

BALLANTYNE REIMAGINED

REZONING PACKAGE

Charlotte, North Carolina

VISION STATEMENT

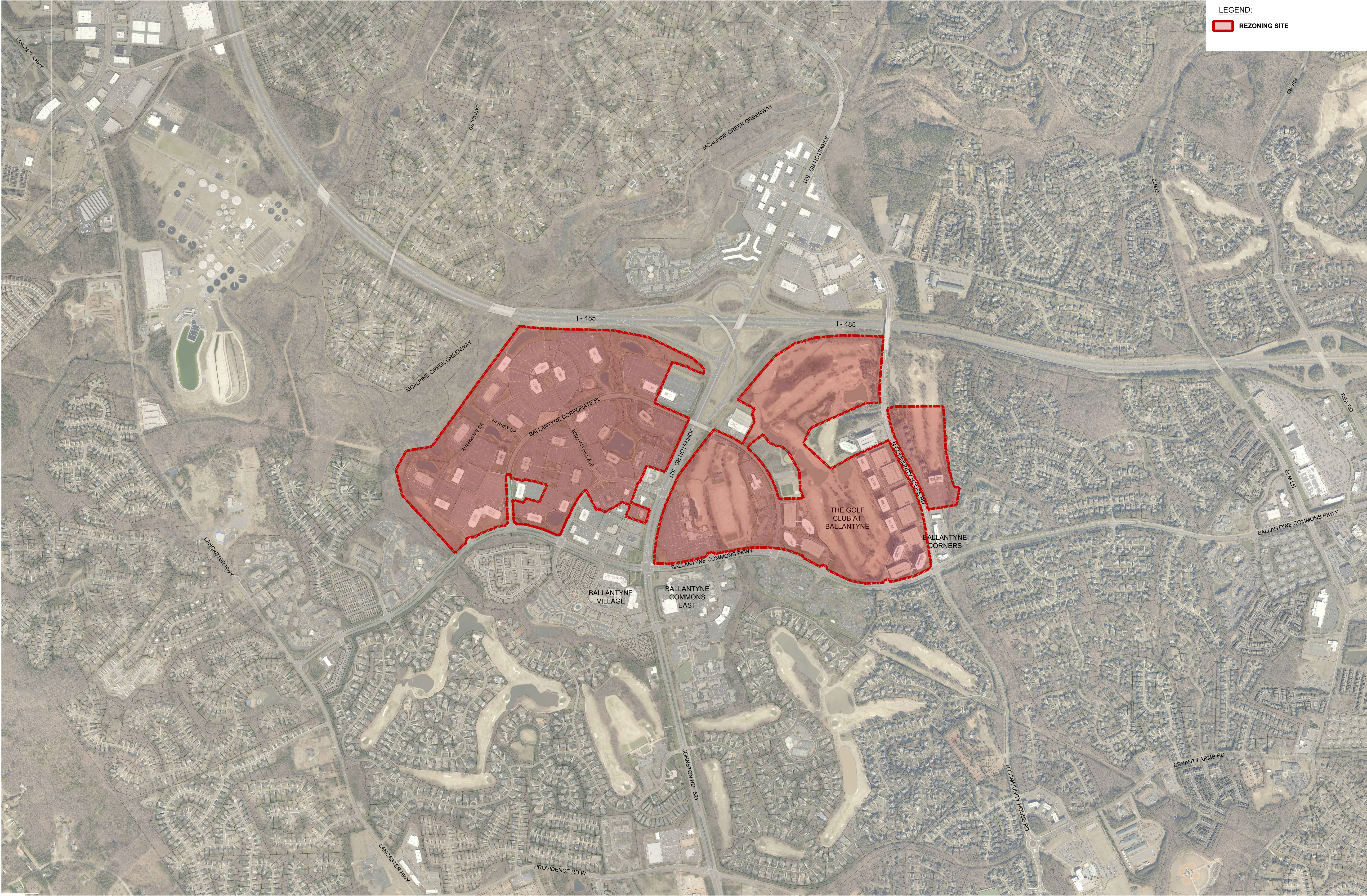
A Visionary Community, Reimagined for the Future

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.

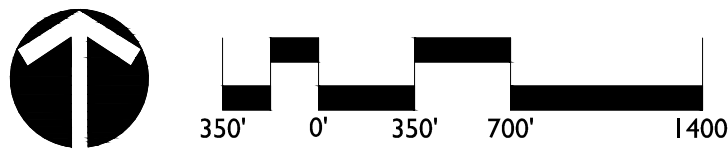
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PETITIONER	Northwood Development 11605 N. Community House Rd. Suite 600 Charlotte, NC 28277 Contact: Clifton Coble (704) 248-2000
LAND PLANNER	LandDesign, Inc. 223 North Graham St. Charlotte, NC 28202 Contact: Nate Doolittle (704) 333-0325
MASTER PLANNER	Sasaki 64 Pleasant St. Watertown, MA 02472 (617) 926-3300
ATTORNEY	Moore & Van Allen Law Firm Suite 4700 100 North Tryon St. Charlotte, NC 28202 Contact: Jeff Brown (704) 331-1000
TRANSPORTATION	Design Resource Group 2459 Wilkinson Blvd #200 Charlotte, NC28208 Contact: Randy Goddard (704) 343-0608



LEGEND:
REZONING SITE



DATE: 01.20.2020
DESIGNED BY: LRM
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SCALE: 1" = 700'
PROJECT #1018459
SHEET #:
RZ-2.0




REVISIONS:

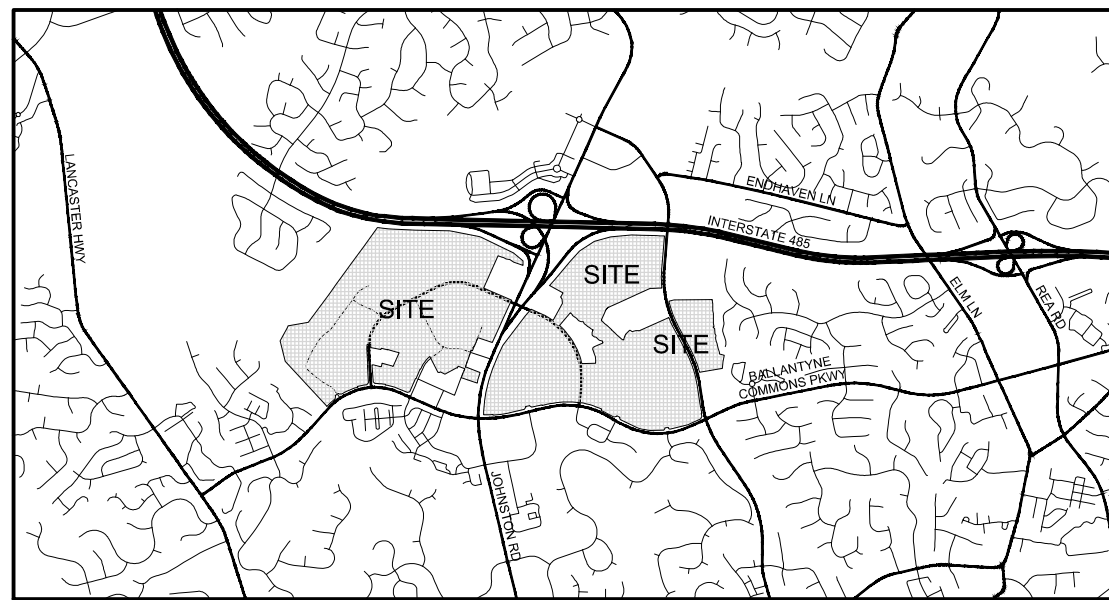
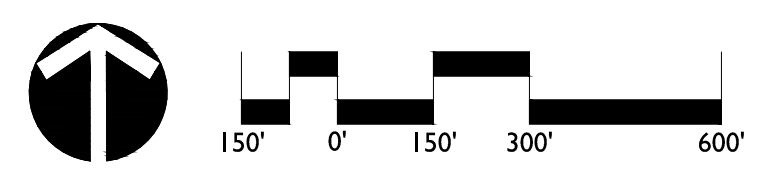
Ballantyne Reimagined
REZONING PETITION NUMBER 2019-115
NORTHWOOD, CHARLOTTE, NC
CONTEXT MAP

NORTHWOOD
OFFICE
SASAKI
Moore & VanAllen

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



-  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

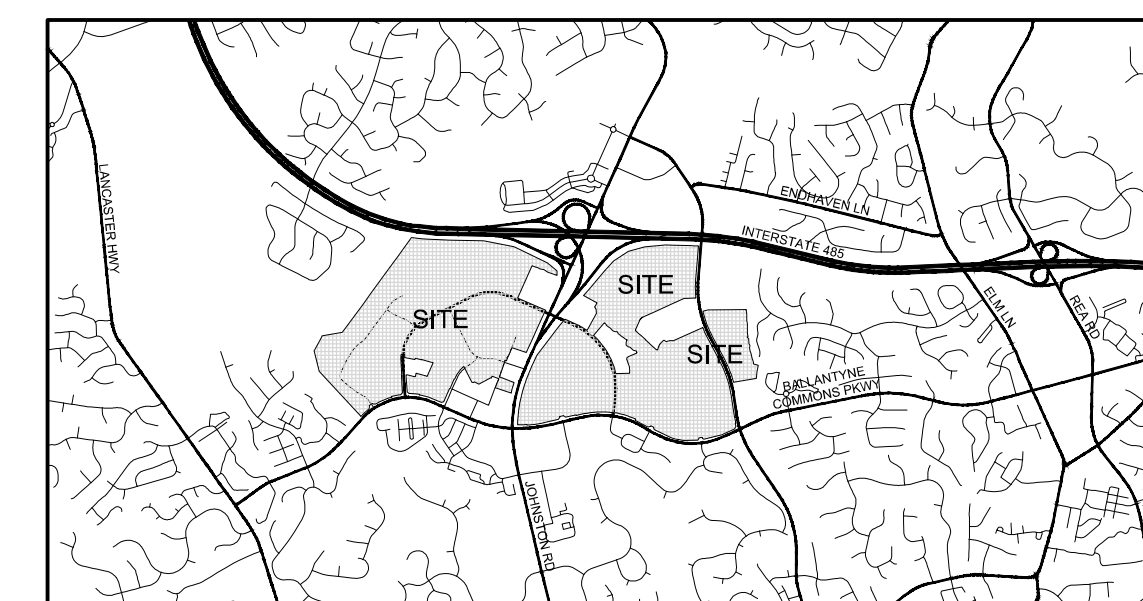


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SCALE: 1" = 300'
PROJECT #1018459

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





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

MAX BUILDING HEIGHT: 300



Number of Children	Number of Families
0	2
1	4
2	3
3	2
4	1

REVISIONS:

DATE: 01.20.2020
DESIGNED BY: LRM
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Q.C. BY: NLD
SCALE: " = 300'
PROJECT # 1018459

SHEET #:
DZ 40A

SHEET #:
RZ-4.0A

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

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

* Subject to conversion rights per Section III of Development Standards

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

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

Table III.d.		
New Development & Existing Development Expansion Levels (combined)* - Phase III (NOTE: subject to full transportation study & Major Transportation Event as described above. Additional square footage and units within Phase III permitted as shown if extension of light rail transit service described above [sf references square feet of gross floor area])		
Non-Residential Uses	Phase III	Phase III w/ LRT Extension
Office Uses	800,000 s.f.	1,500,000 s.f
Non-Office Commercial Uses (Retail, EDEE & Personal Services)	50,000 s.f.	50,000 s.f.
Hospitality/Hotel Uses	220 rooms	220 rooms
Other Misc. Uses **	N/A **	N/A **
Residential Uses [units references dwelling units]	Phase III	Phase III w/ LRT Extension
Multi-Family Units	1,500 units	1,800 units
Single-Family Attached/Detached Units***		
Total Units	1,500 units	1,800 units

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

** See provisions of Section I.j.14 regarding development of certain other permitted MUDD uses not falling within the categories above but including uses such as civic, recreational, religious institution, congregate care & other similar uses. See also above provisions 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.

	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	200	200					
Other Misc. Uses	N/A	N/A	N/A					
Residential Uses								
Multi-Family Units	0	2,000	2,000					
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)
Note: In no event shall the amount of non-office commercial uses created through the conversions set forth in Section III g, h, or i, result in greater than 100,000 square feet of gross floor area of additional non-office commercial uses.

