

Rezoning Transportation Analysis

Petition Number: 2017-150

General Location Identifier: 02912114, 02912106, 02912107

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Revision Log:

Date	Description
10-24-2017	First Review

General Review Information

The site is on Galloway Rd (minor collector) and Garrison Rd (minor collector) and is located in a wedge outside Route 4.

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	Single Family	2 dwellings	30	Petition
Entitlement with Current Zoning	Single Family (20.6 ac of R-3)	61 dwellings	670	General Guidance from Planning
Proposed Zoning	Townhomes	150 dwellings	920	Site Plan: 09-22-17

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
 - Galloway Road:** 17.5' as measured from the existing centerline to comply with existing minor collector classification (see CLDSM U-07)
 - Garrison Road:** 17.5' as measured from the existing centerline to comply with existing minor collector classification (see CLDSM U-07)
- ~~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) along the site's Galloway frontage as follows:

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- a. Show curb and gutter, 8' planting strip, and 6' wide sidewalk along the north side of Galloway Rd. between Garrison Rd. and the site's eastern property line.
 - b. Dedicate in fee simple 36' right-of-way as measured from the street's existing centerline needs along the site's Galloway Rd's. frontage to accommodate a local collector typical street cross-section (see CLDSM U-07). Additional traveled way width may be required during permitting to accommodate left turn lanes at driveways.
 - c. Add an eastbound 150' left turn storage lane with appropriate bay taper length on Galloway Rd. at Site Access "B" (i.e. Legranger Rd. extension) before the site's first building CO is issued.
 - d. Establish a building set back line along the site's Galloway Rd's. frontage east of Leganger Rd. to accommodate a future I-85 grade separation structure. Use future centerline and mirror commitments as shown on petition 2016-139 site plan; this information complies with CDOT alignment study.
4. The petitioner should revise the site plan and conditional note(s) along the site's Garrison frontage to curb and gutter, 8' planting strip, and 6' wide sidewalk.
 5. The petitioner should revise the site plan and conditional note(s) to eliminate townhome driveways along proposed public streets (i.e. lots need to be alley fed). The petitioner needs to remove "Residential Alley Detail" (CLDSM 11.19B) and use the Typical Unit Details on Sheet 3).
 6. The petitioner should revise the site plan to add a note specifying the realignment Garrison Rd. to align properly with Galloway Rd. to provide a near 90 degree tee intersection and construction curb ramps on both north corners of the intersection.



7. 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.
8. 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.

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.

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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.