

BALLANTYNE REIMAGINED REZONING PACKAGE

Charlotte, North Carolina

VISION STATEMENT

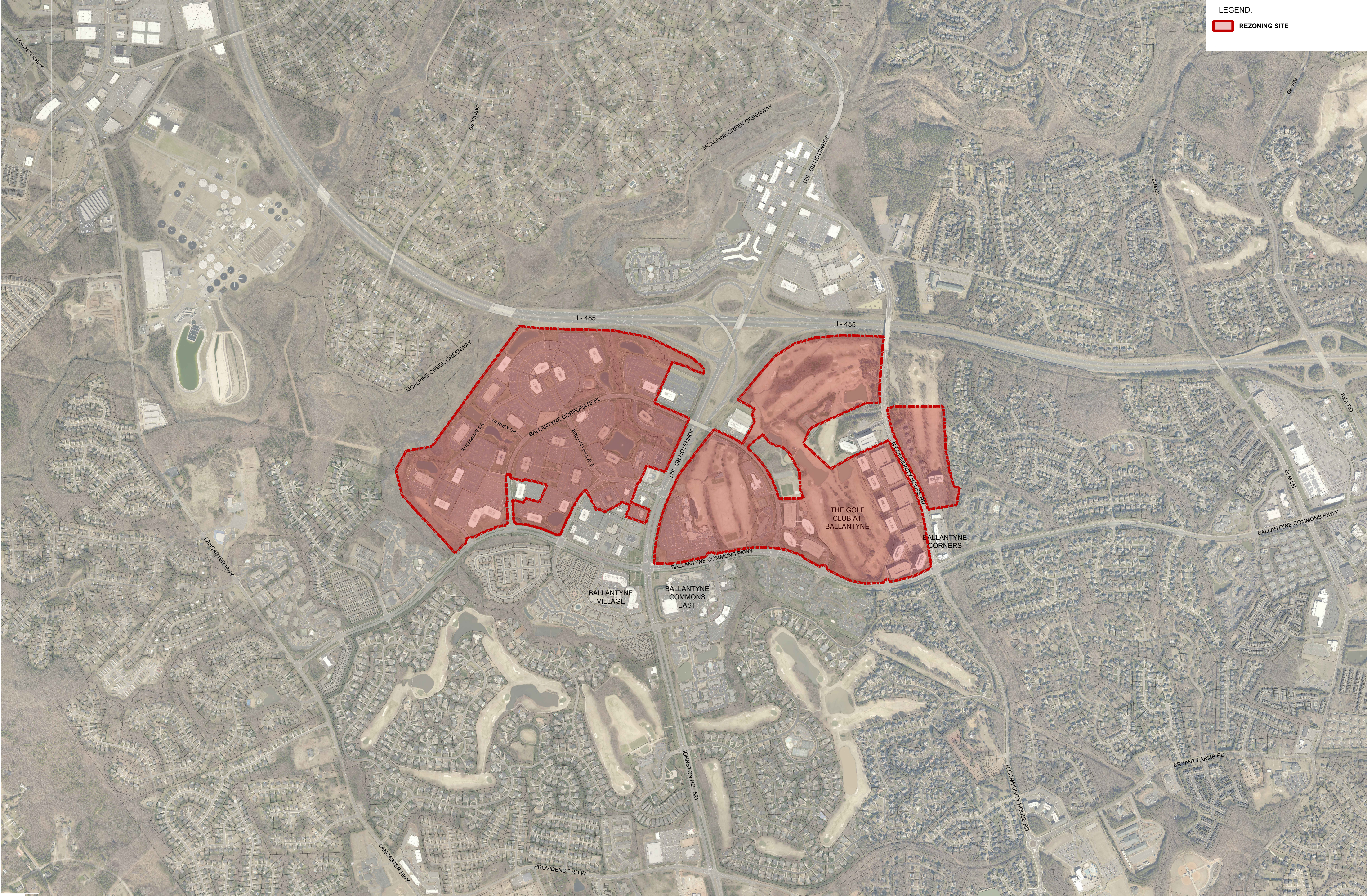
A Visionary Community, Reimagined for the Future

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.

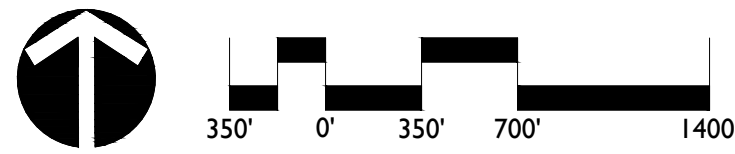
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ATTORNEY	Moore & Van Allen Law Firm Suite 4700 100 North Tryon St. Charlotte, NC 28202 Contact: Jeff Brown (704) 331-1000
TRANSPORTATION	Design Resource Group 2459 Wilkinson Blvd #200 Charlotte, NC28208 Contact: Randy Goddard (704) 343-0608



LEGEND:
REZONING SITE



DATE: 12/20/19
DESIGNED BY: LRM
DRAWN BY: LRM
CHECKED BY: LRM
SCALE: 1" = 700'
PROJECT #: 1018459
SHEET #:

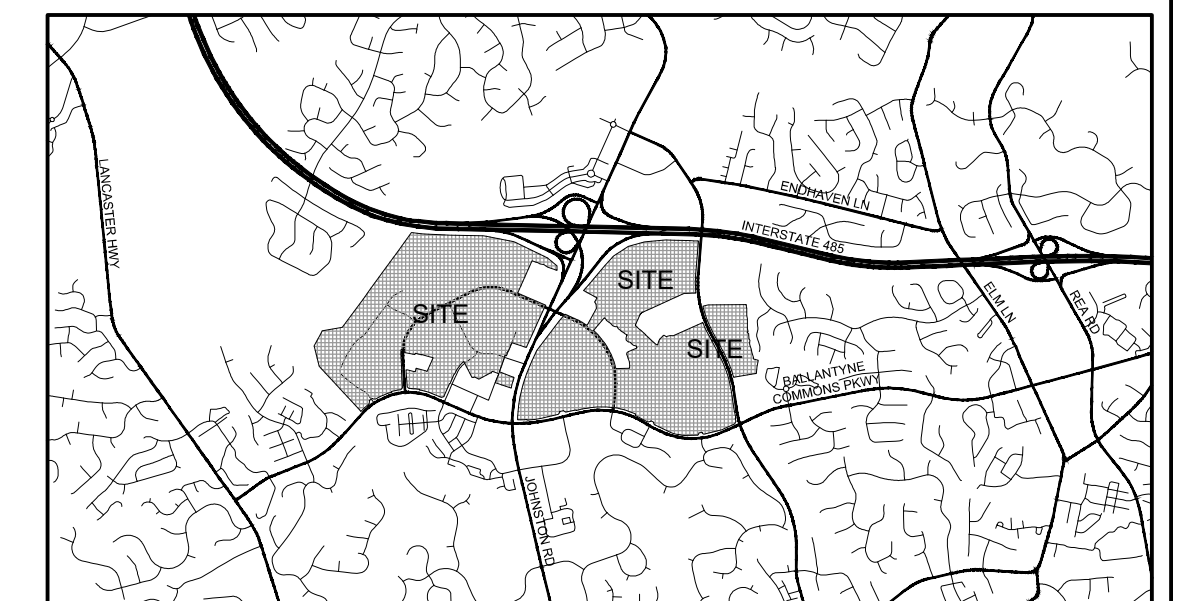
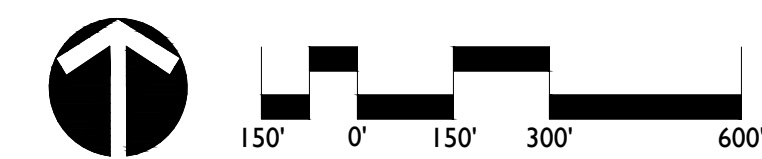
Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC
CONTEXT MAP

NORTHWOOD
OFFICE
SASAKI
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- PROPOSED 2019 REZONING, MUDD-O
- GOVERNED BY: 2011 REZONING
PETITION NUMBER:
2011-044, BP(CD) & BP(CD) SPA & O-3(CD)
- GOVERNED BY: 1994 REZONING
PETITION NUMBER:
1994-23c, BP(CD) & R-4



REVISIONS:

DATE: 12/20/19
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DRAWN BY: LRM
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SCALE: 1" = 300'
PROJECT #: 1018459
SHEET #:

Ballantyne Reimagined REZONING PETITION NUMBER 2019-115 NORTHWOOD, CHARLOTTE, NC SITE AREA & REZONING HISTORY

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RZ-3.0

Table III c.		
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.	700,000 s.f.

	Total Thru Phase I	Total Thru Phase II
Residential Uses *	Total	Total
Multi-Family Units	1,000 units [1,000 units]	2,000 units [1,000 units]
Single-Family *** Attached/Detached Units		300 units [300 units]
Total Units		2,300 units

* Subject to conversion rights per Section III of Development Standards

** See provisions of Section I.I.15 regarding development of certain other permitted MUDD uses not falli 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 & triggering events such as transit, major regional road improvements and/or major transportation innovations) [sf references square feet of gross floor area]	
Non-Residential Uses	Phase III
Office Uses	800,000 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	1,500 units
Single-Family Attached/Detached Units	
Total Units	1,500 units

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

** See provisions of Section I.I.15 regarding development of certain other permitted MUDD uses not falli within the categories above but including uses such as civic, recreational, religious institution, congregat care & other similar uses. See also above provisions of this Section III.c. regarding exclusion of certain vertical integrated non-office commercial uses.

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		
	West	East	Total			West	East	Total
Non-Residential Uses								
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								
Multi-Family Units	0	2,200	2,200					
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 sqare feet commercial use (200 hotel rooms or residential units)

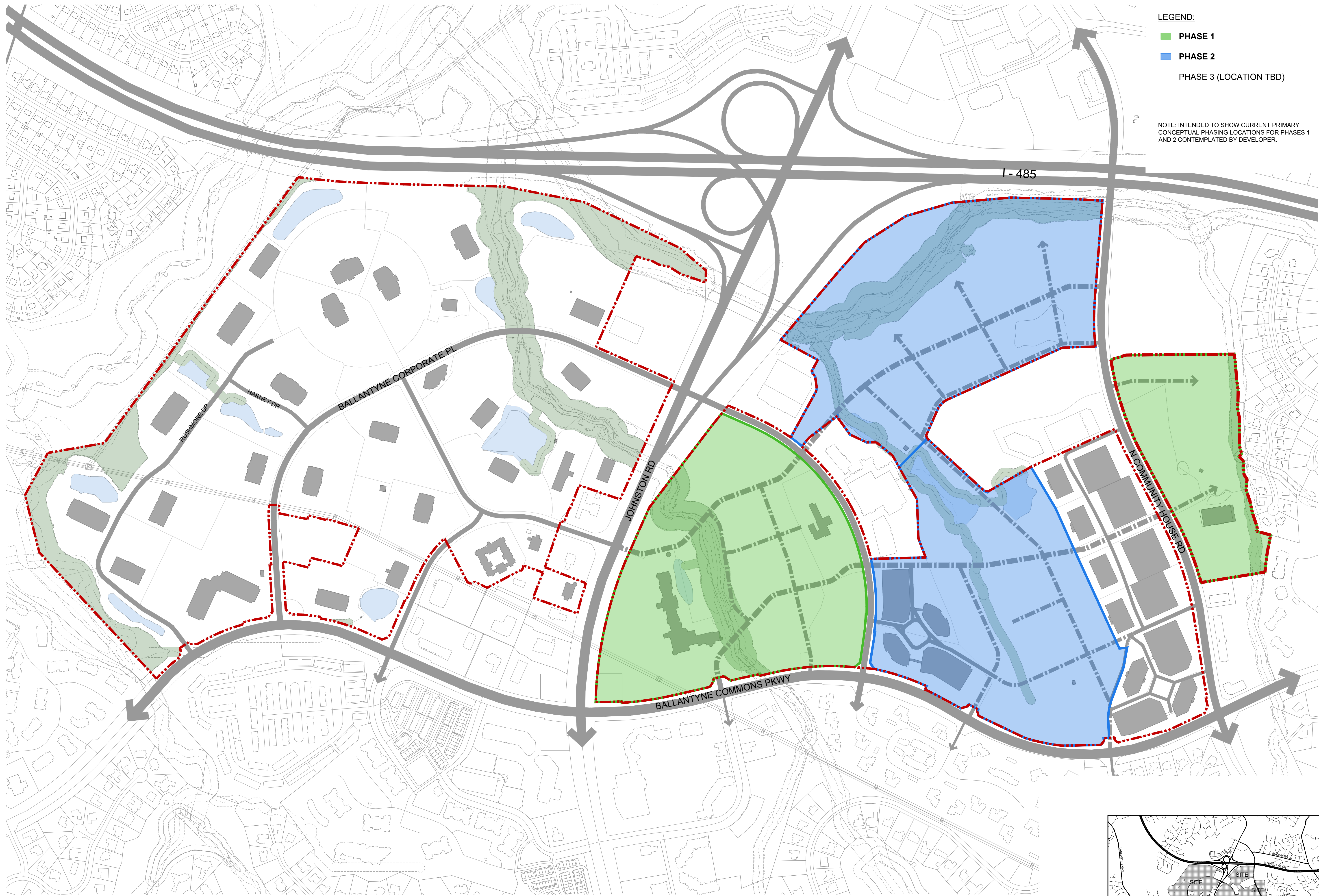
TRANSFER of DEVELOPMENT LEVELS

	Entitlements by Area							
	Not to Exceed	East (Includes Phase 1 and Phase 2 Development Levels - does not include Existing Built Devleopment Levels)	Date of Transfer	Description	Resulting East Levels	West (Includes Phase 1 and Phase 2 Development Levels - does not include Existing Built Devleopment Levels)	Date of Transfer	Resulting West Levels
Office Uses	400,000	400,000				0		
Non-Office Commercial Uses (Retail/EDEE & Personal Services)	300,000	300,000				0		
Hospitality/Hotel Uses	0	0				0		
	0	0				0		
Other Misc. Uses								
Multi-Family Units	2,200	2,200				0		
Single-Family Attached/Detached Units	300	300				0		

Transfer of Development Levels between East Area and West Area:

Commercial and Residential Uses: Receiving area shall not be increased by more than 25% from the original development levels in rezoning.

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



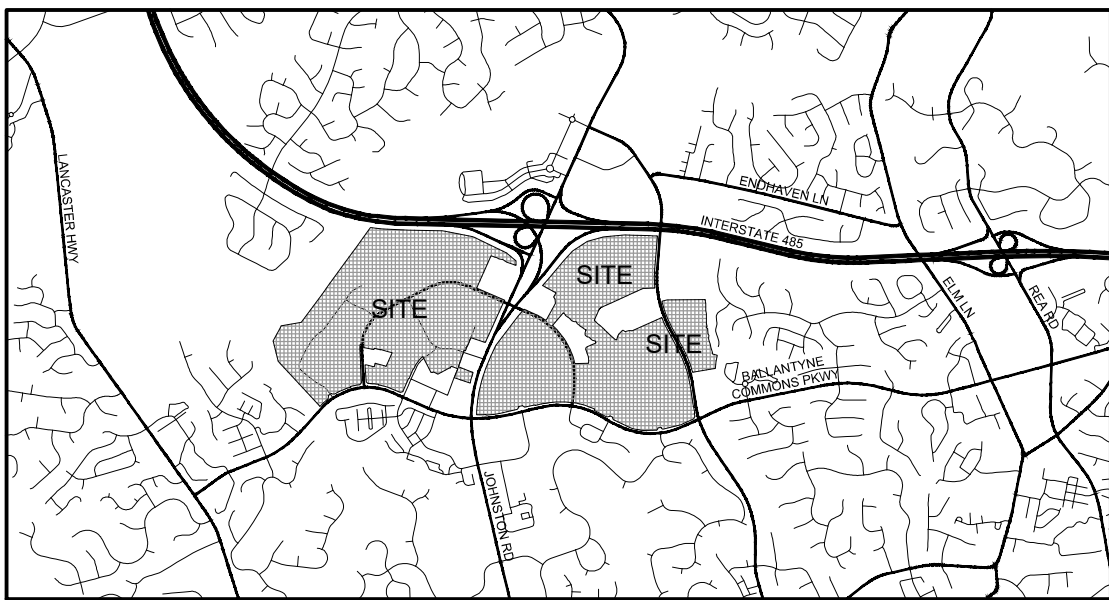
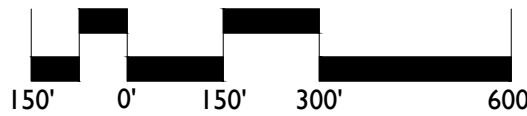
LEGEND:

PHASE 1

PHASE 2

PHASE 3 (LOCATION TBD)

NOTE: INTENDED TO SHOW CURRENT PRIMARY CONCEPTUAL PHASING LOCATIONS FOR PHASES 1 AND 2 CONTEMPLATED BY DEVELOPER.



