTHWOOD OFFICE
SASAKI
Moore & Van Allen

Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC
TRANSPORTATION IMPROVEMENTS

REVISIONS:

DATE: 06.04.2020
DESIGNED BY: R.M
DRAWN BY: L.R.M
CHECKED BY: L.R.M
Q.C. BY: N.L.D
SCALE: N.T.S
PROJECT #: 1018459

SHEET #:
RZ-9.0A



Suggested storage lengths from Phase 1 assumed to be in place for Phase 2 suggested storage extensions

The developer has agreed to contribute funding for the widening of US 521 to provide an additional northbound and southbound thru lane from Providence Road West to Ballantyne Commons Parkway (pending the final design/layout and agreement to those costs) in-lieu of specific improvements shown by this box.

LEGEND

- Traffic Signal
- Stop Sign Control
- Roundabout
- CNIP Project
- Existing Laneage
- Phase 1 Suggested Laneage
- Phase 2 Suggested Laneage
- * Right Turn Overlap

*Option 2 includes signalization of the intersection which may be the more suitable intersection configuration due to the urban nature of the site as well as the potential light rail connection plans for Smoky/Bissell. This can be evaluated any time during development.

Install LPI+ , APS Pushbottons and ADA-compliant Pedestrian Facilities for all applicable crosswalks of signalized intersections numbered 9 through 21.

Copyright © 2019 Design Resource Group, PA This plan or drawing and any accompanying documents or calculations are the property of Design Resource Group, PA; and are intended solely for the use of the recipient noted. No third party use or modification is permitted without written authorization.

DESIGN RESOURCE GROUP
LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
TRANSPORTATION PLANNING
2459 Wilkinson Blvd, Ste 200 Charlotte, NC 28208
704.343.0608
www.drgrp.com

BALLANTYNE TIS

CHARLOTTE, NC

NORTHWOOD DEVELOPMENT
11605 N COMMUNITY HOUSE ROAD #600
CHARLOTTE, NC 28277

PHASE 2 SUGGESTED LANEAGE

0 xx xx N

SCALE: NTS

PROJECT #: 806-001
DRAWN BY: PAH
CHECKED BY: MWW

JANUARY 2020

REVISIONS:
1. Revised per CDOT comments 1/31/2020
2. Revised per CDOT comments 03/05/2020

Figure 13

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

NORTHWOOD OFFICE
SASAKI
Moore & VanAllen

Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC
TRANSPORTATION IMPROVEMENTS

REVISIONS:

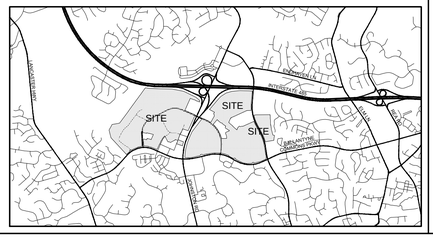
DATE: 06.04.2020
DESIGNED BY: RM
DRAWN BY: LRM
CHECKED BY: LRM
Q.C. BY: NLD
SCALE: N.S.
PROJECT #: 018459

SHEET #: RZ-9.0B

PARCEL DATA:

