





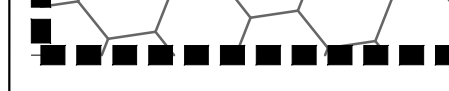

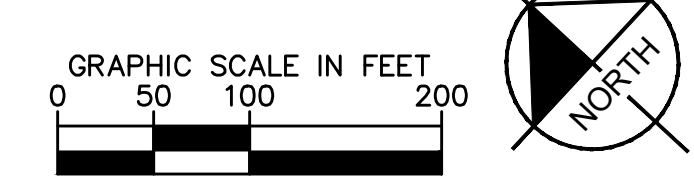
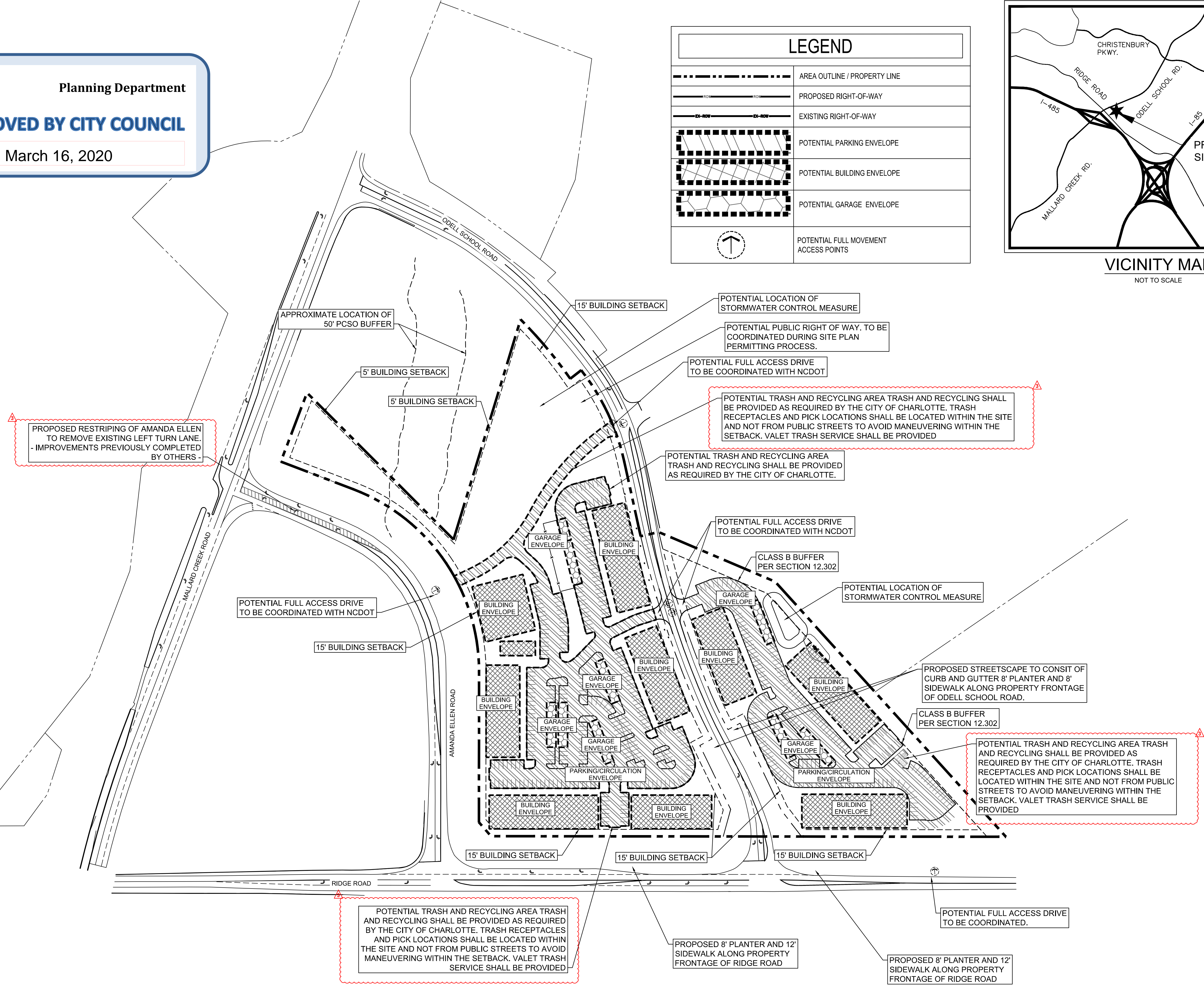
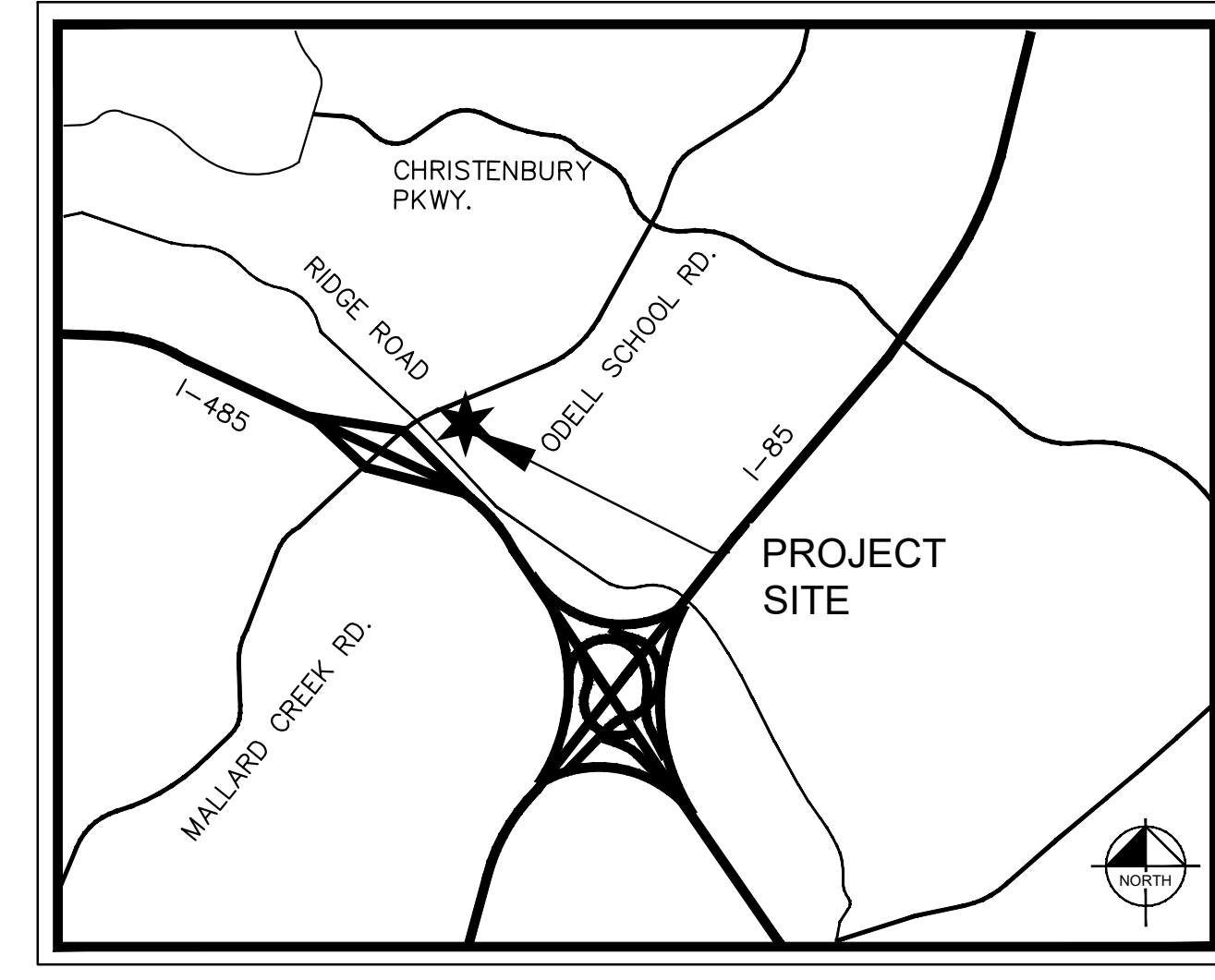


