

Rezoning Transportation Analysis

Petition Number: 2019-016

General Location Identifier: 21926112

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Revision Log:

Date	Description
02-14-2019	First Review

General Review Information

The site is at the unsignalized intersection of Hamilton Road (minor thoroughfare) and Smith Boyd Road (local). The site is located in a wedge outside Route 4 and 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	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Single Family (42.13 ac of R-3)	126 dwellings	1,290	General Guidance from Planning
Proposed Zoning	Townhomes	206 dwellings	1,520	Site Plan: 01-18-19

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- 1. Curblin** The proposed zoning district has a setback measured from back of the existing or proposed future curblin. The location of the future back-of-curb for Hamilton Road is located 19.5 feet from centerline of the road.
 - a. The site plan should label and dimension the curb line from the road centerline.
- 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 notes to show and state the commitment to widen Hamilton Road to accommodate the full 3-lane cross-section (2-thru lanes and a center turn

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lane) with 11-foot lanes. This will ensure a left-turn for each full access on Hamilton Road. The site plan should label and dimension the curb line location from the centerline of the road.

4. The petitioner should revise the site plan and conditional note to show and state the commitment to building the curb and gutter in the correct location. The curb and gutter is a requirement of the Subdivision Ordinance.
5. The petitioner should revise the site plan and conditional to show and commit to building an 8-foot planting strip and 12-foot multi-use path across the site frontage. The site plan should label and dimension the planting strip and multi-use path.
6. The petitioner should revise the site plan and conditional notes stating the dedication of right-of-way, fee simple, 41.5 feet from centerline of Hamilton Road. The site plan should label and dimension the location of the curb.
7. The site plan and conditional note(s) should commit to installing a pedestrian signal (High-Intensity Activated cross-Walk beacon) for pedestrians to cross Hamilton Road. The development will generate pedestrian traffic creating the need for pedestrians to cross the road to attend River Gate Elementary. The pedestrian signal will be located on the eastern property line.



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 to show all proposed townhomes to be alley fed.
10. 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.

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.

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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.