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COVER SHEET

Sheet Number

A000

A002 PROPOSED ROAD CONCEPT

COVER SHEET

EXISTING FEATURES PLAN

PROPOSED SITE PLAN WITH FRONTAGE IMPROVEMENT AND LANDSCAPING

A003 VEHICLE TURNING DIAGRAMS AND ELEVATION PRECEDENTS

TABLE OF CONTENTS:

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EXISTING ZONING: CB

PROPOSED ZONING: CI-CD **JURISDICTION: HUNTERSVILLE PARCEL ID:** 01720205

DEED BOOK/PAGE: 13460/260 TOTAL LOT SIZE: 298,323.92 SF **EXISTING BUILDING HEIGHT: 32 FEET (2 STORIES)**

PROPOSED NEW CONSTRUCTION TYPE: CIVIC

EXISTING GROSS FLOOR AREA: 10,101 SF PROPOSED ZONING STREET ADDRESS: 12340 MT. HOLLY-HUNTERSVILLE ROAD, HUNTERSVILLE, NC

REZONING NOTES

REZONING PETITION. THESE REZONING NOTES COMPRISE THE DEVELOPMENT STANDARDS ("DEVELOPMENT STANDARDS") ASSOCIATED WITH THE REZONING PETITION (THE "REZONING PETITION") FILED BY MEETING PLACE PROPERTIES II, LLC ("PETITIONER") AS REZONING PETITION #R17-06 FOR THAT APPROXIMATELY 6.848 ACRE TRACT OF LAND IDENTIFIED ON THIS SITE PLAN AS THE PHOENIX MONTESSORI ACADEMY, AND OTHER SITE PLAN INFORMATION SUBMITTED TO THE TOWN OF HUNTERSVILLE ON JUNE 1, 2017 (THE "REZONING PLAN"), AS REVISED, IN CONNECTION WITH ALL OR PART OF TAX PARCEL NUMBER 017-202-05 (THE "PROPERTY"). THE PURPOSE OF THE REZONING PETITION IS TO CONVERT THE ZONING CLASSIFICATIONS OF THE PROPERTY FROM THE CB (CORPORATE BUSINESS DISTRICT) ZONING DISTRICT TO CI - CD (CAMPUS INSTITUTIONAL - CONDITIONAL DISTRICT) PURSUANT TO THE PROVISIONS OF THE TOWN OF HUNTERSVILLE ZONING ORDINANCE (THE "ORDINANCE").

DEVELOPMENT STANDARDS. DEVELOPMENT OF THE PROPERTY WILL BE GOVERNED BY THESE DEVELOPMENT STANDARDS, WHICH ARE PART OF THE REZONING PETITION, AND THE APPLICABLE PROVISIONS OF THE ORDINANCE IN PLACE ON THE DATE OF FILING DESCRIBED ABOVE. UNLESS THE REZONING PLAN ESTABLISHES A MORE STRINGENT STANDARD(S), OR UNLESS OTHERWISE NOTED ON THE REZONING PLAN OR IN THESE DEVELOPMENT STANDARDS, THE REGULATIONS ESTABLISHED UNDER THE ORDINANCE IN PLACE ON THE DATE OF FILING DESCRIBED ABOVE FOR THE CI (CAMPUS INSTITUTIONAL DISTRICT) ZONING DISTRICT GOVERN DEVELOPMENT OF THE PROPERTY AS SHOWN ON THE REZONING PLAN.

PERMITTED USE

THE CAMPUS INSTITUTIONAL ZONING DISTRICT IS APPROPRIATE FOR THE ACADEMIC INSTITUTION PROPOSED ON THE REZONING PLAN BECAUSE THE SCHOOL HAS BEEN LOCATED IN THE EXISTING BUILDING ON THE PROPERTY AND, THOUGH TEMPORARY, HAS SUCCESSFULLY OPERATED ON THIS SITE WHICH IS UNDER THE ACREAGE LIMITATION. APPLICANT REQUESTS APPROVAL DESPITE THE ACREAGE LIMITATION FOR THIS REASON. ALL PARCELS MAY BE DEVOTED TO THE USES PERMITTED IN THE CI (CAMPUS INSTITUTIONAL) DISTRICT, TOGETHER WITH ANY OTHER PERMITTED INCIDENTAL OR ACCESSORY USES ASSOCIATED THEREWITH AND PERMITTED UNDER THE ORDINANCE BY RIGHT OR WITH CONDITIONS, EXCEPT THE FOLLOWING USES SHALL NOT BE

FAMILY CARE HOME SOLAR ENERGY FACILITY WIND ENERGY FACILITY HELISTOP

HOME OCCUPATION HOSPITALS

SINGLE FAMILY HOMES MULTIFAMILY HOMES

SETBACKS, SIDE YARDS AND REAR YARDS

ALL BUILDINGS CONSTRUCTED ON THE SITE SHALL SATISFY OR EXCEED THE SETBACK / BUILD TO LINE, REAR YARD AND SIDE YARD REQUIREMENTS ESTABLISHED BY THE ORDINANCE UNLESS OTHERWISE SHOWN ON THE PLAN.

