

Rezoning Transportation Analysis

Petition Number: 2017-180

General Location Identifier: 11146103, 11146104, 11146105

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Revision Log:

Date	Description
12-12-17	First Review
01-22-18	Second Review
02-16-18	Third Review

General Review Information

The site is on Albemarle Rd (major thoroughfare), adjacent to I-485, and within the Albermarle Road/I-485 Interchange Study. The site is located in a wedge outside Route 4 and I the ETJ.

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 located on a major thoroughfare, near I-485. The site plan commits to accommodate the future cross section of Albermarle, including construction of a multiuse path across the site frontage and right-of-way dedication, and transportation mitigations as identified in the traffic study.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 dwelling	10	Tax Record
Entitlement with Current Zoning	Single Family (66.9 acres of R-3)	200 dwellings	1,990	General Guidance from Planning
Proposed Zoning	Single Family Apartments Retail Conv. Market w/Gas Fast Food w/Drive Thru	75 dwellings 350 dwellings 30,500 sf 16 pumps 5,000 sf	17,350	Traffic Impact Study: 12-19-17

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Outstanding Issues

Strikeout = Not an outstanding issue

- ~~1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the future back of curb is 47' from existing centerline to accommodate a future 6-lane divided facility with bike and pedestrian facilities as envisioned in CDOT planning documents. Technical correction: The site plan and cositinoa notes should be revised to clarify that the 47' back of curb dimension is along the site's entire Albermarle frontage, not just at the right turn lane.~~
- ~~2. **Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is needed for the complete review of this petition. NCDOT and CDOT performed a concurrent review of the TIS and provided comments on February 9, 2018. The agreed upon mitigations have been incorporated into the conditional note 3 I.~~
- ~~3. The petitioner should revise the site plan and conditional note(s) to include 12' multipath across the site's Albermarle frontage to the I-485 Ramp. The requested MUP needs to be placed 2' inside the future right-of-way line.~~
- ~~4. The petitioner should revise the site plan to remove on street parking from "Public Street A" in first block closest to Albermarle.~~
- ~~5. The petitioner should revise the site plan and conditional note(s) to include road connection to stub at Bristley Road.~~
- ~~6. 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. This dimension is 69' as measured from Albermarle's existing centerline, to accommodate a future 6-lane divided facility with bike and pedestrian facilities as envisioned in CDOT planning documents, and 2' behind back of sidewalk for new internal streets.~~
7. 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.

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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.