

Rezoning Transportation Analysis
Petition Number: Insert Zoning Petition #2020-181
General Location Identifier: 11122105

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Revision Log:

Date	Description
01-21-21	First Review (WB)
02-15-21	Second Review (WB)
04-23-21	Third Review (WB)
05-27-21	Fourth Review (WB)
09-28-21	Fifth Review (BKB)
10-13-21	Sixth Review (BKB)

General Review Information

The petition is located on Albemarle Road (State-maintained, major thoroughfare) and Rocky River Church Road (State-maintained, local road). The petition is in the East Wedge and outside of Route 4. Previous Rezoning petitions include RZP-2020-101. The site is within the Eastside Strategy Plan Study Area.

Active Projects Near the Site:

- N/A

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 State-maintained major thoroughfare (Albemarle Road) and a State-maintained local road (Rocky River Church Road). A Traffic Impact Study (TIS) was needed for this site due to the estimated trip generation of 6,529 trips; a TIS Addendum was submitted on June 30, 2021 and has been approved by NCDOT and CDOT. NCDOT has requested an additional 12' right-of-way along the frontage of Rocky River Church Road to accommodate a future roadway widening. The Petitioner commits to constructing a 12' multi-use path with an 8' planting strip along the site's frontage in accordance with City ordinances and the Charlotte BIKES and Charlotte WALKS Policies. The site plan also shows a concrete median with a left-over on Rocky Rover Road to maintain left turns into Woodland Beaver Rd and prevent left turns into the site's southmost access into the site. The Petitioner commits to providing intersection improvements to include the recommended lane configuration on Albermarle Road at Rocky River Church Road per Rezoning Petition 2020-101. Improvements shall include the continuation of the curb and gutter around the curb return. Petitioner also commits to providing pedestrian and bicycle crossings at the Albemarle Road and Rocky River Church Road Intersection with channelization islands and all associated

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infrastructure modifications needed to provide a safe route for both bicyclists and pedestrians. The petitioner should coordinate with the developer of Approved Rezoning Petition 2020-007, ensure that intersection improvements provide continuity between the multi-use path and planting strip on both sides of Rocky River Church Road. Additional revisions are needed to the site plan per comments from NCDOT. Further details are listed below.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse	1,200 SF	50	Tax Record
Entitled Use	Retail	130,000 SF	9,405	RZ 2015-101
	Medical-Dental Office	60,000 SF		
Proposed Use	Retail	18,152 SF	10,870	Site Plan: 9-13-21
	Supermarket	48,848 SF		
	Drive-thru Restaurant	8,000 SF		

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

~~1. **Curblines:** The proposed zoning district has a setback measured from back of the existing or proposed future curblines.~~

~~a. **Albemarle Road:** The site plan reflects the future location of curb and gutter.~~

~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

Traffic Study:

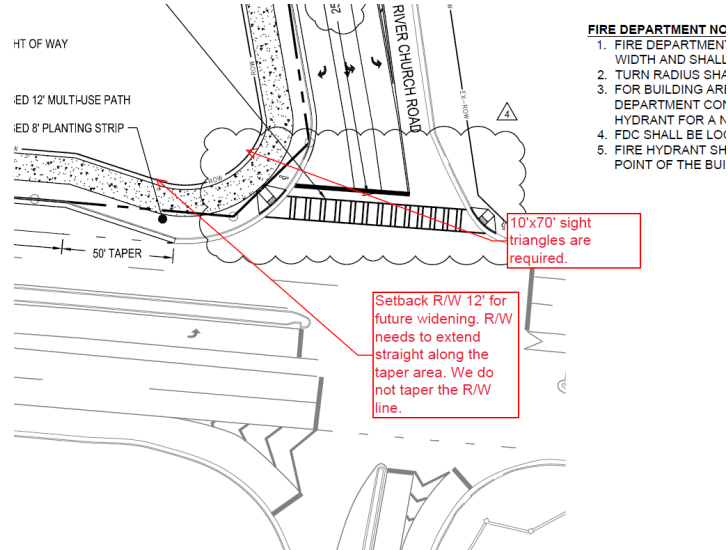
~~A Traffic Impact Study is necessary for the complete review of this petition due to the site generating more than 2,500 daily trips.~~

~~Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. Any agreed upon commitments shall be 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).~~

2. New Comments from NCDOT.

- a. R/W line should be straight along the Albemarle Road frontage. Remove the taper.
- b. Revise site plan and conditional notes to reserve an additional 12' right-of-way along the frontage of Rocky River Church Road to accommodate a future roadway widening.

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3. **New Comment Revised (based on site plan submitted on 02/09/21).**
 Revise site plan to commit to providing intersection improvements to include the recommended lane configuration at the Albemarle Rd at Rocky River Church Road per Rezoning Petition 2020-101. Improvements shall include the continuation of the curb and gutter around the curb return. **RESOLVED 4-19-2021**
4. **Comment Revised (based on Comment review meeting held on 2/5/2021).**
 Revise site plan to label and dimension the dedicated the Public Street right of way 2 per Rezoning Petition 2020-101. Street 3 will be constructed as a private street; however, the petitioner shall provide pedestrian connectivity on the south side of the proposed street. The site plan shall label and dimension an 8-foot planting strip and an 8-foot sidewalk on Street 2 and on the south side of Street 3.
5. ~~Site plan and conditional note(s) revisions are needed to commit to constructing a 12' multi-use path with an 8' planting strip along the site's frontage in accordance with the Charlotte BIKES and Charlotte WALKS Policies. The petitioner should coordinate with the developer of Approved Rezoning Petition 2020-007 to ensure that intersection improvements provide continuity between the multi-use path and planting strip on both sides of Rocky River Church Road. The site plan shall label and dimension both items from the back of curb and gutter and road centerline.~~
6. ~~Revise site plan and conditional note(s) to commit to constructing a concrete median with a left over on Rocky Rover Road to maintain left turns into Woodland Beaver Rd and prevent left turns into the site's southmost access into the site.~~
7. ~~Site plan and conditional note(s) revisions are needed to commit to providing intersection improvements to accommodate pedestrian and bicycle crossings at the Albemarle Road and Rocky River Church Road Intersection. These improvements shall include accessible ramps, channelization islands and all associated infrastructure modifications needed to provide a safe route for both bicyclists and pedestrians and align with those improvements found and approved as part of RZP 2020-007.~~
8. ~~A site plan note(s) 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 is needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.~~
9. ~~A site plan note specifying that 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.~~

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Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected 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. 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, per the City of Charlotte's Driveway Regulations.
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 NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall 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 NCDOT 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 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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
8. The petitioner needs to 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.
9. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>