Plotted By: Day, Blake - Sheet Set: Mallard Creek Development Rezoning - Layout: RZ-1 - TECHNICAL DATA SHEET - February 24, 2020 - 12:09:41pm - K:\CHL\_PRL\013205000 - thompson\_thrift\000\_mallard\_creek\_development\02 - DWG\Reasoning\plan\_sheets\RZ-1 - TECHNICAL DATA SHEET.dwg  
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**Planning Department**  
**APPROVED BY CITY COUNCIL**  
 March 16, 2020

LEGEND	
	AREA OUTLINE / PROPERTY LINE
	PROPOSED RIGHT-OF-WAY
	EXISTING RIGHT-OF-WAY
	POTENTIAL PARKING ENVELOPE
	POTENTIAL BUILDING ENVELOPE
	POTENTIAL GARAGE ENVELOPE
	POTENTIAL FULL MOVEMENT ACCESS POINTS



**MALLARD CREEK DEVELOPMENT**  
 PREPARED FOR  
**THOMPSON THRIFT**  
 CITY OF CHARLOTTE

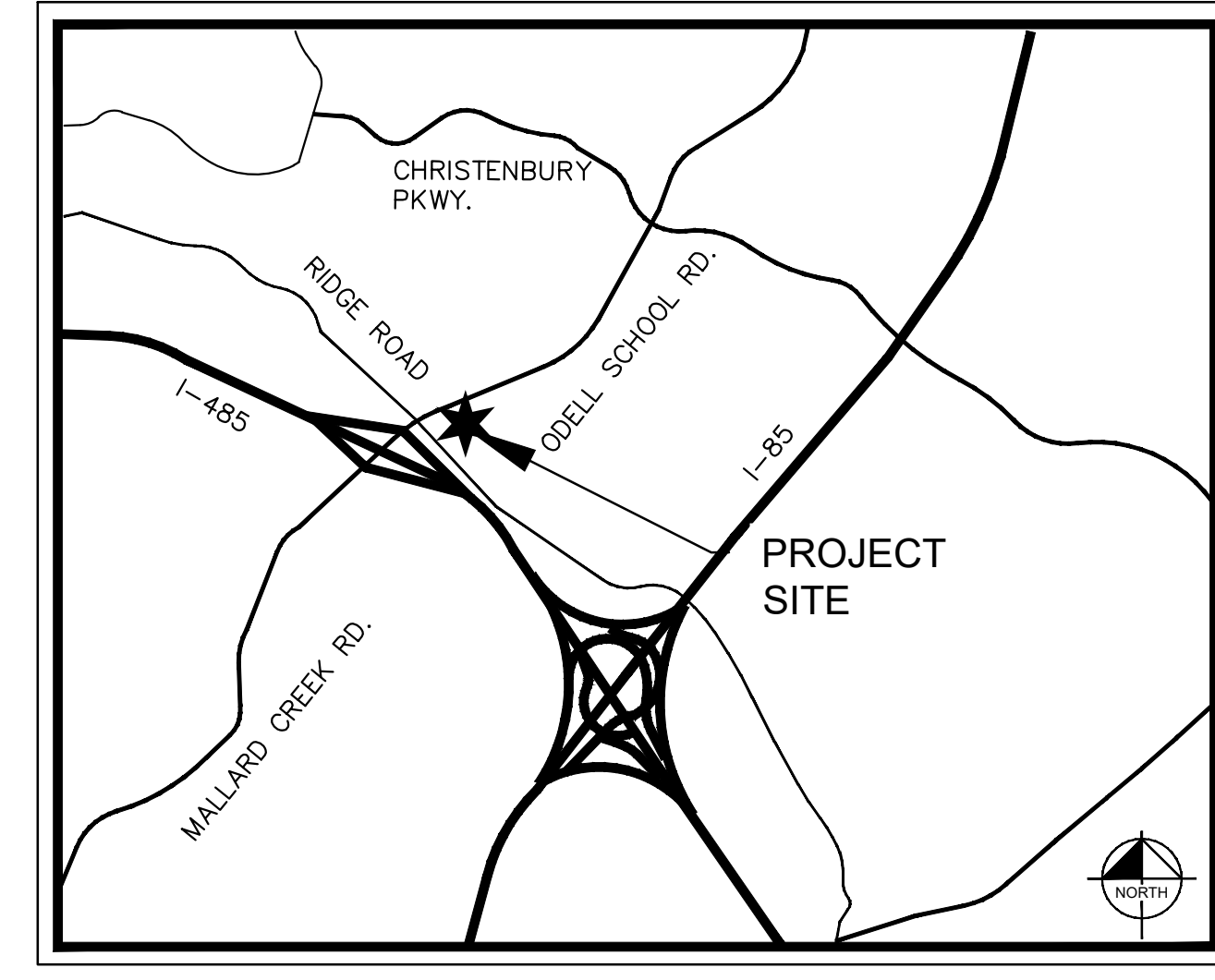
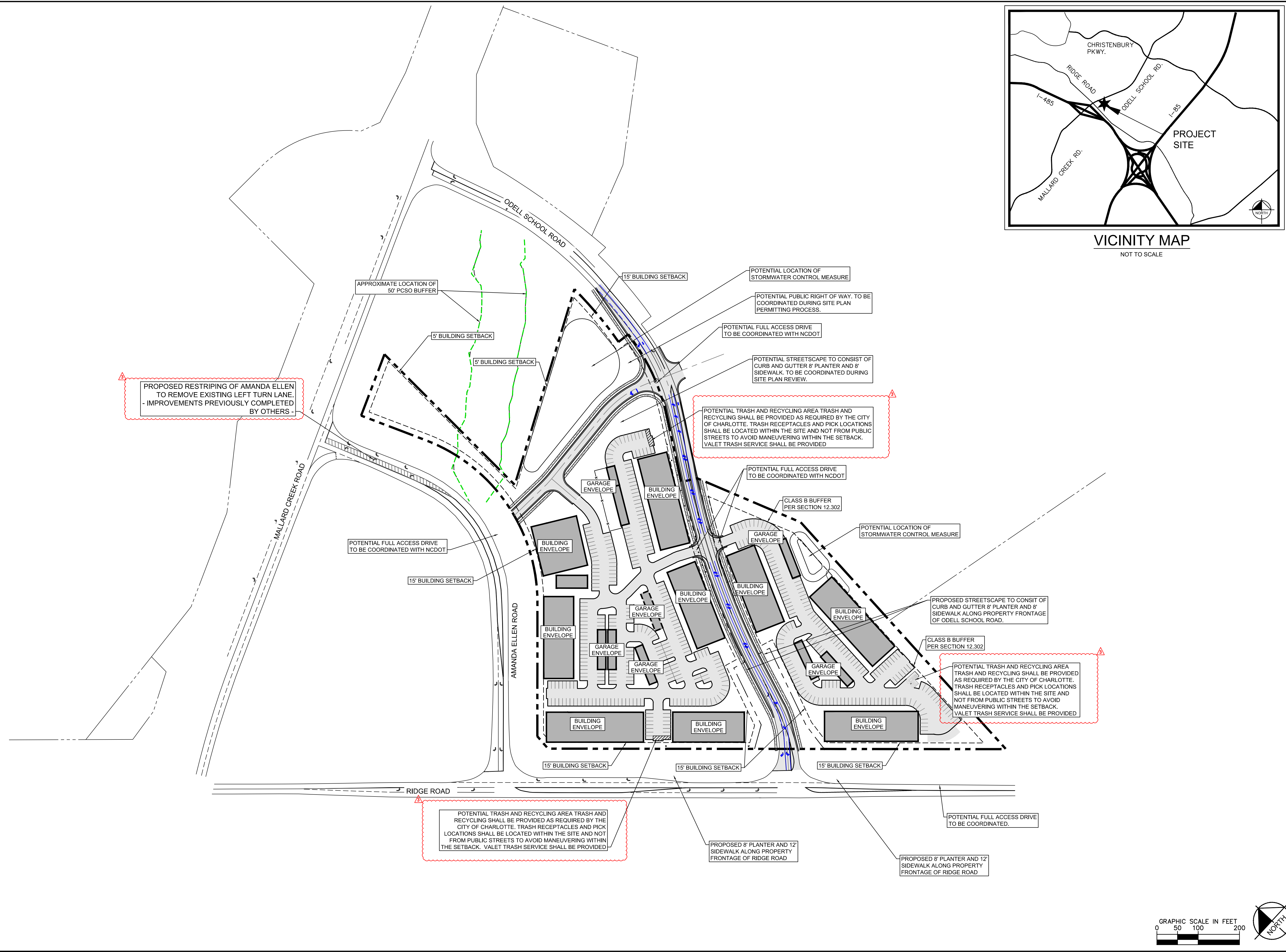
**TECHNICAL DATA SHEET**  
 REZONING PETITION NO. 2019-169

