

Rezoning Transportation Analysis

Petition Number: 2019-168

General Location Identifier: 03325102, 03325104, 03325118, 03325103

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

Reviewer: Eric Lemieux, PE
eric.lemieux@charlottenc.gov
704-336-2683

Revision Log:

Date	Description
12-18-2019	First Review
01-14-2020	Second Review (FO)
02-18-2020	Third (WB)

General Review Information

The site is on Oakdale Road (minor thoroughfare, state maintained) and is in a wedge outside Route 4.

Active Projects Near the Site:

- [Oakdale-Miranda-Sunset Intersection Improvements](#)
 - The city will work with NCDOT to make improvements to the intersection to address existing crash patterns by installing a roundabout.

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 on a minor thoroughfare road. The site plan commits to a collector road within the site for future street connectivity. The site is widening the road to provide left-turn lanes at each access point on Oakdale Road. In addition, the site plan commits continues to a 12' multi-use path along Oakdale Road frontage. CDOT continues to request the petitioner to provide curb and gutter on Oakdale Road at a consistent distance from the centerline of the road to accommodate the future 3-lane section.

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	2 dwellings	20	Tax Record
Entitlement with Current Zoning	Single Family (22.87 ac of R-3)	68 dwellings	730	General Guidance from Planning
Proposed Zoning	Duplexes	138 dwellings	1,000	Site Plan: 02-10-20

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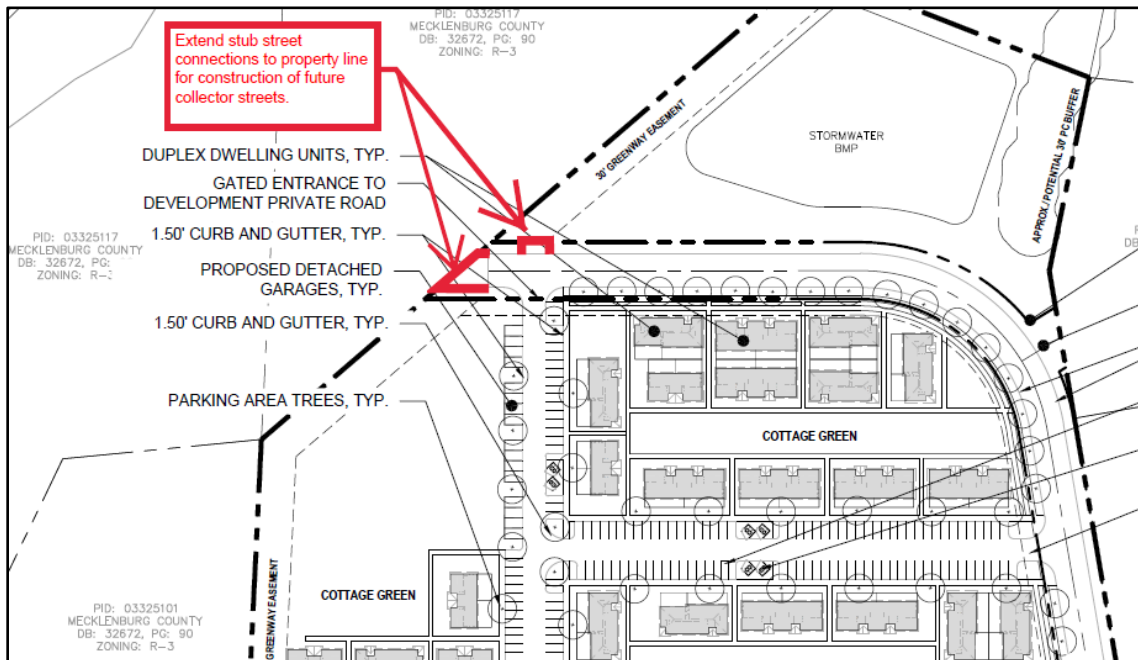
Please provide a response to our comments with your resubmittal.

