

REZONING / SKETCH / CONCEPT PLAN PACKAGE
PROPOSED
PHOENIX MONTESSORI ACADEMY
12340 MT. HOLLY-HUNTERSVILLE RD, HUNTERSVILLE, NC 28078
EPM # 377041

A002	PROPOSED ROAD CONCEPT
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Seals



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Sheet Information

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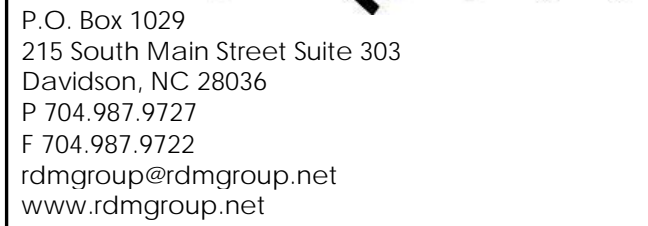
Sheet Title

COVER SHEET

Sheet Number

A000

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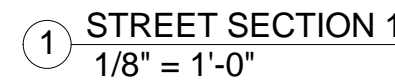
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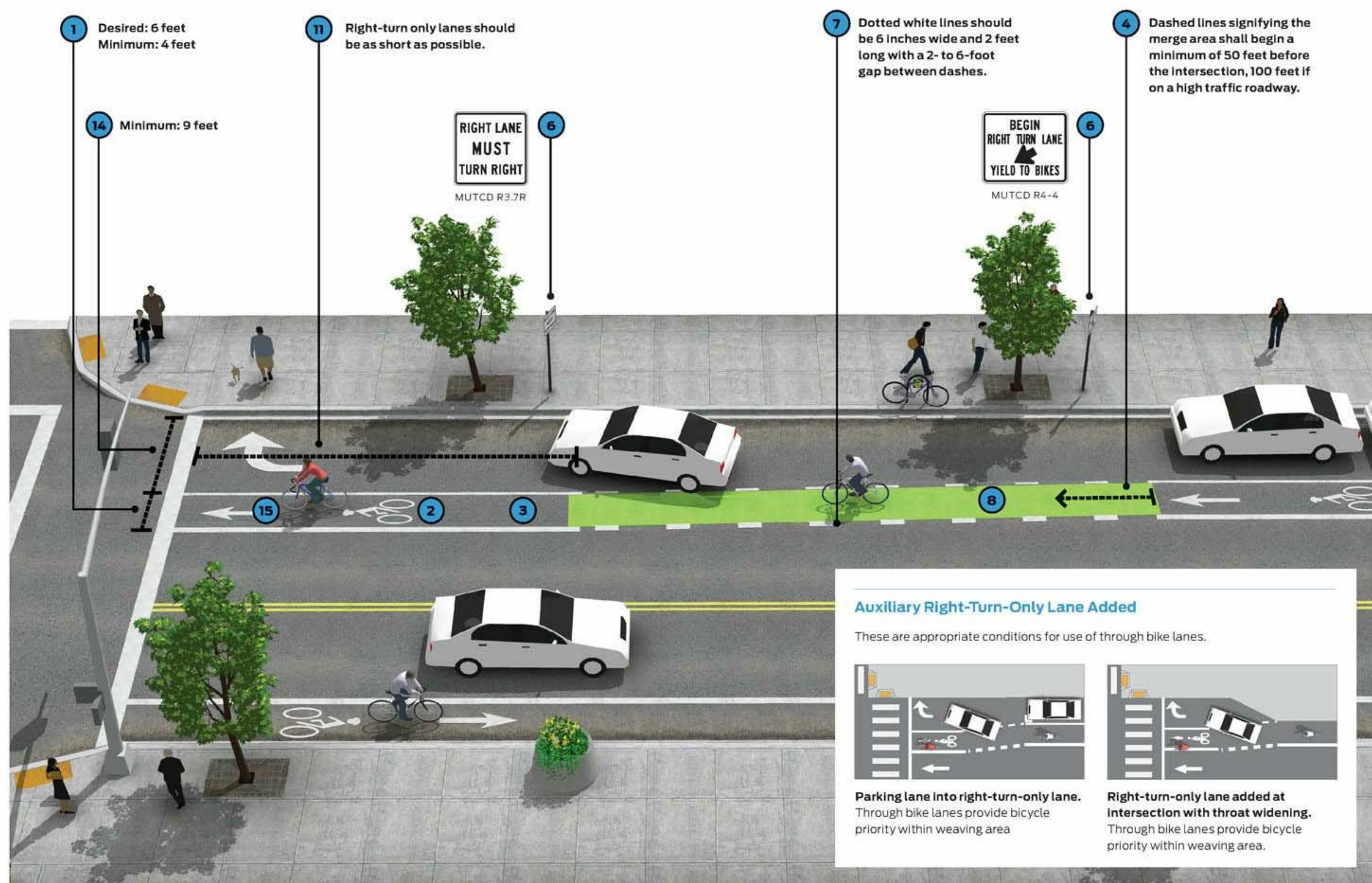
10. *Journal of the American Medical Association*, 2000; 283: 2686-2692.



