

VICINITY MAP
NTS

SITE DEVELOPMENT DATA

Site Area: +/- 182.71 acres
Tax Parcels: 02911102, 02911103, 02911106, 02965106, 02965107, 02904108, 02965109, and 02903113
Existing Zoning: R-3
Proposed Zoning: MX-2
Existing Use: Vacant
Proposed Uses: Single-family and/or Multi-family Residential Units; Institutional (School), and Park/Outdoor Recreation Uses

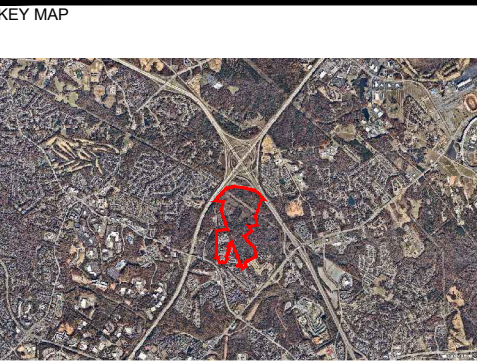
Maximum Building Height: Per Ordinance

Parking: Per Ordinance

Open space Density Bonus Calculations: 182.71 acres * (40%) = 73.08 acres required to meet density increase at current acreage.

Approximate Development Thresholds: Maximum 1,950 dwelling units throughout Site
A1 - 380-400 Multi-family Attached units
A2 - 380-400 Multi-family Attached units and 60-80 Single-family Attached units
A2.1 - No Multi-family Attached units in area
A3 - 310-330 Multi-family Attached units and 100-120 Single-family Attached units
A3.1 - No Multi-family Attached units in area
A4 - 100-120 Multi-family Attached units and 60-80 Single-family Attached units
A4.1 - No Multi-family Attached units in area
A5 - 280-300 Single-family Attached units
A6 - 40-60 Single-family Attached units
A7 - 40-60 Single-family Attached units

Minimum Single-family Thresholds:
A2 - Minimum of 10% of Development Area to be Single-family Attached units
A3 - Minimum of 20% of Development Area to be Single-family Attached units
A4 - Minimum of 25% of Development Area to be Single-family Attached units



SEAL
**PRELIMINARY
-FOR REVIEW ONLY-**

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XXXXX XXXXXXXX 0000 11/14/22
REGISTERED PROFESSIONAL ENGINEER REC # DATE

**NOT FOR
CONSTRUCTION**

MALLARD GLEN

TRIBUTE COMPANIES, INC

CHARLOTTE, NC

LANDDESIGN PROJ # 1021300

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
1	INITIAL REZONING SUBMITTAL	02-25-2022
2	2ND REZONING SUBMITTAL	09-12-2022
3	3RD REZONING SUBMITTAL	10-14-2022
4	4TH REZONING SUBMITTAL	11-14-2022

