

Rezoning Transportation Analysis

Petition Number: 2021-090

General Location Identifier: 02726123

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Reviewer:

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Revision Log:

Date	Description
8-20-2021	First Review (DBS)
9-23-2021	Second Review (BB)
10-27-2021	Third Review (AO)

General Review Information

The petition is located adjacent to Mallard Creek Road, a State-maintained major thoroughfare near Alexander Road, a City-maintained local street. The petition is located in the Northeast Wedge outside Route 4. There is no applicable area plan.

Active Projects Near the Site:

- N/A

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 on a major thoroughfare, Mallard Creek Road. A Traffic Impact Study (TIS) is not needed for this site. The petitioner will construct an 8 foot planting strip adjacent to Mallard Creek Road with a 12 foot multi-use path to accommodate pedestrians and bicyclists. The petitioner has committed to dedicating right-of-way to 2 feet behind the proposed multi-use path. All CDOT comments have been addressed.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	2 Dwellings	20	Tax Record
Entitled Use	Single Family (R-3 4.177 acres)	12 Dwellings	150	General guidance from planning
Proposed Use	Townhomes	33 Units	210	Site Plan: 03/23/2021

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. ~~A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, a traffic study will be required.~~

2. ~~**Outstanding Comment (site plan dated: 9-1-2021):** The site plan reflects dedicating 90' of right-of-way from the road centerline. Based on the street classification and street/streetscape elements, this right-of-way width is not needed and can be reduced to the distance from the road centerline to 2' behind the back of the shared use path. Revise site plan to label and dimension the right of way from the road centerline based on the above.~~

~~Revise site plan to locate the planting strip adjacent to the back of curb and the shared use path between the planting strip and the site.~~

3. ~~**Outstanding Comment (site plan dated: 9-1-2021):** A site plan note(s) 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 is needed. As noted above, CDOT requests rights-of-way be set at 2 feet behind the back of shared use path where feasible.~~

4. ~~**Outstanding Comment (site plan dated: 9-1-2021):** All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad north central Mecklenburg area, by way of a private/public partnership effort or other public sector project support.~~

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.

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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>