

Rezoning Transportation Analysis

Petition Number: 2020-134

General Location Identifier: 05548104, 05548107, 05548105

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Revision Log:

Date	Description
10-20-2020	First Review (KP)
11-30-2020	Second Review (KP)
12-28-2020	Third Review (KP)

General Review Information

This site is located outside of Route 4, at the corner of Rhyne Road and Mt. Holly Road, two State-maintained minor and major thoroughfares. Additionally, this site is located within the Northwest Wedge and inside the limits of the Westside Strategy Plan Study Area, the Mt. Holly Road Special Project Plan, the Catawba Area Plan, and the I-485 Interchange Analysis.

Active Projects Near the Site:

- Villages at Creedmore - SDRMF-2020-00049
 - Development of 138 Townhome Units. This project is in permitting and plans could be approved by the end of the year.

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 at the corner of Rhyne Road and Mt. Holly Road, two State-maintained minor and major thoroughfares, with two CSX Rail Lines extending through the northern portion of the site. Site plan revisions are needed to meet ordinance requirements and the outstanding items including, but not limited to, providing a three-lane cross section on Rhyne Road. A major site plan revision dated 12-15-2020 removes retail from the development and lowers the trip generation from the previous 3,525 daily trips to 1,830 daily trips. Additionally, one of the proposed accesses was also removed, creating one full-movement access point for the site. While the site now generates fewer trips than would typically trigger a Traffic Impact Study (TIS), CDOT will continue to coordinate with the petitioner on a TIS to ensure traffic improvements are implemented in accordance with the City's Vision Zero plan. Further details are found below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	-
Entitlement with Current Zoning	Movie Theater & Retail	Unclear	-	RZ 2005-150
Proposed Zoning	Apartments Retail	288 DU 21,000 SF	3,648	TIS Scope 7-24-20
Proposed Zoning	Apartments Retail	336 DU 45,500 SF	3,525	TIS Scope 8-10-20
Proposed Zoning	Apartments	336 DU	1,830	Site Plan 08-10-2020

Please provide responses to our comments.

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. ~~Curb line:~~

- ~~a. **Mt. Holly Road:** The future location of curb and gutter will be located 33 feet from centerline to the back of curb.~~
- ~~b. **Rhyne Road:** The location of curb and gutter will be located 19 feet from centerline to the back of curb.~~

~~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 begin work on it, but the public hearing will not be scheduled until the TIS is approved. 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.

Additional transportation improvement options, specifically at the intersection of Mt. Holly Road and Rhyne Road/Sonoma Valley Drive, may be considered in-lieu of some improvements established in the approved TIS.

Update to Comment as a result of the 12-15-2020 Site Plan: Retail uses were removed from the site; therefore, the trip generation decreased below the TIS threshold. Given the site is located near a high injury network and will contribute to an existing issue at the Mount Holly and Rhyne Road/Sonoma Valley intersection, CDOT will continue to require a TIS document to ensure the project contributes toward the goals in the City's Vision Zero plan.

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3. Right-of-Way Dedication:

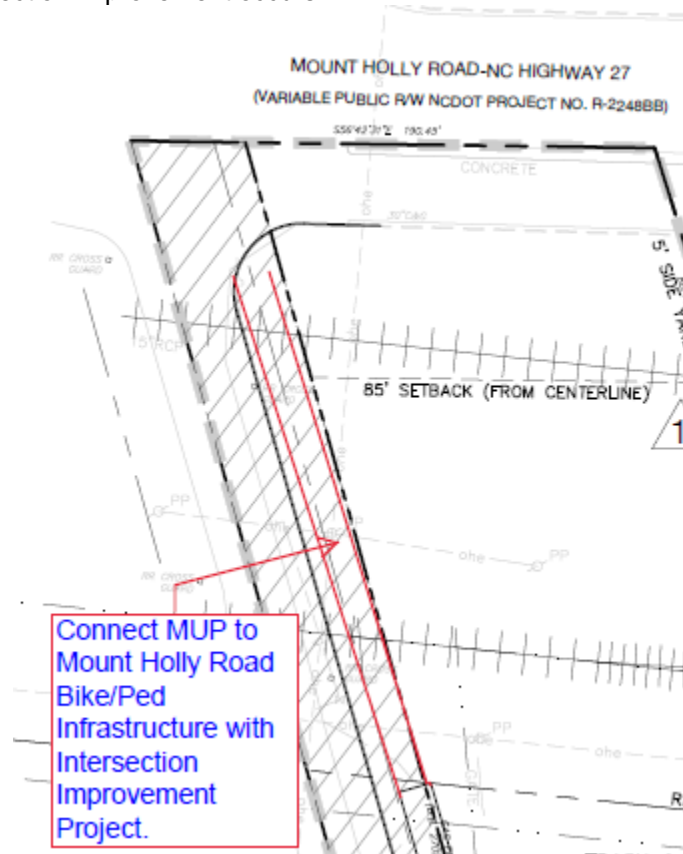
- a. ~~Mt. Holly Road:~~ Revise the site plan and conditional note(s) to commit to dedicate 55-feet of right-of-way from the road centerline. ~~Update as a result from 11-16-2020 Site Plan:~~ Dedicate as much ROW as possible without encroaching into the Railroad ROW.
- b. ~~Rhyne Road:~~ Revise the site plan and conditional note(s) to commit to dedicate 41-feet of right-of-way from the road centerline. ~~Update as a result from 11-16-2020 Site Plan:~~ 40-feet of ROW dedication is acceptable.

The site plan should label and dimension the right-of-way from the road centerline.

4. ~~Revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 12-foot multi-use path along the site's Mt. Holly Road and Rhyne Road frontages per Chapter 19 and the City's WALKS and BIKES policies. The site plan should label and dimension both items from the back of curb and gutter and road centerline.~~

~~Update as a result of the 11-16-2020 Site Plan:~~ Add a conditional note stating that the 12-foot MUP will be extended across the railroad and connected to the bicycle pedestrian infrastructure constructed as a part of the Mount Holly Sonoma Valley/Rhyne Road Intersection Improvement Project. This MUP connection will coincide with the intersection improvement project and will be coordinated with NCDOT.

~~Comment Addressed in the 12-15-2020 Site Plan:~~ Included a \$35,000 contribution towards this MUP when the intersection improvement occurs.

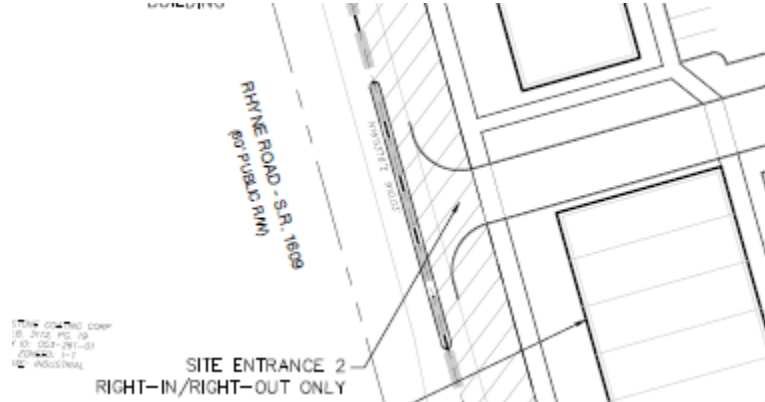


5. ~~Rescinded.~~ Revise the site plan to show, label, and dimension the center lane median, on Rhyne Road, in front of Site Entrance 2, that will direct the right in right out movement(s). Also, include the commitment to construct this center lane median in the conditional notes.

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6. Revise the site plan and conditional notes to commit to the construction of a three-lane cross section, as shown below, along the site's Rhyne Road frontage. Add to the conditional notes that center turn-lane storage and tapers will be coordinated with NCDOT during plan permitting.
 - a. ***Advisory Comment*:** In accordance with the construction of the 12-foot multi-use path as noted in item 4 of this CDOT memo, the 5-foot bike lane, as depicted in the cross section below, may be excluded.



- ~~7. Add a note specifying dedication and fee simple conveyance of all rights of way to NCDOT 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.~~
- ~~8. Add a conditional 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.~~
9. **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.

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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.