KHA PROJECT	013205000
DATE	11/8/19
SCALE	AS SHOWN
DESIGNED BY	RBD
DRAWN BY	KMS
CHECKED BY	RBD

REVISION 3	02/24/2020	DATE	BY
REVISION 2	01/28/2020	DATE	BY
REVISION 1	01/15/2020	DATE	BY

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Plotted By: Day, Blake - Sheet Set: Mallard Creek Development - Rezoning - Illustrative Site Plan - February 24, 2020 - 12:09:48pm - K:\DHL\PRJ\13205000 Thompson Thrift\000 mallard creek development\02 - DWG\Rezonina\plansheets\RZ-2 ILLUSTRATIVE SITE PLAN.dwg  
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REVISIONS	No.	DATE	BY
REVISION 3	02/24/2020		
REVISION 2	01/28/2020		
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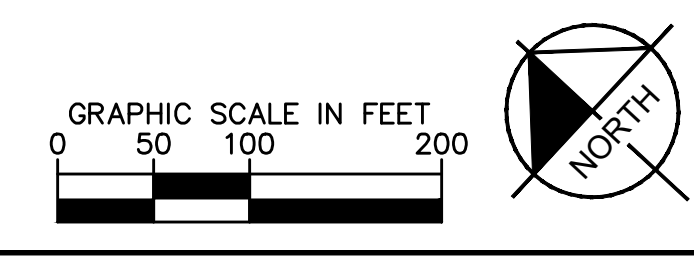
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013205000	11/8/19								

**ILLUSTRATIVE SITE PLAN**  
 REZONING PETITION NO. 2019-169

**MALLARD CREEK DEVELOPMENT**  
 PREPARED FOR  
**THOMPSON THRIFT**  
 CITY OF CHARLOTTE, NC

SHEET NUMBER  
**RZ-2**



Plotted By: Day, Blake - Sheet Set: Mallard Creek Development Rezoning - Layout: RZ-3 ILLUSTRATIVE SITE PLAN NOTES - February 24, 2020 12:09:45pm K:\CHL\_PRL\013225000 thompson\_thriftd00 mallard\_creek\_development\02 - DWG\_Rezoning\plan sheets\RZ-3 ILLUSTRATIVE SITE PLAN NOTES.dwg  
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**Development Standards**  
**Thompson Thrift Development Inc.**  
**Rezoning Petition No. 2019-169**  
**2/24/2020**

**Site Development Data:**

- Acreage: ± 15.9 acres
- Tax Parcels: 029-201-24; 029-664-05; 029-664-06; 029-664-04; 029-171-03; and 029-171-21
- Existing Zoning: CC
- Proposed Zoning: CC(SPA)
- Existing Uses: Vacant, agriculture, and single-family residential
- Proposed Uses: Residential uses permitted by right and under prescribed conditions together with accessory uses, as allowed in the CC zoning district.
- Maximum Development: Up to 280 multi-family residential units
- Maximum Building Height: 50 feet, as permitted in the CC zoning district.
- Parking: As required by the Ordinance for the CC zoning district.

**I. General Provisions:**

- a. **Site Description.** These Development Standards and the Technical Data Sheet form the rezoning plan (hereafter collectively referred to as the "Rezoning Plan") associated with the Rezoning Petition filed by Thompson Thrift Development Inc. ("Petitioner") to accommodate development of a residential community on an approximately 15.9-acre site located at the northeast intersection of Ridge Road and Mallard Creek Road, more particularly described as Mecklenburg County Tax Parcel Numbers 029-201-24, 029-664-05, 029-664-06, 029-664-04, 029-171-03, and 029-171-21 (the "Site").
- b. **Intent.** This Rezoning is intended to accommodate development on the Site of a residential community and internal private street network through the Site that will allow pedestrian, bicycle and automobile traffic to travel through the Site and to eventual future development of surrounded parcels as part of a mixed-use destination.
- c. **Zoning Districts/Ordinance.** Development of the Site will be governed by the Rezoning Plan as well as the applicable provisions of the Mecklenburg County Zoning Ordinance (the "Ordinance").  
Unless the Rezoning Plan establishes more stringent standards, the regulations established under the Ordinance for the CC zoning district shall govern all development taking place on the Site.
- d. **Planned/Unified Development.** The Site shall be viewed as a planned/unified development plan as to the elements and portions of the Site generally depicted on the Rezoning Plan. As such, setbacks, side and rear yards, buffers, building height separation standards, and other similar zoning standards will not be required internally between improvements and other site elements located on the Site. Furthermore, the Petitioner and/or owner of the Site reserve the right to subdivide portions or all of the Site and create lots within the interior of the Site without regard to any such internal separation standards, and public/private street frontage requirements, provided, however, that all such separation standards along the exterior boundary of the Site shall be adhered to and treated as the Site as a whole and not individual portions or lots located therein.

**II. Permitted Uses**

Subject to the Maximum Development provisions set forth under Section III below, the Site may be devoted to any residential uses permitted by right or under prescribed conditions in the CC Zoning District, together with any incidental or accessory uses associated therewith.

