

# Rezoning Transportation Analysis

Petition Number: 2019-062

General Location Identifier: 10501231

**From:** Felix Obregon, PE  
[fobregon@charlottenc.gov](mailto:fobregon@charlottenc.gov)  
704-432-5729

**Reviewer:** Isaiah Washington  
Isaiah.washington@charlottenc.gov  
704-432-6511

## Revision Log:

Date	Description
05-15-19	First Review
08-15-19	Second Review

## General Review Informati

The site is at the unsignalized intersection of Rocky River Road (minor thoroughfare) and Newell Farm Road (major collector). The site is in a corridor outside Route 4.

The City Grier Road and Rocky River Road Intersection Project is constructing a left-turn lane on Grier Road to improve congestion.

## Active Transportation Project Near the Site:

- There are not active projects near site.

---

*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 Minor Thoroughfare. The site commits to constructing a public road to meet the intent of the Minor Thoroughfare road right-of-way through the site as prescribed by the Comprehensive Transportation Plan. The site also commits to upgrading the street scape along Rocky River Road with planting strip and sidewalk. CDOT is requesting the petitioner add conditional notes committing to the installation of the curb and gutter. CDOT is also requesting the petitioner update conditional notes C.5 and C.6 for better understanding of the construction of those roads.

## 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	Retail Office	5,000 sf 95,000 sf	1,790	RZ 2012-084 & RZ 1995-040(C)
Proposed Zoning	Apartments	126 dwellings	910	Site Plan: 08-12-19

# Rezoning Transportation Analysis

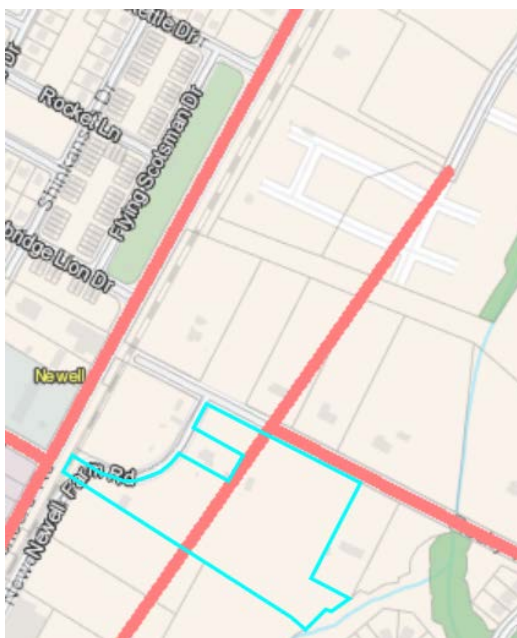
Petition Number: 2019-062

General Location Identifier: 10501231

## 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 curblines. The location of the future back of curb is 26' from centerline along Rocky River Road to account for minor thoroughfare with buffered bike lane to point shown below (Approximate location, CDOT can work with petitioner with where the intersection will occur). After that point the future back of curb is 13' from center line in accordance to CLDS U-02. Per chapter 19 the developer should install curb and gutter as part of this development.
  - a. **New Comment based on revised site plan 8/12/2019:** The petitioner should revise the site plan to include a typical for Rocky River Road.
  - b. **New comment based on revised site plan 8/12/2019:** The petitioner should revise the site plan to clearly dimension the curb and gutter from the centerline of the road.
  - c. **New comment based on revised site plan 8/12/2019:** The petitioner should revise the site plan to clearly show curb and gutter along Rocky River Road.