Design Guidance

- The desired width of a dashed bike transition lane and through bike lane is 5 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 preferential use by bicyclists.
- The through bike lane shall be placed to the left of the right-turn only lane.
- Dotted lines signifying the merge area shall begin a minimum of 50 feet before the intersection (MUTCD 100). Dotted lines should begin 100 feet before the intersection if along a high speed/ volume roadway.
- Dotted lane line transition areas to through bike lanes shall be used on streets with double right turn lanes. Double right turn lanes are extremely difficult for bicyclists to negotiate. Shared lane markings may be used in the center of the merged turn lane to designate the preferred path of through bicyclist travel.

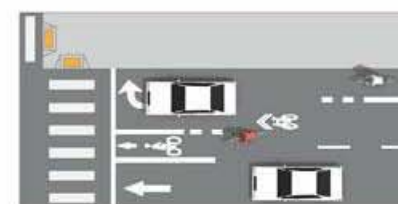
<p>Accompanying signage should include: "Right Turn AHEAD" and "Right Turn Yield to Bikes" (MUTCD).</p>	<p>Dotted line white lines should be 6 inches wide and 2 feet long with a 2-to-6 inch gap between dashes (MUTCD).</p>
<p>Thru bike lanes should be provided at any intersection with a thru bike lane. Auxiliary lanes is created (also known as a right turn lane). It is important for bicyclists to be aware of the merging area to reinforce the right-of-way.</p>	<p>Dotted lane line transitions should not be provided at any intersection with a thru bike lane. A right turn lane transitions into a thru turn only lane (also known as a right turn drop or trap lane). It is important to have an exclusive bicyclist signal phase with the bike lane remaining to the right, and the right turn lane connecting to the thru bike lane. Shared lane markings may be used to provide additional guidance.</p>
<p>At intersections with high turning vehicle volumes, high speed, or a long right turn lane, bicyclists, motorists' behavior, and increased signing should be considered.</p>	<p>Right turn only lanes should be provided in order to limit the speed of cars in the right turn lane. Fast moving traffic on both sides can be uncomfortable for</p>



- | | | |
|-----------|---|---|
| 12 | Terminating the bike lane in advance of the intersection is discouraged. | Optional Features |
| 13 | For intersections that lack the physical width to install a bicycle pocket, a combined bike/turn lane should be used. | 14 On streets with a combined turn and through lane, shared lane markings may be used in the center of the lane. |
| 15 | Vehicle turn lane width should not be reduced to less than 9 feet. | 17 A bike box may be used in lieu of a designated through bike lane. |
| 16 | Bicycle detection should be provided within the through | 18 Bicycle warning signs may be used in advance of the merge/transition area. |

- 16 On streets with a combined turn and through lane, shared lane markings may be used in the center of the lane.
- 17 A bike box may be used in lieu of a designated through bike lane.
- 18 Bicycle warning signs may be used in advance of the merge/transition area.

These are generally inappropriate conditions for use of through bike lanes.
Consider alternate treatments.

