

John Adams Rd. Site Plan Amendment Development Standards

General Provisions.

- a. Development of the site will be controlled by the standards depicted on this site plan and by the standards of the Charlotte Zoning Ordinance. The development depicted on this plan is intended to reflect the arrangement of proposed uses on the site, but the exact configuration, placement, and size of individual site elements may be altered or modified within the limits prescribed by the ordinance during the design development and construction phases as allowed under the provisions of Section 6.2 of the Zoning Ordinance.
- b. The Petitioner acknowledges that other standard development requirements imposed by other city ordinances, such as those that regulate streets, sidewalks, trees, bicycle parking, and site development, may apply to the development of this site. These are not zoning regulations, are not administered by the Zoning Administrator, and are not separate zoning conditions imposed by this site plan. Unless specifically noted in the conditions for this site plan, these other standard development requirements will be applied to the development of this site as defined by those other city ordinances.
- c. Throughout this Rezoning Petition, the terms “Owner”, “Owners”, “Petitioner” or “Petitioners,” shall, with respect to the Site, be deemed to include the heirs, devisees, personal representatives, successors in interest and assignees of the owner or owners of the Site who may be involved in its development from time to time.

Purpose

The purpose of this Rezoning application is to provide for the development of a portion of a previously zoned but un-built business development with frontage along John Adams Rd. and Mallard Creek Church Rd. This amended development plan will provide the location for up to 30,000 square feet of retail and/or office uses as generally depicted on the concept plan for the site as was previously approved for the site. To achieve this purpose, the application seeks to amend the current B-1(CD) zoning on the site with this Site Plan Amendment.

Permitted Uses

Uses allowed on the property included in this Petition are those uses that are permitted in the B-1 district except as may be further limited by the specific provisions of this site plan. The site will be limited to one convenience store/ automobile service station and one use that may have a drive through service window. Up to 4 buildings may be constructed on the site. The floor area of the buildings will be determined by the design and specific use of the building which will be determined through the design and development process.

Transportation

- a. The site will have access to existing John Adams Road, the newly constructed John Adams Rd., and to a new street to be constructed that will connect to Mallard Creek Church Road as generally depicted on the concept plan for the site.
- b. Parking areas are generally depicted on the concept plan for the site.

- c. The transportation improvements identified in the TIA that are attributable to the development of up to 30,00 square feet of total floor area on this site will be constructed and approved before the site's first building certificate of occupancy is issued or phased per the site's development plan.
- d. The Petitioner will provide by dedication and fee simple conveyance all rights of way required to accommodate the transportation improvements attributable to the development of this site to the NCDOT before the site's first building certificate of occupancy is issued.
- e. The following specific transportation improvements will be installed as part of the development of the site.

1. Mallard Creek Church Road & I-85 Southbound Exit Ramp (signalized)

- Modify the existing southbound combined left-thru-right lane on the I-85 SB Exit Ramp to a combined left-thru lane and construct a 2nd southbound right turn lane with 500 feet of storage and an appropriate bay taper. **This improvement should be a joint responsibility of the John Adams Property project, the future VARP [Senator Royall/Alexander Village] project (by Crescent Communities), and the future Mallard Creek Church Road/Legranger Development project (by the Browder Group).**

2. Mallard Creek Church Road & I-85 Northbound Exit (to eastbound Mallard Creek Church Road) Ramp (signalized)

- Extend the existing northbound inner lane from 300 feet to 400 feet of storage with an appropriate bay taper.

3. Mallard Creek Church Road & John Adams Road (modification from unsignalized "T" intersection to RI/RO)

- Remove the existing eastbound left turn lane on Mallard Creek Church Road by installing raised median on Mallard Creek Church Road to link the existing medians to limit movements to/from John Adams Road to RI/RO only (no left entering or exiting movements).
- Re-mark the pavement on John Adams Road from three lanes to two lanes (one entering lane and one exiting lane that terminates as a right turn lane).
- Install standard (MUTCD R10-7) "Do Not Block Intersection" signs on westbound Mallard Creek Church Road to further assist drivers on the minor leg of the intersection (John Adams Road) to exit.

