

Rezoning Transportation Analysis

Petition Number: 2017-059

General Location Identifier: 03301214

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Revision Log:

Date	Date
03-27-2017	First Review
05-18-2017	Second Review
07-25-2017	Third Review

General Review Information

The site is on Bellhaven Blvd (minor thoroughfare) and is located in an activity center outside Route 4. The site is within the limits of the Brookshire Boulevard / I-485 Area Plan. Unfunded farm to market upgrade envisioned on Bellhaven.

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.

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

Transportation Summary

The site is located along a minor thoroughfare near a crossing under I-485. The site plan acknowledges that there may be inadequate sight distance to allow a full access driveway along Bellhaven which would require restricted access (e.g. right-in-right-out). Additionally, the site plan commits to developing the future cross section along the Bellhaven site frontage with future right of way.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Single Family (3.78 acres of R-3)	11 dwellings	140	General Guidance from Planning
Proposed Zoning	Office	20,000 sf	340	Site Plan 4-11-17

Outstanding Issues

- ~~The petitioner should add to note 41a to indicate that if CDOT's Intersection Site Distance Policy cannot be provided along the site's Bellhaven Blvd. frontage the proposed site driveway will be restricted to right in/right out traffic movements. Sight distance for access to Bellhaven may be very difficult to resolve due to existing vertical/horizontal curves to the north. The petitioner may need extend Couloak Dr. as a local commercial narrow street section to access the site. If so the Couloak~~

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Dr. extension will need to cross parcel nos. 03301213 and 03301250 to serve the site in which right-of-way will need to be acquired across all three (3) parcels.



- ~~The petitioner should revise the site plan to dimension the future back of curb (27' from centerline) and right of way (39' from centerline) and revise conditional Transportation note 4.b. commit to construction of improvements from centerline along the site's frontage (pavement widening, curb and gutter, planting strip, and sidewalk) if approved by CDOT and NCDOT during permitting and remove the last sentence of this note. CDOT envisions Bellhaven as a three lane section with bike lanes, curb and gutter, planting strip, and sidewalk with maintenance buffer. Half-section is 39' from existing centerline. It is not certain that, as a conventional rezoning, this site would develop this cross section along their frontage and/or provide the necessary right of way/easement.~~
- ~~**Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not need for the complete review of this petition.~~
- ~~The petitioner should remove all notes in section 4II.~~
- 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 or phased per the site's development plan.
- 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 or the City's subdivision regulations. CDOT requests right of way set at 2' behind back of sidewalk.

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.

- 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.

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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.