

Rezoning Transportation Analysis

Petition Number: 2016-132

General Location Identifier: 187-011-03

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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

The site is on a major thoroughfare approximately 1300 feet from the signalized intersection of Fairview Rd and Providence Rd. The current site plan commits to replacement of narrow, back of curb sidewalk with a standard planting strip and 12' multiuse path, which is a part of a big picture plan to create these connections for bicycles and pedestrians in this area, and restricts the development access to right in-right out to avoid center lane conflicts with the existing local street intersection. Additionally, there is a commitment to monitoring for and, if warranted, construction of traffic humps along a nearby street.

General Description

Site is located on Sardis Road, a major thoroughfare. CDOT may link Randolph Rd. and Providence Rd. bike facilities along Sardis Rd. The site is located within a wedge outside of Route 4.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 dwelling	10	Tax Record
Entitlement with Current Zoning	Single Family (2.04 acres of R-3)	6 dwellings	60	General Guidance from Planning
Proposed Zoning	Townhomes	23 dwellings	180	Site Plan: 08-22-16
	Townhomes	16 dwellings	130	Site Plan: 10-24-16

Curblines

The proposed zoning district has a setback measured from an existing or proposed future curblines. The existing curblines is in the correct future location.

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Resolved Issues

1. 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.
2. The petitioner should revise the site plan to add a note specifying all transportation improvements will be constructed and approved before the site's first building certificate of occupancy is issued or phased per the site's development plan.
3. The petitioner should revise the site plan to show dedication of right-of-way at a location 22' from existing back of curb to accommodate 8' planting strip, future widening of proposed sidewalk to 12' wide multi-use path, and 2' buffer behind the future multi-use path. Update: 11/03/2016: Please show sidewalk utility easement (SUE) from future right of way line to back of (min, 2' behind preferred) multi-use path
4. The petitioner shall revise the site plan and transportation notes to show the proposed connection to Sardis Rd. to be a right in-right out only driveway. This shall be done by installing a monolithic concrete median in Sardis Rd. Update 11/03/2016: In addition, provide concept showing the proposed layout of the concrete median in Sardis Rd. and label it on the site plan. This will make it clear to the reviewer during the permitting process.
5. CDOT understands that the petitioner has had discussions with the nearby residents about a commitment to install two (2) speed humps along Timber Lane or Mammoth Oaks if approved upon study under CDOT's traffic calming parameters for such a device. CDOT recommends the commitment be included in the conditional zoning plan for up to one year after final CO if devices are not warranted in the existing condition or during construction of the development.

Outstanding Issues

N/A

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.
6. 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.
7. 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.

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8. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
9. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
10. 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.

Revision Log

Date	Description	By
09/20/2016	First Review	RHG
11/03/2016	Second Review	KMH
11/30/2016	Third Review	RHG