

Rezoning Transportation Analysis

Petition Number: 2017-058

General Location Identifier: 02703301

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Revision Log:	Date	Description
	03-27-2017	First Review
	05-19-17	Second Review

General Review Information

The site is bounded by WT Harris Blvd (major thoroughfare), Mallard Creek Rd (major thoroughfare), and Medical Plaza Dr. (local). The site is located in a mixed use activity center outside Route 4 and is located along streets with bus routes and within the boundary of the *University Research Park Area Plan*.

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.

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

Transportation Summary

The site is bounded by the signalized intersection of two major thoroughfares and a local street. Improvements to the signalized intersection will be constructed by NCDOT project U-2507A. The site plan commits to construction of a new street connection between Mallard Creek Rd. and JN Pease Place through the site and a multi-use path along the site's W.T. Harris frontage. CDOT requests the petitioner commit to a wider multuse path width behind the WT Harris guardrail (a 5' width cannot adequately accommodate bikes and pedestrians) and provide a public access easement along Private Street A.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office	72,330 sf	1,030	Tax Record
Entitlement with Current Zoning	Office (11.07 acres of RE-1)	250,000 sf	2,640	Planning Staff
Proposed Zoning	Office Hotels Fast Food w/Drive Thru Retail	72,330 sf 120 rooms 6,000 sf 7,250 sf	4,000	Petitioner

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Outstanding Issues

1. ~~Traffic Impact Study/Transportation Technical Memorandum may be needed for the complete review of this petition. CDOT is waiting for additional information from the Planning department to determine entitled land uses so that we can determine daily trips. The number of proposed trips triggers the threshold for an NCDOT traffic study requirement. The petitioner should contact Wendy Taylor (980-523-0000) to verify.~~
2. ~~The petitioner should revise the site plan and conditional notes to include the transportation improvements listed below.~~
 - a. ~~**Rescinded:** Wider planting strip and sidewalk cannot be added to active NCDOT TIP Project. Install standard streetscape along the site's Mallard Church Rd. frontage - 8' planting strip and 6' sidewalk.~~
 - b. ~~**Rescinded:** CDOT will coordinate this work with NCDOT's Tip Project.—Convert a proposed right turn lane on westbound W.T. Harris to a thru/right turn lane, including the removal of a proposed raised right turn island (see below sketch).~~
 - c. ~~**Rescinded:** NCDOT has included this improvement in revised TIP's construction plans.—Add a 150' westbound W.T. Harris Blvd. right turn lane at Medical Plaza Dr., including the re-marking of the existing right turn lane to a thru lane between Technology Dr. and Medical Plaza Dr.~~
 - d. ~~**Rescinded:** Work included in NCDOT's TIP Project.—Minor signal modifications at WT Harris and Mallard Creek, if needed~~

~~The incorporation of these items, as a betterment, into the active NCDOT project () is likely the most efficient implementation. The petitioner can coordinate with Wendy Taylor (980-523-0000).~~

3. The petitioner should revise the site plan and conditional notes to add a 12' wide multi-use path (MUP) along the site's W.T. Harris Blvd. frontage and connect to existing/proposed sidewalks on Mallard Creek and Medical Plaza Dr. Reducing the 12' MUP to a 5' sidewalk is not acceptable unless it is proven to be unfeasible to construct. The site plan needs revised to depict the 12' MUP extending to the accessible ramps crossing Mallard Creek Rd. and Medical Plaza Dr.
4. ~~**Rescinded after discussing issue w/Urban Forestry** The petitioner should revise the site plan and add a conditional note to provide an 8' wide sidewalk and 6' sidewalk along the site's Medical Plaza Dr. frontage and connect to the proposed Mallard Creek Rd. sidewalk.~~
5. The petitioner should revise the site plan and conditional notes to construct accessible curb ramps at all corners of the new intersection created by the private street/JN Pease and Medical Plaza Drive.
6. The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all rights-of-way and/or Sidewalk Utility 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 and multiuse path.
 - a. The petitioner should revise note 4.1.a. to include that proposed "Private Street A" will have a public access easement (i.e. never gated).
 - b. CDOT requests the petitioner dedicate the portion of R/W along Medical Plaza Dr to eliminate the jog, if possible.
7. 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 or phased per the site's development plan. Italicized note at the end of section 6 is not adequate and should be replaced.
8. Technical Correction: The petitioner should revise the site plan to accurately depict and dimension the proposed building setback lines; it appears some setback lines are not drawn to scale.

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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.