New Development/Existing Development Expansion: Transfer of Phase I to Phase II Development Areas (see Section III.e. of the Development Standards)									
Uses	Phase I Permitted Level	30% Max Permitted Transfer to Phase II	Transferred Amount	Remaining Permitted Transfer Amount					
New Non Residential Uses									
New Office Uses	N/A								
New Non-Office Commercial Uses (Retail, EDEE & Personal Services)	300,000	90,000							
New Hospitality/Hotel Uses	200	60							
Residential Uses									
Multi Family Units	1,000	300							

New Development/Existing Development West of Hwy 521 (see Section III.e. of the Development Standards)									
Uses	Permitted Level of Transfer to the West	Developed Transferred Amount	Remaining Permitted Transfer Amount						
New Non Residential Uses									
New Office Uses	N/A								
New Non-Office Commercial Uses (Retail, EDEE & Personal Services)	10,000								
New Hospitality/Hotel Uses	N/A								
Residential Uses									
Multi Family Units	20								

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

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

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

Existing Built Development

Uses	West	East
Office Uses	2,008,694 sf	1,754,035 sf
Non-Office Commercial Uses (Retail, EDEE & Personal Services)	14,262 sf	N/A
Hospitality/Hotel Uses	208 rooms	378 rooms
Other Misc. Uses	24,503 sf	N/A

DATE: 01/20/2020
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SCALE: 1"=100'-0"
PROJECT #1018459

REVISIONS:

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



SHEET #:
RZ-4.0C



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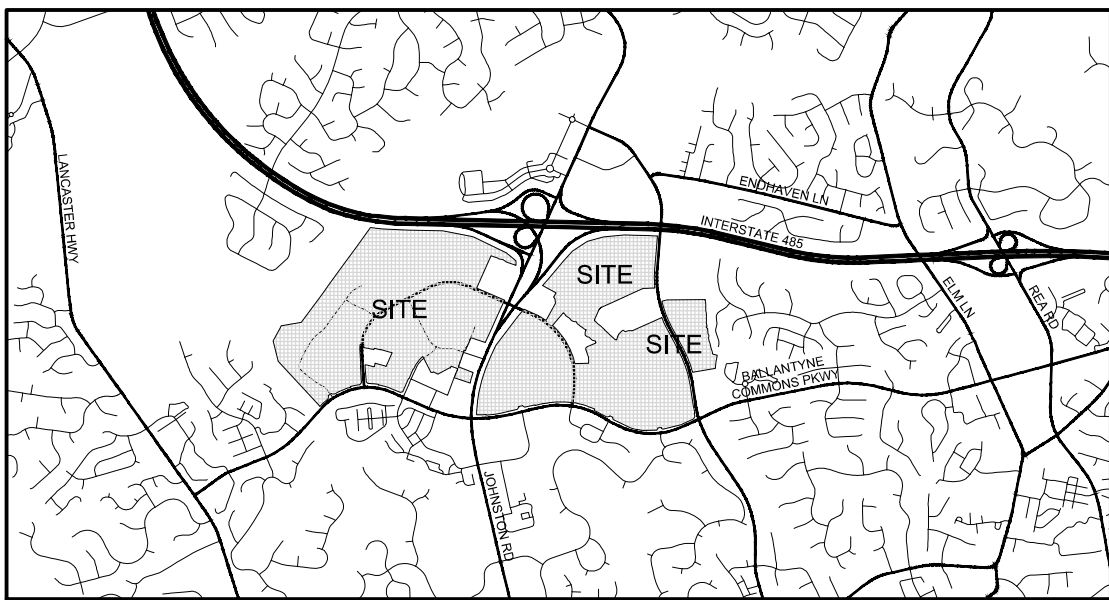
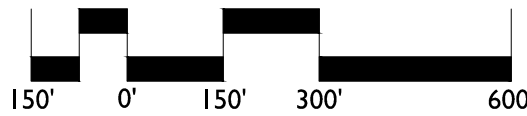
PHASE I

PHASE II

PHASE III (LOCATION TBD)

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

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



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SHEET #:

RZ-5.0

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

NORTHWOOD
OFFICE

SASAKI

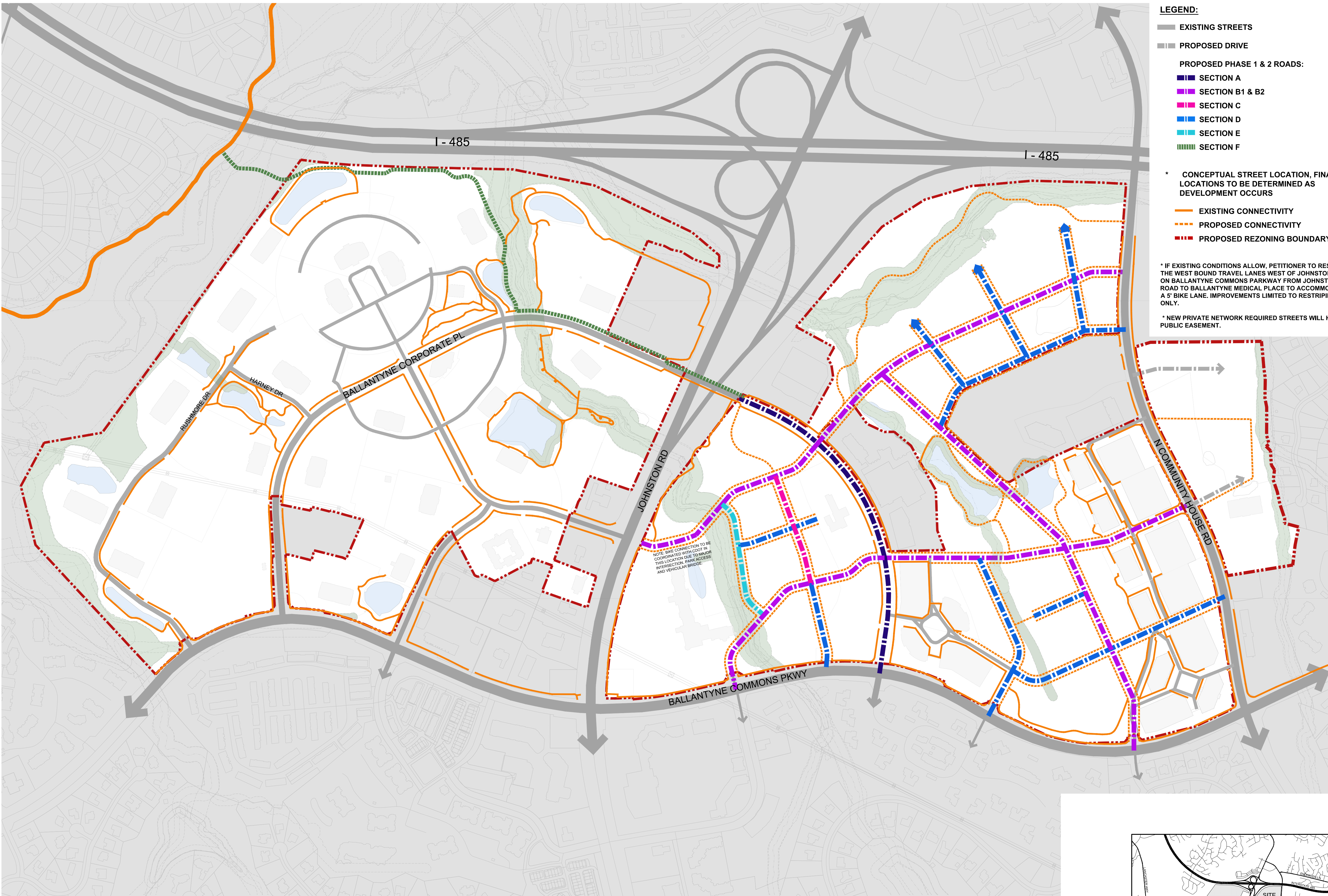
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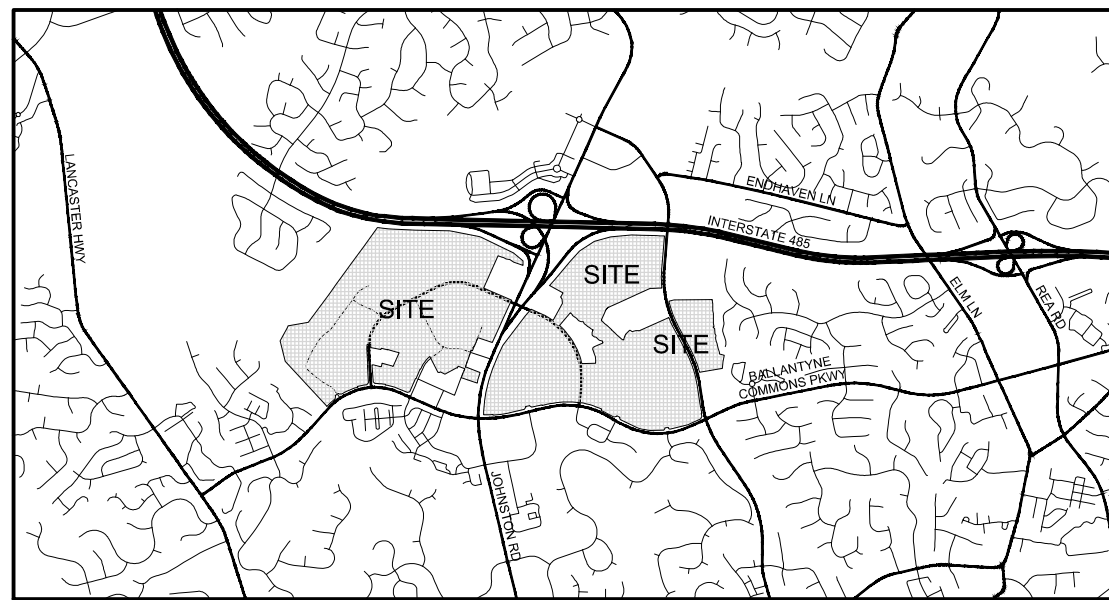
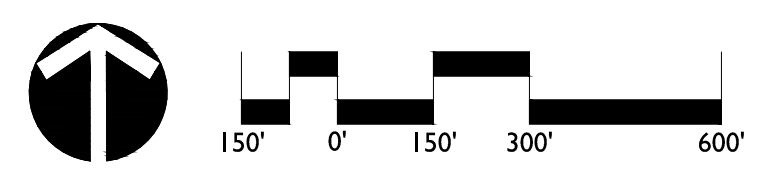
223 N Graham Street Charlotte, NC 28202
V: 704.333.0325 F: 704.332.3246
www.LandDesign.com

