

Rezoning Transportation Analysis

Petition Number: 2020-068

General Location Identifier: Tax ID. 17514688

From: Robyn Byers, Ph.D.

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Reviewer: Walta Blackmon, PE

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704-432-1556

Revision Log:

Date	Description
05-18-20	First Review
06-28-20	Second Review
09-22-20	Third Review (LJensen)

General Review Information

The site is located on Hedgemore Drive (Local Road, City-maintained) and Mockingbird Lane (Local Road, City-maintained). It is located in a Mixed-Use Activity Center outside Route 4. The project is in the Park Woodlawn Area Plan.

Active Projects Near the Site:

- Cross Charlotte Trail (XCLT) Brandywine to Tyvola segment
 - Scope: Construct new 12+' greenway between Brandywine Rd. and Tyvola Rd. along Little Sugar Creek
 - Phase: Construction (through late 2021)
 - PM: Joe Frey
 - jfrey@charlottenc.gov
 - (980) 219-3589
- Montford/Abbey Connector Street (Montford Dr. Extension)
 - Scope: Construct new public street between Montford Dr. and Abbey Pl.
 - Phase: Real estate
 - Schedule: Construction in 2021
 - PM: Mackenzie Nowacki
 - Mackenzie.zimmerman@charlottenc.gov
 - 704-614-6155

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.

Based on our review of the petition, we offer the following information for your consideration.

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Transportation Summary

The site is located on Hedgemore Drive and Mockingbird Lane. A Traffic Impact Study (TIS) is required for the complete review of this petition. CDOT has received the scope for the TIS on July 13, 2020 and has been since approved; the completed TIS has yet to be submitted for approval. The petitioner needs to update the site plan to include other revisions, such as labeling and dimensioning the curblines, Multi-Use Paths, and including sidewalks and the transportation improvements listed under the TIS (once approved), which will need to be inserted under the site conditional notes, V. Transportation.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office	163,830 sf	1,710	Tax Record
Entitlement with Current Zoning	Office Apartments	163,830 sf 31 dwellings	1,940	Tax Record and RZ 2006-083
Proposed Zoning	Office Apartments Retail	340,000 sf 300 dwellings 7,500 sf	6,140	Site Plan: 03-27-20
Proposed Zoning	Office Apartments Hotel Retail	327,000 sf 250 dwellings 120 keys 7,500 sf	5,995	Site Plan Submitted: 09-14-20

Please provide responses to our comments.

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. **Curblines** The proposed zoning district has a setback measured from back of the existing or proposed future curblines.
 - a. **Hedgemore Drive:** The future location of curb and gutter is in its existing location.
 - b. **Mockingbird Lane:** The future location of curb and gutter is in its existing location.

Label and dimension the curb and gutter from the centerline for each road.

2. **Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition due to the site generating more than 2,500 daily trips.

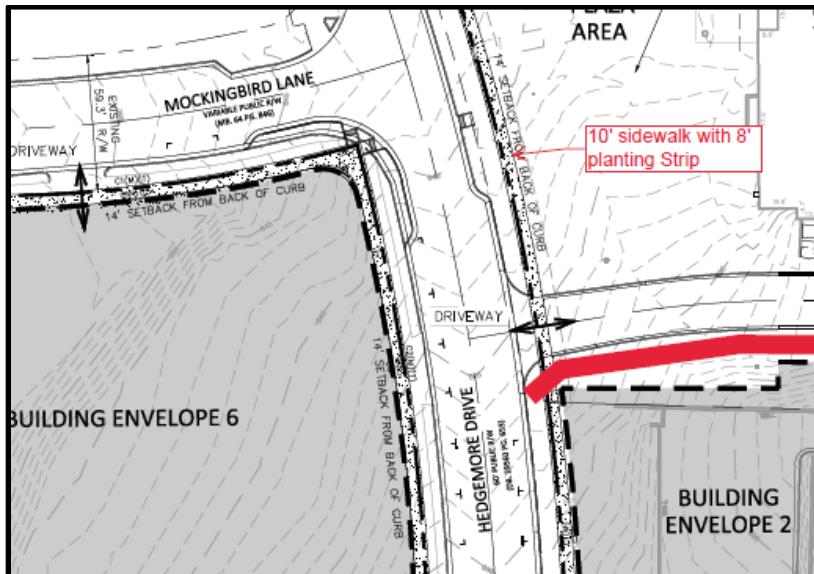
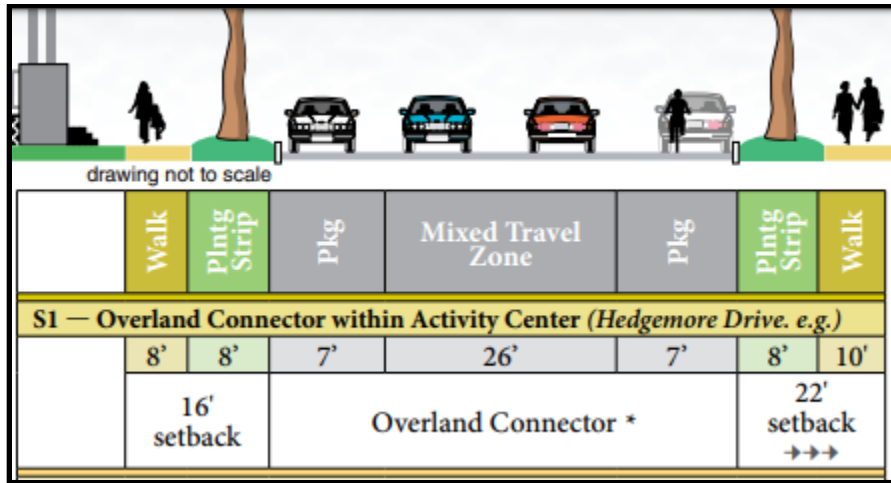
Staff will receive the petition and review it, but the public hearing will not be scheduled until the TIS is received. This will allow for the minimum time necessary for CDOT to review and approve the study and reach agreement with the petitioner on the required transportation commitments, and have them 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 constructing an 8-foot planting strip, and a 10-foot sidewalk on Hedgemore Drive per the Park Woodlawn Area Plan. The site plan should label and dimension both items from the back of curb and gutter to the road centerline.~~