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.~~
~~**Oakdale Road (NCDOT maintained):** The future location of curb and gutter is for a three-lane section. The face of the curb and gutter should be located 18.5' from center line of the road.~~

~~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 not necessary for the complete review of this petition. If the during the permitting process the site generates more than 2500 daily trips, then a traffic study will be required.~~
- ~~3. Oakdale Road is an existing minor thoroughfare. According to CRTPO, a minor thoroughfare requires 70-foot of right-of-way. The petitioner should revise the site plan and conditional note(s) to commit to dedicate 35-foot right-of-way from the road centerline. The site plan should label and dimension the right-of-way from the road centerline.~~
4. **Updated based on site plan (1/14/2020)** The proposed Collector Street included in the plan should be in accordance with the current Charlotte Land Development Standards for a local collector, [U-07 REV 17](#). The collector street should have a similar alignment to the original site plan.
5. Per Chapter 20 Subdivision ordinance, the petitioner should revise the site plan and conditional note(s) to commit to construct stub connections to extend to the property line for construction of future collector streets.

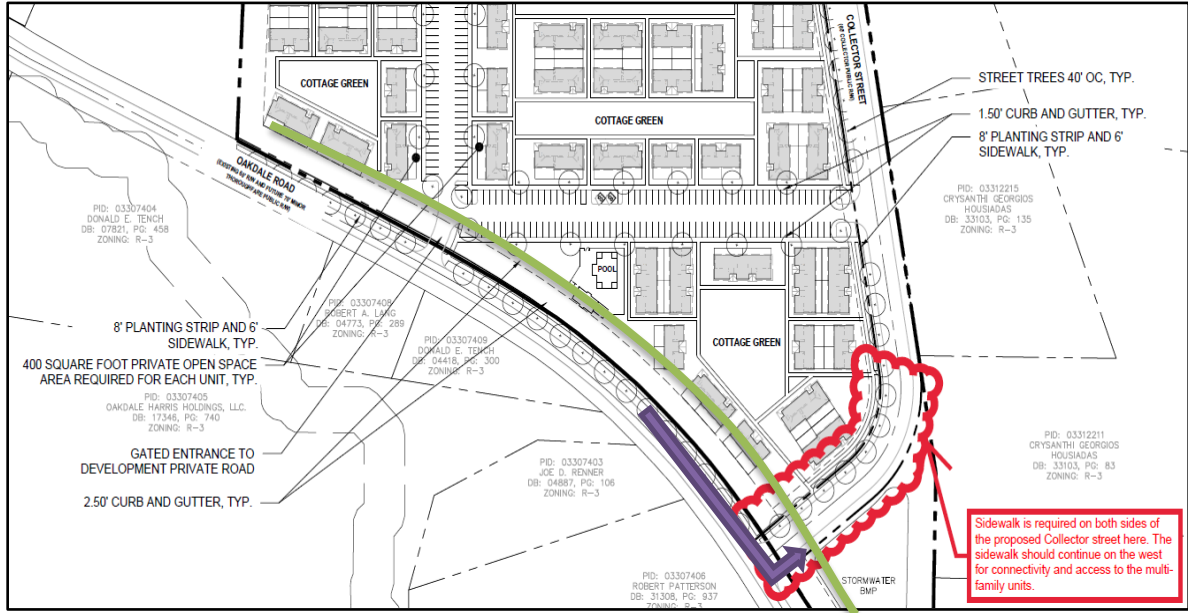


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6. Per Chapter 19 Street, Sidewalks, and other Public Places ordinance, the petitioner should revise the site plan and conditional note(s) to commit to construct an 8 foot planting strip, and 6 foot sidewalk along Oakdale Road and the proposed Collector street. The site plan should label and dimension both items from the back of curb and gutter and road centerline.