DESIGN AND PERFORMANCE STANDARDS

THE DEVELOPMENT DEPICTED IN THE REZONING PLAN IS SCHEMATIC IN NATURE AND INTENDED TO DESCRIBE THE GENERAL ARRANGEMENT OF BUILDINGS, PARKING, PUBLIC STREETS, IF ANY, AND STORM WATER MEASURES TO BE CONSTRUCTED ON THE SITE. ACCORDINGLY, THE CONFIGURATIONS, PLACEMENTS, AND SIZES OF THE BUILDING FOOTPRINTS, AS WELL AS THE LOCATIONS OF STREETS SHOWN ON THE REZONING PLAN, IF ANY, ARE SCHEMATIC IN NATURE AND MAY BE ALTERED OR MODIFIED DURING DESIGN DEVELOPMENT AND CONSTRUCTION PHASES AS LONG AS SUCH ALTERATIONS AND MODIFICATIONS ARE NOT A SUBSTANTIAL DEVIATION FROM THE LAYOUT AND INTENT OF THE REZONING PLAN AND ARE CONSISTENT WITH THE INTENT OF THE ORDINANCE. SUCH MODIFICATIONS TO THE PLAN SHALL IN NO WAY IMPACT THE PETITIONER'S VESTED RIGHTS. THE REZONING PLAN IS APPROVED FOR A PERIOD OF THREE (3) YEARS FROM THE DATE OF APPROVAL OF THE REZONING PLAN AND WILL BE PERMANENTLY VESTED UPON FULL OR PARTIAL BUILDOUT DURING THE THREE (3) YEAR PERIOD.

AS THE ORDINANCE MAY BE MODIFIED FROM TIME TO TIME BY THE TOWN BOARD, INCLUDING, LIGHTING AND LANDSCAPING STANDARDS, THE DEVELOPER MAY VOLUNTARILY AGREE TO APPLY SUCH MODIFICATIONS TO THE REZONING PLAN IN A MANNER CONSISTENT WITH THE ORDINANCE AS IT CHANGES. BUILDING PERMITTING AND IMPROVEMENTS ASSOCIATED WITH EACH BUILDING (I.E. PUBLIC STREETS, PARKING, LIGHTING, AND LANDSCAPING) MAY OCCUR IN A PHASED SEQUENCE IF INDICATED ON THE PLANS. **DESIGN CONTROLS**

PARKING, LANDSCAPING, LIGHTING, SCREENING, VEHICLE MANEUVERING AREAS AND DRIVE THROUGH(S) MAY BE LOCATED WITHIN THE BUILDING ENVELOPES SHOWN ON THE PLAN FOR SUCH USES IF DICTATED BY FINAL SITE PLAN, ARCHITECTURAL OR ENGINEERING DESIGN.

(B) BUILDING FOOTPRINTS AND ENVELOPES DEPICT THE GENERAL DEVELOPMENT INTENT. BUILDINGS SHOWN MAY BE DETACHED INTO NO MORE THAN FOUR (4) BUILDINGS. WITHIN THE SAME GENERAL CONFIGURATION OF THE BUILDINGS AS SHOWN ON THE PLAN. AS DISCUSSED, THE INTENT MAY BE TO SEPARATE THE BUILDINGS IF LATER DESIRED, BUT THE DESIGN INTENT IS TO KEEP THEM IN THE GENERAL POSITION SHOWN.

ALL NEW BUILDINGS WILL BE DESIGNED IN ACCORDANCE WITH THOSE BUILDING TYPES THAT ARE PERMITTED IN THE CI ZONING DISTRICT AS DÉFINED BY THE ORDINANCE AND IN COMPLIANCE WITH THE REZONING PLAN. THE CONCEPTUAL RENDERINGS ATTACHED HEREIN DEPICT APPROXIMATE BUILDING PLACEMENT, ORIENTATION AND DESIGN. MINOR MODIFICATIONS MAY BE NECESSARY TO ACCOMMODATE FINAL DESIGN: THEREFORE, FINAL DIMENSIONS OF BUILDINGS MAY BE CHANGED ACCORDINGLY.

6. **CONNECTIVITY**

(A) VEHICULAR ACCESS TO PUBLIC RIGHTS OF WAY SHALL BE AS GENERALLY DEPICTED ON THE REZONING PLAN. IF NCDOT AND ANY OTHER AGENCIES WITH REVIEW AUTHORITY PERMIT THE INSTALLATION OF ADDITIONAL IMPROVEMENTS, DEVELOPER MAY INSTALL THE IMPROVEMENTS AT ITS OWN EXPENSE WITHOUT AMENDING THE REZONING PLAN.

(B) THE PLACEMENTS AND CONFIGURATION OF VEHICULAR ACCESS POINTS ARE SUBJECT TO ANY MINOR MODIFICATIONS REQUIRED TO ACCOMMODATE FINAL SIZE, ARCHITECTURAL AND CONSTRUCTION PLANS AND ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY THE NCDOT.

(C) EXCEPT AS SPECIFICALLY INDICATED ON THE REZONING PLAN, NOTHING HEREIN SHALL BE DEEMED TO BE A COMMITMENT BY THE DEVELOPER TO PROVIDE, DEDICATE OR RESERVE RIGHT-OF-WAY OF ANY PROPERTY LOCATED OUTSIDE THE BOUNDARIES OF THE PROPERTY.

