

# Rezoning Transportation Analysis

Petition Number: 2025-107

General Location Identifier: 04705494,04705316,04705499,04705322

**From:** Jake Carpenter, PE

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**Reviewer:**

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## Revision Log:

Date	Description
10-23-25	First Review (TM)
11-20-25	Second Review (TM)
12-8-25	Trip Generation Update (DR)
12-22-25	Third Review (BH)

## General Review Information

The petition is located at the intersection of Mallard Creek Road, a State-maintained major arterial, and Morris Estate Drive, a State-maintained minor arterial. The petition is in a northeast wedge outside of Route 4.

## Active Projects Near the Site:

- N/A

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*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.*

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

## Transportation Summary

The site is located at the intersection of Mallard Creek Road, a State-maintained major arterial, and Morris Estate Drive, a State-maintained minor arterial. A Traffic Impact Study (TIS) is not required for the site due to the development generating site trips under ordinance thresholds and not meeting additional TIS triggers. This petition is meeting ordinance requirements. The petition has committed to installing a 12-foot Shared-Use Path on Mallard Creek Road and an 8-foot sidewalk along the Morris Estates Drive frontage(s). This petition has also committed to constructing the curb and gutter in the final location along its Morris Estates Drive frontage allowing for a 5-foot bike lane to be installed and installing a dedicated right-turn lane on Mallard Creek Road into the proposed site. The internal roads within this petition will extend network required connections through the site and provide an 8-foot sidewalk and 8-foot planting strip on all internal public roadways. **All outstanding CDOT issues have been addressed.**

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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	-	-	-	-	<i>Tax Record</i>
Entitlement with Current Zoning	Single Family Office (N1-A & RE-3, 9.72 acres)	19 DUs 35,400 SF	689	85	91	<i>General Guidance from Planning</i>
Proposed Zoning	Multifamily Attached (N2-A, 9.72 acres)	85 DUs	386	31	33	<i>Site Plan: 09-12-25</i>

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

## Outstanding Issues

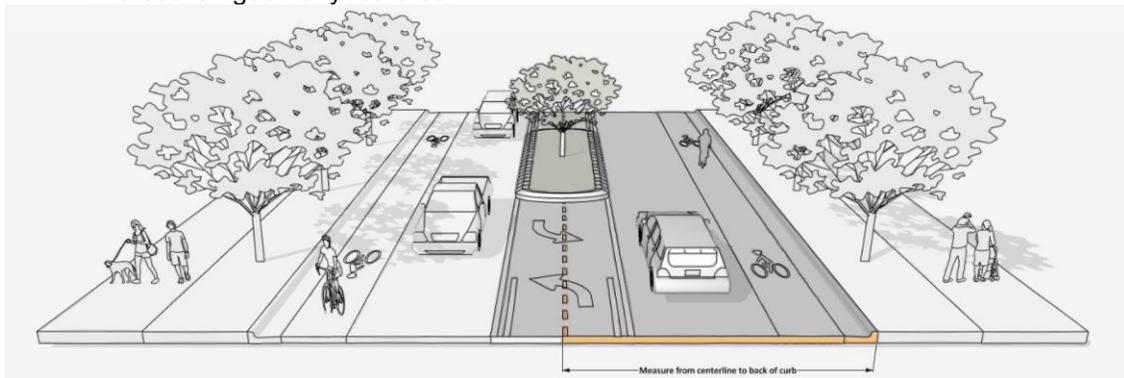
**Strikethrough = Resolved**

### 1. Curblines:

a. ~~Mallard Creek Road:~~ The future location of curb and gutter is in its existing location.



b. ~~Morris Estate Drive:~~ The future location of the back of curb is to be placed at 24-feet from the roadway centerline to accommodate the cross section of a 2+ avenue with bike lanes. This future back of curb location will vary at the intersection with the addition of a turn lane and other intersection geometry features.



