

Rezoning Transportation Analysis

Petition Number: 2017-179

General Location Identifier: 02919104, 02919114, 02919115

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Revision Log:

Date	Description
12-15-2017	First Review
1-22-2018	Second Review

General Review Information

The site is on Mallard Creek Rd (major thoroughfare) and is located in a corridor outside Route 4 and in the ETJ. Traffic volumes on Mallard Creek Rd have continually to increase with the opening I-485, which provides a direct connection to Concord Mills Mall and Cabarrus County without accessing I-85 North. The CRTPO has recently funded a TIP project (No. U-6032) to address Mallard Creek Rd's transportation needs. NCDOT has engaged a planning study to determine the corridor needs.

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 a major thoroughfare. The current site plan extends an east-west private street across the site and matches the sidewalk width of the project permitted on the adjacent parcel. However, the proposed site access on Mallard Creek Church is inappropriate for the development and the Mallard Creek corridor and CDOT continues to request that a local public street connection is made between Mallard Creek and the site's east-west private street. Additionally, CDOT continues to request that a multiuse path is provided across the site frontage as this is likely the ultimate facility needed for this corridor.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 dwelling	10	Tax Record
Entitlement with Current Zoning	Single Family (19.52 acres of R-3)	58 dwellings	640	General Guidance from Planning
Proposed Zoning	Apartments	234 dwellings	1,540	Site Plan: 01-16-18

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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.~~
2. The petitioner should revise the site plan and conditional note(s) to provide a 12' multi-use path (MUP) along the site's Mallard Creek Road frontage. The requested MUP needs to be placed 2' inside the future right-of-way line.
3. The petitioner should revise the site plan and conditional note(s) to remove proposed site's driveway near the southern property line and provide a local residential wide typical section (see CLDSM U-03) public street along the site's northern property line. This will setup the appropriate local street network spacing and provide cross access opportunities for development of the adjacent parcel.
4. The petitioner should revise the site plan and conditional note(s) to provide a left turn lane from Mallard Creek to the new local street described in comment 3. The access at Mallard Creek Rd. may otherwise be restricted to RI/RO.
- ~~5. The petitioner should revise the site plan and revise note 3e to dedicate 69' of right of way as measured from the Mallard Creek's existing centerline, in fee simple conveyance to the City before the site's first building certificate of occupancy is issued, to accommodate a future 6-lane divided facility with bike and pedestrian facilities as envisioned in CDOT planning documents. The NCDOT is planning a widening project (U-6032) and may revise the future curbline along the site's Mallard Creek Rd. frontage during permitting.~~
- ~~6. 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. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~

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.