

Rezoning Transportation Analysis

Petition Number: 2017-069

General Location Identifier: 20922203, 20922209, 20922204, 20922215

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Revision Log:

Date	Description
04-12-2017	First Review
05-17-17	Second Review

General Review Information

The site is on Smithfield Church Rd (major collector) and is in a wedge outside of Route 4.

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 major collector and a local street. The proposed development will generate a similar number of new daily vehicle trips compared to what is allowed now under existing entitlements. The site plan commits to installing new 6' sidewalks along the site's Smithfield Church Road and Heydon Hall Circle frontage. CDOT continues to request that the site plan recognize the major collector extension that abuts the site's frontage.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	2 dwellings	30	Tax Record
Entitlement with Current Zoning	Single Family (7.05 acres of MX-1)	21 dwellings	250	RZ 2001-032
Proposed Zoning	Single Family	24 dwellings	280	Site Plan: 03-20-17

Outstanding Issues

- ~~**Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the future back of curb does not change for either public street.~~
- ~~**Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.~~

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3. ~~The petitioner should revise the site plan to show installing 8' planting strip and 5' sidewalks along Smithfield Church Road frontage and Hayden Hall Circle. On Hayden Hall Circle the site plan shall show connecting to existing sidewalk on both the northern and southern ends of the parcel. Please label any proposed sidewalk on the site plans.~~
4. The petitioner should address the proposed major collector street extension along the site's frontage. It is unclear if a full street cross section can be extended across the site's frontage but the connectivity should be explored with Planning and CDOT.
5. 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.
6. 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.

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.