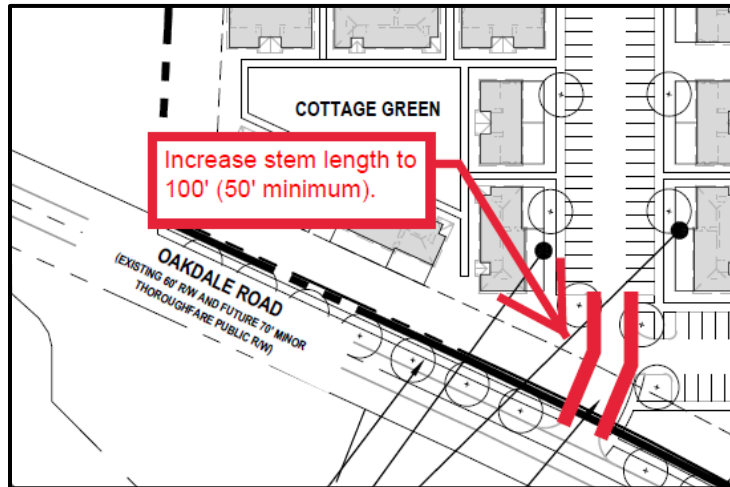


7. To comply with the council adopted Charlotte Walks and BIKE Policy, CDOT is requesting the petitioner construct a 12 foot multi use path along the Oakdale road. See multi use path shown above in green.
8. Per NCDOT, the petitioner should revise the site plan and conditional note(s) to include an eastbound left turn lane from Oakdale onto the proposed Collector street. See left turn lane shown above in purple.
9. The petitioner should revise the site plan and conditional note(s) to commit to construct a left turn for each access point on Oakdale Road to create a three-lane section along the site's frontage in order to mitigate for the additional traffic it will create on a thoroughfare road.
10. Per NCDOT, the proposed driveway stem length should be extended to 100' to ensure proper circulation of traffic and mitigate queuing onto Oakdale Road. In addition, if a gate will be provided, then a turnaround should be provided to the access to Oakdale Road because of the road traffic.

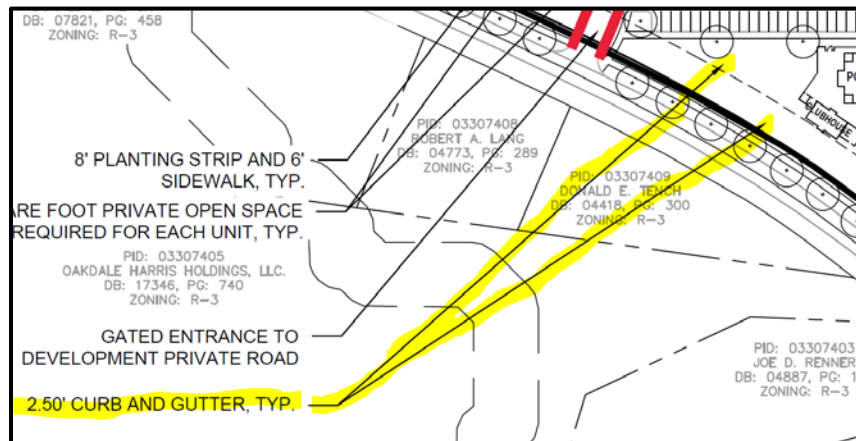
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11. The petitioner should revise the site plan and conditional notes to correctly show label the curb and gutter locations on the site plan. The site plan is showing a label of curb and gutter that is pointing to where there is not curb and gutter.



