

SITE DATA

DEVELOPER	ALLIANCE RESIDENTIAL COMPANY 200 PROVIDENCE ROAD, SUITE 250 CHARLOTTE, NORTH CAROLINA 28207
SITE AREA:	GROSS SITE ACREAGE: ±10.5 AC RIGHT-OF-WAY DEDICATION: ±0.54 AC (23,474 SF) NET SITE ACREAGE: ±9.96 AC
PID:	029-411-10
EXISTING ZONING:	R-3
PROPOSED ZONING:	MUDD-0
EXISTING USE:	VACANT
PROPOSED USE:	MIXED-USE DEVELOPMENT*
PROPOSED DENSITY:	±26.6 DU/AC
PROPOSED NUMBER OF UNITS:	260
MAXIMUM BUILDING HEIGHT ALLOWED:	UP TO 65' AND 4 STORIES
FRONT YARD SETBACK:	16' FROM BACK OF CURB
SIDE YARD SETBACK:	0 FT (MUST HAVE 10' BUILDING SEPARATION)
REAR YARD SETBACK:	0 FT (MUST HAVE 10' BUILDING SEPARATION)
BUILDING SEPARATION:	10 FT MIN.
RESIDENTIAL AUTOMOBILE PARKING REQUIRED:	1.0 SPACES/UNIT (260 SPACES)
COMMERCIAL AUTOMOBILE PARKING REQUIRED:	1.0 SPACES/600 GROSS SF (15 SPACES)
AUTOMOBILE PARKING PROVIDED:	382 SPACES (SEE PARKING BREAKDOWN)
TREE SAVE AREA REQUIRED:	1.58 AC (10.5 AC x 15%)
PROPOSED TREE SAVE AREA PROVIDED:	1.61 AC (15% OF SITE AREA)
* INCLUDING MULTI-FAMILY, SINGLE-FAMILY ATTACHED AND COMMERCIAL USES UP TO 260 RESIDENTIAL UNITS, 7 TOWNHOMES AND MINIMUM 10,000 SF OF COMMERCIAL USES AS PERMITTED IN MUDD	

