

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, duplex, triplex, single-family attached and/or Multi-family Residential Units; minimum of 5,000 square feet and maximum of 8,000 square feet of non-residential (commercial) uses as further described below; Institutional (Elementary 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
A - 380-400 Multi-family Attached units
B - 380-400 Multi-family Attached units and 60-80 Single-family Attached units, Duplexes, and/or Triplexes
C - 310-330 Multi-family Attached units and 100-120 Single-family Attached units, Duplexes, and/or Triplexes
D - 100-120 Multi-family Attached units and 60-80 Single-family Attached units, Duplexes, and/or Triplexes
E - 280-300 Single-family Attached units (Single-family Attached units, Duplexes, and/or Triplexes potentially included in hatched area)
F - 40-60 Single-family Attached units
G - 40-60 Single-family Attached units

Minimum Single-family Thresholds:
B - Minimum of 10% of Development Area to be Single-family Attached units, Duplexes, and/or Triplexes
C - Minimum of 20% of Development Area to be Single-family Attached units, Duplexes, and/or Triplexes
D - Minimum of 25% of Development Area to be Single-family Attached units, Duplexes, and/or Triplexes

REV 10/20



SEAL

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XXXXXXXXXXXX REC # 11/14/22
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PROJECT

MALLARD GLEN

TRIBUTE COMPANIES, INC

CHARLOTTE, NC

UNDERSIGN 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
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5	5TH REZONING SUBMITTAL	03-20-2023
6	PER STAFF COMMENTS	04-20-2023
7	PER STAFF COMMENTS	05-18-2023
8	PER STAFF COMMENTS	06-22-2023

