

# Rezoning Transportation Analysis

Petition Number: 2018-132

General Location Identifier: 02941110

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**Revision Log:**

Date	Description
11-19-2018	First Review
12-20-2018	Second Review
01-22-2018	Third Review

**General Review Information**

The site is on Ridge Road (major thoroughfare) and is located in a center outside Route 4. The site is within the limits of the Prosperity Hucks 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**

To be provided prior to public hearing.

**Trip Generation**

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Single Family (10.5 acres of R-3)	31 dwellings	360	General Guidance from Planning
Proposed Zoning	<del>Apartments</del>	<del>280 dwellings</del>	<del>1,820</del>	<del>Site Plan: 12-17-18</del>
	Apartments Retail	280 dwellings 9,000 sf	2,690	Site Plan: 01-14-19

**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 will be determined by the required TTM (see below).

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2. **Traffic Study:** A Transportation Technical Memorandum (TTM) is necessary for the complete review of this petition. The TTM will need to determine the proper Ridge Rd. geometric alignment along the site's Ridge Rd. frontage to accommodate a 4-lane avenue cross section as specified in the Prosperity Hucks Area Plan. The TTM also needs to investigate and evaluate traffic operation impacts on Ridge Rd. between Prosperity Church Rd. and Prosperity Ridge Rd. due to the proposed public street "A" aligning directly across from the existing Harris Teeter Driveway. CDOT is concerned regarding future traffic operations between Ridge/Old Ridge intersection and the proposed Public street "A"/Harris Teeter Driveway intersections. ~~Alternative east-west local public street alignments/connections will also need to be evaluated in the TTM. Please call Rick Grochoske with CDOT LD at 704-995-0059 to set up a TTM scoping meeting.~~ **New Commit:** A TTM scoping meeting occurred December 19, 2018 with the petitioner's agents. The required TTM has not been completed and submitted to CDOT for review and approval. Therefore Planning's 90-day clock has NOT started and the petition's public hearing cannot be scheduled.
3. The petitioner should revise the site plan and conditional note(s) to depict and specify 50' of right-of-way will be dedicated in fee simple to CDOT along the site's Ridge Rd. frontage as measured from the street's existing centerline. **New Commit:** Additional r/w may be needed to accommodate Ridge Rd.'s existing typical section, west of Prosperity Ridge Rd. The revised site plan needs to identify and commit to additional r/w dedication and future back of curb location to properly design a 4-lane divided facility with a 17' raised median (includes a 11' left turn lanes where needed), 5' bike lane, 8' planting strip, and 8' sidewalk along the site's Ridge Rd. frontage and establish the site's building setback line. The TTM and revised site plan needs to include a 1" = 30' schematic geometric exhibit depicting Ridge Rd.'s alignment between Prosperity Church Rd. (tying into Chick-fil-a's approved Ridge Rd. construction plans) and Prosperity Ridge Rd., including a raised median to restrict Old Ridge Rd. to RI/RO traffic movements.
4. **CDOT rescinds this comment:** ~~The petitioner should revise the site plan and conditional note(s) to provide an east-west public street through the site that would align with Prosperity Ridge Rd./Ridge Path Ln. to the east and Cooper Glen Dr./Prosperity Church Rd. to the west as specified in the Prosperity Hucks Area Plan. If this east-west street is determined in the required TTM to be unfeasible to construct, an alternative public street (i.e. not through a parking lot) needs to be depicted on the revised site plan, connecting to Prosperity Ridge Rd. near the site's northern property line.~~
5. **New Commit:** The petitioner should revise the site plan and conditional note(s) to commit and implement an east-west private network required street (i.e. 2-10' travel lanes, 8' planting strip and 8' sidewalk) through the northern portion of the site and connecting to Prosperity Ridge Rd., near the site's northern property line. the site that would align
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. **New Commit:** The petitioner should revise the site plan to modified existing transportation note V.e to specify all transportation improvements will be committed and implemented 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.

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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.