

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 New John Adams Road and Existing John Adams Road~~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 or to the City of Charlotte as may be appropriate 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.

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 & -Existing 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 Existing John Adams Road to RI/RO only (no left entering or exiting movements).
- Re-mark the pavement on Existing John Adams Road from three lanes to two lanes (one entering lane and one exiting lane that terminates as a right turn lane). Existing John Adams Road eastern curb return will be constructed to decrease overall roadway width at Mallard Creek Church Road to two lanes.
- 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 (Existing John Adams Road) to exit.

4. Mallard Creek Church Road & Mallard Glen Drive (modification from ~~signalized~~ "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 left in only (no left exiting movements). ~~An eastbound-westbound~~ left turn lane (with traffic signal control) will be constructed at the New John Adams intersection 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- New John Adams Intersection. 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.

5. Mallard Creek Church Road & New John Adams Intersection 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 New John Adams Road ~~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 (back to Mallard Glen Drive).
- Construct an eastbound left turn lane on Mallard Creek Church Road with 350 feet of storage and appropriate bay taper.
- Construct a westbound left turn lane on Mallard Creek Church Road (for u-turns) with 100 feet of storage and appropriate bay taper.
- Install/revise bike lane, planting strip, pedestrian refuge and sidewalk on Mallard Creek Church Road along the site frontage to comply with current City standards.

6. Connection to Mallard Glen Apartments. The Petitioner will provide an easement for a driveway connection to be built as part of the development of the site and the extension of the new John Adams Road to the north. This Petitioner will construct this connection ~~at~~ a location agreed to by the Petitioner and the Mallard Glen Apartment ownership as generally indicated on the site plan. The Petitioner will construct the connection to the ~~to~~ property line, with adjacent property ownership being responsible for the construction of the connection on their site. If at any point prior to the construction of this connection, the owners~~hip~~ of the Mallard Glen Apartments property notify the Petitioner in writing that they do not want to connect to the Petitioner’s property and to the Future-new John Adams Road, the Petitioner shall be relieved of this commitment and the site may be developed in accordance with the other provisions of this plan without the need to any further modifications. The connection between Future New John Adams Road and Mallard Highlands Drive will be constructed with two (2) travel lanes and a 5-foot sidewalk on one side. The construction of the ~~with the construction of~~ connection to New John Adams Road within 6 months of the CO for Phase 1 Parcel.

7. Berkley Place and Mallard Creek Church Road. The Petitioner commits to modify right-turn phasing from permissive to permissive / overlap upon approving the cost estimate to be provided by CDOT.

8. The Petitioner may will provide for a future vehicular access between the two development sites that front on Mallard Creek Church Rd. to allow for connectivity between the sites as generally depicted on the site plan.

9. The Petitioner will construct the section of New John Adams Rd. from its intersection with Mallard Creek Church Road ~~to~~ to a point that will accommodate the connection to the Mallard Glen Apartment community as outlined in Note 6 above and will construct the new street within the site that will connect New John Adams Rd. to the Eexisting John Adams Road ~~to~~ prior to the issuance of the first Certificate of Occupancy for the site.

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 luminaires 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)

Revised per staff comments- 12-19-16 (7)

Revised per staff analysis- 1-19-17. (7.2)

SITE DEVELOPMENT DATA

TOTAL SITE AREA: 9.55 AC

PARCEL ID NUMBER: PORTION OF 029-651-01
PORTION OF 029-651-02

EXISTING ZONING: B-1(CD) & O-1(CD)

PROPOSED ZONING: B-1(CD) & B-1(CD)SPA

ALLOWED SF: 30,000 SF NOT TO EXCEED (APPROVED CONDITIONAL PLAN)

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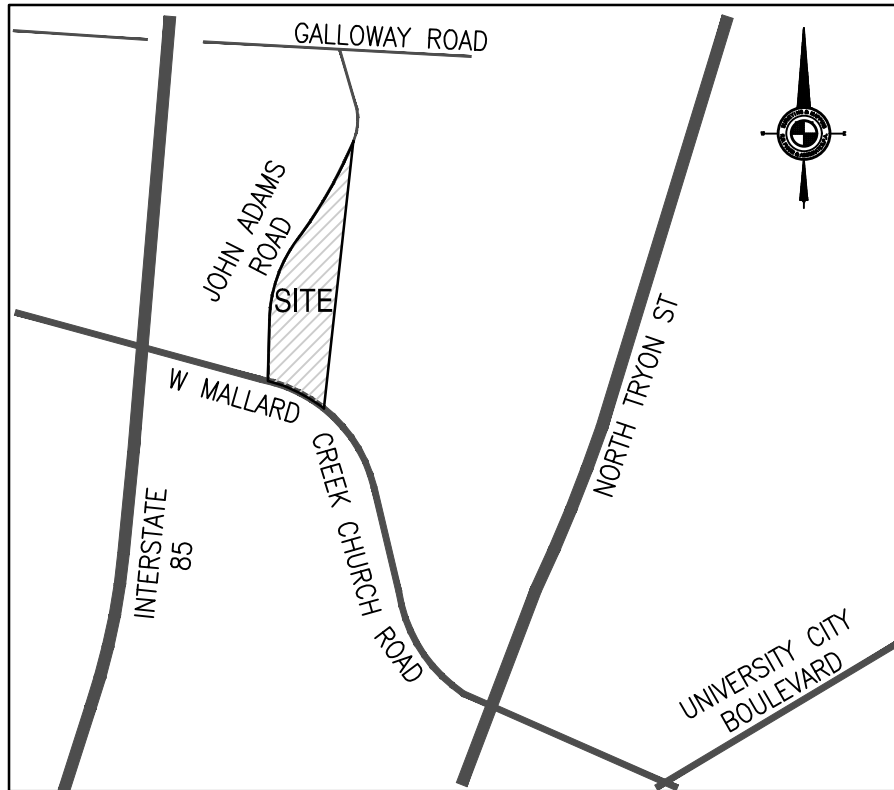
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Lighting

