

# Rezoning Transportation Analysis

Petition Number: 2024-003

General Location Identifier: 03721401, 03721402, 03721405.

**From:** Jake Carpenter, PE

Jacob.carpenter@charlottenc.gov

980-221-5675

**Reviewer:**

Isaiah Washington

Isaiah.Washington@charlottenc.gov

980-275-2494

## Revision Log:

Date	Description
02-21-24	First Review (IW)
03-20-24	Second Review (IW)
04-24-24	Third Review (DR)
05-07-24	Trip Generation Update
05-59-57	Fourth Review (KC)

## General Review Information

The petition is located adjacent to Ratcliff Lane, a privately maintained local street, west of Old Statesville Road, a State-maintained major arterial. The petition is located in a north corridor outside of Route 4.

### Active Projects Near the Site:

- There are no known active projects in the vicinity of this project.

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*CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is 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

The site is located adjacent to Ratcliff Lane, a privately maintained local street, west of Old Statesville Road, a State-maintained major arterial. A Comprehensive Transportation Review (CTR) is required for this site due to the site falling within the low intensity development. Based on the 1,474 daily trips, this will trigger a Tier 1 multimodal assessment. The site plan commits to dedicating 49 feet of right of way along Old Statesville Road frontage, committing to constructing bike lane, and constructing Ratcliff Lane to Residential Wide standards per Article 33. All outstanding CDOT comments have been addressed.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	Single Family	2 Dwelling Units	38	2	3	Tax Record
Existing Use	Single Family Mobile Home Park	1 Dwelling Unit 55 Dwelling Units	468	32	33	Tax Record
Entitlement with Current Zoning	MHP & CG, 16.91 acres	-	Not enough information to determine trip generation			General Guidance from Planning
Proposed Zoning	Single Family Attached (N2-A, 16.91 acres)	205 Dwelling Units	1,512	101	119	Site Plan: 12-21-23
Proposed Zoning	Single Family Attached (N2-A, 16.91 acres)	200 Dwelling Units	1,474	98	115	Site Plan: 03-08-24
Proposed Zoning	Single Family Attached (N2-A, 16.91 acres)	198 Dwelling Units	1,458	97	115	Site Plan: 03-29-24

**Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.**

### Outstanding Issues

**Strikethrough = Resolved**

1. **Outstanding Comment from 02-21-24: Curblines:**

a. ~~Old Statesville Road: Location of future back of curb and gutter to be moved 35 feet from centerline.~~

~~Cross section from Streets Map 4+ Avenue, Bike Lanes~~

b. ~~Ratcliff Lane: Location of future back of curb and gutter needs to be moved to 17.5 feet from the road centerline per Article 33 in the UDO.~~

~~GLDSM standard U-03A2 Local Residential Wide Street~~

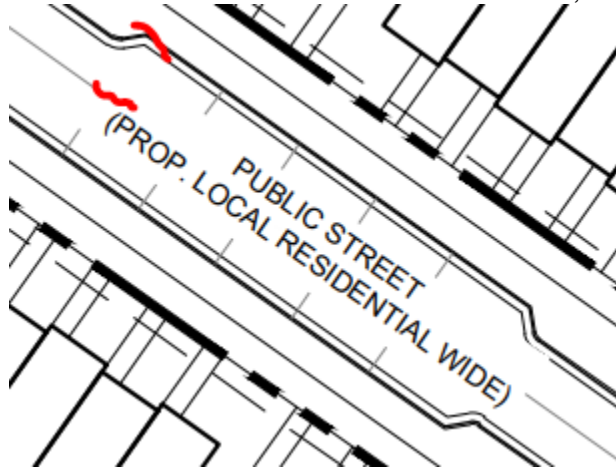
~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

**Clarifying Comment 05-29-24:** Label and dimension curb and gutter from centerline for all roads shown on site plan.

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**Clarifying Comment 03-20-24:** The site plan calls out curb line to match existing but does not state what that existing dimension is. Conditional note 3.g. states that future boc is 17.5'. Add additional information to call out on site plan to show that both of these items are stating 17.5' from centerline.

## 2. ~~Comprehensive Transportation Review (CTR):~~

~~A Traffic Impact Study is required for the complete review of this petition due to the site generating site trips over ordinance thresholds found in the Charlotte Streets Manual Table 3.1 and/or triggering other City TIS requirements.~~

~~Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. Any agreed upon commitments shall be 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).~~

~~The petition's zoning falls within the low intensity development which based on the 1,474 daily trips will trigger Tier 1 (3 mitigation points) for multimodal assessment. The petitioner shall review and assess the publicly accessible pedestrian network within 1/4 mile walking distance of the site to identify multimodal infrastructure to meet the Tier 1 (3 mitigation points) for multimodal assessment.~~

~~Complete CTR summary table and include on the revised plan. CTR table link (use Site Data Table CTR Summary tab): <https://www.charlottenc.gov/files/sharedassets/city/v/2/growth-and-development/documents/dev-center-fees/resources/udo-site-data-tables-curb-ramps-and-ctr.xlsx>~~

**Clarifying Comment 3.20.24:** TIS is no longer required but site will be required to meet CTR requirements as outlined above.