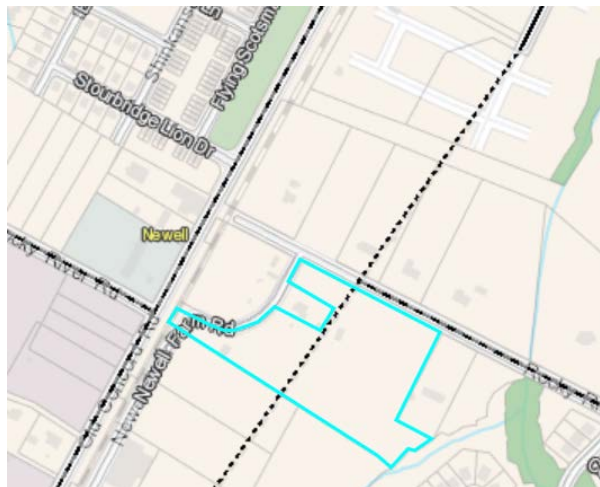
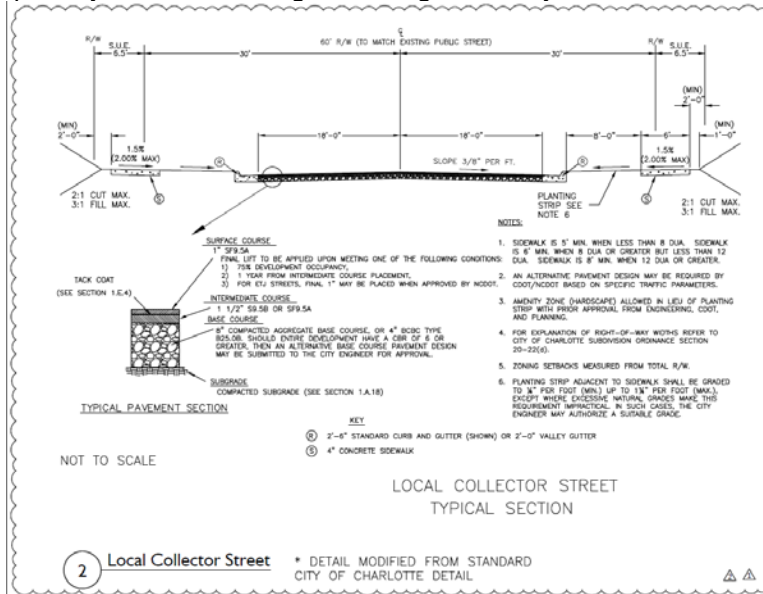
2. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition.
3. The petitioner should revise the site plan and conditional note(s) to commit to constructing a public road to meet the intent of the Minor Thoroughfare road right-of-way through the site as prescribed by the Comprehensive Transportation Plan approved by the Charlotte Regional Transportation Planning Organization. The cross-section should match what was previously approved by development north of site as shown below.
  - a. **New comment based on revised site plan 8/12/2019:** The 36' of pavement will be used for future travel lanes. The petitioner should revise the site plan due to proposed on-street parking on University East Extension based on the following options:
    - i. Place on-street parking outside of the 36'.
    - ii. Remove bulb-outs at intersections to allow future travel lanes. This would allow on-street parking on the road, but it can't count as required site parking. In addition, note C3 should remove, "on-street parking shall be allowed on the University East Collector Road."

# Rezoning Transportation Analysis

Petition Number: 2019-062

General Location Identifier: 10501231

- b. **New Comment based on revised site plan 8/12/2019:** The petitioner should revise the site plan to include a typical for University East Extension.
- c. **New comment based on revised site plan 8/12/2019:** The petitioner should revise the site plan to clearly dimension the curb and gutter from the centerline of the road.
- d. **New comment based on revised site plan 8/12/2019:** The petitioner should revise the site plan to graphically show curb and gutter along University East Extension.



- 4. ~~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.~~
- 5. ~~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.~~

# Rezoning Transportation Analysis

Petition Number: 2019-062

General Location Identifier: 10501231

6. **New Comment based on revise site plan 8/12/2019:** The petitioner should revise conditional note C.5. to remove “substantially complete” from the note. The University East Collector Road should be fully completed prior to the issuance of a Certificate of Occupancy.
7. **New Comment based on revise site plan 8/12/2019:** The petitioner should revise conditional note C.6. to state ““Road A” shall be completed prior to the issuance of the building abutting the proposed “Road A””. This road should be fully completed prior to the issuance of a Certificate of Occupancy.
8. **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.