

Rezoning Transportation Analysis

Petition Number: 2020-087

General Location Identifier: Tax ID 03904210

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Revision Log:

Date	Description
07-22-20	First Review
08-25-20	Second Review

General Review Information

This petition is located on Plainwood Drive (local street) and NC 16/Brookshire Blvd. (major thoroughfare). The area is outside Route 4 and within a designated Wedge. NC 16/Brookshire Boulevard is maintained by NCDOT; Plainwood Avenue is a paper right-of-way street that would be maintained by the City once constructed to city street standards.

Active Projects Near the Site:

- N/A

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is 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 thoroughfare and a local street. The petitioner has committed to including a right-turn lane on Brookshire Boulevard into the proposed site, in addition to constructing an internal public and private street network. The petitioner has also committed to incorporating a 12-ft multi-use path, in accordance with Charlotte BIKES. CDOT and petitioner are continuing to clarify minor technical clarifications, for the rezoning site plan to match the conditional notes.

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 (7.81 ac of R-5)	39 dwellings	440	General Guidance from Planning

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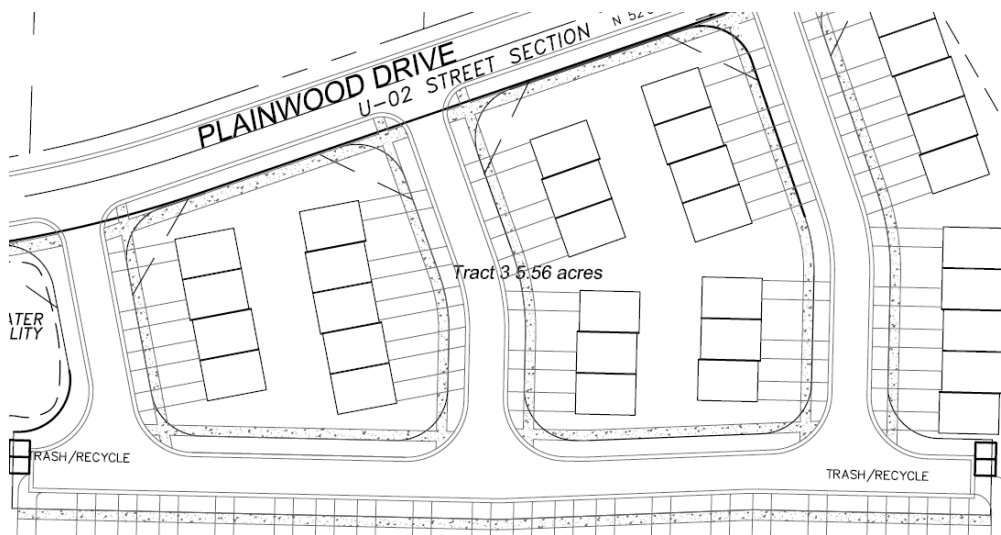
Proposed Zoning	Townhomes	93 dwellings	660	Site Plan: 05-13-20
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Please provide responses to our comments.

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 during the permitting process the site generates more than 2500 daily trips, then a traffic study will be required.~~
- ~~2. The petitioner should revise the site plan and conditional note(s) to commit to dedicate 50 feet of right-of-way from the road centerline of Brookshire Boulevard, which is classified as a major thoroughfare within the Comprehensive Transportation Plan. The site plan should label and dimension the right-of-way from the road centerline.~~
- ~~3. The petitioner should revise the site plan and conditional notes to revise all units fronting public streets to be alley-loaded.~~
 - Technical Clarification (site plan dated 8-17-20)** The petitioner should clarify which streets are proposed to be private streets on the revised site plan.

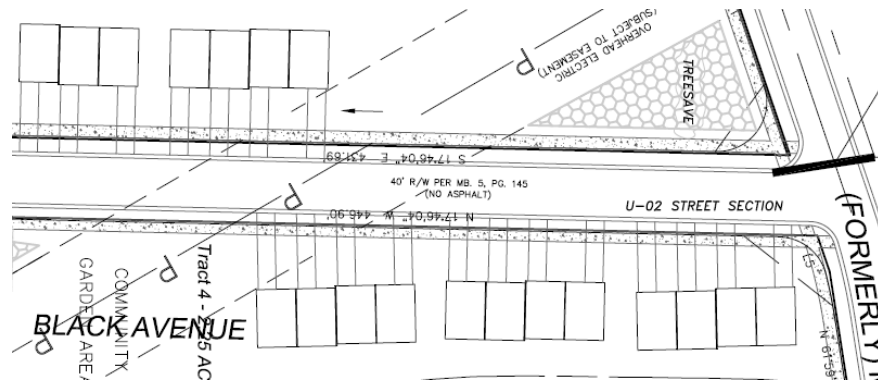


- Technical Clarification (site plan dated 8-17-20)** The petitioner should revise the site plan to condense the number of front-loaded driveways along Black Avenue, and please clarify that this street will be public.

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4. The petitioner should revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 6-foot sidewalk on Plainwood Drive per Chapter 20 Subdivision ordinance. The site plan should label and dimension both items from the back of curb and gutter and road centerline.
 - a. **Technical clarification (site plan dated 8-17-20)** The petitioner should revise the site plan to show and call-out the 8' planting strip and 6' sidewalk, in reference to conditional note **(Section E.1.)**
- ~~5. The petitioner should revise the site plan and conditional note(s) to commit to construct bicycle facilities by installing a 12' multi-use path along Brookshire Boulevard to meet the City Charlotte BIKE Policy.~~
 - a. **Technical clarification (site plan dated 8-17-20)** The petitioner should revise the site plan to show and call-out the 12' multi-use path along Brookshire Boulevard, in reference to conditional note **(Section E.2.)**; please remove the following language: "if not approved by NCDOT or any other applicable governmental authorities..."
- ~~6. The petitioner should revise the site plan and conditional note(s) to construct a drop right-turn lane (northbound) on Brookshire Boulevard into Plainwood Avenue.~~
 - a. **Technical clarification (site plan dated 8-17-20)** The petitioner should revise the site plan to show the northbound drop right-turn lane in the proposed Brookshire Boulevard access, in reference to conditional note **(Section C.5.)**; please remove the following language: "if not approved by NCDOT or any other applicable governmental authorities..."
- ~~7. The petitioner should revise the site plan and conditional note(s) to revise all USDG - U-01 Local Residential Narrow internal public street sections to either USDG U-02 Local Residential Medium or U-03 Local Residential Wide sections.~~
- ~~8. 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.~~
- ~~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

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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.