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

NORTHWOOD
OFFICE

SASAKI
Moore & VanAllen

LandDesign

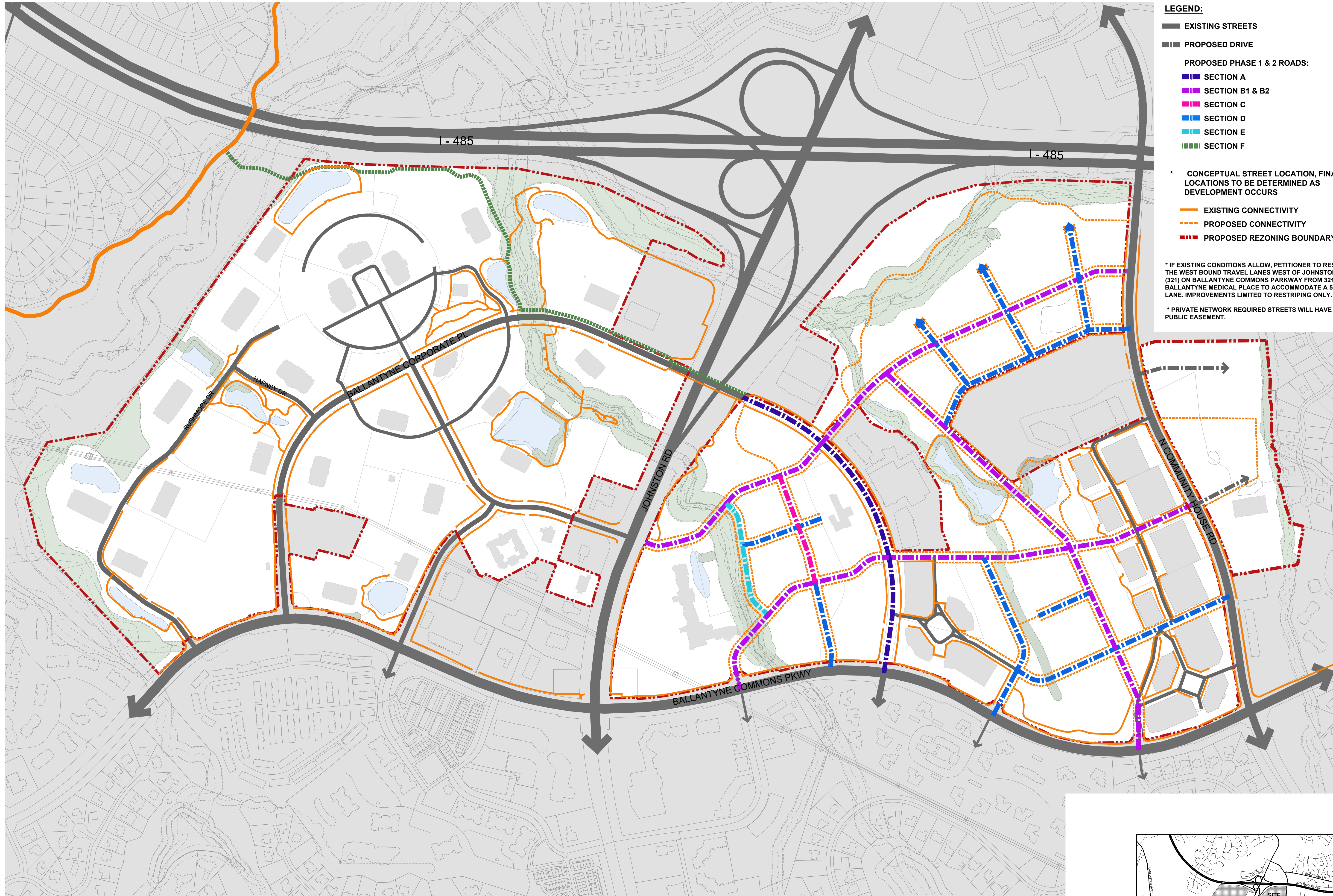
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RZ-5.0

<div><div>GENERAL DEVELOPMENT STANDARDS FOR BALLANTYNE REIMAGINED 2019 REZONING PETITION #2019-115 [December 17, 2019]</div><div>Site Development Data – Master Plan Site:</div><div><div>--Acreage: ± 455 acres</div><div>--Tax Parcel #: See Sheet RZ-10.0</div><div>--Existing Zoning: BP(CD) and O-3(CD)</div><div>--Proposed Zoning: MUDD-O, with five (5) year vested rights in these Development Standards.</div><div>--Existing Uses: Portions of Master Plan Site are currently developed for office/commercial uses, parking, open space, golf course and other similar uses.</div><div>--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).</div><div>--Maximum Gross Square feet of Development (e.g. development levels): Set forth in Section III below.</div><div>--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.</div><div>--Parking: As specified in the MUDD parking and loading standards of the Ordinance as may be modified by the Optional Provisions below.</div></div><div>I. Community Context, Vision & General Provisions:</div><div><div>a. Community Context: Prior Ballantyne Rezoning. 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.</div><div>b. Excluded Parcels; Rezoning Super-cedes Earlier Rezoning 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.</div><div>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</div></div><div>CHAR2\2147200v16</div></div>	<div><div>Development LLC, as Petitioner (hereinafter the “Petitioner” along with successors and assigns, and any other parties described below) for the Rezoning Site:</div><div><div>- Sheet RZ-1.0 Cover Sheet, Vision Statement & Sheet Index</div><div>- Sheet RZ-2.0 Context Map</div><div>- Sheet RZ-3.0 Site Area / Rezoning History</div><div>- Sheet RZ-4.0A Technical Data Sheet</div><div>- Sheet RZ-4.0B Technical Data Sheet Charts</div><div>- Sheet RZ-5.0. Conceptual Development Phases</div><div>- Sheet RZ-6.0A-D Development Standards and Transportation Notes</div><div>- Sheet RZ-7.0A Conceptual Proposed Street & Bicycle/Pedestrian Network</div><div>- Sheet RZ-7.0B1 Conceptual Proposed Cross Sections</div><div>- Sheet RZ-7.0B2 Conceptual Proposed Cross Sections</div><div>- Sheet RZ-7.0C Conceptual Proposed Frontages</div><div>- Sheet RZ-8.0 Conceptual Proposed Environmental Commitments</div><div>- Sheet RZ-9.0A Transportation Improvements Phase 1</div><div>- Sheet RZ-9.0B Transportation Improvements Phase 2</div><div>- Sheet RZ-10.0A Existing Development & Included Parcel Data</div><div>- Sheet RZ-10.0B Rezoning Boundary Metes and Bounds Map</div><div>- Sheet RZ-11.0 Adjacent Parcel Data</div><div>- Sheet RZ-12.0 CATS Overall Transit</div></div><div>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.</div><div>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.</div><div>e. Development Areas & Contemplated Phasing.</div><div><div>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”). 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.</div><div>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</div></div><div>CHAR2\2147200v16</div></div>	<div><div>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, as the Petitioner responds and adjusts to market conditions, demand, development constraints and other factors, subject to the limitations on development levels for portions of the Site described in Section III.e. below.</div><div>f. Graphics and Alterations/Modifications/Planning Director Authority.</div><div><div>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.</div><div>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.</div><div>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.</div></div><div>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.</div><div>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, 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 as to the applicable adjacent Excluded Parcels. Furthermore, the Petitioner</div><div>CHAR2\2147200v16</div></div>	<div><div>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 along the exterior boundary of the Rezoning Site (except along 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.</div><div>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.</div><div>j. Special Definitions & Clarifications. In addition to certain defined terms set forth in the Development Standards, the following apply to certain definitions:</div><div><div>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.</div><div>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.</div><div>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.</div><div>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.</div><div>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.</div><div>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</div></div><div>CHAR2\2147200v16</div></div>	<div><div>LandDesign</div><div>223 N Graham Street Charlotte, NC 28202 V: 704.333.0325 F: 704.333.3746 www.LandDesign.com</div><div>NORTHWOOD OFFICE</div><div>SASAKI</div><div>Moore & VanAllen</div><div>Ballantyne Reimagined REZONING PETITION NUMBER 2019-115 NORTHWOOD, CHARLOTTE, NC DEVELOPMENT STANDARDS & TRANSPORTATION NOTES</div><div>REVISIONS: DATE: 12/20/19 DESIGNED BY: LRM DRAWN BY: LRM CHECKED BY: LRM SCALE: AS SHOWN PROJECT #: 1018459 SHEET #: RZ-6.0A</div></div>
<div><div>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.1.15 of these Development Standards.</div><div>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).</div><div>8. Existing Built Development Expansion. Existing Built Development Expansion shall mean an exterior addition and/or expansion to Existing Built Development that increases 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 or less than 20% of the parking area.</div><div>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.</div><div>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).</div><div>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.</div><div>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.</div><div>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, 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.</div><div>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</div><div>CHAR2\2147200v16</div></div>	<div><div>prohibited in Section III.b. below, together with all permitted accessory uses. For clarity, 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 100,000 square feet EXCEPT that (i) each indoor recreation use/facility of greater than 10,000 sf of gross floor area and in the aggregate of principal 20,000 square feet of gross floor area shall count against the development levels for commercial uses set forth for the Rezoning Site; provided, further, however, it is understood that indoor recreation uses associated with schools, religious institutions or the like shall be excluded from the above-referenced exception.]</div><div>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.</div><div>16. Prominent Entrance. A building entrance that is visually distinctive from the remaining portions of the facade where it is located.</div><div><div>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.</div><div>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.</div></div><div>II. MUDD Optional Provisions:</div><div>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:</div><div><div>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</div></div><div>CHAR2\2147200v16</div></div>	<div><div>between the building and street such as MUDD Section 9.8507(2) Parking and Loading Standards, among others.]</div><div>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</div><div>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.)</div><div>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.)</div><div>5. To allow surface parking for recreation uses and community events with or without accompanied buildings for recreational, community, or other similar uses such as greenways, parks and outdoor recreational facilities.</div><div>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.):</div><div><div>i. One (1) restaurant with a drive-thru window facility use shall be permitted in Development Area C2, and other drive-thru windows shall be permitted on the Site as accessory to a grocery store, dry cleaner, financial institution, limited service restaurant and/or similar uses, provided that except with respect to such uses located within Development Area C 2, such drive-thru window facilities uses shall not be located between the building and the primary public street. 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.</div><div>ii. 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</div></div><div>CHAR2\2147200v16</div></div>	<div><div>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).</div><div>iii. No more than two (2) uses with accessory drive-thru windows are permitted within Development Area C2 and the uses with accessory drive-thru windows may not be located adjacent to each other on the same block unless they share central parking facilities.</div><div>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.)</div><div><div>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.</div><div>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.</div><div>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)</div></div><div>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.</div><div>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)(b) Building Entrances of the Ordinance among other provisions.)</div><div>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.)</div><div>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</div><div>CHAR2\2147200v16</div></div>	<div><div>REVISIONS: DATE: 12/20/19 DESIGNED BY: LRM DRAWN BY: LRM CHECKED BY: LRM SCALE: AS SHOWN PROJECT #: 1018459 SHEET #: RZ-6.0A</div></div>