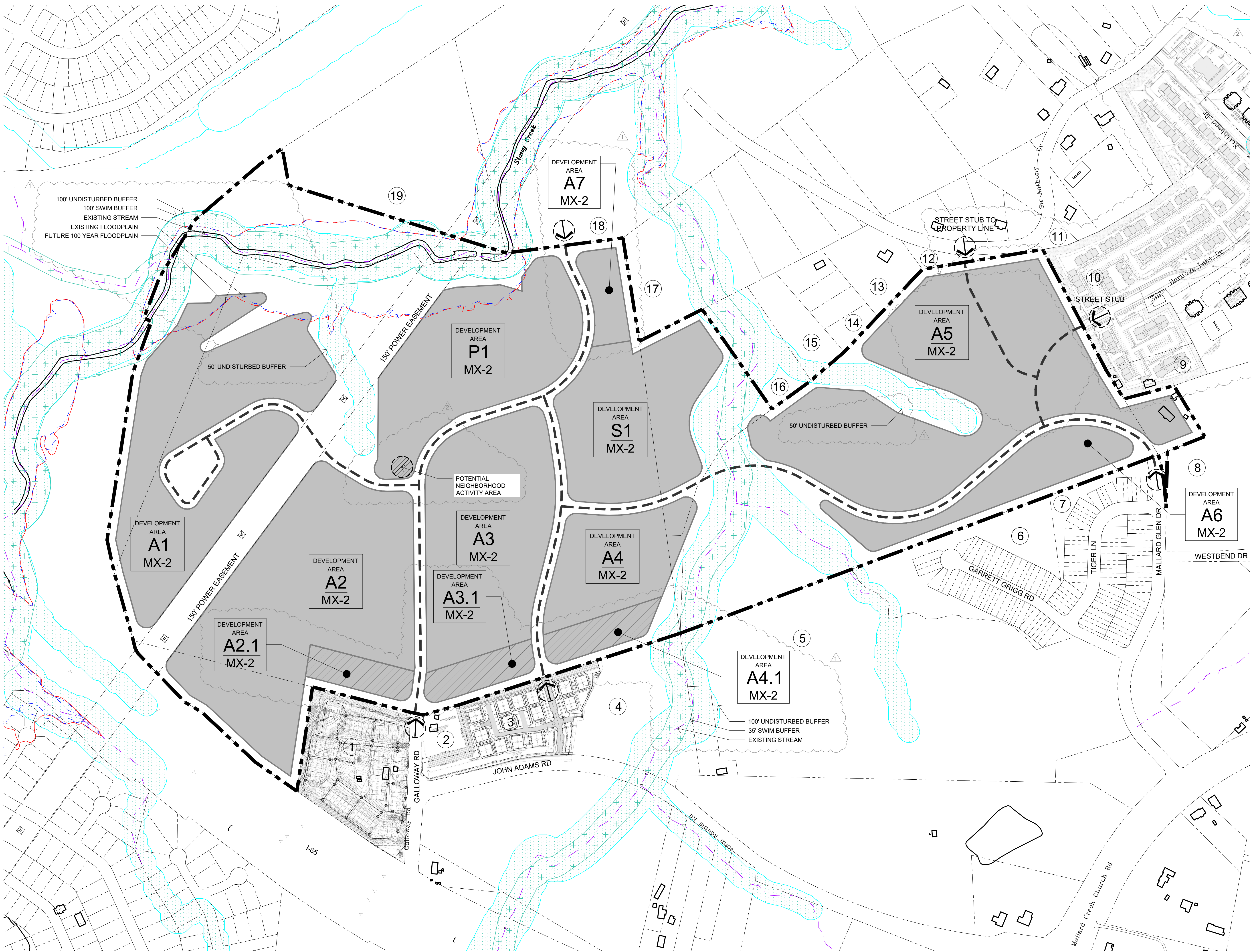
DESIGNED BY: XX
DRAWN BY: XX
CHECKED BY: XX

