

# Rezoning Transportation Analysis

Petition Number: 2018-069

General Location Identifier: 0290521703114103

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## Revision Log:

Date	Description
07-25-2018	First Review
09-18-2018	Second Review
10-22-2018	Third Review
11-19-2018	Fourth Review

## General Review Information

The site is on Mount Holly Road (major thoroughfare) and is located in a wedge outside Route 4. The site is within the limits of the Catawba Area Plan.

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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

Site access will be provided by Mt. Holly Rd., which has recently been downgraded to a collector roadway section, only requiring 72' right-of-way. The petitioner plans to implement curb/gutter, 8' planting strips, and 6' or 5' sidewalks along the site's public street frontages.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Warehouse (8.52 ac of I-1)	85,200 sf	2,070	General Guidance from Planning
	Retail (0.84 ac of B-2)	12,600 sf		
Proposed Zoning	Townhomes	70 dwellings	470	Site Plan: 11-13-18

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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. Mt. Holly Road's proposed back of curb needs to be located 35' from existing Mt. Holly's eastern back of curb (see CDOT Comment #3).~~
- ~~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 note(s) to work with CDOT and Subdivision Planning before the second rezoning submittal to determine Mt. Holly Rd.'s proper local typical street section and transition along the site's Mt. Holly frontage. The petitioner will be responsible to design and construct the necessary local street typical section from the existing Food Lion's driveway to proposed Road "A", including curb/gutter, removing excessive asphalt, asphalt milling/overlaying, 8' planting strip, 6' sidewalk, etc. Please call Rick Grocheske at 704-995-0059 to arrange this meeting.~~
- ~~4. **Comment rescinded** The petitioner should revise the site plan and conditional note(s) to provide a local residential street typical street section "stub" between lots 11 and 12 from Road "B" to Tract II. This proposed street stub needs to be aligned with existing Hilton Drive on the east side of Mount Holly-Huntersville Rd. (see below concept).~~



- ~~5. **Comment rescinded** The petitioner should revise the site plan and conditional note(s) to provide an "alley fed" townhome development. The proposed site plan has too many driveways along the public street network, which creates a non-friendly pedestrian environment and restricts on-street parking (i.e. guest parking needs).~~

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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. CDOT requests right of way set at 2' behind back of sidewalk where feasible.~~
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.
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.