DENSITY CALCULATION:
TOTAL AREA=10.5 AC
NUMBER OF DWELLING UNITS: 260
DWELLING UNITS/AC = 260/10.5 = 24.8 DU/AC

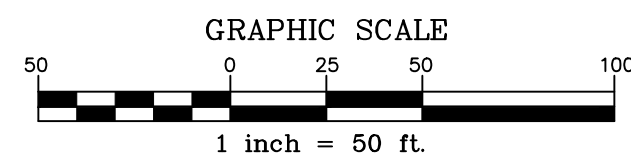
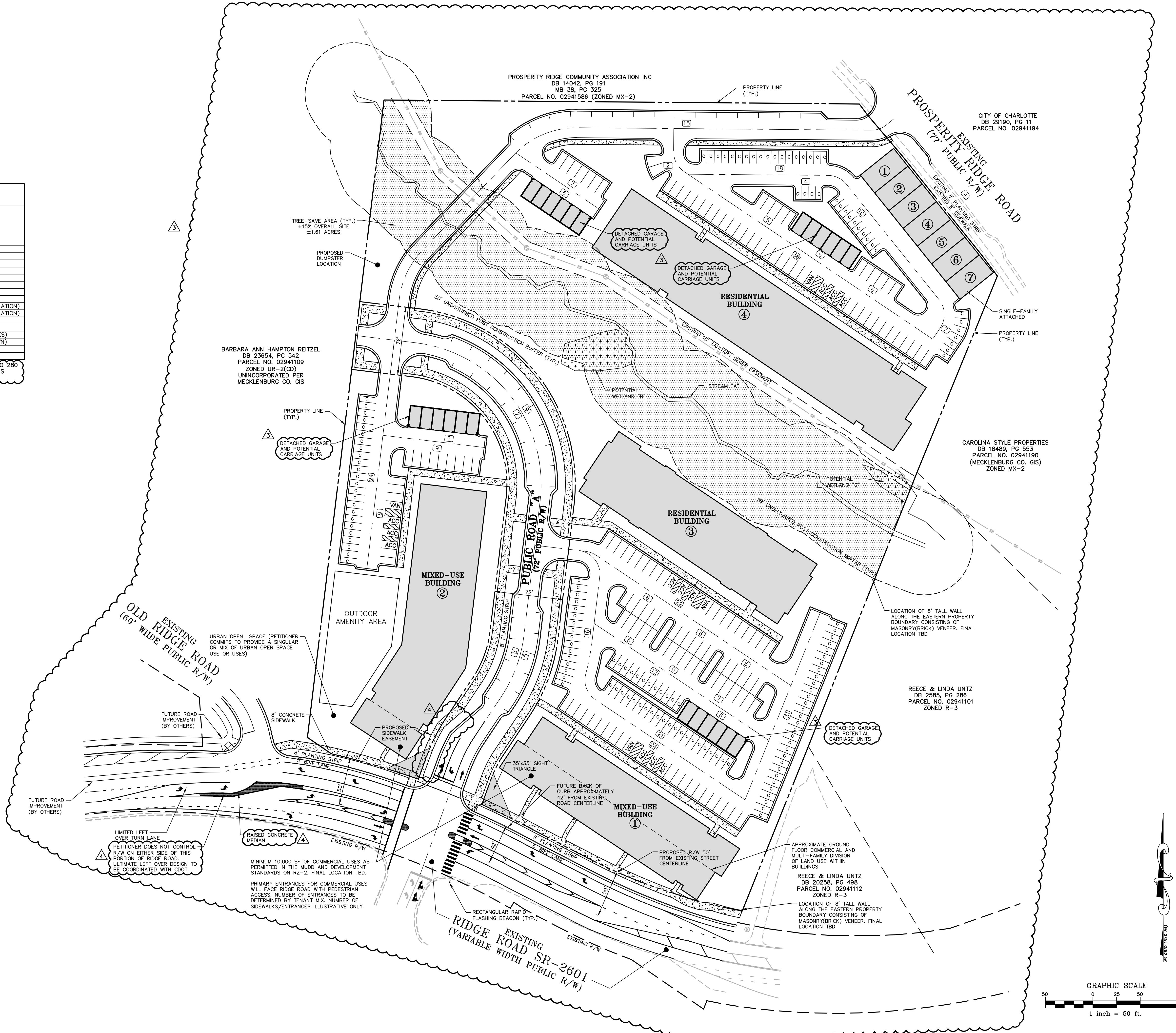
REZONING CASE NUMBER: 2018-132

PARKING BREAKDOWN

BUILDINGS 1,2&3	
COMPACT PARKING:	104
ON-STREET PARKING:	26
GARAGE PARKING:	12
STANDARD PARKING:	100
TOTAL PARKING:	242
BUILDING 4 & TOWNHOMES	
COMPACT PARKING:	39
ON-STREET PARKING:	19
GARAGE PARKING:	12
STANDARD PARKING:	56
TOWNHOME GARAGE PARKING:	14
TOTAL PARKING:	140

SITE LEGEND

ACC	ACCESSIBLE PARKING STALL
VAN	VAN ACCESSIBLE PARKING STALL
XX	PARKING SPACE COUNT
---	PROPERTY LINE
---	RIGHT-OF-WAY LINE
---	LOT LINE
---	EASEMENT LINE
---	CENTERLINE
---	TREE-SAVE AREA



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PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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REVISIONS:

Δ	REVISIONS PER 1ST REVIEW 12-17-2018
Δ	REVISIONS PER 2ND REVIEW 1-14-2019
Δ	REVISIONS PER 3RD REVIEW 3-11-2019
Δ	REVISIONS PER 4TH REVIEW 4-22-2019

OWNER:

MALLARD CREEK OPTIMIST
CLUB INC.
5502 MCKENNEY DRIVE
CHARLOTTE, NORTH CAROLINA 28269

5050 RIDGE ROAD
MALLARD CREEK TOWNSHIP
MECKLENBURG COUNTY, CHARLOTTE, NORTH CAROLINA

REZONING CONCEPT EXHIBIT

PROJECT NO:	ALL-18040
FILENAME:	ALL18040-RZ1
CHECKED BY:	BGP
DRAWN BY:	AJB
SCALE:	1"=50'
DATE:	10-19-2018
SHEET NO.	RZ-1

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ALLIANCE RESIDENTIAL COMPANY

REZONING PETITION NO. 2018-132

DEVELOPMENT STANDARDS

3/11/2019

Development Data Table:

Site Area:
Tax Parcels:
Existing Zoning:
Proposed Zoning:
Existing Use:
Proposed Uses:

