

Rezoning Transportation Analysis

Petition Number: 2017-205

General Location Identifier: 14313108

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Revision Log:

| Date | Description |
|----------|---------------|
| 01-19-18 | First Review |
| 02-19-18 | Second Review |

General Review Information

The site is along City Park Drive (local) and connects to Hive Drive (local) and is located in a center 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

This site plan amendment removes critical street network connections that were included in the prior rezoning (2007-082): extending Arbor Loop Dr; dedicating right of way for a future connection to the intersection of Tyvola Rd and South Stream Blvd; connecting Hive Dr to City Park Dr and Millennium Dr to provide the missing link between Tyvola Rd, a major thoroughfare, and Yorkmont Rd, a major collector. These connections must be restored to provide the adequate street network and connectivity for the site entitlements as envisioned by the approved in Rezoning 2007-082. Additionally, the site plan should commit to fulfilling transportation commitments in the prior rezoning through the dedication right of way for the remaining traffic mitigations outlined in the prior rezoning (2007-082).

Trip Generation

| Scenario | Land Use | Intensity | Trip Generation (vehicle trips/day) | Source |
|---------------------------------|-----------|---------------|-------------------------------------|---------------------|
| Existing Use | Vacant | N/A | 0 | Tax Record |
| Entitlement with Current Zoning | Office | 400K sf | 3,770 | 2007-082 |
| Proposed Zoning | Townhomes | 260 dwellings | 1,480 | Site Plan: 02-12-18 |

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 curb line is located in the correct future location.~~

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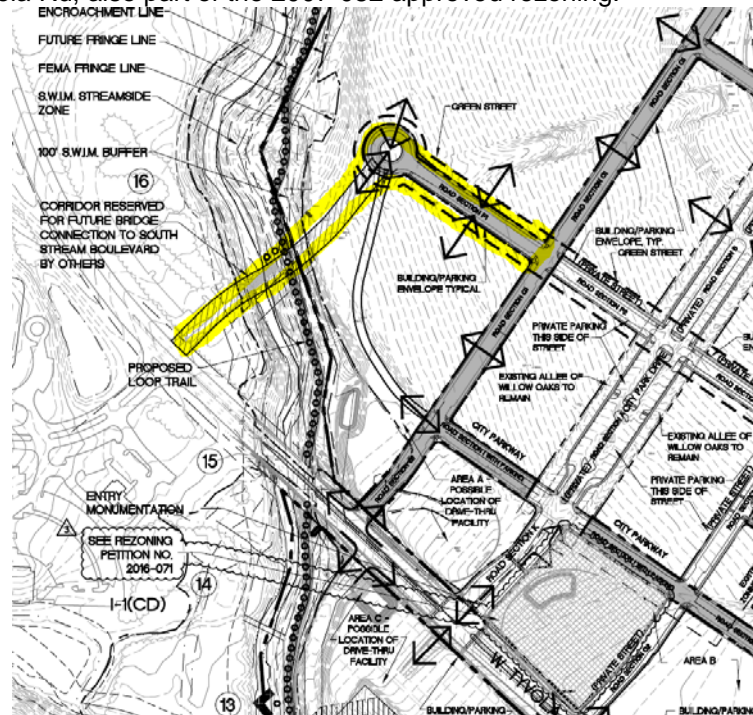
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2. **Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum may be needed for the complete review of this petition. CDOT is currently working with the Petitioner in evaluating the required traffic mitigations from Rezoning 2007-082 that have not been built yet and how the proposed rezoning petition affects them. CDOT will have further comments once more information is gathered.

After evaluating the changes proposed in this site plan amendment and the effect it has on existing and future transportation infrastructure, CDOT requests the petitioner revise the site plan to commit to the following before the next request for certificate of occupancy:

- a. the construction of Hive Dr connecting to City Park Dr and Millennium Av as part of the townhome development proposed in the site plan amendment.
 - b. dedication of right of way, fee simple, for the future connection of Speer Blvd to Billy Graham Pkwy, the realignment of Yorkmont Rd to connect to the future Speer Blvd and Price Ln as part of the townhome development proposed in the site plan amendment.
3. The petitioner should revise the site plan and conditional note(s) to show the street network connection approved in rezoning 2007-082 and the dedication of right of way for future bridge connection to Tyvola Rd, also part of the 2007-082 approved rezoning.



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.

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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.