

## Rezoning Transportation Analysis

Petition Number: 2020-035

General Location Identifier: Tax ID 04711201

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Revision Log:	Date	Description
	03-25-20	First Review

### General Review Information

The site is located on IBM Drive (minor thoroughfare, City maintained), and Neal Road (minor thoroughfare, City maintained)

#### Active Projects Near the Site:

- Project Name
  - University Research Park Sidewalk – The project is installing sidewalk along IBM Drive from University Oaks to the adjacent multi-family property.

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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.*

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*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 two minor thoroughfare roads. The site doesn't not generate 2500 daily trips to require a traffic impact study under general guidelines, however, one is needed as the proposed access will be the fourth leg of an existing signalized intersection. The petitioner should revise the site plan to meet the ordinance requirements and the outstanding items listed below.

### Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	-
Entitlement with Current Zoning	Single Family (R-4, 49 acres)	196 DU	1,935	General Guidance from Planning
Proposed Zoning	Townhomes and Apartments	250 Townhomes, 50 apartments	2,125	Site Plan: 02-04-20

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Please provide responses to comments with plan submittal.

### Outstanding Issues

Strikeout = Not an outstanding issue

1. **Curblin**e The proposed zoning district has a setback measured from back of the existing or proposed future curblin

  - a. **Road Name (Neal Road):** The future location of curb and gutter is at the existing edge of pavement.
  - b. **Road Name (IBM Drive):** The future location of curb and gutter is at the existing edge of pavement.

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 typically necessary for a proposed development, if the site generates 2500 daily trips. In this case, the site will be fourth leg of a signalized intersection at IBM Drive, therefore, it triggers a traffic impact study under CDOT Traffic Impact Study Guidelines.
3. The petitioner should revise the site plan and conditional note(s) to commit to dedicate 35' of right-of-way from the road centerline for Neal Road and IBM Drive. 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 commit to construct the proposed access point on Neal Road across the existing school driveways.
  - a. The most norther driveway on Neal Road is too close to the recently approved driveway as part of rezoning petition 2019-108 because it doesn't even provide the ability for a 150' storage for a length turn lane.
  - b. The petitioner needs to provide an existing queuing analysis for the school driveways on Neal Road to fully understand the traffic situation and to adequately locate the driveways.
  - c. The site plan should show the adjacent and across the street driveways on Neal Road and IBM Drive to identify vehicular conflict points.
5. The petitioner should revise the site plan and conditional note(s) to locate the required Subdivision collector street within the site further away from its proposed location to the driveway for approved rezoning petition 2019-108. The collector can be either of the proposed streets showing a connection to Neal Road.
6. The petitioner should revise the site plan and conditional note(s) to commit to installing curb and gutter along Neal Road and IBM Drive, as required by Chapter 19<sup>th</sup> ordinance on thoroughfares and multi-family land use.
7. The petitioner should revise the site plan and conditional note(s) to commit to connect the street stub from rezoning petition 2019-108 to the proposed public street.



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8. The petitioner should revise the site plan and conditional note(s) to provide local collector road as part of this petition, and as required by the Subdivision ordinance. Please provide a typical for the local collector road typical.
9. 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 Neal Road and IBM Drive. 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(s) to...
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. 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.

Commented [KLA1]: Use in *conventional* Urban cases only (TOD, MUDD, UMUDD, UR, NS)