General Review Information
The site is located on Mallard Creek Church Road (major thoroughfare, state maintained) between John Adams Road (Local, City), and Mallard Glen Drive (Local), same site as the previously approved Rezoning Petition: 2012-074. The site is in a Corridor outside of Route 4 and is located Northeast Area Plan.

Active Projects Near the Site:
- Mallard Creek Church Rd. interchange reconfiguration
  - Scope: Not yet identified
  - Phase: Not started
  - ROW year: 2029 or later
  - Construction year: 2030 or later
  - PM: NCDOT
  - TIP #: I-6017

CDOT’s review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the Transportation Action Plan (TAP), Vision Zero, Urban Street Design Guidelines (USDG), Center, Corridor and Wedges, Charlotte BIKES, Traffic Impact Study Guidelines and Charlotte WALKS. With a commitment to design complete streets, this review is to ensure that the City’s transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users.

This document is primarily for communication to Planning Department staff as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary
Mallard Creek Church Road is a major thoroughfare. The petitioner should revise the site plan to meet the ordinance requirements and the outstanding items listed below. CDOT is not in favor of the left over as it will require U-turn maneuvers within the interchange. Petitioner should consider previous road network submitted with the previously approved Rezoning Petition (2019-096) or consider placing a signal at that intersection.
Rezoning Transportation Analysis  
Petition Number: 2020-048  
General Location Identifier: Tax ID 02965102

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Land Use</th>
<th>Intensity</th>
<th>Trip Generation (vehicle trips/day)</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Use</td>
<td>Single Family</td>
<td>1 DU</td>
<td>0</td>
<td>Tax Record</td>
</tr>
<tr>
<td>Entitlement with Current Zoning</td>
<td>Convenience Market w/ Gas Pumps Bank w/ Drive Thru Retail</td>
<td>20 pumps 5,000 sf 15,000 sf</td>
<td>13,570</td>
<td>RZ 2012-074</td>
</tr>
<tr>
<td>Proposed Zoning</td>
<td>Apartments Townhomes</td>
<td>366 DU 56 DU</td>
<td>2,380</td>
<td>Site Plan: 05-11-2020</td>
</tr>
</tbody>
</table>

Please provide responses to our comments.

**Outstanding Issues**

**Curbline** The proposed zoning district has a setback measured from the back of the existing or proposed future curbline.

a. **Mallard Creek Church Road**: The existing curb and gutter should be relocated 31.5' from the centerline of Mallard Creek Road. The ultimate cross section will consist of a 4 lane median divided road with 4 – 11' travel lanes, a 10-foot median (11' left-turn lane, 6' concrete island to accommodate a pedestrian refuge island with 1' buffer on each side of concrete island), 2.5' curb and gutter, 8' planting strip and 12' multi-use path.

b. **John Adams**: The future location of curb and gutter is in its existing location.

The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.

2. **Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition due to the traffic impacts on adjacent facilities.

Staff will receive the petition and begin work on it, but the public hearing will not be scheduled until the TIS is received. This will allow for the minimum time necessary for CDOT to review and approve the study and reach agreement with the petitioner on the required transportation commitments and have them included on the last site plan submitted no fewer than 4 weeks prior to the public hearing. Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT and NCDOT.

3. The petitioner should revise the site plan and conditional note(s) to commit to dedicate a 50’ right-of-way from the Mallard Creek Church centerline. The site plan should label and dimension the right-of-way from the road centerline.

4. The petitioner should update the site plan and conditional notes committing to a 12’ multi-use path along the site’s frontage on Mallard Creek Church Road. The streetscape should include an 8’ planting strip and 12’ multi-use path along the property’s frontage on Mallard Creek Church Road.
5. The petitioner should revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip, and an 8-foot sidewalk on both sides of the proposed stem access to Mallard Creek Church Road. The site plan should label and dimension both items from the back of curb and gutter and road centerline. Reference (CLDSM standard detail U-03.A) for street typical.

6. The proposed dwelling units per acre exceeds 12. Per Chapter 20 Subdivision ordinance, the petitioner should revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk along John Adams. Reference (CLDSM standard detail U-03. A) for street typical.

7. The petitioner should revise the site plan and conditional note(s) to commit to construct and dedicate permanent access easement for Road A. Reference (CLDSM standard detail U-03. A) for street typical.

8. The petitioner should revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk on Road A. The site plan should label and dimension both items from the back of curb and gutter and road centerline. Reference (CLDSM standard detail U-03.A) for street typical.
9. The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all rights of way to the City before the site's first building certificate of occupancy is issued. CDOT requests right of way set at 2’ behind back of sidewalk where feasible.

10. The petitioner should revise the site plan to add a note specifying all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.

11. Resolved: Sample format for comment that is resolved

Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.

2. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte.

3. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35’ x 35’ sight triangles (and two 10’ x 70’ sight triangles on North Carolina Department of Transportation on NCDOT maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance(s). Such items should be identified on the site plan.

4. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and the North Carolina Department of Transportation on NCDOT maintained streets) for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.

5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

7. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.