

Rezoning Transportation Analysis

Petition Number: 2017-070

General Location Identifier: 14914437

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Revision Log:

Date	Description
04-03-17	First Review
05-17-17	Second Review

General Review Information

The site is located on Park Rd (major thoroughfare) in a wedge inside of Route 4. The site is within the boundaries of the Park Woodlawn Area Plan.

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 along a major thoroughfare and the approximated number of daily trips which is not significant to the area traffic. CDOT continues to request a wide planting strip on Park Road, consistent with other recent rezonings, to accommodate a future bike lane.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 dwelling	20	Tax Record
Entitlement with Current Zoning	Single Family (2.22 acres of R-4)	8 dwellings	100	General Guidance from Planning
Proposed Zoning	Townhomes	19 dwellings	150	Site Plan: 03-22-17

Outstanding Issues

- Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the future back of curb on Park Road is 5' from existing back of curb. The current site plan is showing the setback being measured from the proposed right of way, please revise and dimension future back of curb.
- ~~**Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.~~

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3. The proposed north-south public street should have 8' planting strip and 5' sidewalk along both sides.
4. ~~The petitioner should revise the site plan and the transportation notes to commit to connecting the proposed public street stub to the parcel to the north as a part of this development.~~
5. The petitioner should revise the site plan to show removal of the on-street parking along the proposed public street or provide sidewalk on that side of the road.
6. The petitioner should revise the site plan to show installation of 13' planting strip and 6' sidewalk along Park Road frontage. The 13' planting strip will account for a future bike lane.
7. 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.
8. 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.