<p>assigns, is unable to so comply, Petitioner shall set aside for a period of five (5) years up to 2 acres of land within the Rezoning Site as may be needed to support future development of the Phase I Housing Commitment; and if after such 5-year period and after further good faith efforts to so provide for the Phase I Housing Commitment, the Petitioner, or assigns, is unable to do so, the set aside land shall be free for development without regard to the Phase I Housing Commitment.</p> <p>2. Phase II Affordable/Workforce Housing.</p> <p>(a) 80 workforce housing residential rental units (the "Phase II Housing Commitment") will be provided prior to the issuance of certificates of occupancy for greater than 2,000 new residential dwelling units provided in both Phase I and Phase II Development in the aggregate as part of the new residential development allowed in the Phase II Development (equating to 8% of such residential development in Phase II), subject to and in accordance with the provisions contained in this sub-section c. The Phase I Housing Commitment will be subject to and based on approval by applicable governmental entities of Tax Credit/Housing Support Vehicles associated with such commitment.</p> <p>(b) The Phase II Housing Commitment will provide that the 80 designated workforce/affordable housing rental units maintain monthly rents that are income restricted for households earning 80% or less of the area median income, for a period of not less than 30 years after initial occupancy of each unit, or some other metric mutually acceptable to the Petitioner, or assigns, and the City of Charlotte Neighborhood Development Department.</p> <p>(c) Petitioner, or assigns, including without limitation experienced providers of workforce/affordable housing, will use diligent good faith efforts to comply with the Phase II Housing Commitment (including approval of an appropriate Tax Credit/ Housing Support Vehicle(s)) prior to the earlier of: (i) issuance of certificates of occupancy for greater than 2,000 new residential dwelling units as part of the Phase I Development and Phase II Development and (ii) ten (10) years of approval of the Rezoning subject to the extension of such ten-year period based upon extension set forth in connection with the Phase I Housing Commitment described above; if after exercise of such good faith efforts, Petitioner, or assigns, is unable to so comply, Petitioner shall set aside for a period of five (5) years after the passage of such period up to 2 acres of land within the Rezoning Site as may be needed to support future development of the Phase II Housing Commitment; and if after such 5-year period and after further good faith efforts to so provide for the Phase II Housing Commitment, the Petitioner, or assigns, is unable to do so, the set aside land shall be free for development without regard to the Phase II Housing Commitment.</p> <p>3. Phase III Development Affordable/Workforce Housing. Reference is made to Section V regarding the conditional allowance of Phase III Development upon the occurrence of a Major Transportation Event (including, for instance, as defined in Section V the delivery of light rail transit service to the Rezoning Site and additional transportation analysis reasonably acceptable to CDOT and/or NCDOT providing written verification of the transportation mitigation benefits of such Major Transportation Event). While the additional Phase III Development may not be built without the occurrence of such a Major Transportation Event and acceptable analysis of the transportation benefits, Petitioner, or assigns, will work in good faith with City of Charlotte Neighborhood Development Department to provide additional commitments to workforce housing at levels up to 10% of</p>	<p>the total number of Phase III Development residential units and otherwise on the same basis as described above for Phase I Development and Phase II Development.</p> <p>d. CATS Infrastructure & Transit Services. As part of the multi-model transportation mobility plans for the Rezoning Site, Petitioner, or assigns, shall coordinate with CATS on the following items such as bus stops and where appropriate pads for bus stop structures.</p> <p>Furthermore, Petitioner shall continue to coordinate with CATS in connection with consideration of extension of light rail transit service ("LRT") to Ballantyne. These coordination efforts include the identification of a possible right of way for the delivery of LRT and up to three (3) LRT stations, the manner generally depicted on Sheet RZ-12.0. Pursuant to the above-referenced public/private partnership documentation, certain milestones shall be set forth for the continued reservation of the above-referenced possible right of way for LRT, and such documentation shall govern these LRT support commitments.</p> <p>e. Transportation Demand Management Menu. 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. 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 follow the TDM menu, but it is understood that the TDM shall not impact the implementation of development levels, permitting, or overall zoning compliance.</p> <p>f. Job Training Support. Petitioner, or assigns, commits 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.</p> <p>g. Administrative Amendments regarding Commitments for Civic/Community Uses & Services. It is acknowledged that given the master planned nature and long timeline of development for the Rezoning Site, changes in the various civic services/community uses described in subsections IV.a., b, c., d. and e. above, may take place over time or commitments regarding the same may be met on property beyond the Rezoning Site or by parties other than Petitioner, or assigns, with the approvals of the applicable governmental authorities authorized for such services/community uses. In such event, the Petitioner, or assigns, with the written approval by the applicable governmental authorities, may request an administrative amendment to the Rezoning Petition to address the changes associated with the civic services/community uses in question, and such administrative amendments 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.</p> <p>V. Transportation/Roadway Improvements & Implementation.</p> <p>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.</p>	<p>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 <u>Sheet RZ-7.0A</u> 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 <u>Sheet RZ-9.0</u> 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 <u>Sheet RZ-9.0</u> and the provisions of this Section V.</p> <p>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 <i>Table III.c</i>. 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 "<u>transportation analysis</u>"), 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 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.</p> <p>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). By way of</p>	<p>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.</p> <p>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.</p> <p>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 designee, 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.</p> <p>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.</p> <p>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.</p> <p>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</p>	<div>LandDesign</div> <div>223 N Graham Street Charlotte, NC 28202 V: 704.332.0325 F: 704.332.3246 www.LandDesign.com</div> <div>NORTHWOOD OFFICE</div> <div>SASAKI</div> <div>Moore & VanAllen</div> <div>Ballantyne Reimagined REZONING PETITION NUMBER 2019-115 NORTHWOOD, CHARLOTTE, NC DEVELOPMENT STANDARDS & TRANSPORTATION NOTES</div> <div>REVISIONS:</div> <div>DATE: 12/20/19 DESIGNED BY: LRM DRAWN BY: LRM CHECKED BY: LRM Q.C. BY: NLD PROJECT #: 1018459 SHEET #: 6</div> <div>RZ-6.0C</div>						
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<p>such substantial completion to secure completion of the applicable improvements in instances where CDOT has deemed certain improvements as substantially complete.</p> <p>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, changes in circumstances or conditions (e.g. increased transit service and the like) 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 future circumstances. Accordingly, it understood that the roadway improvements may be altered with alternate improvements, design changes or other adjustments upon approval by CDOT (and, as applicable, NCDOT). The above-referenced adjustments or design changes may be approved administratively upon CDOT's approval and shall be documented in accordance with the process set forth in Section III.c. of these Development Standards.</p> <p>10. Right-of-Way Dedications for Areas within Rezoning Site. Except as otherwise set forth in this paragraph, 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 <u>Sheet RZ-7.0A</u>, 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.</p> <p>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 Engineering & Property Management Department, 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.</p> <p>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.</p>								<p>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.</p> <p>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 <i>Table III.c</i> above, the following Phase I Improvements and Phase II Improvements (derived from Traffic Impact Study prepared by Design Resource Group, last updated as of _____ (the "Phase I & II Traffic Impact Study") will be constructed in accordance with the implementation provisions set forth in Section V.a. above, including those dealing with sub-phasing of such improvements and adjustments in permitted development levels/roadway improvements based on differing transportation impact for such permitted uses; it being understood that upon completion of the Phase I Improvements and Phase II Improvements described below all of the Phase I Development and the Phase II Development, as applicable, may be developed without any further transportation analysis:</p> <p>NOTE: The following listing of transportation improvements are subject to further review and confirmation</p> <p><u>1. Johnston Road (US 521) & N Community House Road (Signalized)</u></p> <p>2025 Phase 1 Build Suggested Recommendations:</p> <ul style="list-style-type: none">• 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 on N Community House Rd <p>2030 Phase 2 Build Suggested Recommendations:</p> <ul style="list-style-type: none">• Assuming 2025 Phase 1 Improvements, no additional improvements are suggested at this intersection for 2030 Phase 2 Build Conditions. <p><u>2. Johnston Road (US 521) & Toringdon Way (Unsignalized)</u></p> <p>2025 Phase 1 Build Suggested Recommendations:</p> <ul style="list-style-type: none">• Construct a northbound right turn lane with 150 feet of storage on US 521 <p>2030 Phase 2 Build Suggested Recommendations:</p> <ul style="list-style-type: none">• Assuming 2025 Phase 1 Improvements, no additional improvements are suggested at this intersection for 2030 Phase 2 Build Conditions. <p><u>3. Johnston Road (US 521) & I-485 Inner Ramps (Signalized)</u></p> <p>2025 Phase 1 Build Suggested Recommendations:</p>	<ul style="list-style-type: none">• Extend the outermost eastbound right turn lane from 175 feet to 375 feet of storage on I-485 Inner Off Ramp <p>2030 Phase 2 Build Suggested Recommendations:</p> <ul style="list-style-type: none">• Assuming 2025 Phase 1 Improvements, no additional improvements are suggested at this intersection for 2030 Phase 2 Build Conditions. <p><u>4. Johnston Road (US 521) & I-485 Outer Ramps (Signalized)</u></p> <p>2025 Phase 1 Build Suggested Recommendations:</p> <ul style="list-style-type: none">• Extend the eastbound left turn lanes from 505 feet to 775 feet of storage on I-485 Outer Off Ramp <p>2030 Phase 2 Build Suggested Recommendations:</p> <ul style="list-style-type: none">• Extend the eastbound left turn lanes from 775 feet to 900 feet of storage on I-485 Outer Off Ramp <p><u>5. Johnston Road (US 521) & Brixham Hill Avenue / Proposed Smoky Drive (Signalized)</u></p> <p>2025 Phase 1 Build Suggested Recommendations:</p> <ul style="list-style-type: none">• 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 <p>2030 Phase 2 Build Suggested Recommendations:</p> <ul style="list-style-type: none">• 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 <p><u>6. Lancaster Highway & Ballantyne Commons Parkway (Signalized)</u></p> <p>2025 Phase 1 Build Suggested Recommendations:</p> <ul style="list-style-type: none">• 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 <p>2030 Phase 2 Build Suggested Recommendations:</p>	<ul style="list-style-type: none">• Assuming 2025 Phase 1 Improvements, no additional improvements are suggested at this intersection for 2030 Phase 2 Build Conditions. <p><u>7. Johnston Road (US 521) & Providence Road W (Signalized)</u></p> <p>2025 Phase 1 Build Suggested Recommendations:</p> <ul style="list-style-type: none">• Construct an additional westbound right turn lane with storage of 250 feet on Providence Rd W• Implement northbound right turn overlap phasing <p>2030 Phase 2 Build Suggested Recommendations:</p> <ul style="list-style-type: none">• Extend the westbound right turn lanes from 250 feet to 350 feet on Providence Rd W <p><u>8. Johnston Road (US 521) & Ballantyne Commons Parkway (Signalized)</u></p> <p>2025 Phase 1 Build Suggested Recommendations:</p> <ul style="list-style-type: none">• Construct a northbound right turn lane with 150 feet of storage on US 521• Implement northbound right turn overlap phasing <p>2030 Phase 2 Build Suggested Recommendations:</p> <ul style="list-style-type: none">• 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 <p><u>9. Ballantyne Commons Parkway & John J Delaney Drive / Proposed Curran Drive (Unsignalized)</u></p> <p>2025 Phase 1 Build Suggested Recommendations:</p> <ul style="list-style-type: none">• 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) <p>2030 Phase 2 Build Suggested Recommendations:</p> <ul style="list-style-type: none">• Extend the eastbound left turn lane from 150 feet to 200 feet on Ballantyne Commons Pkwy <p><u>10. Ballantyne Commons Parkway & Ballantyne Corporate Place (Signalized)</u></p>
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<p>2025 Phase 1 Build Suggested Recommendations:</p> <ul style="list-style-type: none">Construct a southbound right turn lane with a storage of 375 feet on Ballantyne Corporate PkwyImplement southbound right turn overlap phasing <p>2030 Phase 2 Build Suggested Recommendations:</p> <ul style="list-style-type: none">Extend the eastbound left turn lanes from 175 feet to 250 feet on Ballantyne Commons Pkwy <p><u>11. Ballantyne Commons Parkway & Summit Commons Boulevard (Unsignalized)</u></p> <p>2025 Phase 1 Build Suggested Recommendations:</p> <ul style="list-style-type: none">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) <p>2030 Phase 2 Build Suggested Recommendations:</p> <ul style="list-style-type: none">Extend the eastbound left turn lane from 150 feet to 250 feet on Ballantyne Commons Pkwy <p><u>12. Ballantyne Commons Parkway & Ballantyne Forest Drive (Unsignalized)</u></p> <p>2025 Phase 1 Build Suggested Recommendations:</p> <ul style="list-style-type: none">Construct a northbound right turn lane with 50 feet of storage on Ballantyne Forest Dr <p>2030 Phase 2 Build Suggested Recommendations:</p> <ul style="list-style-type: none">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). <p><u>13. N Community House Road & Ballantyne Commons Parkway (Signalized)</u></p> <p>2025 Phase 1 Build Suggested Recommendations:</p> <ul style="list-style-type: none">Construct an additional eastbound right turn lane with 135 feet of storage on Ballantyne Commons Pkwy and an additional receiving lane on N Community House Rd by utilizing existing pavement widthConstruct 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) <p>2030 Phase 2 Build Suggested Recommendations:</p>	<p>Extend the eastbound left turn lanes to maximize storage</p> <p><u>14. N Community House Road & Everett Building Driveway / Proposed Curran Drive (Signalized)</u></p> <p>2025 Phase 1 Build Suggested Recommendations:</p> <ul style="list-style-type: none">Construct a southbound right turn lane with a storage of 200 feet on N Community House RdConstruct a northbound right turn lane with a storage of 175 feet on N Community House RdConstruct an eastbound right turn lane with a maximized storage on Curran DrConstruct a westbound right turn lane with a storage of 300 feet on Curran DrImplement westbound right turn overlap phasingExtend the westbound left turn lane from 50 feet to 150 feet on Curran Dr <p>2030 Phase 2 Build Suggested Recommendations:</p> <ul style="list-style-type: none">Extend the southbound left turn lane from 210 feet to 250 feet on N Community House RdExtend the westbound left turn lane from 150 feet to 250 feet on Curran Dr <p><u>15. N Community House Road & Calhoun Building Driveway (Signalized)</u></p> <p>2025 Phase 1 Build Suggested Recommendations:</p> <ul style="list-style-type: none">No suggested improvements. <p>2030 Phase 2 Build Suggested Recommendations:</p> <ul style="list-style-type: none">Extend the northbound left turn lane from 240 feet to 300 feet on N Community House Rd <p><u>16. N Community House Road & Endhaven Lane (Signalized)</u></p> <p>2025 Phase 1 Build Suggested Recommendations:</p> <ul style="list-style-type: none">Construct a northbound right turn lane with a storage of 225 feet on N Community House RdConstruct and maximize the length of westbound left turn lane storage on Endhaven LaneExtend the westbound right turn lane from 185 feet to 215 feet on Endhaven Ln <p>2030 Phase 2 Build Suggested Recommendations:</p> <ul style="list-style-type: none">Extend to maximize the length of westbound right turn lane storage on Endhaven Ln <p><u>17. N Community House Road & Toringdon Way (Unsignalized)</u></p> <p>2025 Phase 1 Build Suggested Recommendations:</p>	<ul style="list-style-type: none">No suggested improvements. <p>2030 Phase 2 Build Suggested Recommendations:</p> <ul style="list-style-type: none">No suggested improvements. <p><u>18. Ballantyne Commons Parkway & Ballantyne Corporate Place (Unsignalized)</u></p> <p>2025 Phase 1 Build Suggested Recommendations:</p> <ul style="list-style-type: none">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).Implement southbound right turn overlap phasing <p>2030 Phase 2 Build Suggested Recommendations:</p> <ul style="list-style-type: none">Extend the eastbound left turn lane from 175 feet to 450 feet on Ballantyne Commons PkwyExtend the westbound right turn lane from 175 feet to 200 feet on Ballantyne Commons Pkwy <p><u>19. Ballantyne Corporate Place & In the vicinity of the South Parking Garage Driveway / Proposed Curran Drive (Unsignalized)</u></p> <p>2025 Phase 1 Build Suggested Recommendations:</p> <ul style="list-style-type: none">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 PlRemark southbound TWLTL to provide 100 feet left turn lane storage on Ballantyne Corporate PlConstruct a southbound right turn lane with 100 feet of storage on Ballantyne Corporate PlConstruct a separate westbound left turn lane with 200 feet of storage on Curran DrConstruct an eastbound thru-right turn lane and separate left-turn lane with 100 feet of storage on Curran Dr <p>2030 Phase 2 Build Suggested Recommendations:</p> <ul style="list-style-type: none">Extend the southbound left turn lane from 100 feet to 200 feet on Ballantyne Corporate Pl <p><u>20. Ballantyne Corporate Place & In the vicinity of the North Parking Garage Driveway / Proposed Smoky / Bissell Drive (Unsignalized)</u></p> <p>2025 Phase 1 Build Suggested Recommendations:</p> <ul style="list-style-type: none">Remark northbound TWLTL to provide 100 feet of left turn lane storage on Ballantyne Corporate Pl	<ul style="list-style-type: none">Remark southbound TWLTL to provide 100 feet of left turn lane storage on Ballantyne Corporate PlConstruct a northbound right turn lane with 100 feet of storage on Ballantyne Corporate PlConstruct a southbound right turn lane with 100 feet of storage on Ballantyne Corporate PlConstruct a separate westbound left turn lane with 225 feet of storage on Bissell DrConstruct an eastbound thru-right turn lane and separate left-turn lane with 100 feet of storage on Smoky Dr <p>2030 Phase 2 Build Suggested Recommendations:</p> <p>Option 1-</p> <ul style="list-style-type: none">Construct a four-leg, single-lane roundabout. <p>Option 2-</p> <ul style="list-style-type: none">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. <p><u>21. N Community House Road & Proposed Bissell Drive (Unsignalized)</u></p> <p>We propose the following intersection configuration for the 2025 Phase 1 Build scenario:</p> <ul style="list-style-type: none">Construct a northbound left turn lane with 100 feet of storage from within the existing median on N Community House RdConstruct a southbound right turn lane with 100 feet of storage on N Community House RdConstruct an eastbound left-turn lane with 300 feet of storage and a terminating right-turn lane on Bissell Dr <p>2030 Phase 2 Build Suggested Recommendations:</p> <ul style="list-style-type: none">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 <p>c. Phase III Development & Major Transportation Events. Reference is made to Section III.d and <i>Table III.d.</i> 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 BOTH: (i) the occurrence of a Major Transportation Improvement Event as described in Section III.d above as determined by CDOT and (ii) in each such instance of a Major Transportation Event, additional transportation analysis reasonably acceptable to CDOT and NCDOT, as applicable, to demonstrate verification of the benefit of each such Major Transportation Event(s) and suitable transportation adequacy levels associated with the Phase III Development.</p> <p>VI. Design Standards/Guidelines Applicable to Rezoning Site. 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</p>	CHAR2\2147200v1625
<p>set forth in other provisions of the Rezoning Plan or in the MUDD district provisions of the Ordinance (<i>as an Optional Provision</i>). The following provisions are subject to the application of any applicable MUDD <i>Optional Provisions</i> set forth in the Rezoning Plan.</p> <p>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.</p> <p>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:</p> <ol style="list-style-type: none">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.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 Sections II.a, b and c above. <p>c. Frontage Types for Certain Design Standards. The dimensional and design standards of Sections VI.d. as to Existing Built Development, and Sections VI.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:</p> <ol style="list-style-type: none">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.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.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.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.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. <p><i>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.</i></p>	<p>Application to Lots with Multiple Frontages. The following establishes criteria for with multiple frontages.</p> <ol style="list-style-type: none">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.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.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. <p>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.</p> <ol style="list-style-type: none">Main Street – the minimum setback shall be 16’ as measured from the back of existing or future curb.Four Lane Avenue/Boulevard – the minimum setback shall be 20’ as measured from the back of existing or future curb.Limited Access Road – the minimum setback shall be 20’ as measured from the right of way.Primary Street – the minimum setback shall be 16’ as measured from the back of existing or future curb.Secondary Street – the minimum setback shall be 16’ as measured from the back of existing or future curb. <p>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 25% in the event light rail transit service is extended to the Site within close proximity of the stations.</p>	<p>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:</p> <ol style="list-style-type: none">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.Four Lane Avenue/Boulevard – Not applicableLimited Access Road – Not applicablePrimary 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.Secondary Street – Not applicable <p>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.</p> <p>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.</p> <ol style="list-style-type: none">Ground Floor Height. The following establishes the minimum ground floor height based on street frontage:<ol style="list-style-type: none">Main Street: 16’ minimum applies to non-residential uses onlyFour Lane Avenue/Boulevard: 16’ minimum applies to non-residential uses onlyPrimary Street: 14’ minimum applies to non-residential uses onlySecondary Street: Not applicableLimited Access Road: Not applicableBlank Wall Area. Subject to the provisions of Section VI.i below regarding large format uses, the following establishes the maximum horizontal and vertical blank wall area permitted based on street frontage:<ol style="list-style-type: none">Main Street: 20’ maximumFour Lane Avenue/Boulevard: 20’ maximumPrimary Street: 20’ maximumSecondary Street: 20’ maximumLimited Access Road: Not applicable <p><i>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.</i></p>	<p><i>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.</i></p> <ol style="list-style-type: none">Prominent Entrance Spacing. Subject to the provisions of Section VI.i. below regarding large format uses, the following establishes the maximum distance between Prominent Entrances for buildings longer than 250’ based on street frontage:<ol style="list-style-type: none">Main Street: 100’ maximumFour Lane Avenue/Boulevard: 150’ maximumPrimary Street: 100’ maximumSecondary Street: 150’ maximumLimited Access Road: Not applicableGround Floor Transparency. Subject to the provisions of Section VI.i. below regarding large format uses, the following establishes the minimum transparency requirements as measured between 3’ and 10’ from grade based on street frontage:<ol style="list-style-type: none">Main Street: 60% minimum for non-residential uses/25% minimum for residential usesFour Lane Avenue/Boulevard: 60% minimum for non-residential uses/25% minimum for residential usesPrimary Street: 50% minimum for non-residential uses/25% minimum for residential usesSecondary Street: 50% minimum for non-residential uses/25% minimum for residential usesLimited Access Road: Not applicable <p><i>Spandrel glass may be utilized to meet a maximum of 20% of the applicable transparency requirement.</i></p> <p>i. Non-residential, Mixed-Use, and Multi-Family Stacked Design Standards. Except as set forth in Section VI.i. below, the following standards shall apply based on frontage type to Existing Built Development Expansion and New Development (subject to Section VI.b. above):</p> <ol style="list-style-type: none">For buildings of 150’ in length on a Main Street, Four Lane Avenue/Boulevard, and/or Primary Street the following standards shall apply:<ol style="list-style-type: none">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;varied roof lines through the use of slopes, modulated buildings heights, gables, dormers or innovative architectural solutions;utilize building corners to provide visual interest at the pedestrian level as well as to differentiate roof lines or highlight ground floor uses;utilize horizontal and vertical variations in wall planes;	CHAR2\2147200v1628
<p>CHAR2\2147200v1629</p>	<p>CHAR2\2147200v1630</p>	<p>CHAR2\2147200v1631</p>	<p>CHAR2\2147200v1632</p>	<div>REVISIONS:</div> <div>DATE: 12/20/19 DESIGNED BY: LRM DRAWN BY: LRM CHECKED BY: LRM SCALE: N/A PROJECT #: 1018459 SHEET #: RZ-6.0D</div>