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

## 2. Comprehensive Transportation Review (CTR):

~~A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating site trips under ordinance thresholds found in the Charlotte Streets manual Table 3.1 and/or not triggering any other City TIS requirements.~~

- ~~3. Revise site plan and conditional note(s) to commit to a min dedication of 42 feet of right-of-way from the road centerline along Morris Estate Drive (Placing the right-of-way 2 feet behind sidewalk). IF existing ROW exceeds this minimum amount then ROW shall remain in its existing location. The site plan shall label and dimension the right-of-way from the road centerline to 2 feet behind the sidewalk.~~
- ~~4. Revise site plan and conditional note(s) to commit to a min dedication of 55 feet of right of way from the road centerline along Mallard Creek Road (Placing the right-of-way 2 feet behind the shared use path). IF existing ROW exceeds this minimum amount then ROW shall remain in its existing location. The site plan shall label and dimension the right of way from the road centerline to 2 feet behind the shared-use path.~~
- ~~5. Revise site plan and conditional note(s) to commit to construct bicycle facilities by installing a 12-foot multi-use path in accordance with the council-adopted Charlotte Streets Map on Mallard Creek Road. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements.~~
- ~~6. Revise site plan and conditional note(s) to commit to construct bicycle facilities by installing a 8-foot sidewalk in accordance with the council-adopted Charlotte Streets Map on Morris Estate Drive. Sidewalks maintained by the City shall meet ADA/PROWAG requirements.~~
- ~~7. 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."~~
- ~~8. 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."~~
- ~~9. 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.~~

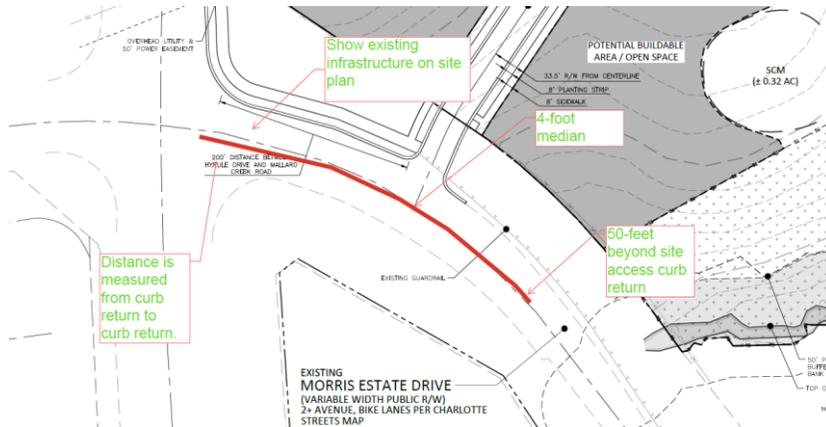
- ~~10. conditional note specifying "All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on 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."~~

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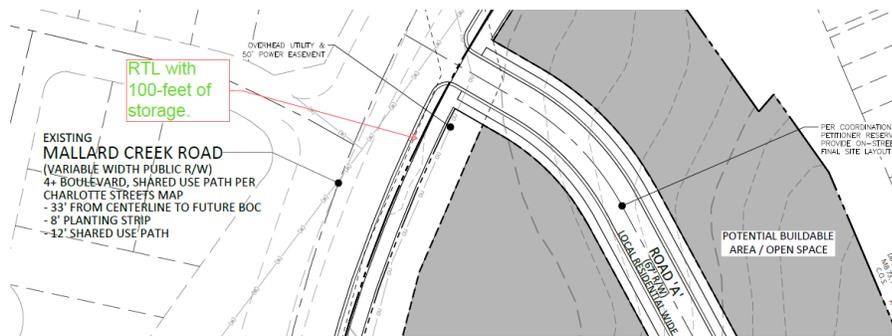
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11. ~~Revise site plan and conditional note(s) to commit to restricting access to Morris Estate Drive to a Right-In Right-Out (RIRO) access. A concrete median shall be installed from the intersection of Mallard Creek Road and Morris Estate Drive to 50 feet beyond the site access (measured from the curb return on the plan east side of the Morris Estate Drive site access). Median shall also accommodate existing roadway infrastructure. Site plan shall show existing turn lanes and other infrastructure. Add dimensions and callouts to the site plan committing to this improvement. In addition add conditional note(s) describing this improvement and committing to this access point being RIRO.~~



