

Rezoning Transportation Analysis

Petition Number: 2018-094

General Location Identifier: 22910104

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Revision Log:

Date	Description
08-16-18	First Review
09-18-18	Second review

General Review Information

The site is on Elm Lane (major 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

The site is located on a major collector. The site plan commits to improvements of streetscape, left turn lane, and street connectivity.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 dwelling	10	Tax Record
Entitlement with Current Zoning	Townhomes	24 dwellings	190	RZ 1998-008
Proposed Zoning	Townhomes	20 dwellings	160	Site Plan: 07-10-18
	Townhomes	20 dwellings	160	Site Plan: 09-10-18

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- ~~1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The future back-of-curb is 22.5 feet from centerline of existing Elm Lane.~~
- ~~2. **Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.~~
- ~~3. Elm Lane is identified in the adopted Comprehensive Transportation Plan for improvements which include 3 travel lanes, bike facilities, planting strip and sidewalk. The petitioner should revise the site~~

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~~plan and conditional notes to show dedication of right of way, fee simple, of 37 feet from centerline of existing Elm Lane.~~

- ~~4. The petitioner should revise the site plan to show the 2' 6" curb and gutter be located in its future location.~~
- ~~5. The petitioner should revise the site plan and conditional notes to show Elm Lane to be re-stripped to a 3-lane cross section from the proposed entrance to Milwright Lane, with the center lane as a two-way left turn lane.~~
- ~~6. The petitioner should revise the site plan and conditional notes to show the proposed entrance street cross section as a Residential Wide with 8 foot planting strip and 6 foot sidewalk.~~
- ~~7. The petitioner should revise the site plan and conditional notes to show the extension of Fiddlers Roof Lane cross section as a Residential Medium with 8 foot planting strip and 6 foot sidewalk.~~
- ~~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.~~

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.