BINDING EFFECT OF THE REZONING DOCUMENTS AND DEFINITIONS

(A) IF THIS REZONING PETITION IS APPROVED, ALL CONDITIONS APPLICABLE TO DEVELOPMENT OF THE SITE IMPOSED BY THE REZONING PLAN WILL, UNLESS AMENDED IN THE MANNER PROVIDED UNDER THE ORDINANCE, BE BINDING UPON AND INURE TO THE BENEFIT OF THE DEVELOPER, TENANT AND OWNER OF THE SITE, AND THEIR RESPECTIVE SUCCESSORS IN INTEREST AND ASSIGNS.

(B) THROUGHOUT THESE DEVELOPMENT STANDARDS, THE TERM, "DEVELOPER" SHALL BE DEEMED TO INCLUDE THE PETITIONER, ITS SUCCESSORS AND ASSIGNS, TENANT, AND OWNER OF THE SITE, THEIR HEIRS, DEVISEES, PERSONAL REPRESENTATIVES, AND SUCCESSORS IN INTEREST IN THE SITE. (C) AS DETERMINED BY THE DEVELOPER, THE TOWN OF HUNTERSVILLE ZONING ORDINANCE SHALL MEAN THE ORDINANCE AND TOWN OF HUNTERSVILLE LAND DEVELOPMENT STANDARDS MANUAL IN EFFECT AT THE TIME OF REZONING.

ADDITIONAL INFORMATION:

THE PROPOSED GROWTH IS FOR A MAXIMUM OF 300 STUDENTS

NO VEHICLE STACKING, QUEUING, OR PARKING IS ALLOWED ON THE PUBLIC R.O.W.

1. STAFF WILL SUPERVIZE DROP-OFF AND PICK-UP 2. START, END TIMES ARE STAGGERED - 3 IN BOTH MORNING AND EVENING 3. 987 FEET OF QUEUE IS PROVIDED IN ADDITIONAL OF 130 FEET FOR LOADING AREA AS PER MSTA

REGULATORY COMPLIANCE:

1. WILL COMPLY WITH THE HUNTERSVILLE ZONING ORDINANCE, INCLUDING: 1.1 ARTICLE 6 (PARKING LOT REQUIREMENTS)

1.2 ARTICLE 7 (LANDSCAPING SCREENING AND BUFFERS) 1.3 ARTICLE 8.26 (SITE LIGHTING)

2. WILL PROVIDE SEALED COMMERCIAL SITE PLAN PRIOR TO OCCUPANCY

A PLAY AREA, YET TO BE LOCATED AND DESIGNED, WILL CONFORM TO TOWN PLANNING REQUIREMENTS AND BE FENCED FOR CHILD SAFETY. THE PLAY AREA WILL BE INCLUDED IN A DISTURBED TREE AREA BUT STAY WITHIN THE ALLOWED DISTURBANCE. NO SPECIMEN TREES WILL BE REMOVED FOR THE PLAY AREA.

SITE WILL MEET MINIMUM FOOTCANDLE REQUIREMENTS CONFORMING TO ARTICLE 8.26, OF HUNTERSVILLE TOWN ORDINANCES

UTILITIES: WATER: PUBLIC SEWER: PUBLIC

> YARD REQUIREMENTS FRONT SETBACK: N/A (CIVIC BUILDING TYPE)

SIDE YARD: 8' REAR YARD: 50'

SIDE: NO

BUFFER YARD REQUIREMENTS:

REAR: 50' SIDE" NORTH 80', SOUTH N/A

TREES TO BE REMOVED IN ACCORDANCE WITH TOWN ORDINANCE

REQUIRED SCREENING: FRONT: 80' BUFFER

PARKING: YES-TREES & SHRUBS ALONG WESTERN EDGE IN OCCORDANCE WIHT TOWN ORDINANCE ALL UTILITIES INCLUDING ROOF EQUIPMENT TO BE SCREENED

BUILDING, PARKING LOTS, AND WALKWAYS COVERAGE: 57,000 (1.3 AC)

PARKING REQUIRED: (TOWN OF HUNTERSVILLE ZONING ORDINANCE ARTICLE 6) PROVIDED: 75 (6 HANDICAP) ALL SIGNAGE TO BE APPROVED AND PERMITTED SEPARATELY

Phoenix Montessori Academy Trip Generation AM Peak Hour PM Peak Hour Daily Enter Exit Total Enter Exit Total Proposed 300 Student + 45 Staff School (203 New Students + 31 New Staff) 7:15 AM - 3:00 PM 100 222 71 56 127 40 55 95 8:15 AM - 6:00 PM 80 156 57 45 102 21 33 54 9:15 AM - 4:00 PM* 120 292 84 66 150 62 80 142

Reference: MSTA School Traffic Calculator, NCDOT, 2017. (Urban Charter land use per NC UZA Boundary & Mecklenburg Co.)

* Conditions studied in the Phoenix Montessori TIA per the NCDOT/TOH approved scope.

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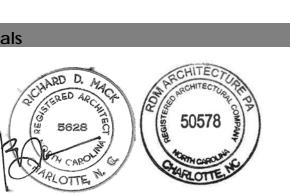
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08/14/17

1501.02

Job Number

PROPOSED SITE PLAN WITH FRONTAGE IMPROVEMENT AND LANDSCAPING

Sheet Number

A001

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- EXISTING WOODED LANDSCAPE WITH -SUFFICIENT CANOPY COVEREAGE PER TOWN/COUNTY ORDINANCES EXISTING THRU LANE ----- RIGHT TURN LANE INTO A STRAIGHT OR MEANDERING -SIDEWALK DEPENDING ON EXISTING VEGETATION

1 STREET SECTION 1 1/8" = 1'-0"

THIS DIAGRAM IS FROM THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS AND WILL BE USED FOR A DESIGN REFERENCE IN CONJUNCTURE WITH TOWN AND COUNTY ORDINANCES.

