

Rezoning Transportation Analysis

Petition Number: 2017-092

General Location Identifier: 05325113, 05325114

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Revision Log:

Date	Description
05-23-2017	First Review
06-15-2017	Second Review

General Review Information

The site is on Rhyne Rd (major collector) and is in a wedge outside of Route 4 located in Charlotte's ETJ and maintained by NCDOT. The site is within the study limits of the Catawba 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 located on a major collector in outside of the City limits. The site plan commits to an internal collector street that is a portion of the envisioned Verde Creek Drive extension to Rhyne Road. CDOT requests that the petitioner acknowledge a future roundabout at the intersection with the internal street on the site plan and increase right of way along Rhyne Road frontage to accommodate this facility.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	2 dwellings	30	Tax Record
Entitlement with Current Zoning	Single Family (14 acres of R-3)	42 dwellings	470	General Guidance from Planning
Proposed Zoning	Warehouse (14 acres of I-1)	140K SF	660	Site Plan: 04-24-17
	Warehouse (14 acres of I-1)	75K SF	270	Site Plan: 06-12-17

Outstanding Issues

- ~~**Traffic Study:** A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.~~

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2. ~~The petitioner should revise the site plan and conditional notes for the proposed public street as follows:~~
 - a. ~~Provide 70' of right of way along the proposed street for the envisioned minor thoroughfare (extension of Verde Creek Dr)~~
 - b. ~~Consider revising the site plan and conditional note to relocate the proposed public street alignment from the center of the site to along the site's northern property line (i.e. approximate location is the class "A" buffer on the north side of the site) to provide a direct alignment to Verde Creek Dr. extension south of the site (see below preferred alignment) as envisioned by the thoroughfare plan.~~
 - c. ~~Design and construct to a local Collector cross section as identified in the CLDSM~~



3. The petitioner should revise the site plan and add a conditional to provide sufficient right-of-way to provide for a future one-lane roundabout (RAB) at the intersection of Rhyne Rd. and the proposed street (Verde Creek Dr. extension) The outside diameter of the traveled lane for a one-lane RAB is approximately 150' additional diameter is necessary for planting strip and sidewalks.
4. Rhyne Rd. is designated as a major collector requiring 72' right-of-way. The petitioner should revise the site plan and add a conditional to dedicate in fee simple 36' of right-of-way along the site's Rhyne Rd. frontage as measured from the street's existing right of way's centerline.
5. 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 if feasible.
6. ~~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.~~

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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.

All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
5. 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.