

# Rezoning Transportation Analysis

Petition Number: 2019-039

General Location Identifier: 02910104, 02910180, 02910105

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## Revision Log:

Date	Description
04-17-19	First Review

## General Review Information

The site is on Salome Church Road (major thoroughfare) and is located in a corridor outside Route 4. The site is within the limits of the Northeast Area Plan and Charlotte's ETJ.

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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

To be provided prior to public hearing.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Apartments	380 dwellings	2,830	RZ 2014-019
Proposed Zoning	Single Family Apartments	75 dwellings 175 dwellings	2,080	Site Plan: 03-19-19

## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- Curblines:** The proposed zoning district has a setback measured from back of the existing or proposed future right-of-way line. The location of the future back-of-curb for:
  - Salome Church Road – 30 feet as measured from the road's existing centerline. The petitioner should update the site plan to commit to construct the curb and gutter at the location mentioned above. The site plan should label and dimension the curb and gutter from the road centerline.
- Traffic Study:** A Traffic Impact Study is not necessary for the complete review of this petition.

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3. The petitioner should revise the site plan and conditional note(s) to specify and implement a 12' multi-use path, 8' planting strip, and 2.5' curb and gutter along the site's Salome Church Road frontage and extending to the I-85 bridge.
4. The petitioner should revise the site plan and conditional note(s) to dedicate in fee simple a minimum 50' right-of-way along the site's Salome Church Rd. frontage as measured from the road's existing centerline.
5. The petitioner should revise the site plan and conditional note(s) to commit to asymmetric off-site roadway improvements, to provide two 11' wide southbound travel lanes and a northbound 11' left-turn lane on Salome Church Rd. at the proposed access location. The left turn lane should provide 100' of storage capacity and a 100' bay taper.
6. The petitioner should revise the site plan and conditional note(s) to include the proposed public street connection to existing Porter Creek Road.
7. The petitioner should revise the site plan and conditional note(s) to specify and provide an 8' planting strip and 8' sidewalk throughout the entire subdivision. Also, the 8' planting strips and sidewalks along the site's proposed southern public street need to be extend to Salome Church Rd's 12' multi-use path. This pedestrian connection will provide a direct ped/bike connection to Salome Church Rd. and provide pedestrian access to Stoney Creek Elementary.
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 a sidewalk utility easement at 2' behind back-of-sidewalk.
9. The petitioner should revise the site plan's note 5.B, to specify that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued.
10. The petitioner should revise site plan note 5D to state the petitioner commits to implementing traffic calming measures, including three (3) speed humps, stop signs, and 25 mph speed limit signs within the subdivision. These devices will be funded by the petitioner and their placement will be determined during the permitting process.
11. The petitioner should revise the site plan to implement on-street recessed parking on both sides of the proposed public street that fronts the possible amenity area. Accessible on-street parking spaces should also be provided on both sides of the proposed public street.

## 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

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on the site plan are subject to change 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.