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

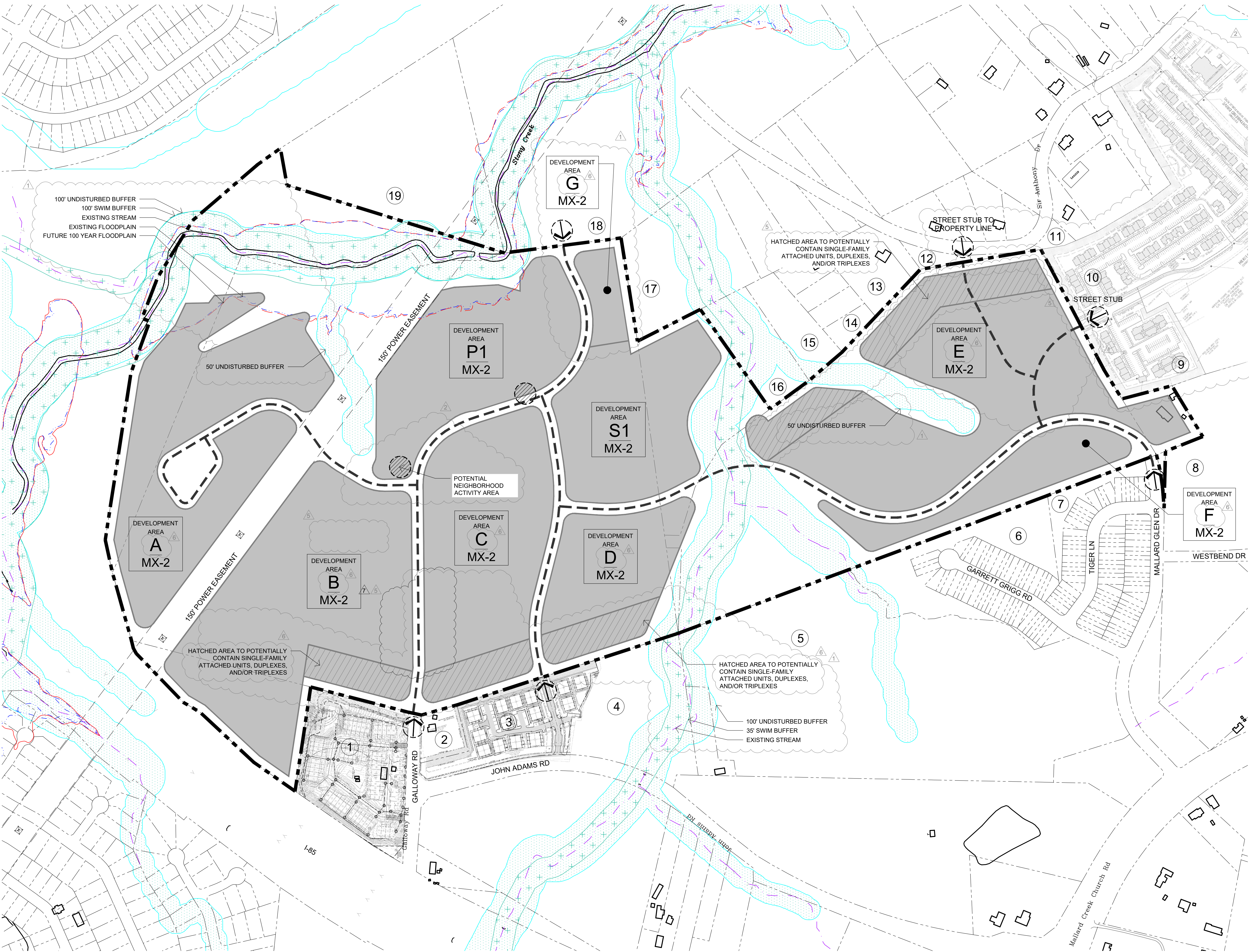
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VERT: N/A
HORZ: 1"=200'
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