

Rezoning Transportation Analysis

Petition Number: 2019-078

General Location Identifier: 02931108a, 02930127, 02930133

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Revision Log:

Date	Description
07-18-19	First Review
08-15-19	Second Review
09-24-19	Third Review

General Review Information

The site is on Johnston Oehler Road (minor thoroughfare, city maintained) near the roundabout at Oehler Bridge Drive (local, state maintained). The site is in a wedge outside Route 4 and is within the limits of the Prosperity Hucks Area Plan.

Active Projects Near the Site:

- Prosperity Church Road and Prosperity Ridge Road
 - The project is providing a complete street project with curb and gutter, on-street parking, sidewalk, and bicycle lanes. In addition, the project is constructing a roundabout at this intersection.
- DeArmon Road Complete Street
 - The project is widening the road to provide bicycle facilities, curb and gutter, sidewalk, and turn lanes to improve capacity.
- NCDOT: 485 inner and Benfield Road/Robert Helms Road
 - The project is adding additional lanes at the roundabout to improve vehicular capacity.
- Craven Thomas and Robert Helms Streetscape
 - Project includes the design and installation of streetscape beautification of the frontage roads, Craven Thomas Rd and Robert Helms Rd, off the I-485/Prosperity Church Rd exit. The streetscape could include widening of the existing sidewalk to a multi-use trail, trees/shrubs, resting areas and lighting. The project could also include the development and construction of gateway identification monuments/signs/artwork to be installed on the I-485 entrance ramps and/or in some or all of the six roundabouts.

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.

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Transportation Summary

This site is located along a minor thoroughfare. The site commits to installing left turn lanes, upgrading ramps and pedestrian signals at offsite existing intersections, and installing a signaled pedestrian crossing in front of Johnston Oehler Road.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	2 dwellings	20	Tax Record
Entitlement with Current Zoning	Single Family (39.75 acres of R-3)	119 dwellings	1,220	General Guidance from Planning
Proposed Zoning	Apartments Senior Apartments Day Care Center	320 dwellings 120 dwellings Up to 79 Students	3,158	Site Plan: 09-12-19 General Guidance from Planning.

Outstanding Issues

Strikeout = Not an outstanding issue

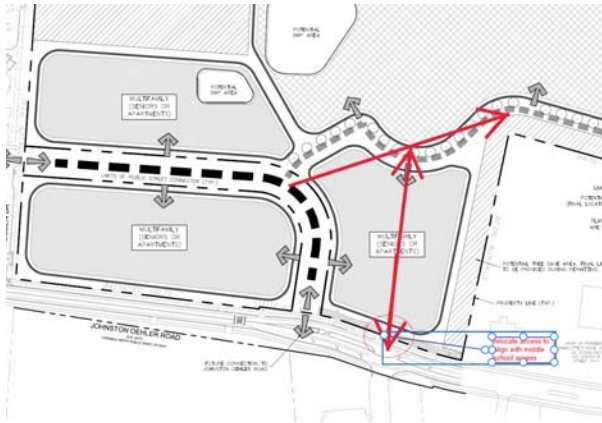
1. ~~**Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.~~
 - a. ~~**Johnston Oehler Road:** The future location of curb and gutter is in its existing location.~~
 - b. ~~**Prosperity Ridge Road:** The future location of curb and gutter is in its existing location.~~

~~The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.~~
2. ~~**Traffic Study** A Traffic Impact Study (TIS) is necessary based on the number of trips from this site. Due to Johnston Oehler Road being upgraded in 2017 and NCDOT modifications to the failing roundabout, CDOT identified improvements to other existing traffic and pedestrian issues and is working with the petitioner to provide those mitigations to create more offsite pedestrian mitigations in lieu of providing a TIS.~~
3. ~~The petitioner should revise the site plan and conditional note(s) to commit to dedicate 35' of right-of-way from the road centerline of both Johnston Oehler Road and Prosperity Ridge Road. The site plan should label and dimension the right of way from the road centerline.~~
4. ~~The site's current street scape meets the minimum standards for sidewalk and planting strip.~~
5. ~~The petitioner should revise the site plan and conditional note(s) to relocate access on Johnston Oehler Road and realign the public road.~~

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- ~~6. The petitioner should revise the site plan and conditional note(s) to provide a public access easement for the private road.~~
- ~~7. 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.~~
- ~~8. 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.~~
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.

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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.