

Rezoning Transportation Analysis

Petition Number: 2024-057

General Location Identifier: 03122262

From: Jake Carpenter, PE

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Reviewer:

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Revision Log:

Date	Description
06-26-24	First Review (JT)
08-06-24	Second Review (DR)

General Review Information

The petition is located at the end of Richard Rozzelle Drive, a City-maintained local street, east of Joe Morrison Lane, a City-maintained local street. The petition is located in northwest wedge outside of Route 4, within the Westside Strategy Plan Study Area.

Active Projects Near the Site:

- No active projects near the site

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.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

The site is located at the end of Richard Rozzelle Drive, a City-maintained local street, east of Joe Morrison Lane, a City-maintained local street. A Comprehensive Transportation Review (CTR) is not necessary for the complete review of this petition due to the conventional rezoning. A CTR will be required during permitting if the site generates site trips over ordinance thresholds. The site will be subject to transportation improvements in accordance with the UDO and the adopted CDOT Streets Map. CDOT will work with the petitioner during the permitting process to pursue all options to provide additional forms of connectivity that reflect the types of development associated with this place type and zoning district.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family Detached	1 Dwelling Unit	10	Tax Record
Existing Use	Manufactured Home	1 Dwelling Unit	10	Tax Record
Entitlement with Current Zoning	Single Family (N1-A, 6.04 acres)	18 Dwelling Units	210	General Guidance from Planning
Entitlement with Current Zoning	Single Family (N1-A, 6.04 acres)	22 Dwelling Units	251	General Guidance from Planning
Proposed Zoning	(N1-D, 6.04 acres)	-	-	General Guidance from Planning
Proposed Zoning	Single Family (N1-D, 6.04 acres)	64 Dwelling Units	669	General Guidance from Planning

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

Outstanding Issues

~~Strikethrough~~ = Resolved

1. Comprehensive Transportation Review (CTR):

A Comprehensive Transportation Review (CTR) is not necessary for the complete review of this petition. If during the permitting process the site generates the designated number of trips outlined on Table 3.1 in the Charlotte Streets Manual, then a Comprehensive Transportation Review will be required.

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.

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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>