SCALE
VERT: N/A
HORZ: 1"=200'
0 100 200 400

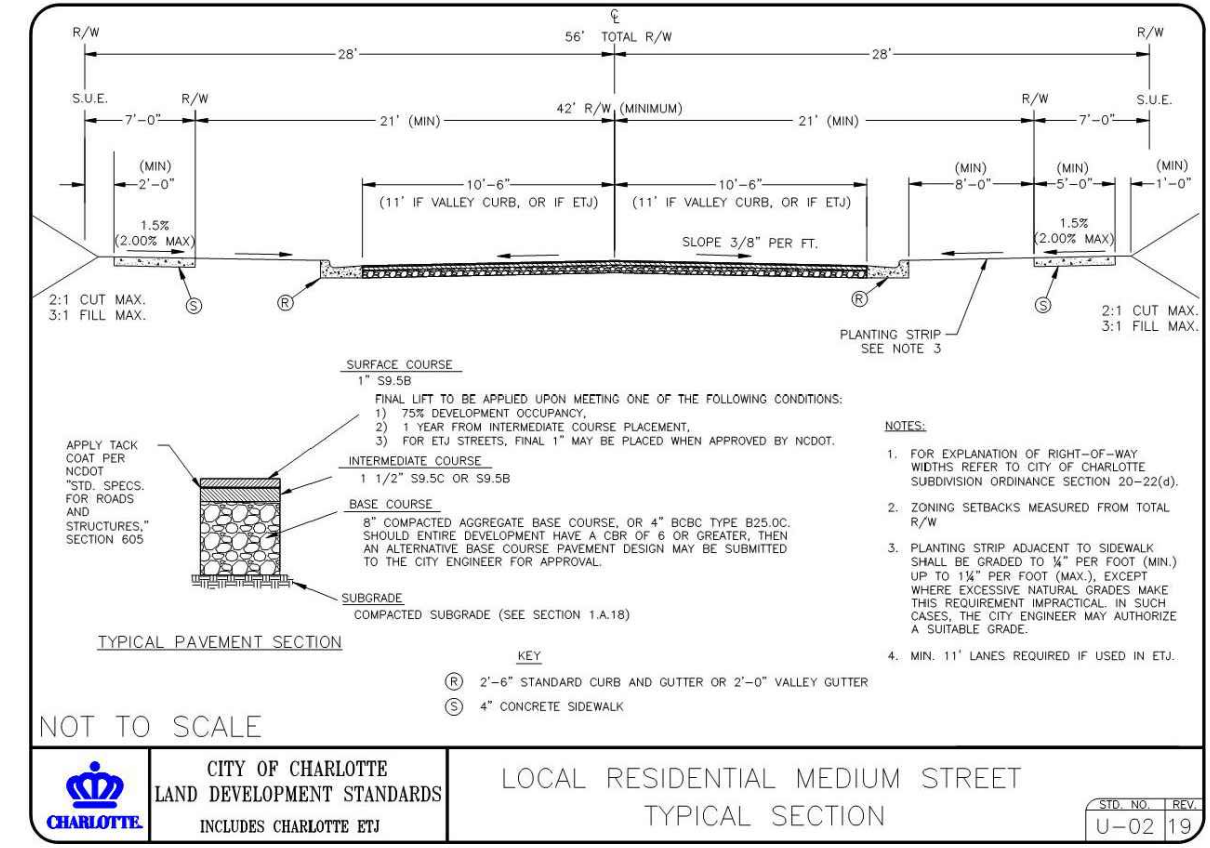
TECHNICAL DATA

SHEET NUMBER

RZ-1



1	029-111-04	1124 GALLOWAY LLC	35717-456	R-12MF(CD)	SINGLE FAMILY RESIDENTIAL
2	029-111-07	ALEXANDERIA AMITY AMORIM, ROBERT PROCTOR CARTER	22199-692	R-8MF(CD)	SINGLE FAMILY RESIDENTIAL
3	029-111-08	ADAMS PLACE PROPERTIES LLC	31129-34	R-8MF(CD)	MULTI-FAMILY
4	029-112-11	ADAMS PLACE PROPERTIES LLC	19554-675	R-8MF(CD)	CONDOMINIUM
5	029-651-03	MALLARD GLEN APARTMENTS LLC	17644-74	R-12MF(CD)	MULTI-FAMILY
6	029-653-86	TOWNHOMES OWNERS ASSOC, MALLARD GLENN VILLAGE	19549-95	R-12MF(CD)	TOWNHOUSE COMMON AREA
7	029-653-77	TOWNHOMES OWNERS ASSOC, MALLARD GLENN VILLAGE	13234-764	R-12MF(CD)	TOWNHOUSE COMMON AREA
8	029-032-45	SACHELL TATIANA DUPREE	26434-670	R-12MF(CD)	CONDOMINIUM
9	029-031-93	CHARLOTTE NC HERITAGE PROPERTIES I K6 LLC	35416-403	R-12MF(CD)	NA
10	029-031-94	CHARLOTTE NC HERITAGE PROPERTIES I K6 LLC	35416-403	R-12MF(CD)	NA
11	029-031-29	JERRY L ALEXANDER	08353-260	R-3	SLIVERS
12	029-041-33	GARY A ALEXANDER	06025-981	R-3	SINGLE FAMILY RESIDENTIAL
13	029-041-30	GARY AND SHIRLEY ALEXANDER	04541-925	R-3	SINGLE FAMILY RESIDENTIAL
14	029-041-39	BRANDON B ALEXANDER	17392-793	R-3	SINGLE FAMILY RESIDENTIAL
15	029-041-23	ASHA CALDWELL	03147-159	R-3	SINGLE FAMILY RESIDENTIAL
16	029-041-24	TREATIE IRENE ALEXANDER	08391-428	R-3	SINGLE FAMILY RESIDENTIAL
17	029-041-09	ANTHONY CURETON	954-122	R-3	SINGLE FAMILY RESIDENTIAL
18	029-041-21	PEARL MCLAUGHLIN BLAIR	03111-057	R-3	SINGLE FAMILY RESIDENTIAL
19	029-111-01	DONNIEHUE PATTERSON	08391-059	R-3	SINGLE FAMILY RESIDENTIAL



