

Rezoning Transportation Analysis

Petition Number: 2017-095

General Location Identifier: 22917108, 22917129, 22917128

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Revision Log:

Date	Description
07-20-17	First Review
08-18-17	Second Review
09-18-17	Third Review

General Review Information

Site is located on Ardrey Kell Rd and Providence Rd (both major thoroughfares) and I-485 to the north. Part of the Rea Farms Rezoning 2015-022
Located in a wedge outside Route 4
City's Ballatyne and Providence intersection improvement project in design and utility relocation phase

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 petition is a site plan amendment to the prior Rea Farms rezoning 2015-022. The proposed changes do not affect trips generated. However, CDOT continues to request the resolution of transportation note discrepancies between this plan, the approved traffic study, and the administrative amendment.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Entitlement with Current Zoning	Apartments Single Family Senior Att. Adult Retail Health Club Office Institutional Institutional	500 Dwelling 200 Dwelling 300 Dwelling 250k SF 250k SF 650k SF 17.8 Acres 26k SF	35,600	Rezoning 2015-022
Proposed Zoning			No changes to entitlements	Site Plan: 09-11-17

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Outstanding Issues

Strikeout = Not an outstanding issue

1. ~~Curblines~~ Curblines were determined as part of Rezoning 2015-022
2. ~~Traffic Study~~ A Traffic Impact Study was done as part of Rezoning 2015-022. A traffic study is not needed for this petition.
3. ~~The transportation notes submitted in this petition do not match the approved 2016 Administrative Amendment to Rezoning 2015-022 notes. The petitioner should revise the plans to show the approved transportation notes from Rezoning 2015-022.~~ A section of the Transportation notes is missing from this petition and needs to be added. From the approved rezoning notes below, #3,4,5,6, and 9 are missing and should be added to this site plan amendment.

b. Access and Internal Streets:

1. Access to the Site will be from Ardrey Kell Road, the proposed extension of Golf Links Drive and future streets as generally depicted on the Rezoning Plan, subject to adjustments as set forth below.
2. The total number of access points to Ardrey Kell Road will be limited to four (4).
3. The proposed street connections to adjoining properties along the western boundary of the property shall be provided at the locations specified on the Technical Data Sheet in order to ensure that connections align with existing stub streets or proposed streets on adjoining properties. These street connections along the western property boundary shall be designed with careful consideration of existing and future single family neighborhoods. The design and layout of street connections from those external access points to the internal street network will be determined during the design process and efforts will be made to discourage through traffic on Raffia Road and Wheat Road.
4. "Choker" road shall be installed connecting the Site to Wheat Road and Raffia Road in order to discourage and slow traffic through the adjacent Stone Creek Ranch neighborhood. A Conceptual Cross-Section of the proposed choker connections is illustrated on Sheet RZ-4.
5. The street connection to Raffia Road shall not be completed until Certificates of Occupancy have been issued for homes on at least 50% of the single-family lots proposed within Development Area C or until a Certificate of Occupancy is issued for a public school within the Site.
6. The street connection to Wheat Road shall not be completed before Certificates of Occupancy have been issued for homes on at least 85% of the single-family lots proposed within Development Area C.
7. Two driveway access points from Golf Links drive to Development Area B shall be permitted in the locations generally depicted on the Technical Data Sheet. The eastern most of these driveways shall be limited to right-in-right-out vehicular movements only. In the event a vehicular connection between Development Area B and the abutting property to the east is created, as provided for in the preceding paragraph, it is understood that CDOT may evaluate the function a viability of the easternmost driveway access point between Golf Links Drive and Development Area B. If the easternmost driveway access point is deemed to be unsafe, CDOT and Petitioner will work together to identify a resolution.
8. The number and location of internal streets not depicted on the Rezoning Plan will be determined during the design process and thereafter with approval from appropriate governmental authorities, subject to applicable statutes, ordinances and regulations such as subdivision and driveway regulations. While some individual blocks may be longer, the average block length for all blocks within Development Areas A, B and G, shall not exceed 650 feet.
9. Vehicular access to the residential dwellings located within Development Area C may be from private alleys or private streets.
10. The Petitioner reserves the right to request the installation of pavers and/or stamped or colored asphalt within the Site's public streets in order to designate and define pedestrian cross-walks. The Petitioner will coordinate the design of any decorative pavement elements proposed within the public right-of-way with CDOT during the driveway permit process. Furthermore, the Petitioner understands that an encroachment and maintenance agreement must be obtained from CDOT before any decorative pavers and/or stamped pavement proposed in the public right-of-way may be installed.
11. The alignment of the internal public and private streets, vehicular circulation and driveways may be modified by the Petitioner, subject to CDOT's final approval, to accommodate minor changes in traffic patterns, parking layouts and any adjustments required for approval by the Charlotte Department of Transportation (CDOT) in accordance with published standards and industry best practices so long as the street network set forth on the Rezoning Plan is not materially altered.

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

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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.