

Rezoning Transportation Analysis

Petition Number: 2018-072

General Location Identifier: 03708112

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Revision Log:

Date	Description
07-25-2018	First Review
08-21-2018	Second Review

General Review Information

The site is on Miranda Road (major collector) and is located in a wedge, outside Route 4, and within Charlotte's 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

The site is located along a major collector road. The site plan and note(s) should locate the future curb and gutter location on Miranda Road. In addition, the site plan should commit to provide an 8' planting strip and 6' sidewalk along its frontage to provide pedestrian connectivity. Dillard Ridge Drive should be a local collector road typical to provide street network connectivity to improve the overall street network.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 dwelling	10	Tax Record
Entitlement with Current Zoning	Single Family	27 dwellings	320	General Guidance from Planning
Proposed Zoning	Single Family	30 dwellings	350	Site Plan: 05-07-18
	Single Family	29 dwellings	340	Site Plan: 08-13-18

Outstanding Issues

Curbline The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of Miranda Road's future back of curb is 17.5' as measured from its existing centerline.

Strikeout = Not an outstanding issue

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1. ~~**Traffic Study:** A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.~~
2. The petitioner should revise the site plan and conditional note(s) to dedicate in fee simple 36' right-of-way as measured from Miranda Road's existing centerline along the site's Miranda Road frontage.
3. ~~The petitioner should revise the site plan and conditional note(s) to provide a local residential medium street stub (i.e. 56' wide right-of-way), located near proposed lot no. 10.~~
4. The petitioner should revise the site plan and conditional note(s) to depict and provide 2.5' curb/gutter, an 8' planting strip, and 6' sidewalk along the site's Miranda Rd. frontage. The revised site plan needs to also show Miranda Rd.'s existing centerline, existing and 36' proposed right-of-way as measured from the street's existing centerline.
5. The petitioner needs to contact Ms. Wendy Taylor with NCDOT at 980-523-0013 to determine if a 150' westbound left turn storage lane with bay taper is required at the subdivision's public street's entrance.
6. **New Comment:** The petitioner should revise the site plan and conditional note(s) to upgrade the site's "primary" site entrance street from a local median residential street section to a local collector street typical section (see CLDSM U-07). The reason for this request is that there are several acres of undeveloped land east of the site and the possible to connect to Dillard Ridge Drive in the future. This future street connection would provide a secondary access route to the proposed petition's site.
7. 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.
8. 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. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.

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.

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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.