

# Rezoning Transportation Analysis

Petition Number: 2017-185

General Location Identifier: 02901132, 0291120

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## Revision Log:

Date	Description
12-19-2017	First Review

## General Review Information

The site is on David Taylor Dr. which is classified as a local street on the north side of Mallard Creek Church (major thoroughfare) and a minor collector on the south side – in the University Research Park. It is located in a wedge outside Route 4 and is in the Northeast Area Plan. There is a City project to provide a multiuse path on the south side of Mallard Creek Church Road and a signal at David Taylor intersection. Mallard Creek Church carries local bus route 22 (Graham).

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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.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Office	171,000 sf	1,970	RZ 2002-080 and RZ 2000-011c
Proposed Zoning	Apartments	260 dwellings	1,700	Site Plan: MM-DD-YY

## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- ~~1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the future back of curb is in the existing location and can remain as is on David Taylor.~~
- ~~2. **Traffic Study:** A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.~~
3. The petitioner should revise the site plan and conditional note(s) to show the private street designed and constructed to local residential wide street standards (see CLDSM U-03) along the site's western property line with a public access easement and cross connectivity allowed from for adjacent sites.

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Recessed parallel parking needs to be provided along this street. CDOT would prefer this extension of David Taylor to be public if that is feasible for this development.

4. The petitioner should revise the site plan and conditional note(s) to provide a space (55') for a street connection along the site's western property line between tax parcels 02901106 and 02901105 shared property line to allow a street connection between Mallard Creek Rd. and David Taylor in the future by others. The street stub should be designed and constructed to local office/commercial narrow street typical section (see CLDSM U-04). CDOT would prefer this stub to be public if that is feasible for this development.
5. The petitioner should revise the site plan and conditional note(s) to remove the "one-way" street connection between the N/S private street and the E/W private street near the David Taylor cul-de-sac.
6. The petitioner should revise the site plan and conditional note(s) to provide 8' sidewalks throughout the site due to proposed site density of 22 dwelling units per acre.
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. 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.