**III. Development Area Limitations, Transfer and Conversion Rights**

- a. The Rezoning Plan contemplates the flexibility for creation of various projects within the Site to be integrated with a broader mixed-use development (individually, "Lots").
- b. The principal buildings constructed may be developed with up to 280 multi-family residential units, along with any accessory uses allowed in the CC zoning district.

**IV. Transportation**

- a. All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the area, by way of a private/public partnership effort or other public sector project support
- b. Petitioner shall install curb and gutter along the Site's frontage of Odell School Road where necessary.
- c. Petitioner shall install an eight (8) foot planting strip and twelve (12) foot multi-use path along the Site's frontage of Ridge Road and an eight (8) foot planting strip and eight (8) foot sidewalk along all other existing public roads abutting the Site.
- d. Petitioner shall provide an ADA compliant bus waiting pad per Land Development Standard 60.01A, location of which to be determined in coordination with CATS during the permitting phase of development.
- e. Petitioner shall dedicate all rights-of-way to the City of Charlotte or NCDOT, whichever is applicable at the time of dedication, in fee simple conveyance before the Site's first building certificate of occupancy is issued.
- f. The site does not require a Traffic Impact Analysis (TIA) from NCDOT or CDOT policy. Therefore, access to the public facilities will be established via the "NCDOT Street and Driveway Access" guidelines. Access type, location and required mitigation measures for said access will be mutually agreed upon by NCDOT, CDOT and the Petitioner as part of the NCDOT Driveway Permit and plans for any road improvements or signal work will be approved with the permit application. Construction of any improvements will be complete prior to Certificate of Occupancy for the 1<sup>st</sup> unit or when otherwise warranted in coordination with NCDOT/CDOT.

- g. The Petitioner shall substantially complete all transportation improvements prior to the issuance of the Site's first building certificate of occupancy unless otherwise stated herein.

**h. Access and Internal Streets:**

- 1. Access to the Site will be as generally depicted on the Rezoning Plan, subject to adjustments as set forth below.
- 2. The number and location of internal streets not depicted on the Rezoning Plan will be determined during the design process and thereafter with approval from appropriate governmental authorities, subject to applicable statutes, ordinances and regulations such as subdivision and driveway regulations.
- 3. The Petitioner reserves the right to request the installation of pavers and/or stamped or colored asphalt within the Site's proposed public or private streets in order to designate and define pedestrian crosswalks. The Petitioner will coordinate the design of any decorative pavement elements proposed within any public right-of-way with CDOT/NCDOT during the driveway permit process. Furthermore, the Petitioner understands that an encroachment and maintenance agreement must be obtained from CDOT/NCDOT before any decorative pavers and/or stamped pavement proposed in the public right-of-way may be installed.
- 4. The alignment of the internal public and private streets, vehicular circulation and driveways may be modified by the Petitioner, subject to CDOT/NCDOT's final approval, to accommodate minor changes in traffic patterns, parking layouts and any adjustments required for approval by CDOT/NCDOT in accordance with published standards and industry best practices so long as the street network set forth on the Rezoning Plan is not materially altered.
- i. **Substantial Completion.** Reference to "substantially complete" for certain improvements as set forth herein shall mean completion of the roadway improvements in accordance with the standards set forth herein provided, however, in the event certain non-essential roadway improvements (as reasonably determined by CDOT/NCDOT) are not completed at the time that the Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site in connection with related development phasing described above, then CDOT/NCDOT 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 a certificate of occupancy is issued to secure completion of the applicable improvements.
- j. **Alternative Improvements.** Changes to the above referenced roadway improvements can be approved through the Administrative Amendment process upon the determination and mutual agreement of Petitioner, CDOT, Planning Director, and as applicable, NCDOT, provided, however, the proposed alternate transportation improvements must provide (in the aggregate) comparable transportation network benefits to the improvements identified in this Petition.
- k. **Alternative Compliance.** While it is understood that the improvements set forth above, unless otherwise specified, are the responsibility of the Petitioner or other private sector entity, in event that it is necessary or advantageous, CDOT/NCDOT may, at its discretion, accept a fee in lieu of construction of certain improvements, as long as such fee is equal to the full cost of said improvements (including design, acquisition and construction).