12. ~~Revise site plan and conditional note(s) to commit to constructing a right turn lane (RTL) on Mallard Creek Road per NCDOT requirements. Site plan shall show RTL with 100 feet of storage at the intersection of Mallard Creek Road and "Road A". Design to be finalized during permitting in coordination with NCDOT and CDOT.~~

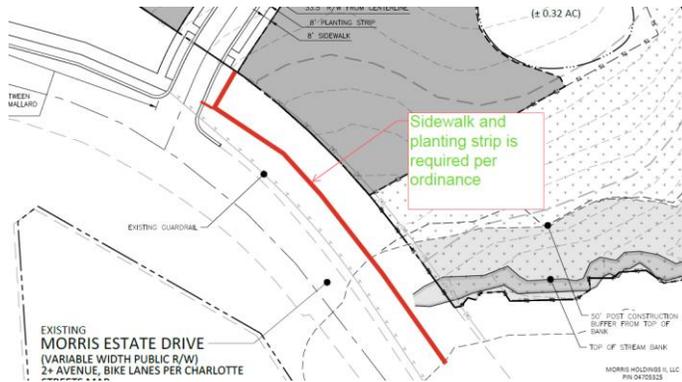


13. ~~Revise site plan and conditional note(s) to commit to installing an 8 foot planting strip and an 8 foot sidewalk along the Morris Estate Drive roadway frontage. Site plan is to label and dimension from the roadway centerline.~~

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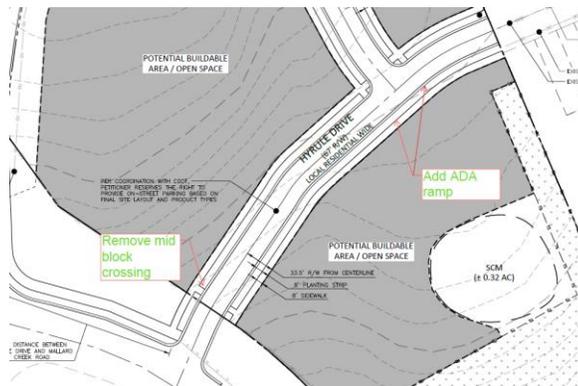
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14. ~~Revise site plan and conditional note(s) to commit to constructing curb line in the future back of curb location in accordance with the UDO and the council-adopted Charlotte Streets Map. Curb and gutter to be placed at a min of 24-feet from the roadway centerline. Site plan shall dimension the curbline from the roadway centerline to the FBOC location. Add a conditional note committing to this improvement.~~



15. ~~Revise site plan and conditional note(s) to commit to removing the mid-block pedestrian ramps and adding ramps at the intersection of Road A and Hyrule Drive.~~

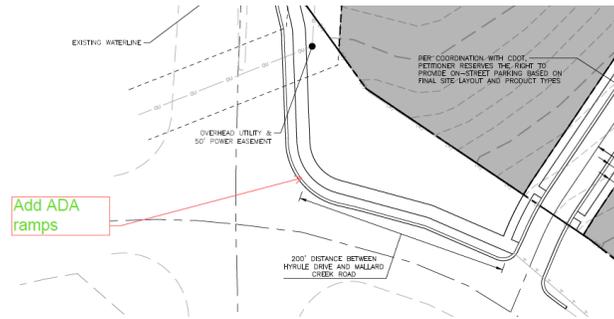


16. ~~Revise site plan and conditional note(s) to commit to providing ADA ramps at the intersection of Morris Estate Drive and Mallard Creek Road. Final design of ada ramps to be designed during permitting. Show 2 ramps on the site plan and add conditional note(s) to the conditional note(s) committing to this improvement.~~

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## 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>