

Rezoning Transportation Analysis

Petition Number: 2019-169

General Location Identifier: 02920124, 02966405, 02966406, 02966404, 02917103, 02917121

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Revision Log:

Date	Description
12-17-19	First Review

General Review Information

The site is bound by Mallard Creek Road (major thoroughfare, state maintained), Odell School Road (local, state maintained), Ridge Road (major thoroughfare, state maintained), and Amanda Ellen Road (minor thoroughfare, state maintained). The site is in a corridor outside Route 4.

Active Projects Near the Site:

- NCDOT Mallard Creek Road Widening Project – The road will be widened to a six-lane median divided road with curb and gutter, planting strips, and sidewalk.

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

The site is located on a local and major thoroughfare road. The petitioner should revise the site plan to meet the ordinance requirements and the outstanding items listed below.

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	15,740 sf	3,590	RZ 2000-132
	Apartments	2 dwellings		
	Office	55,090 sf		
Proposed Zoning	Hotel	23 rooms	8,290	Site Plan: 11-05-19
	Apartments	280 dwellings		
	Retail	75,000 sf		

Outstanding Issues

Strikeout = Not an outstanding issue

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1. **Curblines** The proposed zoning district has a setback measured from back of the existing or proposed future curblines.
 - a. **Odell School Road:** Location of back of curb and gutter needs to be installed 2.5' from back of existing edge of pavement.
 - b. **Ridge Road :** Location of back of curb and gutter needs to be installed 33' from centerline. or The future location of curb and gutter is in its existing location.
 - c. **Amanda Ellen Road:** Location of back of curb and gutter needs to be installed 2.5' from back of existing edge of pavement.

These locations are subject to change based on necessary road improvements found upon completion of the Traffic Impact Study.

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 is necessary for the complete review of this petition. If during the permitting process the site generates more than 2500 daily trips, then a traffic study will be required.

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.

3. CDOT is requesting the petitioner revise the site plan and conditional note(s) to commit to removing the existing left turn lane on Amanda Ellen Road as it is now impossible to make left turn due to the newly installed median on Mallard Creek.
4. CDOT is requesting the petitioner revise the site plan and conditional note(s) to commit to installing an 8' Planting Strip and 12' Multi-Use Path along all the existing public roads abutting the property to better align with the city council adopted Charlotte Bikes Policy.
5. The petitioner should revise the site plan and conditional note under VI. Pedestrian Access and Circulation Design Guidelines to state the petitioner should provide on-site bicycle parking to align with the City's Vision Zero principles to provide better access for bicyclists.
6. The petitioner should revise the site plan and conditional note(s) to clearly define the location of the trash receptacles/pick-up will be within the site, and not from the public streets to avoid maneuvering within the setback.
7. The petitioner should revise the site plan and conditional note(s) to construct left-turn lane to any access point from Ridge Road.
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. ~~Resolved~~ Sample format for comment that is resolved

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Please provide a response to our comments with your resubmittal.

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.