

Rezoning Transportation Analysis

Petition Number: 2021-101

General Location Identifier: 19934202

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Reviewer: Patrick Monroe
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Revision Log:

Date	Description
08-20-2021	First Review (KP)
02-23-2023	Second Review (PDM)

General Review Information

The petition is located adjacent to Rainbarrel Road, a privately maintained local street just south of Petworth Court, a privately maintained local street. The petition is located in the Lake Wylie Wedge outside Route 4. Applicable area plans include the Westside Strategy Plan and the Steele Creek Area Plan.

Active Projects Near the Site:

- N/A

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is 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 site is located on the public segment of Rainbarrell Road, a privately-maintained local street, that connects to a private segment of Rainbarrel Road that intersects with Pine Harbor Drive, a State-maintained collector street. CDOT is coordinating with the petitioner to make improvements to Rainbarrell Road along both the public and private segments of the street. Additionally, CDOT will coordinate with the petitioner to address Community concerns regarding speeding along Rainbarrell Road.

Site plan revisions are needed to meet ordinance requirements and the outstanding items including, but not limited to committing to improving Rainbarrel Road and including conditional notes associated with the transportation improvements.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Marina	154 Parking Spaces	No data	Tax Record
Entitled Use	Single Family (R-5 14.33 acres)	71 Dwellings	760	General guidance from planning
Proposed Use	Marina	154 Parking Spaces	No data	Site Plan: 4/5/2021

Provide comments to the specified comments below.

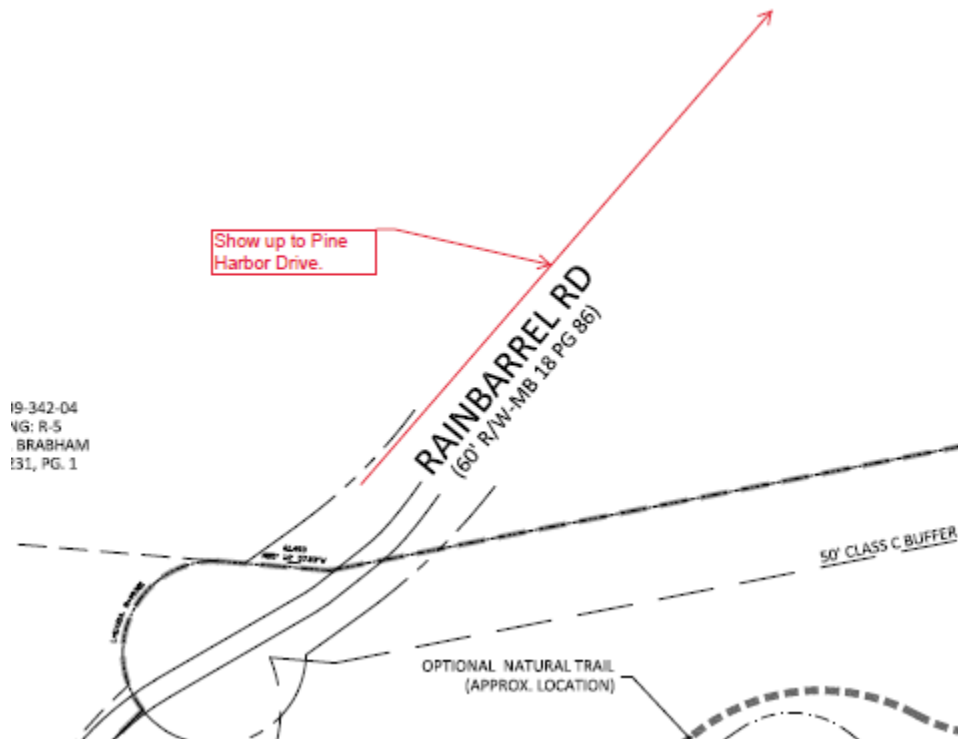
Outstanding Issues

Strikethrough = Resolved

1. ~~Traffic Study:~~

~~A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.~~

- OUTSTANDING COMMENT FROM 08-20-21:** Revise Rezoning sheet RZ-1.0 to show the entire segment of Rainbarrel Road from the rezoning boundary to the terminus at Pine Harbor Drive. Label and dimension the right-of-way dimensions on the public portion of Rainbarrel Road and label and dimension the access easement on the private portion of Rainbarrel Road.