4. Mallard Creek Church Road & Mallard Glen Drive (modification from unsignalized "T" intersection to eastbound directional X-over)

- Modify the existing eastbound left turn lane on Mallard Creek Church Road by installing raised median for an urban directional x-over to limit movements to/from Mallard Glen Drive to RI/RO only (no left entering or exiting movements). A westbound left turn lane (with traffic signal control) will be constructed for the Proposed Full Movement Access to the west for vehicles exiting Mallard Glen Drive to u-turn to travel east on Mallard Creek Church Road.
- With this intersection reconfiguration to an eastbound directional x-over the westbound left (u-turn) lane on Mallard Creek Church Road will be eliminated. Based on the minimal number of vehicles currently performing this u-turn movement (less than 10 during either peak), it is assumed that this will not be an issue. In addition, there will be a u-turn lane further west described above at the Proposed Full Movement Access.

- Mark the exiting lane pavement with a right turn arrow and install appropriate signing on Mallard Glen Drive to reinforce no left-out movements.

6. Mallard Creek Church Road & Proposed Full Movement Access (signalized “T” intersection)

- Install a traffic signal (design and installation to be fully funded by the developer) with coordinated signal timings with the other existing intersections along Mallard Creek Church Road.
- Construct the Proposed Full Movement Access with one ingress lane, a 15-foot wide median, and separate left (termination lane) and right (250 feet of storage) egress lanes.
- Construct a westbound right turn lane on Mallard Creek Church Road with 300 feet of storage and short bay taper (to Mallard Glen Drive).
- Construct an eastbound left turn lane on Mallard Creek Church Road with 350 feet of storage and appropriate bay taper (within the existing median).
- Construct a westbound left turn lane on Mallard Creek Church Road (for u-turns) with 100 feet of storage and appropriate bay taper (within the existing median).
- Install/revise bike lane, planting strip, and sidewalk on Mallard Creek Church Road along the site frontage to comply with current City standards.

Architectural Standards

75% of the exterior walls of all buildings constructed on the site, excluding doors, windows, soffit and eave areas, will be composed of masonry materials (e.g. brick, brick veneer, stone including artificial stone, and stucco).

Streetscape and Landscaping

Reserved

Environmental Features

Reserved

Parks, Greenways, and Open Space

Reserved

Fire Protection

Reserved

Signage

Detached signs located on the site will be ground mounted, limited to seven feet in height, and no more than 50 square feet in area.

Lighting

- a. Freestanding lighting on the site will utilize full cut-off luminaries and no “wall pak” type lighting will be utilized, except that architectural lighting on the exterior of buildings will be permitted

