

# Rezoning Transportation Analysis

Petition Number: 2021-114

General Location Identifier: 02972110

**From: Brandon Brezeale, PE**

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**Reviewer:**

**Brandon Brezeale**

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## Revision Log:

Date	Description
09-15-21	First Review (BKB)
10-18-21	Second Review (AO)
11-22-21	Third Review (PDM)

## General Review Information

The petition is located adjacent to Ridge Road, a City-maintained major thoroughfare near Beard Road, a State-maintained major collector. The petition is located in the Northeast Wedge outside Route 4. Applicable area plans include the Northeast Area Plan and the Prosperity Hucks Area Plan.

### Active Projects Near the Site:

- Mallard Creek Widening Project (NCDOT Project #U-6032)
  - The project is proposing a widening of Mallard Creek Road (S.R. 2467)/Derita Road (S.R. 1445) from I-485 to Concord Mills Boulevard (S.R. 2894) in Cabarrus and Mecklenburg counties.
  - Project schedule: R/W FY 2022, CON FY 2025

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*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.*

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

## Transportation Summary

The site is located adjacent to Ridge Road, a City-maintained major thoroughfare near Beard Road, a State-maintained major collector. A Traffic Impact Study (TIS) is not needed for this site, due to the proposed land uses not exceeding the trip generation threshold. Additionally, this site will complement the transportation improvements constructed under Rezoning Petition 2020-159, which include roadway safety enhancements at Beard and Ridge Roads. The petitioner has committed to the addition of curb and gutter, planting strips, and multi-use path along the site's frontage of Ridge Road. Site plan revisions are needed to show the proposed curblines in the correct location and dimension curb and gutter location from the centerline of Ridge Road. Further details are listed below.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	None		Tax Record
Entitled Use	Single Family (R-3 3.55 acres)	10 Dwellings	130	General guidance from planning
Proposed Use	Storage General Office	<del>120,000 SF</del> 10,000 SF	No Data 115	Site Plan: 04/19/2021
Proposed Use	Warehouse	120,000 SF	235	Site Plan: 10/11/2021

Provide comments to the specified comments below.

## Outstanding Issues

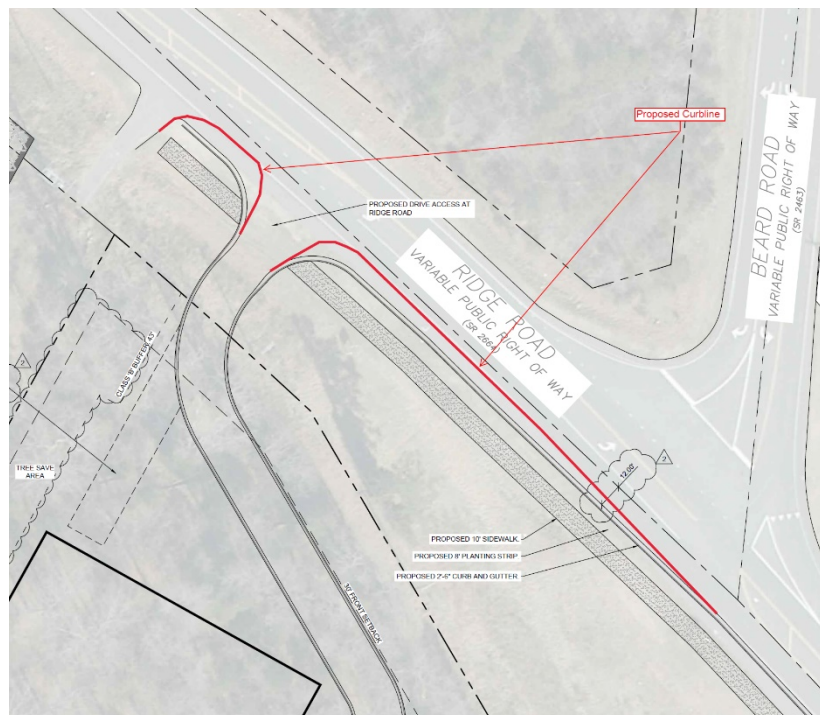
**Strikethrough = Resolved**

1. **Curbline:** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
  - a. **Ridge Road:** Provide curb and gutter along existing edge of travel lane along the entire property frontage. Use existing edge line for placement of gutter.

