

Rezoning Transportation Analysis

Petition Number: 2017-042

General Location Identifier: 105-361-01, 105-361-05, 105-361-06

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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.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

This site is adjacent to a major thoroughfare with major street connections falling outside of the City's jurisdiction. The current site plan develops a street network using the City's desired cross sections to accommodate all users and commits to offsite transportation improvements to mitigate new vehicle trips. CDOT continues to request intersection improvements at Farmington and Caldwell to provide the appropriate configuration for the additional vehicle trips.

General Description

This property is adjacent to Rocky River Rd (major thoroughfare). There was a prior rezoning: 2008-014. The property is located in a wedge outside of Route 4 and in the ETJ. Part of the proposed development is in Cabarrus County. The property is included in the Rocky River Rd area plan.

All street access to the site is in the ETJ and on streets the City does not maintain.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Multi-Family Office	646 dwellings 30k sf	4,090	RZ 2008-014
Proposed Zoning	Retail Office Townhomes Apartments Senior Housing Hotel Movie Theater	292 sf 160 sf 400 dwellings 275 dwellings 120 dwellings 120 rooms 14 screens	23,840	Traffic Study: 2-16-17

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Curblines

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

All public streets' future curblines and right-of-way locations shall be determined by *Charlotte's Land Development Standards Manual (CLDSM)* based upon the street's adjacent land-use.

Outstanding Issues

- ~~1. CDOT understands the Petitioner has filed for voluntary annexation for the portion of the site within Mecklenburg County. This should be completed prior to the rezoning approval to ensure internal streets have logical and clear delineation between jurisdictions and that the portions with the City will conform to the City's standard street cross sections. Also CDOT and City Planning have been in coordination with Cabarrus County and the Town of Harrisburg relative to this petition.~~
- ~~2. CDOT may have additional transportation comments upon review of the TIS received February 23, 2017.~~
- ~~3. The petitioner should revise the site plan to call out and label all public street cross-section types as defined in *Charlotte's Land Development Standards Manual (CLDSM)*.~~
- ~~4. The petitioner should revise the site plan to add a conditional note to extend Farmington Ridge Parkway to Caldwell Road and be accepted by NCDOT for maintenance before the site's first certificate of occupancy is issued.~~
5. The petitioner should revise the site plan to add a conditional note that 8' wide buffered bike lanes will be provided on Public Street "C" and Farmington Ridge Parkway. **Rescinded** CDOT continues to recommend 8' buffered bike lanes on Farmington Road but recognizes this is outside of the CDOT jurisdiction.
- ~~6. The petitioner should revise the site plan to add a conditional note to investigate and correct a potential intersection sight distance issue at Farmington Ridge Parkway and Caldwell Road (looking west).~~
7. The petitioner should revise the site plan to show the Farmington Ridge Parkway northbound approach at Caldwell Rd. to be remarked to provide for three (3) approach lanes (i.e. one receiving lane, a left-turn lane and a thru/right-turn lane).
- ~~8. 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.~~
- ~~9. 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.~~
10. **For information only (outside of City jurisdiction):** The petitioner should revise the site plan and conditional note 4.1.D to include all the traffic signal modification costs, including pedestrian signalization to create the 4th approach leg of the existing signalized intersection located at Rocky River Rd./Farmington Ridge Parkway (i.e. both design and construction costs).

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.

Revision Log

Date	Description	By
2-23-2017	First Review	RHG
4-13-2017	Second Review	RHG