

Rezoning Transportation Analysis

Petition Number: 2021-081

General Location Identifier: 04742101

From: Brandon Brezeale, PE

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Reviewer:

Lakisha Hull, AICP

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Revision Log:

Date	Description
08-02-21	First Review (LH)

General Review Information

The petition is located adjacent to West Mallard Creek Church Road, a State-maintained major thoroughfare, Senator Royall Drive, a City-maintained local street, and Alexander Village Main Drive, a City-maintained local street. The petition is located in the University Research Park Center outside Route 4. Applicable area plans include the University Research Park Area Plan.

Active Projects Near the Site:

- Mallard Creek Church Road Shared-Use Path (Mallard Creek Rd to Claude Freeman Dr)
 - Schedule/Phasing (Planning, Design, Construction – Quarter/Year)
 - GS PM: Natalie King

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is 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 adjacent to West Mallard Creek Church Road, a State-maintained major thoroughfare, Senator Royall Drive, a City-maintained local street, and Alexander Village Main Drive, a City-maintained local street). A Traffic Impact Study (TIS) was approved as a part of Rezoning Petition 2016-115 and is not needed to be amended for this petition. There are multiple transportation improvements proposed by various land development projects that create further comprehensive network. The proposed improvements included Senator Royall Drive Widening and pedestrian improvements (12' multi-use path) in accordance to NCDOT approved roadway plans. In addition to installing a new CATS Bus Stop, 12' MUP will be provided along Mallard Creek Church Road. Site plan revisions are needed to meet outstanding items including, but not limited to showing the right-turn lane from Mallard Creek Church Road into the site. Further details are listed below:

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Trip Generation

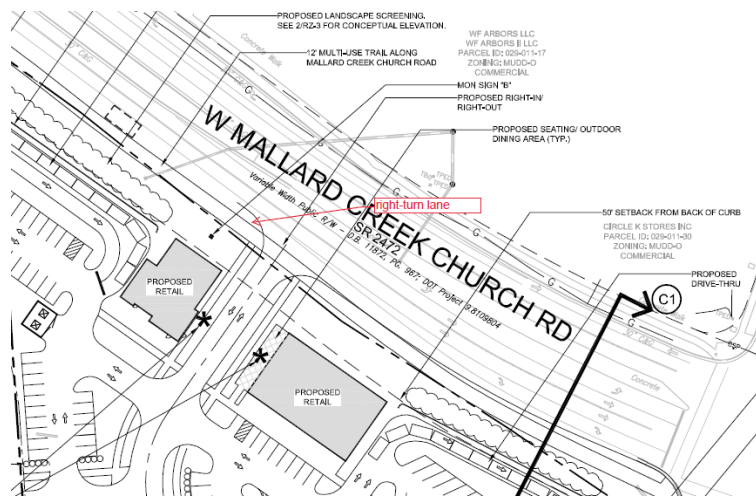
Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	None		Tax Record
Entitled Use	Retail Hotel	75,000 SF 200 Rooms	6,775	RZ 2016-115
Proposed Use	Townhomes Retail	135 Units 20,000 SF	2,995	Site Plan: 3/18/2021

Provide comments to the specified comments below.

Outstanding Issues

~~Strikethrough~~ = Resolved

- Curbline:** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
- Traffic Study:**
~~Since traffic impacts have not changed for this site the previous rezoning petition, a Traffic Impact Study (TIS) is not necessary for the complete review of this petition.~~
- Per NCDOT coordination and review of this petition, the site plan and conditional note(s) revisions are needed to show the right turn lane from Mallard Creek Church Road into the site (see below):

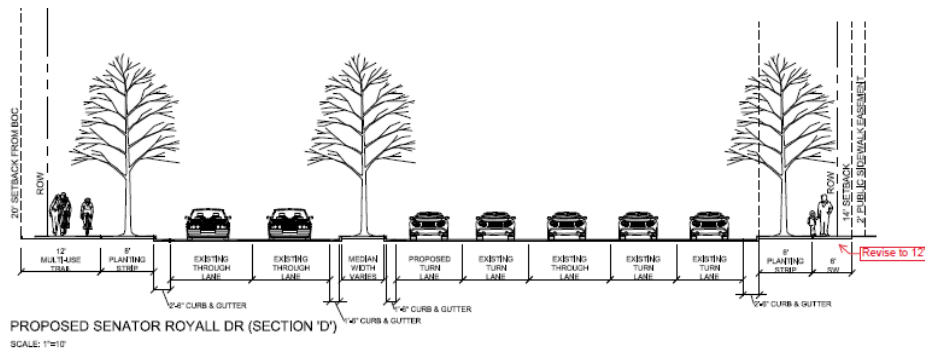


- Site plan and conditional note(s) revisions are needed to show the 12' MUP on both sides of the proposed Senator Royall Drive (Section D) – see below:

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Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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, per the City of Charlotte's Driveway Regulations.
3. 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 NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall be identified on the site plan.
4. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and NCDOT 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
8. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
9. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>