

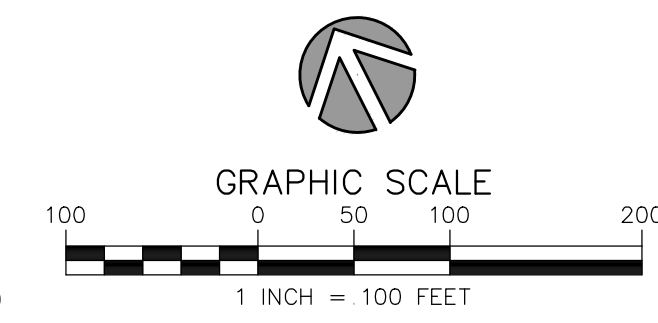
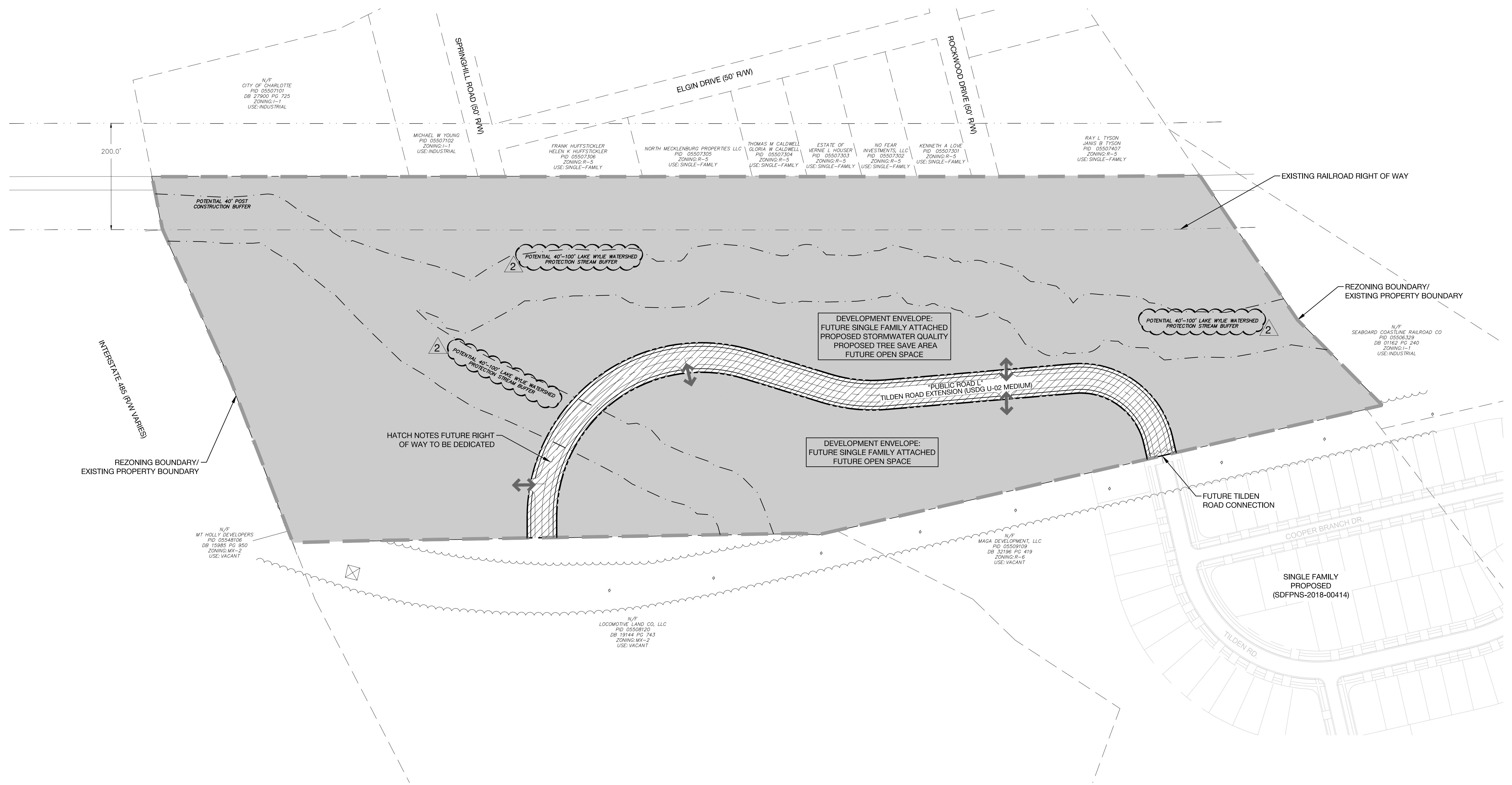
Moore's Chapel Holdings LLC

