

# Rezoning Transportation Analysis

Petition Number: 2020-019

General Location Identifier: Tax ID 11101102

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Revision Log:	Date	Description
	03-25-2020	First Review
	4/20/20	Second Review

## General Review Information

The Plaza Road Townhomes site is located on Plaza Road (minor thoroughfare, State maintained) and is outside of Route 4. The site is within the limits of the Eastside Strategy Plan Study Area.

### Active Projects Near the Site:

- Win Hollow Trunk Sewer and Pump Station Elimination Sewer Project currently in Final Design.

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*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.*

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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. The petitioner commits to construct a left-turn lane into the main access point. In addition, the petitioner commits to installing curb and gutter, and a 12' multi-use path along Plaza Road Extension. CDOT commits to request the petitioner to meet the required ordinance streetscape on street "C".

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	-
Entitlement with Current Zoning	Single Family (R3 – 18.17 acres)	54 DU	590	General Guidance from Planning
Proposed Zoning	Townhomes	95 DU	680	Site Plan:01-20-20

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Proposed Zoning	Townhomes & Single Family	68 townhomes, 6 single family	550	Site Plan:04-13-20
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The petitioner should provide responses to comments.

## Outstanding Issues

Strikeout = Not an outstanding issue

### Curbline

- a. ~~Plaza Road: The future back-of-curb is 19' as measured from the street's existing centerline. Chapter 19 of City Code requires curb and gutter along thoroughfares. The petitioner shall revise the site plan and conditional note(s) to commit to construct the curb and gutter. The site plan should label and dimension the future curb and gutter from the centerline of the road. See note 3 for further details.~~
2. ~~Traffic Study A Traffic Impact Study is not necessary for the complete review of this petition due to the site generation more than 2500 daily trips. If the during the permitting process the site generates more than 2500 daily trips, then a traffic study will be required.~~

Staff will receive the petition and begin work on it, but the public hearing will not be scheduled until the TIS is received. This will allow for the minimum time necessary for CDOT to review and approve the study and reach agreement with the petitioner on the required transportation commitments, and have them included on the last site plan submitted no fewer than 4 weeks prior to the public hearing. Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT and NCDOT.
3. ~~The petitioner should revise the site plan and conditional note(s) to commit to dedicate 35' minimum right-of-way from the Plaza road centerline. The site plan should label and dimension the right-of-way for all public roads from the road centerline.~~
4. ~~The petitioner should revise the site plan and conditional note(s) to commit to construct a left-turn lane with 150-foot of storage with appropriate tapers based on the posted speed limit for each access point on The Plaza.~~
5. ~~The petitioner should revise the site plan and conditional note(s) to commit to construct a 3-lane section along The Plaza.~~
6. The petitioner should revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 5-foot sidewalk on all the Private Streets. The site plan should label and dimension both items
7. The petitioner should revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 6-foot sidewalk on Street C. The site plan should label and dimension both items.
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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## 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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.