

Rezoning Transportation Analysis

Petition Number: 2017-134

General Location Identifier: 08112801

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Revision Log:

Date	Description
09-14-17	First Review
10-20-17	Second Review

General Review Information

The site is at the unsignalized intersection of Belmont Ave (minor collector) and Harrill St (local) and is located in a wedge inside Route 4.

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 rezoning petition is located at the unsignalized intersection of local streets. The site plan commits to improving a sidewalk gap on Belmont Avenue and future streetscape improvements on Harrill St with future development.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Retail Single Family	1,630 sf 1 dwelling	480	Tax Record
Entitlement with Current Zoning	Single Family (0.16 acres of R-5)	1 dwelling	10	General Guidance from Planning
Proposed Zoning	Single Family Restaurant	1 dwelling 1,550 sf	210	Site Plan: 10-16-17

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 existing curb and gutter location on Harrill St and Belmont Av is in the correct future location.~~
- ~~**Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.~~

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3. ~~The petitioner should revise the site plan and remove the proposed driveway type callout shown on Harrill St. The driveway type will be determined during permitting. Only show as an access point.~~
4. ~~CDOT is OK with the existing 5 foot sidewalk to remain on Harrill St. However, the existing planting strip does not allow for trees to be planted. The petitioner should contact Urban Forestry to determine the tree requirements for the site.~~
5. ~~The petitioner should revise the site plan and Optional Provision "a" to include a note stating the if the secondary egress along Harrill St is removed in the future, the stairs will be removed as well.~~
6. ~~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.~~
7. ~~The petitioner should revise the site plan to show the removal of the existing driveway cut Belmont Av and show the extension of the 14 foot wide sidewalk to the property line. CDOT is OK with the proposed bicycle-only access on Belmont Av. However, the petitioner should revise note "a" under Transportation Improvements and Access to state vehicular access to the site will be from Harrill St only. Belmont Av will no longer have vehicle access to 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 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.