Design Guidance

hrough Bike Lanes

Required Features

through bike lane is 6 feet with a minimum width of 4 feet.

Bicycle lane word and/or symbol and arrow markings (MUTCD Figure 9C-3) shall be used to define the bike lane and designate that portion of the street for Dotted lane line transition areas to through bike lanes preferential use by bicyclists.

turn only lane.

intersection if along a high speed/ used to provide additional guidance. volume roadway.

shall not be used on streets with bicycle corridors, treatments beyond double right turn lanes. Double right dotted white lines such as coloring turn lanes are extremely difficult for and increased signing should be bicyclists to negotiate. Shared lane provided. markings may be used in the center of the inside turn lane to designate
the preferred path of through bicycle

Right-turn only lanes should
be as short as possible in order

ecommended Features

6 Accompanying signage should include R3-7R "Right Lane Must Turn Right" and R4-4 "Begin Right Turn Yield to Bikes" (MUTCD).

Dotted white lines should be 6 inches wide and 2 feet long with a 2- to 6-foot gap between dashes (MUTCD).

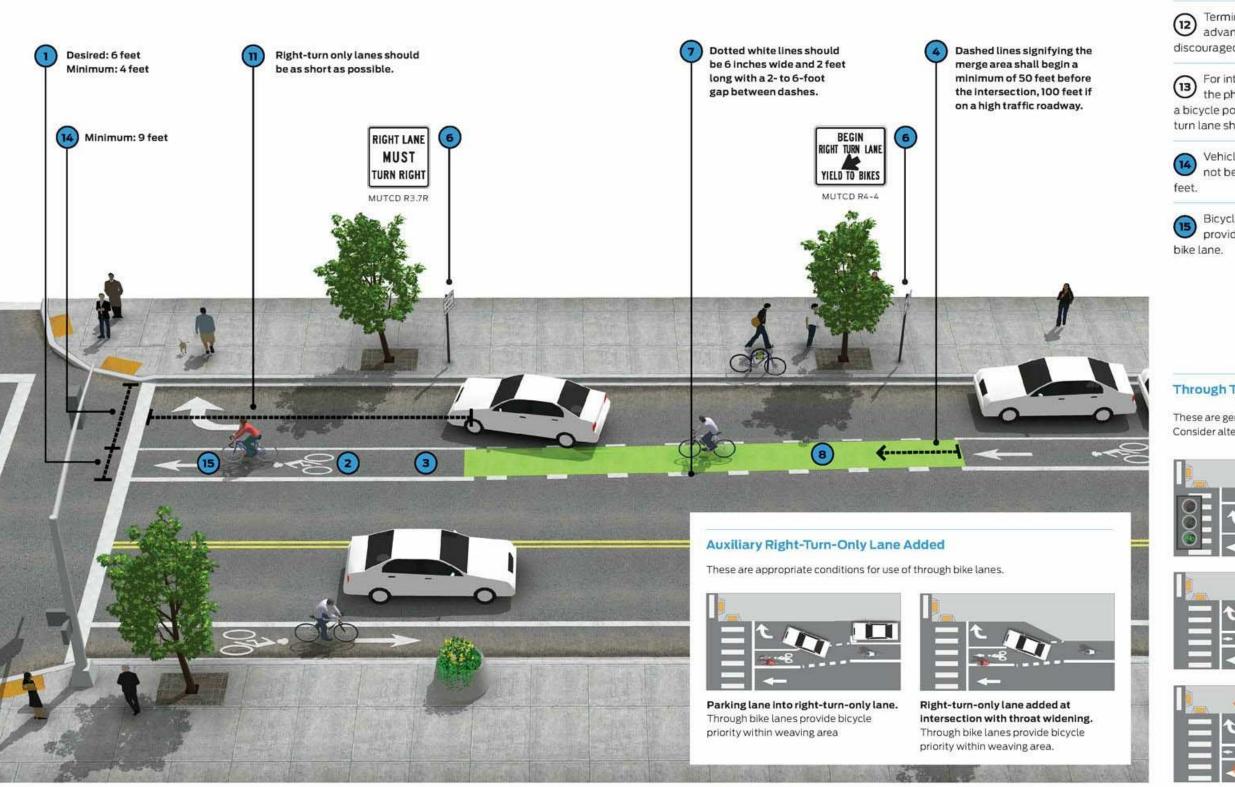
Through bike lanes should be provided at any intersection approach where a sixt in through bike lanes is 6.0. auxiliary lane is created (also known as a right turn add lane). It is desirable for bicyclists to travel straight through the merging area to reinforce right-of-way.

should not be provided at any intersection approach where a The through bike lane shall be placed to the left of the right- through travel lane transitions into a right turn only lane (also known as a right turn drop or trap lane). In such instances consider utilizing an merge area shall begin a the bike lane remaining to the right, minimum of 50 feet before the or not delineating the merging area intersection (MUTCD). Dotted lines connecting to the through bicycle should begin 100 feet before the lane. Shared lane markings may be

Dotted lane line transition areas to through bike lanes

At intersections with high right turning vehicle volumes, high bicyclist volumes, or along priority

to limit the speed of cars in the right turn lane. Fast moving traffic on both sides can be uncomfortable for bicyclists.



