

# Rezoning Transportation Analysis

Petition Number: 2019-160

General Location Identifier: 03323101, 03305103, 03305116, 0305121, 03305131, 03305132, 03305133, 03305134, 0335141, 03305110, 03305115

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## Revision Log:

Date	Description
12-18-19	First Review

## General Review Information

The site is generally bound by Hutchinson Lane (minor collector, state maintained), Pleasant Grove Road (minor thoroughfare, state maintained), and Kelly Road (major collector, state maintained). The site is in a wedge outside Route 4.

## Active Projects Near the Site:

- No active projects

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*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.*

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Based on our review of the petition, we offer the following information for your consideration.

## Transportation Summary

The site is located on a collector road. The petitioner should revise the site plan to meet the ordinance requirements and the outstanding items listed below.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Single Family (80.78 ac of R-3 LWPA)	242 dwellings	2,340	General Guidance from Planning
Proposed Zoning	Townhomes	280 dwellings	2,080	Site Plan: 10-01-19

## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition. If the during the permitting process the site generates more than 2500 daily trips, then a traffic study will be required.

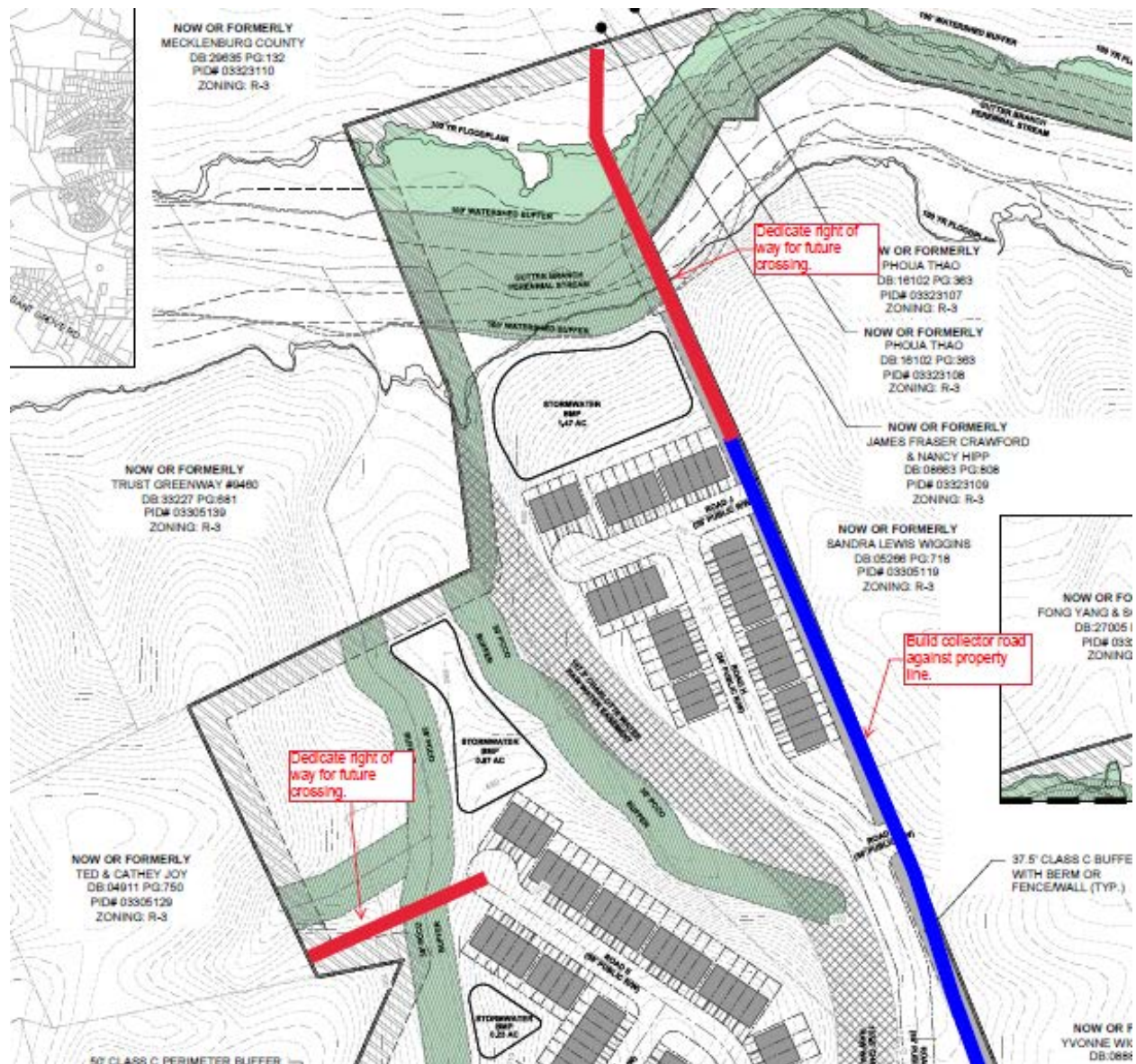
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2. The Subdivision Ordinance requires a North-South Collector Road and an East-West Collector Road to meet minimum requirements. The petitioner should revise the site plan and conditional note(s) to commit to:
  - a. Dedicating right-of-way of proposed Road H extending across the creek and to the northern property line. The site plan should label and dimension the right-of-way.
  - b. Dedicating right of way of proposed Road E extending across the stream buffer and to the eastern property line.

CDOT and Subdivision recommends moving proposed Road H to the Western property line to in order to provide the Collector Road and dedication of right of way. The exhibit below illustrates the dedication of right of ways and the relocation of Road H.



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3. The portioner should revise the site plan and conditional notes to commit to a left turn lane on Kelly Road at proposed Road H with a minimum of 150 feet of storage and 100-foot taper.
4. CDOT requests the petitioner convert proposed townhomes on public streets to be alley fed where feasible in order to minimize vehicle and pedestrian conflicts and provide a safer sidewalk network.
5. 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.
6. 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.
7. The petitioner should revise the site plan and conditional note(s) to add 25 mph speed limits signs on the new streets.
8. ~~Resolved-Sample format for comment that is resolved~~

Please provide a response to our comments with your resubmittal.

## 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.