

Rezoning Transportation Analysis

Petition Number: 2019-108

General Location Identifier: 04711202

From: Felix Obregon, PE
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Reviewer: Isaiah Washington
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Revision Log:

Date	Description
09-16-19	First Review
10-21-19	Second Review
11-26-19	ZC

General Review Information

The site is on Neal Road (minor thoroughfare, city maintained) and is in a wedge outside Route 4.

Active Projects Near the Site:

- o No relevant 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 extending sidewalk along Neal Road and installing a left turn lane.

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 (13.21 ac of R-3)	39 dwellings	440	General Guidance from Planning
Proposed Zoning	Townhomes	92 dwellings	660	Site Plan: 11-25-19

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- ~~1. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition.~~

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~~Staff will receive the petition and begin work on it, but the public hearing will not be scheduled until the TIS is received. This will allow for the minimum time necessary for CDOT to review and approve the study and reach agreement with the petitioner on the required transportation commitments, and have them included on the last site plan submitted no fewer than 4 weeks prior to the public hearing. Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT and NCDOT.~~

- ~~2. The petitioner should revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 6-foot sidewalk on Neal Road per Chapter 20. The site plan should label and dimension both items from the back of curb and gutter and road centerline.~~
- ~~3. The petitioner should revise the site plan and conditional note(s) to commit to extending sidewalk to intersection of school and provide ramps.~~



- ~~4. The petitioner should revise the site plan and conditional note(s) to commit to installing a left turn lane into the development.~~
- ~~5. The petitioner should revise the site plan and conditional note(s) to show and state all town homes along public roads are to be Alley fed. **Comment Rescinded**~~
- ~~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.~~
- ~~8. **New comment based on site plan 10/14/19:** Petitioner should remove conditional note 4 under transportation. It is unlikely that milling the road will be necessary for this mitigation but if there are errors during construction and portion of the existing pavement markings that need to be removed it will be required that some form of milling/grinding will be necessary. **(Comment Rescinded based on site plan 11/25/19)**~~
- ~~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.

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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.