Terminating the bike lane in advance of the intersection is discouraged. For intersections that lack the physical width to install lane markings may be used in the center of the lane.

a bicycle pocket, a combined bike/ turn lane should be used. Vehicle turn lane width should lane. not be reduced to less than 9

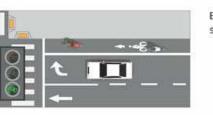
Bicycle warning signs may be used in advance of the merge/ Bicycle detection should be transition area. provided within the through

Optional Features

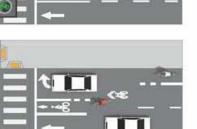
On streets with a combined turn and through lane, shared

A bike box may be used in lieu of a designated through bike

Through Travel Lane Transitions into Right-Turn-Only Lane These are generally inappropriate conditions for use of through bike lanes. Consider alternate treatments.



Exclusive Dicycle signal phase used to separate conflicting movements.



Bicycle lane dropped in advance of the intersection encourages bicyclists to merge across as gaps permit. Shared lane markings may be used to provide additional guidance.



Bicyclists are not provided priority in weaving area and must use caution to

Sheet Number A002

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CONCEPT

Job Number

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PROPOSED ROAD

08/14/17

1501.02

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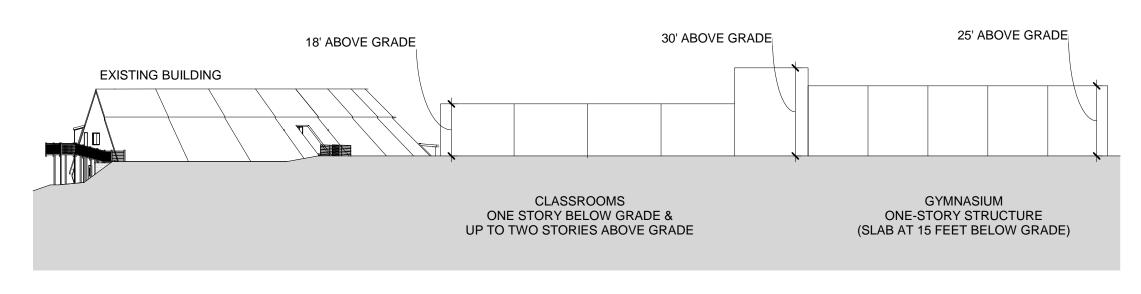
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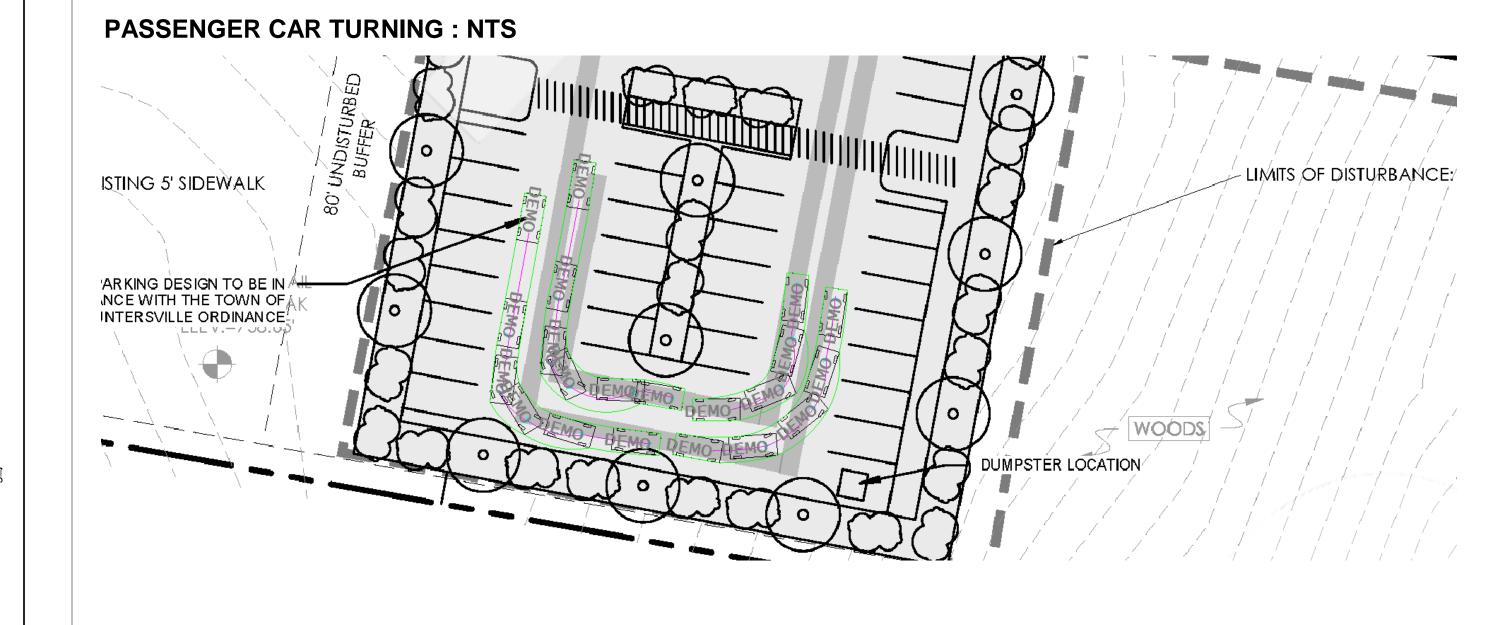
ROAD