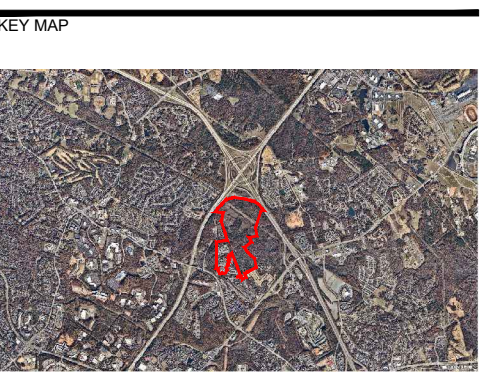
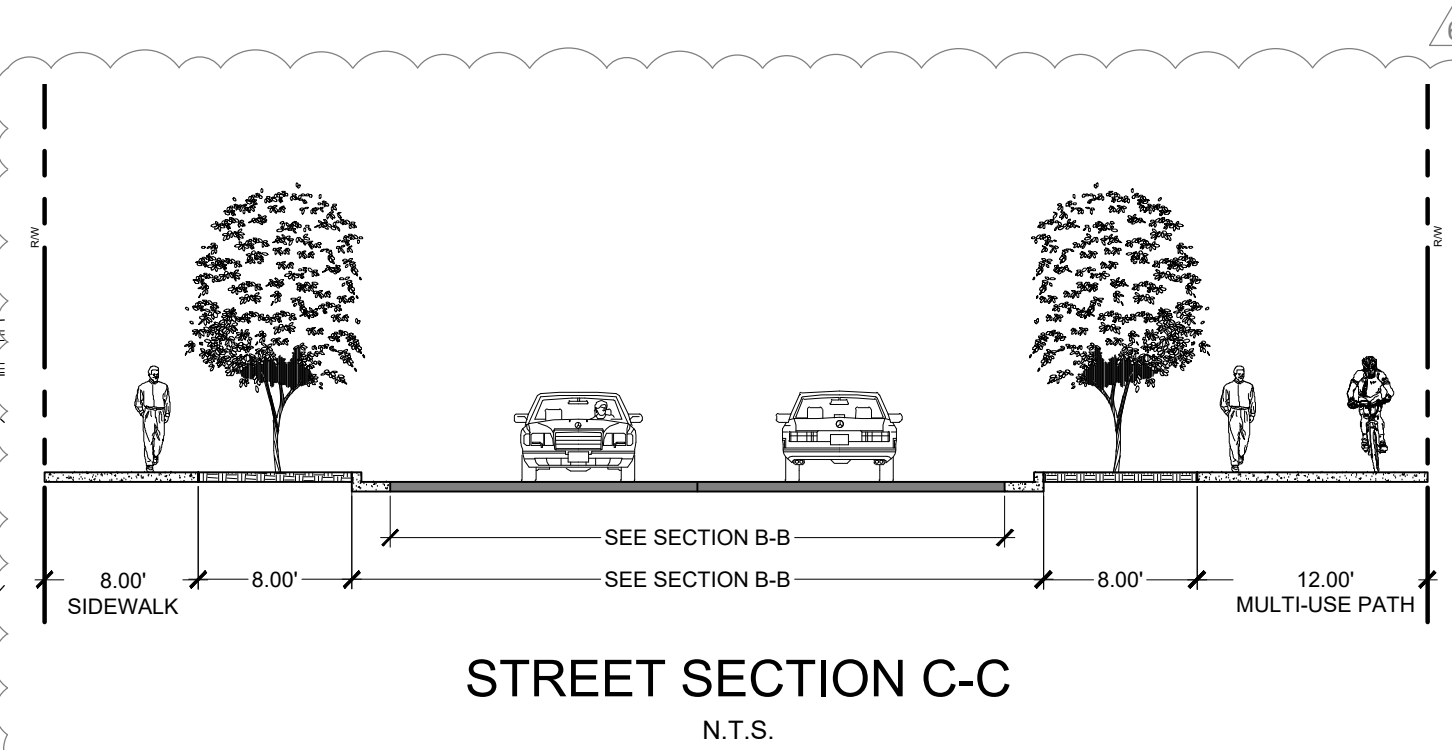
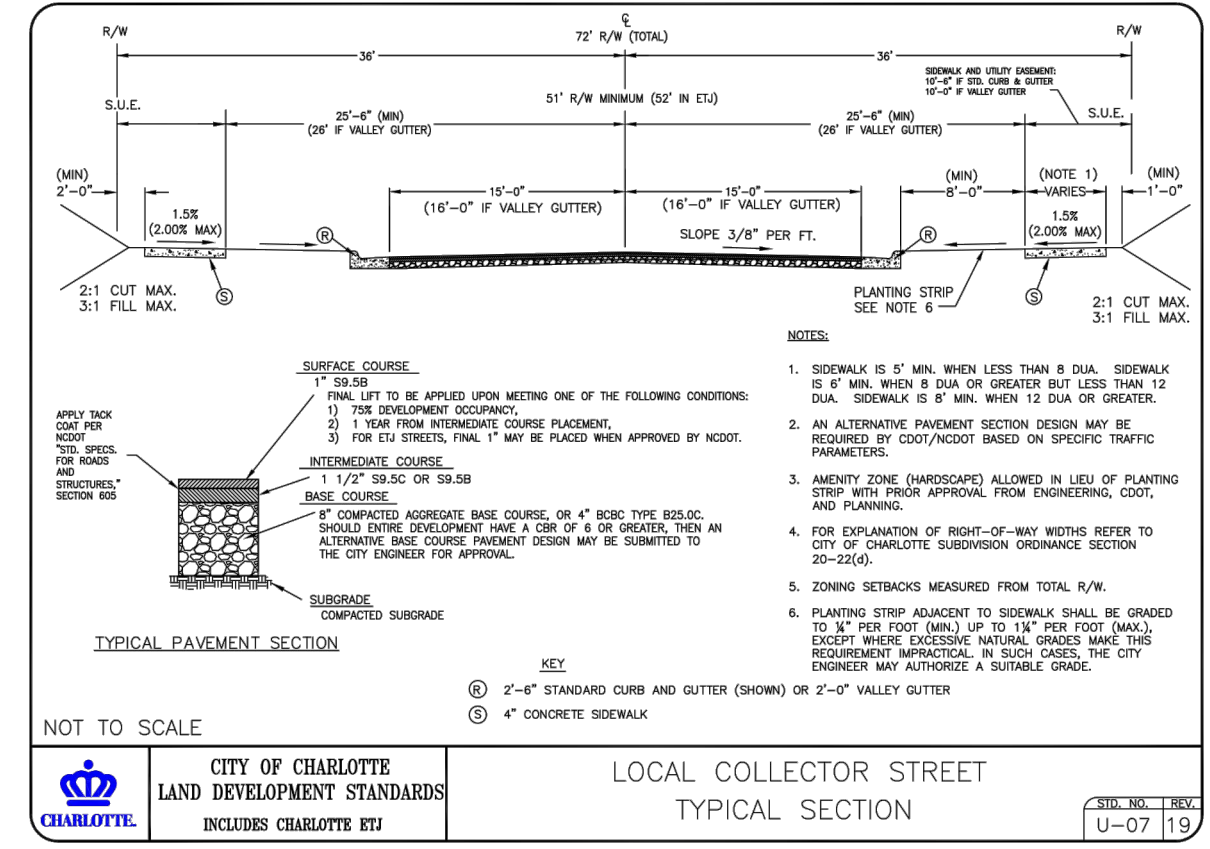
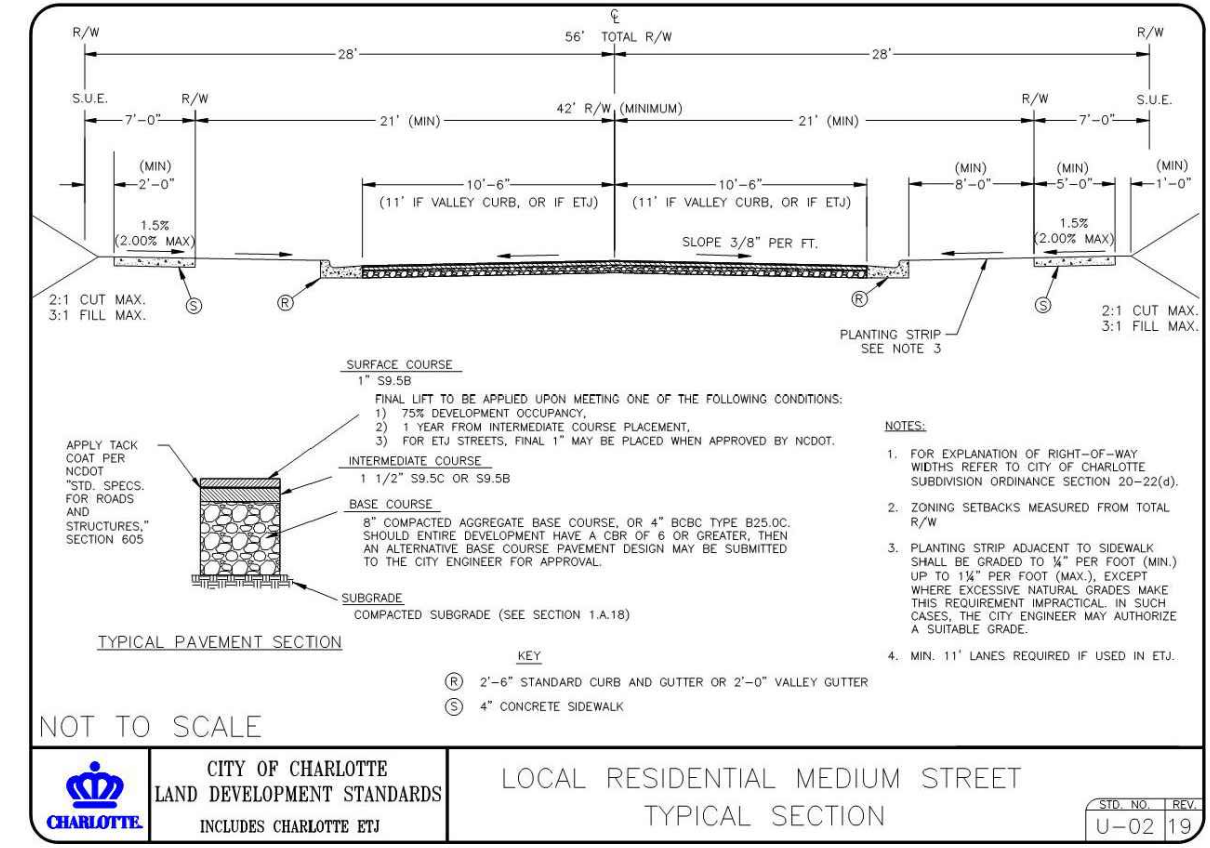
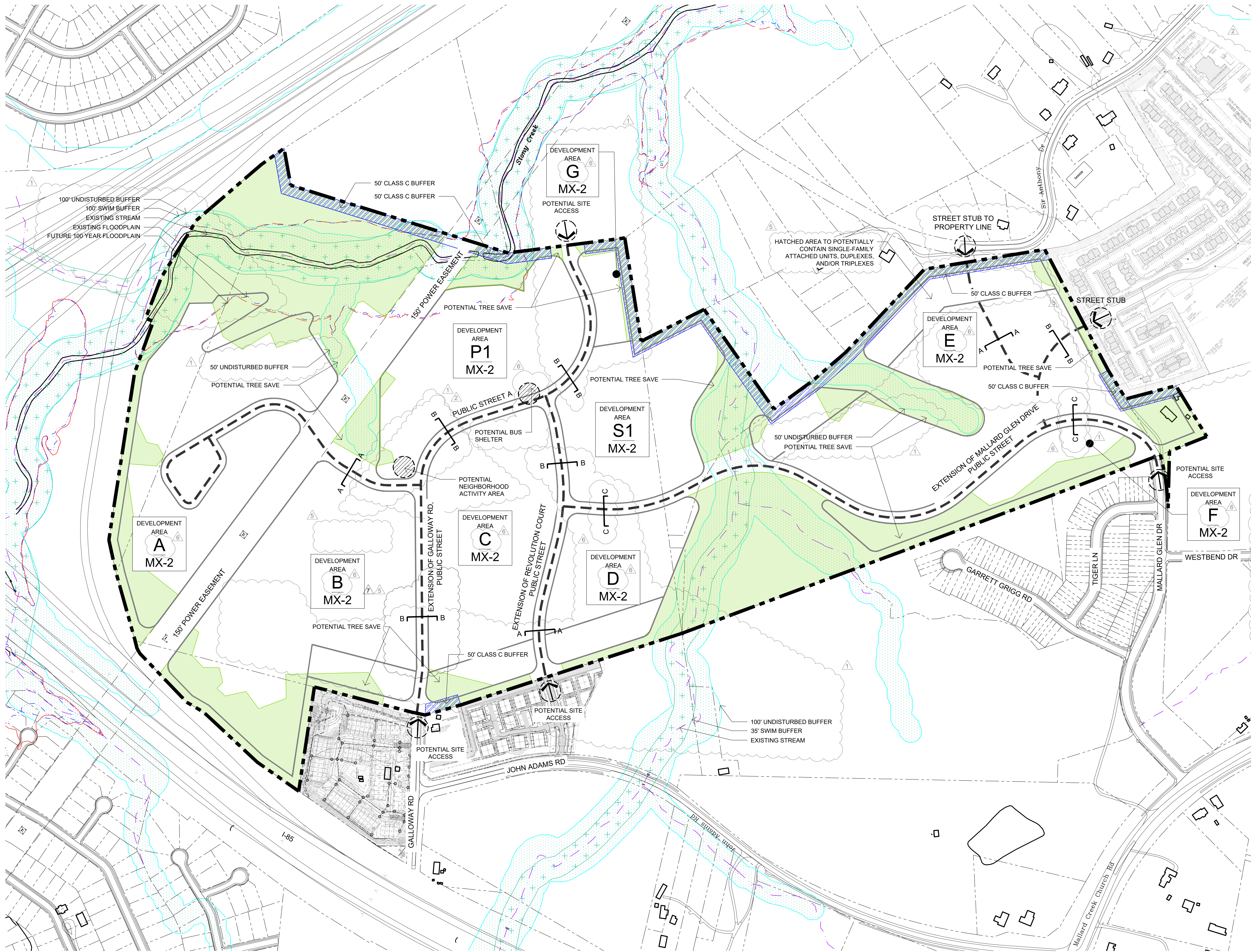
TECHNICAL DATA

