

Rezoning Transportation Analysis

Petition Number 2016-089 **Updated** 8/25/2016

Location Approximately 4.35 acres located on the south side of DeArmon Road between Mineral Ridge Way and Hampton Place Drive.

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CDOT’s Review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte’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 to be used in the overall City staff analysis of the rezoning petition and includes information on trip generation, outstanding site plan concerns, and an overall summary of the case from a transportation perspective.

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

Transportation Summary

The site is located on a minor thoroughfare between two unsignalized local street connections. The current site plan provides pedestrian facilities and commits to donation of permanent and temporary easements along the site’s DeArmon frontage to accommodate the City’s Complete Street Project. The Subdivision Ordinance does not require the extension of the Ridgeline Lane stub to DeArmon Road.

Trip Generation

Existing Zoning			
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Single Family	1 dwelling	10
Entitlement	Single Family (4.35 acres of R-3)	13 dwellings	160

Proposed Zoning			
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
3/28/2016	Fraternal Lodge (INST, used Church trip generation)	5600 sf	50

Resolved Issues

1. CDOT recommends coordination with Kristie Kennedy (Engineering Property Management, 704.336.6194) to confirm or correct the cross section in the Prosperity Hucks Area Plan (see below) to conform to the City’s Farm to Market upgrade project.
2. The petitioner should revise the site plan to identify and construct the pavement, curb line, planting strip and sidewalk in accordance with the City’s future plan along the site frontage along DeArmon Road. Per the Prosperity Hucks Area Plan (see below) the site plan should show curb and gutter 24’ from existing centerline. After meeting with City staff, DeArmon Road widening and street streetscape improvements will be implemented by the City.



A9	DeArmon Road (West of Clark's Creek)										
	6'	8'	n/a	5'	11'	11'	5'	n/a	8'	6'	

3. The petitioner should revise the site plan to show a 5’ sidewalk connection between the building entrance and DeArmon Road’s public sidewalk.
4. The petitioner should revise the site plan to show and note dedication in fee simple 38’ of right-of-way as measured from DeArmon Road’s existing centerline and to provide future temporary construction easement/s at no costs to the City when requested for the City’s DeArmon Road Complete Street Project.
5. The petitioner should revise the site plan to depict and label a 6’ wide sidewalk, including connections to existing sidewalk, along the site’s DeArmon Road frontage. This sidewalk width matches the area plan.
6. The petitioner should revise the site plan to include a note that “All transportation commitments must be completed and approved before the site’s first building certificate of occupancy is issued.

Outstanding Issues

1. The petitioner may consider revising the site plan and replacing notes 1 and 4 with: “The City will fund and build the curb and gutter and associated storm drainage along the frontage of 12100

DeArmon Rd during construction of the DeArmon Road Complete Street Improvements project. In exchange, the petitioner/developer of the Derita Masonic Lodge agrees to donate/dedicate all necessary easements to build the improvements at no charge to the City. Easements include permanent (such as right of way, utility, storm drainage, etc.) and temporary.”

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. The setback for this district is measured from the back of the future right-of-way as determined by CDOT and Planning.
2. 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.
3. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles 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.
4. The proposed driveway connection(s) to DeArmon Road and the requested public street will require a driveway permit to be submitted to CDOT 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.