

# Rezoning Transportation Analysis

Petition Number: 2019-035

General Location Identifier: 22314152, 22314154, 22314155

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## Revision Log:

Date	Description
04-15-19	First Review
05-16-19	Second Review
10-22-19	Third Review (MTH)

## General Review Information

The site is at the signalized intersection of Johnston Road (Class 2 major thoroughfare) and Providence Road West (major collector). The site is located in a wedge outside Route 4.

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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

This petition requires a Traffic Impact Study, TIS, to review potential transportation mitigations associated with the development. A TIS was submitted, and it is currently under review by NCDOT and CDOT. An updated transportation summary will be provided, once the TIS has been approved by both agencies.

## 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 (38 acres of R-3)	114 dwellings	1,170	General Guidance from Planning
Proposed Zoning	Hospital Medical Office	163,000 sf 60,000 sf	5,770	Traffic Impact Study: 08-21-19

## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

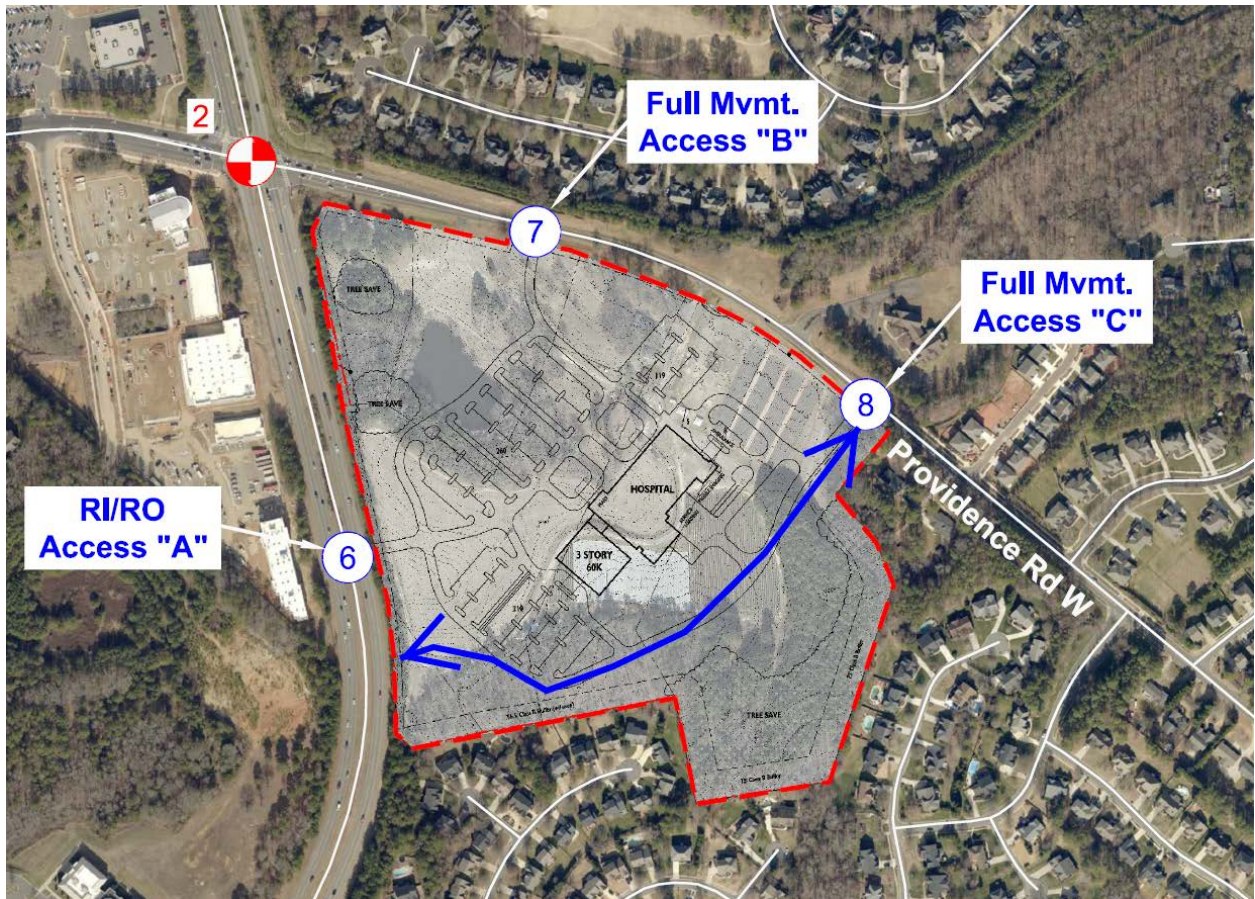
1. **Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition. CDOT will have further comments once the study is submitted by the petitioner and reviewed in conjunction with NCDOT.

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- ~~2. **NEW COMMENT:** Remove comment on sheet RZ-1 "City of Charlotte Responsible for relocating existing signal poles, equipment, etc., in order to accommodate sidewalk connections outside of parcel frontage". Any relocating or modification caused by the installation of infrastructure agreed upon in the rezoning is the responsibility of the developer including funding.~~
- ~~3. The petitioner should revise the site plan and conditional note(s) to show a road network supporting the proposed development and the traffic generated by it as shown below:~~



- ~~4. The petitioner should revise the site plan and conditional notes to show and commit to building a 12-foot multi-use path along the frontage of Johnston Road.~~
- ~~5. The petitioner should revise the site plan and conditional notes to show and commit to building a 5-foot bike lane along the site frontage on Providence Road West.~~
- ~~6. Johnston Road/Highway 521 has future right-of-way of 132 feet. The Petitioner should revise the site plan and conditional notes committing to dedication of right-of-way, fee simple, 66 feet from centerline of the road.~~
- ~~7. Providence Road West has future right-of-way of 108 feet. The Petitioner should revise the site plan and conditional notes committing to dedication of right-of-way, fee simple, 54 feet from centerline of the road.~~

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8. ~~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.~~
9. ~~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.~~
10. ~~For information purposes, Johnston Rd is currently part of a feasibility study NCDOT to determine future improvements.~~

## 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.