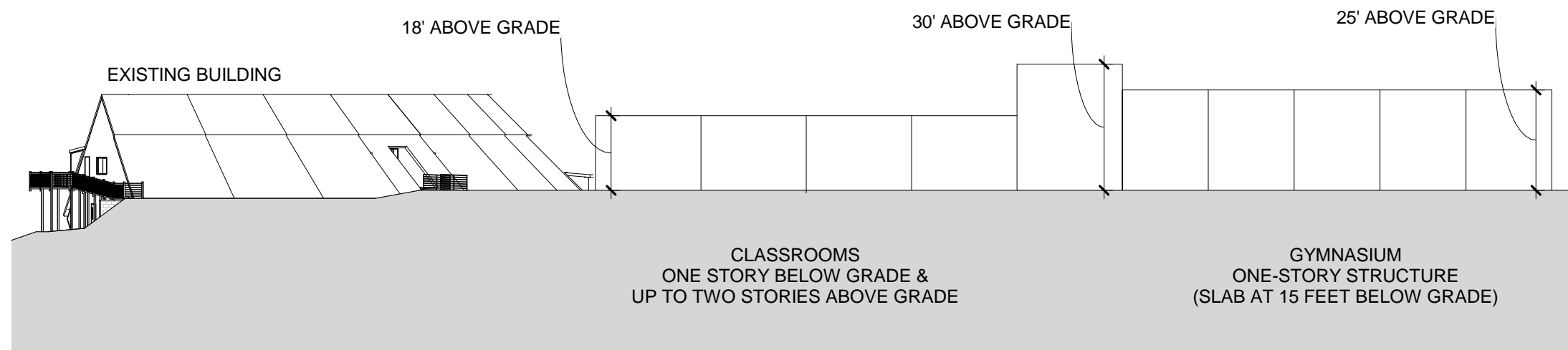


Bicycle lane dropped in advance of the intersection encourages bicyclists to merge across as gaps permit. Shared lane markings may be used to provide additional guidance.

Bicyclists are not provided priority in weaving area and must use caution to merge across potentially high-speed motor vehicle traffic. Dotted lane line transition areas to through bike lanes should not be provided at these locations.

0 1/2" 1" 2"

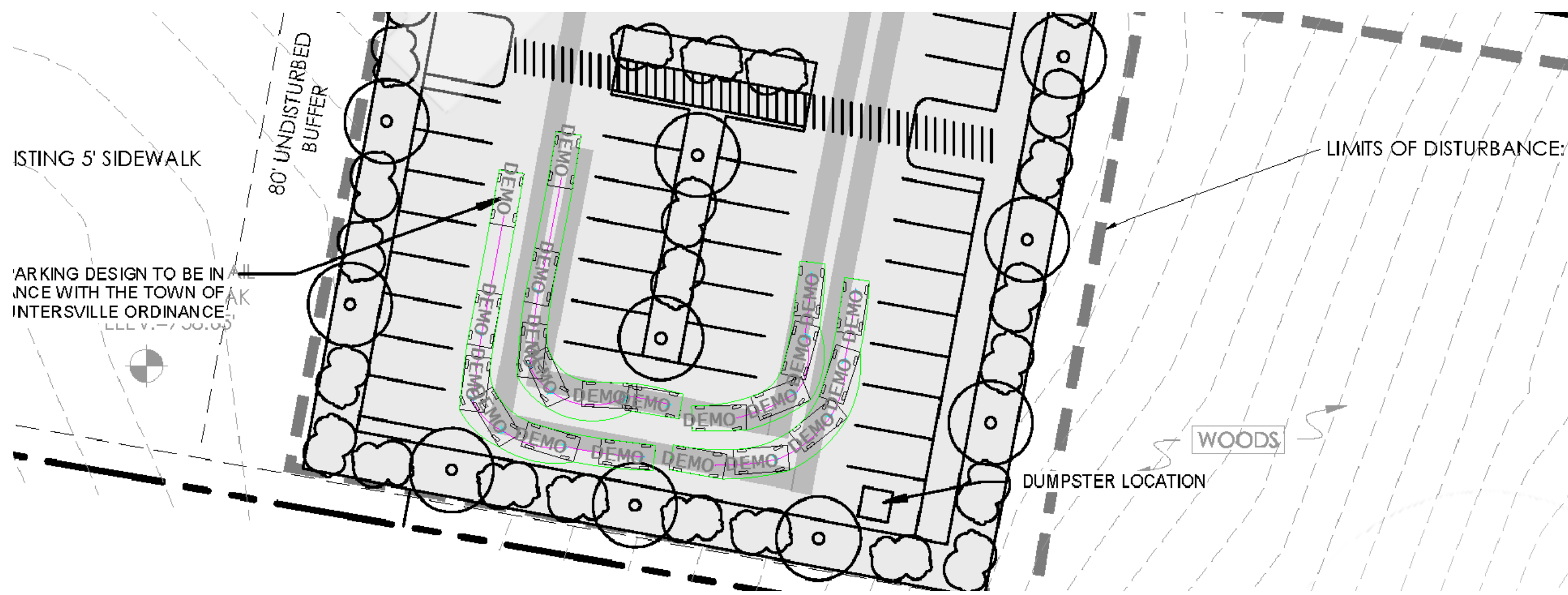
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C:\Users\jladorek\Documents\1501.02 PMA Rezoning Jladorek.rvt



1 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.
 - Heights and stories will be designed as noted in the diagram.

