

Rezoning Transportation Analysis

Petition Number: 2024-090

General Location Identifier: 02902121, 02902124

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| Revision Log: | Date | Description |
|---------------|----------|--------------------|
| | 08-28-24 | First Review (TM) |
| | 11-20-25 | Second Review (TM) |
| | 12-02-25 | Third Review (DR) |
| | 12-22-25 | Fourth Review (DR) |

General Review Information

The petition is located on W Mallard Creek Church Road, a State-maintained Boulevard. The petition is located in the North East Corridor outside of Route 4 and is in the neighborhood 2 and commercial place type of the 2040 policy map.

Active Projects Near the Site:

- N/A

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

The site is located on a /State-maintained, Boulevard W Mallard Creek Road. This petition is located in the Northeast Corridor. A Comprehensive Transportation Review (CTR) is required for this site due to the site falling within the medium to high intensity development. Based on the 9,776 daily trips, this will trigger a Traffic Impact Study, Tier 3 multimodal assessment, and Tier 3 transportation demand management (TDM) assessment. The TIS was approved on 9/26/2025. Site plan and/or conditional note revisions are needed to provide phasing clarification via TIS addendum in accordance with the UDO. Further details are listed below.

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Trip Generation

| Scenario | Land Use | Intensity | Trip Generation | | | Source |
|---------------------------------|---|--|-----------------|--------------------|--------------------|---|
| | | | Daily Trips | AM Peak Hour Trips | PM Peak Hour Trips | |
| Existing Use | Vacant | - | - | - | - | Tax Record |
| Entitlement with Current Zoning | Supermarket Retail Fast Food w/Drive-Thru Apartments Coffee/Donut Shop with Drive-Thru (MUD-O & R-12MF, 65.27 acres) | 130,000 SF 18,750 SF 6,500 SF 395 DU 2,000 SF | 22,964 | 1,192 | 1,961 | General Guidance from Planning & RZ# 2016-139 |
| Proposed Zoning | Gas Station/Convenience Store Hotel High-Turnover Sit-Down Restaurant Single Family Attached Senior Adult Housing – Multifamily Multifamily (Mid-Rise) (CG & N-2B, 65.27 acres) | 16 Pumps 130 Rooms 7,500 SF 168 DU 75 DU 544 DU | 9,776 | 866 | 821 | Site Plan: 07-15-24 |

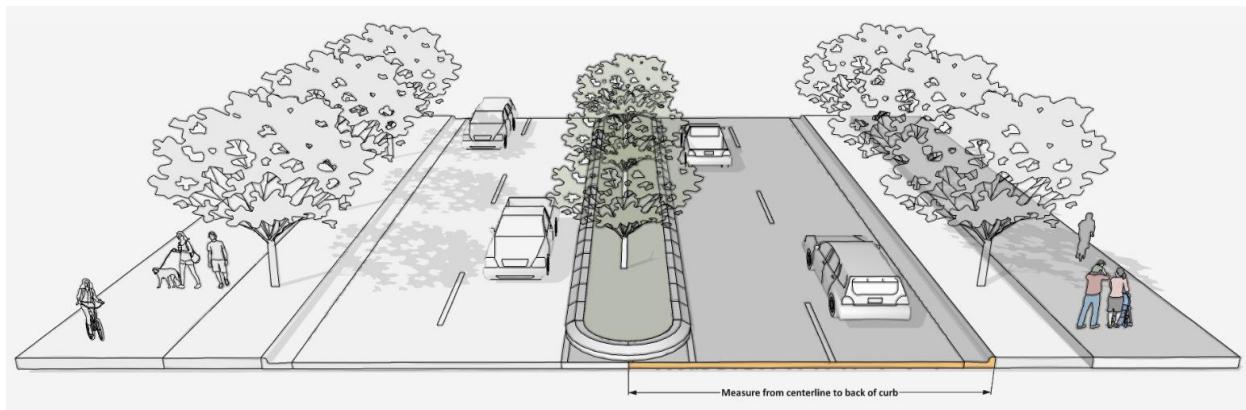
Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

Outstanding Issues

Strikethrough = Resolved

1. Curbline:

a. ~~West Mallard Creek Church Road: Location of future curb and gutter is to be a min of 33 feet from the roadway centerline. (This distance does not include additional distance required for turn lanes and at intersections.)~~



Label and dimension the curb and gutter from the centerline for each road on the site plan.

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2. Comprehensive Transportation Review (CTR):

A Traffic Impact Study is required for the complete review of this petition due to the site generating site trips over ordinance thresholds found in the Charlotte Streets Manual Table 3.1 and/or triggering other City TIS requirements.

Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. Any agreed upon commitments shall be 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).

The petition's zoning falls within medium to high intensity development which based on the 9,776 daily trips will trigger Tier 3 (14 mitigation points) for multimodal assessment and Tier 3 (6 points) for TDM assessment. The petitioner shall review and assess the publicly accessible pedestrian network within ¼ mile walking distance of the site to identify multimodal infrastructure to meet the Tier 3 (14 mitigation points) for multimodal assessment. Petitioner shall also provide transportation demand management strategies to meet Tier 3 (6 mitigation points) to reduce vehicle trips and encourage alternative modes of transportation.

