

Rezoning Transportation Analysis

Last Updated: 5/20/2016

Petition Number 2016-024

Location Approximately 6.01 acres located on the west side of Randolph Road between Sloane Square Way and Rutledge Avenue.

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CDOT's Review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte'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 to be used in the overall City staff analysis of the rezoning petition and includes information on trip generation, outstanding site plan concerns, and an overall summary of the case from a transportation perspective.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

The primary transportation goals for this site are to improve walkability and bicycle accommodations, which is achieved by providing a 13' multi-use path along the property frontage. There will not be significant traffic impacts based on the expected vehicle trip generation. The trips associated with the proposed use typically do not occur during peak hours. The trip generation estimate for the existing fraternal lodge is based on very limited data.

Trip Generation

Existing Zoning			
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Fraternal Lodge Single Family	Unknown 1 Dwelling	200
Entitlement	Townhomes Single Family	9 Units 13 Houses	210

Proposed Zoning			
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Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
1/13/2016	Senior Attached	198 dwellings	680
3/21/16	Senior Attached	180 dwellings	620
5/19/16	Senior Attached	158 dwellings	544

Proposed Curbline

The proposed zoning district has a setback measured off of the proposed curbline for Randolph Road. The setback can be measured from the existing curbline in this case.

Resolved Issues

- ~~1. CDOT requests the petitioner revise the site plan to accommodate a 10' wide side path (multi use path) in lieu of the 13' planting strip and 6' while still maintaining an 8' planting strip.~~

Outstanding Issues

None

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 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 Randolph Rd. will require a driveway permit(s) to be submitted to CDOT 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.