

Rezoning Transportation Analysis

Petition Number: 2017-083

General Location Identifier: 08112106, 08113101

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Revision Log:

Date	Description
05-19-2017	First Review

General Review Information

The site is at the intersection of Harrill St (local) and Van Every St (local), adjacent to Siegle Avenue (a minor thoroughfare that carries local bus route 4, and is in a wedge inside Route 4. The site is within the study limits of the Belmont Area Revitalization Plan.

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

To be provided prior to public hearing.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	N/A	Petition
Entitlement with Current Zoning	Warehouse (1.16 acres of I-2)	17,400 SF	60	General Guidance from Planning
Proposed Zoning	Townhomes	23 dwellings	180	Site Plan: 04-20-17

Outstanding Issues

- Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
 - Siegel Avenue: The location of the existing back of curb can remain as is.
 - Van Every Street: The location of the future back of curb can remain as is.
 - Harrill Street: The location of the future back of curb is 17.5' as measured from the existing street's centerline (see CLDSM U-03A Typical Section).
2. Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.

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3. Siegel Ave. is designated as an existing minor thoroughfare within Route 4 requiring 60' of right-of-way. The petitioner should revise the site plan and conditional note(s) to provide 30' of dedicated right-of-way as measured from the existing right-of-way centerline along the site's Siegel Av. frontage.
4. The petitioner should revise the site plan to add a note specifying the existing back of curb sidewalk and retaining wall needs to be relocated to provide an 8' planting strip and 6' sidewalk as measure from Siegel Ave.'s existing back of curb along the site's street's frontage.
5. The petitioner should revise the site plan to add a note specifying the proposed two (2) private driveways accessing Van Every and Harrill Streets needs to be a minimum of 16' wide. This dimension will provide two-way vehicle operations along the private drives so that the public street operations are not impaired, site vehicles are exiting.
6. The petitioner can implement on-street parallel parking along Harrill Street as shown; however one (1) of these spaces will need to designed to PROWAG standards and designated as an accessible parking space. Please note the on-street recessed parking as shown on RZ-1.0, do not meet PROWAG standards, an additional 5' of accessible pavement is needed towards the site. Please correctly draw, label and depict accessible on-street parking spaces on the revised site plan, if on-street parking is desired.
7. The petitioner should revise the site plan to add a note to design and construct Harrill Street as a local residential wide street typical section (see CLDSM U-03 and U-03A), if on-street parking is desired.
8. The petitioner should revise the site plan to depict and add a note specifying two (2) accessible curb ramps will be constructed by the petitioner on the southwest intersection corner of Van Every St. and Harrill St.
9. 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 back of sidewalk if feasible.
10. 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

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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.