12' MAX. ROAD WIDTH

12' MAX. SIDEWALK

12' MAX. SHOULDER

12' MAX. ASPHALT PAVEMENT

12' MAX. BASE

12' MAX. SUBGRADE

12' MAX. FILL

12' MAX. DRAINAGE DITCH

12' MAX. CURB

12' MAX. GUTTER

TYPICAL PAVEMENT SECTION

NOT TO SCALE

CITY OF CHARLOTTE
LAND DEVELOPMENT STANDARDS
INCLUDES CHARLOTTE PER

LOCAL COUNCIL STREET
TYPICAL SECTION

DATE: 01-19-19
BY: U-17.19

KEY MAP

An aerial photograph of a city area, likely New York City, showing a dense urban landscape with buildings, streets, and green spaces. A red outline highlights a specific location in the center of the image, which corresponds to the area shown in the main map.

**NOT FOR
CONSTRUCTION**

CHARLOTTE, NC

DESIGNED BY: XX
DRAWN BY: XX
CHECKED BY: XX

TECHNICAL SITE PLAN

SHEET NUMBER

RZ-2

TRIBUTE COMPANIES, INC.
REZONING PETITION NO. 2022-048
Development Standards
11/14/2022

Development Data Table:

Site Area:	+/- 182.71 acres
Tax Parcels:	02911102, 02911103, 02911106, 02965106, 02965107, 02904108, 02965109, and 02903113
Existing Zoning:	R-3
Proposed Zoning:	MX-2
Existing Use:	Vacant
Proposed Uses:	Single-family and/or Multi-family Residential Units; Institutional (Elementary School), and Park/Outdoor Recreation Uses
Maximum Building Height:	Per Ordinance
Parking:	Per Ordinance

I. General Provisions

- These Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by Tribute Companies, Inc. (the "Petitioner") to accommodate the development of an integrated residential community, school and park on that approximately 182.71-acre site located near the intersection of Galloway Road and John Adams Road, more particularly depicted on the Rezoning Plan (the "Site"). The Site is comprised of Tax Parcel Numbers 02911102, 02911103, 02911106, 02965106, 02965107, 02904108, 02965109, and 02903113.
- Development of the Site will be governed by the Rezoning Plan, these Development Standards and the applicable provisions of the Zoning Ordinance (the "Ordinance").
- Unless the Rezoning Plan or these Development Standards establish more stringent standards, the regulations established under the Ordinance Rezoning for the MX-2 zoning district shall govern the development and use of the Site.
- The development and street layout depicted on the Rezoning Plan are schematic in nature and are intended to depict the general arrangement of such uses and improvements on the Site. Accordingly, the ultimate layout, locations and sizes of the development and site elements depicted on the Rezoning Plan are graphic representations of the proposed development and site elements, and they may be altered or modified in accordance with the setback, yard, landscaping and tree save requirements set forth on this Plan and the Development Standards, provided, however, that any such alterations and modifications shall be minor in nature and not materially change the overall design intent depicted on the Rezoning Plan.
- Future amendments to the Rezoning Plan and/or these Development Standards may be applied for by the then owner(s) of the Site in accordance with the provisions of Chapter 6 of the Ordinance. Minor alterations to the Rezoning Plan are subject to Section 6.207 of the Ordinance.

II. Permitted Uses, Maximum Development, and Development Areas

The Site may be devoted only to residential, institutional and park/outdoor recreation uses, and any incidental and accessory uses relating thereto that are permitted in the MX-2 zoning district. The residential units shall not exceed 1950 units, in any combination of single-family detached and/or attached, and/or multi-family residential units. The Petitioner may use tree save and/or open space bonus provisions under the Ordinance to reach the requested density.

The Site consists of the following Development Areas:

- Development **Area P1** shall be predominately devoted to park/outdoor recreation uses.
- Development **Area S1** shall be predominately devoted to institutional (elementary school) uses.
- Development **Areas A1, A2, A2.1, A3, A3.1, A4, A4.1, A5, A6, and A7** shall be predominately devoted to residential uses. Areas A2.1, A3.1, A4.1, A5, A6, and A7 shall contain lower density residential options (i.e., single-family detached and/or attached units, no multi-family stacked apartment units). Multifamily stacked apartment units shall be permitted in Areas A1, A2, A3, and A4. Minimum percentages of single-family detached and/or attached units as provided for each Development Area are reflected on Sheet RZ-1 of this Rezoning Plan. Sequencing of such single-family verses multi-family units for each development area shall not impact issuance of certificates of occupancy for sub-phases of each Area.

