

Rezoning Transportation Analysis

Petition Number: Insert Zoning Petition #2022-036

General Location Identifier: 10536189, 10536193, 10536192, 10536191

From: Jake Carpenter, PE

Jacob.Carpenter@charlottenc.gov

980-221-5675

Reviewer:

Alfred Oyoyo

Alfred.Oyoyo@charlottenc.gov

704-336-3939

Revision Log:

Date	Description
07-27-2022	First Review (AO)

General Review Information

The petition is located on Rocky River Road, a State-maintained major thoroughfare near I-485, a State-maintained freeway and Plaza Road Extension, a State-maintained local street. The petition is located in the East Wedge outside of Route 4, and within the limits of the Rocky River Road Area Plan.

Active Projects Near the Site:

- No projects near the site

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 Rocky River Road, a State-maintained major thoroughfare near I-485, a State-maintained freeway and Plaza Road Extension, a State-maintained local street. This petition is a Site Plan Amendment for Rezoning 2017-042. A Traffic Impact Study (TIS) may be needed for this site based on the proposed changes in use. The petitioner has committed to an 8-foot planting strip and 8-foot sidewalk along the site's internal public streets. The Petitioner shall also construct off-site transportation improvements resulting from the Traffic Impact Analysis (TIS) to include, but not limited to, additional turn lanes at intersections along Rocky River Road, Caldwell Road and Farmington Ridge as signal modifications at the I-485 at Rocky River Road intersection.

Site plan revisions are needed to meet ordinance requirements and/or the outstanding items including, but not limited to a trip generation comparison to CDOT and NCDOT to verify that a new TIS is not needed based on the proposed changes in use for this petition. Further details are listed below:

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	<i>Tax Record</i>
Entitlement with Current Zoning	Apartments Residential – Condo/Townhomes Single Family Homes Shopping Center Movie Theater with Matinee Day Care Center YMCA Hotel Office Buildings (CC, 77.31 acres)	275 Dwelling Units 300 Dwelling Units 50 Dwelling Units 179,858 SF 12 Movie Screens 100 Students 2000 Family Units 120 Rooms 137,080 SF	20,891	<i>Per 2018 TIS</i>
Proposed Zoning	Apartments Residential – Condo/Townhomes Single Family Homes Shopping Center Day Care Center YMCA Hotel Office Buildings (CC, 77.31 acres)	275 Dwelling Units 524 Dwelling Units 50 Dwelling Units 179,858 SF 100 Students 2000 Family Units 120 Rooms 137,080 SF	21,379	<i>Site Plan: 02/25/22</i>

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. Traffic Study:

A Traffic Impact Study was completed for the previous petition (2017-042) at this site due to the site generating more than 2,500 daily trips.

The petitioner to provide a trip generation comparison to CDOT and NCDOT to verify that a new TIS is not needed based on the proposed changes in use.

2. 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.

3. 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.

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4. 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 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.
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>