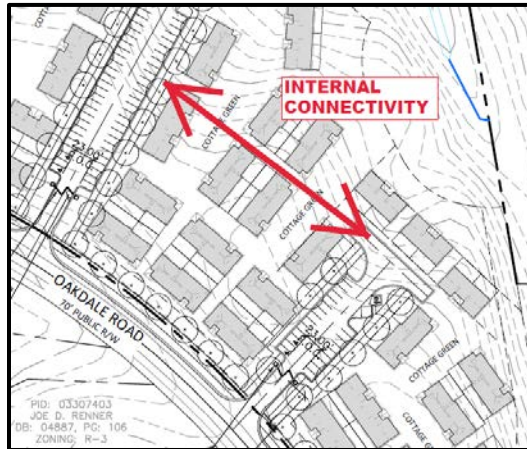
12. The petitioner should revise the site plan and conditional notes to provide a minimum of 40 feet (vehicle length) must be provided between the card reader and the street right of way, setback line, or back-of-sidewalk, whichever is greater. This will avoid vehicular conflict between pedestrians along the local road.
13. The petitioner should revise the site plan and conditional note(s) to show bicycle parking within the site.
14. 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.
15. 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.

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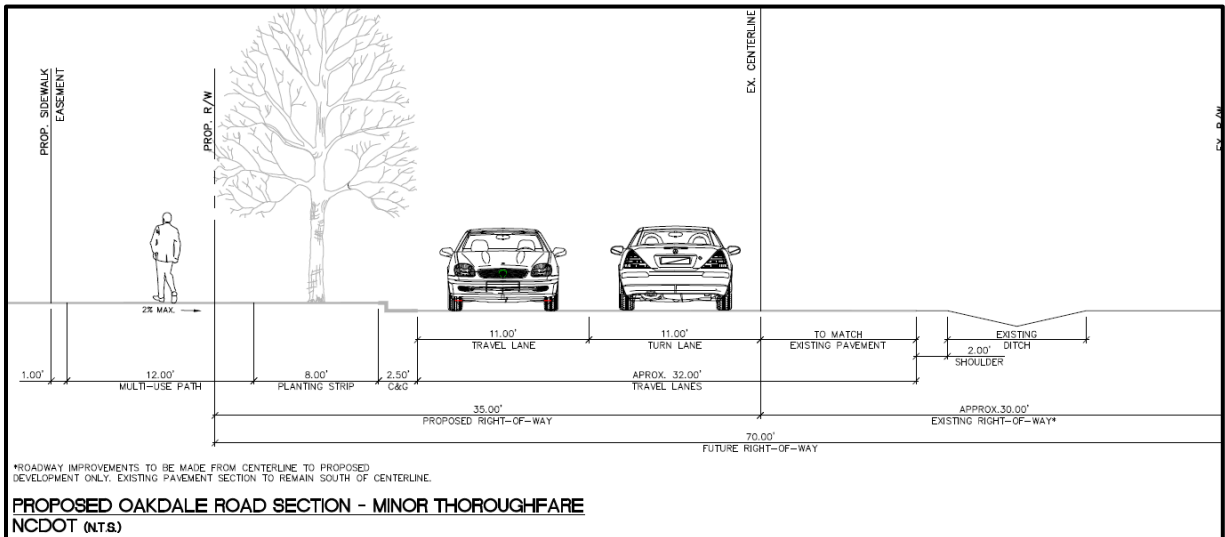
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16. ~~Revised site plan based on site plan (1/14/2020)~~ The petitioner should revise the site plan and conditional notes to commit to provide internal vehicular connectivity between the different internal private streets.



17. ~~New Comment based on revise site plan (1/14/2020)~~ The petitioner should revise the site plan and conditional note(s) to eliminate the internal gates and/or provide a turnaround at each private drive. If gates will be kept, a 75' stem is needed prior to the gates with a turnaround.
18. ~~New Comment based on revised site plan (1/14/2020)~~ The petitioner should revise the site plan and conditional note(s) to provide an exhibit showing the Oakland Road roadway improvements and the NCDOT roundabout project to make sure they overlap with each other, and there isn't a conflict.
19. ~~New Comment based on revised site plan (2/11/2020)~~ The petitioner should revise the site plan and conditional plans to show the curb and gutter be a consistent distance across the entire frontage, instead of tapering at the property line, as per the typical provided for Oakdale Road Section.



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.

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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.