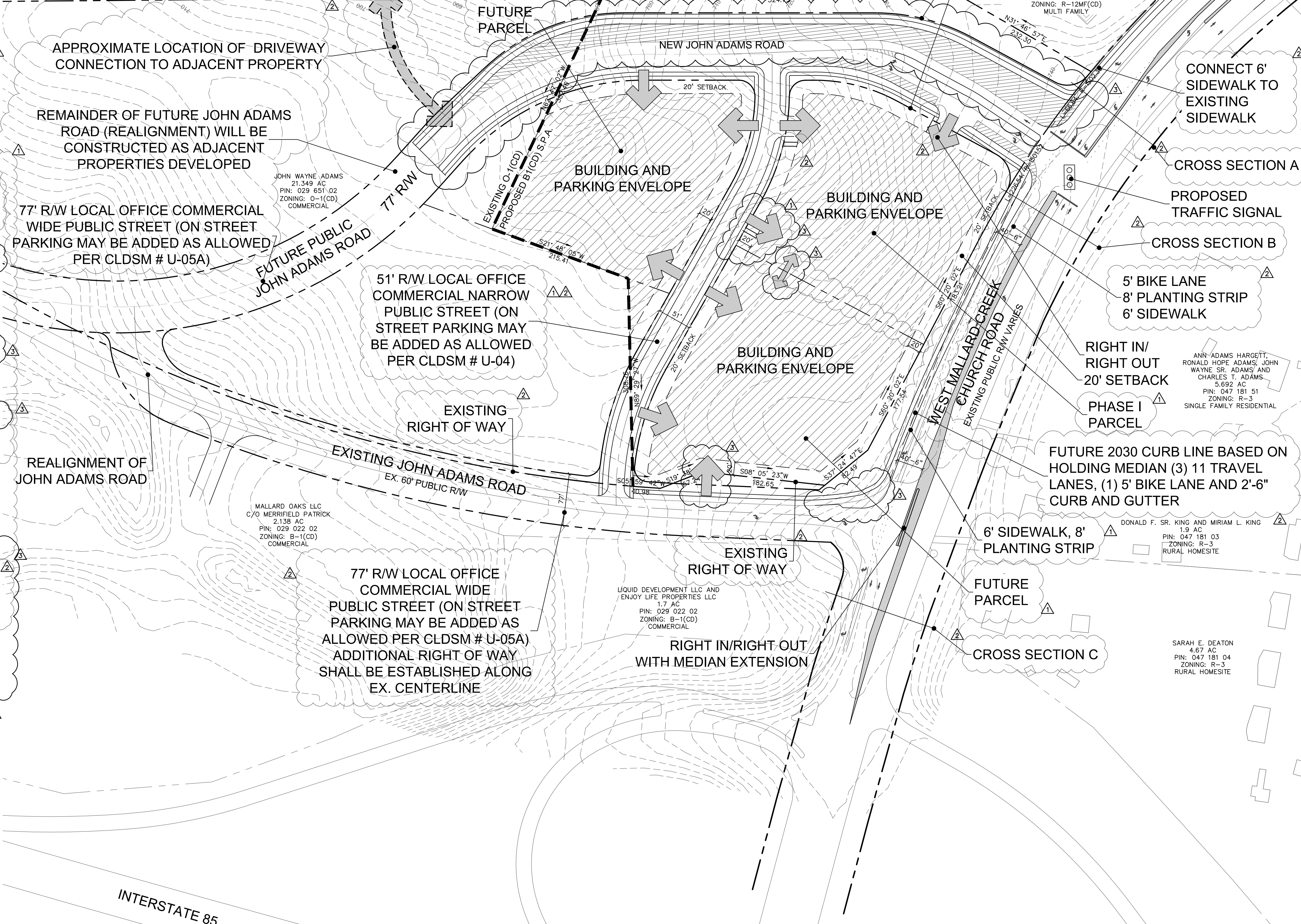
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VICINITY MAP
NOT TO SCALE



REVISIONS:

- 10.24.16 PER COMMENTS
12.19.16 PER COMMENTS
01.19.17 PER COMMENTS