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	CHARLOTTTE NC HERITAGE PROPERTIES I K6 LLC	35416-403	R-12MF(CD)	NA
10	029-031-94	CHARLOTTTE 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



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DRAWN BY: LD
CHECKED BY: LD

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

0 100 200 400'

TECHNICAL SITE PLAN

SHEET NUMBER

RZ-2

KEY MAP



SEAL

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TRIBUTE COMPANIES, INC.

CHARLOTTE, NC

LANDDESIGN PROJ # 1021300

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SCALE

VERT: N/A
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0 100 200 400'

SHEET TITLE

TRAILS + OPEN SPACE

SHEET NUMBER

RZ-2A

TRIBUTE COMPANIES, INC.
REZONING PETITION NO. 2022-048
Development Standards
6/13/2023

Development Data Table:

Site Area: +/- 182.71 acres
Tax Parcels: 02911102, 02911103, 02911106, 02965106, 02965107, 02904108, 02965109, and 02903113
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Existing Use: Vacant
Proposed Uses: Single-family, duplex, triplex, single-family attached and/or Multi-family Residential Units; minimum of 5,000 square feet and maximum of 8,000 square feet of non-residential (commercial) uses as further described below; 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, neighborhood-serving commercial/retail, 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, duplex, triplex, 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 A, B, C, D, E, F, and G shall be predominately devoted to residential uses, with some neighborhood-serving commercial uses as further described below, and shall be further limited to lower density residential options (i.e., single-family detached, duplex, triplex and/or attached units, but no multi-family stacked apartment units) in the areas where indicated with hatching on the Rezoning Plan, generally around the periphery of the site adjacent to existing single-family lots. Multifamily stacked apartment units shall generally be focused in the more centralized portions of Areas A, B, C, D, E, F, and G where hatching is not present indicating the lower density limitation. 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.