**Clarifying Comment 04.24.24:** Proposed multimodal mitigation will not satisfy CTR requirement. Proposed mitigation will be required by the ordinance and something offsite needs to be considered to satisfy the CTR.

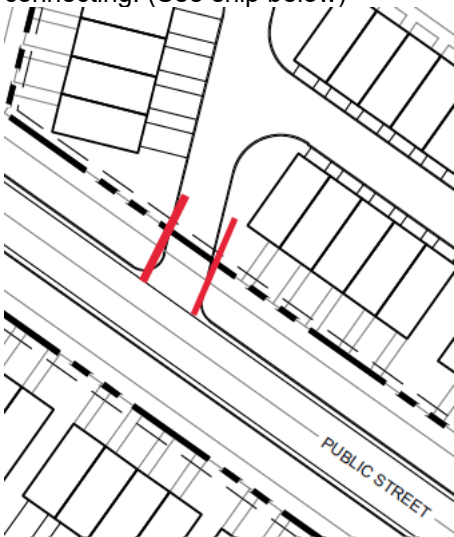
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Multimodal Mitigation	Tier: 1
List of Mitigations:	Required Points: 3
1) Provide the lane and coinciding widening as indicated by the Charlotte Streets map along the site's frontage for approximately 750 feet which is equivalent to 15 mitigation points rendering the multimodal mitigation point requirement satisfied.	

- ~~3. Revise site plan and conditional note(s) to commit to dedicate a minimum 49 feet of right of way from the Old Statesville road centerline. The site plan shall label and dimension the right-of-way from the road centerline.~~
- ~~4. Revise site plan and conditional note(s) to commit to dedicate right of way for Residential Wide Typ. Section U-03A2 for Ratcliff Lane.~~
- ~~5. Revise site plan and conditional note(s) to commit to maintaining existing bike lane alignment and/or construct bicycle facilities where curb is not already in it's future location by locating the curb and gutter 35' from the center line.~~
- ~~6. Add a conditional note specifying "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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements."~~
- ~~7. Revise site plan and conditional note(s) to commit to constructing Ratcliff Lane to a Residential Wide Cross-Section to meet CLDSM Standard U-03A2 per Article 33 and table 33-2 in the UDO.~~
- ~~8. Revise site plan and conditional note(s) to commit to realigning all connections to public streets to be perpendicular with the road for better safety, instead of the angle for which some of the accesses are connecting. (See snip below)~~



- ~~9. Revise site plan and conditional note(s) to commit to labeling the street type. (ex. Local Residential Wide, Local residential medium, etc.) for each public street on the site plan.~~

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10. ~~Revise site plan and conditional note(s) to commit to label if southern access will be an access point or not. If not, label as street stub and provide a turn around. If so, show and label as an access. Site plan only labels Ratcliff Lane as "potential site access".~~

11. ~~Revise site plan and conditional note(s) to commit to showing existing median on Old Statesville Road, as the Ratcliff Lane access is currently right in/right out.~~

12. ~~NCDOT REQUIREMENT: Revise site plan and conditional note(s) to commit to a 100' stem along Ratcliff Lane from Old Statesville Road.~~

13. ~~Add a conditional note specifying "the Petitioner shall dedicate and convey in fee simple all rights of way to the City before the site's first building certificate of occupancy is issued. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible."~~

14. ~~**Outstanding Comment from 02-21-23:** Add a conditional 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 approved by CDOT and explicitly described in site plan notes.~~

~~**Clarifying Comment 03-20-24:** Conditional note 3.C states "Required roadway improvements" this needs to read "All transportation improvements" as this includes sidewalks, etc.~~

15. ~~**Clarifying Comment 04-24-24:** To ensure that the information is being understood and captured as intended by CDOT change note to match what was stated in the original issue "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 approved by CDOT and explicitly described in site plan notes.~~

16. ~~Add conditional note specifying "All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad Northern Mecklenburg area, by way of a private/public partnership effort or other public sector project support."~~

17. ~~**New Comment 04-24-2024:** All public roadway alignments must meet CDOT standards. Add site plan conditional note stating radii to meet roadway standards during permitting.~~

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## Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. 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, per the City of Charlotte's Driveway Regulations.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 50' x 50' sight triangles (and two 10' x 70' sight triangles on NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall 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 NCDOT 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 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. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link: <https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>