

Rezoning Transportation Analysis

Petition Number: 2017-114

General Location Identifier: 04713107

From: Kelsie Anderson, PE
Kelsie.Anderson@charlottenc.gov
704-432-5492

Reviewer: Carlos Alzate
calzate@charlottenc.gov
704-432-0672

Revision Log:

Date	Description
08-22-17	First Review
09-18-17	Second Review

General Review Information

The site is on J N Pease Ln (local) and is bounded by Mallard Creek (major thoroughfare) and the Mallard Creek Greenway. The site is located in a center outside Route 4 and within the limits 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 located on Mallard Creek Rd (major thoroughfare), J N Pease Ln (local) and next to the Mallard Creek park and ride. The petitioner has committed to the extension of Ben Craig Dr. CDOT is requesting the petitioner build Ben Craig Dr to match the cross section of Research Dr as it is anticipated that both roads will connect.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	(18.8 acres of RE-1) Office (7.5 acres of O-1 CD)	Need guidance from planning 75k sf		RZ 1995-012 (C) RZ 2001-036
Proposed Zoning	Apartments	315 dwellings	2,030	Site Plan: 09-11-17

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- ~~1. Traffic Study~~ A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.

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2. ~~The petitioner should revise the site plan to show a connection pedestrian/sidewalk connection from Mallard Creek Rd to the park and ride. This can be from the clubhouse or along Mallard Creek.~~
3. ~~The petitioner should revise the site plan to show the greenway trail connection to be 10 feet wide from J N Pease Place to the Mallard Creek Greenway. The trail connection should look like a publicly accessible greenway instead of a sidewalk through a parking lot. A conditional should be added stating the trail connection to the Mallard Creek Greenway will include a bridge over the creek.~~
4. The petitioner should revise the site plan and conditional note stating the cross section for the extension of Ben Craig Rd to 30' pavement width ~~will match the existing cross section of Research Dr.~~ Ben Craig Dr is anticipated to connect to Research Dr in the future as a collector street and bike route.
5. ~~The petitioner should revise the conditional note "b" under Access and Transportation to include the petitioner will construct the Ben Craig Dr creek crossing.~~
6. ~~The petitioner should revise the site plan and add a conditional note to contribute 50% of the cost to signalize the Ben Craig intersection with Mallard Creek.~~
7. The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all rights of way 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 where feasible.
8. ~~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.~~ The petitioner should revise the phasing to tie Ben Craig extension to the first six buildings.
9. The petitioner should revise conditional note "d" under Section 3 by removing the "plus statutory interest" from the note.

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

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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.