

Rezoning Transportation Analysis

Petition Number: 2020-014

General Location Identifier: 20122113

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Revision Log:

Date	Description
02-24-20	First Review
03-24-20	Second Review

General Review Information

The site is on Erwin Road (minor thoroughfare, city maintained) and is in a wedge outside Route 4. The site is located within the Steele Creek Area Plan.

Active Projects Near the Site:

- NC 160 STIP (U-5766)
 - This project will widen NC 160 (Steele Creek Road) from South Tryon to I-485.
 - Status: construction will start 2024
- Carowinds Boulevard Extension STIP (U-6158)
 - This project will construct a two-lane divided roadway to extend Carowinds Blvd.
 - Status: construction is TBD, right-of-way acquisition is scheduled for 2029.

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 minor thoroughfare. In reference to the Charlotte WALKS and Vision Zero council-adopted policies, the petitioner is committing to construct an 8' sidewalk 6' planting strip on Erwin Road, with a signalized pedestrian crossing to Lake Wylie Elementary School. The petitioner has also committed to constructing a new proposed public street, which will intersect with the street network established under rezoning petition 2019-030, in compliance with street connectivity principles. The petitioner also provided CDOT with a technical memorandum of the existing traffic operations of Lake Wylie Elementary School to determine potential access conflicts. In addition to the tech memo and signalized pedestrian crossing, the petitioner will collaborate with CDOT during the permitting process to determine the restriping that will be required at the petitioner's proposed access, across from Lake Wylie Elementary School.

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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	Daycare Center	5,310 sf	250	RZ 1994-024(C)
Proposed Zoning	Townhomes	30 dwellings	190	Site Plan: 12-13-19

Outstanding Issues

Strikeout = Not an outstanding issue

1. Curblines

- a. **Erwin Road:** The future location of curb and gutter is 24 feet from centerline of the road. The petitioner should revise the site plan and commit to construct the curb and gutter at its ultimate location. The site plan should revise the site plan to label and dimension the curb and gutter from the road centerline. **Technical Clarification. 24 feet is measured from existing centerline to proposed back of curb. Please incorporate 24 feet into the proposed site plan.**

~~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 conditional note(s) to commit to dedicate 35 feet of right-of-way from the road centerline, as required within Chapter 12 of the Zoning Ordinance for a CRTPO-classified minor 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 dedicate the proposed "New Street" as a proposed public street, per the Subdivision Ordinance.~~

~~5. The petitioner should revise the site plan and conditional note(s) to include 25 mph speed limit signs, as part of the Charlotte WALKS and Vision Zero council-adopted policies.~~

6. **Outstanding.** The petitioner should revise the site plan and conditional notes(s) to include a stop bar and stop sign at the proposed intersection of the "new" street & Erwin Road intersection.

~~7. The petitioner should revise the site plan and conditional note(s) to commit to construct two directional ramps on each corner of the intersection, per Section R207 of PROWAG, of Erwin Road & the proposed street.~~

~~8. The petitioner should revise the site plan and conditional note(s) to commit to construct a signalized pedestrian crossing to the Lake Wylie Elementary school.~~

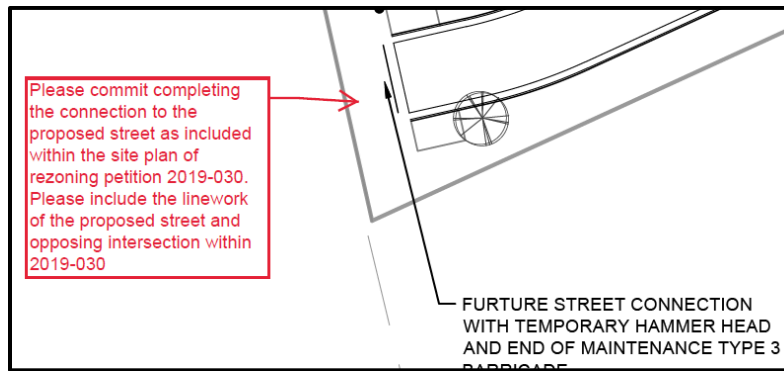
~~9. The petitioner should revise the site plan and conditional note (Section 3. Access and Transportation.b.) to commit to construct an 8-foot planting strip and 6-foot sidewalk along Erwin Road, per Chapter 19 of the Charlotte City Code. The site plan should label and dimension both items from the back of curb and gutter and road centerline.~~

~~10. The petitioner should revise the site plan and conditional note to complete the connection with the adjacent proposed street within the site plan recently approved within rezoning petition 2019-030.~~

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11. ~~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.~~
12. ~~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.~~
13. **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.