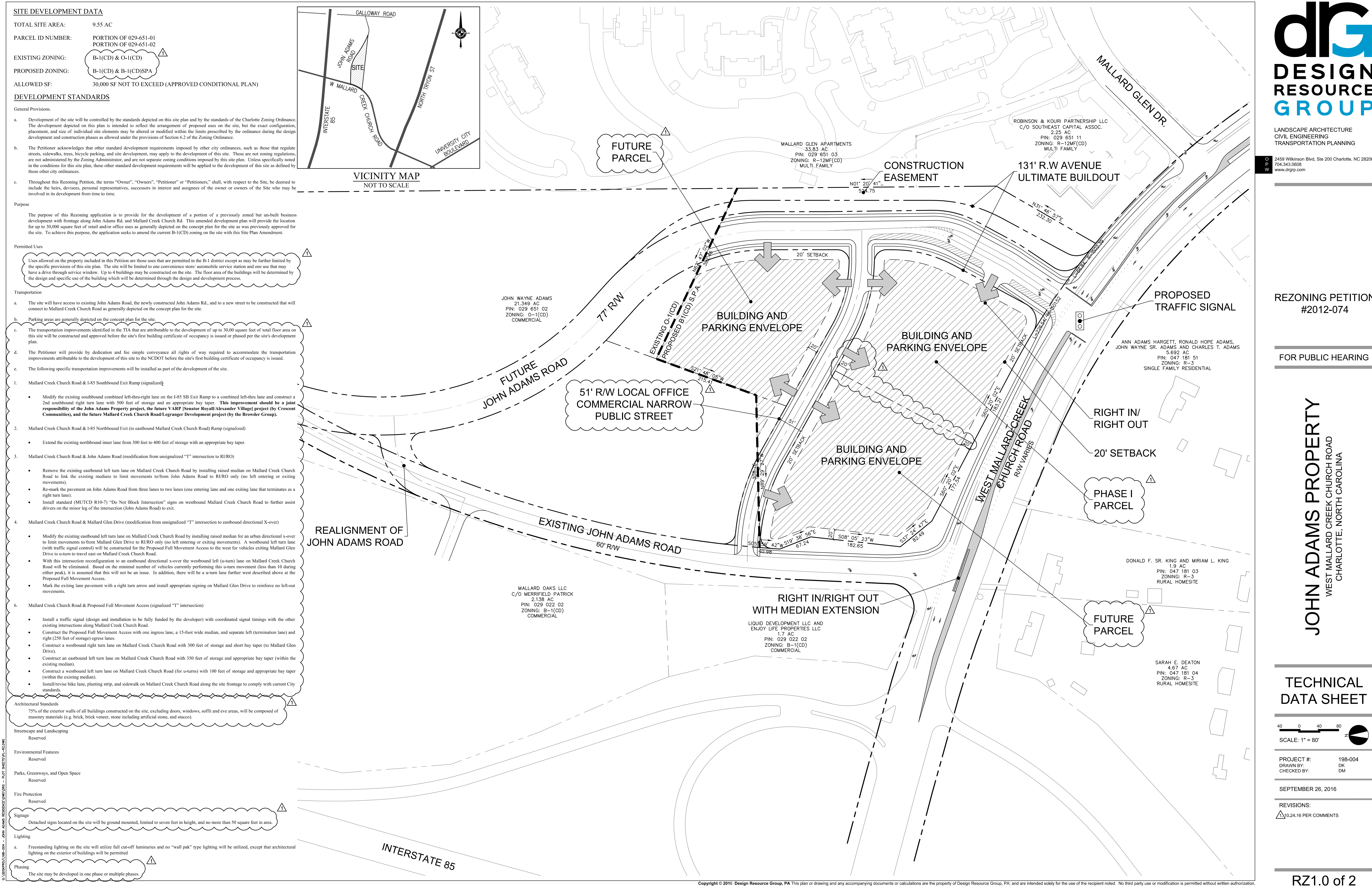
Phasing

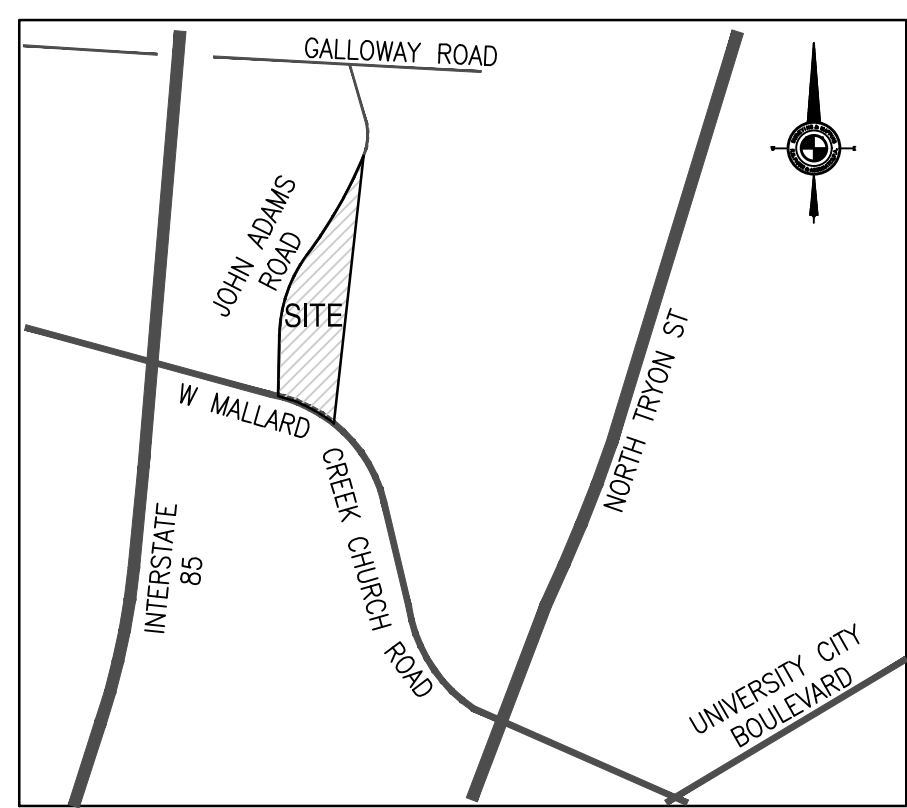
The site may be developed in one phase or multiple phases.