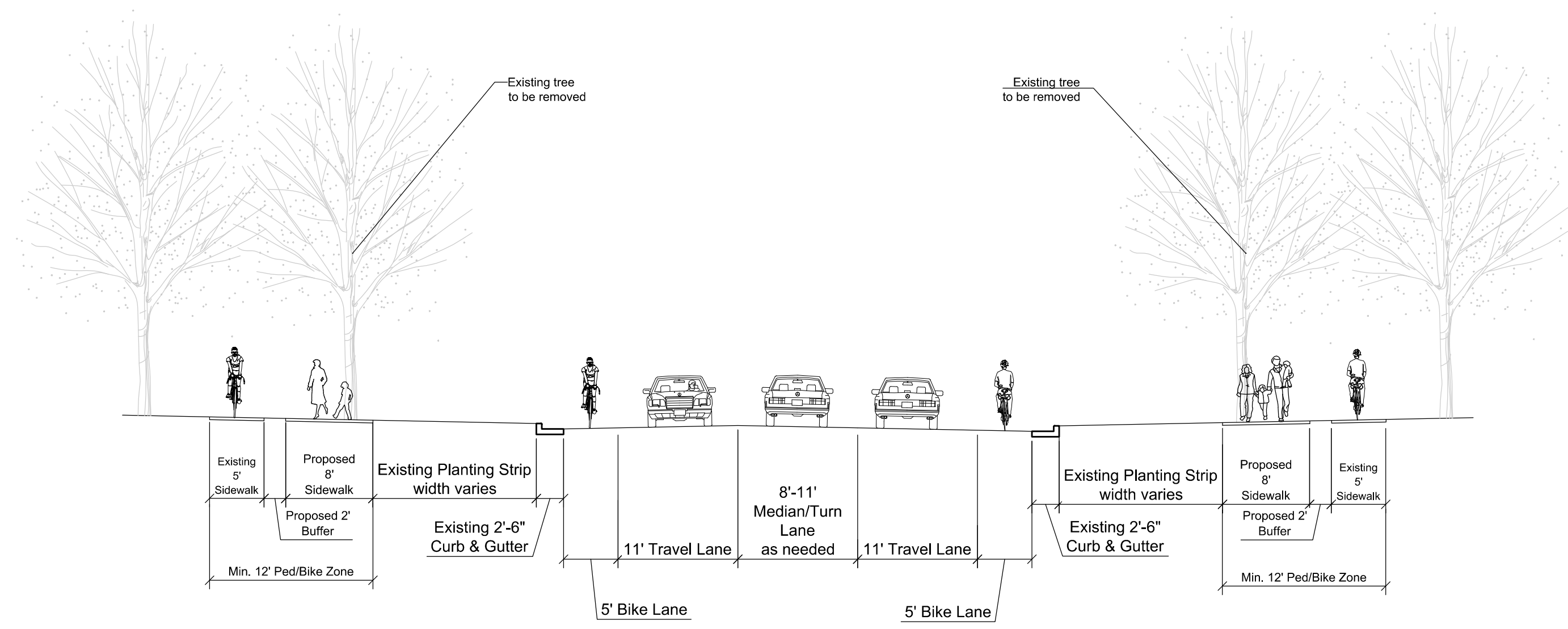
<p>b. Amphitheater Improvements. As part of the vision for Ballantyne Reimagined as a community and cultural gathering hub for south Charlotte, the Petitioner, or assigns, commits to install the amphitheater with a minimum capacity for 2,000 people as generally depicted on Sheet RZ-8.0 within six (6) years of approval of the Rezoning, subject to circumstances beyond the reasonable control of the Petitioner, and subject to delays in such delivery timeline that may take place in accordance with the public/private partnership documentation described above. Petitioner will comply with customary special event management policies.</p> <p>c. Affordable & Workforce Housing. Petitioner, or assigns, agrees to the following commitments:</p> <p>1. Phase I Affordable/Workforce Housing Commitment.</p> <p>(a) 80 workforce housing residential rental units (the “Phase I Housing Commitment”) will be provided prior to the issuance of the certificate of occupancy for the 1,000th new residential dwelling unit within Phase I Development (equating to 8% of such residential development in Phase I), 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 appropriate tax credit housing grants pursuant to North Carolina Housing Finance Agency, other possible public funding support in the form of tax increment grants and/or other such workforce housing funding vehicles (“Tax Credit/Housing Support Vehicles”) associated with such commitment.</p> <p>(b) The Phase I 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, 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 I 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 1,000 new residential dwelling units as part of the Phase I Development and (ii) five (5) years of approval of the Rezoning; 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 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 the certificate of occupancy for the 2,000th 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</p> <p>CHAR2/2147200v1817</p>	<p>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 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 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>CHAR2/2147200v1818</p>	<p>1e. 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>f. 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 Sheet RZ-7.0A will be implemented over time and may adapt to the timing of development, availability of public and private funding and other factors. Sections V.b. and c. below set forth a description of the roadway improvements to be installed in connection with certain phases of development of the Rezoning Site, but the exact locations and alignments of the roadway improvements set forth on Sheet RZ-9.0 and described below could change, per the provisions of this Section V. The provisions of this Section V shall govern to the extent of a conflict between the graphic depictions of Sheet RZ-9.0 and the provisions of this Section V.</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 Table III.c. It is understood that upon installation of the Phase I Improvements (as set forth below) and the Phase II Improvements (as set forth below) the entire Phase I Development level as to the Phase I Improvements and the Phase II Development level as to the Phase II Improvements may be developed in accordance with the provisions herein. Adjustments, however, to the mix and amount of such development levels and the accompanying roadway improvements associated with development for such major phases or sub-phases may be permitted in</p> <p>CHAR2/2147200v1819</p>	<p>accordance with the provisions of this Section V. Such adjustments and/or sub-phases shall be allowed administratively subject to the reasonable review and approval by CDOT (and/or as applicable NCDOT) of appropriate transportation analysis in the form of existing or future transportation impact studies or technical transportation memoranda (hereinafter “transportation analysis”), 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 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</p> <p>CHAR2/2147200v1820</p>	<div><div>LandDesign</div><div>223 N Graham Street Charlotte, NC 28202 V: 704.333.0325 F: 704.332.3246 www.LandDesign.com</div></div> <div><div>NORTHWOOD OFFICE</div><div>SASAKI</div><div>Moore & VanAllen</div></div> <div><div>Ballantyne Reimagined</div><div>REZONING PETITION NUMBER 2019-115</div><div>NORTHWOOD, CHARLOTTE, NC</div><div>DEVELOPMENT STANDARDS & TRANSPORTATION NOTES</div></div> <div><div>REVISIONS:</div><div>DATE: 01.20.2020 DESIGNED BY: LRM DRAWN BY: LRM CHECKED BY: LRM SCALE: 1/8"=1'-0" PROJECT #1018459</div><div>SHEET #:</div><div>RZ-6.0C</div></div>
<p>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 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, unanticipated 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 existing and 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 Sheet RZ-7.0A, upon the earlier of (i) the commencement of construction of the applicable required roadway improvements being undertaken by Petitioner, or assigns, or (ii) the commencement of construction of required roadway improvements being undertaken by other parties such as the City.</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</p> <p>CHAR2/2147200v1821</p>	<p>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>12. Transportation Demand Management. As part of Petitioner’s embrace of a multi-modal transportation vision for the development, Petitioner has worked in good faith with CDOT in connection with development of a comprehensive menu of transportation demand management (“TDM”) strategies, which include a commitment to a TDM manager and mobility hubs, among other menu items. In addition to the multi-modal pedestrian friendly project design commitments set forth in the Rezoning Plan, Petitioner, or assigns, will use good faith efforts to incorporate the TDM menu into a TDM plan that may assist CDOT in its use of TDM in other portions of the City, but it is understood that such TDM plan shall not impact the implementation of development levels, permitting, or overall zoning compliance associated with this Rezoning or the Project. The TDM plan may be incorporated into the public private partnership funding documentation referenced herein.</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 Table III.c. above, the following Phase I Improvements and Phase II Improvements (derived from Traffic Impact Study prepared by Design Resource Group, last updated as of December 2, 2019 (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>CHAR2/2147200v1822</p>	<p><i>NOTE: The following listing of transportation improvements are subject to further review and confirmation</i></p> <p><u>1. Johnston Road (US 521) & N Community House Road (Signalized)</u></p> <p><i>2025 Phase 1 Build Suggested Recommendations:</i></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 521Implement northbound right turn overlap phasingConstruct channelized free flow westbound right turn lane on N Community House Rd <p><i>2030 Phase 2 Build Suggested Recommendations:</i></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><i>2025 Phase 1 Build Suggested Recommendations:</i></p> <ul style="list-style-type: none">Construct a northbound right turn lane with 150 feet of storage on US 521 <p><i>2030 Phase 2 Build Suggested Recommendations:</i></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><i>2025 Phase 1 Build Suggested Recommendations:</i></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><i>2030 Phase 2 Build Suggested Recommendations:</i></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><i>2025 Phase 1 Build Suggested Recommendations:</i></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><i>2030 Phase 2 Build Suggested Recommendations:</i></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><i>2025 Phase 1 Build Suggested Recommendations:</i></p> <ul style="list-style-type: none">Construct a northbound right turn lane with 150 feet of storage on US 521Remark existing painted out median to provide additional southbound left turn lane with storage of 250 feet on US 521Construct a channelized westbound right turn lane with a storage of 300 feet on proposed Smoky DrExtend the westbound left turn lane from 55 feet to 200 feet of storage on proposed Smoky Dr <p><i>2030 Phase 2 Build Suggested Recommendations:</i></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 AveRemark 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><i>2025 Phase 1 Build Suggested Recommendations:</i></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 intersectionConstruct channelized free flow northbound right turn lane on Lancaster Hwy <p><i>2030 Phase 2 Build Suggested Recommendations:</i></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><i>2025 Phase 1 Build Suggested Recommendations:</i></p> <ul style="list-style-type: none">Construct an additional westbound right turn lane with storage of 250 feet on Providence Rd WImplement northbound right turn overlap phasing <p><i>2030 Phase 2 Build Suggested Recommendations:</i></p> <ul style="list-style-type: none">Extend the westbound right turn lanes from 250 feet to 350 feet on Providence Rd W <p>CHAR2/2147200v1824</p>	

<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.l, below, the following standards shall apply based on frontage type to Existing Built Development Expansion and New Development (subject to Section VI.b. above):</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;provide architectural protrusion to accentuate enclosed balconies; and/ora significant change in color and/or material accompanied with a minimum building articulation.Arcades, galleries, colonnades, outdoor plazas, outdoor dining areas, or similar pedestrian-oriented ground floor designs may be incorporated into facades.The ground floor shall be architecturally differentiated from upper stories for buildings five (5) stories and taller through treatments such as, but not limited to, taller ground floor windows, variations in building materials, increased pedestrian level detail etc.All frontages, with the exception of Limited Access Road frontages, shall have a minimum of one Prominent Entrance.All ground floor entrances shall include a direct pedestrian connection between the street facing doors and adjacent sidewalks.Common usable open spaces, site amenity areas or courtyards can be utilized to break up the wall plane.Loading docks, truck doors and service areas for new infill development shall not be oriented to and/or located between the building public streets for new development. Loading docks, truck doors and service areas shall be screened, with landscaping, screen walls or other architectural features, from public view except when topographic and/or environmental site	<p>conditions exist making such limitation impractical or if there is a demonstrated public benefit reasonably acceptable to the Planning Director to deviate from this standard.</p> <p>8. Balconies will be designed so that their size and location maximize their intended use for open space. The balconies and awnings may encroach into the 4-foot setback transition zone above the first story of the building with a clearance from grade of a minimum of twelve (12) feet when the building is located along and the balcony is facing a public street.</p> <p>j. Multi-Family (townhomes) and Single Family Attached and Single-Family Detached Design Standards. The following design provisions shall apply to multi-family and single family attached townhomes and/or single-family detached units as part of Existing Built Development Expansion and New Development (subject to Section VI.b above):</p> <ol style="list-style-type: none">Vehicular entrances to garages shall be located to the rear of the building and shall not face a Main Street frontage, Primary Street frontage, or common open space. A residential alley shall not be considered a frontage.Surface parking lots shall be located to the rear or side of the building.The primary pedestrian entry to each dwelling unit shall face a frontage or a common open space if the open space is a minimum of 20' in depth.To provide privacy, all residential entrances within 15 feet of the sidewalk must be raised from the average sidewalk grade a minimum of 12 inches, subject to applicable deviations to address site constraints.Pitched roofs, if provided, shall be symmetrically sloped no less than 6:12, except that roofs for porches and attached sheds may be no less than 2:12, unless a flat rood architectural style is employed.Usable porches and stoops shall form a predominate feature of the building design and be located on the front and/or side of the building. Usable front porches are covered and are at least 4 feet deep. Stoops and entry-level porches may be covered but not be enclosed.All corner/end units that face a public or private street should have a porch or stoop that wraps a portion of the front and side of the unit or blank wall provisions shall be implemented that limit the maximum blank wall expanse to 10 feet on all building levels and/or allows acceptable landscaping treatments along such areas.Sidewalks should be provided to connect one residential entrance to sidewalks along public and private streets.Buildings may orient to open space in lieu of a public street. <p>k. Structured Parking Design Standards. The following standards shall apply to New Development (subject to Section VI.b above) structured parking facilities:</p> <ol style="list-style-type: none">Building materials associated with facades on parking structures not screened by landscaping or other buildings shall be generally compatible in character and quality with	<p>materials used on nearby buildings, plazas and streetscapes, taking into consideration differences associated with parking structures;</p> <ol style="list-style-type: none">Parking structures shall be designed to materially screen the view of parked cars from adjacent public or private streets or publicly accessible open spaces or plazas. Screening of cars on the ground level and second level will be accomplished primarily through the use of decorative louvers and similar features, and/or landscaping. Cars shall not be visible from the street and/or adjacent sidewalk. Deviations are permitted along I-485 and where landscaping or walls a minimum of 42 inches tall are permitted screening.Parking on all levels shall be screened with decorative louvers or glazing along Primary and Main Street Frontages. Along all other frontages, screening of cars parked on the upper level will be accomplished by a wall, at least 36 inches in height, designed as part of the parking deck structure except in Development Area A where the first two levels facing a public street shall be screened with decorative louvers or glazing.Architectural detailing should minimize large expanses of horizontal openings in excess of 20 feet and should provide vertical breaks from ground level to top level every 50 feet.Existing parking structures may be converted to occupiable space. The area improved shall comply with the minimum design standards set forth in the Ordinance and the <i>Optional Provisions</i>.New parking structures on Main Street and Primary Street Frontages shall be designed in a manner to promote the future conversion to occupiable space, including floor level height, structural openings and the grade differential between the ground floor and adjacent sidewalk elevations (for clarity and avoidance of doubt, this provision shall not be construed to require construction or engineering enhancements to such new parking structures to accommodate occupiable space above grade or on top of such parking structures). <p>l. Optional Provision – Larger Format Users. The standards of this Section VI shall not apply to large format users as described in the <i>Optional Provision</i> set forth in Section II.a.7 above.</p> <p>VII. Lighting Standards Applicable to Rezoning Site.</p> <ol style="list-style-type: none">All lighting shall be full cut-off type lighting fixtures excluding lower, decorative lighting that may be installed along driveways, sidewalks and park areas.Detached lighting, except street lights located along public and private streets, will be limited to 26 feet in height in portions of the MUDD-O Areas used for non-residential uses and 21 feet in height for portions used for residential uses.Lighting will be downwardly directed however architectural lighting on building facades, such as sconces, will be permitted.Pedestrian scale lighting shall be provided on new Main, Primary and Secondary Street Frontages along the portion of the frontage where New Development is occurring.	<p>VIII. Signage Standards Applicable to All MUDD-O Districts.</p> <p>a. See the <i>Optional Provisions related to signs in Section II of these General Development Standards</i>.</p> <p>IX. Environmental Vision Plan & Environmental Features; PCSO. The below sets forth the Environmental vision and implementation plan for development taking place on the Rezoning Site and certain other guidelines related to environmental and sustainability aspects associated with the Rezoning Plan. The Environmental Plan provides overarching context, intent and requirements for the addressing certain environmental aspects contemplated for the Rezoning Site including open space, stormwater/PCSO, tree ordinance, and similar features.</p> <p>a. Tree Save. Since the Rezoning Site is a master planned unified development, tree save requirements set forth in the Tree Ordinance applicable to development and redevelopment in the Rezoning Site may be met using any area within the Rezoning Site such that individual parcels within the Rezoning Site will not be required to provide tree save areas within such parcel boundaries provided that the overall tree save areas and requirements for overall Rezoning Site are in compliance.</p> <p>b. Storm Water Management. Development and redevelopment within the Rezoning Site shall meet the Post-Construction Stormwater Ordinance as outlined in the Technical Memorandum prepared as approved by the City dated as of August 30, 2011. <i>Revisions to the Technical Memorandum shall be approved by the Stormwater Administrator.</i></p> <p>c. Open Space Phasing. The Petitioner shall provide forty-five (45) acres of Open Space and/or Active Open Space (whether existing as of Rezoning approval or later installed) prior to completion of the Phase I development level; such Open Space and/or Active Open Space may be provided anywhere on the Rezoning Site. The Petitioner shall provide an additional fifty-five (55) acres of Open Space and/or Active Open Space (whether existing as of Rezoning approval or later installed) prior to completion of the Phase II development level; such Open Space and/or Active Open Space may be provided anywhere on the Rezoning Site. Upon completion of Phase I development level and Phase II development level, thirty-five percent (35%) of the 100 acres of Open Space shall be Active Open Space.</p> <p>X. CATS.</p> <p>a. Petitioner, or assigns, will provide for locations within dedicated rights of way for on-street bus stops, bus shelters, and bus pull outs for future bus rapid transit in a manner consistent with CATS guidelines upon review and approval of CATS. Petitioner, or assigns, will provide for the concrete pads associated with such bus stops and will seek to provide for site designs that promote pedestrian connectivity to such bus stops from nearby uses. These efforts will occur during the land development process for development taking place along the applicable rights of way.</p> <p>b. See also provisions of Section IV.d above regarding LRT service matters.</p> <p>XI. Amendments to the Rezoning Plan; Binding Effect:</p> <p>a. Amendments. Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners of the applicable portions or parcels of the Rezoning Site affected by such amendment in accordance with the provisions the Development</p>	<div>LandDesign[®]</div> <div>223 N Graham Street Charlotte, NC 28202 V: 704.333.0325 F: 704.332.3246 www.LandDesign.com</div> <div>NORTHWOOD OFFICE</div> <div>SASAKI</div> <div>Moore & VanAllen</div> <div>REVISIONS:</div> <div>DATE: 01.20.2020 DESIGNED BY: LRM DRAWN BY: LRM CHECKED BY: LRM SCALE: 1/8"=1'-0" SHEET #: PROJECT #1018459</div> <div>Ballantyne Reimagined REZONING PETITION NUMBER 2019-115 NORTHWOOD, CHARLOTTE, NC DEVELOPMENT STANDARDS & TRANSPORTATION NOTES</div> <div>RZ-6.0E</div>
CHAR2\2147200v1833	CHAR2\2147200v1834	CHAR2\2147200v1835	CHAR2\2147200v1836	

