

Rezoning Transportation Analysis
Petition Number: Insert Zoning Petition #2022-031
General Location Identifier: 19310302

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Revision Log:

Date	Description
07-26-22	First Review (TM)
08-23-22	Second Review (WB)

General Review Information

The petition is located adjacent to Monroe Road, a state-maintained major thoroughfare, and south of Sardis Road, a city-maintained major thoroughfare. The petition is located within the Southeast corridor wedge outside of route 4.

Active Projects Near the Site:

- LYNX Silver Line
 - The LYNX Silver Line is a planned 29-mile, 31 station light rail alignment from the City of Belmont in Gaston County, through Center City Charlotte and the Town of Matthews, into Union County.
 - Project is in design phase.

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 petition is located adjacent to Monroe Road, a state-maintained major thoroughfare, and south of Sardis Road, a city-maintained major thoroughfare. A Traffic Impact Study (TIS) is not needed for this site. The petitioner commits to constructing a 12-ft multiuse path along Monroe Road, in accordance with the Council Approved Charlotte BIKES and Charlotte WALKS plan. The site plan also commits to providing a right turn lane into the site off Monroe Road per NCDOT requirements.

Site plan revisions are requested to commit to constructing a private street connection from Monroe Road to Galleria Club Lane. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	General Office	52,328 SF	665	Tax Record
Entitlement with Current Zoning	Industrial (I-1, 5.69 acres)	56,900 SF	130	General Guidance from Planning
Proposed Zoning	Multifamily (Mid-Rise) (MUDD, 5.69 acres)	275 Dwelling Units	1,270	Site Plan: 02/22/22

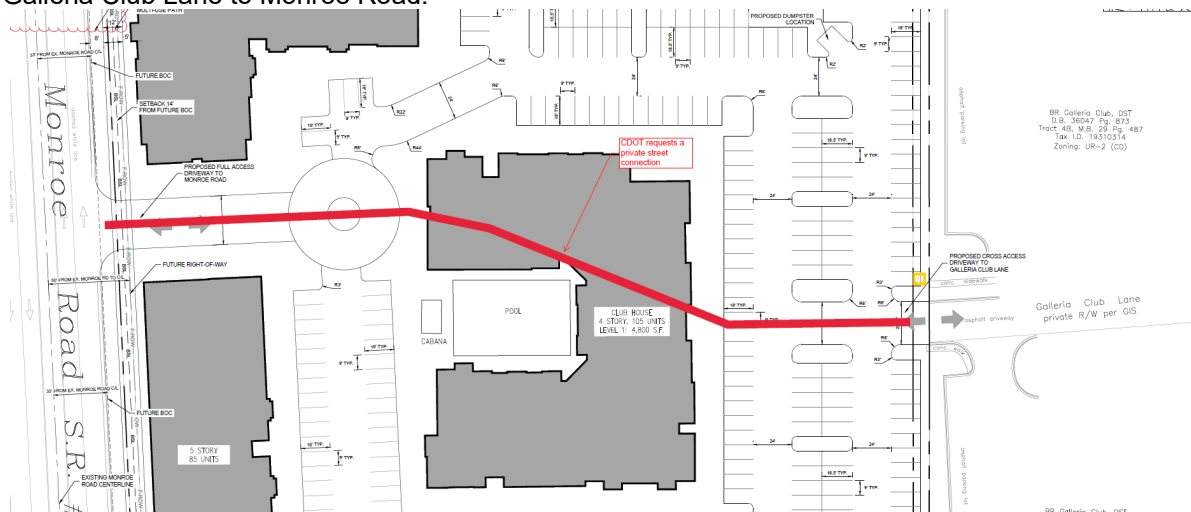
Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

- ~~**Curbline:** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.~~
 - ~~**Monroe Road:** The future location of curb and gutter is in its existing location.~~

~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~
- ~~**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.~~
- ~~Site plan and conditional note(s) revisions are needed to provide a minimum of 100 feet of protected internal driveway stem at the proposed site access. The protected stem length should be dimensioned from the right of way on Monroe Road.~~
- ~~Site plan and conditional note(s) revisions are needed to commit to installing a right turn lane on Monroe Road with a minimum of 100 feet of storage per NCDOT coordination. Label and dimension right turn lane on site plan and add conditional note describing all turn lane design requirements.~~
- CDOT REQUEST:** Revise site plan and conditional note(s) to provide a private street connecting Galleria Club Lane to Monroe Road.



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- ~~6. 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.~~
- ~~7. Site plan revisions are needed to provide sidewalk utility easement or ROW located 2-feet behind the 12-foot MUP on Monroe Road. Identify the SUE on the site plan.~~
- ~~8. 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.~~
- ~~9. 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 south 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. 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 50' x 50' 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.

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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>