

# Rezoning Transportation Analysis

Petition Number: 2019-009

General Location Identifier: 03714104, 03714103

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Revision Log:	Date	Description
	02-14-2019	First Review

**General Review Information**

The site is at the unsignalized intersection of Beatties Ford Road (major thoroughfare) and Trinity Road (major collector) and is located in a wedge outside Route 4. The Beatties Ford/Sunset Pedestrian Improvement Project is adjacent to this site. The scope of this project includes the signalization of Beatties Ford Rd./Trinity Rd. intersection, the addition of left turn lanes, planting strips and multi-use paths. The start date for this project is scheduled for 2021.

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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	4 dwellings	40	Tax Record
Entitlement with Current Zoning	Single Family (9.31 ac of R-3)	27 dwellings	6,340	General Guidance from Planning
	Retail (6.69 ac of B-2)	100,350 sf		
Proposed Zoning	Townhomes	128 dwellings	930	Site Plan: 11-26-18

**Outstanding Issues**

~~Strikeout~~ = Not an outstanding issue

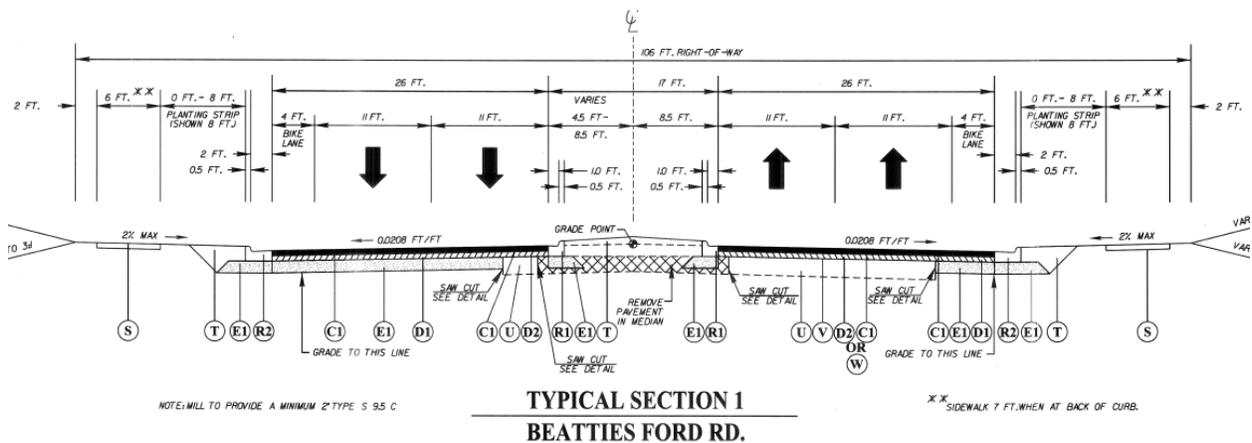
1. **Curblin**~~e~~: The proposed zoning district has a setback measured from back of proposed future right-of-way line. The location of the future back of curb is as follows:
  - a. **Beatties Ford Road** - 33' as measured from the street's existing centerline.

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- i. The petitioner shall revise the site plan and conditional note(s) to commit to construct the curb and gutter. The site plan should label and dimension the future curb and gutter from the centerline of the road. See note 3 for details.
  - b. **Trinity Road** - 24' as measured from the street's existing centerline.
    - i. The petitioner shall revise the site plan and conditional note(s) to commit to construct the curb and gutter. The site plan should label and dimension the curb and gutter from the centerline of the road.
2. **Traffic Study:** ~~A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.~~
  3. The petitioner should revise the site plan and conditional note(s) to widen Beatties Ford Rd. to include:
    - a. an 8-foot planting strip, and 12-foot concrete multi-use path,
    - b. construct 2.5' curb/gutter located 33' as measured from the street's existing centerline.
    - c. The petitioner shall commit to implement two (2) 150' southbound left turn storage lanes with appropriate bay tapers at the site's northern entrance on Bob Beatties Rd. and at Trinity Rd. The below Beatties Ford Rd. typical section has been modified to eliminate the 4-foot on-street bike lane and add a 12' multi-use path along the site's Beatties Ford frontage.



4. The petitioner shall revise the site plan and conditional note(s) to commit to widen Trinity Rd. to provide a 3-lane continuous two-way left turn lane section between Beatties Ford Rd. and the proposed subdivision's Trinity Road's entrance street including: a 5' bike lane, an 8' planting strip, a 6' sidewalk and 2.5' curb/gutter located 24' as measured from the street's existing centerline.
5. The petitioner should revise the site plan and conditional note(s) to dedicate 60' right-of-way in fee simple along the site's Beatties Ford Rd. frontage.
6. ~~The petitioner should revise the site plan and conditional note(s) to dedicate 35' right-of-way in fee simple along the site's Trinity Rd. frontage.~~
7. The petitioner should revise the site plan and conditional note(s) to provide alley fed circulation rather than townhomes driveways fronting onto public streets.
8. The site plan shall add a conditional note stating to install 25 miles per hour MUTCD signs for the public street.
9. The petitioner should revise the site plan and conditional Transportation Note C. to specify the dedication and fee simple conveyance of all rights of way to the City before the site's first building

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certificate of occupancy is issued. CDOT requests right of way set at 2' behind back of sidewalk where feasible.

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.