

Rezoning Transportation Analysis

Petition Number: 2017-171

General Location Identifier: 22902119, 22902114, ...

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Revision Log:

Date	Description
11-17-2017	First Review

General Review Information

The site is located on Ardrey Kell (major thoroughfare) and Wade Ardrey (minor collector) and bisected by Beau Riley (minor collector). The site is 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	6 dwellings	80	Tax Record
Entitlement with Current Zoning	Single Family (36 acres of R-3)	108 dwellings	1,130	General Guidance from Planning
Proposed Zoning	Townhomes	245 dwellings	1,400	Site Plan: 10-23-17

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. The location of the future back of curb for Ardrey Kell is 42.5' from existing centerline to accommodate half of a four-lane divided cross section with 16' median, 12' travel lanes, 8' buffered bike lane, and 2.5' curb and gutter. Future curb lines for Wade Ardrey and Beau Riley should follow the local collector cross section (CLDSM U-07). These are midblock dimensions and additional width may be needed for turn lanes.
- ~~**Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.~~

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3. The petitioner should revise the site plan and conditional note(s) to show and label 8' planting strip and 6' sidewalk along the complete site frontage of Ardrey Kell and Wade Ardrey. Front of 6' sidewalk should be installed 49' from centerline along Ardrey Kell Road.
4. The petitioner should revise the site plan and conditional note(s) to relocate the driveway access closest to intersection of Wade Ardey and Travis Gulch with Ardrey Kell to be a minimum of 500' from existing intersections.
5. The petitioner should revise the site plan and conditional note(s) to provide left turn lanes at new street intersections.
6. The petitioner should revise the site plan and conditional note(s) to shift the street intersection on Wade Ardrey. The slight offset to Woodland Watch is undesirable. A midblock access would be sufficient.
7. The petitioner should revise the site plan and conditional note(s) to relocate the HAWK signal near Travis Gulch Drive to the Beau Riley / Ardrey Kell Road intersection upon approval by the CDOT and NCDOT.
8. CDOT requests that the petitioner fill a sidewalk gap along the east side of Wade Ardrey Road between Ardey Kell and Woodland Watch. This work can be reimbursed by the City.
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 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.