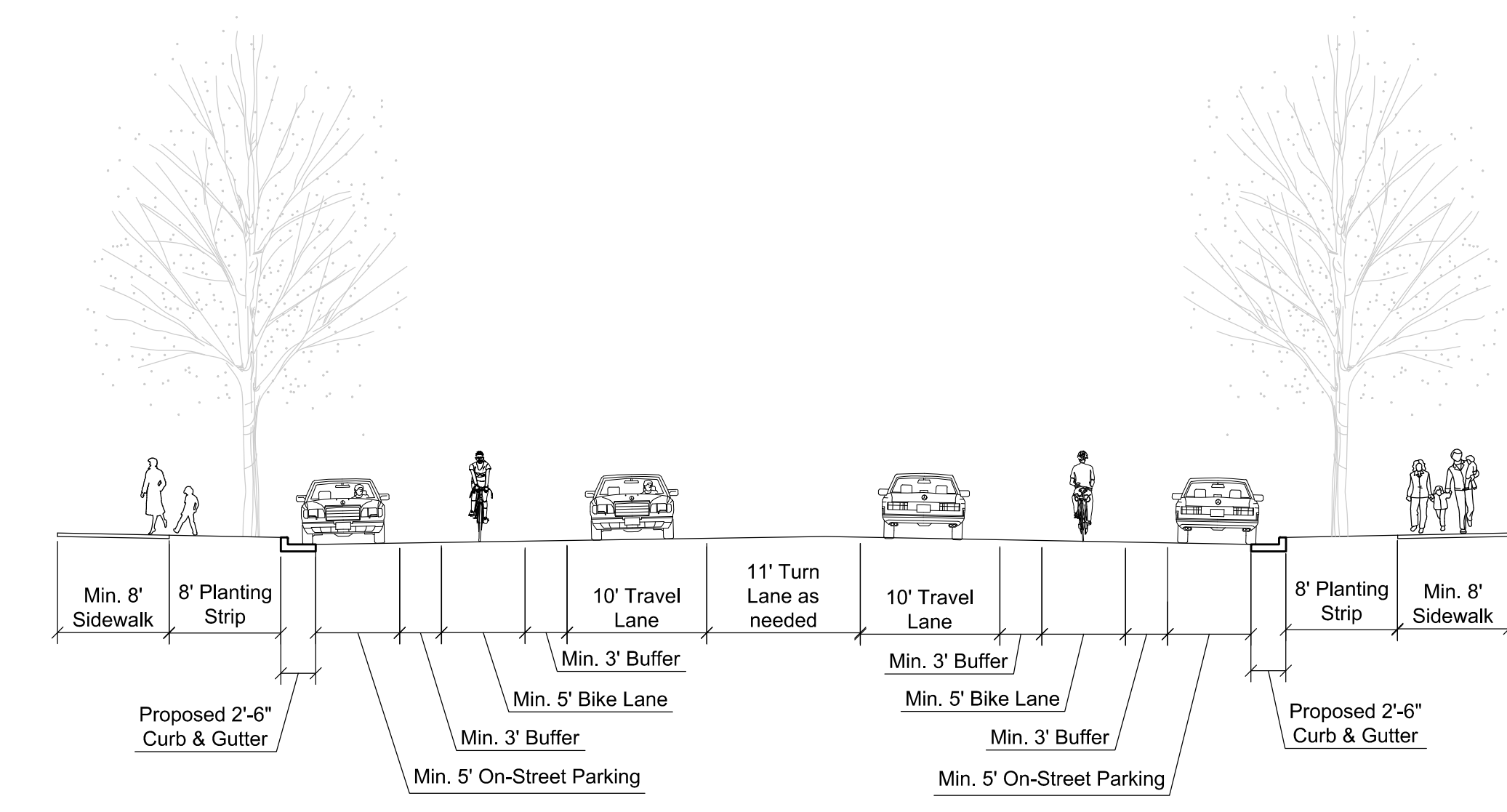


- LEGEND:**
- EXISTING STREETS
 - PROPOSED DRIVE
 - PROPOSED PHASE 1 & 2 ROADS:
 - SECTION A
 - SECTION B1 & B2
 - SECTION C
 - SECTION D
 - SECTION E
 - SECTION F
 - * CONCEPTUAL STREET LOCATION, FINAL LOCATIONS TO BE DETERMINED AS DEVELOPMENT OCCURS
 - EXISTING CONNECTIVITY
 - PROPOSED CONNECTIVITY
 - PROPOSED REZONING BOUNDARY
 - * IF EXISTING CONDITIONS ALLOW, PETITIONER TO RESTRIPE THE WEST BOUND TRAVEL LANES WEST OF JOHNSTON ROAD ON BALLANTYNE COMMONS PARKWAY FROM JOHNSTON ROAD TO BALLANTYNE MEDICAL PLACE TO ACCOMMODATE A 3' BIKE LANE. IMPROVEMENTS LIMITED TO RESTRIPE ONLY.
 - * NEW PRIVATE NETWORK REQUIRED STREETS WILL HAVE A PUBLIC EASEMENT.

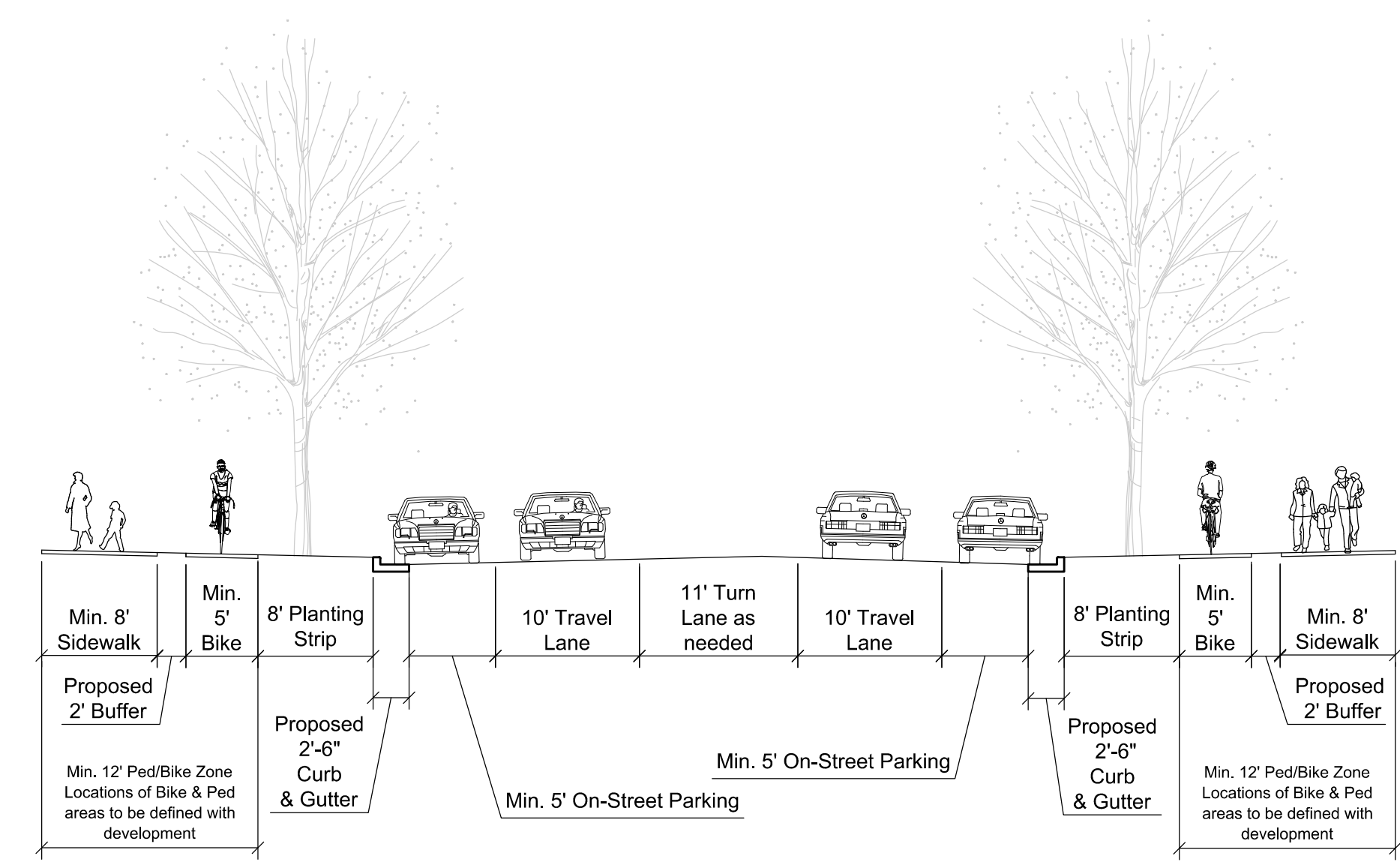




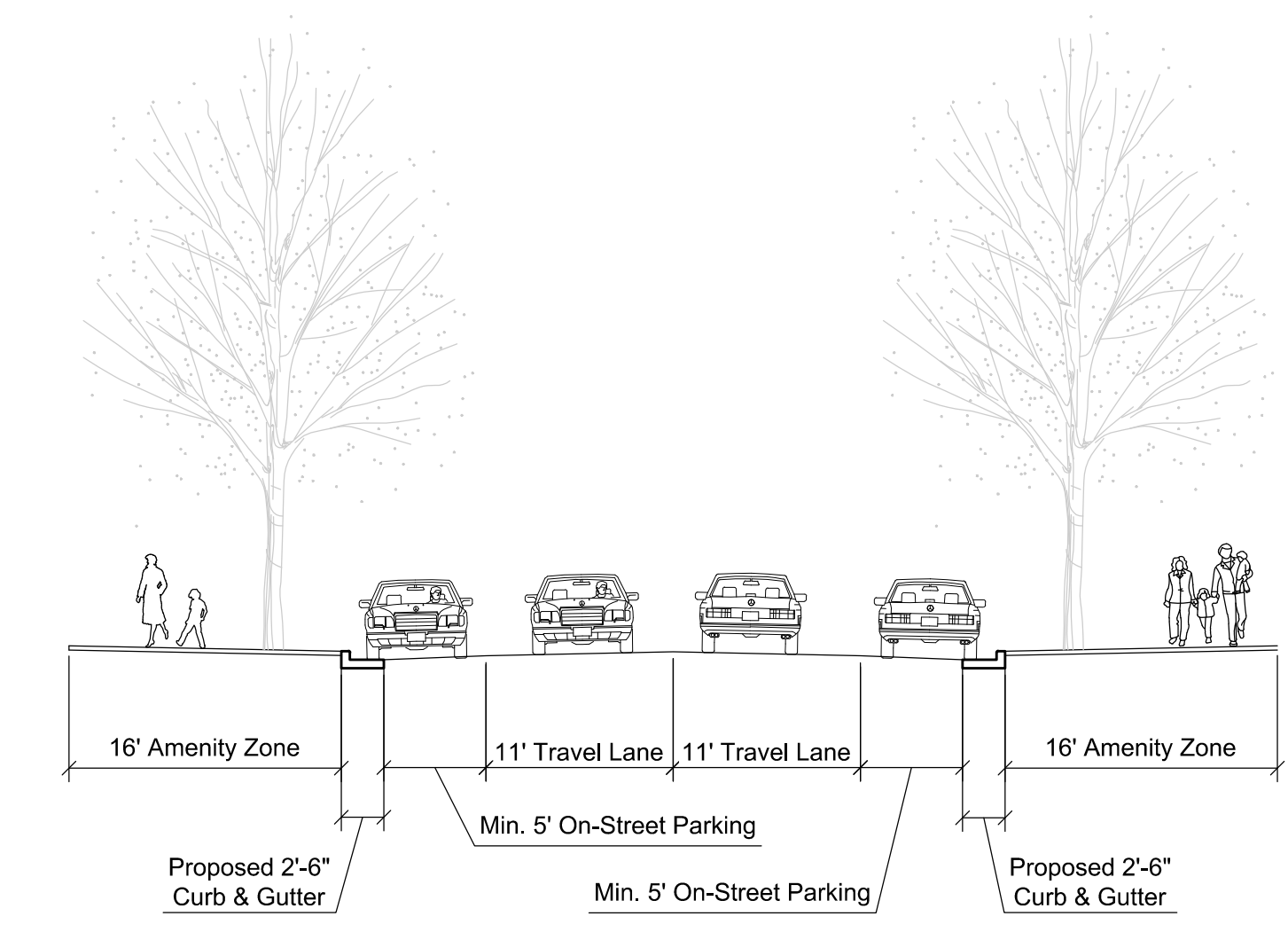
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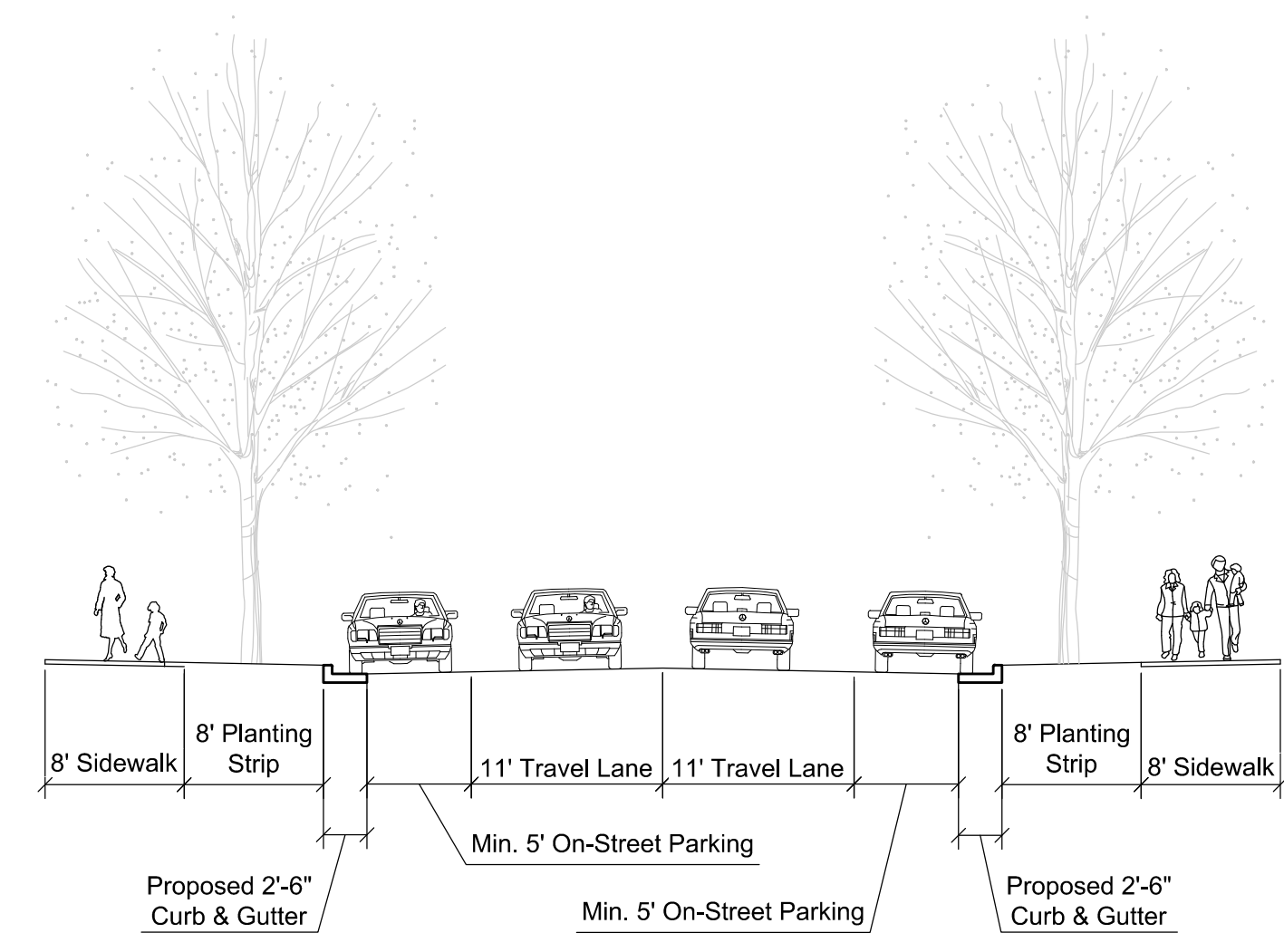
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(ON-STREET PARKING OPTIONAL - WHERE NO ON-STREET PARKING, BUFFER BETWEEN CURB AND GUTTER AND BIKE LANE IS REMOVED)
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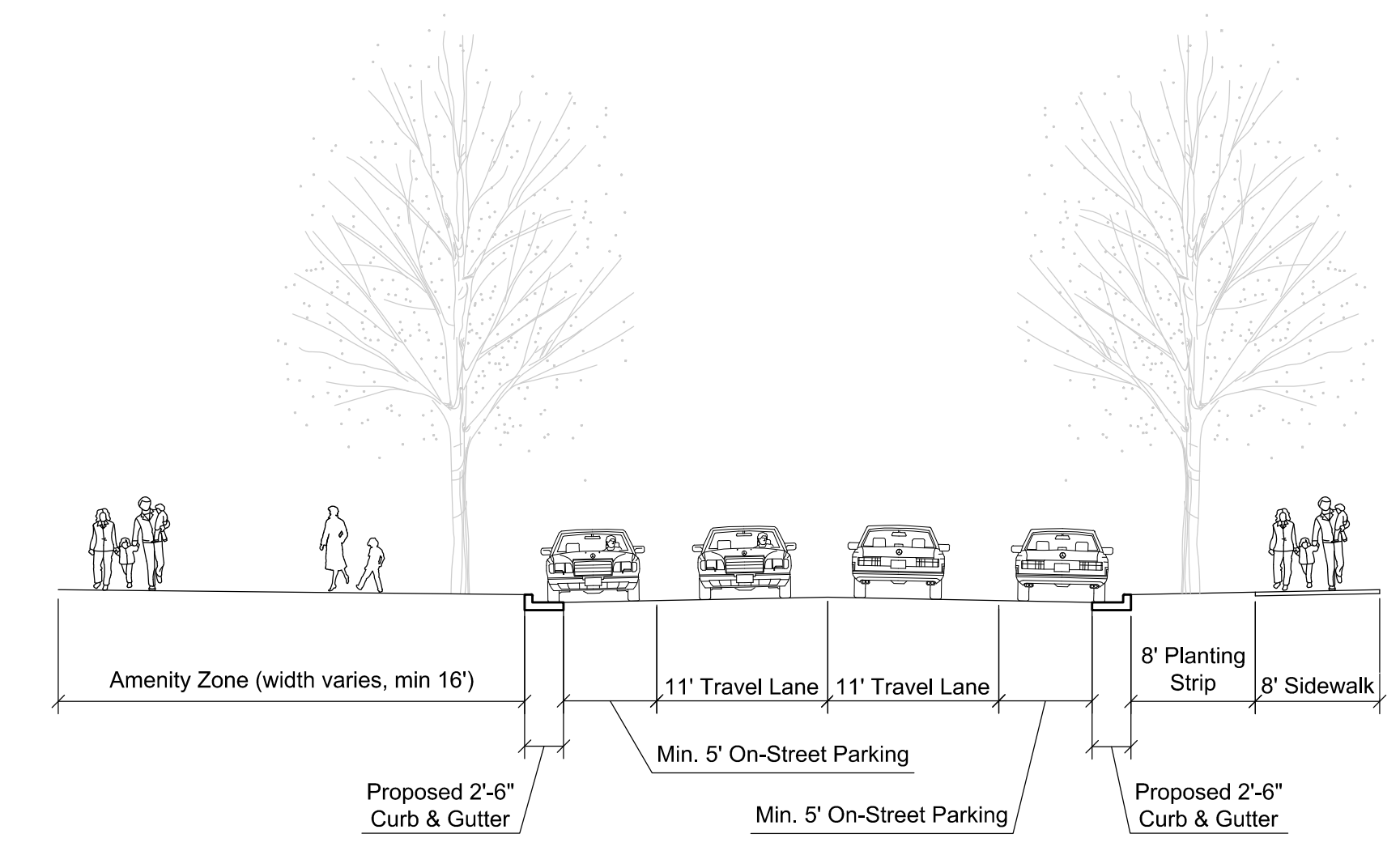
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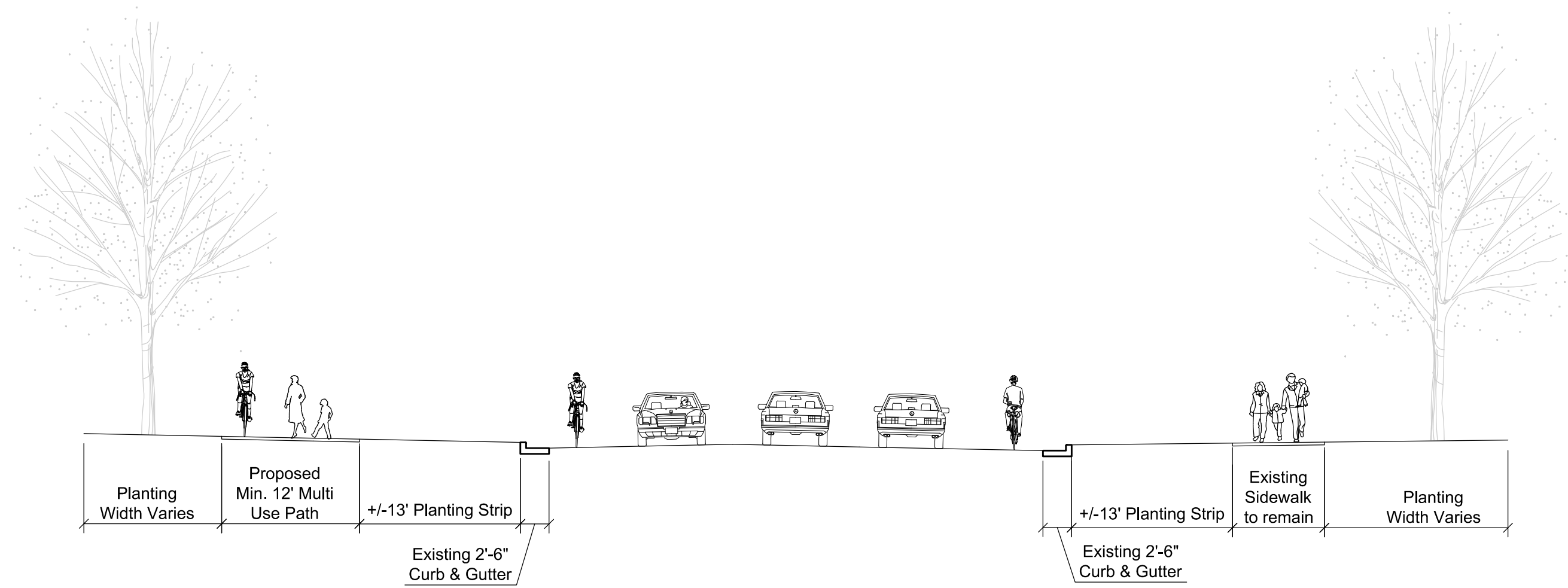
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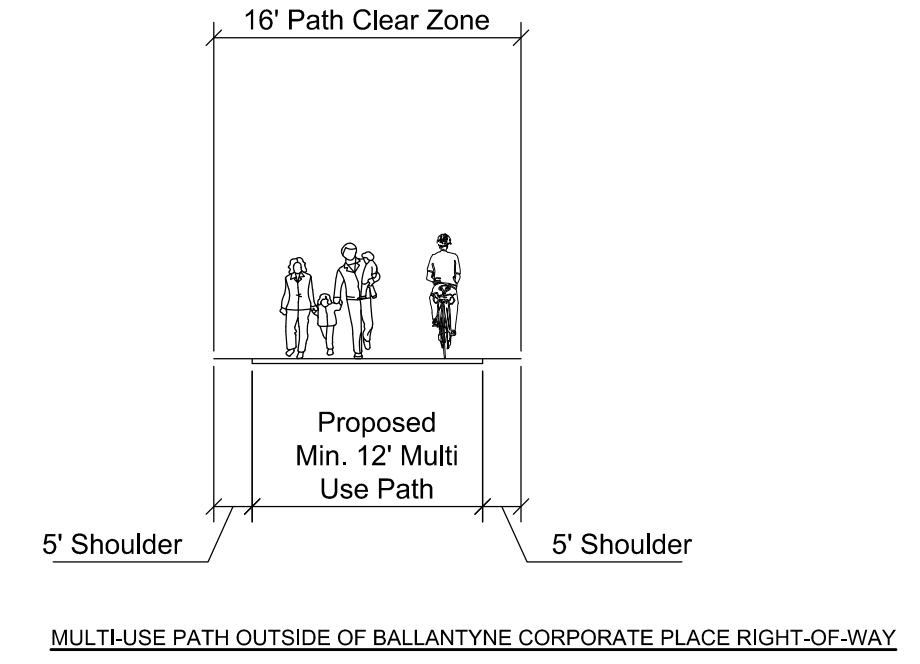
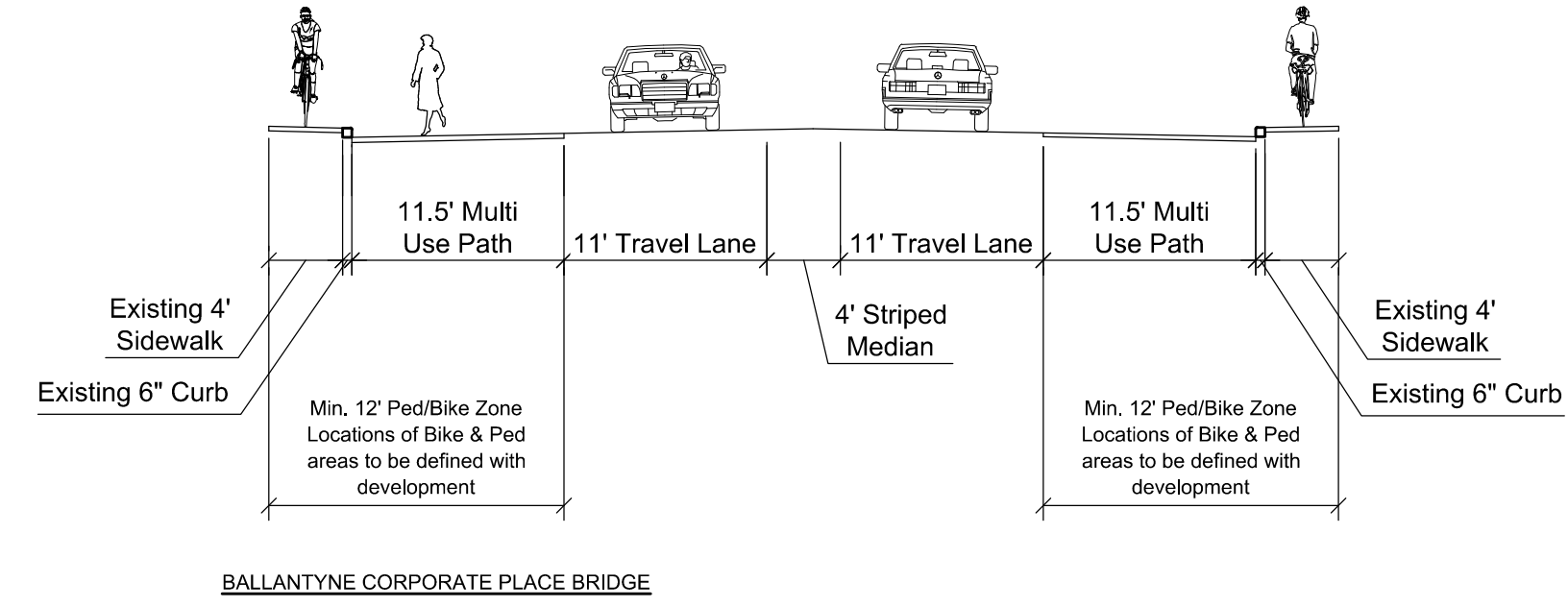
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(ON-STREET PARKING OPTIONAL)
(refer to legend on RZ-7.0A)