1. NW BCP LAND LP
NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-501-50
32.74 ac
(SEE NOTE)
2. NW OFFICES ON SIX LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-501-53
4.85 AC
3. NW GIBSON BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-501-60
6.67 AC
4. NW BCP LAND LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-161-02
125.76 AC
(SEE NOTE)
5. NW BOYLE BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-161-07
5.65 AC
6. NW JJH BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-161-08
6.33 AC
7. NWBH 1 LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-165-05
5.00 AC
8. NWBH 2 LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-165-04
5.32 ac
9. NW BCP LAND LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-165-02
32.64 AC
10. NWBH 1 LP
NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-165-01
15.41 AC
11. OWNERS ASSOCIATION BALLANTYNE CORPORATE PARK
TAX PARCEL ID: 223-165-03
0.82 AC
12. NW CCR BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-156-04
1.61 AC
13. NW CCR BUILDING 2 LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-156-08
1.58 AC
14. NWBH 4 LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-156-07
3.66 AC
15. NW TATE BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-155-07
2.71 AC
16. NWBH 3 LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-155-05
3.64 AC
17. NW BALLANTYNE THREE LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-155-11
7.03 AC
18. NW BCP LAND LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-155-01
7.35 AC
19. NW BALLANTYNE ONE LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-155-04
5.62 AC
20. NW BALLANTYNE TWO LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-155-03
7.87 AC
21. YMCA OF GREAT CHARLOTTE
TAX PARCEL ID: 223-155-13
1.00 AC
22. NW BRIXHAM GREEN THREE LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID" 223-154-01
7.21 AC
23. NW BRIXHAM GREEN ONE LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-154-03
5.17 AC
24. NW BCP LAND LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-154-10
2.10 AC
25. NW BRIXHAM GREEN TWO LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-154-04
6.81 AC
26. NW MEDICAL TWO LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-154-06
3.05 AC
27. NW WINSLOW BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-154-08
4.70 AC
28. OWNERS ASSOCIATION BALLANTYNE CORPORATE PARK
TAX PARCEL ID: 223-154-07
2.13 AC
29. NW WINSLOW BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-154-09
0.24 AC
30. NW RUSHMORE ONE LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-151-11
13.78 AC
31. BALLANTYNE CORPORATE PARK OWNERS ASSOCIATION INC
TAX PARCEL ID: 223-151-02
5.44 AC
32. NW HALL BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-151-13
4.55 AC
33. NW FRENETTE BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-151-12
5.46 AC
34. NW RUSHMORE TWO LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-151-01
9.64 AC
35. NW CULLMAN PARK LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-151-14
6.51 AC
36. NW RUSHMORE THREE LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-151-32
8.49 AC
37. BALLANTYNE CORPORATE PARK OWNERS ASSOCIATION LLC
TAX PARCEL IDI 223-151-25
4.37 AC
38. BALLANTYNE CORPORATE PARK OWNERS ASSOCIATION LLC
TAX PARCEL ID: 223-151-20
2.30 AC
39. NW RICHARDSON BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-151-24
7.02 AC
40. BALLANTYNE CORPORATE PARK OWNERS ASSOCIATION LLC
TAX PARCEL ID: 223-151-39
0.71 AC
41. NW RUSHMORE FOUR LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-151-33
5.15 AC
42. BALLANTYNE CORPORATE PARK OWNERS ASSOCAITION LLC
TAX PARCEL ID: 223-151-31
1.37 AC
43. NW CHANDLER BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-151-28
8.09 AC
44. NW RUSHMORE FIVE LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-151-15
2.66 AC
45. BALLANTYNE CORPORATE PARK OWNERS ASSOCIATION LLC
TAX PARCEL ID: 223-151-35
4.38 AC
46. NW HIXON BUILDING LP
C/O NORTHWOOD INVESTORS LLC
PARCEL ID: 223-151-29
6.22 AC
47. NW SIMMONS BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-151-30
6.50 AC
48. NW CRAWFORD BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-151-26
11.16 AC
49. NW 13820 BCP LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-151-37
1.20 AC
50. BALLANTYNE CORPORATE PARK OWNERS ASSOCIATION LLC
TAX PARCEL ID: 223-151-38
2.55 AC
51. BALLANTYNE CORPORATE PARK OWNERS ASSOCIATION LLC
TAX PARCEL ID: 223-151-36
2.54 AC
52. BALLANTYNE CORPORATE PARK OWNERS ASSOCIATION LLC
TAX PARCEL ID: 223-151-09
6.80 AC
53. NW BETSILL BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-151-34
9.59 AC
54. NW BCP LAND LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-151-08
2.85 AC
55. NW CALHOUN BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-161-18
4.81 AC
56. NW EVERETT BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-161-09
4.41 AC
57. NW HAYES BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-161-17
4.52 AC
58. NW IRBY BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-161-16
4.54 AC
59. NW GRAGG BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-161-21
5.37 AC
60. NW GRAGG BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-161-20
4.76 AC

150' 0' 150' 300' 600'



REVISIONS:

DATE: 06.04.2020
DESIGNED BY: KLM
DRAWN BY: LRM
CHECKED BY: LRM
Q.C. BY: NLD
SCALE: 1" = 300'
PROJECT #:1018459

SHEET #:
RZ-10.0A

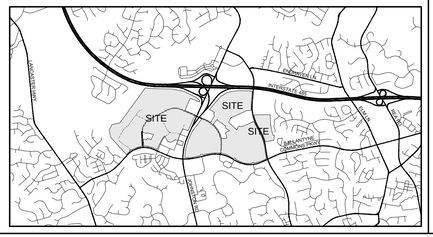
LandDesign.
223 N Graham Street Charlotte, NC 28202
V: 704.333.0325 F: 704.332.3246
www.LandDesign.com