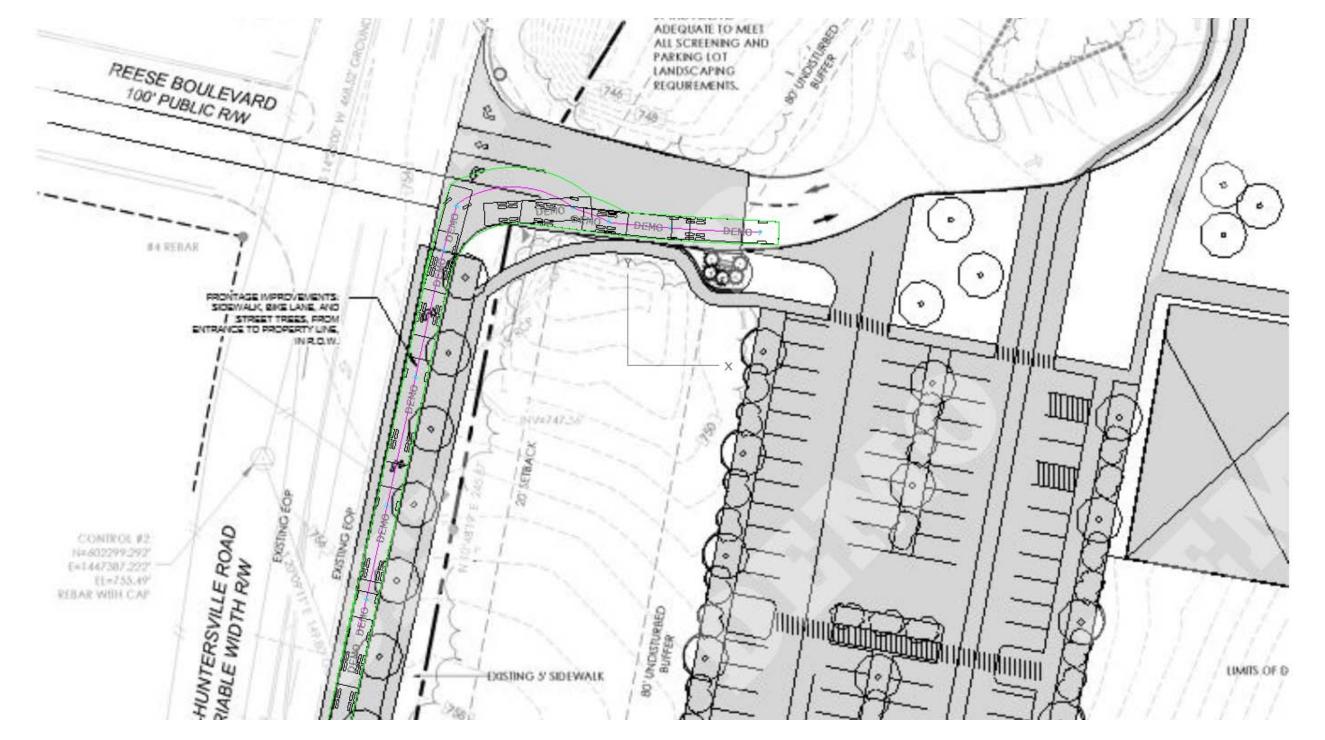


PROPOSED WEST ELEVATION
1/32" = 1'-0"

