

# Rezoning Transportation Analysis

Petition Number: 2017-133

General Location Identifier: 04716282, 04715239, 04715237

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**Revision Log:**

Date	Description
08-18-2017	First Review
10-20-2017	Second Review
11-17-2017	Third Review
02-19-2018	Fourth Review
03-22-2018	Fifth Review

**General Review Information**

The site is bordered by Governor Hunt Rd (minor collector) and College View Ln (local). The site is located in a center outside Route 4 and is within the limits of the University Research Park Area Plan. Express bus route 54x runs on Governor Hunt Drive.

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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.*

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*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 bordered by a minor collector and a local street within University Research Park. The site plan commits to an internal network of streets that will help to develop the overall connectivity of the area.

**Trip Generation**

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	N/A	Tax Record
Entitlement with Current Zoning	Office (38 acres of RE-1)	993,168 sf	7,520	Guidance from Planning
Proposed Zoning	Townhomes	225 dwellings	1,300	Site Plan: 08-23-17
	Townhomes	215 dwellings	1,250	Site Plan: 10-16-17
	Townhomes	210 dwellings	1,230	Site Plan: 11-13-17
	Townhomes	167 dwellings	1,010	Site Plan: 03-19-18

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## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. ~~Curbline~~ The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
  - a. ~~Governor Hunt Road~~ — future back of curb is 29.5' from existing centerline to accommodate a two-lane median-divided Avenue with buffered bike lanes. This is slightly wider than the 27' identified in the area plan because the bike lane facility has been updated per the recently adopted Charlotte BIKES Plan.
  - b. College View Lane – Proposed back of curb location needs to be located 17.5' as measured from the street's existing centerline. This location will accommodate a local residential wide street section (see CLDSM U-03A). *Technical Correction: the petitioner should dimension the curbline location on the plans and in the conditional notes*
2. ~~Traffic Study:~~ A Traffic Impact Study/Transportation Technical Memorandum is not need for the complete review of this petition.
3. ~~The petitioner should revise the site plan and conditional note(s) so that all dwelling units (particularly those fronting public streets) are alley loaded to create a sidewalk that is uninterrupted by driveways. This will provide an improved streetscape environment for the proposed townhome development.~~
4. ~~The petitioner should revise the site plan and revise conditional note V 1 to depict and state that all new streets both public and private should have 8' planting strips and 6' sidewalks on each side.~~
5. ~~The petitioner should revise the site plan and conditional note(s) to depict and label a 6' sidewalk located along the site's Governor Hunt frontage. This sidewalk may meander and/or be located behind the existing tree line as needed. Technical Correction: It does not appear that site plan extends sidewalk along entire Governor Hunt frontage. Revise depiction to western property line.~~
6. ~~The petitioner should revise the site plan and conditional note(s) to extend the northernmost east-west public to College View as envisioned by the area plan. The proposed street's western alignment needs to aim for Mallard Creek Elementary School site's main entrance. **The petitioner should revise conditional note III. 4. Street connections should be made at the time of development.** The petitioner should revise the site plan to show extension of College View and connection to the site's proposed residential medium east/west street at property line. Technical Correction: the petitioner should revise the site plan and conditional notes for College View right of way dedication and street construction as directed by Subdivision staff.~~
7. ~~The petitioner should revise the site plan and conditional note(s) to extend College View Lane as a public local residential wide street section (see CLDSM U-03A) along the site's western property line and connect to Governor Hunt Rd approximately 800' east of Mallard Creek Rd. The proposed Access "A" location intersection sight distance is questionable. the proposed southern intersection of the local east/west public street and College View. This portion of the east/west needs to be upgraded to a local residential **wide street section** which needs to connect to the north/south residential wide street in the center of the site (see concept below). This request will provide for a two (2) continuous travel lanes throughout the site, see Figure below. **CDOT has found that a local residential medium typical section does not provide adequate parking for townhome developments even when garages are present. It is critical that the street section is wide enough for on-street parking on both sides (i.e. local residential wide).**~~
8. ~~The petitioner should revise the site plan and conditional note(s) to improve College View Lane to local residential wide street standards (see CLDSM U-03A) along the site's western property line, including 8' planting strip and 6' sidewalk. Technical Correction: the petitioner should clarify that the 8' planting strip and 6' sidewalk is extended and implemented to the east-west street stub.~~
9. The petitioner should revise the site plan and conditional note(s) to secure a Cross Access Agreement from site access "B" to David Taylor Dr. between parcel nos. 04716801 and 04716827.

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CDOT also requests the petitioner implement 8' planting strips and 6' sidewalks connecting the site access "B" to David Taylor Dr. through these same parcels.

- ~~10. The petitioner should revise the site plan and conditional note(s) to relocate both proposed east-west public streets stubs connecting to parcel no. 04715244 to align with the parcels northern and southern property lines to create future street connectivity opportunities with David Taylor.~~
11. The petitioner should revise the site plan conditional note III. 5. To remove "or phased per the site's development plan" or explicitly describe phasing and associated improvements.
12. The petitioner should revise the site plan and conditional note(s) to specify "No On-street Parking will be allowed along the south and west sides of College View Lane extension through the site. College View Lane needs to have two (2) continuous travel lanes between existing College View Lane and Governor Hunt Rd. (see attached concept above). If homes along this section of College View Lane where designed to alley loaded lots, on-street parking could be restored.

Note (comments 3, 7, and 12): It does not appear the petitioner is willing to further revise the site layout to provide alley loaded units along the main public street through the development. CDOT continues to be concerned that the driveway-loaded south and west sides of the main street through the development (local residential medium typical section) will not provide adequate parking for townhome development even with garages present. It would be better for the residents if the street sections throughout the development were wide enough for on-street parking on both sides.

Conceptual Master Plan



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## 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.