Moore's Chapel Townhomes
 Technical Data Sheet
 Charlotte, NC

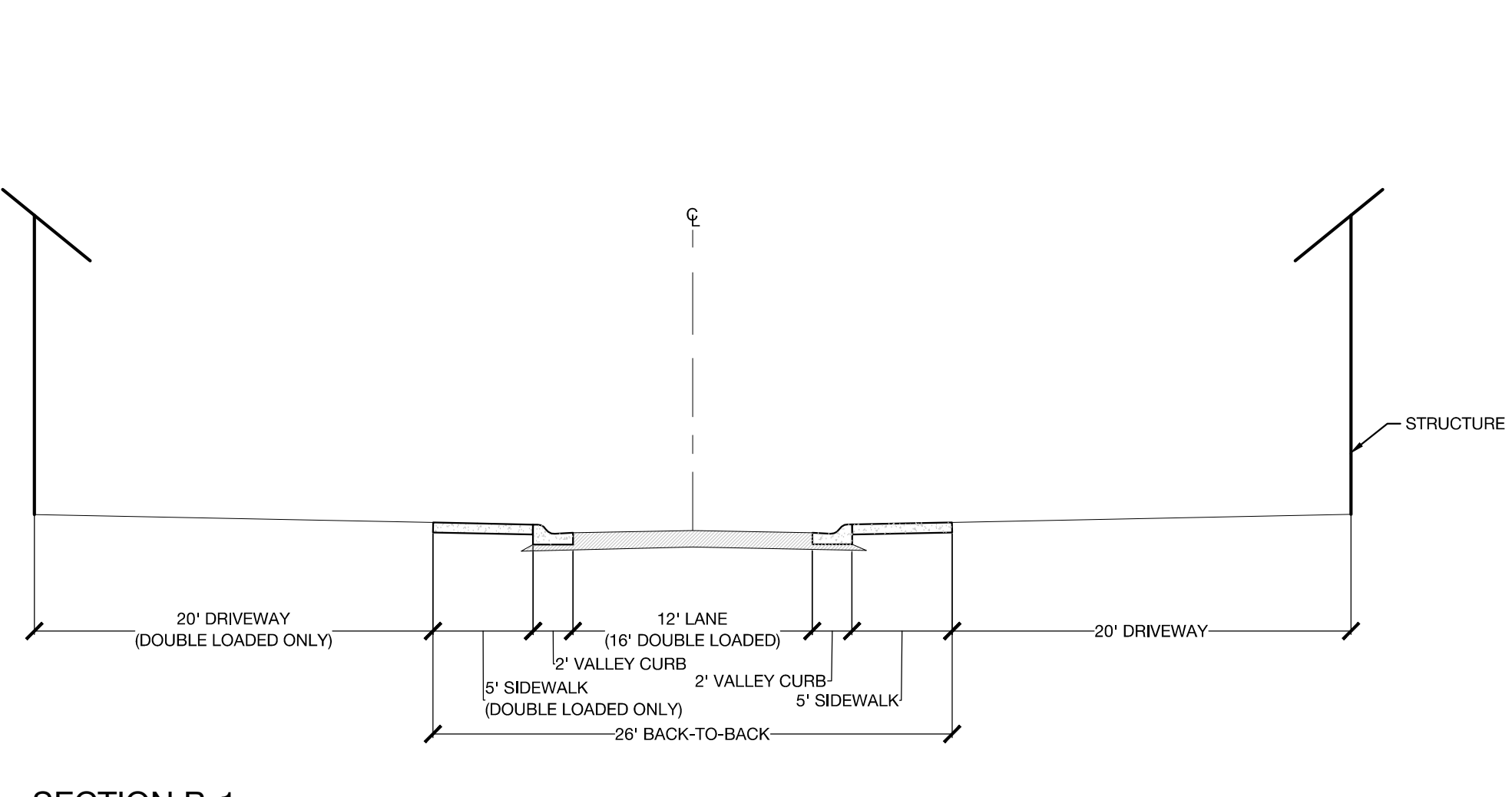