**V. Design Guidelines:**

**a. General Design Guidelines.**

- 1. The principal buildings constructed on the Site may use a variety of building materials. The building materials used for buildings will be a combination of any of the following: glass, brick, metal, stone, simulated stone, pre-cast stone, architectural precast concrete, synthetic stone, stucco/E.I.F.S., cementitious siding (such as hardi-plank), or wood/composite wood. Vinyl, as a building material, will only be allowed on windows, soffits and trim features.
- 2. Streetscape treatment will be a unifying element through the use of consistent paving, lighting, landscaping, and, when provided, site furnishings, throughout the Lots.
- 3. Meter banks shall be located outside of the setback.
- 4. All dumpster enclosure areas shall be screened from network required public or private streets, common open spaces and any adjacent residential uses with materials complimentary to the principal structure.

- 5. Trees may be provided in grates or raised planters rather than in planting strips.
- b. **Design Standards Related to Residential Uses**
  - 1. Prohibited Exterior Building Materials:
    - a. Vinyl Siding (but not vinyl handrails, windows or door trim); and
    - b. Concrete masonry units not architecturally finished.
  - 2. Building Massing and Height shall be designed to break up long monolithic building forms as follows:
    - a. Building sides greater than 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 five (5) feet wide and shall project or recess a minimum of one (1) foot extending through at least a full floor.
  - 3. Architectural Elevation Design - elevations shall be designed to create visual interest as follows:
    - a. 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.
  - 5. Roof Form and Articulation - roof form and lines shall be designed to avoid the appearance of a large monolithic roof structure as follows:
    - a. 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.
  - 6. If structured parking is developed, exposed multi-level parking decks shall provide screening so that interior lighting and cars are not visible from network-required public or private streets.
  - 7. Sidewalk extensions shall be provided between all network-required public and private streets when parking is adjacent.
- c.

**VI. Pedestrian Access and Circulation Design Guidelines.**

- a. Along the Site's internal streets, the Petitioner will provide a sidewalk and a cross-walk network that directly connects the main entrances of buildings to parking areas and areas of interest on the Site with one another by way of links to sidewalks along the abutting public and private streets and/or other pedestrian features.
- b. Deviations from typical sidewalk and planting strip requirements are allowable upon approval by CDOT and the Planning Director. Any changes to dimensional requirements are allowable only in cases of hardship.
- c. Petitioner shall provide on-site bicycle parking to align with the City's Vision Zero principles to provide better access for bicyclists.

**VII. Open Space and Amenity Areas.**

Petitioner shall provide open spaces throughout the Site per Ordinance standards.

**VIII. Environmental Features:**

- a. The Petitioner shall comply with the Post Construction Controls Ordinance. The location, size, and type of storm water management systems that may be depicted on the Rezoning Plan are subject to review and approval as part of the full development plan submittal and are not implicitly approved with this rezoning. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and natural site discharge points.
- b. Development within any SWIM/PCSO Buffer shall be coordinated with and subject to approval by Charlotte-Mecklenburg Storm Water Services and mitigated if required by City ordinance. Petitioner acknowledges intermittent/perennial stream delineation reports are subject to review and approval upon submission of development plans for permitting and are not approved with rezoning decisions.
- c. The Petitioner shall comply with the Tree Ordinance.

**IX. Signage**

Shall comply with Ordinance standards for the CC zoning district.

**X. Lighting:**

- a. All new lighting shall be full cut-off type lighting fixtures excluding lower, decorative lighting that may be installed on buildings, along the driveways, sidewalks, and parking areas.
- b. Detached lighting on the Site, except street lights located along public and private streets, will be limited to 22 feet in height.
- c. Attached and detached lighting shall be downwardly directed. However, upward facing accent/architectural lighting shall be permitted.

**XI. Landscaping, Buffers and Screening:**

The Petitioner shall provide buffers where required by Ordinance as generally depicted on the Rezoning Plan. However, in the event that adjacent residential parcels redevelop in the future so as to no longer require a buffer, the buffer may be eliminated from the Rezoning Plan.