Label and dimension the curb and gutter from the centerline for Ridge Road on the site plan.

**Clarifying Comment from 9-15-21: Place curb and gutter off of edge of travel lane, not existing edge of pavement. Dimension the curb and gutter from the centerline of Ridge Road.**

**Clarifying Comment from 11-22-21: Place curb and gutter at edge of travel lane as depicted below.**



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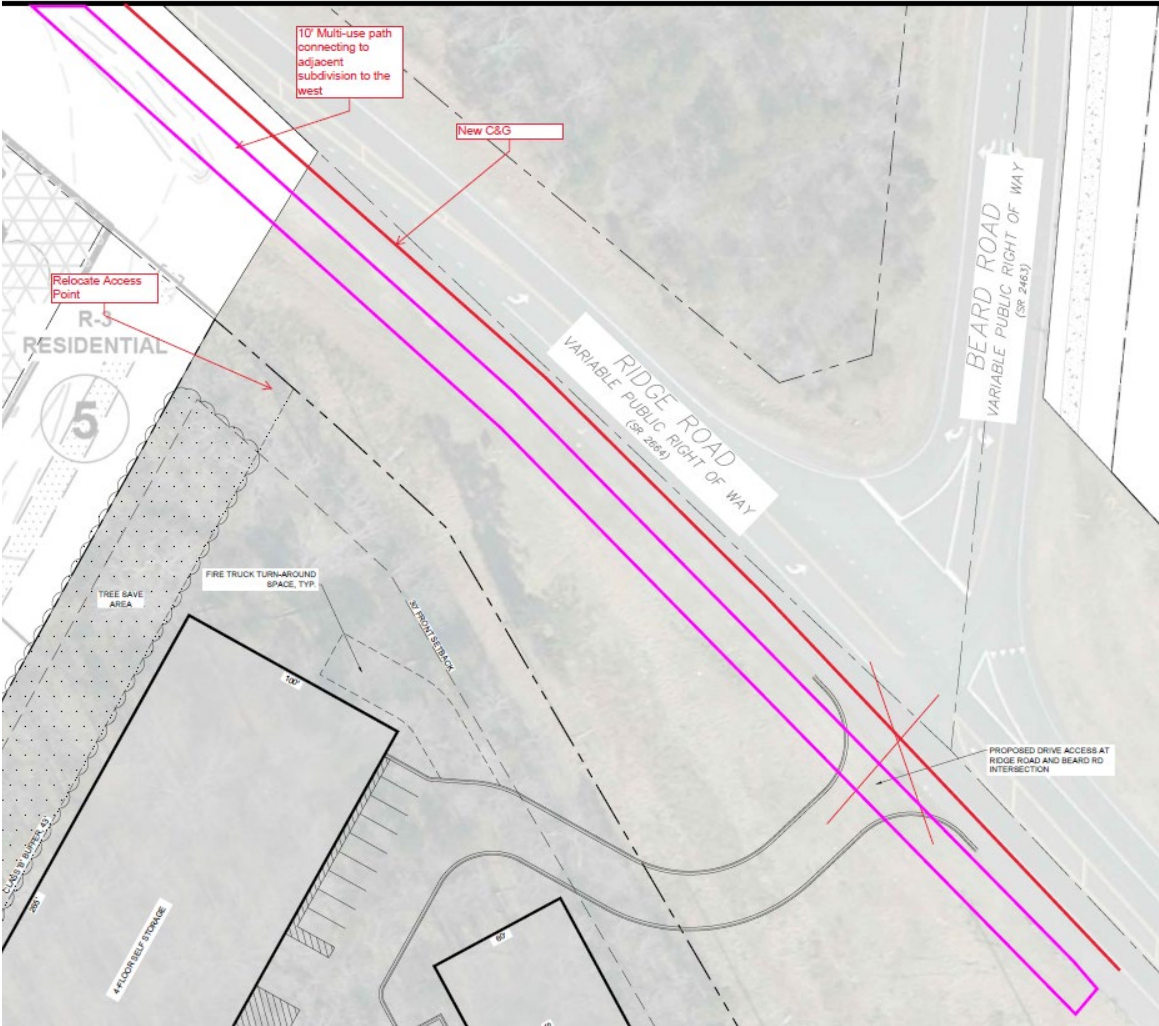
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**2. Traffic Study:**