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



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

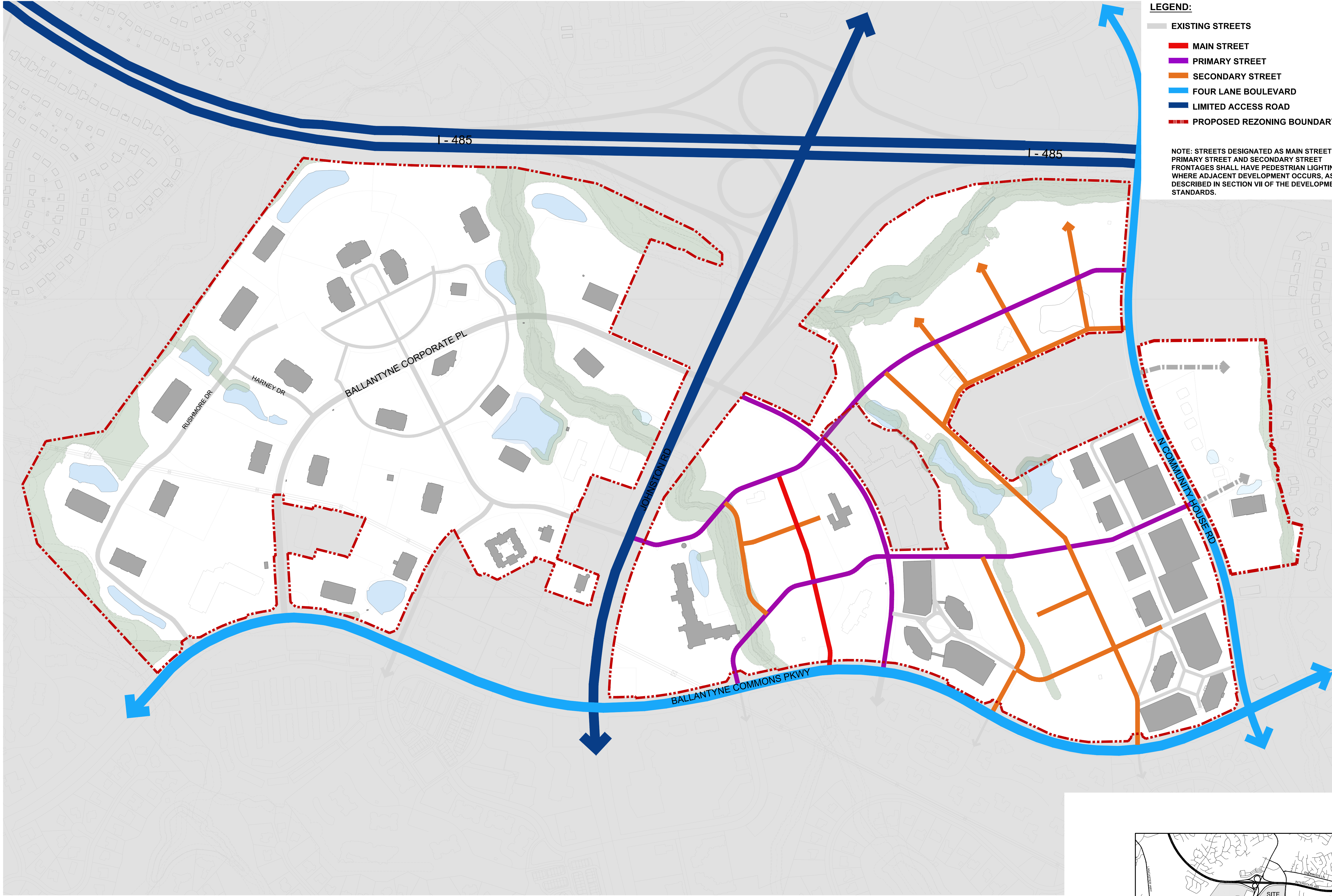


DATE: 01.20.2020
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 DRAWN BY: LRM
 CHECKED BY: LRM
 SCALE: 1" = 10'
 PROJECT #1018459

REVISIONS:

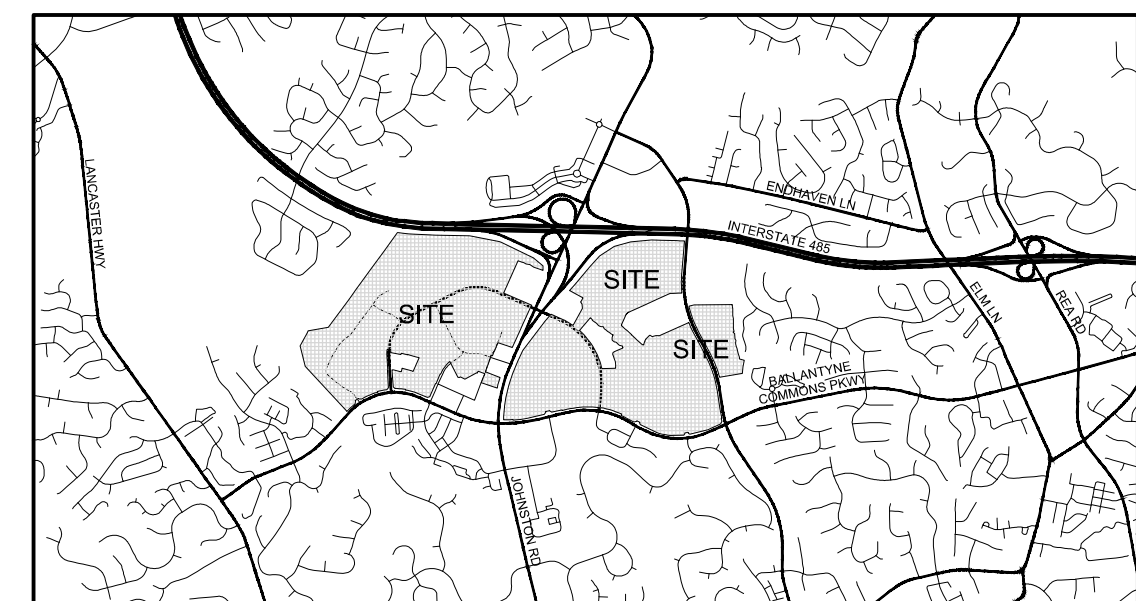
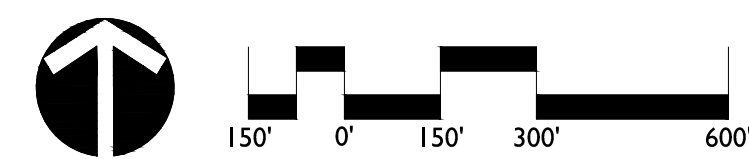
Ballantyne Reimagined
 REZONING PETITION NUMBER 2019-115
 NORTHWOOD, CHARLOTTE, NC
 CONCEPTUAL PROPOSED CROSS SECTIONS