**XII. Phasing**

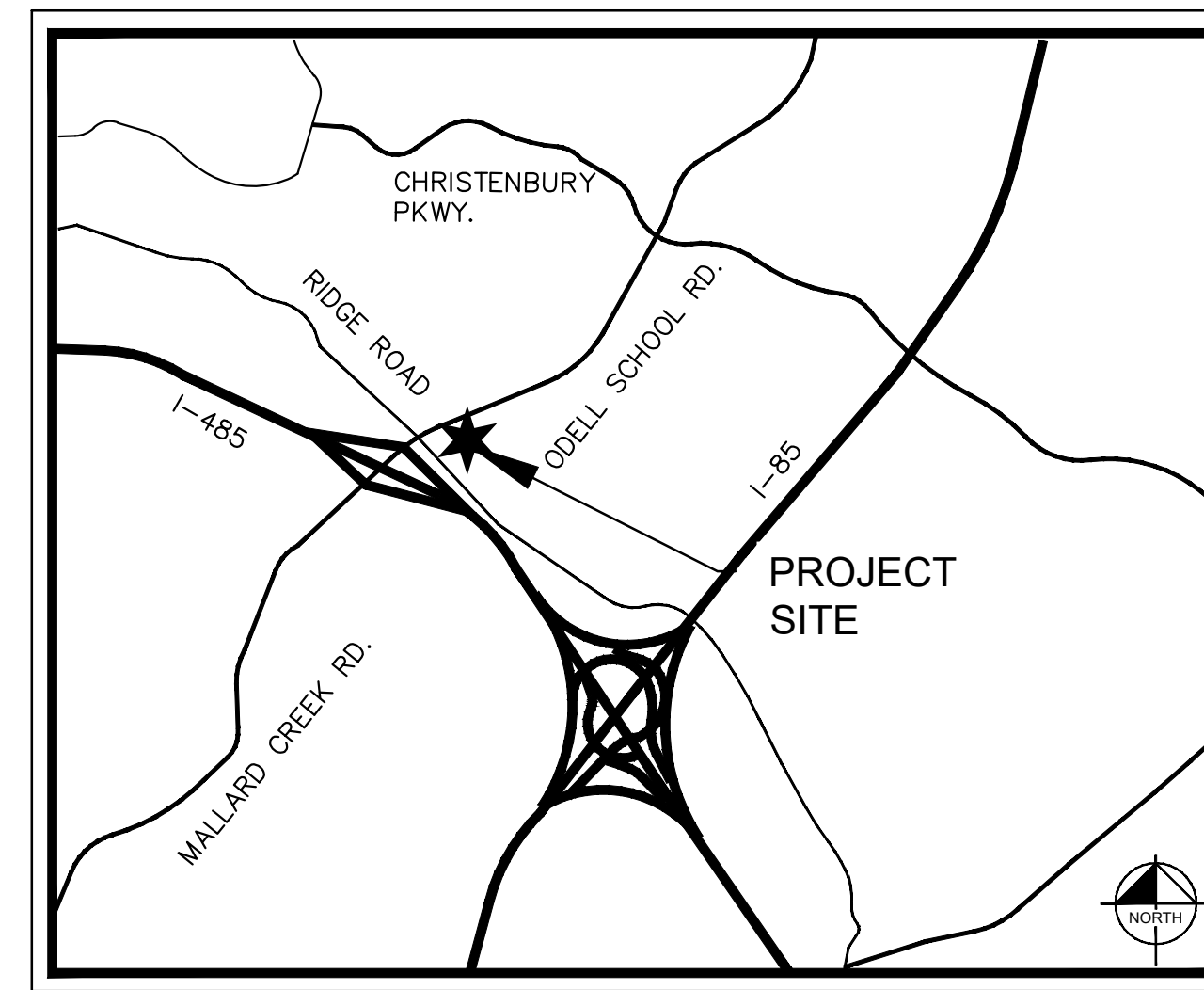
Petitioner intends to develop the Site in phases and may develop individual Lots based on market demand. All required sidewalks, street trees and open space amenities within a particular Lot shall be installed prior to the issuance of the last certificate of occupancy for any building within the same Lot.

**XIII. Amendments to the Rezoning Plan:**

Future amendments to the Rezoning Plan may be applied for by the then Owner or Owners of the applicable Lot of the Site affected by such amendment in accordance with the provisions herein and of Section 6.207 of the Ordinance.

**XIV. Binding Effect of the Rezoning Application:**

If this Rezoning Petition is approved, all conditions applicable to the development of the Site imposed under the Rezoning Plan will, unless amended in the manner provided herein and under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site or Lot(s), as applicable, and their respective heirs, devisees, personal representatives, successors in interest or assigns.



**VICINITY MAP**  
NOT TO SCALE

REVISIONS	DATE	BY
REVISION 3	02/24/2020	
REVISION 2	01/28/2020	
REVISION 1	01/15/2020	
No.		

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DRAWN BY KMS	CHECKED BY RBD

**ILLUSTRATIVE SITE PLAN NOTES**  
REZONING PETITION NO. 2019-169

**MALLARD CREEK DEVELOPMENT**  
PREPARED FOR  
**THOMPSON THRIFT**  
CITY OF CHARLOTTE NC

SHEET NUMBER  
**RZ-3**