

# Rezoning Transportation Analysis

Petition Number: 2016-139

General Location Identifier: 029-021-21, 029-021-32

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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

To be provided prior to public hearing.

## General Description

The site is located in the University Research Park area between Mallard Creek Church Rd., a major thoroughfare, and Galloway Rd., a minor collector.

The site is located in a wedge outside Route 4, near the I-85/Mallard Creek Church Rd. Interchange. A new traffic signal is proposed to access the site from Mallard Creek Church (MCC) Rd. at Leganger Rd. approximately 950' west of I-85 exit ramp.

A Traffic Impact Study (TIS) is required by both CDOT and NCDOT.

NCDOT will also be involved to review and approve the site's traffic mitigation since is near the I-85 corridor and primary access is from a state-maintained facility. CDOT recommends the petitioner contact Ms. Wendy Taylor, NCDOT District Engineer at 980-523-0013 to coordinate NCDOT's involvement regarding this petition.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family/Vacant	3 dwellings	30	Tax Records
Entitlement with Current Zoning	Single Family (35.7143 acres of R-3)	107 dwellings	7,170	Guidance from Planning
	Office (21.7317 acres of RE-3 (CD))	300k sf		
	Office (8.254 acres of RE-1)	300k sf		
Proposed Zoning	Apartments Retail	395 du 160k sf	11,735	Site Plan: 08-22-16

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## Resolved Issues

N/A

## Outstanding Issues

1. The petitioner should revise the site plan along the site's Mallard Creek Church (MCC) frontage as follows:
  - a. Depict and provide a conditional note to extend curb/gutter, add an 8' planting strip and a 12' wide multiuse path to the I-85 exit ramp, including a right-turn channelizing/ped island if dedicated dual rights are needed on at the I-85 exit ramp, upon NCDOT approval.
  - b. Depict and provide a conditional note to restrict the proposed site driveway on MCC Rd. to a right-in only movement.
2. The petitioner should revise the site plan along the site's Galloway frontage as follows:
  - a. Depict and provide a conditional note to add an 8' planting strip and 6' wide sidewalk along the south side of Galloway Rd. between Garrison Rd. and Leganger Rd.
  - b. Depict and provide a conditional note to dedicate in fee simple 36' right-of-way as measured from the street's existing centerline needs along the site's Galloway Rd's. frontage to accommodate a local collector typical street cross-section (see CLDSM U-07). Additional traveled way width may be required during permitting to accommodate left turn lanes at driveways. Coordinate with CDOT to determine appropriate bicycle and pedestrian facilities within cross section.
  - c. Depict and provide a conditional note to implement a westbound 150' left turn storage lane on Galloway Rd. at Legranger Rd. extension when requested by CDOT.
  - d. Depict and establish a building set back line along the site's Galloway Rd's. frontage east of Leganger Rd. to accommodate a future I-85 grade separation structure. A proposed 100' building set back line as measured from Galloway Rd's existing centerline needs to be established during the rezoning process to account for future right-of-way, temporary construction needs to insure the site's planned buildings and parking are located and setback to accommodate a future Galloway Rd. I-85 overpass.
3. The petitioner should revise the site plan along the site's Legranger extension frontage as follows:
  - a. Depict and provide a conditional note relocating the northernmost proposed site driveway located on Leganger Rd. extension, serving the multi-family buildings along Galloway Rd., to approximately 250' south of Galloway Rd.
  - b. Depict and provide a conditional note that would restrict site driveways and on-street parking within 150' of all proposed roundabouts approach legs.
  - c. Depict and provide a conditional note to restrict the proposed site driveway on Leganger Rd. extension, serving the Mallard Creek Presbyterian Church, to right-in/right-out movements, including the installation of a raised concrete median between MCC and the roundabout.
  - d. Depict and provide a conditional note to preserve a future east/west street connection to the site's western property line, connecting Legranger Rd. to parcel no. 02902101 and a possible street extension to Creekmere Lane in the future.
  - e. Traffic circle north of MCC on the Legranger Rd extension should operate like a roundabout, not a four-way stop to ensure operations at signalized intersection are unimpeded by internal circulation.
  - f. Depict and provide a conditional note committing to a Local Office/Commercial Wide minimum cross section and right of way in compliance with CLDSM U-05. Additional traveled way width may be required during permitting to accommodate left turn lanes at driveways. Coordinate with CDOT to determine appropriate bicycle and pedestrian facilities within cross section.
4. The petitioner should revise the site plan to include a conditional transportation note indicating that the existing southern Leganger Rd. leg realignment is required for approval of the signalized access point on MCC into the site. Spacing to the I-85 SB ramps interchange signal shall be maximized

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(approximately 950') and is subject to NCDOT and CDOT approval. The final MCC Rd./Legranger Rd. intersection geometry will be determined and approved during the permitting process and will include requirements for:

- a. Pedestrian refuge islands on each street to shorten pedestrian crossing distances.
  - b. Appropriate transition from mutiuse path to on-street bike lanes.
  - c. Due to the sharp corners before the intersection near side signals are required to warn approaching traffic what the signal is showing.
  - d. The single left turn lane on the north leg may not be able to be permissive. It appears the the left turning sight visibility is not adequate.
  - e. Be sure the lane lines up once it is confirmed which ones are needed. If you have a single left turn opposing dual left turns it needs to be offset with a marked out lane.
  - f. Provide at least a 100' tangent on each Legranger approach leg entering into the W. Mallard Creek Church right of way
  - g. Provide flattest vertical alignment possible for best operations.
5. A Traffic Impact Study (TIS), required by both CDOT and NCDOT, has not been submitted. Additional transportation comments may be forthcoming once the agencies have completed the review of a submitted TIS.
  6. The petitioner should revise the site plan to add a conditional note specifying dedication and fee simple conveyance of all rights-of-way to the City/NCDOT before the site's first building certificate of occupancy is issued.
  7. The petitioner should revise the site plan to add a note specifying all transportation improvements will be constructed and approved before the site's first building certificate of occupancy is issued or phased per the site's development plan.

## 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.

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- 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.

### Revision Log

Date	Description	By
09/20/2016	First Review	RHG