

# Rezoning Transportation Analysis

Petition Number: 2019-019

General Location Identifier: 04716212, 04716821

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## Revision Log:

Date	Description
03-21-2019	First Review

## General Review Information

The site is at a soon to be signalized intersection of W Mallard Creek Church Road (major thoroughfare) and David Taylor Drive (minor collector). The site is located in a center outside Route 4 and is within the limits of the University Research Park Area Plan.

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CDOT's review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP) which seeks 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.

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

## Transportation Summary

CDOT is in the process of implementing a traffic signal at the intersection of Mallard Creek Church Rd./David Taylor Dr., scheduled to be operational in late Spring 2019. This new traffic signal will include pedestrian signalization and crossings, improving pedestrian safety crossing Mallard Creek Church Rd. The City is also in design to construct a 12' multi-use path on the south side of Mallard Creek Church Rd. between Mallard Creek Rd. and Senator Royall Dr. The site is served by existing CATS bus routes, including a bus stop.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Parking Lot	NA	0	Tax Record
Entitlement with Current Zoning	Office	100,000 sf	1,060	Guidance from Planning
Proposed Zoning	Retail	15,000 sf	1,660	Site Plan: 01-28-19

## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. Both Mallard Creek Church Rd. and David Taylor Dr. existing curblines can remain as is.
2. **Traffic Study** A ~~Traffic Impact Study~~ is not necessary for the complete review of this petition.

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3. The petitioner should revise the site plan and conditional note(s) to provide an “exclusive” eastbound Mallard Creek Church Rd. 100’ right turn storage lane with a 50’ bay taper at the site’s western most driveway. The petitioner also needs to add gore pavement markings east of this site driveway to inform eastbound thru motorists in the “outside lane” to turn right at the western most site driveway and NOT continue east to David Taylor Dr.’s right turn lane. Note: This transportation requirement is from NCDOT.
4. The petitioner should revise the site plan and conditional note(s) to provide for the design and implementation of an 8’ planting strip and 12’ wide concrete multi-use path (MUP) along the site’s Mallard Creek Church Rd. frontage, including any necessary sidewalk utility easements (SUEs) outside the existing public right-of-way. The petitioner needs to also provide all the required 12’ wide accessible ramps associated with the proposed MUP (i.e.: both sides of David Taylor Rd. and both sides of the two (2) site driveways, including a 12’ wide pedestrian cut through path in the existing David Taylor center median).
5. The petitioner should revise the site plan and conditional “Access” Note 4.b. to state: the proposed 8’ planting strip and 6’ sidewalks and all associated accessible ramps should be implemented on “both sides” of David Taylor” before the first building CO is issued. Both sides of David Taylor’s streetscape improvements need to be completed to interface with the City’s planned traffic signal installation at Mallard Creek Church/David Taylor.
6. The petitioner should revise the site plan and conditional note(s) to preserve 13’ of additional right-of-way beyond the proposed 6’ sidewalk on the east side of David Taylor to allow space for a future northbound David Taylor 100’ right turn storage lane and 50’ bay taper to be implemented by others (see future right turn lane R/W needs below).



7. The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all rights-of-way and easements 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.
8. 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

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petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.

9. The petitioner needs to coordinate with Mr. John Howard with CATS (704-336-9954) to determine if transit improvements are needed at an existing bus stop located on Mallard Creek Church Rd., east of the site's western driveway.

## 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. 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.
2. 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.
3. 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.
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.