

Rezoning Transportation Analysis

Petition Number: 2018-142

General Location Identifier: 21101102, 21101106, 21101108

From: Felix Obregon, PE
fobregon@charlottenc.gov
704-432-5729

Reviewer: Isaiah Washington
Isaiah.washington@charlottenc.gov
704-432-6511

Revision Log:

Date	Description
12-17-18	First Review
01-16-19	Second Review
05-20-19	Third Review
06-17-19	Fourth Review

General Review Information

The site is on Providence 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

This site is located on a major thoroughfare. The site commits to providing planting strip and a 12' multi-use-path. CDOT is requesting the petitioner extend the public street "A" per City ordinance requirement in order to improve street connectivity in the area. In addition, CDOT is requesting for the existing left-turn lane into the main access be extended, as well as providing a pedestrian signal to improve access to transit and improve pedestrian connectivity.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	8 dwellings	80	Tax Record
Entitlement with Current Zoning	Single Family (20.5 acres of R-3)	61 dwellings	670	General Guidance from Planning
Proposed Zoning	Senior Apartments Townhomes	200 dwellings 79 dwellings	1,220	Site Plan: 06-10-19

Outstanding Issues

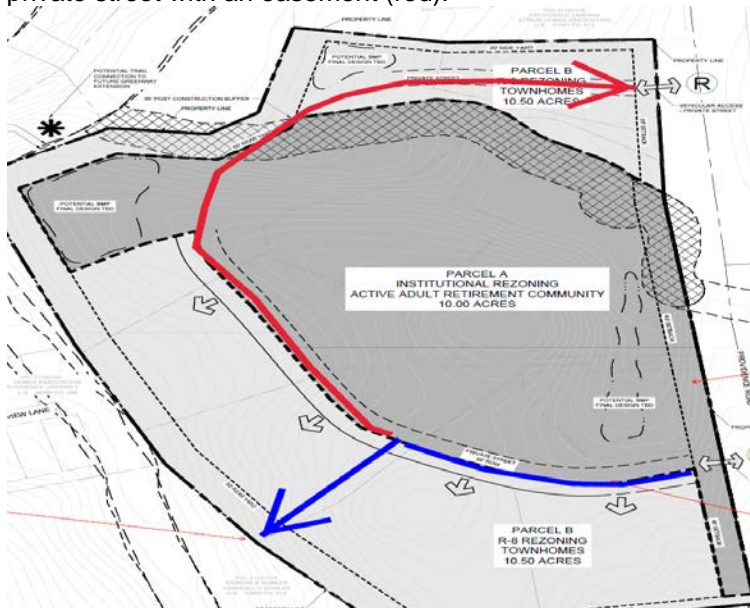
~~Strikeout~~ = Not an outstanding issue

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1. ~~Traffic Study A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.~~
2. ~~The petitioner has informed Charlotte DOT and North Carolina Department of Transportation (NCDOT) they will be submitting a Signal Warrant Analysis for the intersection of Providence Road and Hamilton Road. Further information/comments to come after review. Additional Information: Petitioner informed CDOT at meeting on 04/23/19 that the analysis did not meet the necessary minimums for a signal.~~
 - a. **New Comment** Since a signal analysis was not provided, the petitioner should revise the site plan and conditional notes to provide an additional 100' of storage length for the northbound left-turn lane into the full movement access point with a 75' bay taper.
 - b. **New Comment based on 6/11/2019 site plan:** The petitioner should revise Transportation Note #8 stating the developer will fund the full cost of the traffic signal and installation, instead of only providing a partial contribution. Also, the note should add that if the traffic signal warrant analysis does not warrant a traffic signal, the developer will fund a full pedestrian signal (HAWK) to assist pedestrians crossing the road improving access to CATS bus stops and promoting the use of CATS Bus Route 61X.
3. ~~The petitioner should revise the site plan and conditional note(s) to show and state petitioner will commit to install an 8' planting strip and 12' multi use path along Providence Road. Construction of a sidewalk and planting strip is required per Chapter 19.~~
4. The petitioner should revise the site plan and conditional note(s) to construct a "Local Residential Wide" street from existing Hamilton Mill Road to the norther access point.
 - a. ~~The site plan and note(s) should commit to constructing and designating the southern portion as a public street (blue).~~
 - b. The site plan and conditional notes should commit to designating the northern portion as a private street with an easement (red).

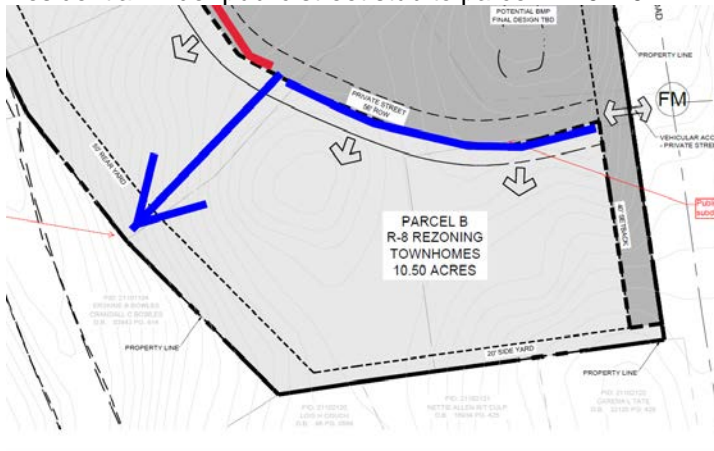


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- The petitioner should revise the site plan and conditional note(s) to commit to construct a "Local Residential Wide" public street stub to parcel 21101104.



- ~~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.~~
- ~~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. **TECHINICAL CORRECTION:** Petitioner should remove "or phased per the site's development plan" from conditional note 7 under transportation. Petitioner should show phasing on rezoning if they would like the CO to be tied to phasing.~~
- New Comment based on 5/13/19 site plan:** The petitioner should revise the site plan and conditional note(s) to better show internal vehicular network will be created.
- New Comment based on 5/13/19 site plan:** The petitioner should revise the site plan and conditional notes to locate the northern most access point to the location of the previously submitted site plan dated 1/14/2019. This is also an NCDOT comment.
- New Comment based on 6/11/2019 site plan:** The petitioner should revise Transportation Note #8 stating the developer will fund the full cost of the traffic signal and installation, instead of only providing a partial contribution. Also, the note should be added that if the a traffic signal warrant

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analysis is not warranted, the developer will full a full pedestrian signal (HAWK) to provide better access to CATS bus stops for Bus Route 61X.

~~11. 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. 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.