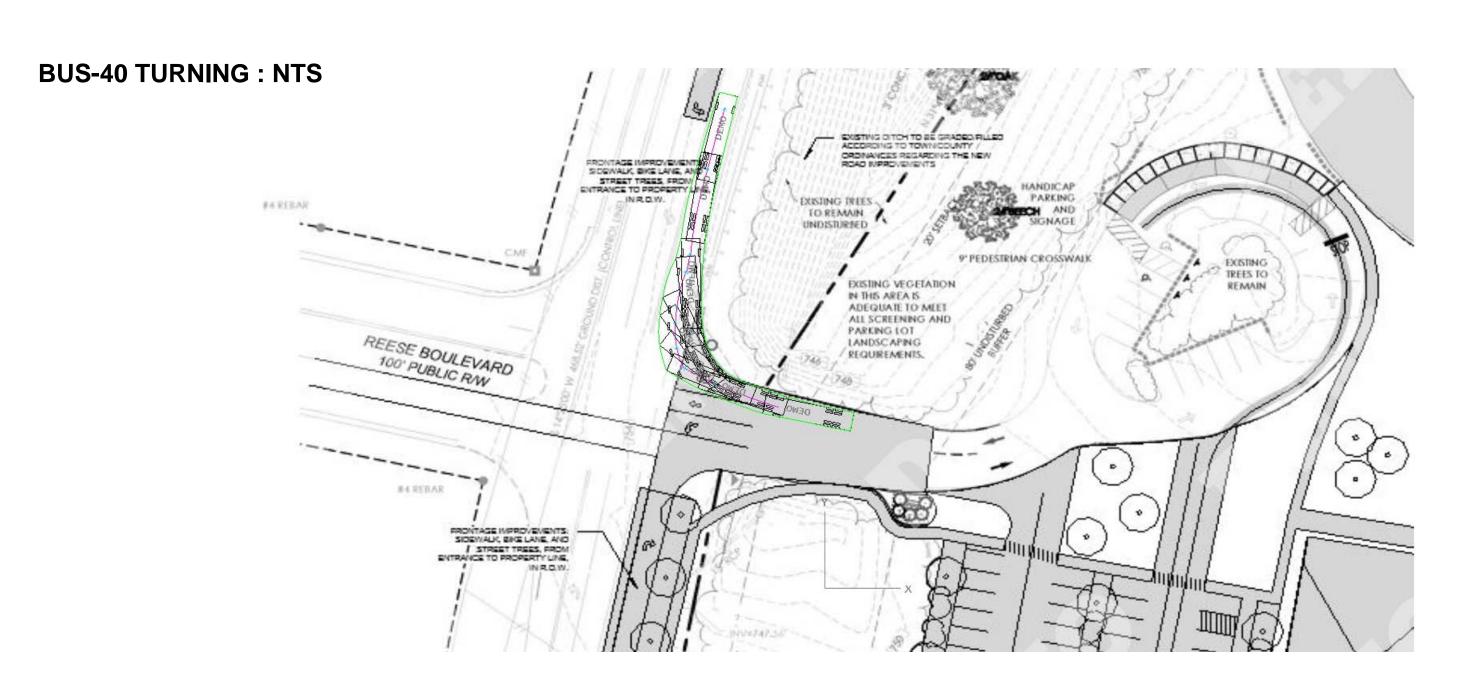
- The building shall utilize and repeat the below architectural design criteria:
- Facade Building Materials will be a composition of: brick, glass, stone, concrete, ACM.
- Building Massing: modulation of facade will occur based on programmatic functions
 Facade Treatment: Roofline treatment should be modified through the use of height, material and/or pitch
 - The architecture within the site shall comply with Article 4 of the Huntersville Zoning Ordinance.
 - The elevations are conceptual, details will be provided following the above standards during design, construction drawings/site plan review to ensure compliance.
- 4. Heights and stories will be designed as noted in the diagram.



BUS-40 TURNING: NTS

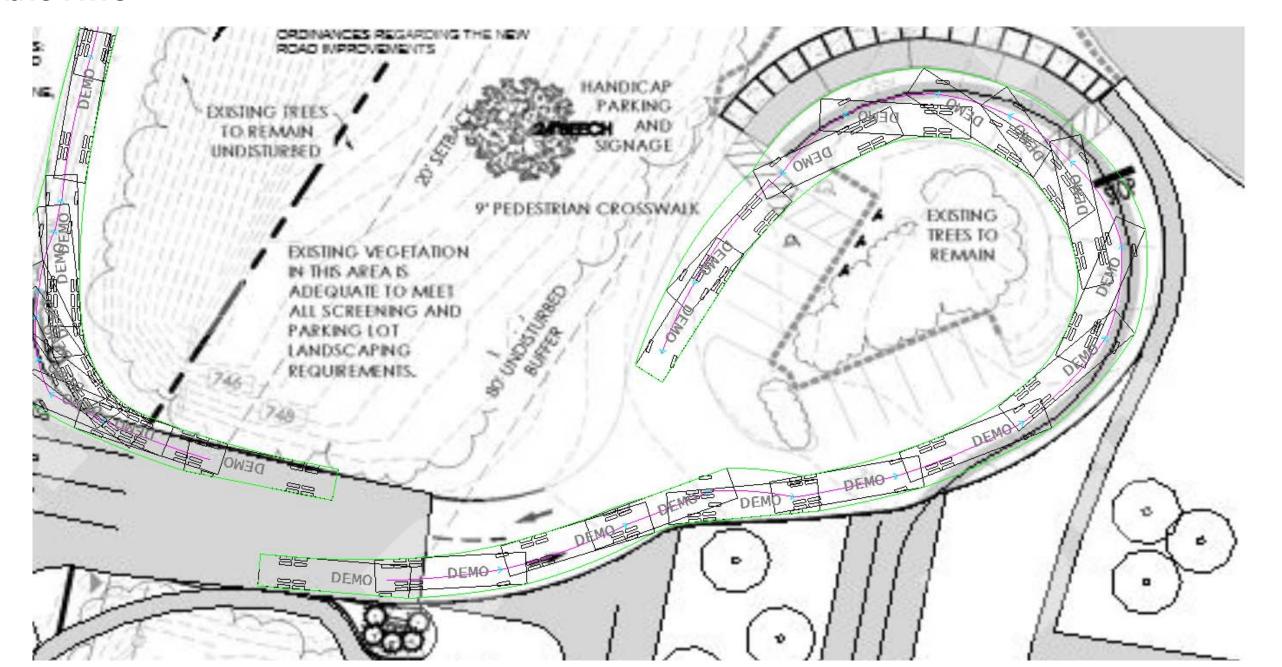


RADIUS IMPROVEMENTS WILL BE MADE IN ORDER TO ACCOMMODATE A BUS-40 VEHICLE FROM MT. HOLLY-HUNTERSVILLE ROAD INTO THE DRIVEWAY ON SITE. DETAIL WILL BE PROVIDED AT PERMITTING PHASE.



