

Rezoning Transportation Analysis

Petition Number: 2018-015

General Location Identifier: 04113193, 04114101

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Revision Log:

Date	Description
02-16-2018	First Review

General Review Information

The site is on Cindy Ln (minor thoroughfare), Statesville Road (major thoroughfare with bike lanes), and Cochrane Dr (a local street with speed humps installed). The site is located in a corridor outside Route 4. Prior rezonings 2015-082 and 2016-092

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	Tax Record
Entitlement with Current Zoning	Single Family Apartments	480 dwellings 270 dwellings	5,600	RZ 2015-082
Proposed Zoning	Single Family	348 dwellings	3,310	Site Plan: 01-22-18

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- Curbline** The proposed zoning district has a setback measured from back of the proposed future curbline. The location of the future back of curb will be determined during the construction permitting process to provide the required transportation improvements as conceptual depicted on Sheet RZ-3 at Cindy Lane/Access "A" intersection and conditional note I.b.
- Traffic Study:** ~~A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition. A TIS was performed for the original rezoning case and transportation commitments have been maintained in this petition.~~

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3. The petitioner should revise the site plan and conditional note(s) to provide a “public street connection between Development Area C and A-1. This street connection was required and depicted in the site’s previously rezoning and should be maintained in this proposal.
4. The petitioner should revise the site plan and conditional note(s) to provide a 12’ side-path with 8’ planting strip along the site’s Cindy lane frontage. This should replace the 5’ bike lane in transportation note 3 I a iv and note 3 III i should be revised to reference MUP instead of sidewalk.
5. The petitioner should revise the site plan and conditional note(s) to provide necessary right-of-way and/or easements to construct two (2) CATS bus waiting pads for new bus stops on Cindy Lane. The westbound stop should be located along the site’s frontage, where not conflicting with a right-turn lane. The eastbound stop should be within the right-of-way, where curb ramps to cross Cindy Lane can be aligned to access the eastbound stop (see CLDSM standard detail 60.01D). Please coordinate the placement of these two bus waiting pads with Brian Horton (CATS) at 704-353-0018 and CDOT LD during the permitting process.
6. The petitioner should revise the site plan and conditional note I.G to provide and implement a public local residential street section at the site’s 35’ right-of-way access to Meadow Knoll Dr., modified to provide 10’ lanes, 2’ curb and gutter, 2’ buffer on the street’s south side, 7’ back of curb sidewalk and 2’ buffer on the north side.
7. 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.
8. 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

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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.