LEGEND:

- EXISTING STREETS
- PROPOSED DRIVE

PROPOSED PHASE 1 & 2 ROADS:

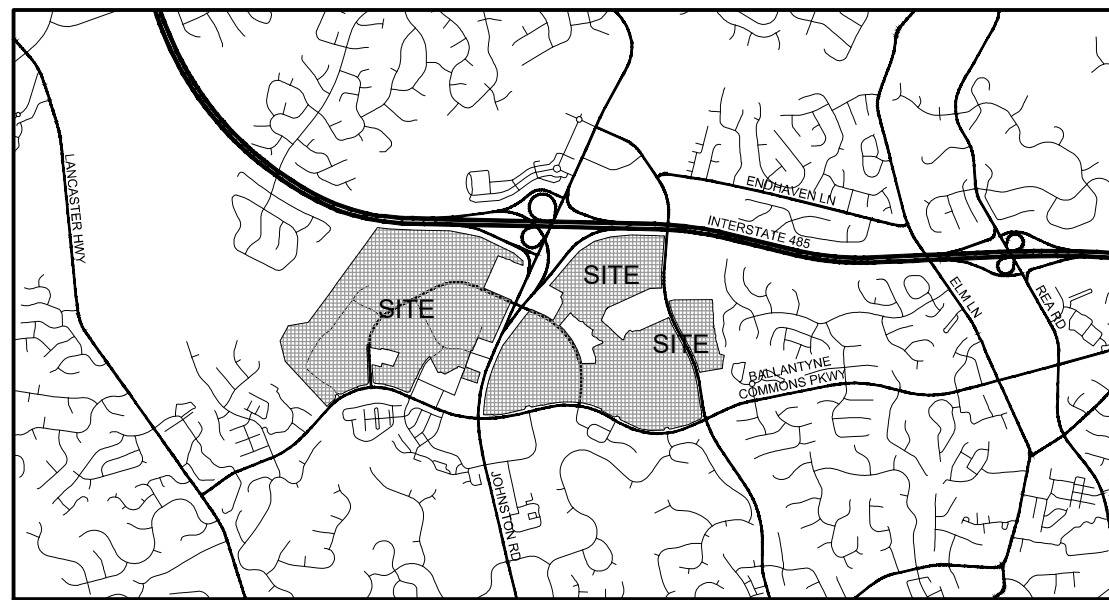
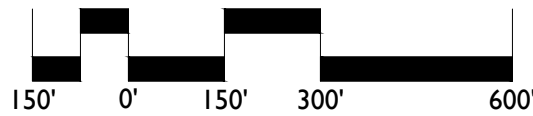
- SECTION A
- SECTION B1 & B2
- SECTION C
- SECTION D
- SECTION E
- SECTION F

- 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 (321) ON BALLANTYNE COMMONS PARKWAY FROM 321 TO BALLANTYNE MEDICAL PLACE TO ACCOMMODATE A 5' BIKE LANE. IMPROVEMENTS LIMITED TO RESTRIPIING ONLY.

* PRIVATE NETWORK REQUIRED STREETS WILL HAVE A PUBLIC EASEMENT.



REVISIONS:

DATE: 12/20/19
DESIGNED BY: LRM
DRAWN BY: LRM
CHECKED BY: LRM
SCALE: 1" = 300'
PROJECT #: 1018459
SHEET #:

Ballantyne Reimagined

REZONING PETITION NUMBER 2019-115

NORTHWOOD, CHARLOTTE, NC

CONCEPTUAL PROPOSED STREET + BICYCLE + PED NETWORK

NORTHWOOD OFFICE

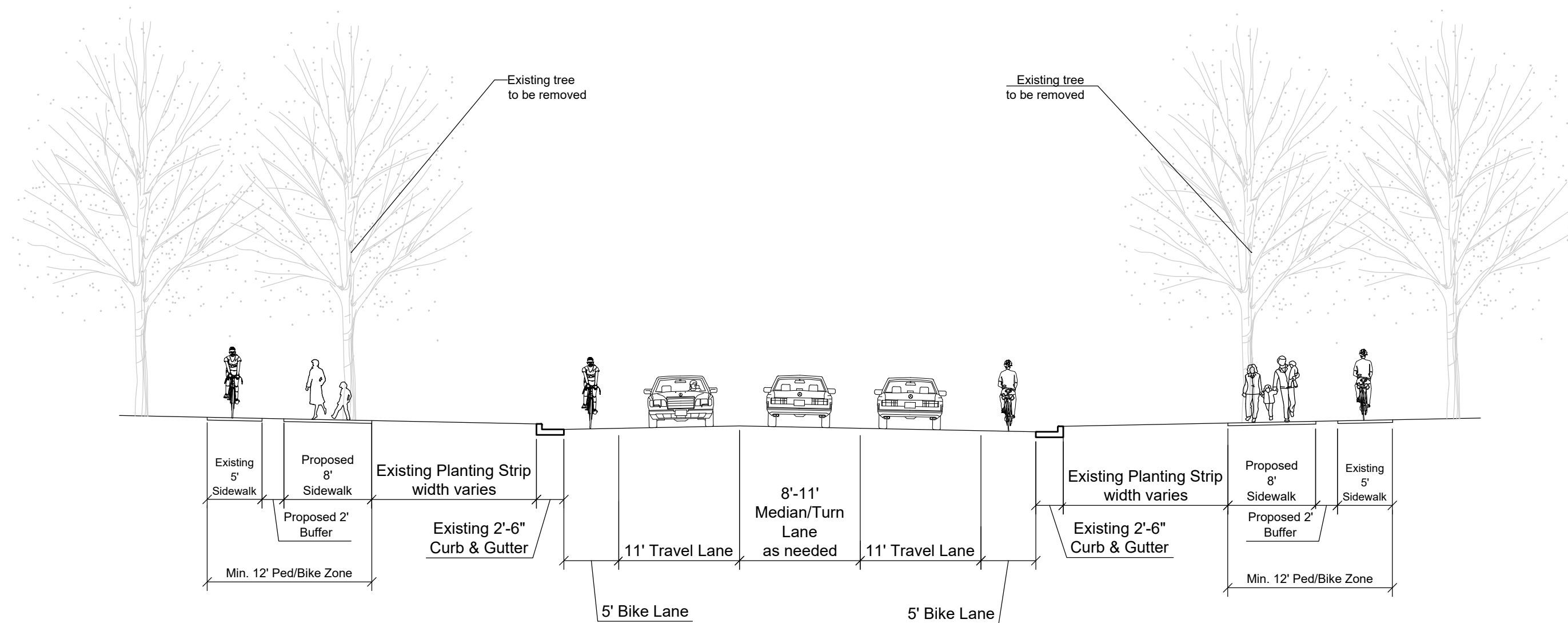
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Moore & VanAllen

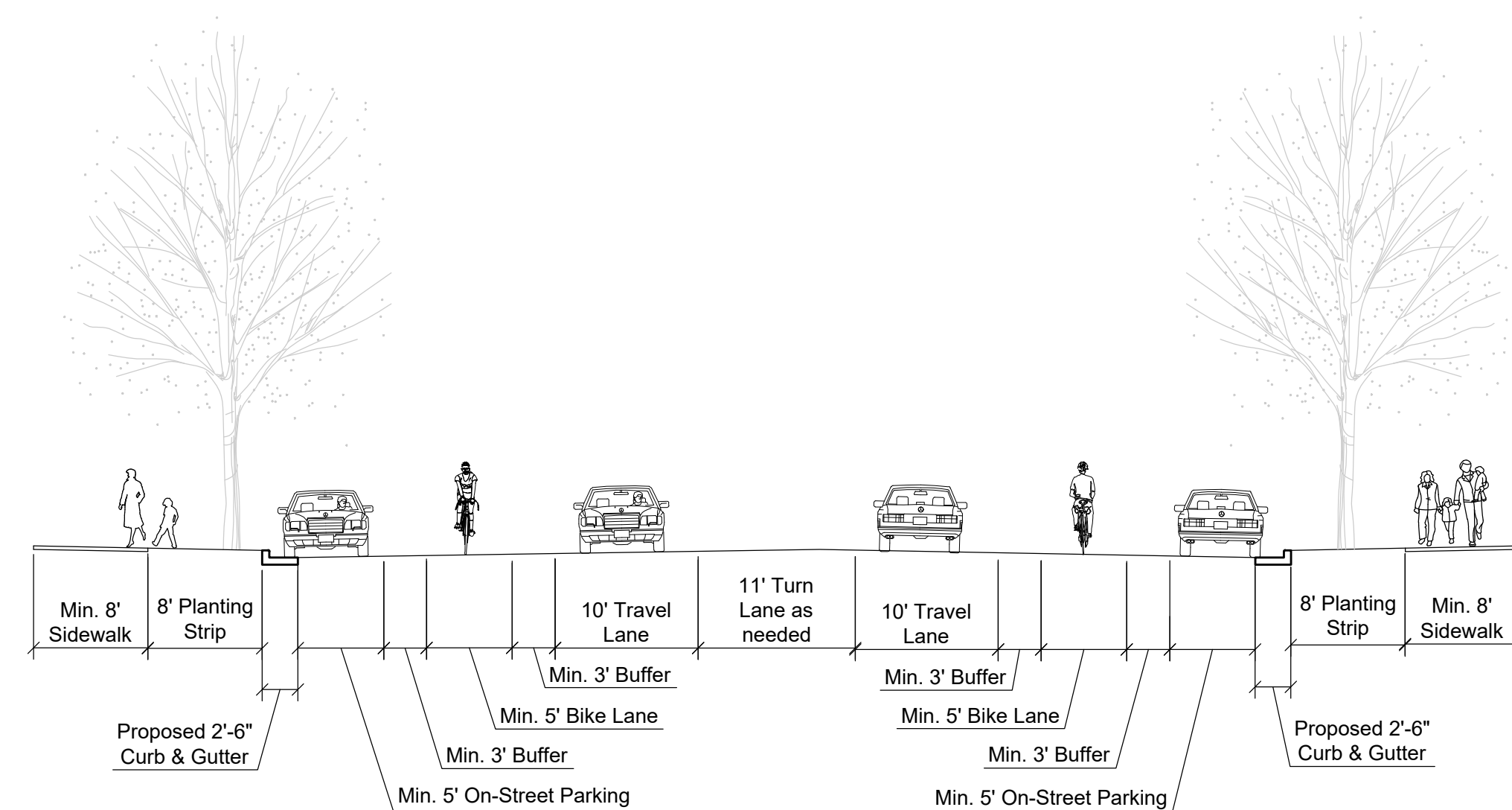
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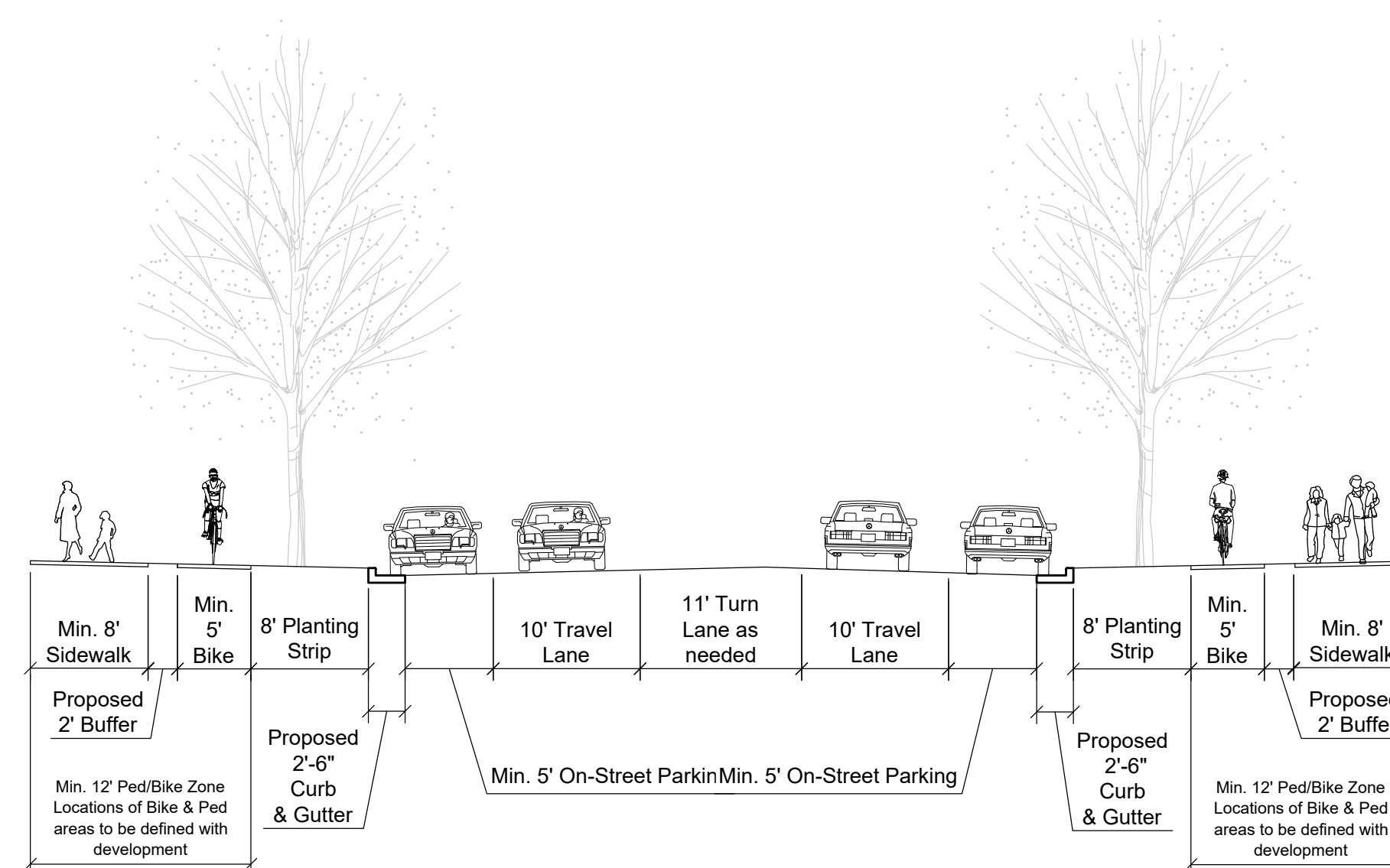
RZ-7.0A