III. Transportation & Streetscape

- Vehicular access to the Site shall be as generally depicted on the Rezoning Plan. The placement and configuration of the vehicular access points are subject to any minor modifications required to accommodate final site and construction plans and designs and as required for approval by the North Carolina/Charlotte Department of Transportation, as applicable (NCDOT/CDOT).
- As depicted on the Rezoning Plan, the Site will be served by internal public and/or private streets, and minor adjustments to the location of these streets shall be allowed during the construction permitting process in coordination with NCDOT/CDOT.
- Petitioner shall complete the off-site transportation mitigation measures per the Traffic Impact Study (TIS) as coordinated with NCDOT/CDOT and contained herein.
- Petitioner shall improve the existing Galloway Road stub to John Adams Road to a local collector street typical section per U-07.
- Petitioner shall provide a minimum eight (8) foot wide planting strip and eight (8) foot wide sidewalk along the Site's frontages of all public streets.
- Petitioner shall dedicate all rights-of-way where necessary, in fee simple conveyance to NCDOT/City of Charlotte, as applicable, prior to the issuance of the Site's first building certificate of occupancy.
- The Petitioner shall ensure that all transportation improvements are substantially completed prior to the issuance of the first building certificate of occupancy for the associated Development Area or as phased per a phasing plan described herein.
- 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 broad area, by way of a private/public partnership effort or other public sector project support.

IV. Architectural Standards

- Preferred Exterior Building Materials: All principal and accessory buildings abutting a network required public or private street shall comprise a minimum of 30% of that building's entire façade facing such network street using brick, natural stone (or its synthetic equivalent), hardiplank, stucco or other material approved by the Planning Director.
- Prohibited Exterior Building Materials: a. Vinyl siding (but not vinyl hand rails, windows or door trim); and
b. Concrete Masonry Units not architecturally finished.
- Multi-family Residential Design Standards:
 - Multi-family stacked units shall be permitted in Areas A1, A2, A3, and A4 and shall **not** be permitted in Areas A2.1, A3.1, A4.1, A5, A6, or A7 as generally depicted on the Rezoning Plan.
 - Residential Building Placement and Site Design shall focus on and enhance the pedestrian environment through the following:
 - Buildings shall be placed so as to present a front or side façade to all network required streets (public or private);
 - Parking lots shall not be located between any building and any network required public or private street; and
 - Driveways intended to serve single units shall be prohibited on all network required streets.
 - Building Massing and Height shall be designed to break up long monolithic building forms as follows: 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 ten (10) feet wide and shall project or recess a minimum of six (6) feet extending through the building.
 - Multi-Family Residential Architectural Elevation Design - elevations shall be designed to create visual interest as follows:
 - 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.
 - Building elevations facing network required public or private streets shall not have expanses of blank walls greater than 20 feet in all directions and architectural features such as but not limited to banding, medallions or design features or materials will be provided to avoid a sterile, unarticulated blank treatment of such walls.
 - Multi-Family Residential Roof Form and Articulation - roof form and lines shall be designed to avoid the appearance of a large monolithic roof structure as follows:
 - 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.
 - Roof top HVAC and related mechanical equipment will be screened from public view at grade from the nearest street.
- Single-Family Attached (Townhome) Design Standards:
 - Townhome units fronting public streets shall be alley-loaded. No individual driveways from the single-family attached units shall be connected to a public or private street (excluding alleyways).
 - 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.
 - All corner/end units where the side of the unit fronts a public street shall have blank wall provisions that limit the maximum blank wall expanse to ten (10) feet on all building levels for the applicable side elevation.
 - To provide privacy, all residential entrances within fifteen (15) feet of a public sidewalk shall be raised or lowered from the average sidewalk grade a minimum of twelve (12) inches.

- Garage doors visible from network-required public streets shall minimize the visual impact by providing a setback of 6 to 12 inches from the front wall plane or additional architectural treatments such as translucent windows or projecting elements over the garage door opening.
 - Attached Single Family buildings fronting network-required public streets shall be limited to six (6) individual units or fewer.
- Service Area Screening - service areas such as dumpsters, refuse areas, recycling and storage shall be screened from view with materials and design to be compatible with principal structures. Such design shall include a minimum 20 percent Preferred Exterior Building Materials or a Class B buffer not less than 10' in depth at all above grade perimeter not paved for access.
 - The Petitioner may subdivide the Site and create lots within the Site with no side or rear yards as part of a unified development plan.

