

# Rezoning Transportation Analysis

Petition Number: 2017-183

General Location Identifier: 17509444, 17509445, 17509447, 17509448

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## Revision Log:

Date	Description
12-12-17	First Review

## General Review Information

The site is on Runnymede Ln (major thoroughfare) and is approximately 200 feet from the signalized intersection of Runnymede and Selwyn. It is located just outside the Park Woodlawn Area Plan and within a wedge just inside Route 4. In addition, this site is located in close proximity to the future Cross Charlotte Trail. Just outside the boundary of South Park CNIP study area. Runnymede carries local bus routes 20 (Queens Road) and 30 (Crosstown). Prior petition 2017-036 withdrawn.

*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 site is located on a major thoroughfare approximately 200 feet from a signalized intersection. The current site plan commits to a multiuse path connection across the site frontage and driveway alignment with the existing local street intersection.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	5 dwellings	70	Tax Record
Entitlement with Current Zoning	Single Family (2.96 acres of R-3)	8 dwellings	100	General Guidance from Planning
Proposed Zoning	Townhomes	26 dwellings	200	Site Plan: 11-21-17

## 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 existing curbline is in the future location and the multiuse path will serve as the bike and pedestrian facility across the site frontage between the Cross Charlotte Trail and the Briar Creek Greenway.
- ~~**Traffic Study**~~ A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition. Information only: Runnymede is a state maintained roadway. CDOT

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*recommends the petitioner reach out to NCDOT (980-523-0000) to determine if traffic improvements will be required during permitting.*

3. 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.

## 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.