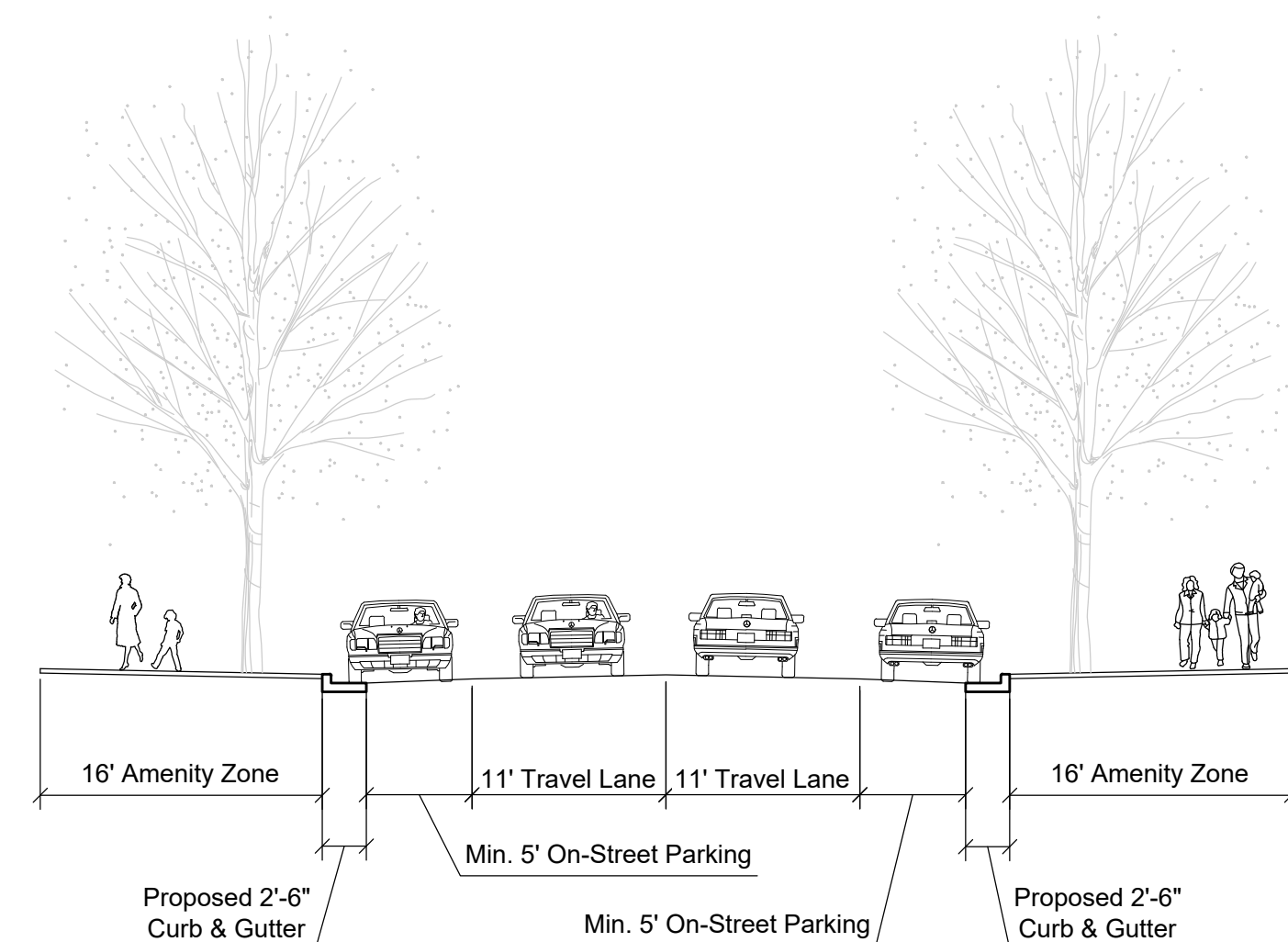
SECTION A
(refer to legend on RZ-7.0A)



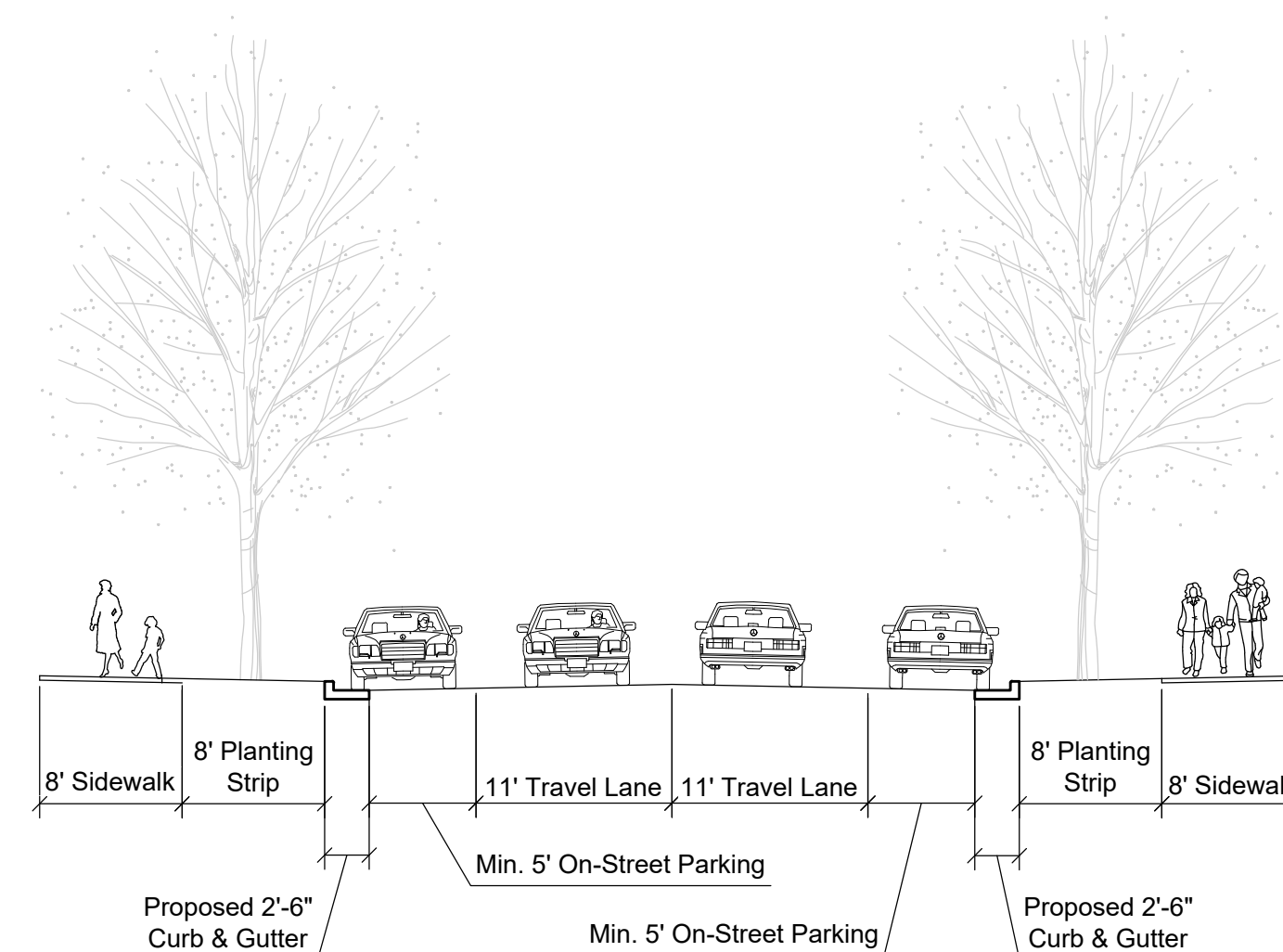
SECTION B OPTION 1
(ON-STREET PARKING OPTIONAL - WHERE NO ON-STREET PARKING, BUFFER BETWEEN CURB AND GUTTER AND BIKE LANE IS REMOVED)
(refer to legend on RZ-7.0A)



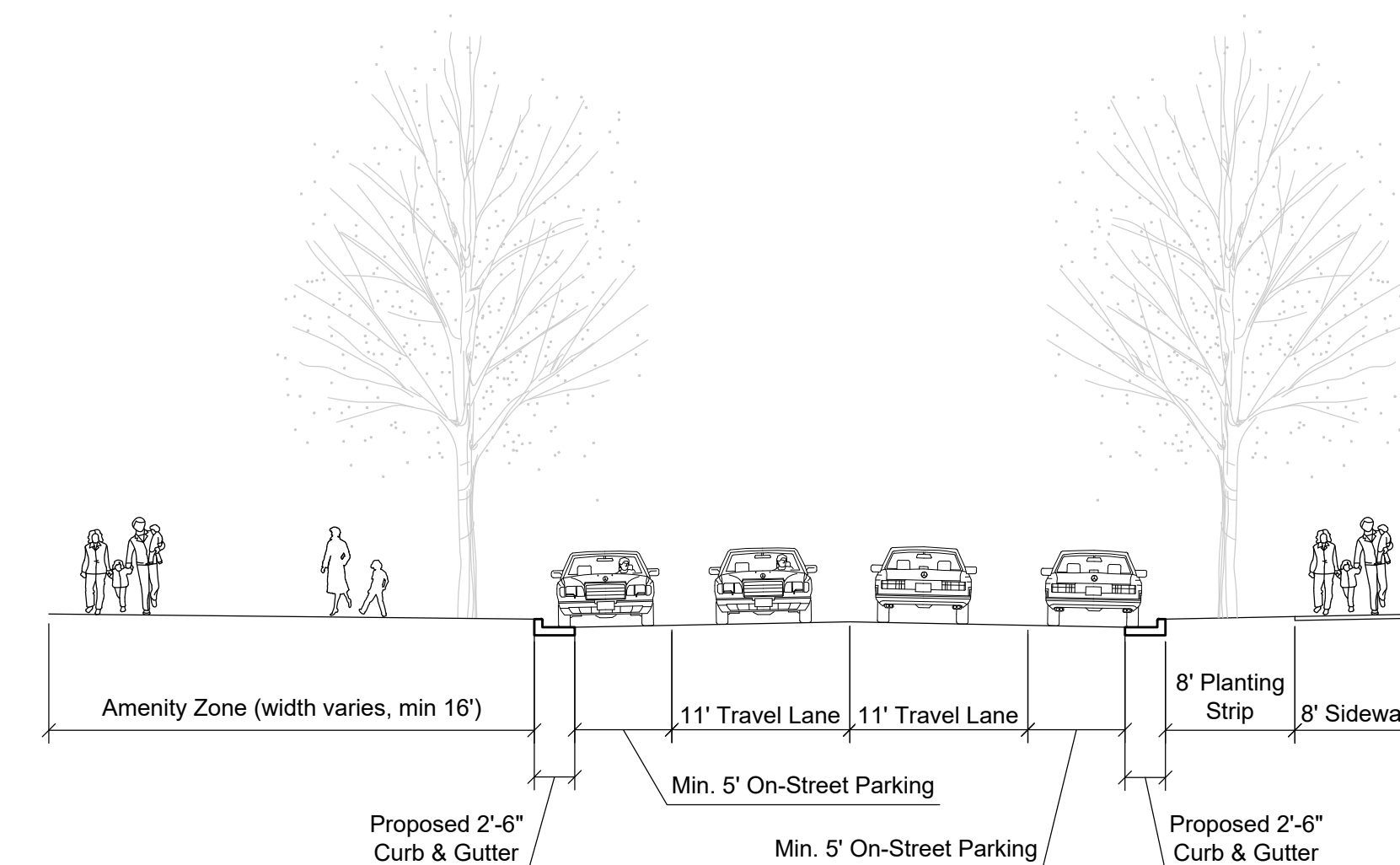
SECTION B OPTION 2
(ON-STREET PARKING OPTIONAL)
(refer to legend on RZ-7.0A)



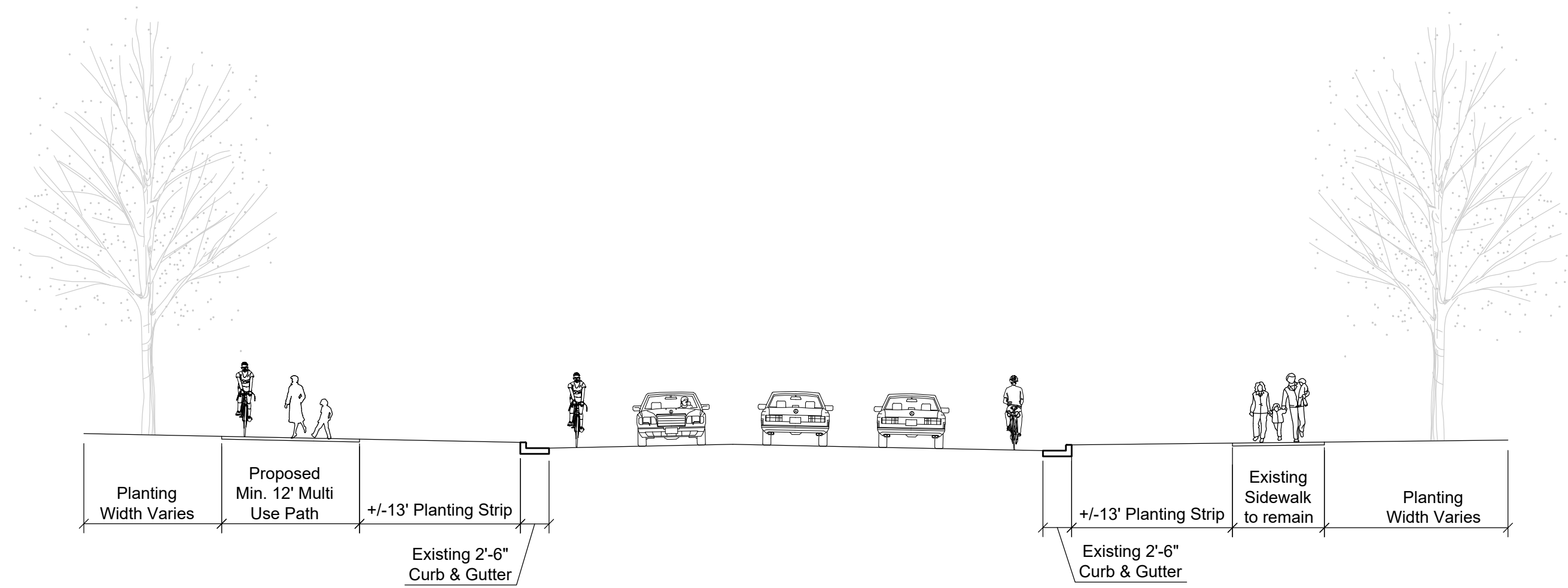
SECTION C
(ON-STREET PARKING OPTIONAL)
(refer to legend on RZ-7.0A)



