

Rezoning Transportation Analysis

Petition Number: 2017-036

General Location Identifier: 175-094-44 through 175-094-48

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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

To be provided prior to public hearing.

General Description

This site is located along Runnymede Lane, a major thoroughfare, and is approximately 200 feet from the signalized intersection of Runnymede lane and Selwyn Avenue. It is located just outside the Park Woodlawn Area Plan and within a wedge just inside Route 4. In addition, this site is located in close proximity to the future Cross Charlotte Trail. CDOT has discussed a possible multi use path connection between the Cross Charlotte Trail and the existing Briar Creek Greenway. CDOT recommends the petitioner reach out to NCDOT as Runnymede is a state maintained roadway.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	5 dwellings	70	Tax Record
Entitlement with Current Zoning	Single Family	9 dwellings	120	General Guidance from Planning or
Proposed Zoning	Single Family	29 dwellings	220	Site Plan: 12-22-16

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline is 5' from existing back of curb to accommodate a future bike lane. However, given the possible multi-use trail connection between the Cross Charlotte Trail and the Briar Creek Greenway currently being discussed by CDOT, we are requesting the curbline remain as is and the extra 5' be used for the multi-use trail to run along the property frontage.

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Resolved Issues

N/A

Outstanding Issues

1. The petitioner should revise the site plan to show a 12' concrete multi-use path in lieu of the 6' proposed sidewalk and 5' reservation for future bike lane. This will not affect the building setback currently shown on the site plan. This 12' path will be a part of the future connection between the Cross Charlotte Trail and Briar Creek Greenway.
2. 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. CDOT requests right of way set at 2' behind back of sidewalk.
3. The petitioner should revise the site plan to add a note specifying all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued or phased per the site's development plan.

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.
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.

Revision Log

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Date	Description	By
01-23-17	First Review	KMH