- Affordable Housing.** A minimum of 3.5 acres within Areas A through G shall be designated for development of affordable housing, location to be provided during the permitting phase of development. This area or areas shall be income restricted for households earning less than or equal to 80% of the Area Media Income (AMI) for a period of not less than twenty (20) years from the date of issuance of first building certificate of occupancy for the associated Development Area on the Site.

- Commercial/Non-residential uses shall be limited to Development Areas B and C, as permitted in the MX-2 zoning district and further limited to those non-residential uses permitted in the B-1 zoning district.

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 ensure the off-site transportation mitigation measures are completed per the Traffic Impact Study (TIS) as coordinated with NCDOT/CDOT and contained herein, or as otherwise mutually agreed upon between the Petitioner and NCDOT/CDOT as applicable:

#1: Intersection of Mallard Creek Church Road & I-85 SB Ramps:

- Add a southbound left turn lane on I-85 Southbound Off-ramp with 400 feet of storage and appropriate deceleration / taper prior to 1st residential certificate of occupancy;
- Restripe pavement on Mallard Creek Church Road to provide two (2) westbound left turn lanes: one with 225 feet of storage and one with 445 feet of storage, prior to 401st residential certificate of occupancy;
- Provide 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 prior to 401st residential certificate of occupancy; and
- Add a second southbound left turn lane on Southbound Off-ramp with 400 feet of storage and appropriate deceleration / taper (approach to consist of two left turn lanes with 400 feet of storage and two right turn lanes with full length back to I-85 mainline) prior to 401st residential certificate of occupancy.

#2: Intersection of Mallard Creek Church Road at I-85 Northbound Ramps

- Restripe pavement on Mallard Creek Church Road to provide two (2) eastbound left turn lanes: one with 180 feet of storage and one with 450 feet of storage, prior to 401st residential certificate of occupancy.
- Provide a second receiving lane on I-85 Northbound On-ramp to accommodate dual lefts. Provide an appropriate length of full lane width and taper length on the second lane prior to the 401st residential certificate of occupancy.

#3: Intersection of Mallard Creek Church Road at Mallard Glen Drive

- Install traffic signal prior to 1st residential certificate of occupancy;
- Provide a second southbound left turn lane on Mallard Glen Drive with 150 feet of storage and appropriate deceleration / taper prior to 1st residential certificate of occupancy;
- On southbound Mallard Glen Drive, provide a total of two (2) left turn lanes and two (2) right turn lanes prior to 401st residential certificate of occupancy. The leftmost left turn lane is to have 150 feet of storage and appropriate deceleration taper, and the other left turn lane is to be full-length. Both right turn lanes are to have 200 feet of storage and appropriate deceleration / taper; Provide a second eastbound left turn lane on Mallard Creek Church Road with 300 feet of storage and appropriate deceleration / taper prior to 401st residential certificate of occupancy; and
- Provide a second receiving lane on inbound Mallard Glen Drive with appropriate length of full lane width and merge taper prior to 401st residential certificate of occupancy. 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.

#4: Intersection of Mallard Creek Church Road at US 29

- Provide a second eastbound right turn lane on Mallard Creek Church Road with 300 feet of storage and appropriate deceleration / taper prior to 401st residential certificate of occupancy;
- Extend existing eastbound right turn lane to 300 feet of storage. Channelize both eastbound right turn lanes with a triangular concrete island prior to 401st residential certificate of occupancy; and
- Extend both northbound left turn lanes on US 29 to 450 feet of storage and appropriate deceleration / taper prior to 401st residential certificate of occupancy.

#5: Intersection of US 29 at Service Road

- Realign Service Road approximately 220 feet to the north as the extension of Heritage Pointe Road to US 29 prior to 1st residential certificate of occupancy.
- Reconfigure intersection as full movement signalized intersection prior to 1st residential certificate of occupancy, assuming approval of controlled intersection break by NCDOT and reasonable coordination of same. If controlled intersection break approval is not achieved, Petitioner shall coordinate with NCDOT on alternative compliance during the permitting phase of development.

- Provide separate eastbound left and eastbound right turn lanes from Service Road / Heritage Pointe Road Extension prior to 1st residential certificate of occupancy.
- Provide northbound left turn and southbound right turn lanes on US 29 prior to 1st residential certificate of occupancy.

#6: US 29 (Tryon Street) at I-485 Inner Ramps

- Optimize coordinated signal timing prior to 401st residential certificate of occupancy.

#7: US 29 (Tryon Street) at I-485 Outer Ramps

- Optimize coordinated signal timing prior to 401st residential certificate of occupancy; and
- Provide a second southbound right turn lane on US 29 (Tryon Street) with 350 feet of storage and appropriate deceleration / taper prior to 401st residential certificate of occupancy.

