

Rezoning Transportation Analysis

Petition Number: 2018-140

General Location Identifier: 02958110

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Revision Log:

Date	Description
12-18-18	First Review

General Review Information

The site is on Ridge Road (major thoroughfare) 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

To be provided prior to public hearing.

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	Single Family (11.87 acres of R-3)	35 dwellings	400	General Guidance from Planning
Proposed Zoning	Townhomes	93 dwellings	600	Site Plan: 11-16-18

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. **Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.
2. Ridge Road (major thoroughfare) has a future right-of-way of 114 feet. The petitioner should revise the site plan and conditional notes to commit to the dedication of right-of-way, fee simple, 57 feet from centerline of the road. The site plan should label and dimension the right-of-way from the centerline.
3. The petitioner should revise the site plan and conditional note(s) to commit to construct a 150' left turn lane with from Public Street "A" on the site plan onto Ridge Road.

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4. The petitioner should revise the site plan and conditional note(s) to commit to construct a left turn lane from Ridge Road onto Public Street "A".
 5. The petitioner needs to revise the site plan and conditional note(s) to commit to construct curb and gutter along its site's frontage. The back of curb should be located 41 feet from the centerline.
 6. The petitioner needs to revise the site plan and conditional note(s) to commit to construct an 8' wide planting strip and 12' wide Multi-Use Path (MUP) along Ridge Road's frontage.
 7. The Public Street A is located south of a crest curve on Ridge Road. The petitioner should provide an intersection sight distance profile, plan and profile, showing the street connection can meet all design standards.
 8. The petitioner should revise the site plan and conditional note(s) to commit to dedicate the public right-of-way up to the southern property line, instead of labeling it as a "Sidewalk Utility Easement (SUE)". This will provide the City the flexibility to provide additional connectivity to Public Street A.
 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.
10. ~~Resolved-Sample format for comment that is resolved~~

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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.