

Rezoning Transportation Analysis

Petition Number: 2020-011

General Location Identifier: 19341317

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Revision Log:

Date	Description
02-18-2020	First Review
03-25-2020	Second Review

General Review Information

This site is located on Margaret Wallace Road (major thoroughfare) just north of Dion Drive (local). The site is in a wedge outside Route 4.

Active Projects Near the Site:

- Project Name
 - Margaret Wallace Rd sidewalk – Cedarbark to Idlewild - completed

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

The site is located on a major thoroughfare road. The petitioner should update the site plan to meet Chapter 19th curb and gutter requirement and sidewalk along the site's frontage. In addition, the petitioner should provide a left-turn into their access due to large trips on Margaret Wallace Road.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 dwelling	10	Tax Record
Entitlement with Current Zoning	Single Family (1.35 ac of R-4)	5 dwellings	50	General Guidance from Planning
Proposed Zoning	Single Family	7 dwellings	70	Site Plan: 12-22-19

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.

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- a. **Margaret Wallace Road:** Location of future back of curb and gutter needs to be constructed 33' from centerline.
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 during the permitting process the site generates more than 2500 daily trips, then a traffic study will be required.
3. The petitioner should revise the site plan and add a conditional note to commit to dedicate 50' right-of-way from the road centerline to meet CRTPO guidelines for R/W on a major thoroughfare. The site plan should label and dimension the right-of-way from the road centerline.
4. The petitioner should revise the site plan and conditional note(s) to construct the "private street" to meet USDG standards per the subdivision ordinance. CLDS U-03A
5. The petitioner should revise the site plan and conditional note(s) to construct an 8' planting strip and 6' sidewalk behind the curb and gutter to be installed.
6. CDOT is requesting the petitioner revise the site plan and conditional note(s) to connect to existing sidewalk and extend to Glen Lyon Drive to complete the pedestrian infrastructure for this block and help with meeting the City Council Adopted Charlotte Walks Policy.



7. The petitioner should revise the site plan and conditional note(s) to add a left turn lane into the proposed street connection of the site.
8. 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.
9. ~~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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~~10. Resolved-Sample format for comment that is resolved~~

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.
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.