

Rezoning Transportation Analysis
Petition Number: Insert Zoning Petition #2021-161
General Location Identifier: 22902119

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Revision Log:

Date	Description
08-20-2021	First Review (WB)
09-17-2021	Second Review (WB)
10-18-2021	Second Review (WB)

General Review Information

The petition is located adjacent to Ardrey Kell Road, a State-maintained major thoroughfare, Beau Riley Road, a City-maintained minor collector, and Wade Ardrey Road, a State-maintained minor collector. The petition is in the South Wedge inside Route 4. There is no applicable area plan.

Active Projects Near the Site:

- Ardrey Kell Rd Widening (Johnston Rd to Rea Rd)
 - NCDOT STIP # U-6167
 - ROW 2029 / Unfunded for Construction

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 project is located on Ardrey Kell Road, a State-maintained major thoroughfare, Beau Riley Road, a City-maintained minor collector, and Wade Ardrey Road, a State-maintained minor collector. The site is on approximately 35.87 acres and proposes two development areas with land uses shown in the trip generation table below. Per the City's Traffic Impact Study (TIS) Guideline's thresholds, a TIS is needed for this site. A TIS Scope was submitted on July 19, 2021 and approved on October 13, 2021. The site plan commits to constructing an 8-foot sidewalk with an 8-foot planting strip along Beau Riley Road in accordance with the Subdivision Ordinance and with the Charlotte BIKES and Charlotte WALKS Policies.

Site plan revisions are needed to commit to constructing all TIS-recommended and ordinance required transportation improvements with applicable phasing and funding sources identified. Site Plan revisions are also needed to address cyclists along Ardrey Kell Road per the Charlotte BIKES policy. Additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT and NCDOT. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 Unit	10	Tax Record
Entitlement with Current Zoning	Townhomes	220 Units	1,625	RZ 2017-171
Proposed Zoning	Apartments Elementary School	475 Units 900 Students	3,675	TIS Scope: 7/19/2021
Proposed Zoning	Apartments Elementary School	430 Units 900 Students	3,430	Site Plan: 9/13/2021
Proposed Zoning	Townhomes Apartments Elementary School	50 Units 380 Units 900 Students	3,370	Site Plan: 10/11/2021

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. **Curbline:**

- a. ~~Ardrey Kell Road: The existing curb and gutter is in its future location. No curb relocation required.~~
- b. ~~Beau Riley Road: The existing curb and gutter is in its future location. No curb relocation required.~~

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

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 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).

~~3. The proposed dwelling units exceeds 12 per acre. Per Chapter 20 Subdivision ordinance, site plan and conditional note(s) revisions are needed to commit to construct an 8-foot planting strip, and 8-foot sidewalk along Beau Riley Road. The wider sidewalk also meets the Charlotte WALKS Policy.~~

~~4. Site plan and conditional note(s) revisions are needed to commit to installing a 12' multi-use path with an 8' planting strip, along the site's Ardrey Kell Road Frontage to meet the Charlotte BIKES and Charlotte WALKS Policies.~~

Clarifying Comment (site plan dated 10-11-2021): Charlotte BIKES policy requires bikes to be accommodated along Ardrey Kell Road. Provide a 12' Multi-Use path or show bike lanes existing on

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plan. Online aerial mapping does not show bike lanes along Ardrey Kell in the vicinity of the project and CDOT prefers 8-foot planting strip and 12-foot multi-use path.

5. **Outstanding Comment** (site plan dated 10-11-2021): ~~Revise site plan and conditional note(s) to identify, depict, label, dimension, and itemize all proposed transportation-related infrastructure improvements.~~ The conditional notes should include commitments to fully construct and fund all TIS-recommended and ordinance-required transportation improvements with applicable phasing and funding sources identified.
6. ~~Add conditional note that all public transportation improvements will be constructed and funded by the residential development before the residential site's first building certificate of occupancy is issued.~~

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. 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.
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 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.
3. 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit 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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
7. 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.
8. 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>