NORTHWOOD OFFICE
SASAKI
Moore & VanAllen

Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC

EXISTING DEVELOPMENT & PARCEL DATA

THE ABOVE MAP DESCRIBES REZONING BOUNDARY THAT BISECTS EXISTING PARCELS.



150' 0' 150' 300' 600'

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

NORTHWOOD OFFICE
SASAKI
Moore & VanAllen

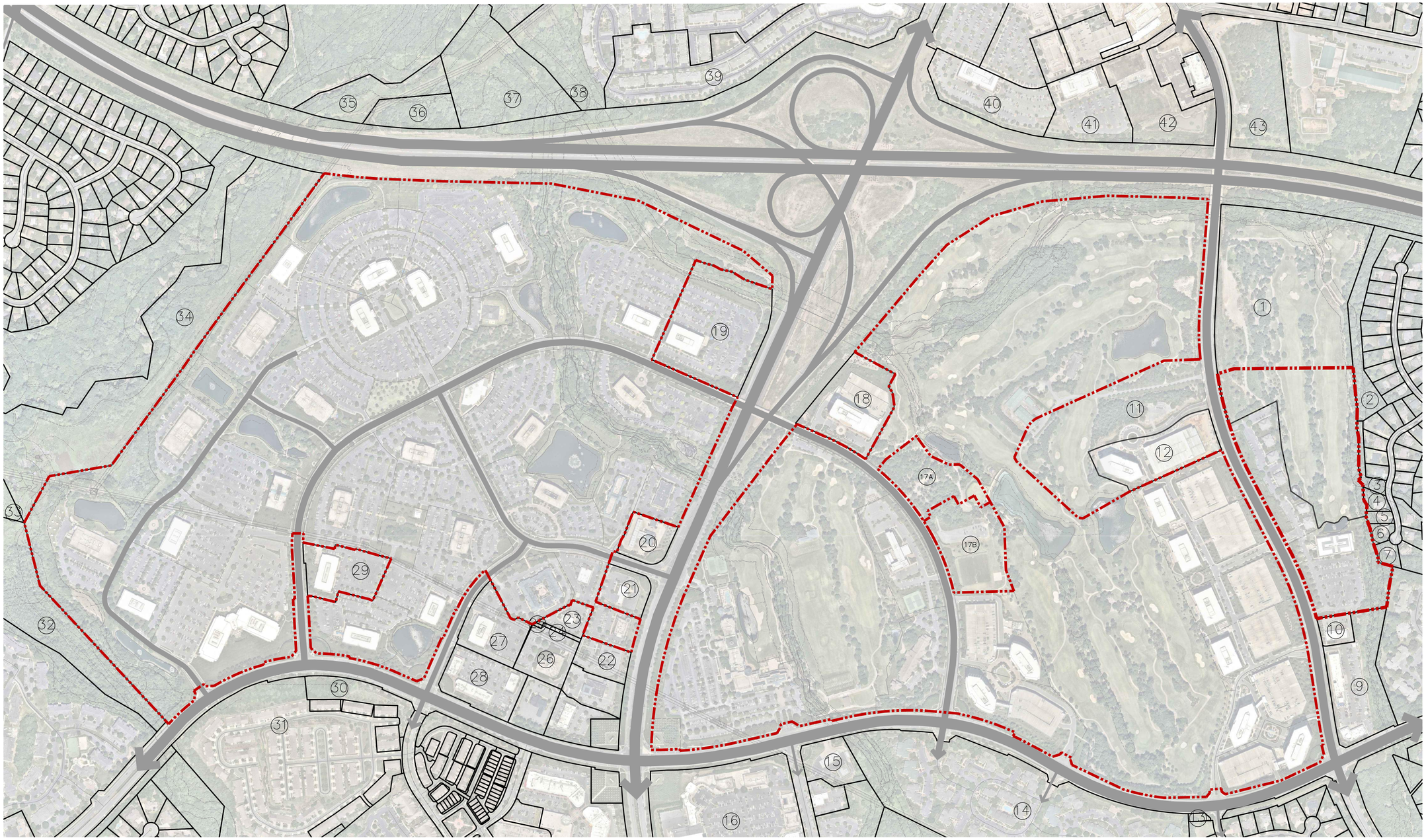
Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC

REZONING BOUNDARY METES & BOUNDS

REVISIONS:

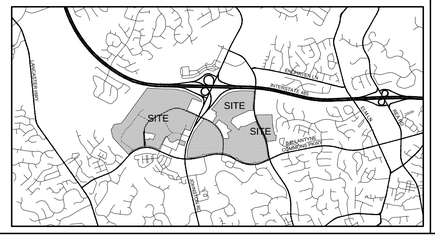
DATE: 06.04.2020
DESIGNED BY: LRM
DRAWN BY: LRM
CHECKED BY: LRM
Q.C. BY: NLD
SCALE: 1" = 300'
PROJECT #: 4018459

SHEET #:
RZ-10.0B



1. NW BCP LAND LP
NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-501-50
32.74 AC
2. THORNHILL COMMUNITY ASSOCIATION INC
TAX PARCEL ID: 223-501-99
3.18 AC
3. THORNHILL COMMUNITY ASSOCIATION INC
TAX PARCEL ID: 223-501-49
0.58 AC
4. STACEY R ROBERTS
TAX PARCEL ID: 223-501-16
0.43 AC
5. LOIS L & KENNETH P OSTENDARP
TAX PARCEL ID: 223-501-15
0.30 AC
6. ROBIN B SMITH
TAX PARCEL ID: 223-501-14
0.38 AC
7. CHRISTINA C & LARS F WILSON
TAX PARCEL ID: 223-501-13
0.47 AC
8. CRESTMONT AT BALLANTYNE
APARTMENTS LLC
C/O GOLDBERG CO INC
TAX PARCEL ID: 223-462-97
28.07 AC
9. NORTH COMMUNITY HOUSE ROAD
PARTNERS LLC
C/O YORK DEVELOPMENT LLC
TAX PARCEL ID: 223-462-87
5.75 AC
10. NORTH COMMUNITY HOUSE ROAD
PARTNERS LLC
C/O YORK DEVELOPMENT LLC
TAX PARCEL ID: 223-462-88
0.87 AC
11. NW BCP LANDS LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-165-02
125.76 AC
12. NW BRIGHAM BUILDING LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-161-19
5.00 AC
13. PROP OWNERS ASSOCIATION
BALLANTYNE RESIDENTIAL
A W FIELDS
TAX PARCEL ID: 223-183-05
0.15 AC
14. CSP COMMUNITY OWNER LLC
TAX PARCEL ID: 223-172-01
31.70 AC
15. BBGL LLC
TAX PARCEL ID: 223-172-11
2.06 AC
16. AMCAP BALLANTYNE LLC
TAX PARCEL ID: 223-172-07
16.40 AC
17A. NR BCP 7B PROPERTY LP
TAX PARCEL ID: 223-161-04
3.95 AC
17B. NW BCP 7C LP
TX PARCEL ID: 223-161-03
5.44 AC
18. SPX FLOW INC
ATTN: GENERAL COUNSEL
TAX PARCEL ID: 223-161-10
5.44 AC
19. BANK OF AMERICA NATIONAL ASSOCIATION
ATTN: NC2-109
TAX PARCEL ID: 223-151-27
9.48 AC
20. BBGL LLC
TAX PARCEL ID: 223-155-06
1.87 AC
21. WACHOVIA BANK
TAX PARCEL ID: 223-156-02
1.82 AC
22. ASSOCIATION BANK OF AMERICA NATIONAL
ASSESSMENTS ATTN: CORPORATE REAL
ESTATE
TAX PARCEL ID: 223-156-05
1.62 AC
23. LAG INVESTMENTS CHARLOTTE LLC
TAX PARCEL ID: 223-156-15
1.00 AC
24. BCI PROPERTY COMPANY #21
THE BISSELL COMPANIES INC
TAX PARCEL ID: 223-156-98
25. NW RUSHMORE ONE LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-156-95
0.02 AC
26. BLS PARTNERS LLC
THE BISSELL COMPANIES INC
TAX PARCEL ID: 223-156-03
2.39 AC
27. BISSELL MILLER LLC
TAX PARCEL ID: 223-156-06
3.19 AC
28. HABITANT LLC
TAX PARCEL ID: 223-156-12
3.67 AC
29. CPI/AHP HARPER MOB OWNER LLC
TAX PARCEL ID: 223-154-05
3.46 AC
30. ASSOCIATION INC BALLANTYNE
COMMONS TOWNHOMES
TAX PARCEL ID: 223-543-84
2.14 AC
31. BALLANTYNE COMMONS TOWNHOME
ASSOCIATION LLC
TAX PARCEL ID: 223-543-93
15.64 AC
32. BALLANTYNE MEADOWS HOME
ASSOCIATION INCN
TAX PARCEL ID: 223-643-49
11.45 AC
33. MECKLENBURG COUNTY
TAX PARCEL ID: 223-111-13
71.48 AC
34. MECKLENBURG COUNTY
TAX PARCEL ID: 223-151-05
28.14 AC
35. MECKLENBURG COUNTY
TAX PARCEL ID: 223-231-06
3.72 AC
36. CMH-DWH BALLANTYNE LLC
TAX PARCEL ID: 223-231-07
2.47 AC
37. HOWARD C BISSELL
TAX PARCEL ID: 223-231-05
8.89 AC
38. ATKINS CIRCLE II LLC
C/O MORGAN COMMUNITIES LLC
TAX PARCEL ID: 223-231-40
30.12 AC
39. ATKINS CIRCLE LLC
C/O MORGAN COMMUNITIES LLC
TAX PARCEL ID: 223-231-41
18.34 AC
40. TORINGDON OFFICE OWNER LLC
TAX PARCEL ID: 223-231-08
5.34 AC
41. TORINGDON OFFICE OWNER LLC
TAX PARCEL ID: 223-231-38
4.52 AC
42. TORINGDON OFFICE OWNER LLC
C/O TRINITY CAPITAL ADVISORS LLC
TAX PARCEL ID: 223-231-59
5.97 AC
43. CRP/PD ENDHAVEN OWNER LLC
TAX PARCEL ID: 223-222-98
7.45 AC

