

Rezoning Transportation Analysis

Petition Number: 2019-028

General Location Identifier: 11106301, 11106398

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Revision Log:

Date	Description
03-20-19	First Review
04-18-19	Second Review
05-20-19	Third Review
06-10-19	Fourth Review

General Review Information

The site is at the unsignalized intersection of Harrisburg Road (major thoroughfare) and Sam Dee Road (local). The site is located in a wedge outside Route 4 and is within the limits of the Rocky River Road 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

This site is located along a major thoroughfare and 2 local roads. The petitioner is committing to installing a multi-use-path along Harrisburg Road, a 13-foot planting strip along Cambridge Commons to account for bike lane, adding ramps to improvement pedestrian walkability, and also installing a pedestrian refuge if they are able to acquire land from HOA to create another connection to Cambridge Commons. The petitioner completed a traffic impact study and commits to constructing a left-turn on Harrisburg Road.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 dwellings	10	Tax Record
Entitlement with Current Zoning	Single Family (21.5 acres of R-3) Office	64 dwellings 125,000 sf	2,010	General Guidance from Planning and RZ 1990-026C
Proposed Zoning	Apartments (mid-rise)	308 dwellings	2,290 1,680	Site Plan: 05-13-19 Revised Site Plan: 06-10-19

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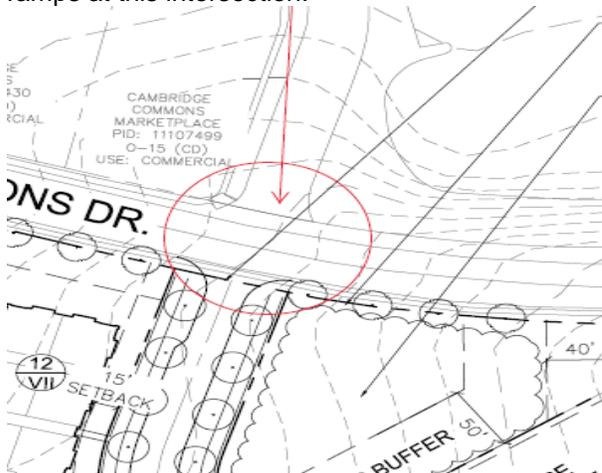
Outstanding Issues

Strikeout = Not an outstanding issue

- ~~1. **Traffic Study Revised Site Plan (06-10-19)** The traffic study has been completed, and reviewed by both CDOT and NCDOT.~~
- ~~2. The petitioner should revise the site plan and conditional note(s) to commit to an 8' planting strip and a 12' Multi-Use Path.~~
- ~~3. The petitioner should revise the site plan and conditional note(s) to commit to installing a pedestrian refuge on Cambridge Commons Drive to connect to shopping center in the general area shown below. **Comment Rescinded**~~



- ~~4. The petitioner should revise the site plan and conditional note(s) to commit to installing and improving ramps at this intersection.~~



- ~~5. The petitioner should revise the site plan and conditional note(s) to commit to installing a 13' planting strip and 6' sidewalk along property frontage on Cambridge Commons Drive.~~

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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. **Technical Correction:** Under conditional note 3.O the language needs to change about government agencies agreeing to use eminent domain. The petitioner should update this note to read as such "If a Developer is unable to reach a settlement with a property owner, the City may provide acquisition services related to the public infrastructure improvements."~~
8. ~~**New Comment based on site 5/13/2019:** The petitioner should revise the site plan and conditional notes to install the mid-block pedestrian refuge island on Cambridge Commons even if they are not able to obtain the additional access.~~
9. **Resolved** ~~Sample format for comment that is resolved~~

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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.