V. Parks & Amenities

- The Petitioner will provide a minimum sixteen (16)-acre publicly accessible park and/or recreation area, as generally depicted on the Rezoning Plan as Development Area P1. A minimum of nine (9) acres of this area shall be dedicated and conveyed to Mecklenburg County for a future neighborhood park. This dedication area may include area within powerline easements.
- Petitioner shall provide a pedestrian-friendly focal point for neighborhood activity as generally depicted on the Rezoning Plan, final location to be determined as part of master planning during permitting phase of development in an appropriate location for neighborhood involvement. This neighborhood activity area may include temporary events such as food trucks, pop-up retail tents, seasonal neighborhood festivals (e.g., pumpkin patch), music, artwork, crafts or other community engagement activities.

VI. Environmental Features

- The Petitioner shall comply with the Post Construction Stormwater Ordinance. 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.
- 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. The existing pond on site may require a buffer depending on results of the delineation report.
- The Petitioner shall comply with the Tree Ordinance.

VII. Lighting

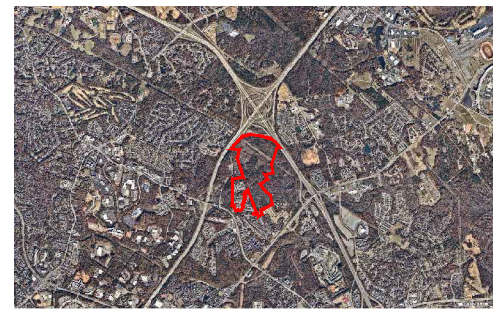
- All freestanding lighting fixtures installed on the Site greater than twenty-one (21) feet in total height (i.e., excluding decorative lighting less than 21' in height that may be installed along the driveways and sidewalks as pedestrian/landscaping lighting) shall be fully capped and shielded and the illumination downwardly directed.
- Petitioner shall coordinate with CDOT Lighting (Bruce Hordt) prior to permitting of lighting fixtures on public roadways.

VIII. Binding Effect of the Rezoning Documents and Definitions

If this Rezoning Petition is approved, all conditions applicable to development of the Site imposed under the Rezoning Plan and these Development Standards 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 and assigns.

Throughout these Development Standards, the terms, "Petitioner" and "Owner" or "Owners" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of the Petitioner or the owner or owners of any part of the Site from time to time who may be involved in any future development thereof.

KEY MAP



SEAL

**PRELIMINARY
-FOR REVIEW ONLY-**

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XXXXXXXXXXXX #0000 11/14/22
TDC/ELK REC # DATE

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PROJECT

MALLARD GLEN

TRIBUTE COMPANIES, INC

CHARLOTTE, NC

LANDDESIGN PROJ.#

1021300

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DESIGNED BY: XX
DRAWN BY: XX
CHECKED BY: XX

SCALE

NORTH

VERT: N/A

HORZ: NTS

(NOT TO SCALE)

SHEET TITLE

DEVELOPMENT SUMMARY

SHEET NUMBER

RZ-3

Table B - Recommended Improvements Summary				
Intersection	Scenario 1 (Residential 20%)	Scenario 2 (Residential Full)	Scenario 3 (School Only)	Scenario 4 (Residential Plus School)
I-85 Southbound Ramps at Mallard Creek Church Road	On southbound Off-Ramp provide an additional southbound left turn lane with 400 feet of storage and appropriate deceleration / taper	<ul style="list-style-type: none">Provide a second southbound left turn lane on I-85 Southbound Off-ramp with 400 feet of storage and appropriate deceleration / taperRestripe pavement on Mallard Creek Church Road to extend the westbound left turn lane to provide full storage length from the I-85 Northbound Ramps intersectionProvide a second westbound left turn lane on Mallard Creek Church Road with 200 feet of storage and appropriate deceleration / taperProvide a second receiving lane on I-85 Southbound On-ramp to accommodate dual lefts. Provide an appropriate length of full lane width and taper length on the second lane.	On southbound Off-Ramp provide an additional southbound left turn lane with 400 feet of storage and appropriate deceleration / taper	<ul style="list-style-type: none">On Southbound Off-ramp provide two (2) left turn lanes with 400 feet of storage and appropriate deceleration / taper, and two (2) right turn lanes with full length back to I-85 mainlineRestripe pavement on Mallard Creek Church Road to extend the westbound left turn lane to provide full storage length from the I-85 Northbound Ramps intersectionProvide a second westbound left turn lane on Mallard Creek Church Road with 200 feet of storage and appropriate deceleration / taperProvide a second receiving lane on I-85 Southbound On-ramp to accommodate dual lefts. Provide an appropriate length of full lane width and taper length on the second lane.
I-85 Northbound Ramps at Mallard Creek Church Road	No improvements recommended	<ul style="list-style-type: none">Restripe pavement on Mallard Creek Church Road to provide an additional westbound through lane, with full storage length from a location 225 feet east of John Adams Road, extend the westbound left turn lane to provide full storage length from the I-85 Northbound Ramps intersectionRestripe pavement on Mallard Creek Church Road to provide an additional westbound through lane with 225 feet of storage (the pavement is currently occupied by a westbound u-turn lane). Continue westbound through lane west to I-85 Southbound Ramps, where it will terminate as a second westbound left turn lane onto the I-85 Southbound Ramp	No improvements recommended	Same as Scenario 2
Mallard Creek Church Road at John Adams Road	No improvements recommended	No improvements recommended	No improvements recommended	Same as Scenario 2

