

Rezoning Transportation Analysis

Petition Number: 2020-070

General Location Identifier: Tax ID 06109202

From: Felix Obregon, PE
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Reviewer: Eric Lemieux, PE
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Revision Log:

Date	Description
05-19-20	First Review

General Review Information

The petition is located on Ashley Road (minor thoroughfare, city maintained) and Joy Street (local street, city maintained). The petition is in a Corridor and is inside Route 4. The applicable plan for the area is the Westside Strategy Plan.

Active Projects Near the Site:

- Ashley Road Sidewalk
 - Scope: Install sidewalk on east side of Ashley Road between Greenland Avenue and Alleghany Street
 - Phase: Construction
 - PM: Chandler Crofts
 - ccrofts@charlottenc.gov
 - 980-214-7291

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.

Transportation Summary

The site is located on a minor thoroughfare road. The petitioner should revise the site plan to meet the ordinance requirements and the outstanding items listed below. This petition is for a site plan amendment to the previous approved rezoning petition 2016-134.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record

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Entitlement with Current Zoning	Apartments Senior Apartments	72 dwellings 60 dwellings	770	RZ 2016-134
Proposed Zoning	Apartments	150 dwellings	1,100	Site Plan: 04-08-20

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. **Ashley Road:** The typical future location of curb and gutter is 21.5-feet from road center line to accommodate for one thru lane and a buffered bike lane, in accordance with the Charlotte BIKES council-adopted policy.
 - b. **Bullard Street:** Location of curb and gutter should be moved to 17.5-feet from road centerline, per Charlotte Land Development Standards Manual (CLDSM) standard detail *USDG U-03A - Local Residential Wide Section*.
 - c. **Joy Street:** Location of curb and gutter should be moved to 17.5-feet from road centerline, per Charlotte Land Development Standards Manual (CLDSM) standard detail *USDG U-03A - Local Residential Wide Section*. Please confirm that the proposed curb line transitions at a minimum of a 20:1 horizontal slope to tie back into the existing Joy Street curb line.

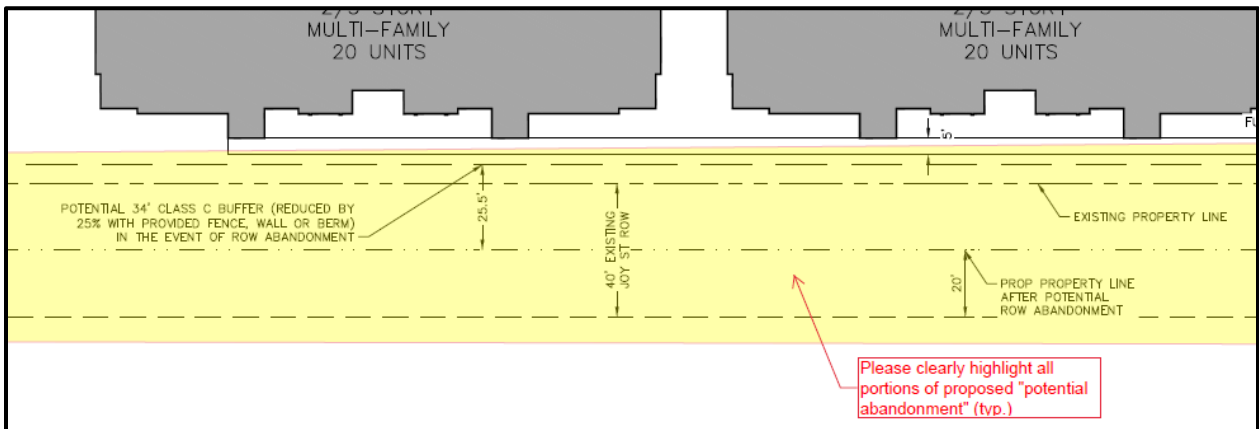
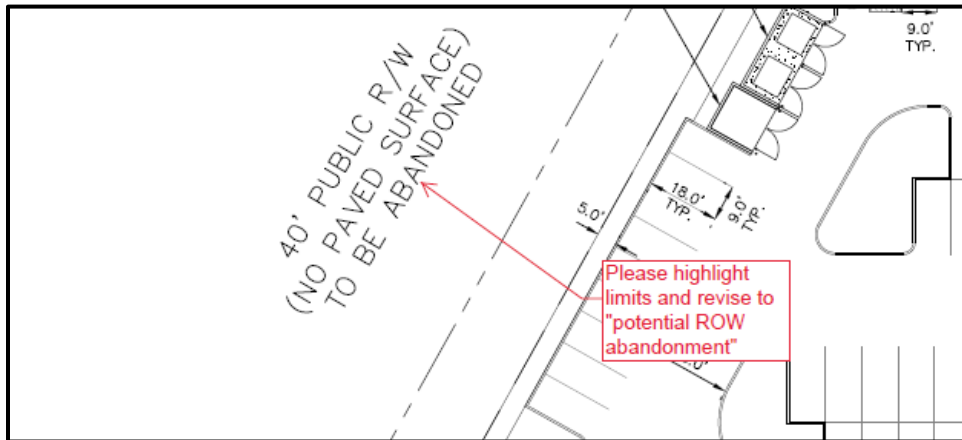
The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.

2. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition.
3. The petitioner should revise the site plan and conditional note(s) to commit to construct an 8-foot minimum planting strip and 6-foot minimum sidewalk along Ashley Road per Chapter 19 of the City Code and Chapter 20 of the Subdivision Ordinance. If the proposed density exceeds 12 dwellings per acre, all proposed sidewalks should be 8-foot minimum.
4. The petitioner should revise the site plan and conditional note(s) to provide MUTCD stop signs at all public street intersections.
5. The petitioner should revise the site plan and conditional note(s) to provide MUTCD 25 mph speed limit signs on the new proposed public street.
6. The petitioner should revise the site plan and conditional note(s) to provide a northbound left-turn lane at either the intersection of Ashley Road & Joy Street or Bullard Street & Joy Street.
7. The petitioner should revise the site plan and conditional note(s) to remove the proposed marked cross walks at the proposed public street intersections. Marked crosswalks are incorporated at signalized intersections or at appropriate midblock pedestrian crossing facilities, in reference to the council-adopted Charlotte Walks Plan.
8. The petitioner should revise the site plan and conditional note(s) to revise all references to right-of-way abandonment to "potential abandonment." A conditional note within Section III 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."

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9. The petitioner should revise the site plan and conditional note (Section III.5.) 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.

10. ~~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.

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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.