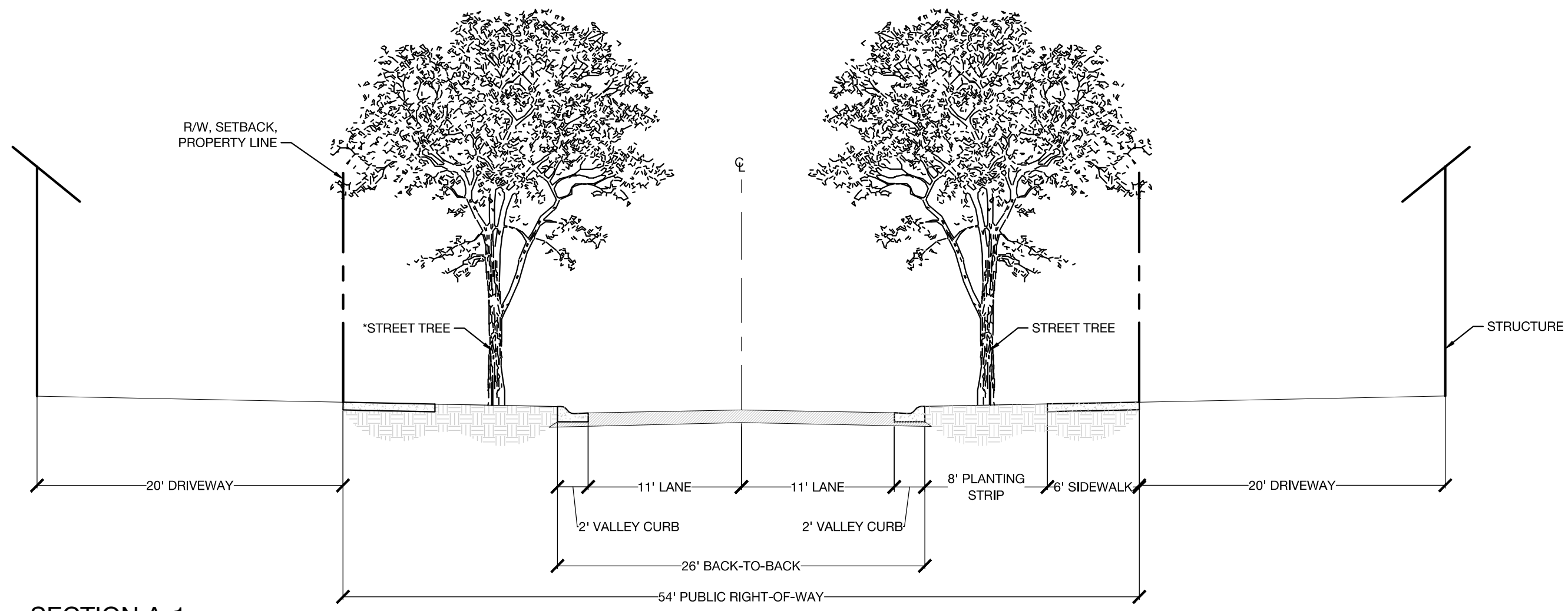
NO.	DATE	BY:	REVISIONS:
1	05-13-19	UDP	PER STAFF COMMENTS
2	06-24-19	UDP	PER STAFF COMMENTS

