

Rezoning Transportation Analysis

Petition Number: 2020-054

General Location Identifier: Tax ID 14525501

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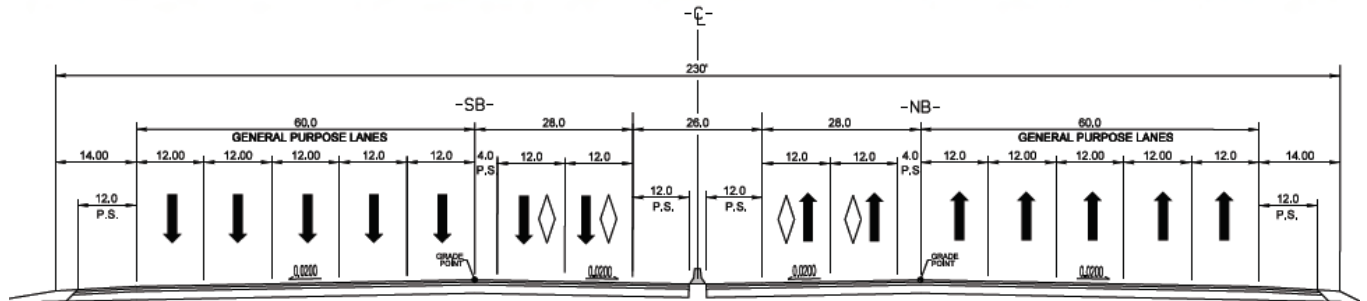
Revision Log:	Date	Description
	05-18-20	First Review

General Review Information

The petition is located adjacent to I-77 (freeway), as maintained by NCDOT. The petition is in a Corridor and is inside Route 4. The applicable plan for the area is the Scaleybank Transit Area Plan.

Active Projects Near the Site:

- I-77 Managed Lanes (TIP# I-5718A)
 - Widen existing freeway to ten lanes by constructing four managed lanes (two in each direction) – and rebuild the I-277 (Belk Frwy) interchange.
 - ROW in 2025 and Construction in 2029 (*Subject to change due to NCDOT funding issues*)
 - 2016 feasibility study (TIP #FS-0810A) shows additional ROW needed:



I-77 TYPICAL SECTION

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](#)

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[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 I-77 (state-maintained) and existing local roads (city-maintained). 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	NA	0	Tax Record
Entitlement with Current Zoning	Single Family (13.27 ac of R-8)	106 dwellings	1,000	General Guidance from Planning
Proposed Zoning	Townhomes	96 dwellings	700	Site Plan: 03-10-20

Please provided responses to our comments.

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
 - Orchard Circle:** Proposed location of curb and gutter is the correct future location.
 - W. Peterson Drive:** Proposed location of curb and gutter is the correct future location.
 - Sarah Drive:** Proposed location of curb and gutter is the correct future location.

The site plan should show the curb and gutter **labeled and dimensioned** from the centerline for each road.

- Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition.
- The petitioner should revise the site plan and conditional note(s) for the site plan callout "ROW TO BE ABANDONED." A conditional note (Section III.6.) should include "The petitioner should complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes. The site plan abandonment call-out should be revised to "Potential Abandonment refer to conditional note (Section III.6)."

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4. The petitioner should revise the site plan and conditional note(s) to confirm that there is a minimum of 230 feet of right-of-way is either currently reserved or will be dedicated from centerline for the future I-77 Managed Lanes Project (TIP# I-5718A).
5. The petitioner should revise the site plan and conditional note (Section III.4) 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 or a permanent sidewalk easement set at 2' behind back-of-sidewalk where feasible.
6. The petitioner should revise the site plan and conditional note(s) to commit to posting 25 mph speed limit MUTCD signs on new proposed public streets.
7. The petitioner should include the intersection sight distance in plan view, to confirm that CDOT's Sight Distance Policy requirements will be met at the proposed access on the horizontal curve of Orchard Circle.
8. ~~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.