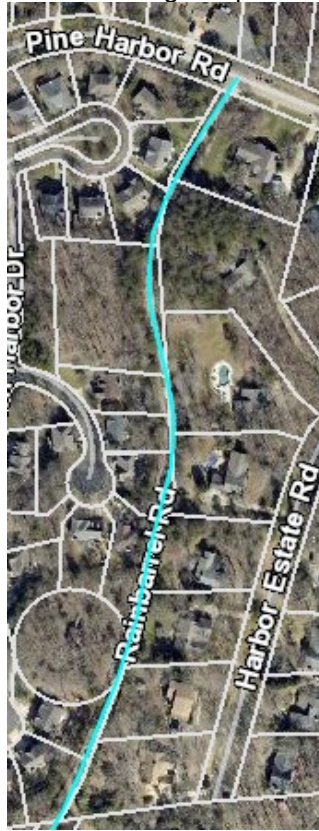


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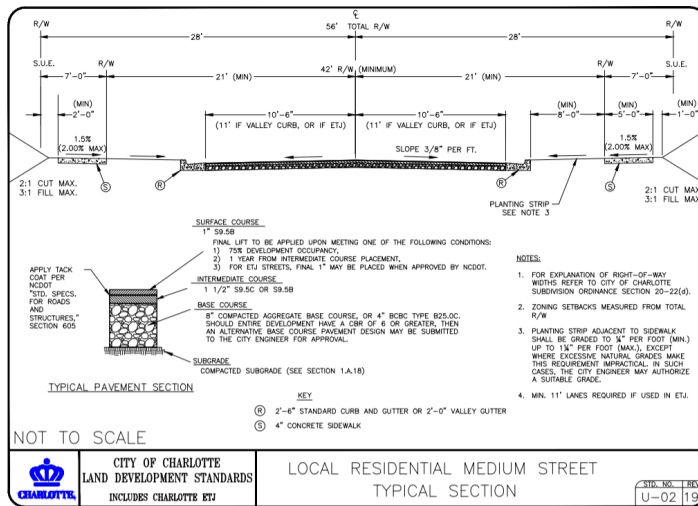
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- OUTSTANDING COMMENT FROM 08-20-21:** Revise the site plan and conditional notes to commit to coordinate with the property owners, along the private segment of Rainbarrel Road, to provide suitable and feasible traffic calming measures along this private segment of Rainbarrel Road.



- OUTSTANDING COMMENT FROM 08-20-21:** Revise the site plan and conditional notes to commit to improve the public portion of Rainbarrel Road to City Standards in accordance with the CLDSM USDG U-02, Local Residential Medium, cross section.

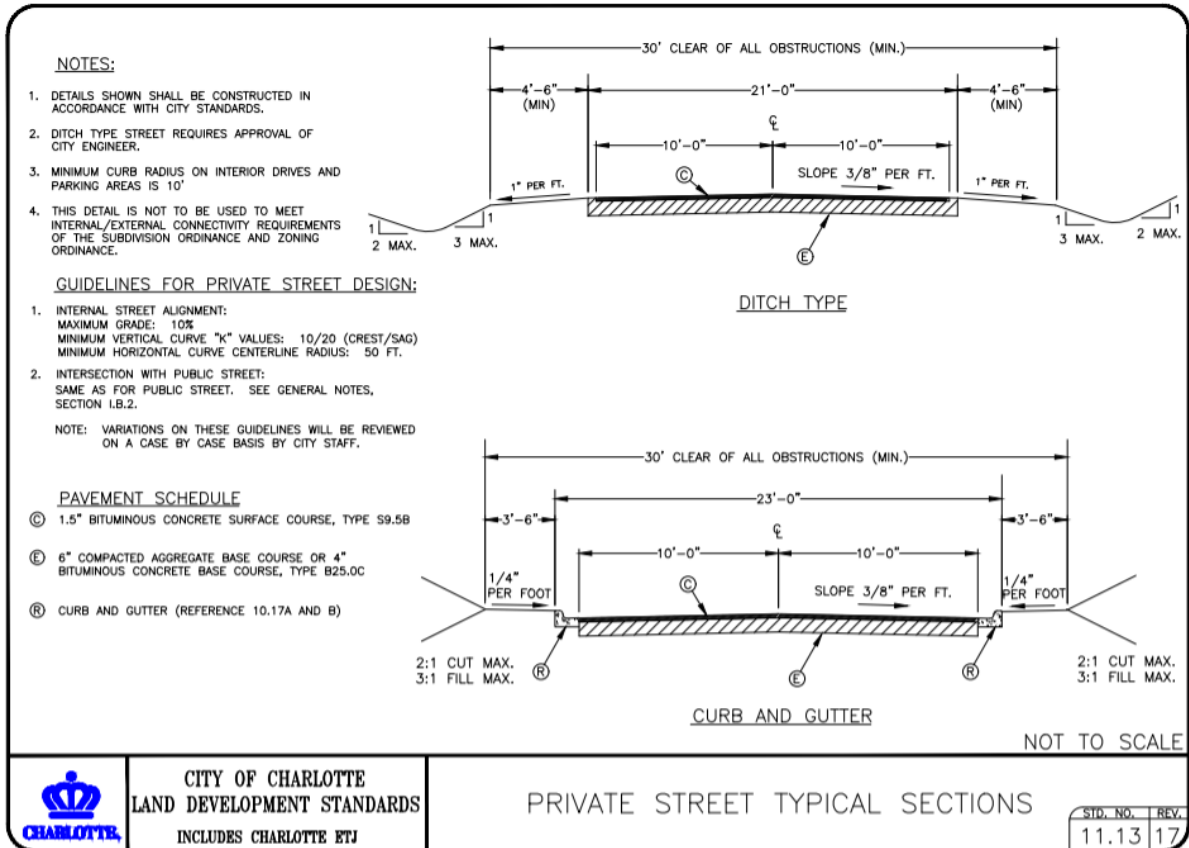


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- OUTSTANDING COMMENT FROM 08-20-21:** Revise the site plan and conditional notes to commit to improve the private portion of Rainbarrel Road in accordance with the Typical Private Street Section Detail, 11.13, in within the CLDSM.



- OUTSTANDING COMMENT FROM 08-20-21:** A site plan note(s) 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 is needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.
- OUTSTANDING COMMENT FROM 08-20-21:** A site plan note specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued is needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.
- OUTSTANDING COMMENT FROM 08-20-21:** Revise the conditional notes by including the following note: All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on it's own or in conjunction with other development or roadway projects taking place within the broad south Mecklenburg area, by way of private/public partnership efforts or other public sector project support.
- NEW COMMENT FROM 02-23-23:** Provide clarification to note regarding security gate. Add note that gate will not be installed within public ROW.
 - The Petitioner reserves the right to install a security gate to limit access only to authorized persons.

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Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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, per the City of Charlotte's Driveway Regulations.
3. 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 NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall be identified on the site plan.
4. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and NCDOT 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
8. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
9. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>