Project No: 19-012
 Date: 03.08.19
 Designed by: UDP
 Drawn By: UDP
 Sheet No:

RZ-1.0



REZONING PETITION #2019-045



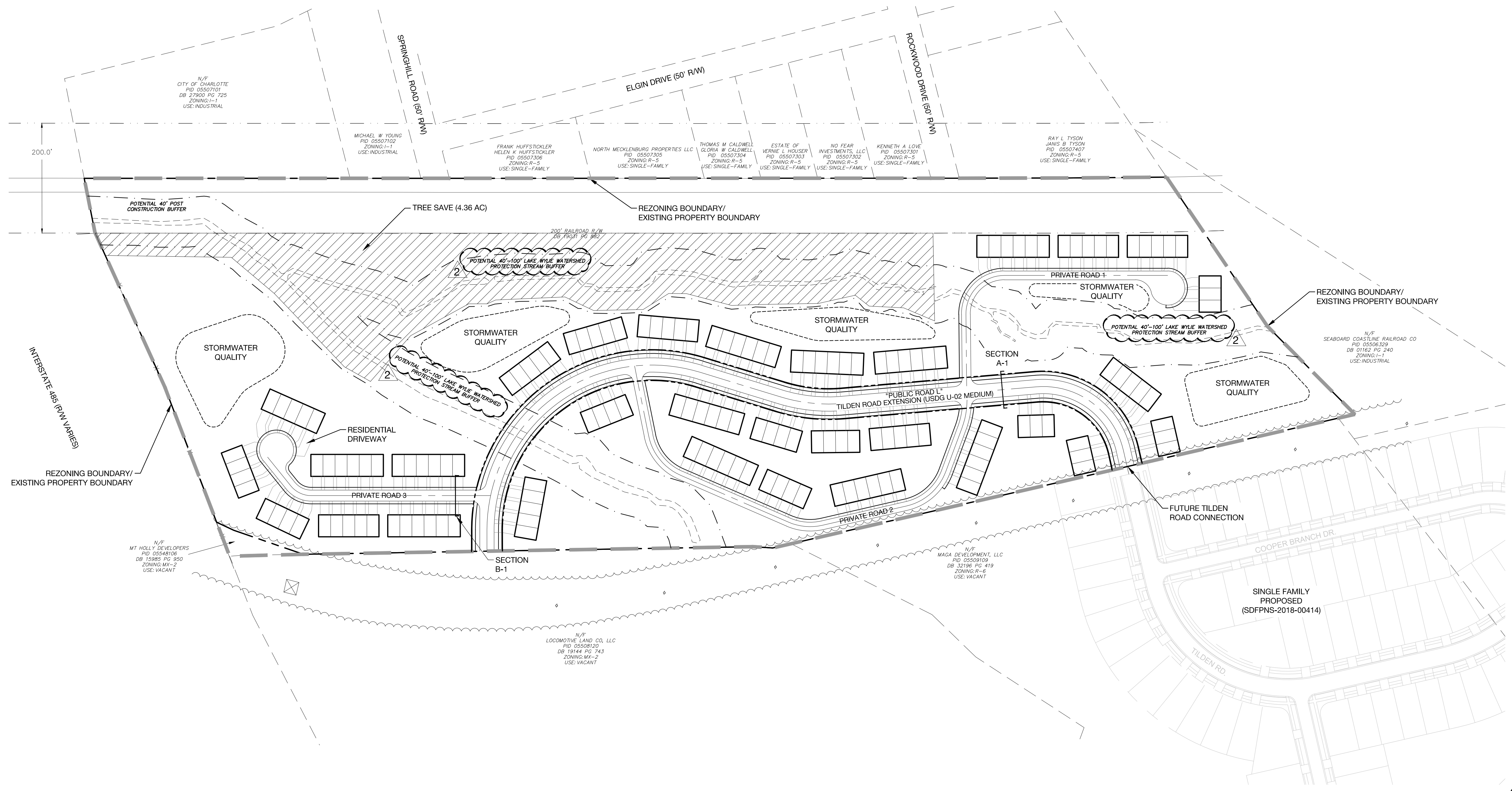
SECTION A-1
(USDG U-02 LOCAL RESIDENTIAL MEDIUM)

SECTION B-1
PRIVATE ROADS 1, 2, & 3
(RESIDENTIAL TWO WAY ALLEY)

*MIN 274 SF OF PLANTING MEDIUM TO BE PROVIDED FOR EACH STREET TREE WHERE PROPOSED DRIVEWAYS CONFLICT WITH PLANTING STRIP.

DEVELOPMENT SUMMARY	
TAX PARCEL ID #:	05548101 & 05548106
TOTAL SITE AREA:	± 29.08 AC
EXISTING ZONING:	MX-2 LWPA
PROPOSED ZONING:	MX-2 LWPA SPA
MAX. DUA:	7.0
PROPOSED UNITS:	152 UNITS
OVERLAY:	LAKE WYLIE PROTECTED AREA
PROPOSED PARKING:	PER ORDINANCE
SETBACK:	14'
YARDS:	
REAR:	10'
SIDE:	5'

TREE SAVE CALCS	
29.08 AC (1,266,724 SF) TOTAL	
4.36 AC (190,008 SF) REQUIRED	
4.36 AC (190,008 SF) PROVIDED	



Moore's Chapel Holdings LLC

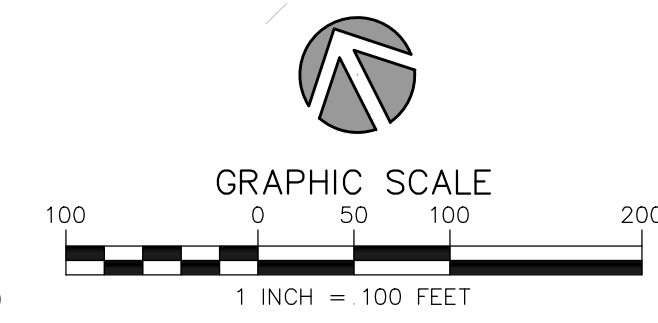
Moore's Chapel Townhomes

Rezoning Site Plan

Charlotte, NC

NO.	DATE	BY:	REVISIONS:
1	05-13-19	UDP	PER STAFF COMMENTS
2	06-24-19	UDP	PER STAFF COMMENTS

Project No: 19-012
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DEVELOPMENT STANDARDS

Acreage: +/- 29.08 AC
Tax Parcel: 05548101 & 05548106
Existing Zoning: MX-2
Proposed Zoning: MX-2 SPA
Existing Uses: Vacant
Proposed Uses: Single Family Attached

Development Guidelines
Mt. Holly Developers LLC property at Mt. Holly Road and Rhyne Road

The following Standards and Conditions have been previously adopted for the entire site covered by Rezoning Petition 2005-150. These conditions shall remain in force, except as amended below, for all properties covered by the previous rezoning cases.

Legal Description

For the purposes of this Site Plan Amendment the only portion of the original Master Plan site plan included in this Amendment is Mecklenburg County Tax Parcel 05548101 and 05548106.

General Provisions

These development standards form a part of the Technical Data Sheet for the "Rhyne Station mixed-use development" submitted by Mt. Holly Developers, LLC (this "Technical Data Sheet"). Development of the property identified on this Technical Data Sheet (the "property" or the "site") and the individual components to be located thereon will be governed by the conditions of this Technical Data Sheet and those plans and drawings expressly incorporated herein by reference and the applicable provisions of the Mecklenburg County Zoning Ordinance (the "Ordinance").

The development depicted on the illustrative site plan is schematic in nature and is intended only to describe the possible arrangement of uses on the site and illustrate design principals. Accordingly, the configuration, placement and size of the building footprints outlined on the illustrative site plan are schematic and, subject only to the provisions set forth below under architectural controls and restrictive covenants, may be altered or modified during design, development and construction phases within the maximum building/parking envelope lines established on the schematic site plan sheet.

Permitted Uses

The site may be developed for any uses (including accessory uses) which are permitted by right or under prescribed conditions under the Ordinance for the Mixed-use (MX-2) district.

Building Limitations

- 1. No more than 152 town homes may be constructed within the aggregate of the depicted building envelopes.
2. As permitted under Chapter 11 of the Ordinance, single family residential dwelling units may be developed in conjunction with the Mixed-use (MX-2) district.

Buffers

- 1. Buffer areas established on this Technical Data Sheet shall conform to the standards of Section 12.302 of the Ordinance; subject, however, to the provisions of Section 12.304 thereof.
2. Buffer areas shall remain as open space, except to the extent necessary to accommodate access points, walls, fences, drainage pipes or channels, utility lines and facilities, pedestrian pathways and bicycle pathways.
3. No buildings, parking spaces, maneuvering areas or storm water detention facilities may be located within buffer areas, however, water quality/low impact development (LID) facilities, such as raingardens, may be within the buffers.
4. In all buffer areas where existing trees and natural vegetation have been cleared to accommodate walls, fences, pedestrian sidewalks or pathways or the installation of utility lines or facilities, the cleared, unimproved areas will be landscaped with trees and shrubs as required by Section 12.302 of the Ordinance.

Setbacks, Side Yards and Rear Yards

- 1. All buildings constructed within the site shall satisfy or exceed the setback, rear yard and side yard requirements established under the Ordinance for the MX-2 zoning district.
2. Internal private roads shall be designed with a minimum building and parking setback of fourteen (14) feet as measured from the back-of-curb.

Screening and Landscaping Areas

- 1. The owner shall install or cause to be installed within the setback areas established along Interstate 485 plants, trees and other materials in accordance with the Ordinance and shall thereafter maintain or cause to be maintained all such materials (including replacement of all dead or dying plants).
2. Landscape areas will be planted on the site to meet or exceed the requirements of the Ordinance.
3. Screening shall conform with the standards and treatments specified in Section 12.303 of the Ordinance. Required landscaping of trees and shrubs located within the buffer area shall conform to Section 12.302 (9) of the Ordinance and Chapter 21 (City of Charlotte Tree Ordinance) of the City Code.
4. Limited amount of clearing shall be allowed within the buffer/setback areas to promote the growth of existing vegetation and/or enhance the aesthetic appeal of the site.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by the Charlotte Department of Transportation.

- 6. All roof mounted mechanical equipment will be screened from view from public and private streets and adjoining residential property.
7. Petitioner shall exercise good faith efforts to preserve all trees 8 inches in caliper or greater within the setbacks along the roadways except to the extent that such preservation conflicts with the installation or replacement of utilities, driveway access and other similar site elements.
8. All buffers and setbacks shall be maintained by the owner as tree preservation areas that may be supplemented to enhance the appearance of the project. Likewise, buffers and setbacks to be maintained by the property owner may be modified as allowed in Section 12.305 of the Ordinance and Chapter 21 (City of Charlotte Tree Ordinance) of the City Code.

Parking/Drive-through Facilities

- 1. Off street parking will meet the minimum standards established under the Ordinance.
2. Throughout the development, the petitioner will provide for on-street parking where it can be provided in a safe manner and where such parking will not interfere with private driveways or sight distances...

Lighting

- 1. Petitioner agrees to install pedestrian scale lighting along internal streets. The maximum height of any freestanding lighting fixture, including its base, shall not exceed 30 feet.
2. All direct lighting within the site shall be fully shielded and designed such that direct illumination does not extend past any exterior property line.

Signs

- 1. All signs placed on the site shall be ground mounted and will be erected in accordance with the requirements of Chapter 13 of the Ordinance.
2. Temporary construction signage cannot be located within the required setback, and must be removed no later than 60 days following the receipt of the certificate of occupancy for the structure addressed by the signage.

Access Points (Driveways)

- 1. The site will have two access points to adjoining tracts where public streets are being or will be constructed, as generally depicted on this Technical Data Sheet.
2. The placement and configuration of these access points are subject to minor modifications required to accommodate final site and architectural construction plans and designs and to any adjustments required for approval by the Charlotte Department of Transportation and the North Carolina Department of Transportation.
3. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance(s).

Open Space

- 1. The petitioner reserves the right to utilize the open space to accommodate pedestrian walkways, bicycle pathways, sidewalks, grading, slopes, walls, fences, signs and graphics, lighting, drainage and utilities.
2. Common open space occupied or used for grading, slopes, walls, fences, signs, drainage and utilities shall not be counted toward the 10% useable common open space.
3. In common open space areas located outside of the "Catawba River/Lake Wylie Watershed District" the petitioner reserves the right for improvements to include sidewalks, playground (tot lot), pedestrian lighting, benches, tables and chairs, fountains, additional hardscape materials, trash receptacles and any other site amenity allowed by the Ordinance. In common open space areas located within the "Catawba River/Lake Wylie Watershed District" improvements by the petitioner are restricted under Chapter 10, Part 6 of the Ordinance.
4. The petitioner commits to maintain a 15% tree save area with in the 200 foot "Catawba River/Lake Wylie Watershed District" buffer located within the townhome property.

Architectural Controls and Restrictive Covenants

- 1. All buildings constructed on the site shall be architecturally compatible in appearance through the use of similar, as well as complementary building materials, colors and design (giving due considerations to the use of each building).
a. 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, unless a flat roof architectural style is employed.
b. Walkways or pedestrian pathways will be provided to connect all residential entrances to sidewalks along public streets.
c. All end unit facades that face public streets will not have blank walls that exceed 20 feet in length on any floor through the use of multiple windows and other architectural elements such as changes of materials, building articulation, building modulation or decorative panels.
d. Roof vents and features will be painted to match the roof color.
e. Building heights will be limited to three stories and no more than 40 feet in height.
f. Exterior lighting on the rear of dwellings will be required to be oriented downward.
g. Townhome buildings will be limited to 6 units per building.
2. Prior to issuance of building permits, the Charlotte-Mecklenburg Planning department shall have the opportunity to review the proposed plans against the approved conditional plans to assure compliance.
3. The scale and orientation of the townhomes should complement the scale of the surrounding residential buildings if present.
4. Townhome must meet all requirements as stated in Chapters 9 and 12 of the Charlotte City Code regarding solid waste dumpster, compactor and recycling areas.