#8: John Adams Road at Revolution Court / Adams Place

- Reconfigure intersection to all-way stop control (AWSC) prior to 1st residential certificate of occupancy.

#9: Mallard Glen Drive at Mallard Highlands Drive

- Provide additional northbound receiving lane on Mallard Glen Drive with appropriate length of full lane width and merge taper, prior to 401st residential certificate of occupancy. 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.

#10: Mallard Glen Drive at Westbend Drive

- Reconfigure intersection (currently all-way stop control) to stop control only on Westbend Drive and free-flow movement on Mallard Glen Drive prior to 401st residential certificate of occupancy.

#11: Mallard Glen Drive Extension at Heritage Lake Drive

- Provide a southbound left turn lane on Mallard Glen Drive Extension with 150 feet of storage and appropriate deceleration / taper prior to 401st residential certificate of occupancy; and
- Provide a westbound left turn lane on Heritage Lake Drive with 100 feet of storage and appropriate deceleration / taper prior to 401st residential certificate of occupancy.

- Petitioner shall coordinate with CDOT to upgrade pavement and stormwater infrastructure where inadequate along Northbend Drive and Heritage Lake Drive to public street standards in coordination with CDOT street acceptance team during permitting, as long as improvements are reasonably able to be completed within the existing right-of-way and no additional right-of-way acquisition would be required to perform the improvements.
- 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 coordinate additional internal blocks with Subdivision Staff to ensure Ordinance compliance during permitting.
- Petitioner shall provide a bus stop shelter as generally depicted on the Rezoning Plan near the proposed Park and School areas, final location to be determined in coordination with CATS during the permitting phase of development.
- Unless otherwise stated herein, or as otherwise coordinated with CDOT/NCDOT as part of a phasing plan during permitting, 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.
- Unless otherwise stated herein, or as otherwise coordinated with CDOT/NCDOT as part of a phasing plan during permitting, 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 A, B, C, D, E, F, and G **except** where indicated with hatching on the Rezoning Plan and indicated for single-family attached units, duplexes and/or triplexes only (i.e., no multi-family stacked units permitted in the hatched areas of 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:
 - Elevation buildings 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 to 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.

4. Single-Family Attached (Townhome), Duplex and Triplex 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. In the area(s) indicated on the Rezoning Plan for triplex units, the maximum shall be limited to three (3) individual units per building 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.

- Petitioner shall provide a network of trails and open space system as conceptually depicted on Sheet RZ-2A of the Rezoning Plan. Final layout of trails and open space location(s) is subject to change and will be further determined during the permitting phase of development.

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 Horlitz) 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



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HORZ: NTS

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SHEET TITLE

DEVELOPMENT SUMMARY

SHEET NUMBER

Table A - 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	• Provide a second southbound left turn lane on I-85 Southbound Off-ramp with 400 feet of storage and appropriate deceleration / taper • Restripe pavement on Mallard Creek Church Road to provide two (2) westbound left turn lanes: one with 225 feet of storage and the other with 445 feet of storage • Provide 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.	• Restripe pavement on Mallard Creek Church Road to provide two (2) westbound left turn lanes with full length back to I-85 mainline • Restripe pavement on the other with 445 feet of storage • Provide 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 <u>two (2) left turn lanes</u> with 400 feet of storage and appropriate deceleration / taper, and two (2) right turn lanes with full length back to I-85 mainline • Restripe pavement on Mallard Creek Church Road to extend the westbound left turn lane to provide full storage length from the I-85 Northbound Ramps intersection • Provide a second westbound left turn lane on Mallard Creek Church Road with 200 feet of storage and appropriate deceleration / taper. • Provide 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	• Restripe pavement on Mallard Creek Church Road to provide two (2) eastbound left turn lanes: one with 180 feet of storage and the other with 450 feet of storage. • Provide a second receiving lane on I-85 Northbound On-ramp to accommodate dual lefts. Provide an appropriate length of full lane width and taper length on the second lane.		
Mallard Creek Church Road at John Adams Road	No improvements recommended	No improvements recommended		
Mallard Creek Church Road at Mallard Glen Drive	• Install traffic signal • Provide a southbound left turn lane on Mallard Glen Drive with 150 feet of storage and appropriate deceleration / taper	• Install traffic signal • Provide a second southbound left turn lane on Mallard Glen Drive with 150 feet of storage and appropriate deceleration / taper • Provide a southbound right turn lane on Mallard Glen Drive with 200 feet of storage and appropriate deceleration / taper • Provide 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.	• Install traffic signal • Provide a second southbound left turn lane on Mallard Glen Drive with 150 feet of storage and appropriate deceleration / taper • Provide <u>two (2) southbound right turn lanes</u> on Mallard Glen Drive with 200 feet of storage and appropriate deceleration / taper. Channelize both right turn lanes with a triangular concrete island. • Provide a second eastbound left turn lane on Mallard Creek Church Road with 300 feet of storage and appropriate deceleration / taper. • Provide 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.	• Install traffic signal • Provide a second southbound left turn lane on Mallard Glen Drive with 150 feet of storage and appropriate deceleration / taper • Provide <u>two (2) southbound right turn lanes</u> on Mallard Glen Drive with 200 feet of storage and appropriate deceleration / taper. Channelize both right turn lanes with a triangular concrete island. • Provide a second eastbound left turn lane on Mallard Creek Church Road with 300 feet of storage and appropriate deceleration / taper. • Provide 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	• Optimize coordinated signal timing		

