

Rezoning Transportation Analysis

Petition Number: 2018-073

General Location Identifier: 05549113, 05549115, 05549114, 05549128

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Revision Log:

Date	Description
07-25-2018	First Review
06-17-2019	Second Review

General Review Information

The site is on Moores Chapel Road (minor thoroughfare) and is bisected by Rhyne Road (minor thoroughfare). There is a recently completed roundabout at the intersection of Moores Chapel Road and Rhyne Road. Located in a wedge outside Route 4, the site is within the limits of the Catawba Area Plan.

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

The site is located on two state-maintained facilities and in Charlotte's ETJ. The site's access will be served from Rhyne Road. CDOT and NCDOT need to review and approve a revised TIS, dated June 10, 2019 therefore, additional transportation comments will be forthcoming. CDOT continues to request the site plan to commit to ordinance required infrastructure along the public street frontages.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Petition
Entitlement with Current Zoning	Single Family	11 dwellings	140	General Guidance from Planning
Proposed Zoning	Convenience Market with Gas Pumps Drive Thru Retail	20 fueling positions	4,550	June 10, 2019 TIS

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

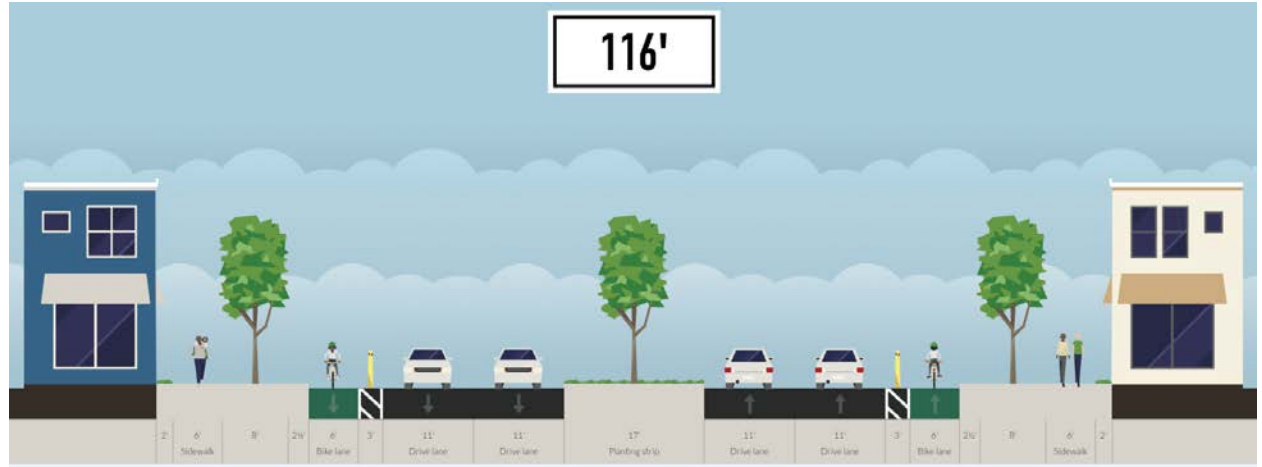
1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The future back of curb locations are as follows:

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- a. Moores Chapel Rd. is designated as a 4-lane divided minor thoroughfare with buffed bike lanes; therefore its future back of curb is 42' as measured from its proposed centerline (see below typical section).



- b. Rhyne Rd. is designed as a 3-lane divided avenue adjacent to the site. The proposed future back of curb is 26' (5.5' (1/2 left turn lane)+12 travel lane +6' bike lane+2.5' curb/gutter from its centerline.
- ~~2. **Traffic Study (Revised Comment):** A Traffic Impact Study (TIS) is necessary for the complete review of this petition. Both NCDOT and CDOT are requiring a TIS. The petitioner's agent was notified June 25, 2018 of this requirement, to date a TIS scoping package has not been approved. **CDOT received a revised TIS, dated June 10, 2019. CDOT needs 20 business days to review, coordinate our review comments with NCDOT, and approved the June 10th revised TIS, therefore additional transportation comments will be forthcoming. The site is near the I-485/Moores Chapel Rd. interchange which may require NCDOT's Congestion Management's Section to review this document as well.**~~
 3. The existing and future right-of-ways for both Moores Chapel Road and Rhyne Road need to be shown, labeled, and dimensioned from the its centerline.
 4. **Revised Comment:** The petitioner shall revise the site plan and conditional note(s) to include required streetscape improvements along the site's Moores Chapel Rd. and Rhyne Rd. frontages, including depicting 8' planting strips and 6' sidewalks along the site's Moores Chapel Rd. and Rhyne Rd. frontages.
 5. 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.
 6. **Revised Comment:** The petitioner should revise the site plan to add a note specifying all transportation mitigation improvements as identified in the *June 10, 2019 TIS* and mutually agreed upon with NCDOT and CDOT shall 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.

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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.