



# Charlotte Department of Transportation

## Memorandum

---

**Date:** July 19, 2012

**To:** Tammie Keplinger  
Charlotte-Mecklenburg Planning Department

**From:** Michael A. Davis, PE *Mike Davis*  
Development Services Division

**Subject:** Rezoning Petition 12-074: Approximately 9.55 acres located at the northeast corner of John Adams Road and Mallard Creek Church Road

---

CDOT has completed a review of the subject petition in order to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte'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. Based on our review of the petition, we offer the following comments.

### Vehicle Trip Generation

This site could generate approximately 3,400 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 15,000 trips per day. This will have a significant impact on the surrounding thoroughfare system. Therefore CDOT is requiring that a traffic impact study be completed to assess the impacts of this proposal on the adjacent ramp terminals. CDOT will offer additional comments following a review of the study.

### CDOT requests the following changes to the rezoning plan:

1. Since this proposed use will generate a significant amount of traffic and increase the turns at John Adams Road, we recommend construction of a directional cross-over at the new public street and conversion of John Adams Road to a right-in/right-out connection with a raised median on West Mallard Creek Church Road.
2. A curb extension (bulb-out) should be constructed to break up the continuous right turn lane for the Public Street connection and the I-85 on-ramp.
3. We request the site plan be updated to show the square footage for each building.
4. The site plans should be updated to show a 6-foot sidewalk and 8-foot planting strip along West Mallard Creek Church Rd.
5. The driveway connections to the public street must be modified to align with the opposing driveways. It appears the best way to accomplish this is by relocating the driveways located on the west side of the street to align with driveways on the east side of the street.

6. The new curb to be installed on Mallard Creek Church Road must accommodate a 5-foot bike lane.

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. According to the City of Charlotte's Driveway Regulations, CDOT has the authority to regulate/approve all public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte. CDOT has determined that a left-turn lane is necessary to serve the traffic using the proposed public street connections for this site. The engineering design and construction of the left-over is necessary to John Adams Road and is the responsibility of the owner, and shall be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience. CDOT will only approve the proposed private driveway connections provided that a left-over is constructed on West Mallard Creek Church Rd. We recommend the rezoning plan reflect the design of this required left-over prior to submittal/approval of the private driveway connections. The left-over needs to be designed using NCDOT standards with a minimum 150 feet of storage. This roadway improvement is required to meet the traffic demands of the proposed development.
2. Adequate sight triangles must be reserved at the existing/proposed street entrances. Two 35' x 35' and two 10' x 70' sight triangles are required for the entrances to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrances. Such items should be identified on the site plan.
3. The proposed driveway connections to West Mallard Creek Church Road and John Adams Road will require driveway permits to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The exact driveway location) and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of the driveways shown on the site plan are subject to change in order to align with driveways on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. 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.

Tammie Keplinger

July 19, 2012

Page 3 of 3

We anticipate that NCDOT will request the following, and recommend the Petitioner work directly with NCDOT regarding the anticipated request.

1. We understand NCDOT will also request a Traffic Impact Study for this petition and we suggest the petitioner contact them directly.

If we can be of further assistance, please advise.

c: R. H. Grochoske  
B. D. Horton  
A. Christenbury  
E. D. McDonald  
T. Votaw  
F. Burton  
Rezoning File