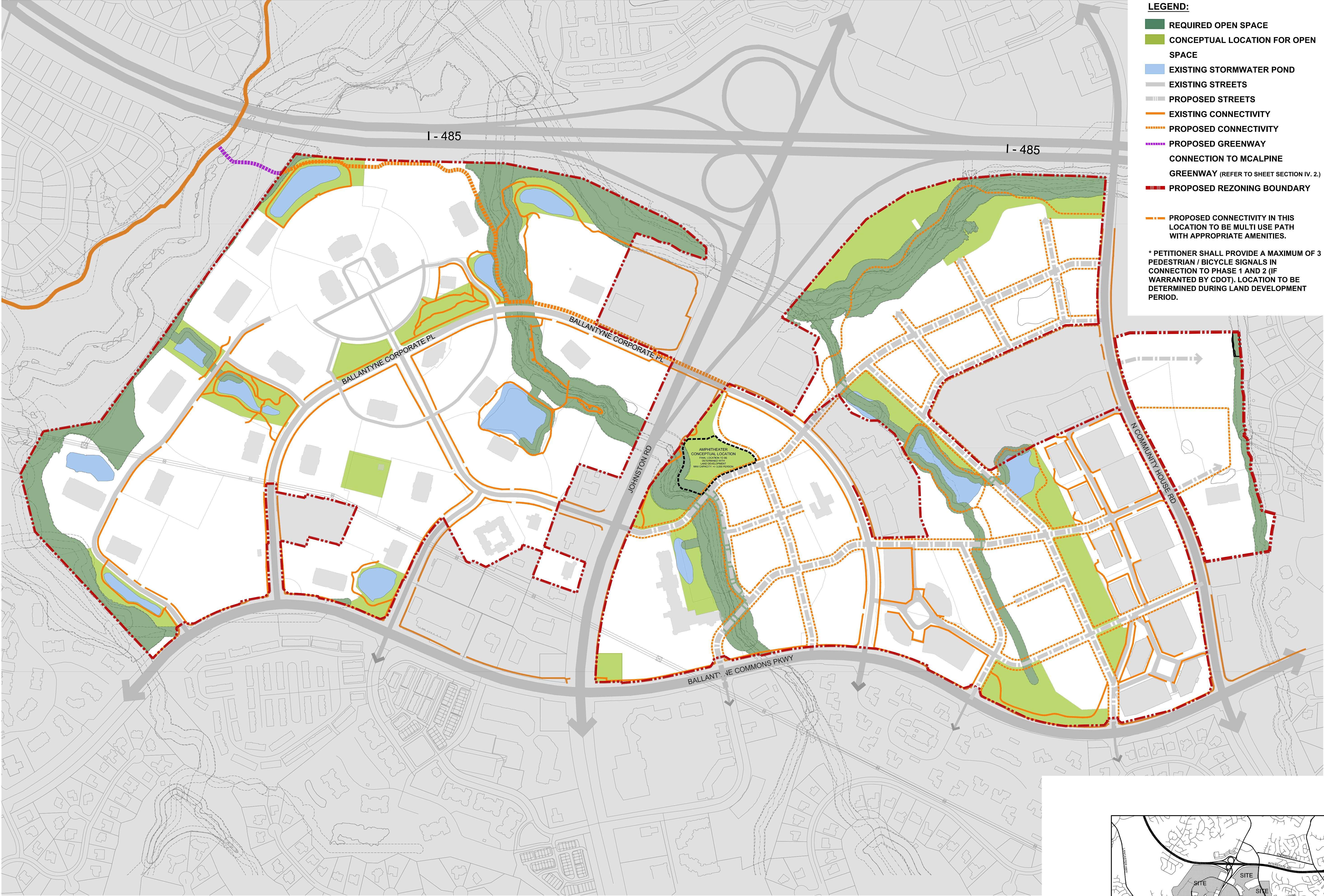
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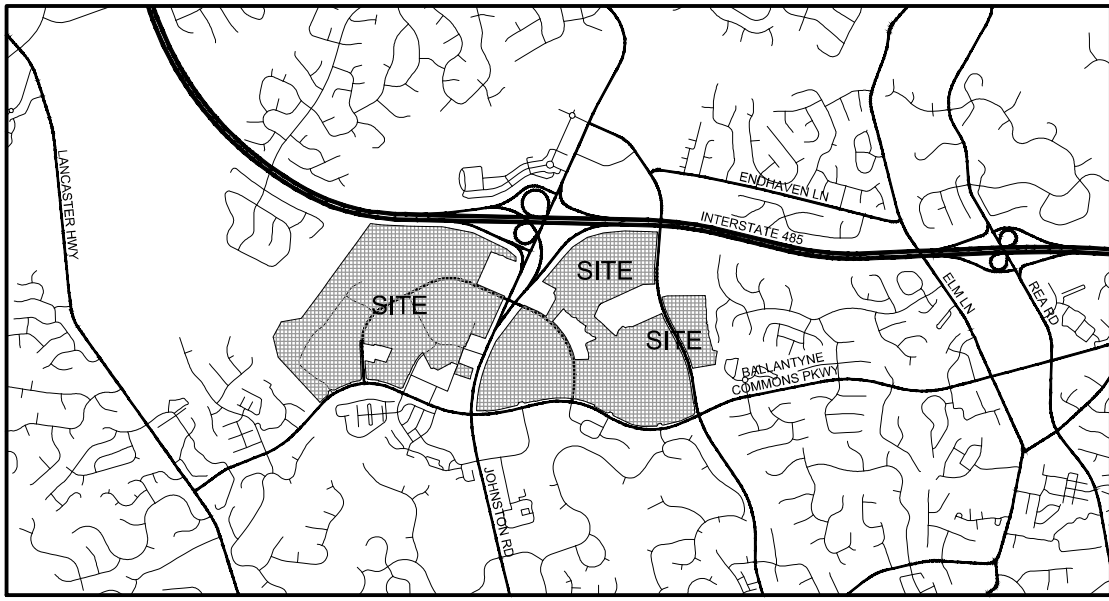
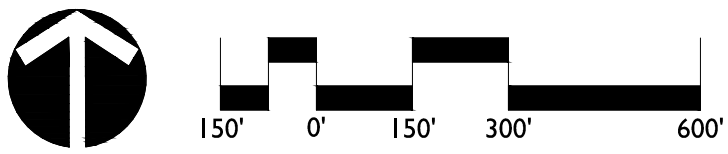
- LEGEND:**
- EXISTING STREETS
 - MAIN STREET
 - PRIMARY STREET
 - SECONDARY STREET
 - FOUR LANE BOULEVARD
 - LIMITED ACCESS ROAD
 - PROPOSED REZONING BOUNDARY

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





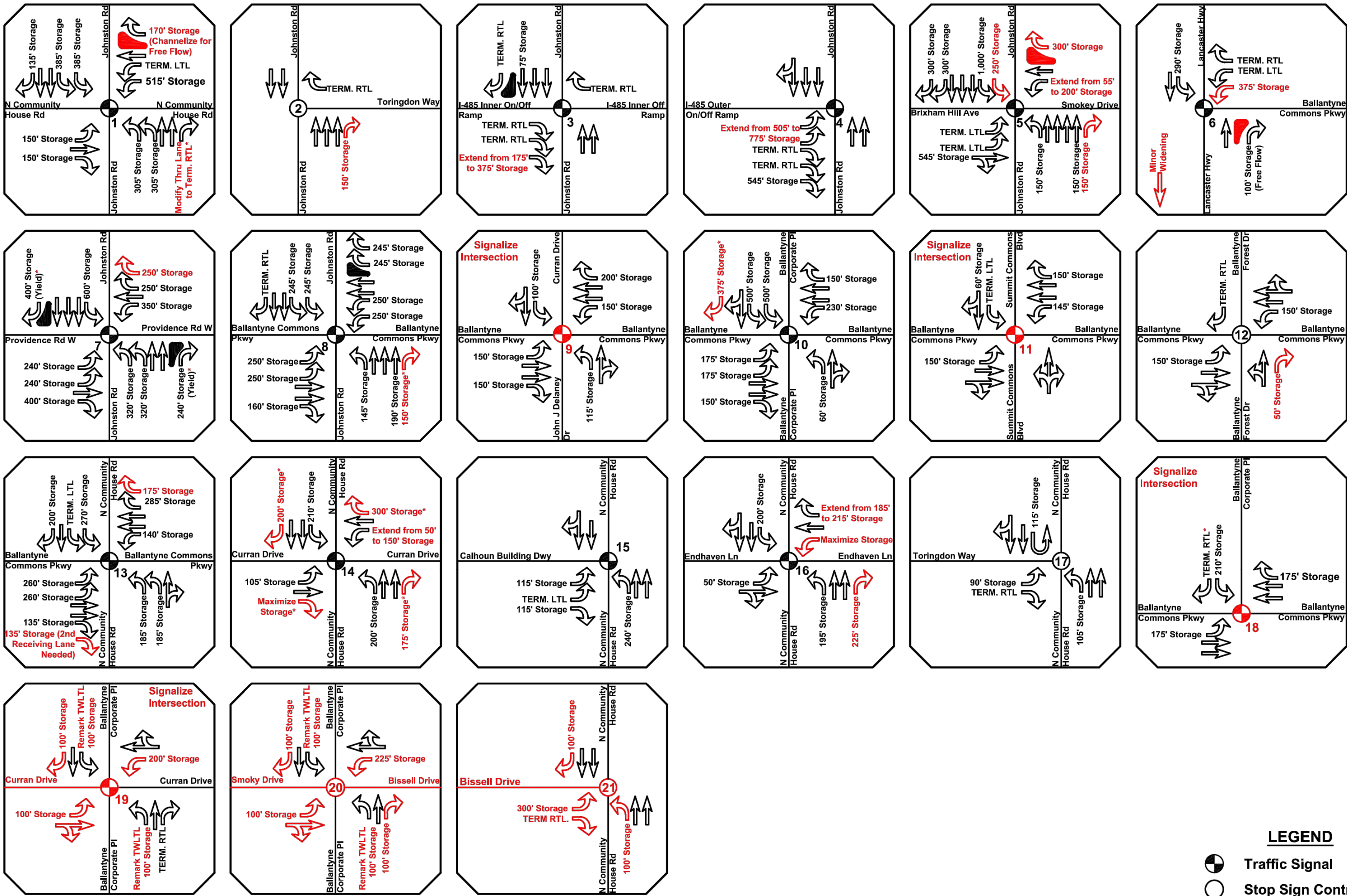
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 - CONCEPTUAL LOCATION FOR OPEN SPACE
 - EXISTING STORMWATER POND
 - EXISTING STREETS
 - PROPOSED STREETS
 - EXISTING CONNECTIVITY
 - PROPOSED CONNECTIVITY
 - PROPOSED GREENWAY
 - CONNECTION TO MCALPINE GREENWAY (REFER TO SHEET SECTION IV. 2.)
 - PROPOSED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



DATE: 01/20/2020
DESIGNED BY: LRM
DRAWN BY: LRM
CHECKED BY: LRM
SCALE: 1" = 300'
PROJECT #1018459

REVISIONS:

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



LANDSCAPE ARCHITECTURE
CIVIL ENGINEERING
TRANSPORTATION PLANNING

2459 Wilkinson Blvd, Ste 200 Charlotte, NC 28208
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www.drgroup.com

BALLANTYNE TIS

CHARLOTTE, NC

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

PHASE 1 SUGGESTED LANEAGE

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SCALE: NTS

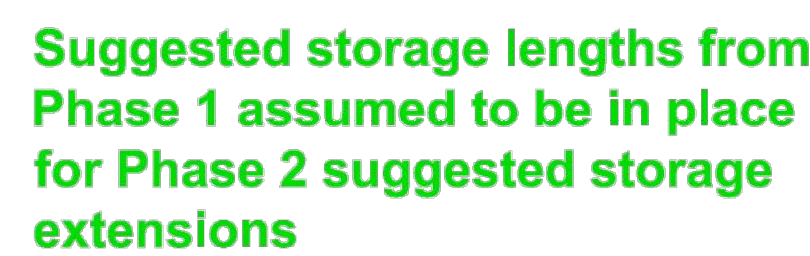
PROJECT #: 806-001
DRAWN BY: PAH
CHECKED BY: MWW

DECEMBER 2019

REVISIONS:

1.	

Figure 12

The logo for DRG Design Resource Group. It features the letters 'drG' in a large, bold, sans-serif font. The 'd' and 'r' are black, and the 'G' is blue. Below this, the words 'DESIGN', 'RESOURCE', and 'GROUP' are stacked in a smaller, bold, sans-serif font. 'DESIGN' and 'RESOURCE' are black, and 'GROUP' is blue.