RADIUS IMPROVEMENTS WILL BE MADE IN ORDER TO ACCOMMODATE A BUS-40 VEHICLE FROM MT. HOLLY-HUNTERSVILLE ROAD INTO THE DRIVEWAY ON SITE. DETAIL WILL BE PROVIDED AT PERMITTING PHASE.

BUS-40 TURNING: NTS



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PHOENIX MONTESSORI **ACADEMY**

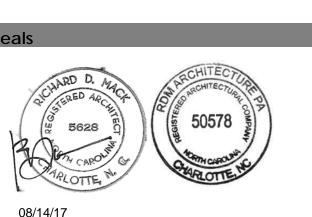
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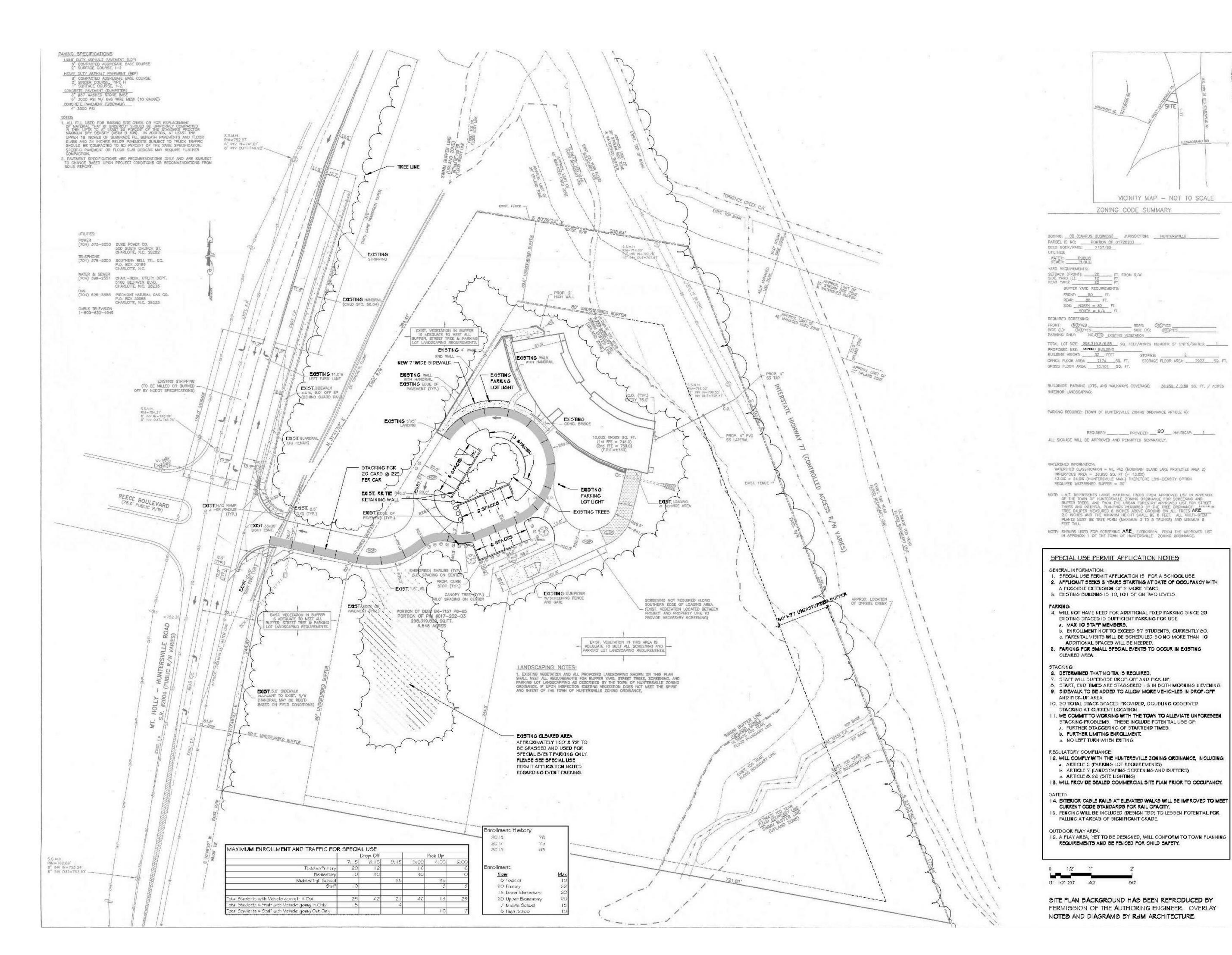


VEHICLE TURNING

DIAGRAMS AND **ELEVATION PRECEDENTS**

A003

Sheet Number



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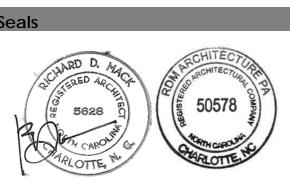
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SPECIAL USE PERMIT REMOVAL PLAN

Povisions

08.14.17

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EXISTING FEATURES PLAN

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A004

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