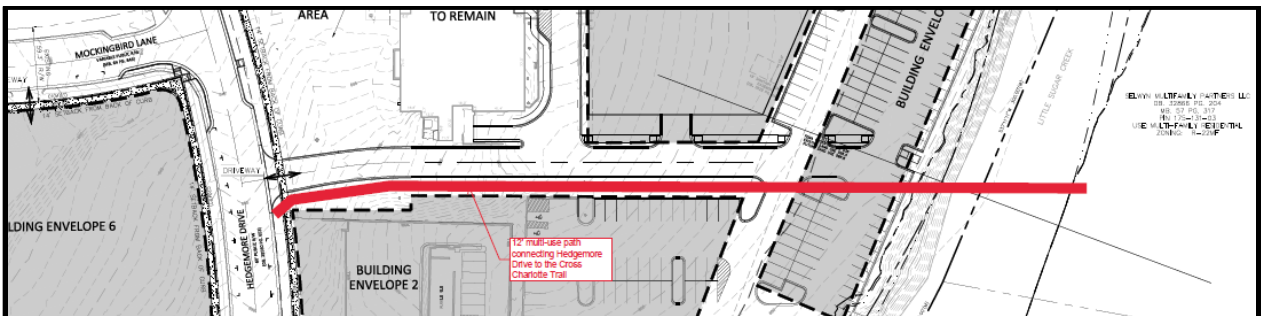
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- CDOT requests that the petitioner revises the site plan and conditional note(s) to commit to a 12' multi-use path connecting Hedgemore Drive to the Cross Charlotte Trail (XCLT) including a pedestrian bridge over Little Sugar Creek east of the site, to meet the City of Charlotte BIKE Policy. CDOT also requests a public access easement with parking and a trailhead to the XCLT as a Traffic Demand Management (TDM) measure.



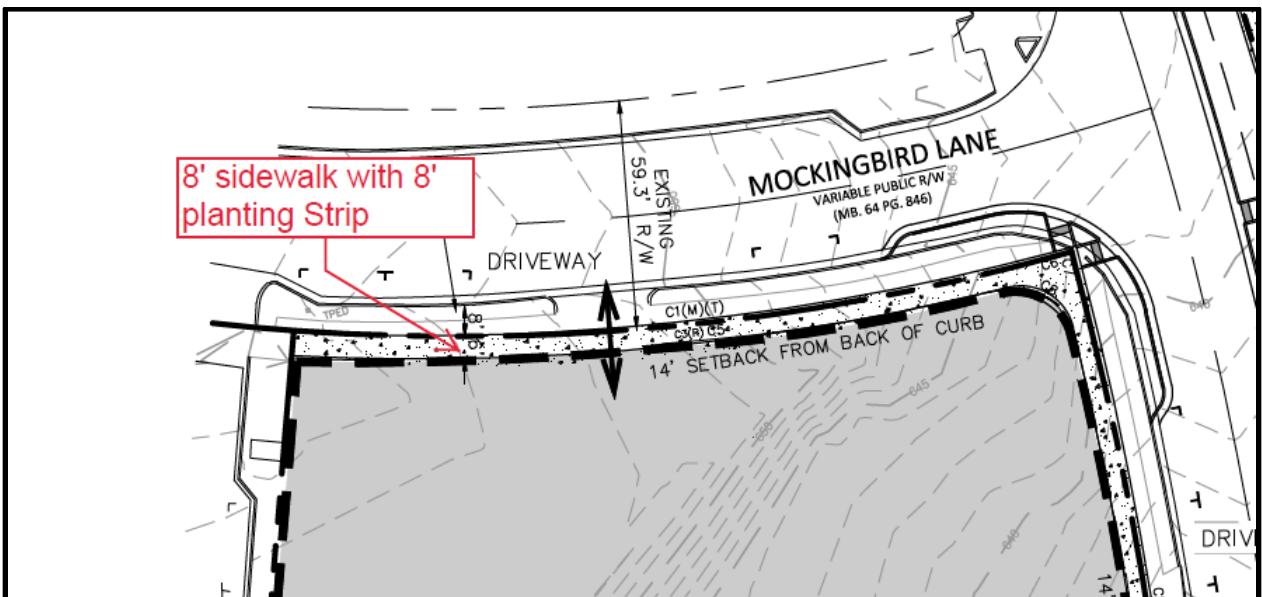
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- The petitioner should revise the site plan and conditional note(s) to commit to constructing an 8-foot planting strip, and an 8-foot sidewalk on Mockingbird Lane per the Park Woodlawn Area Plan. Label and dimension both items from the back of curb and gutter to the road centerline.

S2 — Other Local Streets within Activity Center							
8'	8'	7'	26'	7'	8'	8'	
16' setback		Office/Commercial - Wide				16' setback	
S3 — Local Streets within Wedge Neighborhoods							



- 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.
- 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.
- ~~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.

- 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.

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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.