



# Charlotte Department of Transportation

## Memorandum

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**Date:** September 27, 2010

**To:** Tom Drake & Tammie Keplinger  
Charlotte-Mecklenburg Planning Department

**From:** Michael A. Davis, PE *Rich. H. [Signature] for*  
Development Services Division

**Subject:** Rezoning Petition 10-069: Located on the east side of the intersection of Mallard Creek Road and Penninger Circle and across from Mason Drive

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**Consistency with Transportation Action Plan (TAP):** The two goals of the TAP that most directly affected the staff's review of this petition define the integration of land use and transportation, and the provision of transportation choices.

Goal 1 of the TAP relies on implementation of the Centers, Corridors and Wedges land use strategy. This project site is located in a Wedge. Such areas should include an interconnected network of thoroughfares and local streets. Specific comments are provided below to better link proposed changes in land use with improved transportation network.

Goal 2 of the TAP describes various connectivity and design features that are important for motorists, pedestrians and bicyclists. Specific comments are provided below to bring the petition into compliance with best practices for multimodal transportation.

### Vehicle Trip Generation

This site could generate approximately 500 trips per day as currently zoned. Under the proposed zoning the site could generate approximately 680 trips per day. This will have a minor impact on the surrounding thoroughfare system.

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

1. The section of Mallard Creek Road located along the frontage of the proposed project is currently in the design phase for road improvements by NCDOT. The current plans show Mallard Creek road being widened and an additional 25 feet of right-of-way being needed for the proposed project. The City request that the petitioner dedicate the right-of-way at this time. The dedication of right-of-way needs to be clearly labeled on the rezoning Site Plan.
2. CDOT requests that the petitioner construct five-foot sidewalks in a location to allow for a four-foot planting strip consistent with the proposed curb line along Mallard Creek Road as defined in the NCDOT U-2507A project.

3. Sidewalks along Penninger Circle are requested to be constructed along the petitioner's road frontage behind an 8-foot planting strip. The sidewalks should be a minimum of 5 feet in width.

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. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' and two 10' x 70' sight triangles 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.
2. The proposed driveway connection to Mallard Creek Road will require a driveway permit to be submitted to CDOT and the North Carolina Department of Transportation for review and approval. The driveway connections to Penninger Circle will require a driveway permit to be submitted to the city of Charlotte. The exact driveway locations and type/width of the driveways will be determined by CDOT during the driveway permit process. The locations of all 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.
3. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
4. 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.

If we can be of further assistance, please advise.

- c: R. H. Grochoske (via email)  
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Rezoning File