

# Rezoning Transportation Analysis

Petition Number: 2017-135

General Location Identifier: 02972118

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## Revision Log:

Date	Description
09-19-2017	First Review
10-23-2017	Second Review
12-13-2017	Third Review

## General Review Information

The site is on Ridge Rd (major thoroughfare) and is located in a wedge outside Route 4. The site is within the limits of the Prosperity Hucks Area Plan.

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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.*

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Based on our review of the petition, we offer the following information for your consideration.

## Transportation Summary

The site is located along a major thoroughfare approximately one-half mile from the I-85 Mallard Creek interchange. The site plan commits to a local street network that supports internal and cross connections, standard streetscape along the thoroughfare frontage, and alley-loaded garages to provide an uninterrupted sidewalk along the public streets.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	N/A	Tax Record
Entitlement with Current Zoning	Single Family (20.54 acres of R-3)	61 dwellings	670	General Guidance from Planning
Proposed Zoning	Apartments	105 dwellings	850	Site Plan: 08-28-17
	Apartments	95 dwellings	700	Site Plan: 12-11-17

## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

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

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2. ~~The petitioner should revise the site plan and conditional note(s) to convert "Private Street D" to a local residential medium "public" street and connect to Ridge Rd. and stub Street "D" to adjacent NCDOT property adjoining the site's southwestern property line.~~
3. ~~The petitioner should revise the site plan and conditional note(s) to eliminate the proposed Street "A" connection to Ridge Rd.~~
4. ~~The petitioner should revise the site plan and conditional note(s) to depict and label the construction of a 150' westbound left turn storage lane with appropriate bay taper lengths on Ridge Rd. at Public Street "A".~~
5. ~~The petitioner should revise the site plan and conditional note(s) to provide and depict pedestrian facilities as follows:~~
  - a. ~~5' sidewalks along internal streets leading to the path around BMP and dog park areas. CDOT recommends this facility width is increase to 5' also.~~
  - b. ~~6' sidewalk along public and private streets~~
  - c. ~~6' sidewalk along the site's Ridge Rd. frontage. The back of sidewalk should be located 47' from existing centerline of Ridge Road.~~
6. ~~The petitioner should revise the site plan and conditional note(s) so that all dwelling units (particularly those fronting public streets) are alley loaded to create a sidewalk that is uninterrupted by driveways. Conditional note 3.e. is not supported by CDOT and therefore should be removed from the revised site plan.~~
7. ~~CDOT requests that the petitioner revise the street network allow for cross connection to parcel 02972132.~~
8. ~~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 where feasible. While the area plan envisions Ridge Road as a three-lane section, more recent planning work has determined that a four-lane divided facility would better meet the transportation needs of the area and CDOT requests RAW set at 49' from centerline. CDOT is requesting this additional RAW be dedicated to the City in fee simple before the site's first building CO is issued.~~
9. ~~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. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~

## 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

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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.