+/- 10.5 acres
029-411-10
R-3
MUDD-O, 5 year vested rights
Vacant
Mixed Use Development, including Multifamily Residential and Commercial Uses

Maximum Development:
Maximum Building Height:
Parking:
Tree Save:

Up to 260 residential units and minimum 10,000 square feet of commercial uses as permitted in the MUDD zoning district and further limited in Section III and IV below.
Up to 65 feet and 4 stories, exclusive of basement conditions, as further restricted in Section VI below.
Shall satisfy or exceed MUDD Ordinance requirements
Shall satisfy or exceed Tree Ordinance requirements

I. General Provisions

These Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by Alliance Residential Company (the "Petitioner") to accommodate development of a mixed use development, including single-family and multifamily residential units and commercial uses on an approximately 10.5 acre site located at 5050 Ridge Road, more particularly described as tax parcel number 029-411-10 (the "Site").

Development of the Site will be governed by the accompanying Rezoning Plan, these Development Standards and the applicable provisions of the City of Charlotte Zoning Ordinance (the "Ordinance"). The Rezoning Plan is intended to reflect maximum development rights, building envelopes, the arrangements and locations of access points.

Unless the Rezoning Plan or these Development Standards establish more stringent standards, the regulations established under the Ordinance for the MUDD Zoning District shall govern all development taking place on the Site, subject to the Optiona Provisions below.

Pursuant to the provisions of 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 and/or redevelopment, the level of investment, the timing of development and/or redevelopment and certain infrastructure improvements, economic cycles and market conditions, this Petition includes vesting of the approved Rezoning Plan and conditional zoning districts associated with the Petition for a five (5) year period.

Alterations or modifications which, in the opinion of the Planning Director, substantially alter the character of the development proposed or significantly alter the Rezoning Plan or these Development Standard, constitute changes which increase the intensity of development shall not be deemed to be minor and may only be made in accordance with the provisions of Subsections 6.207(1) or (2) of the Ordinance, as applicable.

II. MUDD-Optional Provisions

The Petitioner proposes utilization of the MUDD-O Provisions to allow for the following optional deviation:

a) To provide an eight (8) foot wall along the eastern property boundary of the Site adjacent to Parcels 029-411-12 and 029-411-01 in lieu of the 50' buffer requirement adjacent to R-3 zoning.

b) To allow parking between the street and adjacent right-of-way in the area as illustrated on the Rezoning Plan.

III. Permitted Uses

Subject to the Maximum Development provisions set forth under Section 4 below, the Site may be devoted to any residential or commercial uses permitted by right or under prescribed conditions in the MUDD Zoning District, together with any incidental or accessory uses associated therewith, except for the following:

1. Retail uses;

2. Car washes (except for residential car wash stations);

3. Automobile service stations; and

4. EDEEs.

IV. Maximum Development

The Site may be devoted to (i) a maximum of 260 residential units and (ii) a minimum of 10,000 square feet of commercial uses, together with any incidental or accessory uses associated therewith as permitted in the MUDD zoning district. The commercial uses shall be located along the Site's frontage of Ridge Road to contain the entire Ridge Road frontage of Building 1 and portions of Building 2, as shown on the Rezoning Plan.

V. Transportation

Vehicular access will be as generally depicted on the Technical Data Sheet. The placements and configurations of the vehicular access points shown on the Technical Data Sheet are subject to any minor modifications required to accommodate final site and construction plans and designs and to any adjustments required by CDOT for approval.

The Petitioner shall complete the following transportation improvements:

1. Provide offset left turn lanes on Ridge Road at the proposed access opposite Harris Teeter shopping center access;

2. Provide pedestrian refuge islands on Ridge Road within the offset left turn lane areas at the proposed access;

3. Provide a bike lane along the Site's Ridge Road frontage;

4. Provide a short eastbound left turn lane on Ridge Road to Old Ridge Road;

5. Transition for both east-bound and west-bound traffic to mesh with current widening plan by the proposed Chick-fil-A (CFA) west of the site;

6. Will require pavement marking plan revision by CFA to ensure proper lane alignment at Prosperity Church Road intersection.