O 2459 Wilkinson Blvd, Ste 200 Charlotte, NC 28208
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CHARLOTTE, NC 28277

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

REVISIONS:

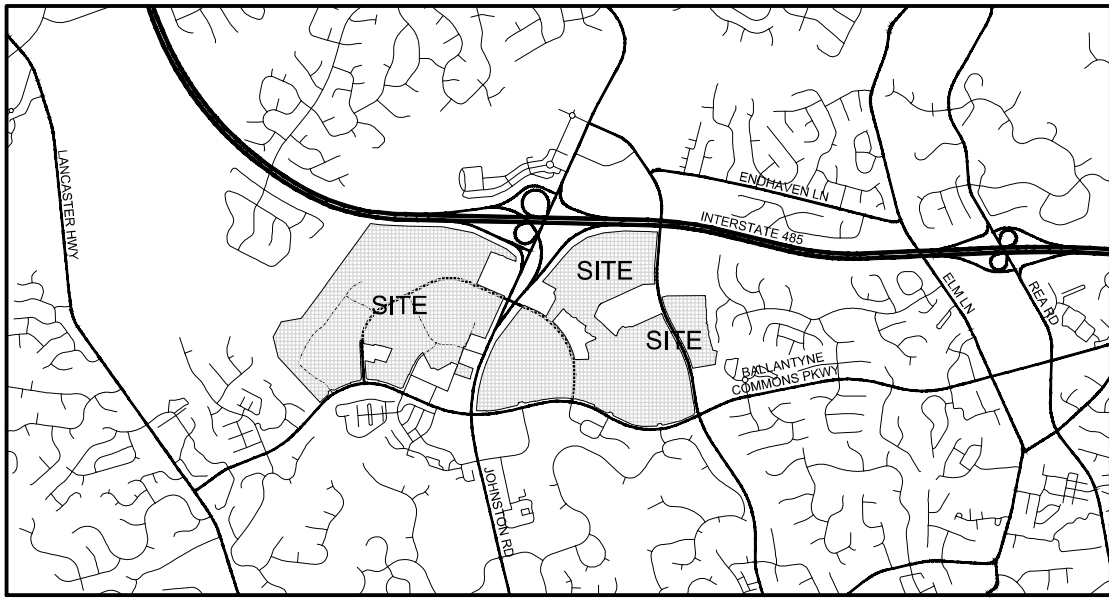
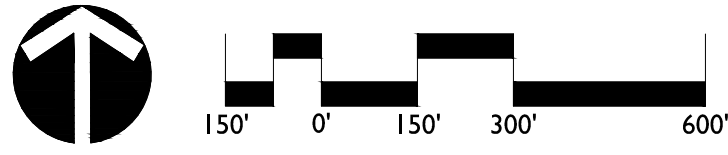
DATE: 01.20.2020
DESIGNED BY: LRM
DRAWN BY: LRM
CHECKED BY: LRM
Q.C. BY: NLD
SCALE: T.S.
PROJECT #1018459

SHEET #:
RZ-9.0B



PARCEL DATA:

1. NW BCP LAND LP NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-501-50 32.74 AC (SEE NOTE)	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 8.49 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 2.86 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 (SEE NOTE)	12. NW CCR BUILDING LP C/O NORTHWOOD INVESTORS LLC TAX PARCEL ID: 223-156-04 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 JH 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: 01/20/2020
DESIGNED BY: LRM
DRAWN BY: LRM
CHECKED BY: LRM
SCALE: 1" = 300'
PROJECT #1018459

SHEET #:

RZ-10.0A

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

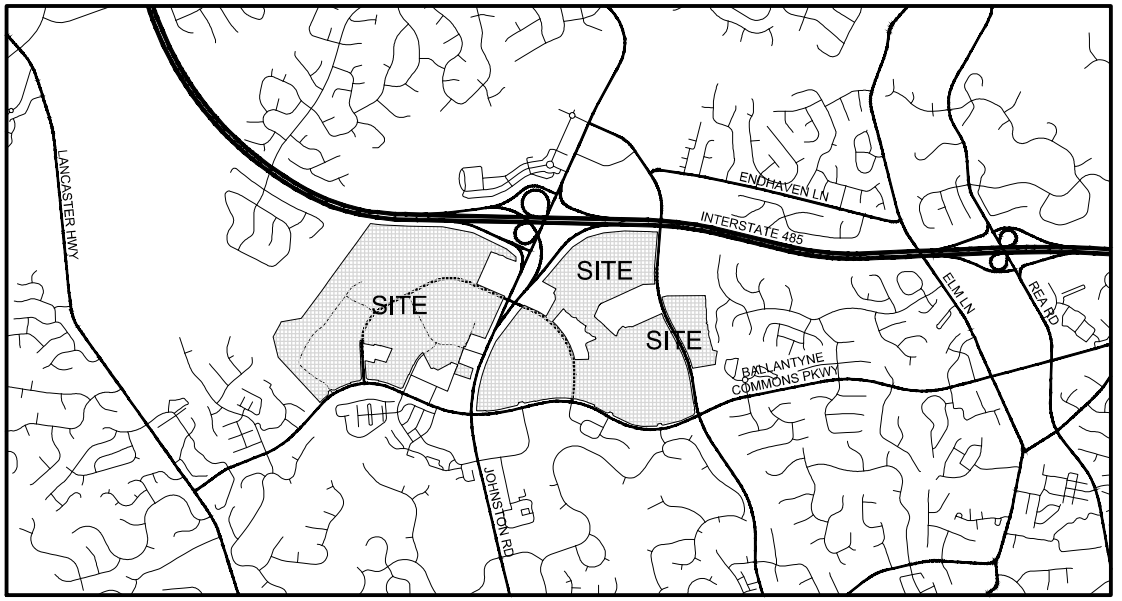
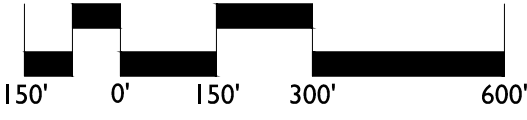
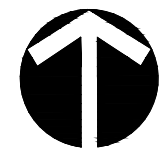
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LEGEND:
--- REZONING BOUNDARY
--- EXISTING PARCELS

THE ABOVE MAP DESCRIBES REZONING BOUNDARY THAT BISECTS EXISTING PARCELS.



REVISIONS:
DATE: 01/20/2020
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DRAWN BY: LRM
CHECKED BY: LRM
SCALE: 1\"/>

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

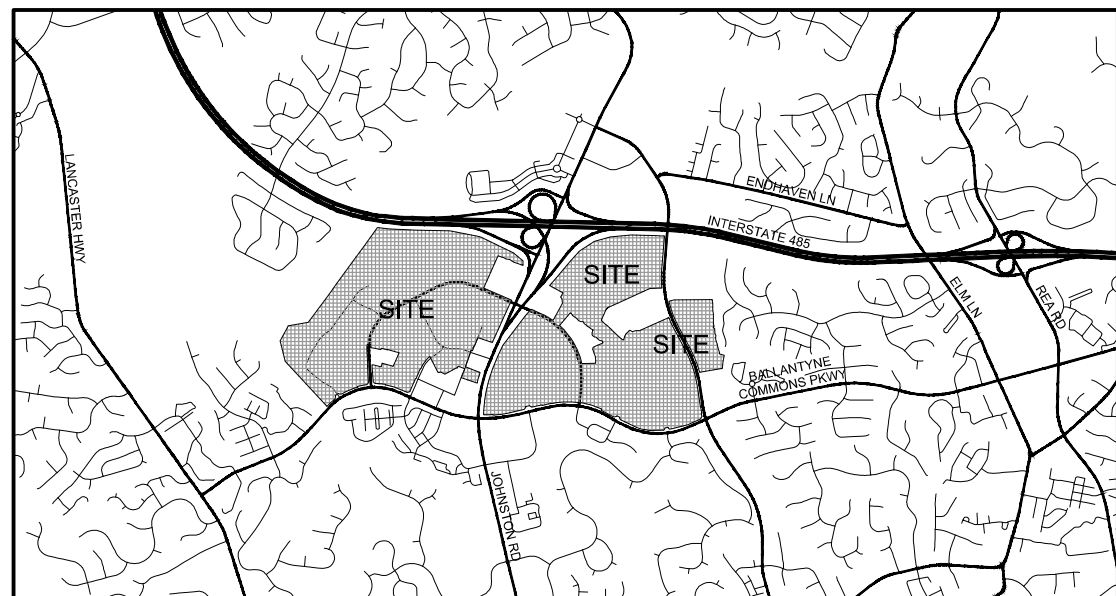
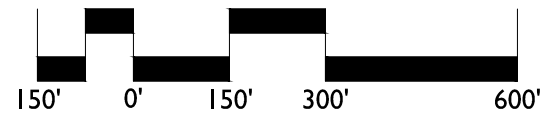
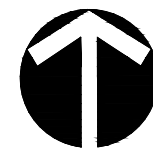
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- | | | | | | |
|--|--|--|---|---|--|
| 1. NW BCP LAND LP
NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-501-50
32.74 AC | C/O YORK DEVELOPMENT LLC
TAX PARCEL ID: 223-462-87
5.75 AC | 17. NW BCP LANDS LP
C/O NORTHWOOD INVESTORS LLC
TAX PARCEL ID: 223-165-02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



REVISIONS:

DATE: 01/20/2020
DESIGNED BY: LRM
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CHECKED BY: LRM
SCALE: 1" = 300'
PROJECT #1018459

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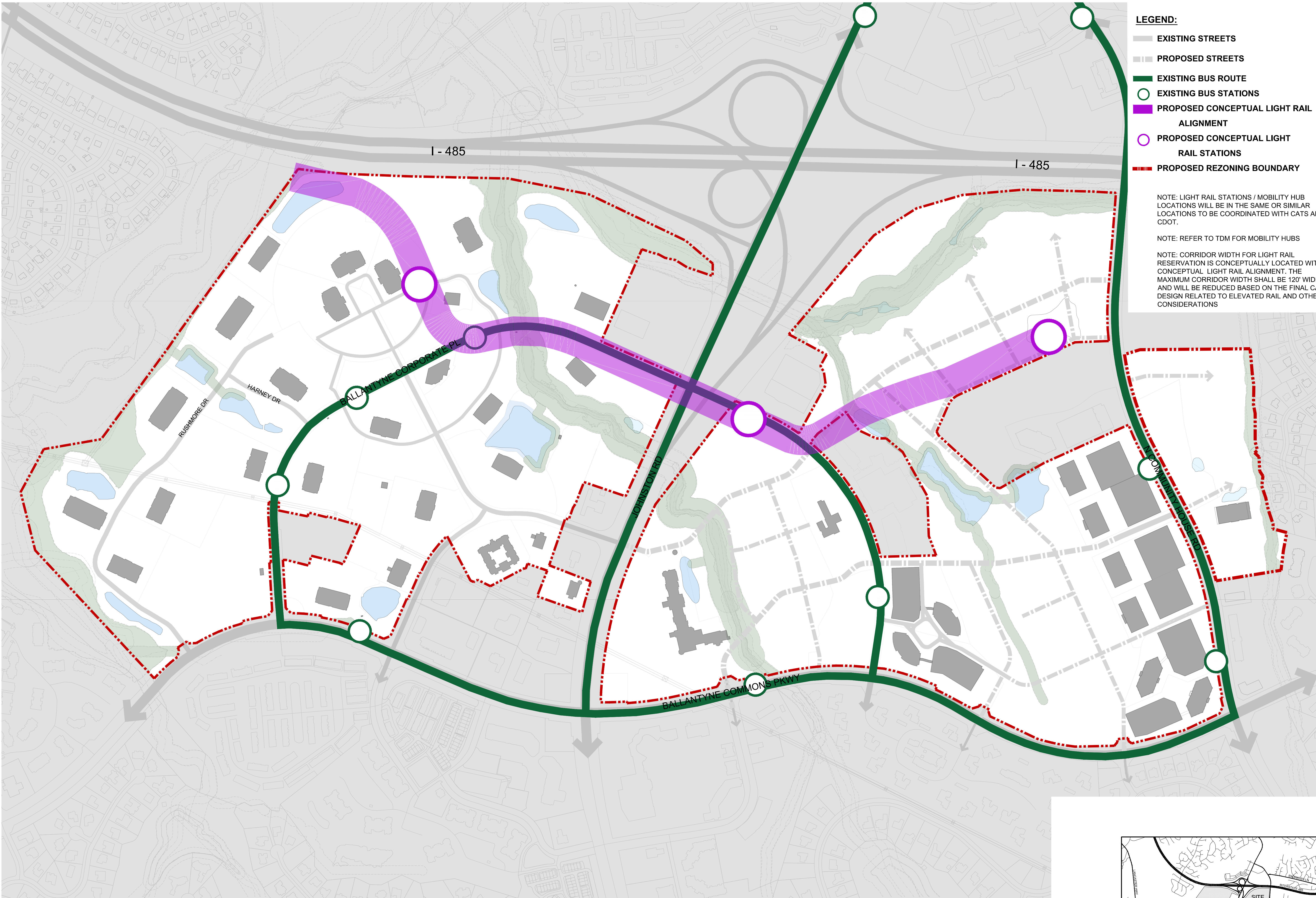
Ballantyne Reimagined
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NORTHWOOD, CHARLOTTE, NC
ADJACENT PARCEL DATA

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- 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.

NOTE: REFER TO TDM FOR MOBILITY HUBS

NOTE: CORRIDOR WIDTH FOR LIGHT RAIL RESERVATION IS CONCEPTUALLY LOCATED WITHIN CONCEPTUAL LIGHT RAIL ALIGNMENT. THE MAXIMUM CORRIDOR WIDTH SHALL BE 120' WIDE AND WILL BE REDUCED BASED ON THE FINAL CATS DESIGN RELATED TO ELEVATED RAIL AND OTHER CONSIDERATIONS