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

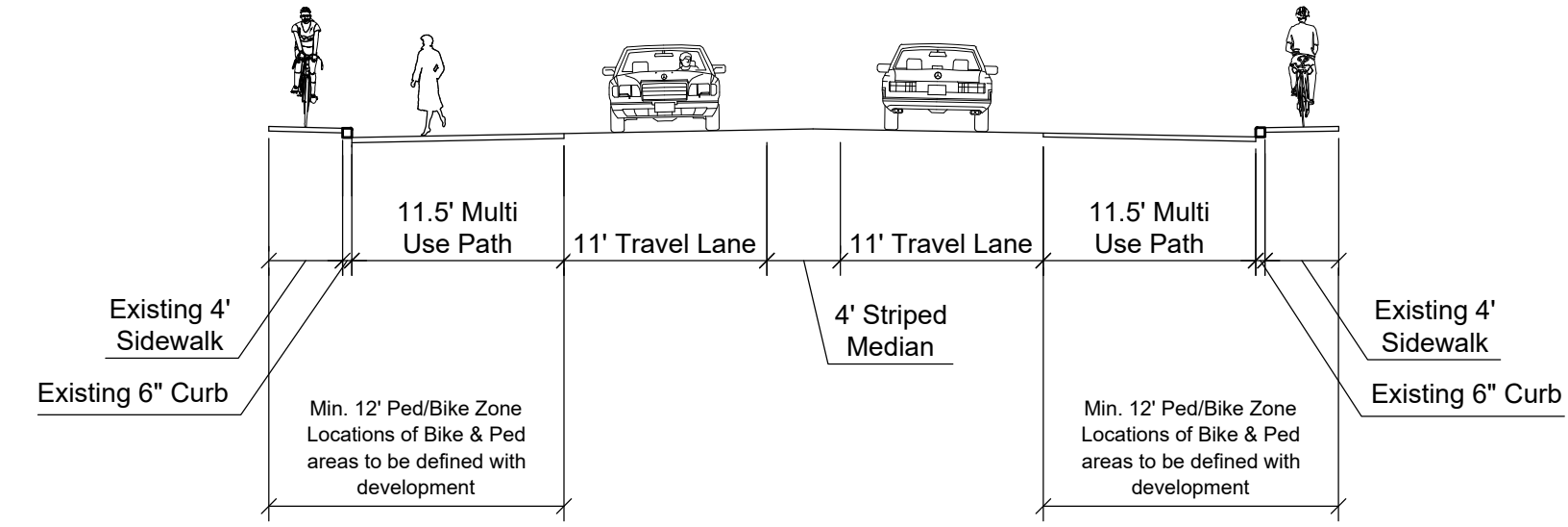


SECTION E
(ON-STREET PARKING OPTIONAL)
(refer to legend on RZ-7.0A)

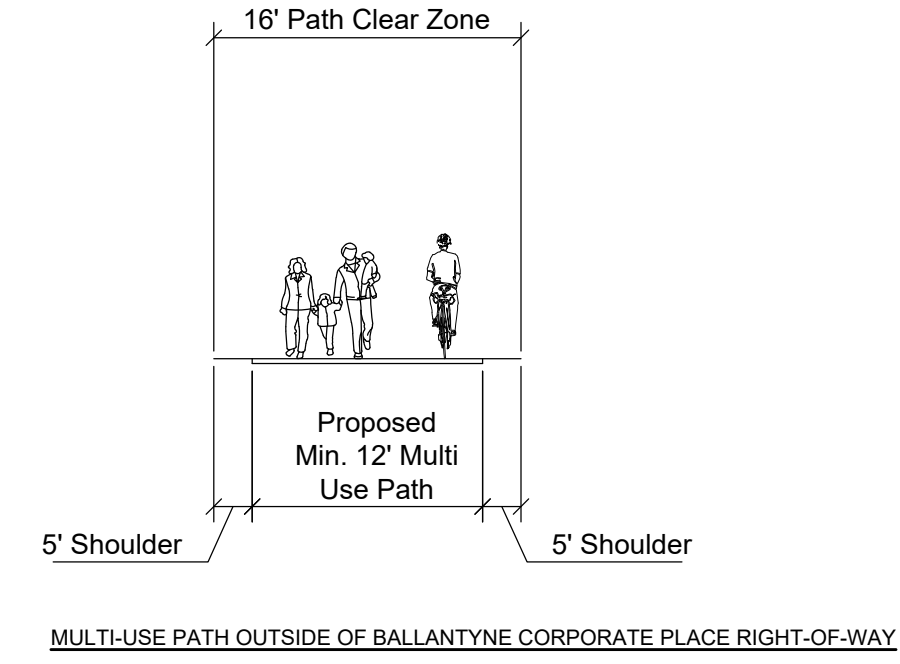


ON-STREET CONNECTION WEST OF BALLANTYNE CORPORATE PLACE BRIDGE

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



BALLANTYNE CORPORATE PLACE BRIDGE



DATE: 12/20/19
 DESIGNED BY: LRM
 DRAWN BY: LRM
 CHECKED BY: LRM
 SCALE: 1" = 10'
 PROJECT #: 1018459
 SHEET #:

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

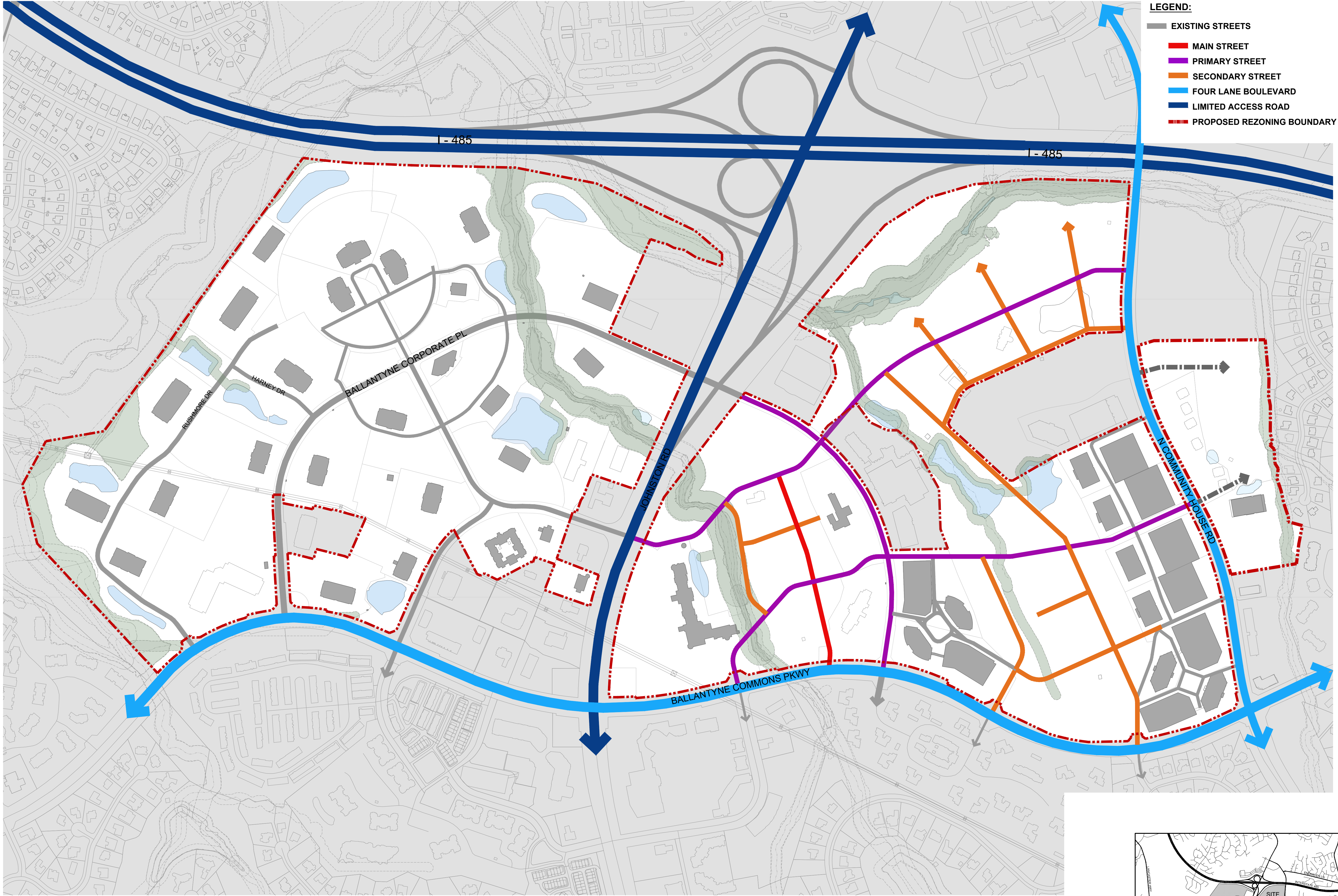
SASAKI
Moore & VanAllen

NORTHWOOD OFFICE

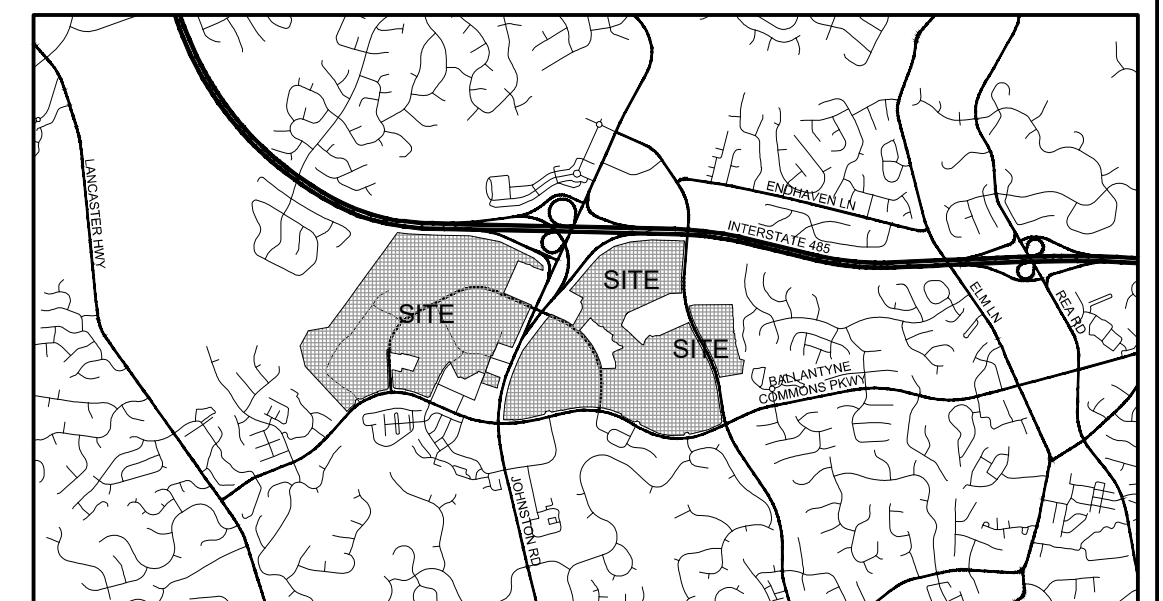
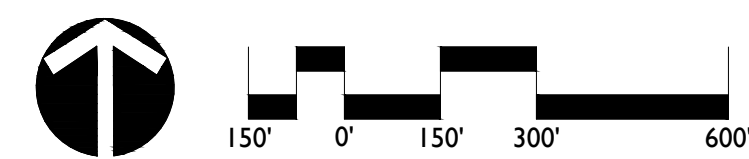
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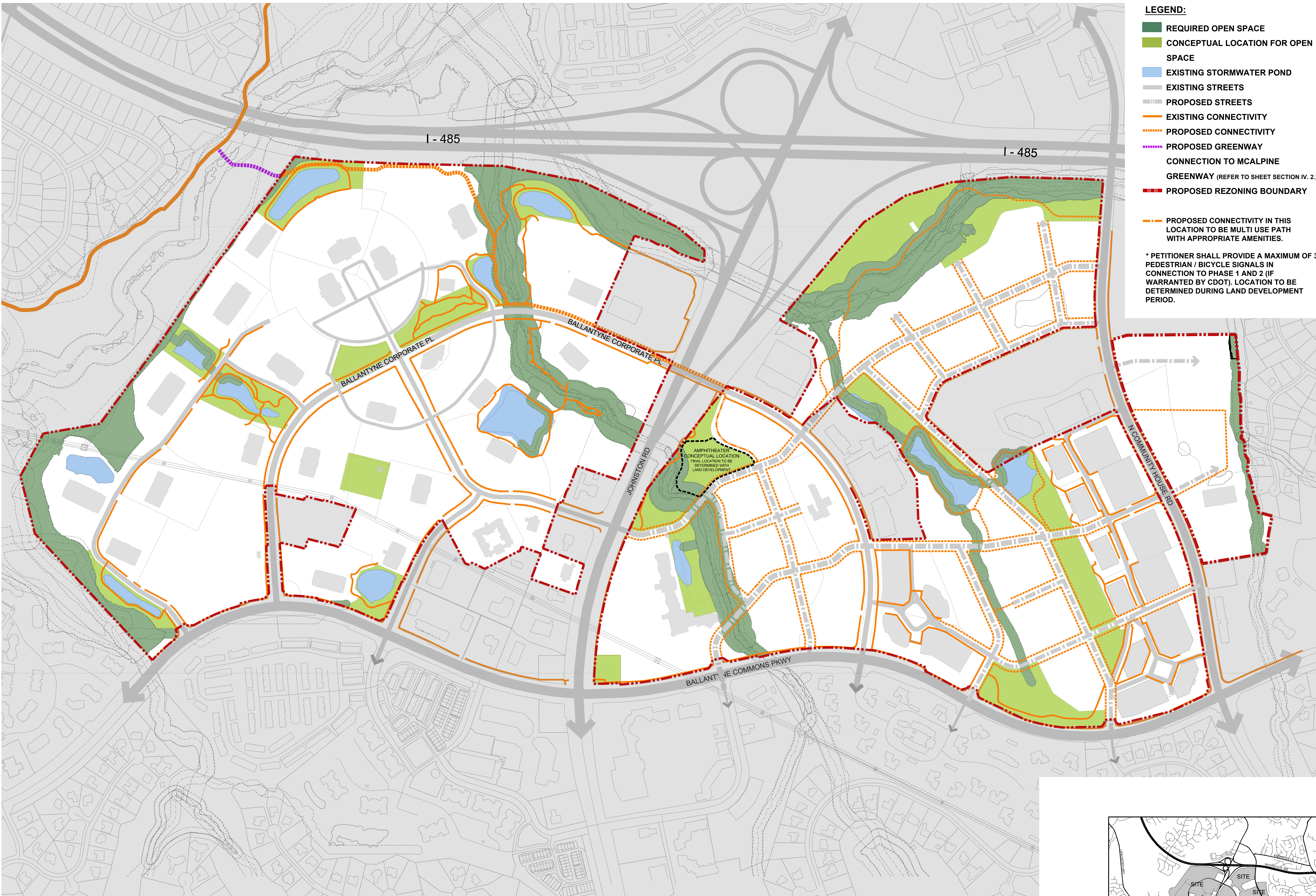
RZ-7.0B2

REVISIONS:

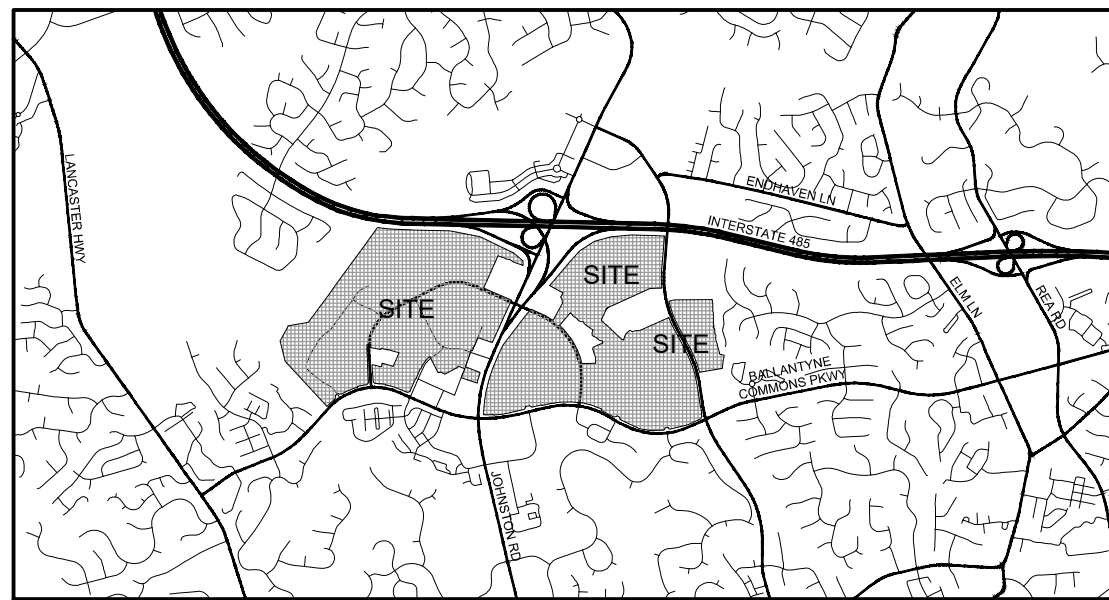
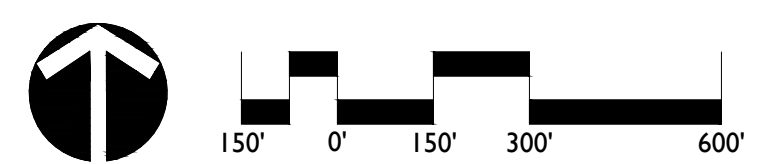


- LEGEND:**
- EXISTING STREETS
 - MAIN STREET
 - PRIMARY STREET
 - SECONDARY STREET
 - FOUR LANE BOULEVARD
 - LIMITED ACCESS ROAD
 - PROPOSED REZONING BOUNDARY





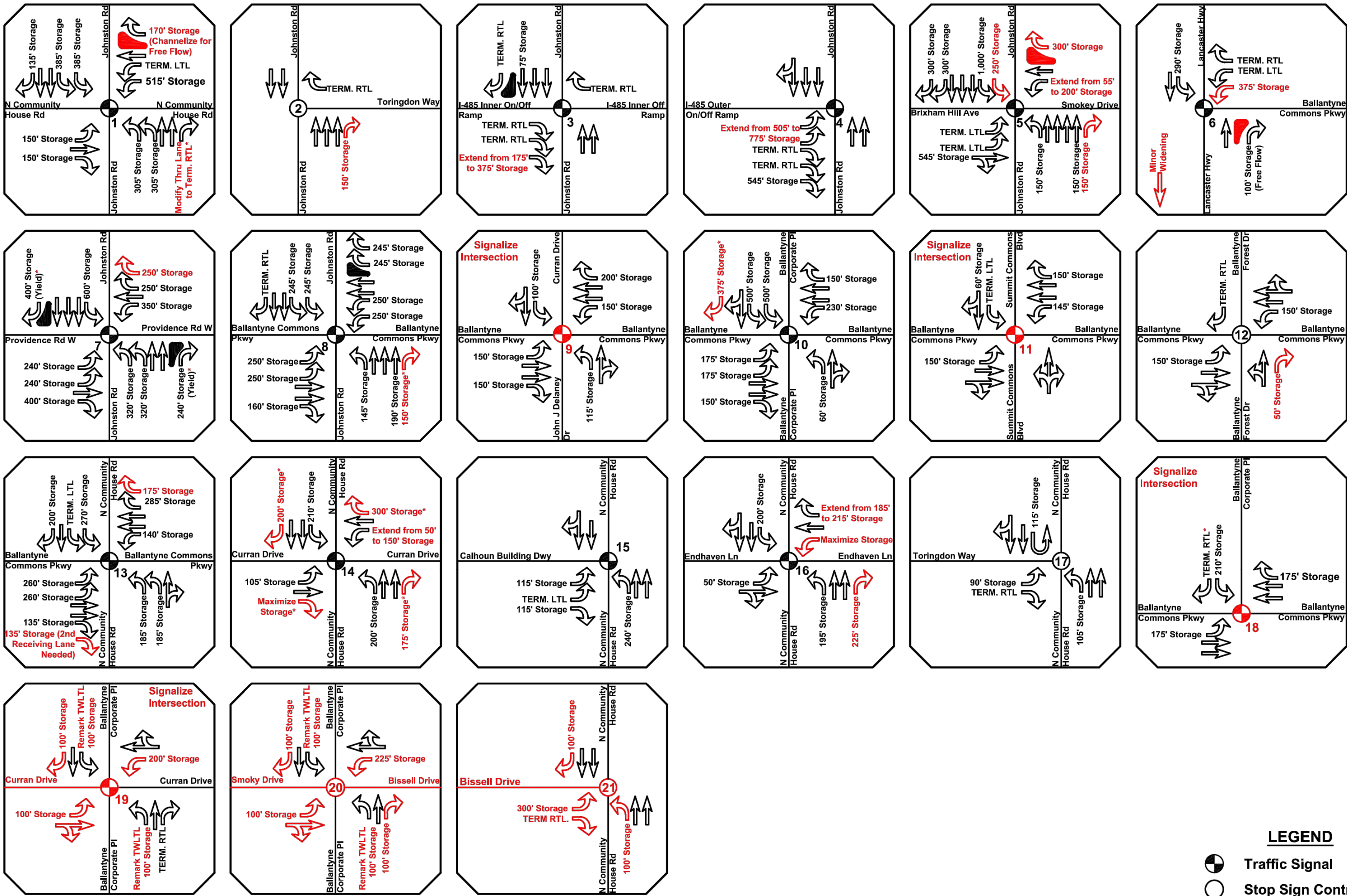
- LEGEND:**
- REQUIRED OPEN SPACE
 - CONCEPTUAL LOCATION FOR OPEN SPACE
 - EXISTING STORMWATER POND
 - EXISTING STREETS
 - PROPOSED STREETS
 - EXISTING CONNECTIVITY
 - PROPOSED CONNECTIVITY
 - PROPOSED GREENWAY
 - CONNECTION TO MCALPINE GREENWAY (REFER TO SHEET SECTION IV. 2.)
 - PROPOSED REZONING BOUNDARY
- 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.



REVISIONS:

DATE: 12/20/19
DESIGNED BY: LRM
DRAWN BY: LRM
CHECKED BY: LRM
SCALE: 1" = 300'
PROJECT #: 1018459
SHEET #:

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



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



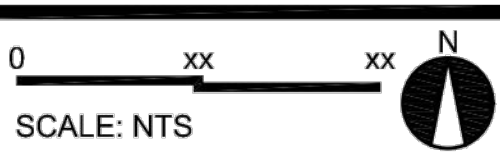
LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
TRANSPORTATION PLANNING

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BALLANTYNE TIS
CHARLOTTE, NC

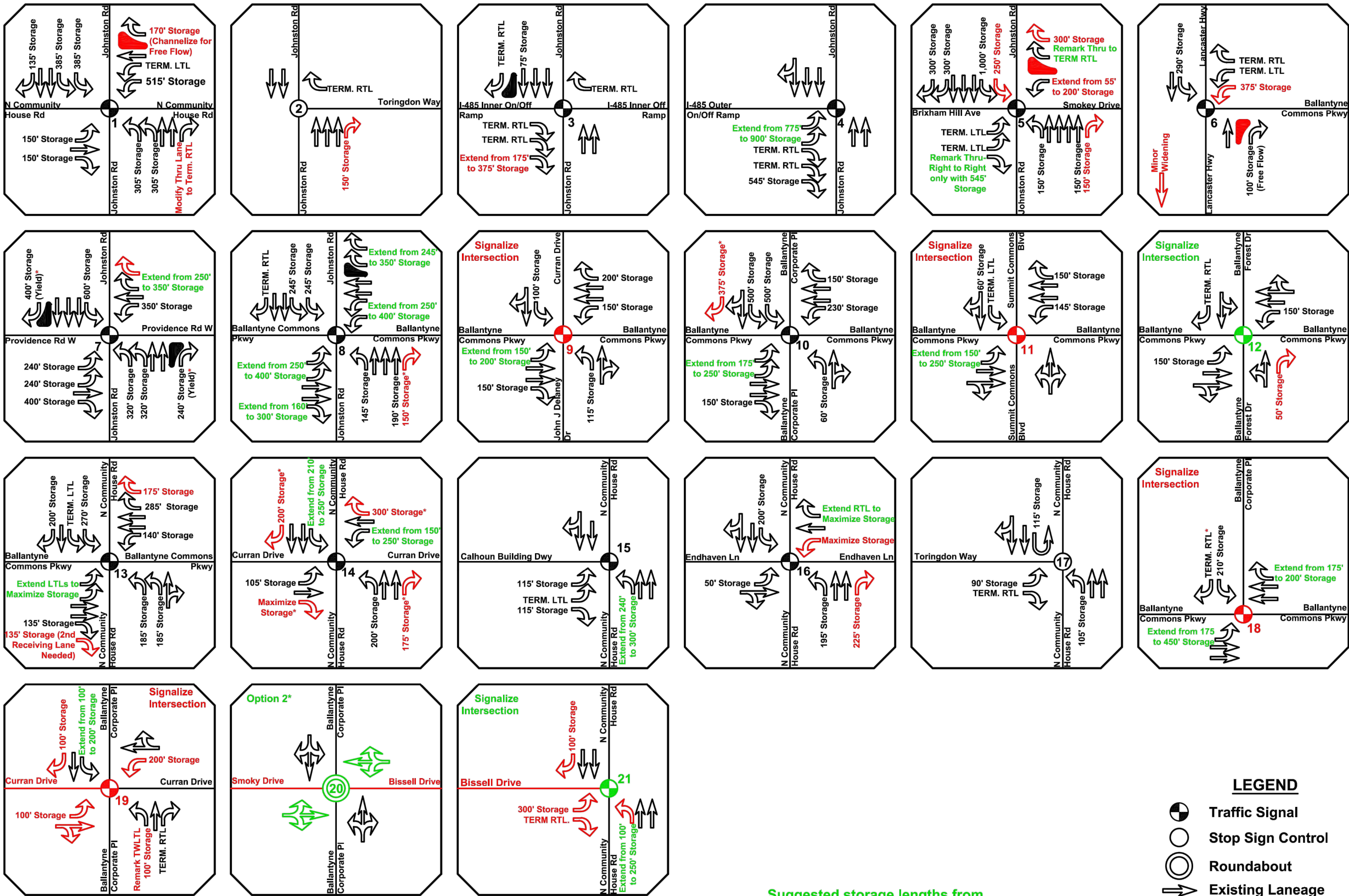
NORTHWOOD DEVELOPMENT
11605 N COMMUNITY HOUSE ROAD #600
CHARLOTTE, NC 28277

**PHASE 1
SUGGESTED
LANEAGE**



PROJECT #:	806-001
DRAWN BY:	PAH
CHECKED BY:	MWW
DATE:	DECEMBER 2019
REVISIONS:	
1.	

Figure 12



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



LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
TRANSPORTATION PLANNING

2459 Wilkinson Blvd, Ste 200 Charlotte, NC 28208
704-343-0608
www.drgp.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

DECEMBER 2019

REVISIONS:

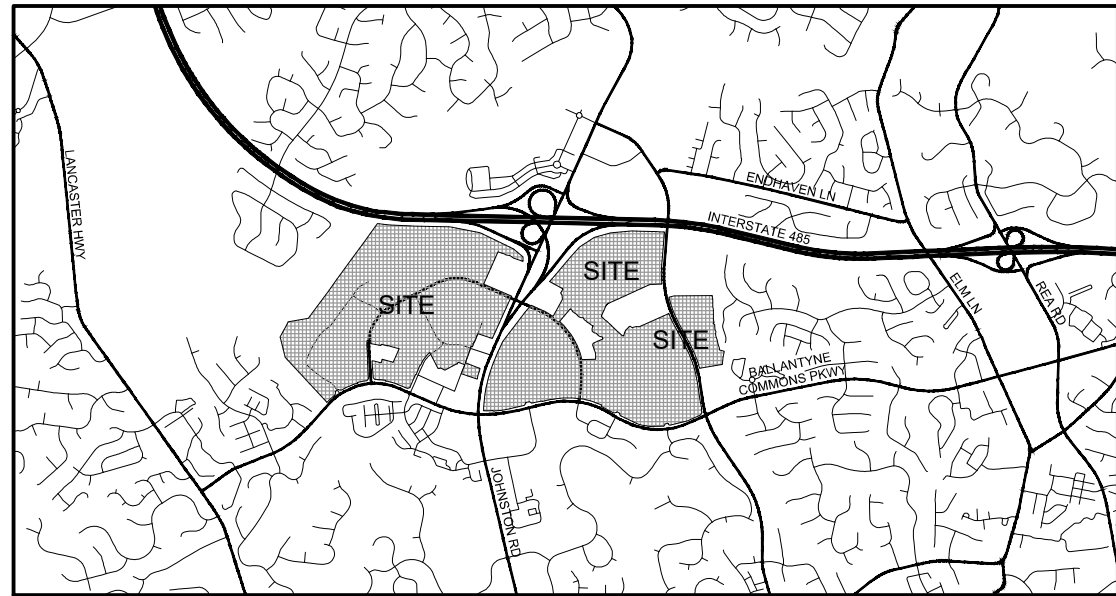
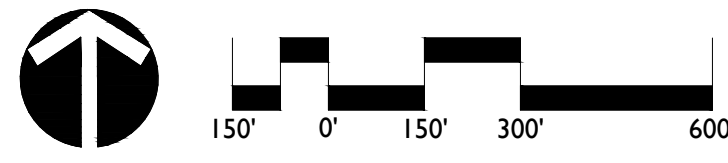
1

Figure 13



PARCEL DATA:

1. NW BCP LAND LP NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-501-50 32.74 AC (SEE NOTE)	8. NWBH 2 LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-165-04 5.32 AC	15. NW TATE BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-155-07 2.71 AC	22. NW BRIKHAM GREEN THREE LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-154-01 7.21 AC	29. NW WINSLOW BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-154-09 0.24 AC	36. NW RUSHMORE THREE LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-151-32 8.09 AC	43. NW CHANDLER BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-151-28 8.09 AC	50. BALLANTYNE CORPORATE PARK OWNERS ASSOCIATION LLC TAX PARCEL ID: 223-151-38 2.55 AC	56. NW EVERETT BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-161-09 4.41 AC
2. NW OFFICES ON SIX LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-501-53 4.85 AC	9. NW BCP LAND LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-165-02 32.54 AC	16. NWBH 3 LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-155-05 3.64 AC	23. NW BRIKHAM GREEN ONE LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-154-03 5.17 AC	30. NW RUSHMORE ONE LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-151-11 13.78 AC	37. BALLANTYNE CORPORATE PARK OWNERS ASSOCIATION LLC TAX PARCEL ID: 223-151-25 4.37 AC	44. NW RUSHMORE FIVE LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-151-15 2.54 AC	51. BALLANTYNE CORPORATE PARK OWNERS ASSOCIATION LLC TAX PARCEL ID: 223-151-36 2.54 AC	57. NW HAYES BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-161-17 4.52 AC
3. NW GIBSON BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-501-60 6.67 AC	10. NWBH 1 LP NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-165-01 15.41 AC	17. NW BALLANTYNE THREE LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-155-11 7.03 AC	24. NW BCP LAND LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-154-10 2.10 AC	31. BALLANTYNE CORPORATE PARK OWNERS ASSOCIATION INC TAX PARCEL ID: 223-151-02 5.44 AC	38. BALLANTYNE CORPORATE PARK OWNERS ASSOCIATION LLC TAX PARCEL ID: 223-151-20 2.30 AC	45. BALLANTYNE CORPORATE PARK OWNERS ASSOCIATION LLC TAX PARCEL ID: 223-151-35 4.38 AC	52. BALLANTYNE CORPORATE PARK OWNERS ASSOCIATION LLC TAX PARCEL ID: 223-151-09 6.80 AC	58. NW IRBY BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-161-16 4.54 AC
4. NW BCP LAND LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-161-02 125.76 AC (SEE NOTE)	11. OWNERS ASSOCIATION BALLANTYNE CORPORATE PARK TAX PARCEL ID: 223-165-03 0.82 AC	18. NW BCP LAND LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-155-01 7.35 AC	25. NW BRIKHAM GREEN TWO LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-154-04 6.81 AC	32. NW HALL BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-151-13 4.55 AC	39. NW RICHARDSON BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-151-24 7.02 AC	46. NW HIXON BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-151-29 6.22 AC	53. NW BETSILL BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-151-34 9.59 AC	59. NW GRAGG BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-161-21 5.37 AC
5. NW BOYLE BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-161-07 5.85 AC	12. NW CCR BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-155-04 1.61 AC	19. NW BALLANTYNE ONE LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-155-04 5.62 AC	26. NW MEDICAL TWO LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-154-06 3.05 AC	33. NW FRENETTE BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-151-12 5.46 AC	40. BALLANTYNE CORPORATE PARK OWNERS ASSOCIATION LLC TAX PARCEL ID: 223-151-39 0.71 AC	47. NW SIMMONS BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-151-30 6.50 AC	54. NW BCP LAND LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-151-08 2.85 AC	60. NW GRAGG BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-161-20 4.76 AC
6. NW JIH BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-161-08 6.33 AC	13. NW CCR BUILDING 2 LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-156-08 1.58 AC	20. NW BALLANTYNE TWO LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-155-03 7.87 AC	27. NW WINSLOW BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-154-08 4.70 AC	34. NW RUSHMORE TWO LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-151-01 9.64 AC	41. NW RUSHMORE FOUR LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-151-33 5.15 AC	48. NW CRAWFORD BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-151-26 11.16 AC	55. NW CALHOUN BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-161-18 4.81 AC	
7. NWBH 1 LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-165-05 5.00 AC	14. NWBH 4 LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-156-07 3.66 AC	21. YMCA OF GREAT CHARLOTTE TAX PARCEL ID: 223-155-13 1.00 AC	28. OWNERS ASSOCIATION BALLANTYNE CORPORATE PARK TAX PARCEL ID: 223-154-07 2.13 AC	35. NW CULLMAN PARK LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-151-14 6.51 AC	42. BALLANTYNE CORPORATE PARK OWNERS ASSOCIATION LLC TAX PARCEL ID: 223-151-31 1.37 AC	49. NW 13620 BCP LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-151-37 1.20 AC		



REVISIONS:

DATE: 12/20/19
DESIGNED BY: LRM
DRAWN BY: LRM
CHECKED BY: LRM
SCALE: 1" = 300'
PROJECT #: 1018459
SHEET #:

Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC
EXISTING DEVELOPMENT & PARCEL DATA

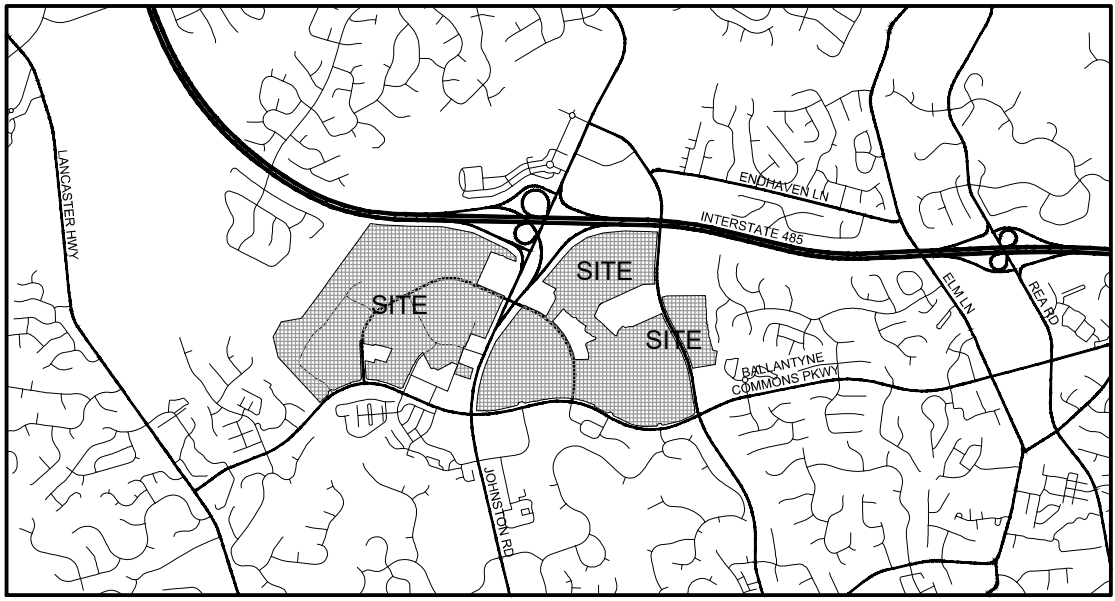
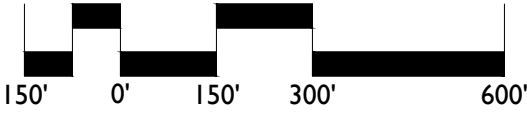
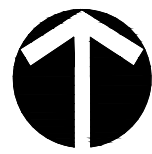
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NORTHWOOD
OFFICE
SASAKI
Moore & VanAllen

LandDesign
223 N Graham Street Charlotte, NC 28202
V: 704.333.0325 F: 704.333.3246
www.LandDesign.com



THE ABOVE MAP DESCRIBES REZONING BOUNDARY THAT BISECTS EXISTING PARCELS.



REVISIONS:
DATE: 12/20/19
DESIGNED BY: LRM
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CHECKED BY: LRM
SCALE: 1" = 300'
PROJECT #: 1018459
SHEET #:

Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC
REZONING BOUNDARY METES & BOUNDS

NORTHWOOD
OFFICE
SASAKI
Moore & VanAllen

LandDesign
223 N Graham Street Charlotte, NC 28202
V: 704.333.0325 F: 704.333.3246
www.LandDesign.com



1. NW BCP LAND LP
NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-501-50
32.74 AC
2. THORNHILL COMMUNITY ASSOCIATION INC
PARTNERS LLC
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

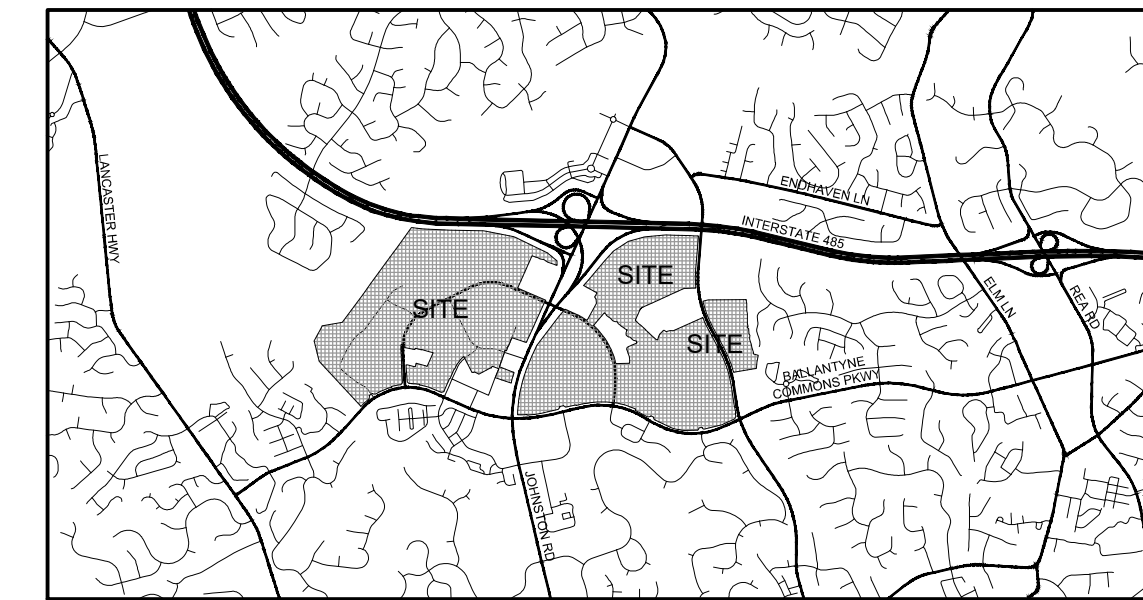
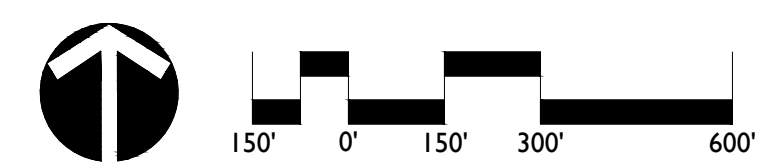
- C/O YORK DEVELOPMENT LLC
TAX PARCEL ID: 223-462-87
5.75 AC
10. NORTH COMMUNITY HOUSE ROAD
PARTNERS LLC
C/O YORK DEVELOPMENT LLC
TAX PARCEL ID: 223-462-88
125.76 AC
11. NW BCP LANDS LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-165-02
125.76 AC
12. NW BRIGHAM BUILDING LP
C/O NORTHWOOD INVESTORS 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

17. NW BCP LANDS LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-161-10
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
5.44 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
1.82 AC
23. BBGL LLC
TAX PARCEL ID: 223-156-15
1.00 AC
24. BCI PROPERTY COMPANY #21
THE BISSELL COMPANIES INC
TAX PARCEL ID: 223-156-08
71.48 AC
25. NW RUSHMORE ONE LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-165-02
125.76 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 INC
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. TORRINGTON OFFICE OWNER LLC
TAX PARCEL ID: 223-231-08
5.34 AC
41. TORRINGTON OFFICE OWNER LLC
TAX PARCEL ID: 223-231-38
4.52 AC
42. TORRINGTON OFFICE OWNER LLC
C/O TRINITY CAPITAL ADVISORS LLC
TAX PARCEL ID: 223-231-59
5.97 AC

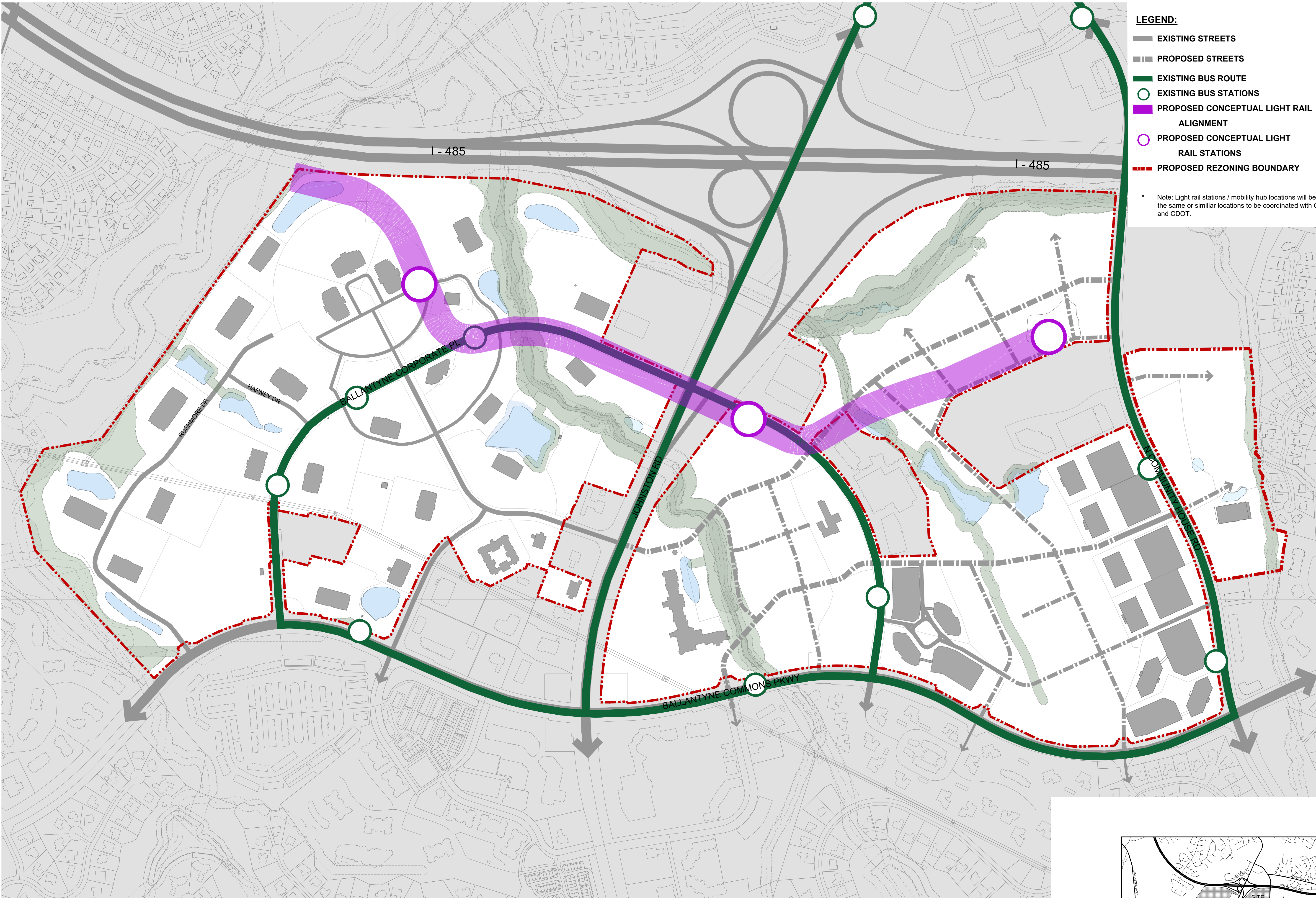
43. CRP/PO ENDHAVEN OWNER LLC
TAX PARCEL ID: 223-222-98
7.45 AC



REVISIONS:

DATE: 12/20/19
DESIGNED BY: LRM
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PROJECT #: 1018459
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Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC
ADJACENT PARCEL DATA



- LEGEND:**
- EXISTING STREETS
 - PROPOSED STREETS
 - EXISTING BUS ROUTE
 - EXISTING BUS STATIONS
 - PROPOSED CONCEPTUAL LIGHT RAIL ALIGNMENT
 - PROPOSED CONCEPTUAL LIGHT RAIL STATIONS
 - 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.