7. Limit left turn access from Old Ridge Road onto Ridge Road with a left over turn lane along Ridge Road, as generally depicted on the Rezoning Plan with associated raised concrete median (unless Old Ridge Road is abandoned prior to the issuance of the first certificate of occupancy for the Site, in which case this transportation improvement shall no longer be necessary);

8. Transition for both east-bound and west-bound traffic east of the Site to tie to existing pavement markings; and

9. The Petitioner shall implement a Rectangular Rapid Flashing Beacon (RRFB) installation on Ridge Road at the Site's proposed access point. (The RRFB is a pedestrian warning device to alert motorists that pedestrians are waiting to cross Ridge Road.)

i. The Petitioner shall enter into a *Developer Traffic Signal Agreement* with CDOT and execute this agreement and implement the RRFB so that it is operational (with CDOT approval) prior to the Site's first building certificate of occupancy.

As associated with the above-listed improvements, the Petitioner shall implicitly be responsible for all raised concrete medians, pavement widening, milling/overlaying, curb/gutter, accessible ramps, signing/pavement markings, and required streetscape improvements related there-to.

c) The Petitioner shall provide a clear 50' right-of-way from the existing Ridge Road centerline.

d) Where necessary, the Petitioner shall dedicate and convey in fee simple all rights of way to the City of Charlotte before the Site's first building certificate of occupancy is issued.

e) All transportation improvements shall be substantially completed before the Site's final building certificate of occupancy is issued.

1. Reference to "substantially complete" shall mean completion of the roadway improvements in accordance with the Technical Data Sheet provided, however, in the event certain non-essential roadway improvements (as reasonably determined by CDOT) are not completed at the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site, then CDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings, and in such event the Petitioner may be asked to post a letter of credit or a bond for any improvements not in place at the time such certificate of occupancy is issued to secure completion of the applicable improvements.

VI. Architectural and Streetscape Standards

a) Preferred Exterior Building Materials: All principal and accessory buildings abutting a network required public or private street shall comprise a minimum of 20% of that building's entire façade facing such network street using brick, natural stone (or its synthetic equivalent), stucco or other material approved by the Planning Director.

b) Prohibited Exterior Building Materials:

1. Vinyl siding (but not vinyl hand rails, windows or door trim); and

2. Concrete Masonry Units not architecturally finished.

c) Building Placement and Site Design shall focus on and enhance the pedestrian environment through the following:

1. Buildings shall be placed so as to present a front or side façade to Ridge Road.

2. Buildings shall front a minimum of 50% of the street frontage on Ridge Road (exclusive of driveways, pedestrian access points, accessible open space, tree save or natural areas, tree replanting areas and storm water facilities).

3. Parking lots shall not be located between any building and Ridge Road. Parking lots on any other network required public or private street will be adequately screened with a mixture of walls and/or landscaping.

d) Building Massing and Height shall be designed to break up long monolithic building forms as follows:

1. Buildings exceeding 120 feet in length shall include modulations of the building massing/façade plane (such as recesses, projections, and architectural details). Modulations shall be a minimum of 10 feet wide and shall project or recess a minimum of 2 feet extending through at least a full floor.

2. Building Height: Residential Building 4 shall be restricted to a maximum height of three (3) stories on the building side closest to Prosperity Ridge Road and may be a maximum of four (4) stories on the building side fronting the stream buffer and tree save area. All other buildings may be a maximum height of four (4) stories, exclusive of basement features.

e) Architectural Elevation Design - elevations shall be designed to create visual interest as follows:

1. Building elevations shall be designed with vertical bays or articulated architectural façade features which may include but not be limited to a combination of exterior wall offsets, projections, recesses, pilasters, banding and change in materials or colors.

2. Buildings shall be designed with a recognizable architectural base on all facades facing network required public or private streets. Such base may be executed through use of Preferred Exterior Building Materials or articulated architectural façade features and color changes.

3. Building elevations facing network required public or private streets shall not have expanses of blank walls greater than 20 feet in all directions and architectural features such as (but not limited to) banding, medallions or design features or materials will be provided to avoid a sterile, unarticulated blank treatment of such walls.

f) Roof Form and Articulation - roof form and lines shall be designed to avoid the appearance of a large monolithic roof structure as follows:

1. Long pitched or flat roof lines shall avoid continuous expanses without variation by including changes in height and/or roof form, to include but not be limited to gables, hips, dormers or parapets.

2. For pitched roofs, the minimum pitch shall be 4:12 excluding buildings with a flat roof, features that break up a pitched roof, and parapet walls.