Storm Water Management

The location, size, and type of storm water management systems 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.

Fire Protection

Fire hydrants will be provided within the landscape setback areas as required by the Fire Marshall. For buildings accessed through screened parking lots, hydrants must be installed adjacent to the parking lot and easily accessible by firefighting equipment. Hydrant locations must be approved by the Fire Marshall. An access agreement shall be on file for any building so protected.

Transportation Commitments

- 1. Petitioner, its successors and assigns, agrees to cooperate with the Charlotte Department of Transportation and the North Carolina Department of Transportation in connection with the timing of construction of roadway improvements to be undertaken by the petitioner, which shall be based upon the traffic impact associated with the proposed development as reflected in the petitioner's original master plan traffic impact study.

Sidewalks and Internal Streets

- 1. Petitioner shall contact CSX Transportation to obtain right-of-entry access to the CSX property located along the northern property line. Once access has been granted, petitioner shall install a minimum 8 foot wide sidewalk adjacent to the rail line that shall create a pedestrian connection to the eastern and western portions of the site. The material used for the sidewalk shall be concrete with the exception of sidewalk located in the "Catawba River/Lake Wylie Watershed District" of which shall be constructed of a non-impervious material as specified by Section 10.608 of the Ordinance.
2. Sidewalks in the MX-2 portion of the site will be installed in accordance with the standards of the Subdivision Ordinance.

Development Phasing Provisions

- 2 Phase One
In conjunction with the provision of the improvements listed below, the Petitioner may develop up to 152 townhomes. The Petitioner may apply for building permits upon the letting of contracts for the improvements listed and may not receive certificates of occupancy for more than 50% of the proposed units until the specific improvements have been completed in connection with any such Phase One development. The following improvements must be installed, bonded, or contracted for prior to any development and the improvements will be installed in various portions of the site as those portions of the site develop prior to the issuance of any certificate of occupancy for more than 50% of the development on that portion of the site, reserving the Petitioner's right to install any or all improvements if to do so would result in greater efficiency. The Petitioner may also apply for such permits as noted above if the transportation agency with authority over the streets in the area modifies or waives the requirements or if another development has installed any or all of the listed improvements. For any right-of-way that may not be available, the North Carolina Department of Transportation or the Charlotte Department of Transportation is assumed to assist in right-of-way acquisition.

Moores Chapel Road and Old Moores Chapel Road

The following improvement will be constructed by the Petitioner unless any or all of the improvements have already been completed by others or the requirement for any or all of the listed improvements are waived by either CDOT or NCDOT as impractical or otherwise unnecessary.
- Install an eastbound left-turn lane on Moores Chapel Road with 150 feet of storage.
- Install a westbound left-turn lane on Moores Chapel Road with 150 feet of storage.
- Install a southbound right-turn lane on Old Moores Chapel Road with 150 feet of storage.

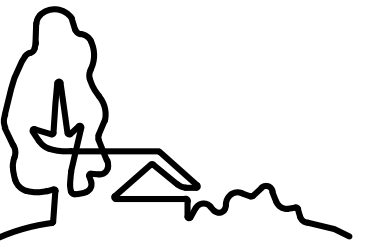
Amendments to Rezoning Plan

- 1. Future amendments to this Technical Data Sheet may be applied for by the then owner or owners of the site in accordance with the provisions of Chapter 6 of the Ordinance.

Binding Effect

- 1. If this rezoning petition is approved, all conditions applicable to development of the site imposed under this Technical Data Sheet 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 or assigns.

Initial submission: 3-8-19, 1.2
Revised per staff comments: 5-13-19, 1.4
Revised per staff analysis: 6-24-19, 1.6



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Moores Chapel Holdings LLC

Moores Chapel Townhomes
Development Notes & Standards
Charlotte, NC

Table with 2 columns: NO., DATE: BY: REVISIONS: and 2 rows of staff comments.

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