

Rezoning Transportation Analysis

Petition Number: 2019-074

General Location Identifier: 19105110, 19105111, 19105108

From: Felix Obregon, PE
fobregon@charlottenc.gov
704-432-5729

Reviewer: Molly Haynes, PE
Molly.haynes@charlottenc.gov
704-336-1496

Revision Log:

Date	Description
07-11-19	First Review

General Review Information

The site is on Wallace Road (minor thoroughfare, city maintained) and is in a corridor outside Route 4. The site is within the limits of the Independence Boulevard Area Plan.

Active Projects Near the Site:

- South Pedestrian/Bike Independence Boulevard
 - This project will create a multi-modal facility south of and paralleling Independence Boulevard from the Briar Creek Greenway to Mason Wallace Park.
- Margaret Wallace Sidewalk
 - This project will construct new 6' sidewalk along the south side of Margret Wallace Road from Campbell Creek to Old ate Drive to improve pedestrian access along the corridor.

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

To be provided prior to public hearing.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	3 dwellings	30	Tax Record
Entitlement with Current Zoning	Single Family (3.96 acres of R-3)	11 dwellings	110	General Guidance from Planning
Proposed Zoning	Apartments	90 dwellings	490	Site Plan: no date provided

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

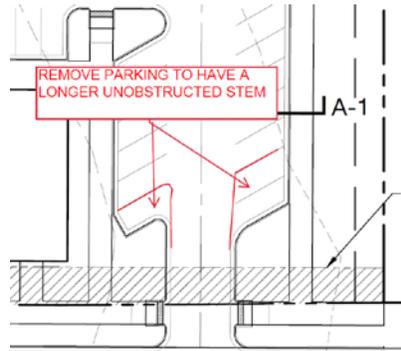
1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.

Rezoning Transportation Analysis

Petition Number: 2019-074

General Location Identifier: 19105110, 19105111, 19105108

- a. **Wallace Road:** The proposed back of curb is 25.5' from the centerline of Wallace Road including half the 12' median, 11' travel lane, 6' bike lane, 2.5' curb and gutter, 14' planting strip, and 6' sidewalk.
 - b. **Pineborough Road:** The cross section the petitioner has provided, 54' from back of sidewalk to back of sidewalk, is sufficient.
2. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition.
 3. The proposed dwelling units per acre exceeds 12. Per Chapter 20 Subdivision ordinance, the petitioner should revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk along Pineborough Road.
 4. The petitioner should revise the site plan to show 2.5' curb and gutter and the 14' planting strip along Wallace Road. The current site plan shows an 8' planting strip along Wallace Road. Also, update the conditional note 3. in the Transportation section to depict the changes made in the site plan.
 5. The petitioner should revise the site plan to remove some parking spaces on the private stem to provide a longer unobstructed driveway stem to avoid queuing on Wallace Road.



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.

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

Rezoning Transportation Analysis

Petition Number: 2019-074

General Location Identifier: 19105110, 19105111, 19105108

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.