Complete CTR summary table and include on the revised plan. CTR table link (use Site Data Table – CTR Summary tab): <https://www.charlottenc.gov/files/sharedassets/city/v/2/growth-and-development/documents/dev-center-fees/resources/udo-site-data-tables-curb-ramps-and-ctr.xlsx>

Clarifying Comment 11.19.25: ~~Land uses and improvements should match Traffic Impact Study.~~

Clarifying Comment 12.2.25: ~~TIS was approved on 9/26/2025 but phasing has been changed around and there were slight increases in density. Provide one-to-two-page addendum that summarizes trip generation and phasing changes.~~

3. **~~New Comment 12.2.25:~~** ~~The is an improvement missing from the approved TIS.~~

~~(1) MALLARD CREEK ROAD & GALLOWAY ROAD (SIGNALIZED)~~

~~(a) CONSTRUCT A WESTBOUND RIGHT TURN LANE WITH 100 FEET OF STORAGE ON GALLOWAY ROAD.~~

~~(b) IMPLEMENT PROTECTED PHASING FOR THE NORTHBOUND AND SOUTHBOUND LEFT TURN MOVEMENTS.~~

~~Add "Implement permitting+overlap phasing for the westbound right turn movement" per approved TIS to list of improvements for Mallard Creek Road and Galloway Road.~~

4. ~~Revise site plan and conditional note(s) to commit to dedicate right of way from the road centerline to the back of the proposed shared use path. The site plan shall label and dimension the right of way from the road centerline.~~

5. ~~Revise site plan and conditional note(s) to by revising Access #1 and #2 with 100 feet of internal protected stem per NCDOT.~~

6. ~~Coordinate with subdivision regarding public roadway requirements. Revise site plan and conditional note(s) to reflect coordination.~~

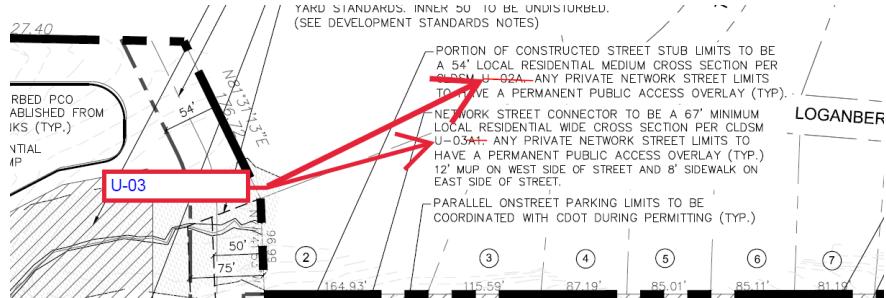
7. ~~Revise site plan and conditional note(s) to commit to revising Access #2 to be Right-In only with 100 feet of storage along with appropriate deceleration lane and 250 foot taper. Access #2 is to be skewed 65 degrees. Access #2 is to be 17 feet BOC to BOC through internal protected stem.~~

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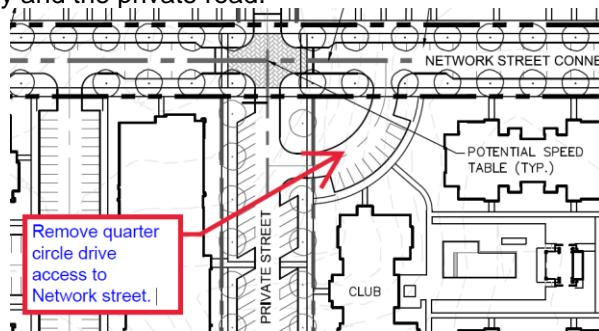
8. Revise site plan and conditional note(s) to commit to constructing all internal network required streets as a residential wide according to U-03. Revise callout on site plan from calling out U-03A1 to U-03.



9. Revise site plan and conditional note(s) to commit to construct bicycle facilities by installing a 12-foot multi-use path along Mallard Creek Church Rd in accordance with the council-adopted Charlotte Streets Map. Multi use paths maintained by the City shall meet ADA/PROWAG requirements.

10. Revise site plan and conditional note(s) to commit to installing an 8-foot sidewalk with an 8-foot planting strip along Galloway Road frontage per UDO table 32-4.

11. Revise site plan and conditional note(s) to commit to removing the quarter circle connecting the internal network required roadway and the private road.



12. Add a conditional note specifying "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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements."

13. Add a conditional note specifying "the Petitioner shall dedicate and convey in fee simple all rights of way to the City before the site's first building certificate of occupancy is issued. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible."

14. **Outstanding Comment from 08-28-24:** Add a conditional 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 approved by CDOT and explicitly described in site plan notes.

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15. Add conditional note specifying "All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad north eastern Mecklenburg area, by way of a private/public partnership effort or other public sector project support."

Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. 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, per the City of Charlotte Unified Development Ordinance.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 50' x 50' sight triangles (and two 10' x 70' sight triangles on NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall 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 NCDOT 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 to comply with City of Charlotte Unified Development Ordinance regulations.
4. All proposed commercial driveway connections to a future public street will require a driveway permit 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. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link: <https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>