

Rezoning Transportation Analysis

Petition Number: 2017-132

General Location Identifier: 04716213, 04716211, 04716205

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Revision Log:

Date	Description
09-19-2017	First Review

General Review Information

The site is between Mallard Creek Church Rd (major thoroughfare) and David Taylor Dr. (minor collector) and is located in a center outside Route 4. The site is within the limits of the University Research Park Area Plan. The City has a project to construct a mulituse path on south side of Mallard Creek Church and future signal at David Taylor and Mallard Creek Church intersection.

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	N/A	Tax Record
Entitlement with Current Zoning	Office (19.89 acres of RE-2)	519,845 sf	4,600	Guidance from Planning
Proposed Zoning	Townhomes	115 dwellings	730	Site Plan: 08-23-17

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. Back of curb locations are as follow:
 - Mallard Creek Church Rd. – existing back of curb can remain as is.
 - David Taylor Dr. – future back of curb is 29.5' from existing centerline to accommodate a two-lane median-divided Avenue with buffered bike lanes. This is slightly wider than the 27' identified in the area plan because the bike lane facility has been updated per the recently adopted CharlotteBIKES plan.
- ~~**Traffic Study:** A Traffic Impact Study/Transportation Technical Memorandum is not need for the complete review of this petition.~~

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3. The petitioner should revise the site plan and conditional note(s) so that all dwelling units (particularly those fronting public streets) are alley loaded to create a sidewalk that is uninterrupted by driveways. This will provide an improved streetscape environment for the proposed townhome development.
4. The petitioner should revise the site plan and revise conditional note V 1 to depict and state that all new streets 8' planting strips and 6' sidewalks on each side.
5. The petitioner should revise the site plan and conditional note(s) to depict and label a 6' sidewalk located on the back side of existing tree line along the site's David Taylor frontage.
6. The petitioner should revise the site plan and conditional note(s) to depict and state that Mallard Creek Church frontage should have 8' planting strip and 12' mulituse path or developer will make payment in lieu of construction if coordinated with the City's Mallard Creek Church mulituse path project.
7. The petitioner should revise the site plan and conditional note(s) to use the existing 60' wide street right-of-way connecting to West Mallard Creek Church Rd as the public site access. The new public street connection to Mallard Creek Church Rd. (Access "A") is not acceptable to CDOT or NCDOT.
8. The petitioner should revise the site plan and conditional note(s) to realign Access "A" to align with site's proposed RAB and Access "B".
9. The petitioner should revise the site plan and conditional note(s) to depict the proposed "private" street east of the RAB be converted to a "public" street and stub to the site's eastern property line (i.e. parcel no. 04716202). This street stub needs to align to the north side of the existing 311 Call Center facility.
10. The petitioner should revise the site plan and conditional note(s) to contribute to the future signal at David Taylor and Mallard Creek.
11. The petitioner should revise the site plan conditional note III. 4. To remove "or phased per the site's development plan" or explicitly describe phasing and associated improvements.

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.

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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.