Mallard Glen Development

Table A - 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 US 29 (Tryon Street)	No improvements recommended	• Provide a second eastbound right turn lane on Mallard Creek Church Road with 300 feet of storage and appropriate deceleration / taper • Extend existing eastbound right turn lane to 300 feet of storage. Channelize both eastbound right turn lanes with a triangular concrete island • Extend 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	• Realign Service Road approximately 220 feet to the north as the extension of Heritage Ponte Road to US 29 • Reconfigure intersection as full movement signalized intersection • Provide separate eastbound left and right turn lanes from Service Road / Heritage Ponte Road Extension. • Provide northbound left and southbound right turn lanes on US 29.	Same as Scenario 1		
US 29 (Tryon Street) at I-485 Inner Ramps	No improvements recommended	• Optimize coordinated signal timing		
US 29 (Tryon Street) at I-485 Outer Ramps	No improvements recommended	• Optimize coordinated signal timing		• Provide a second southbound right turn lane on US 29 (Tryon Street) with 350 feet of storage and appropriate deceleration / taper.
John Adams Road at Galloway Road	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		
Mallard Glen Drive at Mallard Highlands Drive	No improvements recommended	• 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.		
Mallard Glen Drive at Westbend Drive	No improvements recommended	No improvements recommended		• Reconfigure intersection (currently all-way stop control) to stop control only on Westbend Drive and free-flow movement on Mallard Glen Drive • Provide a southbound left turn lane on Mallard Glen Drive Extension with 150 feet of storage and appropriate deceleration / taper • Provide a westbound left turn lane on Heritage Lake Drive with 100 feet of storage and appropriate deceleration / taper
Mallard Glen Drive Extension at Heritage Lake Drive	No improvements recommended	• Provide a southbound left turn lane on Mallard Glen Drive Extension with 150 feet of storage and appropriate deceleration / taper		

Mallard Glen Development

Table A - Recommended Improvements Summary				
Intersection	Scenario 1 (Residential 20%)	Scenario 2 (Residential Full)	Scenario 3 (School Only)	Scenario 4 (Residential Plus School)
Mallard Glen Drive Extension at School South Access			• Configure this access for entry-only movement • Provide a southbound left turn lane on Mallard Glen Drive Extension with 100 feet of storage and appropriate deceleration / taper	
Mallard Glen Drive Extension at School North Access			• Configure this access for exit-only movement. • Provide separate left and right turn exit lanes to reduce exit delays and queues. <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>	
School On-Site Recommendations			• Provide a minimum of 2,953 feet of on-site queue storage distance for parent vehicles • Operate bus loading and parent vehicle loading from separate loading zones • At 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 28 to 30 feet long • Designate at least 10 visitor parking spaces • Provide at least 3 short-term parking spaces past the loading zone for motorists who require more time to load students	
Other Recommendations	• All public streets internal to the site will be required to be designed to CDOT standards, including: <ul style="list-style-type: none">◦ Revolution Court to be converted to a local residential medium street (CLDSM U-02)◦ Galloway Road to be converted to a local collector (CLDSM U-07)◦ Mallard Glen Drive Extension to be converted to a local collector (CLDSM U-07)◦ Heritage Lake Drive to be converted to a local collector (CLDSM U-07) • A minimum of 100 feet of internal protected stem (IPS) length is recommended for all site driveways			

Mallard Glen Development

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	• Provide a second southbound left turn lane on I-85 Southbound Off-ramp with 400 feet of storage and appropriate deceleration / taper • Restripe pavement on Mallard Creek Church Road to extend the westbound left turn lane to provide full storage length from the I-85 Northbound Ramps intersection • Provide a second westbound left turn lane on Mallard Creek Church Road with 200 feet of storage and appropriate deceleration / taper. • Provide 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 <u>two (2) left turn lanes</u> with 400 feet of storage and appropriate deceleration / taper, and two (2) right turn lanes with full length back to I-85 mainline • Restripe pavement on Mallard Creek Church Road to extend the westbound left turn lane to provide full storage length from the I-85 Northbound Ramps intersection • Provide a second westbound left turn lane on Mallard Creek Church Road with 200 feet of storage and appropriate deceleration / taper. • Provide 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	• 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 intersection		
Mallard Creek Church Road at John Adams Road	No improvements recommended	• Restripe pavement on Mallard Creek Church Road to provide an additional westbound through lane with 225 feet of storage (this 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.		• Install traffic signal • Provide a second southbound left turn lane on Mallard Glen Drive with 150 feet of storage and appropriate deceleration / taper • Provide <u>two (2) southbound right turn lanes</u> on Mallard Glen Drive with 200 feet of storage and appropriate deceleration / taper • Provide a second eastbound left turn lane on Mallard Creek Church Road with 300 feet of storage and appropriate deceleration / taper • Provide 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 Mallard Glen Drive	• Install traffic signal • Provide a southbound left turn lane on Mallard Glen Drive with 150 feet of storage and appropriate deceleration / taper	• Install traffic signal • Provide a second southbound left turn lane on Mallard Glen Drive with 150 feet of storage and appropriate deceleration / taper • Provide a southbound right turn lane on Mallard Glen Drive with 200 feet of storage and appropriate deceleration / taper • Provide a second eastbound left turn lane on Mallard Creek Church Road with 300 feet of storage and appropriate deceleration / taper • Provide 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.		• Install traffic signal • Provide a second southbound left turn lane on Mallard Glen Drive with 150 feet of storage and appropriate deceleration / taper • Provide <u>two (2) southbound right turn lanes</u> on Mallard Glen Drive with 200 feet of storage and appropriate deceleration / taper • Provide a second eastbound left turn lane on Mallard Creek Church Road with 300 feet of storage and appropriate deceleration / taper • Provide 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.

