

Rezoning Transportation Analysis

Petition Number: 2018-128

General Location Identifier: 03304112, 03304108

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Revision Log:

Date	Description
11-19-2018	First Review
12-20-2018	Second Review
05-20-2019	Third Review

General Review Information

The site is on Mount Holly-Huntersville Road (major thoroughfare) approximately 300' from a future traffic signal at Overlook Mountain Drive. The property is located in an activity center outside Route 4.

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 a major thoroughfare, requiring 100' of total right-of-way. CDOT continues to request the site plan commit to ROW dedication for future expansion of the corridor for consistency with transportation corridor rights-of-way for the proposed zoning district of Urban Residential (UR-2). CDOT requests that the petitioner updates the site plan and add conditional notes committing to pedestrian/bike improvements (i.e.: a 12' MUP along the site's Mt. Holly-Huntersville Rd. frontage) as identified in the transportation memo. CDOT also requests local roads provide pedestrian improvements as well as residential driveways. In addition, CDOT continues to request for the extension of through lane along Mt. Holly-Huntersville Road to mitigate for the additional traffic being generated on the road.

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	16 dwellings	160	General Guidance from Planning
Proposed Zoning	Townhomes	55 dwellings	380	Site Plan: 12-17-18
	Retail Office	8,000 sf 38,000 sf	1,490	Site Plan: 05-13-19

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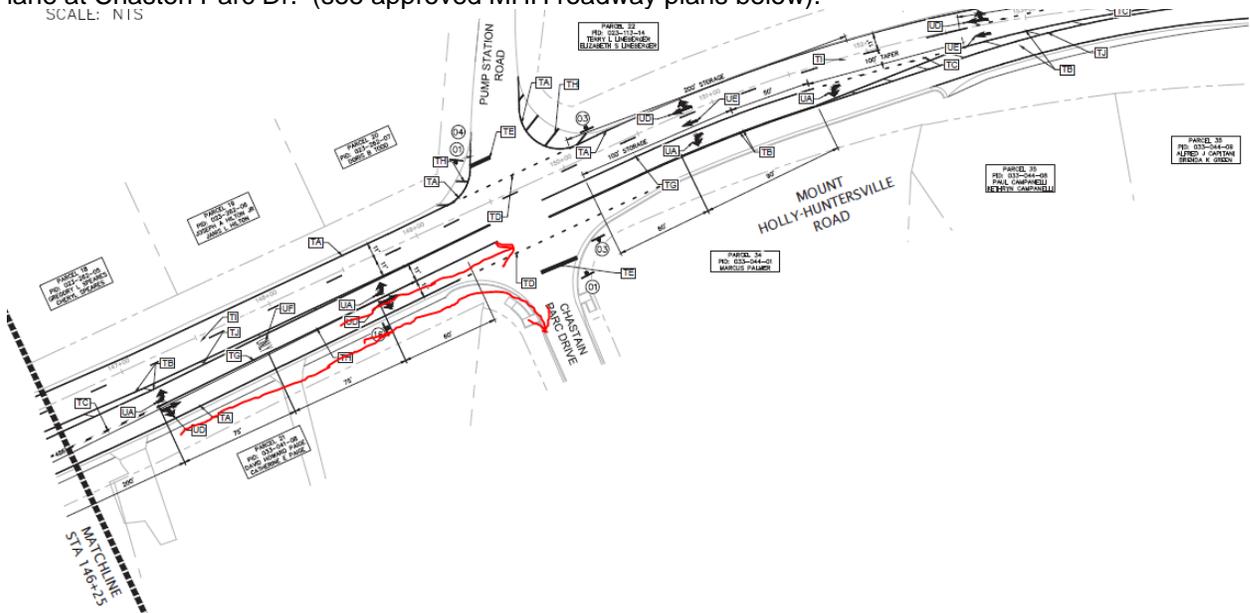
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Outstanding Issues

Strikeout = Not an outstanding issue

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 needs to match the recent approved Mt Holly-Huntersville Rd. Widening Plans to a 4-lane divided facility (see below approved Riverbend Roadway construction plans) to establish the future back of curb location. **Additional information:** The site plan should commit to the dedication of right-of-way for the ultimate cross-section for Mount-Holly-Huntersville Road.

- ~~1. **Traffic Study:** A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.~~
- ~~2. The petitioner should revise the site plan and conditional note(s) to depict and label the following items along the site's Mt. Holly-Huntersville Rd. (MHH) frontage:
 - ~~a. Existing MHH and propose right of way lines~~
 - ~~b. Proposed MHH future back of curbline (as determine from approved Riverbend Roadway plans to accommodate a 4-lane median divided facility (see comment 4).~~
 - ~~c. 8' planting strip~~
 - ~~d. 12' multi-use path, including necessary accessible ramps to accommodate the proposed 12' MUP to cross Chasten Parc Dr.~~~~
- ~~3. The petitioner should revise the site plan and conditional note(s) to depict and label an 80' long raised concrete median at the site's proposed MHH Rd. access driveway to restrict this driveway to RI/RO movements.~~
- 4. Revised Comment:** The petitioner needs to revise the site plan and conditional note(s) to depict, label and commit to an additional 11' eastbound MHH travel lane which will terminate as a right-turn drop lane at Chasten Parc Dr. (see approved MHH roadway plans below).



- ~~5. The petitioner should revise the site plan and conditional note(s) to coordinate and work with the North State Riverbend, LLC property owner so that the proposed north-south public street connects properly at the site's southern property line. North State Riverbend, LLC property owner has approved subdivision plans that may need to be modified to provide a properly aligned local street connection.~~

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6. **Revised Comment:** The petitioner should revise the site plan and conditional note(s) to specify the proposed north-south street as a local office/Commercial narrow street section with a total of 55' sidewalks and 5' sidewalks. Call out and label this street using CLDSM U-04.17) ~~as a local residential medium street section with a total 56' r/w and 6' sidewalks. Call out and label this street using CLDSM roadway standard U-02.17.~~
7. The petitioner should revise the site plan and conditional notes to commit to the dedication of 50' of right-of-way measured from the centerline.
8. ~~The site plan and note(s) need to be revised to show a 5' sidewalk connection from the private drives to the public street.~~
9. ~~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.~~
10. ~~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.