

# Rezoning Transportation Analysis

Petition Number: 2019-180

General Location Identifier: 19105106, 19105107

**From:** Felix Obregon, PE  
[fobregon@charlottenc.gov](mailto:fobregon@charlottenc.gov)  
704-432-5729

**Reviewer:** Isaiah Washington  
Isaiah.washington@charlottenc.gov  
704-432-6511

## Revision Log:

Date	Description
01-14-2020	First Review
02-11-2020	Second 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 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. The petitioner should revise the site plan to meet the ordinance requirements and the outstanding items listed below. CDOT continues to request that the petitioner commits to construct a public street to connect Pineborough Road extension and Wallace Road to provide additional street connectivity in the surrounding area.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 dwelling	10	Tax Record

# Rezoning Transportation Analysis

Petition Number: 2019-180

General Location Identifier: 19105106, 19105107

Entitlement with Current Zoning	Single Family (5.2 ac of R-3)	15 dwellings	150	General Guidance from Planning
Proposed Zoning	Apartments	114 dwellings	820	Site Plan: 02-10-20

Please provide responses to our comments as part of your resubmittal.

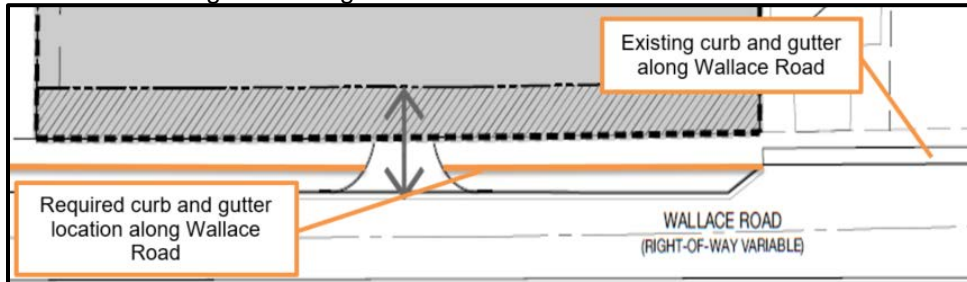
### Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
  - 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, 58' from back of sidewalk to back of sidewalk, is sufficient.

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.~~
3. Chapter 19 Ordinance requires the curb and gutter be constructed in its future location. The petitioner should continue the existing curb and gutter on Wallace Road.

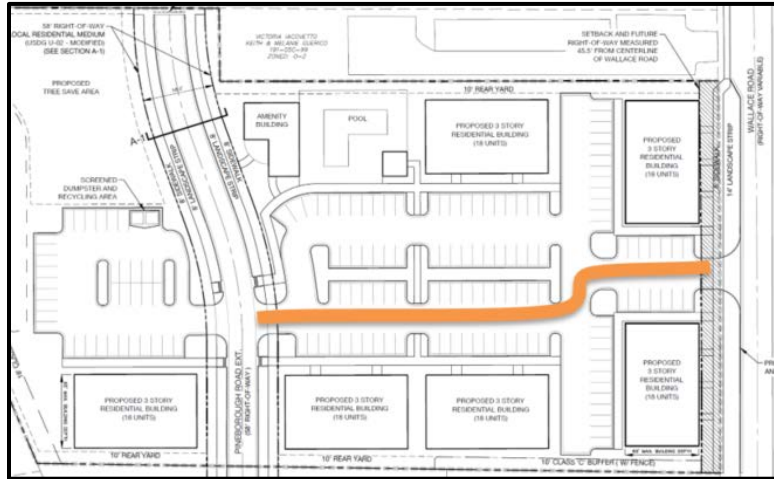


4. ~~In accordance to the council adopted Urban Street Design Guidelines, the petitioner should revise the site plan and conditional note(s) to commit to construct a public street to connect Pineborough Road extension and Wallace Road. The cross section should include an 8-foot planting strip, and 8-foot sidewalk due to the proposed density of 22 DUA to comply with Chapter 20 Subdivision ordinance.~~
  - a. **Technical Correction (02-10-2020)** The site plan should commit to constructing a private street connection between Pineborough Road to Wallace Road to improve street connectivity, similar to what was done for rezoning petition 2019-074.

# Rezoning Transportation Analysis

Petition Number: 2019-180

General Location Identifier: 19105106, 19105107



5. The petitioner should remove the language from Transportation Note 7 that only refers to the sidewalk and ramps.
6. The petitioner should revise the site plan and conditional note(s) to show the recycling/dumpster area will occur on the eastern portion of the site plan (east of Pineborough Rd Extension).
7. 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.
8. 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 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.

# Rezoning Transportation Analysis

**Petition Number: 2019-180**

*General Location Identifier: 19105106, 19105107*

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.