Initial Submission- 06/18/12 (3)

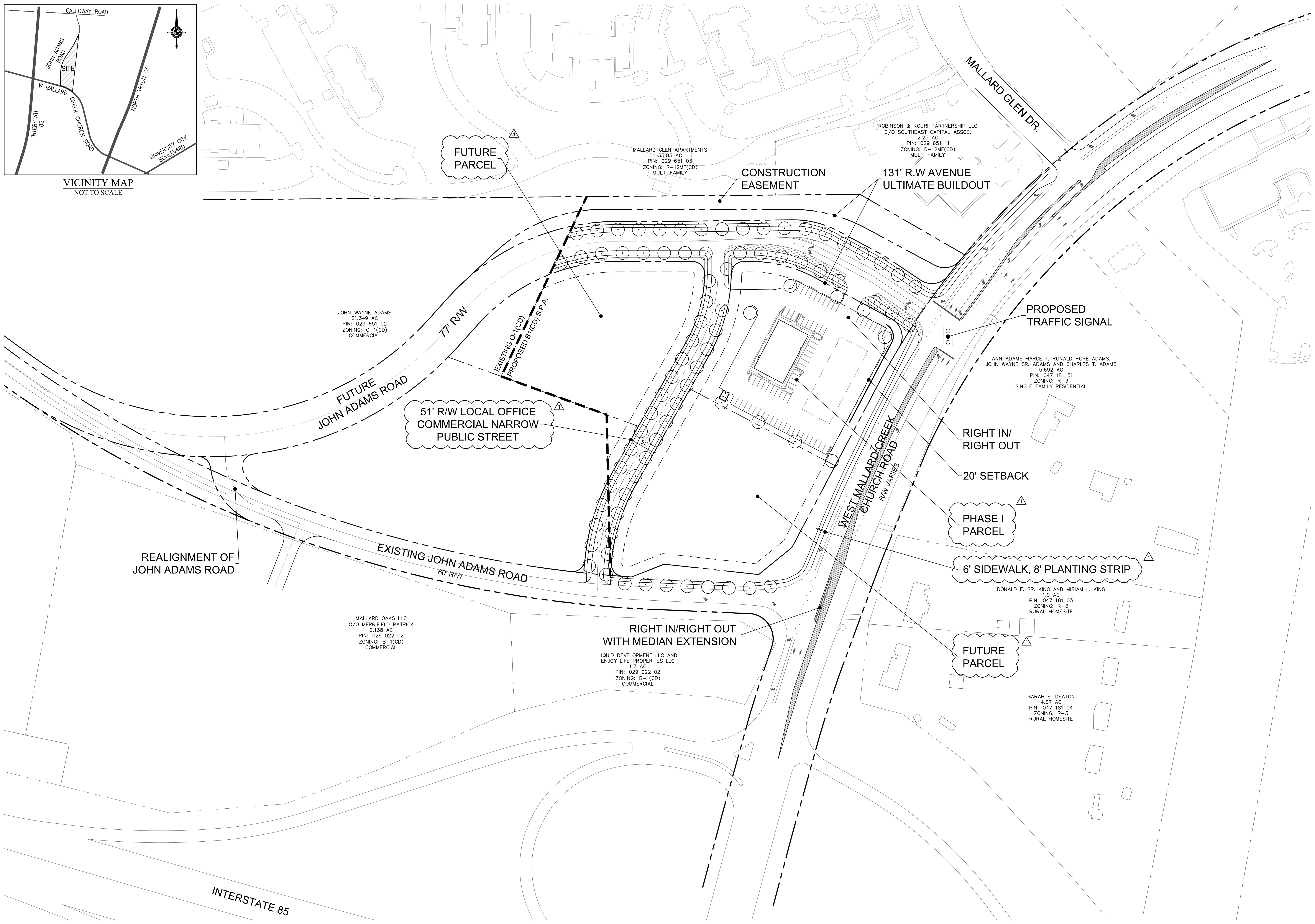
Revised per staff comments- 08/22/16 (4)

Revised per staff comments- 10-24-16 (5)



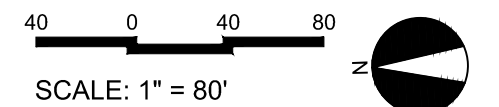


VICINITY MAP
NOT TO SCALE



JOHN ADAMS PROPERTY
WEST MALLARD CREEK CHURCH ROAD
CHARLOTTE, NORTH CAROLINA

**SCHEMATIC
SITE PLAN**



PROJECT #: 198-004
DRAWN BY: DK
CHECKED BY: DM

SEPTEMBER 26, 2016

REVISIONS:
10.24.16 PER COMMENTS