

Rezoning Transportation Analysis

Petition Number: 2018-005

General Location Identifier: 11121112, 11121108

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Revision Log:

Date	Description
02-09-18	First Review
03-19-18	Second Review

General Review Information

The site is on Camp Stewart Rd (minor thoroughfare) and is located in a wedge outside Route 4 in the ETJ.

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

This site is adjacent to a minor thoroughfare. The site plan commits to installing an 8' planting strip and 6' sidewalk along Camp Stewart and many of the transportation mitigation measures identified in the review of the Traffic Impact Analysis. CDOT continues to work with the petitioner to resolve the outstanding traffic study comments as it relates to incorporating possible improvements assumed to be completed prior to site completion. Additionally, CDOT requests petitioner updates site plan and several notes such as to more detail where the sidewalk is to be located and the amount of homes allowed to be developed prior to off-site road improvements.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Golf Course Single Family	18 holes 1 dwelling	660	Tax Record
Entitlement with Current Zoning	Single Family (140.8 ac of R-3)	422 dwellings	3,950	General Guidance from Planning
Proposed Zoning	Single Family	350 dwellings	3,300	Traffic Impact Study

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

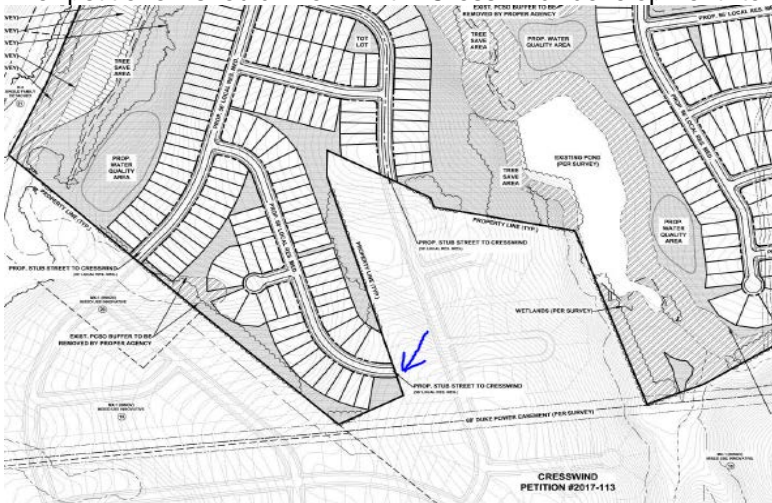
1. **Traffic Study** A Traffic Impact Study has been submitted (on January 22) for this petition. CDOT and NCDOT are currently reviewing the TIA. Comments haven been transmitted to the petitioner on 2/22/18.

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2. The petitioner should revise the site plan and conditional note(s) to install 8' planting strip and 6' sidewalk along the Camp Stewart frontage. The back of sidewalk should be located 39' from centerline to accommodate half of the future envisioned 2-lane divided cross section. ~~This dimension is for the midblock cross section; additional width may be needed to accommodate turn lanes at the signalized intersection.~~ The petitioner is to add conditional note stating the back of sidewalk will be located 39' from center line.
3. ~~The petitioner should add a note stating streets should be built to NCDOT standards.~~The petitioner should revise note 6 under Transportation to start annexation process prior to permit submittal.
4. The petitioner should work with Cresswind development to extend street to Cresswind road.



5. ~~The petitioner should remove the CLDSM standards from sheet 3 of 3.~~
6. ~~The petitioner should revise the site plan to add a note to provide a bike/ped connection (bridge?) across McKee Creek.~~ The petitioner should revise note 4 under Transportation to remove option of giving 50 thousand to city of charlotte.
7. ~~The petitioner should revise the site plan to add a note to commit to no construction traffic through adjacent neighborhood streets.~~
8. ~~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 where feasible. The location of the future right of way on Camp Stewart is 46' from centerline.~~
9. The petitioner should revise note 8 to state "The petitioner should substantially complete all off-site improvements prior to the plat of the 101 home within the site."

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

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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.