

Rezoning Transportation Analysis

Petition Number: 2018-067

General Location Identifier: 02919114, 02919115

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Revision Log:

Date	Description
07-23-2018	First Review
08-21-2018	Second Review

General Review Information

The site is on Mallard Creek Road (major thoroughfare) and is located in a wedge outside Route 4. A funded NCDOT STIP project will be widening Mallard Creek Rd. to a six-lane divided facility.

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	Single Family (15.68 ac of R-3)	47 dwellings	520	General Guidance from Planning
Proposed Zoning	Townhomes	189 dwellings	1,120	Site Plan: 04-21-18
	Townhomes	187 dwellings	1,110	Site Plan: 08-13-18

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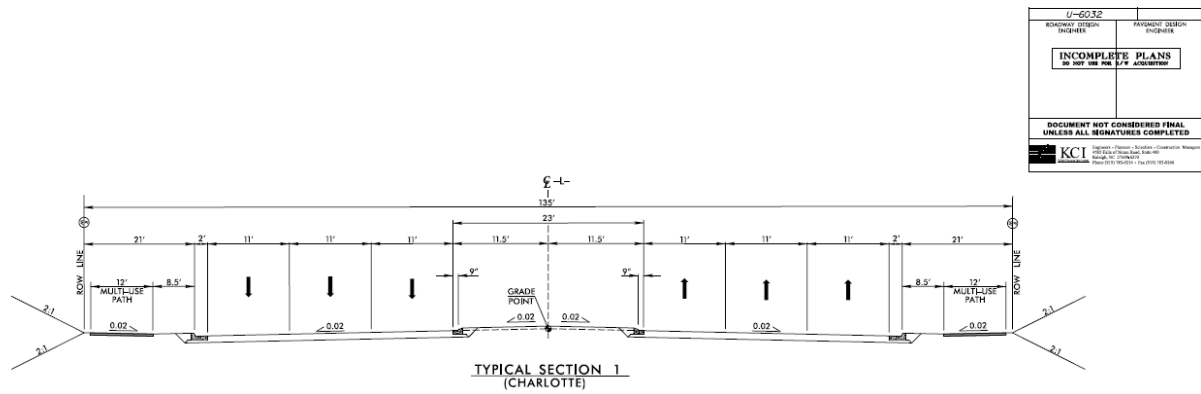
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Outstanding Issues

Strikeout = Not an outstanding issue

1. **Curbline** The proposed zoning district has a setback measured from back of the proposed future curbline. Mallard Creek Rd's future back of curb needs to be located (to be determined) as measured from Mallard Creek Rd.'s existing centerline (see below Typical Section). This dimension and call-out needs to be depicted on the revised site plan. With that said, NCDOT is in the process of revising the Mallard Creek Rd. centerline alignment. Most likely the proposed western curbline and right-of-way line will encroach further into the site. We need to have a meeting in a couple of weeks to discuss the NCDOT revised concept.



2. ~~Traffic Study~~ A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.
3. The petitioner should revise the site plan and conditional note(s) to contribute to NCDOT's funded STIP project. This contribution will provide funding for the design and implementation of a 12' multi-use path (MUP) along the site's Mallard Creek Rd. frontage.
4. The petitioner should revise the site plan and conditional note(s) to dedicate in fee simple (to be determined, after NCDOT's Mallard Creek realignment study) of right-of-way as measured from Mallard Creek Rd.'s centerline. Both existing and proposed right-of-way needs to be depicted and called-out on the revised site plan.
5. ~~The petitioner should revise the site plan and conditional note(s) to include the tax parcels numbers 02919105 and 02919111 in the subject petition's rezoning boundary. This would insure the proposed Kings Grant Drive Extension's right-of-way dedication and construction can occur on property not owned by the petitioner.~~
6. The petitioner should revise the site plan and conditional note(s) to depict and call-out additional right-of-ways needs to properly align Kings Grant Drive Extension's connection to Mallard Creek Rd. based upon existing conditions (i.e. width of Kings Grant Dr. on the south side of Mallard Creek Rd.)
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.
9. New Comment: The petitioner should revise the site plan and conditional note(s) to relocate proposed Public Road "A" to align with an existing private street (i.e. serving Hickory Grove Church and baseball fields) on the east side of Mallard Creek Rd. After meeting with NCDOT on August 20, 2018, both transportation agencies agreed that if the site's Public Street "A" could be relocated to align with Hickory Grove Church's private street, a directional left-over would be included in NCDOT's Mallard Creek's construction plans. Therefore, Public Street "A" relocation would provide RI/RO/Left-In access to the site. Full-access to the site will be permitted at this location until the Mallard Creek Rd. widening construction begins, pending the petitioner agreeing to implement a "temporary" northbound 100' left turn storage lane with an appropriate bay taper at the revised Public Street "A" location.

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.