Table B - Recommended Improvements Summary				
Intersection	Scenario 1 (Residential 20%)	Scenario 2 (Residential Full)	Scenario 3 (School Only)	Scenario 4 (Residential Plus School)
Mallard Creek Church Road at Mallard Glen Drive	<ul style="list-style-type: none">Install traffic signalProvide a southbound left turn lane on Mallard Glen Drive with 150 feet of storage and appropriate deceleration / taper	<ul style="list-style-type: none">Install traffic signalProvide a second southbound left turn lane on Mallard Glen Drive with 150 feet of storage and appropriate deceleration / taperProvide a southbound right turn lane on Mallard Glen Drive with 200 feet of storage and appropriate deceleration / taperProvide a second eastbound left turn lane on Mallard Creek Church Road with 300 feet of storage and appropriate deceleration / taperProvide a second receiving lane on inbound Mallard Glen Drive with appropriate length of full lane width and merge taper. Based on available right of way, it is anticipated that this lane can be up to 900 feet in length, as measured from Mallard Creek Church Road.	<ul style="list-style-type: none">Install traffic signalProvide a southbound left turn lane on Mallard Glen Drive with 150 feet of storage and appropriate deceleration / taper	<ul style="list-style-type: none">Install traffic signalProvide a second southbound left turn lane on Mallard Glen Drive with 150 feet of storage and appropriate deceleration / taperProvide two (2) southbound right turn lanes on Mallard Glen Drive with 200 feet of storage and appropriate deceleration / taperProvide a second eastbound left turn lane on Mallard Creek Church Road with 300 feet of storage and appropriate deceleration / taperProvide a second receiving lane on inbound Mallard Glen Drive with appropriate length of full lane width and merge taper. Based on available right of way, it is anticipated that this lane can be up to 900 feet in length, as measured from Mallard Creek Church Road.
Mallard Creek Church Road at Berkeley Place Drive	No improvements recommended	<ul style="list-style-type: none">Optimize coordinated signal timing	No improvements recommended	Same as Scenario 2
Mallard Creek Church Road at US 29 (Tryon Street)	No improvements recommended	<ul style="list-style-type: none">Provide a second eastbound right turn lane on Mallard Creek Church Road with 300 feet of storage and appropriate deceleration / taperExtend existing eastbound right turn lane to 300 feet of storage. Channelize both eastbound right turn lanes with a triangular concrete islandExtend both northbound left turn lanes on US 29 to 450 feet of storage and appropriate deceleration / taper	No improvements recommended	<ul style="list-style-type: none">Provide a second eastbound right turn lane on Mallard Creek Church Road with 300 feet of storage and appropriate deceleration / taperExtend existing eastbound right turn lane to 300 feet of storage. Channelize both eastbound right turn lanes with a triangular concrete islandExtend both northbound left turn lanes on US 29 to 450 feet of storage and appropriate deceleration / taper
US 29 (Tryon Street) at US 29 Service Road	No improvements recommended	<ul style="list-style-type: none">Install traffic signal on southbound direction of US 29 (northbound remains free flow)Provide a second eastbound right turn lane exiting from Service Road, with 200 feet of storage and appropriate deceleration / taper	Same as Scenario 2	Same as Scenario 2
US 29 (Tryon Street) at Proposed U-turn south of Service Road	<ul style="list-style-type: none">Provide a southbound u-turn lane with 150 feet of storage and appropriate deceleration / taper, and a u-turn bulbDesign u-turn bulb to accommodate passenger vehicles only and install guardrail	Same as Scenario 1	Same as Scenario 1	Same as Scenario 1
US 29 (Tryon Street) at I-485 Inner Ramps	No improvements recommended	<ul style="list-style-type: none">Optimize coordinated signal timing	No improvements recommended	Same as Scenario 2
US 29 (Tryon Street) at I-485 Outer Ramps	No improvements recommended	<ul style="list-style-type: none">Optimize coordinated signal timing	No improvements recommended	<ul style="list-style-type: none">Provide a second southbound right turn lane on US 29 (Tryon Street) with 300 feet of storage and appropriate deceleration / taper