PASSENGER CAR TURNING : NTS

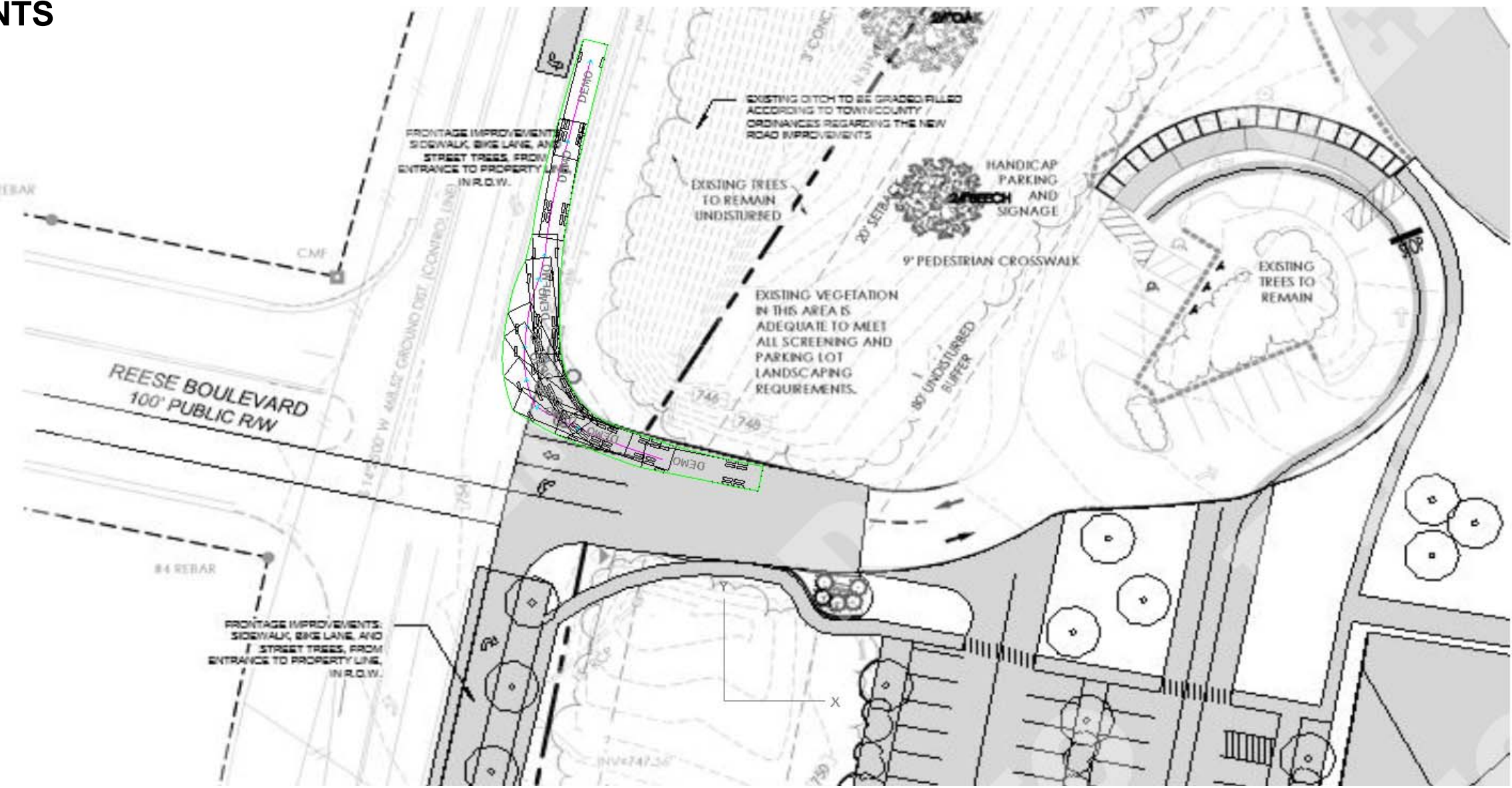


BUS-40 TURNING : NTS



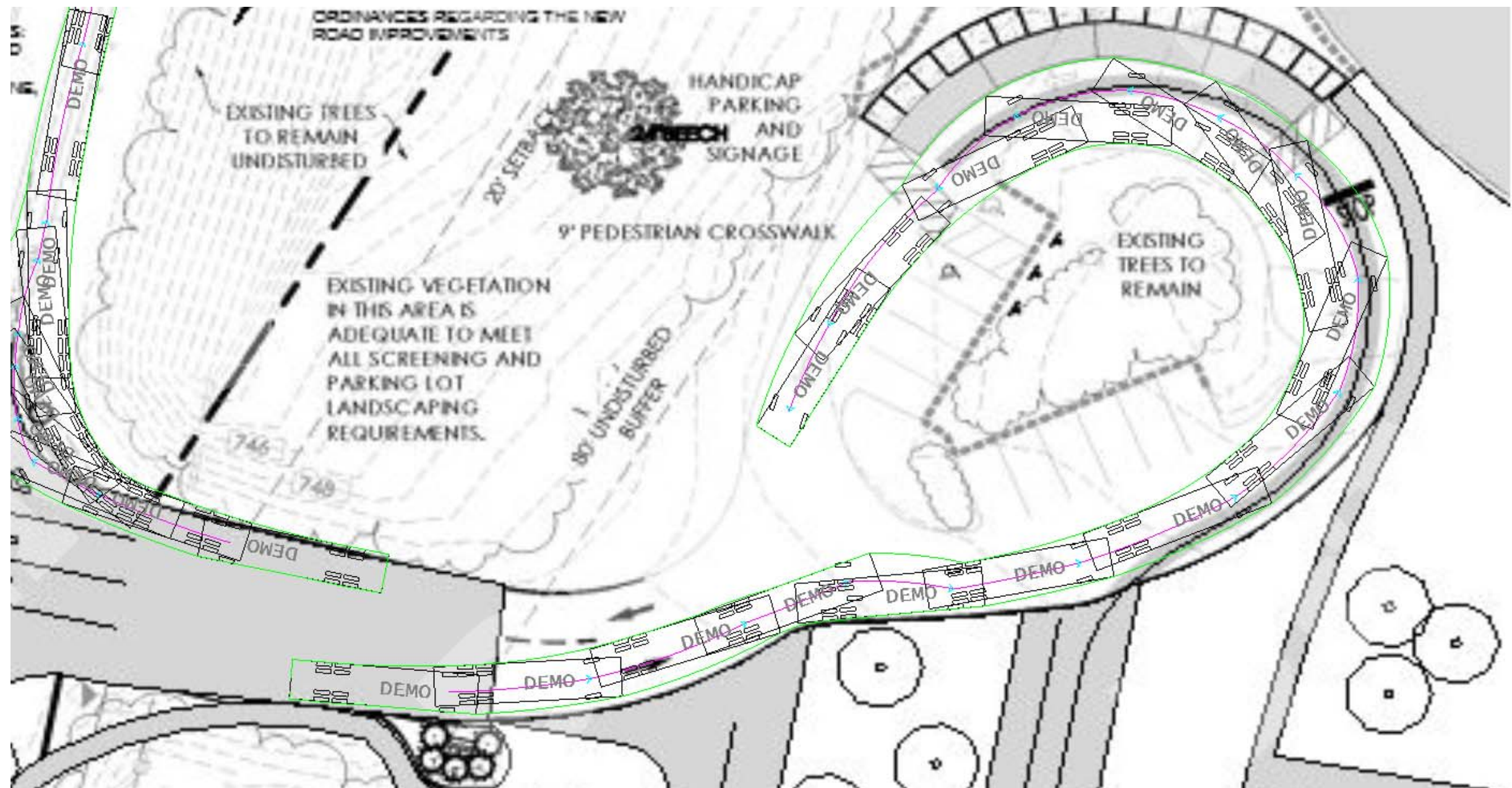
RADIUS IMPROVEMENTS WILL BE MADE IN ORDER TO ACCOMMODATE A BUS-40 VEHICLE FROM MT. HOLLY-HUNTERSVILLE ROAD INTO THE DRIVEWAY ON SITE. DETAIL WILL BE PROVIDED AT PERMITTING PHASE.

BUS-40 TURNING : NTS



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VEHICLE TURNING
DIAGRAMS AND
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A003

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