

Rezoning Transportation Analysis
Petition Number: Insert Zoning Petition #2021-216
General Location Identifier: 02956107

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Revision Log:

Date	Description
01-24-2022	First Review (PDM)
02-24-2022	Second Review (PDM)

General Review Information

This petition is located adjacent to Old Hollard Road, a State-maintained local street and north of Morehead Road, a State-maintained major thoroughfare. This petition is located within the Northeast Corridor outside of Route 4. In addition, this petition is located within the limits of the Northeast Area Plan boundary.

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

This petition is located adjacent to Old Holland Road, a State-maintained local street and north of Morehead Road, a State-maintained major thoroughfare. A Traffic Impact Study (TIS) is not needed for this site. CDOT has coordinated transportation improvements for this petition which include the installation of a 12-ft multi-use path on Old Holland Road, and the installation of a left turn lane on Old Holland Road at the site driveway. Site plan and conditional note revisions are needed to clarify the construction schedule of the transportation improvements at they relate to the development. 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	7 Dwellings	95	<i>Tax Record</i>
Entitlement with Current Zoning	Single Family (R-3 41.36 acres)	124 Dwellings	1,270	<i>General Guidance from Planning</i>
Proposed Zoning	Apartments Townhomes	198 Units 50 Units	1,515	<i>Site Plan: 08-24-21</i>

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

~~1. **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.~~

~~2. Revise site plan to label and dimension the right-of-way on Old Holland Road from the road centerline.~~

~~3. Confirm if development will be annexed into the City of Charlotte. This petition is currently located within the ETJ. NCDOT has stated they will not maintain the internal streets for this development.~~

~~4. Revise site plan to construct a 12-foot multi-use path on Old Holland Road. The site plan shall label and dimension both items from the road centerline. The entire facility must be outside of the right-of-way and within a public access easement if the development will remain in the ETJ. Add conditional note committing to construction and maintenance of the 12-foot multi-use path on Old Holland Road. This requirement is consistent with the adopted Charlotte WALKS and Charlotte BIKES policies and conforms with the Chapter 19 and 20 City Ordinances.~~

~~5. Revise site plan to label the internal streets as public or private to provide clarity to proposed plan.~~

~~6. Clarify if the ROW shown on the proposed site plan for the internal streets is public right-of-way or a public access easement.~~

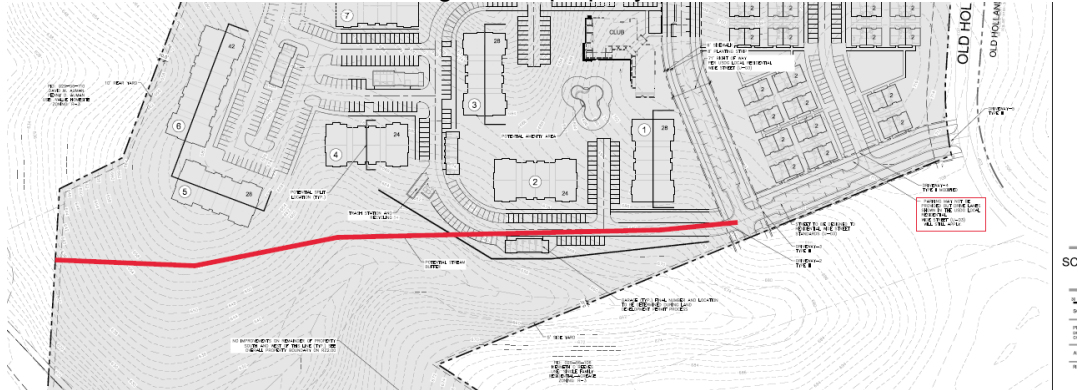
~~7. Revise site plan to label and dimension the sidewalks and planting strip widths along the internal streets.~~

8. **Outstanding Comment from 02.24.2022:** Revise site plan to provide accessible on street parking space(s) in accordance with CLDMS 50.09D and 50.10A

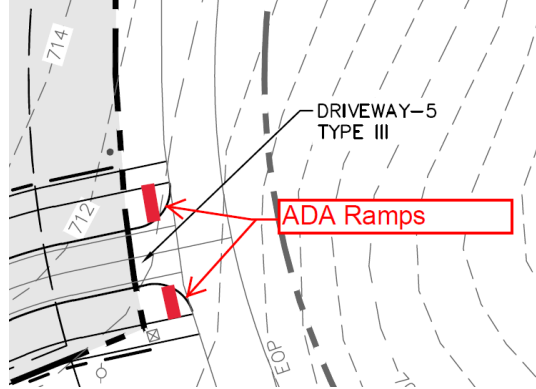
~~9. Revise site plan to provide a left turn lane with 150 feet of full width storage on Old Holland Road into the site based on coordination with NCDOT.~~

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10. ~~Rescinded Comment from 01.24.2022:~~ Revise site plan to provide a public street or private street with public access easement to the western edge of the property.



11. Revise site plan to provide ADA ramps to cross the internal street at the intersection of Old Holland Road. The street connection should be designed as an intersection and not a Type III driveway.



12. Revise site plan to provide ADA ramps to cross the internal streets at all internal intersections and driveways.

13. Provide clarification to what is planned for the undeveloped portion of the parcel to the south side of the development. Consider subdividing the parcel to remove this portion from the development. Additional right-of-way may be requested for a future public street in this area based upon the provided clarification.

14. ~~Rescinded Comment from 01.24.2022:~~ 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 as needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.

15. 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 as needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.

Clarifying comment from 02.24.22: Remove "under this section C of the development standards for note C.7. because all the required transportation improvements are not listed under section C such as the 12-foot multi-use path on Old Holland.

~~7. ALL TRANSPORTATION IMPROVEMENTS REQUIRED TO BE CONSTRUCTED BY PETITIONER UNDER THIS SECTION C OF THE DEVELOPMENT STANDARDS WILL BE APPROVED AND CONSTRUCTED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR THE FIRST NEW BUILDING CONSTRUCTED ON THE SITE.~~

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- ~~16. 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."~~

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>