

Rezoning Transportation Analysis

Petition Number: 2018-051

General Location Identifier: 02919108

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Revision Log:

Date	Description
05-24-2018	First Review

General Review Information

The site is on Mallard Creek Road (major thoroughfare) and is located in a corridor outside Route 4. This section of Mallard Creek Road is a funded widening project by NCDOT. Mallard Creek Road is planned as a 4-lane divided facility with 10' shared pathways on each side.

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

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	Retail	25,910 sf	2,820	RZ 1998-046(C)
Proposed Zoning	Car Wash Gasoline / Service Station	4,200 sf 12 fueling positions	2,020	Site Plan: 03-26-18

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

Curblin~~e~~: The proposed zoning district has a setback measured from back of the existing or proposed future curblin. The location of the future back of curb on Mallard Creek Rd. will be determined by NCDOT's funded Mallard Creek Rd. roadway widening project (#U-6032--currently under design).

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

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2. The petitioner should revise the site plan and conditional note(s) to provide and specify a minimum 100' site driveway stem length as measured from the future back of curb on Mallard Creek Rd. The proposed site driveway needs to be designated as a "joint-use" driveway shared with tax parcel no. 02919106.
3. The petitioner should revise the site plan and conditional note(s) to provide a 150' northbound Mallard Creek Rd. left turn storage lane with an appropriate bay taper length at the site's proposed driveway.
4. The petitioner should revise the site plan and conditional note(s) to dedicate 65' of right-of-way in fee simple along the site's Mallard Creek Rd. frontage as measure from Mallard Creek Rd.'s existing centerline. This area will accommodate the future Mallard Creek Rd. widening project.
5. The petitioner should revise the site plan and conditional note(s) to provide a contribution to NCDOT's Mallard Creek Rd. Widening Project (#U-6032) for the implementation of a 10' wide multi-use path along the site's Mallard Creek Rd. frontage. This contribution will waive the petitioner's zoning requirement from installing sidewalk along Mallard Creek Rd.
6. The petitioner should revise the site plan and conditional note(s) to provide and reserve 72' of future public right-of-way when requested by CDOT to accommodate a local collector street section (see CLDSM U-07). The 72' wide reservation needs to be measured "east" from the existing 40' Piedmont Natural Gas Easement. The reservation area will be converted to public right-of-way when requested by CDOT. This future collector street will be constructed and implemented by others to provide a continuous collector street (i.e. Aspire St.) paralleling Mallard Creek Rd. between Odell School Rd. and Carolina Lily Lane (see the future collector road's conceptual alignment below).



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.

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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.