3. Roof top HVAC and related mechanical equipment will be screened from public view at grade from the nearest street.

g) Service Area Screening - service areas such as dumpsters, refuse areas, recycling and storage shall be screened from view with materials and design to be compatible with principal structures. Such design shall include a minimum 20% Preferred Exterior Building Materials or a Class B buffer not less than 10' in depth at all above grade perimeter not paved for access.

h) Petitioner shall provide an eight (8) foot wide sidewalk and eight (8) foot wide planting strip along the Site's Ridge Road frontage.

i) All parking areas shall be screened from adjacent properties and rights-of-way using low walls and/or landscaping.

j) All buildings shall be connected to adjacent sidewalks and mixed use buildings (Buildings 1 and 2) shall contain exterior commercial entrances fronting Ridge Road.

k) Petitioner shall provide an eight (8) foot tall wall along the eastern property boundary, in the area as generally depicted on the Rezoning Plan, consisting of masonry (brick) veneer.

i) The following additional architectural standards shall apply to townhome-style residential units on the Site:

1. Buildings fronting Prosperity Ridge Road shall be oriented to face toward the street and pedestrian access to all public streets shall be provided via sidewalks as shown on the Rezoning Plan.

2. No garage doors shall be permitted to front on Prosperity Ridge Road. Visual impact of garage doors that are visible from public or private streets shall be minimized by providing a setback of twelve (12) to twenty-four (24) inches from the front wall plane and the inclusion of additional architectural treatments such as, but not limited to, translucent windows or projecting elements over the garage door opening.

3. All residential entrances within 15 feet of the public sidewalk must be raised from the average sidewalk grade a minimum of twenty-four (24) inches.

4. Pitched roofs, if provided, shall be symmetrically sloped no less than 5:12, except that roofs for porches and attached sheds may be no less than 2:12.

5. All corner/end units that face a public or private street shall provide blank wall provisions that limit the maximum blank wall expanse to ten (10) feet on all building levels.

6. Petitioner shall provide blank wall provisions that limit the maximum blank wall expanse to 20 feet on all building levels, including but not limited to doors, windows, awnings, and/or architectural design elements.

7. Walkways will be provided to connect all residential entrances to sidewalks along public and private streets, as generally depicted on the Rezoning Plan.

8. Townhouse buildings will be limited to seven (7) individual units or fewer.

VII. Internal Side Yards and Rear Yards

The Petitioner may subdivide the Site and create lots within the Site with no side or rear yards as part of a unified development plan.

VIII. Environmental Features

Petitioner shall satisfy the requirements of the Post Construction Stormwater Ordinance and City of Charlotte Tree Ordinance.

IX. Lighting

a) All parking area lighting fixtures will be shielded with full cut-off fixtures.

b) Pedestrian scale lighting will be provided within the site. Ground-mounted lighting fixtures will not exceed twenty-one (21) feet in height. Freestanding lighting will not exceed twenty-six (26) feet.

X. Amendments to Rezoning Plan

Future amendments to the Rezoning Plan and these Development Standards may be applied for by the then Owner or Owners of the Site in accordance with the provisions of Chapter 6 of the Ordinance.

XI. Binding Effect of the Rezoning Documents and Definitions

If this Rezoning Petition is approved, all conditions applicable to development of the Site imposed under the Rezoning Plan and these Development Standards will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site and their respective successors in interest and assigns.

Throughout these Development Standards, the terms, "Petitioner" and "Owner" or "Owners" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of the Petitioner or the owner or owners of any part of the Site from time to time who may be involved in any future development thereof.

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REVISIONS:

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REVISIONS PER 2ND REVIEW 1-14-2019

REVISIONS PER 3RD REVIEW 3-11-2019

OWNER:

MALLARD CREEK OPTIMIST CLUB INC.
5502 MCHESNEY DRIVE
CHARLOTTE, NORTH CAROLINA 28269

5050 RIDGE ROAD
MALLARD CREEK TOWNSHIP
MECKLENBURG COUNTY, CHARLOTTE, NORTH CAROLINA

REZONING NOTES

PROJECT NO.: ALL-18040

FILENAME: ALL18040-RZ1

CHECKED BY: BGP

DRAWN BY: AJB

SCALE: N/A

DATE: 10-19-2018

SHEET NO. RZ-2

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PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION