

Rezoning Transportation Analysis

Petition Number: #2022-218

General Location Identifier: 04118122 and 04118123

From: Jake Carpenter, PE

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Reviewer: Travis Miller

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Revision Log:

Date	Description
05-24-23	First Review (ME)
06-21-23	Second Review (DR)

General Review Information

The petition is located on the west side of Milhaven Ln, a city maintained minor collector slightly north of Daffodil Dr a city maintained local street. The petition is location in a north corridor outside Route 4, within the Westside Strategy Plan Study Area.

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 Milhaven Lane a city maintained, minor collector road. A Traffic Impact Study (TIS) is not required for this site due to the site generating less than 2500 daily trips. Site plan and/or conditional note revisions are needed to commit to adding standard CDOT conditional notes and label/dimensioning streetscape along internal public streets. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	2 Dwelling Units	20	<i>Tax Record</i>
Entitlement with Current Zoning	Single Family (R-4, 15.88 acres)	63 Dwelling Units	660	<i>General Guidance from Planning</i>
Proposed Zoning	Single Family Attached (R-8 MF, 15.88 acres)	83 Dwelling Units	585	<i>Site Plan: 12-12-22</i>
Proposed Zoning	Single Family Attached (R-8 MF, 15.88 acres)	93 Dwelling Units	660	<i>Site Plan: 06-12-23</i>

Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

Outstanding Issues

Strikethrough = Resolved

1. ~~Curbline:~~

- a. ~~Milhaven Lane:~~ The future location of curb and gutter is in its current location.

~~NOTE: Additional distance from center line to back of curb may be required in locations where a median is present or around intersections and interchanges.~~

~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

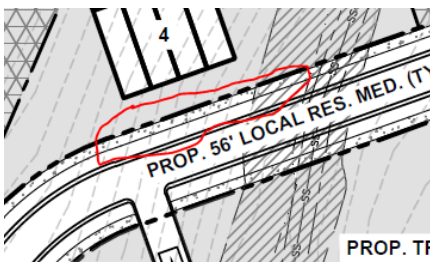
2. ~~Traffic Study:~~

~~A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating less than 2,500 daily trips and/or not triggering any other City TIS requirements. (For Conventional Petitions) A Traffic Study may be required during permitting per the TOD or other applicable zoning ordinance.~~

3. ~~Revise site plan and conditional note(s) to commit to dedicate 36 ft right of way from the road centerline. The site plan shall label and dimension the right of way from the road centerline.~~

4. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 5-foot sidewalk on Milhaven Lane per Chapter 19 / Chapter 20. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement.

Clarifying Comment 6.21.23: Label and dimension 8-foot planting strip and 5-foot sidewalk along internal public streets.



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- ~~5. Add a conditional note specifying "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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements."~~
- ~~6. Revise site plan and conditional note(s) to commit to coordinate final locations of proposed stub connections with City of Charlotte Subdivision Services.~~
- ~~7. Revise site plan and conditional note(s) to commit to meet horizontal and vertical curve roadway geometry CDOT standards.~~
- ~~8. Revise site plan and conditional note(s) to commit to meet site frontage requirements per what is outlined by CDOT Land Development and the City of Charlotte Land Development Standards Manual.~~
- ~~9. Add a conditional note specifying "the Petitioner shall dedicate and convey in fee simple all rights of way to the City before the site's first building certificate of occupancy is issued. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible."~~
10. Add a conditional 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."

Clarifying Comment 06.21.23: Change highlighted portion below to transportation improvements will be approved and constructed before the site's first building CO instead of 25th CO.

5. Unless stated otherwise herein, the Petitioner shall ensure that all off-site transportation improvements are substantially completed prior to the issuance of the Site's **twenty-fifth (25th)** building certificate of occupancy.

Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. 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, per the City of Charlotte's Driveway Regulations.
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 NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall 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 NCDOT 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 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 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. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link: <https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>

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