

Rezoning Transportation Analysis

Petition Number: 2018-077

General Location Identifier: 21909127, 021909129

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Revision Log:

Date	Description
07-13-18	First Review
08-17-18	Second Review

General Review Information

The site is at the signalized intersection of Hamilton Road (major collector) and Steele Creek Road (major thoroughfare). Located in a wedge outside Route 4, the site is within the limits of the Steele Creek Area 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	Single Family	2 dwellings	20	Tax Record
Entitlement with Current Zoning	Single Family (7.69 acres of R-3)	23 dwellings	270	General Guidance from Planning
Proposed Zoning	Townhomes	32 dwellings	240	Site Plan: 06-05-18

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The proposed cross section for the NCDOT widening project U-5766 has been updated. Based on the new cross section, the location of the future back-of-curb for:
 - Steele Creek Road** – 42 feet from centerline of the road (reduced from 53 feet)
 - Hamilton Road** – 20.5 feet from centerline of the road (reduced from 28 feet)
- ~~**Traffic Study**~~ A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.

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3. ~~The petitioner should revise the site plan and conditional note(s) to show a 12 foot wide multiuse path on Hamilton Road and Steele Creek Road in lieu of a sidewalk.~~
 - a. **Revise the site plan to show:**
 - i. **the back of multi-use path on Steele Creek Road located 65.5 feet from centerline of the road.**
 - ii. **the back of multi-use path on Hamilton located 40.5 feet from centerline of the of the road.**
4. ~~The petitioner should revise the site plan and conditional notes to show a westbound left turn lane on Hamilton Road at proposed street "B" with 150 feet of storage and 100 foot taper.~~
5. The right-of-way is shown incorrectly in the update site plan. Furthermore, the updated cross-section for the NCDOT widening project U-5766 has changed the right-of way. The petitioner should revise the site plan and conditional notes to show the dedication of right-of-way, fee simple, of 66 feet from centerline of Steele Creek Road (reduced from 66 feet).
6. The petitioner should revise the site plan to show the correct existing right-of-way on Hamilton Rd of 60 feet wide total, 30 feet from centerline of the road.
7. ~~The petitioner should revise the site plan and conditional notes to show proposed street "A" access to Steele Creek Road as limited to right in/right out. A full access connection will not be allowed per NCDOT.~~
8. ~~The petitioner should revise the site plan and relocate the dumpster area away from Street A and Street B intersection.~~
9. ~~The petitioner should revise the site plan and conditional notes to show proposed streets as public.~~
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. 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.