Table B - Recommended Improvements Summary				
Intersection	Scenario 1 (Residential 20%)	Scenario 2 (Residential Full)	Scenario 3 (School Only)	Scenario 4 (Residential Plus School)
John Adams Road at Galloway Road	No improvements recommended	No improvements recommended	No improvements recommended	No improvements recommended
John Adams Road at Revolution Court / Adams Place	Reconfigure intersection to all-way stop control (AWSC)	Same as Scenario 1	Same as Scenario 1	Same as Scenario 1
Mallard Glen Drive at Mallard Highlands Drive	No improvements recommended	<ul style="list-style-type: none">Provide additional northbound receiving lane on Mallard Glen Drive with appropriate length of full lane width and merge taper. Based on available right of way, it is anticipated that this lane can be up to 900 feet in length, as measured from Mallard Creek Church Road.	No improvements recommended	Same as Scenario 2
Mallard Glen Drive at Westbend Drive	No improvements recommended	No improvements recommended	No improvements recommended	<ul style="list-style-type: none">Reconfigure intersection (currently all-way stop control) to stop control only on Westbend Drive and free-flow movement on Mallard Glen Drive
Mallard Glen Drive Extension at Heritage Lake Drive	No improvements recommended	<ul style="list-style-type: none">Provide a southbound left turn lane on Mallard Glen Drive Extension with 150 feet of storage and appropriate deceleration / taper	No improvements recommended	<ul style="list-style-type: none">Provide a southbound left turn lane on Mallard Glen Drive Extension with 150 feet of storage and appropriate deceleration / taperProvide a westbound left turn lane on Heritage Lake Drive with 100 feet of storage and appropriate deceleration / taper
Mallard Glen Drive Extension at School South Access			<ul style="list-style-type: none">Configure this access for entry-only movementProvide a southbound left turn lane on Mallard Glen Drive Extension with 100 feet of storage and appropriate deceleration / taper	Same as Scenario 3
Mallard Glen Drive Extension at School North Access			<ul style="list-style-type: none">Configure this access for exit-only movementProvide separate left and right turn exit lanes to reduce exit delays and queues	Same as Scenario 3
School On-Site Recommendations			<p><i>Recommendations shown are conceptual, based on a conceptual school site plan. A transportation management plan (TMP) and updated traffic analysis may be needed when a school site plan is developed.</i></p> <ul style="list-style-type: none">Provide a minimum of 2,563 feet of on-site queue storage distance for parent vehiclesOperate bus loading and parent vehicle loading from separate loading zonesAll parent vehicle loading zone designate five (5) loading bays near the building's main entrance. The loading zone should be identified with 4-inch wide solid white pavement markings. Each bay should be a minimum of 8 feet wide. The first and last bays should be 20 feet long, and the middle bays 25 to 30 feet longDesignate at least 10 visitor parking spacesProvide at least 3 short-term parking spaces past the loading zone for motorists who require more time to load students	
Other Recommendations	<ul style="list-style-type: none">All public streets internal to the site will be required to be designed to CDOT standardsA minimum of 100 feet of internal protected stem (IPS) length is recommended for all site driveways			

KEY MAP



SEAL

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DESIGNED BY: LD
DRAWN BY: LD
CHECKED BY: LD

SCALE

VERT: N/A
HORZ: #####

0 100 200 400

SHEET TITLE

TRANSPORTATION IMPACT
ANALYSIS TABLES

SHEET NUMBER

RZ-4