

Rezoning Transportation Analysis

Petition Number: 2017-145

General Location Identifier: 0713199, 04713157

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Reviewer: Rick Grochoske

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Revision Log:

Date	Description
10-24-2017	First Review

General Review Information

The site is on Research Dr. (local) and is located in a center outside Route 4. The site is within the limits of the University Research Park Area Plan. Property north of site is secure site with no connectivity opportunities.

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.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Petition
Entitlement with Current Zoning	Pending Entitlement Information from Planning			RZ 2002-070
Proposed Zoning	Townhomes	132 dwellings	820	Site Plan: 09-21-17

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. ~~Curbline:~~

- ~~Internal public streets - Local Residential Wide typical section (see CLDSM U-03)~~
- ~~Ben Craig - Local Collector Street typical section (see CLDSM U-07) to connect to Technology Drive at Research Dr. as a collector street with bike lanes.~~

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

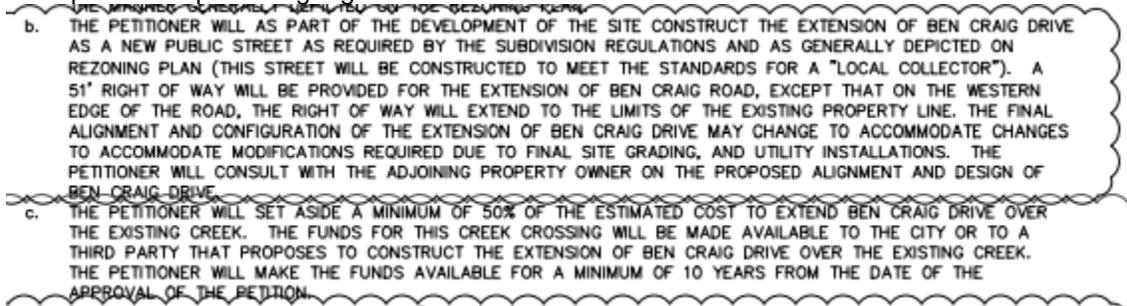
- The petitioner should revise the site plan and conditional note(s) so that all dwelling units (particularly those fronting public streets) are alley loaded to create a sidewalk that is uninterrupted by driveways. This will provide an improved streetscape environment for the proposed townhome development.

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4. The petitioner should revise the site plan and conditional note(s) to provide a Local Residential Wide typical section street along the site's eastern edge and other north-south connections can be private or alley facilities. Alternatively, the petitioner can extend a public street section from the proposed internal traffic circle east to connect to Parcel No. 04713105 stubbing at the site's east property line.
5. The petitioner should revise the site plan and conditional note(s) to allow public street connection along the southern property edge for the northerly extension of Kenbrook Dr's. to Ben Craig Rd from Parcel No. 04713156.
6. The petitioner should revise the site plan and add a conditional note to provide a one-lane roundabout at the intersection of Ben Craig/Technology Dr. /Research Dr. for adequate operations at this intersection.
7. The petitioner should revise the site plan and add a conditional note to contribute 50% of the cost to signalize the Ben Craig intersection with Mallard Creek.
8. The petitioner should revise the site plan to add a conditional note "4" under Transportation to specify the petitioner will construct the Ben Craig Dr. creek crossing and connection to Technology Dr. before the first building CO is issued. Notes used in adjacent petition 2017-114 are provided below as an example of adequate language:



9. The petitioner should revise the site plan conditional note III. 4. To remove "or phased per the site's development plan" or explicitly describe phasing and associated improvements.

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.

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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.