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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 Berkeley Place Drive	No improvements recommended	• Optimize coordinated signal timing		Same as Scenario 2
Mallard Creek Church Road at US 29 (Tryon Street)	No improvements recommended	• Provide a second eastbound right turn lane on Mallard Creek Church Road with 300 feet of storage and appropriate deceleration / taper • Extend existing eastbound right turn lane to 300 feet of storage. Channelize both eastbound right turn lanes with a triangular concrete island • Extend both northbound left turn lanes on US 29 to 450 feet of storage and appropriate deceleration / taper		Same as Scenario 2
US 29 (Tryon Street) at US 29 Service Road	No improvements recommended	• 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		
US 29 (Tryon Street) at Proposed U-turn south of Service Road	• Provide a southbound u-turn lane with 150 feet of storage and appropriate deceleration / taper, and a u-turn bulb. • Design u-turn bulb to accommodate passenger vehicles only and install guardrail	Same as Scenario 1		
US 29 (Tryon Street) at I-485 Inner Ramps	No improvements recommended	• Optimize coordinated signal timing		
US 29 (Tryon Street) at I-485 Outer Ramps	No improvements recommended	• Optimize coordinated signal timing		• Provide a second southbound right turn lane on US 29 (Tryon Street) with 350 feet of storage and appropriate deceleration / taper
John Adams Road at Galloway Road	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		
Mallard Glen Drive at Mallard Highlands Drive	No improvements recommended	• 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.		
Mallard Glen Drive at Westbend Drive	No improvements recommended	No improvements recommended		• Reconfigure intersection (currently all-way stop control) to stop control only on Westbend Drive and free-flow movement on Mallard Glen Drive

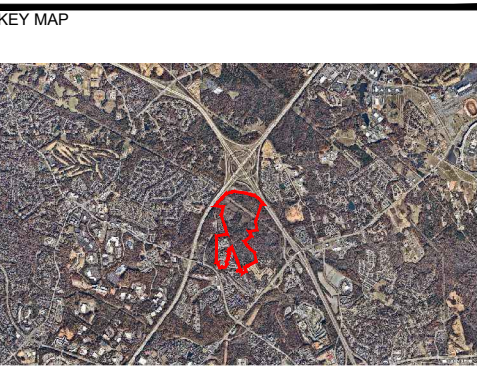
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Table B - Recommended Improvements Summary				
Intersection	Scenario 1 (Residential 20%)	Scenario 2 (Residential Full)	Scenario 3 (School Only)	Scenario 4 (Residential Plus School)
Mallard Glen Drive Extension at Heritage Lake Drive	No improvements recommended	• Provide a southbound left turn lane on Mallard Glen Drive Extension with 150 feet of storage and appropriate deceleration / taper		• Provide a southbound left turn lane on Mallard Glen Drive Extension with 150 feet of storage and appropriate deceleration / taper • Provide 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		• Configure this access for entry-only movement • Provide a southbound left turn lane on Mallard Glen Drive Extension with 100 feet of storage and appropriate deceleration / taper		
Mallard Glen Drive Extension at School North Access		• Configure this access for exit-only movement. • Provide separate left and right turn exit lanes to reduce exit delays and queues. <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>		
School On-Site Recommendations		• Provide a minimum of 2,953 feet of on-site queue storage distance for parent vehicles • Operate bus loading and parent vehicle loading from separate loading zones • At 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 28 to 30 feet long • Designate at least 10 visitor parking spaces • Provide at least 3 short-term parking spaces past the loading zone for motorists who require more time to load students		
Other Recommendations	• All public streets internal to the site will be required to be designed to CDOT standards, including: <ul style="list-style-type: none">◦ Revolution Court to be converted to a local residential medium street (CLDSM U-02)◦ Galloway Road to be converted to a local collector (CLDSM U-07)◦ Mallard Glen Drive Extension to be converted to a local collector (CLDSM U-07)◦ Heritage Lake Drive to be converted to a local collector (CLDSM U-07) • A minimum of 100 feet of internal protected stem (IPS) length is recommended for all site driveways			

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SEAL

**PRELIMINARY
-FOR REVIEW ONLY-**

THESE DOCUMENTS ARE FOR DESIGN REVIEW ONLY AND NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSE. THEY ARE PREPARED BY, OR UNDER THE SUPERVISION OF,

XXXXX XXXXXXXX #XXX 11/14/22
TODAY REC DATE

**NOT FOR
CONSTRUCTION**

PROJECT

MALLARD GLEN

TRIBUTE COMPANIES, INC

CHARLOTTE, NC

UNDERSIGN 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
5	5TH REZONING SUBMITTAL	03-20-2023
6	PER STAFF COMMENTS	04-20-2023
7	PER STAFF COMMENTS	05-18-2023
8	PER STAFF COMMENTS	06-22-2023

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

SCALE NORTH

VERT: N/A
HORZ: NTS

(NOT TO SCALE)

SHEET TITLE

**TRANSPORTATION IMPACT
ANALYSIS TABLES**

SHEET NUMBER

RZ-4