150' 0' 150' 300' 600'



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

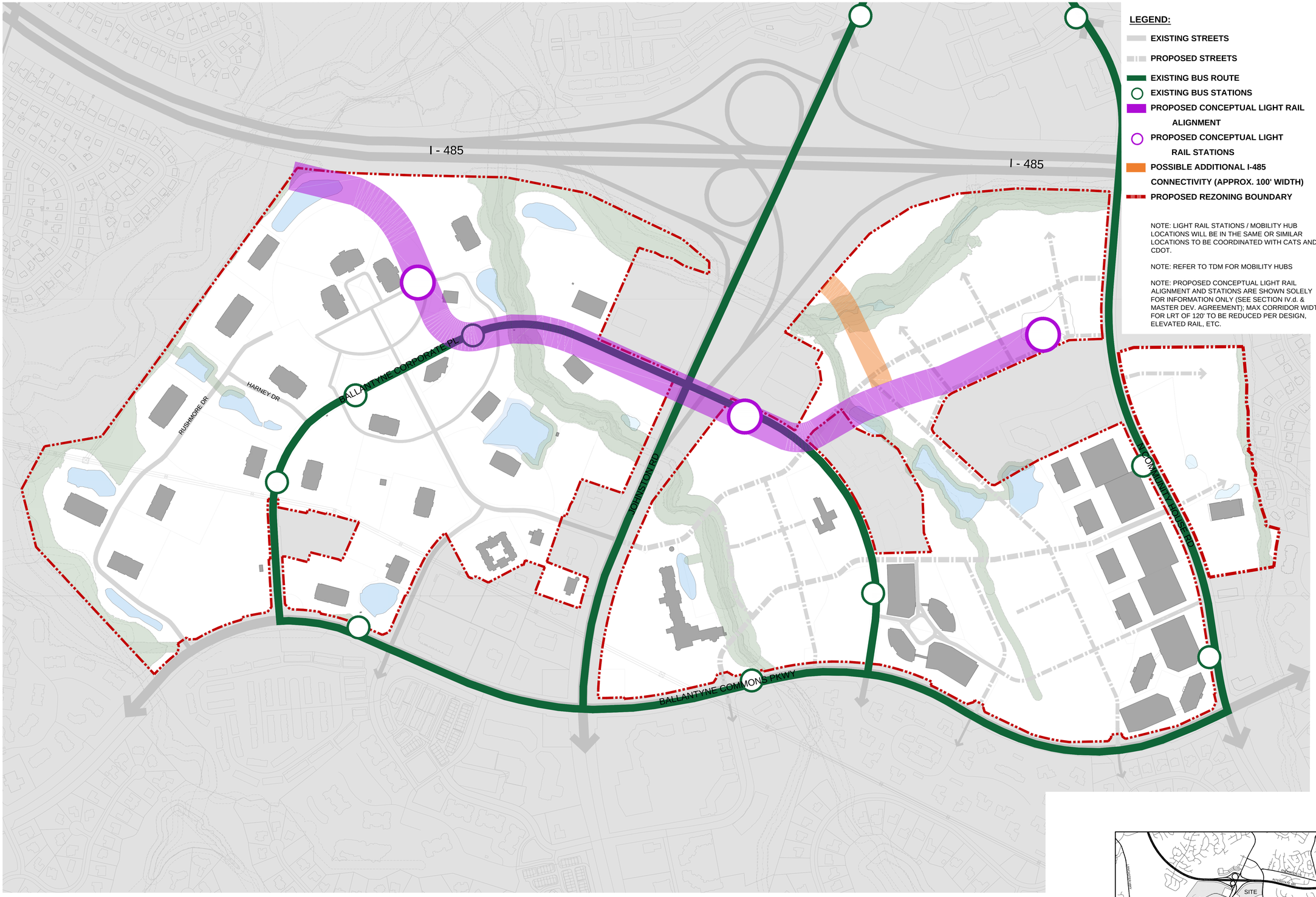
NORTHWOOD OFFICE
SASAKI
Moore & VanAllen

Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC
ADJACENT PARCEL DATA

REVISIONS:

DATE: 06.04.2020
DESIGNED BY: LRM
DRAWN BY: ELM
CHECKED BY: LRM
Q.C. BY: NLD
SCALE: 1" = 300'
PROJECT #:018459

SHEET #:
RZ-11.0



LEGEND:

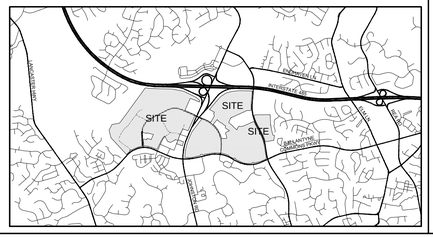
- EXISTING STREETS
- PROPOSED STREETS
- EXISTING BUS ROUTE
- EXISTING BUS STATIONS
- PROPOSED CONCEPTUAL LIGHT RAIL ALIGNMENT
- PROPOSED CONCEPTUAL LIGHT RAIL STATIONS
- POSSIBLE ADDITIONAL I-485 CONNECTIVITY (APPROX. 100' WIDTH)
- PROPOSED REZONING BOUNDARY

NOTE: LIGHT RAIL STATIONS / MOBILITY HUB LOCATIONS WILL BE IN THE SAME OR SIMILAR LOCATIONS TO BE COORDINATED WITH CATS AND CDOT.

NOTE: REFER TO TDM FOR MOBILITY HUBS

NOTE: PROPOSED CONCEPTUAL LIGHT RAIL ALIGNMENT AND STATIONS ARE SHOWN SOLELY FOR INFORMATION ONLY (SEE SECTION IV.d. & MASTER DEV. AGREEMENT); MAX CORRIDOR WIDTH FOR LRT OF 120' TO BE REDUCED PER DESIGN, ELEVATED RAIL, ETC.

150' 0' 150' 300' 600'



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

NORTHWOOD OFFICE

SASAKI

Moore & VanAllen

Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC

CATS OVERALL TRANSIT

REVISIONS:

DATE: 06.04.2020
DESIGNED BY: LRM
DRAWN BY: LRM
CHECKED BY: LRM
Q.C. BY: NLD
SCALE: N.T.S.
PROJECT #1018459

SHEET #:
RZ-12.0