

# Rezoning Transportation Analysis

Petition Number: 2019-043

General Location Identifier: 05327108, 05327126

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## Revision Log:

Date	Description
04-21-2019	First Review

## General Review Information

The site is on Belmeade Drive (minor thoroughfare) and is in a wedge outside Route 4 and Charlotte's ETJ. The site is within the limits of the Catawba Area Plan.

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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.

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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	1 dwelling	10	Tax Record
Entitlement with Current Zoning	Single Family (43.58 acres of R-3)	130 dwellings	1,320	General Guidance from Planning
Proposed Zoning	Single Family	176 dwellings	1,750	Site Plan: 03-06-19

## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

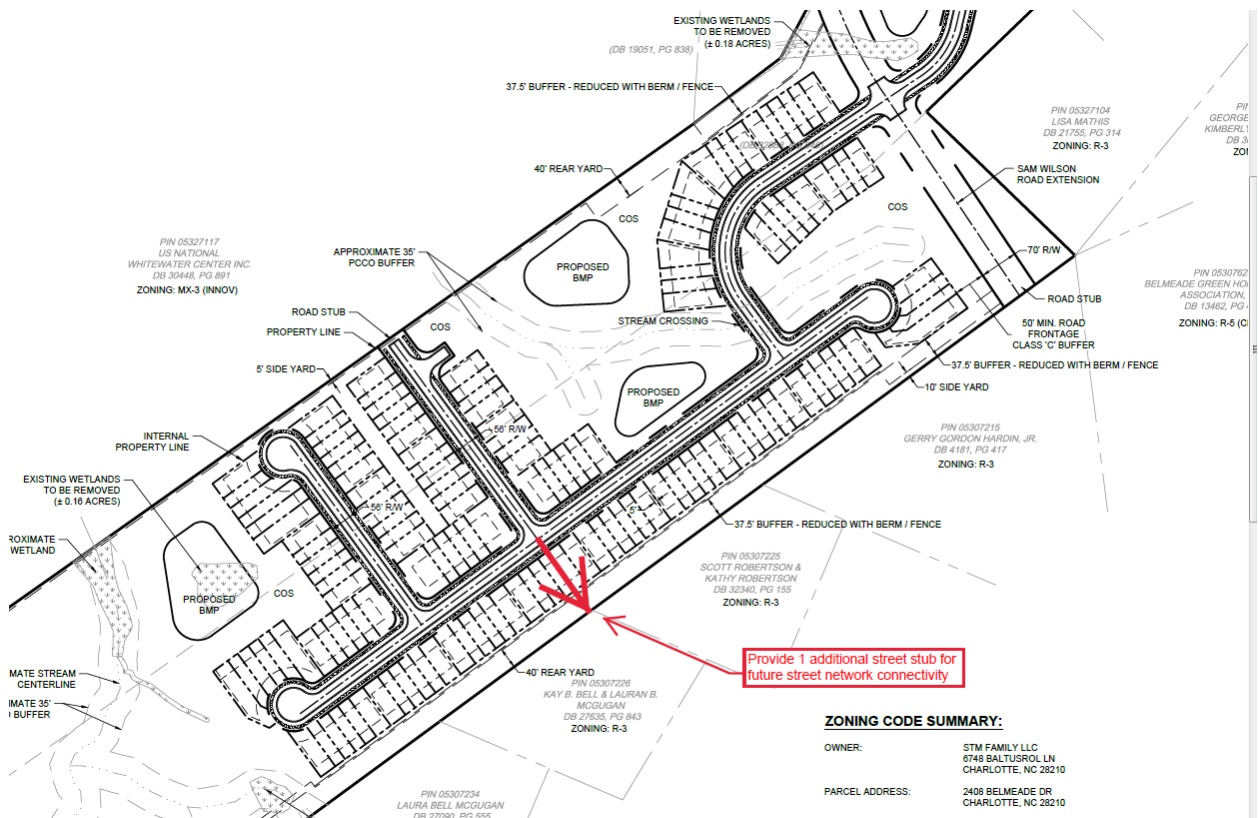
- Curbline** The proposed zoning district has a setback measured from back of the existing or proposed right-of-way line. The location of the future back of curb on Belmeade Dr. is 25' as measured from the Belmeade's existing centerline. The petitioner should commit to construct the curb and gutter as per required under Chapter 19<sup>th</sup>. The site plan should locate and dimension the curb and gutter from the road centerline.
  - The location of the curb and gutter includes space for bicycle facility.
- ~~**Traffic Study:** A Traffic Impact Study is not necessary for the complete review of this petition.~~
- The petitioner should revise the site plan and conditional note(s) to provide 35' of right-of-way along the site's Belmeade Dr. frontage, as measured for the street's existing centerline.

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4. The petitioner should revise the site plan and conditional note(s) to specifically state the construction of an 8' planting strip, and 6' sidewalk along the site's Belmeade Dr. frontage, per the City's current subdivision ordinance.
5. The petitioner should revise the site plan and conditional note(s) to provide a 150' westbound Belmeade Dr. left turn storage lane with an appropriate bay taper at the proposed subdivision's main entrance street.
6. The petitioner should revise the site plan and conditional note(s) to specifically state and depict one (1) additional street stub to the southeast (see below concept).



7. The petitioner should revise the site plan and conditional note(s) to specifically state and depict how and where "guest" parking will be accommodated within the site. CDOT and CFD are concerned when either residents and/or guests park on-street along the "long primary" local residential medium street section, emergency vehicles may have difficulty responding to 911 calls. The proposed site plan only has one way in and one way out, please verify with CFD if the proposed site access acceptable. The petitioner may need to consider implementing shared-used driveways and designating areas where guests parking can be accommodated within the proposed subdivision.
8. The petitioner should revise the site plan and conditional note(s) to provide a minimum of 150' clear zone (i.e. no driveways) on each side of Sam Wilson Road proposed right-of-way line.
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 2' behind back of sidewalk where feasible.

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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.
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.