A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.

**3. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, curb and gutter, and 10-foot sidewalk on Ridge Road per Chapter 19. The site plan shall label and dimension both items from the back of curb and gutter and road centerline.**

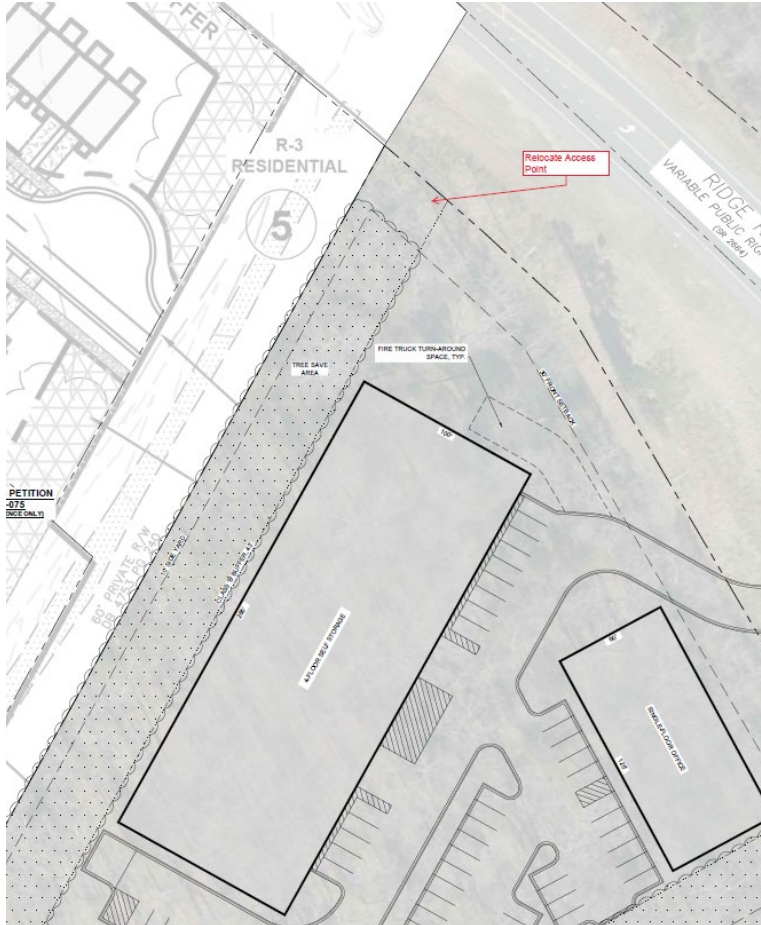


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4. Site plan and revisions are needed to reflect the access point to the development on the western portion of the property per the below image. The existing Ridge Road and Beard Road intersection would require improvements that aren't commensurate with the development, so this relocated driveway will require less improvements of the developer within Ridge Road.



5. 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 is needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.
6. Add conditional note "All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad north eastern Mecklenburg area, by way of a private/public partnership effort or other public sector project support."

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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>