

# Rezoning Transportation Analysis

Petition Number: 2017-028

General Location Identifier: 027-561-28

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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

The site is located along a local public street that creates the fourth leg at the intersection of a recently constructed major thoroughfare. This site layout complies with the transportation system envisioned as part of prior approved rezoning on this site which included pedestrian improvements and several public and private "network" streets within the development. The current site plan incorporates all of CDOT's requests and maintains the complete streets and pedestrian/bike friendly amenities within the existing Prosperity Village area.

## General Description

The site is located within an activity center and included in the recently adopted Prosperity Hucks Area Plan. The site's access driveway will be located on Bruce Knoll Lane extension, a local public street. Ridge Rd. an existing major thoroughfare which has been recently constructed by the City borders the site's northern property line. This site is in compliance with the transportation system vision of rezoning petition 2013-094 which included major transportation and pedestrian improvements, including several public and private "network" streets within the development.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Retail	4,500 sf	905	RZ 2013-094
Proposed Zoning	Retail	4,500 sf	905	Site Plan: 11-28-16

## Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline.

- Ridge Rd. existing curbline can remain as is.
- Bruce Knoll Lane extension is designated as a local commercial wide street requiring the future curbline located 17.5' from the streets centerline. Where northbound Bruce Knoll Lane extension

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connects to Ridge Rd. an additional 10' left turn lane is need, which will affect the proposed future curbline along the site's frontage.

## Resolved Issues

1. The petitioner should revise the site plan to add a conditional note that states: The petitioner will dedicate right-of-way and construct a local office/commercial wide street section (see CLDSM Detail U-05) for the Bruce Knoll Lane extension from Ridge Rd. to the site's southern property line. The northbound Bruce Knoll Lane Extension at Ridge Rd. shall provide for a 13' receiving lane, a raised median, a 10' left turn lane, a 10' thru/right lane to properly align with the currently constructed Bruce Knoll Lane on the north side of Ridge Rd. Recessed on-street parallel parking on both sides of Bruce Knoll Lane extension, including required accessible parallel parking spaces shall be provided.
2. 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.
3. 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 or phased per the site's development plan.

## Outstanding Issues

N/A

## 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

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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.

## Revision Log

Date	Description	By
12/14/2016	First Review	RHG
12/27/17	Second Review	RHG