

Rezoning Transportation Analysis

Petition Number: #2022-048

General Location Identifier: 02911102, 02911103, 02911106, 02965106, 02965107, 02904108, 02965109, and 02903113

From: Jake Carpenter, PE

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Reviewer:

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Revision Log:

Date	Description
08-25-22	First Review (PDM)
09-22-22	Second Review (PDM)
10-27-22	Third Review (TM)

General Review Information

The petition is located adjacent to Galloway Road, a privately maintained local road and Mallard Glen Drive, a City maintained local road. The petition is located within the Northeast Corridor wedge and inside the I-485 Interchange Analysis area plan boundary. This petition is also located outside of Route 4.

Active Projects Near the Site:

- I-85 & I-485 Interchange Ramp Improvements
 - TIP # I-6012
 - ROW 2028 (Awaiting Funding)

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 Galloway Road, a privately maintained local road and Mallard Glen Drive, a City maintained local road. A Traffic Impact Study (TIS) is needed for this site. The petitioner submitted the Draft TIS on 9/20/22 and is currently under review. CDOT has coordinated with the petitioner to upgrade the existing John Adams Road Stub to John Adams to CLDSM U-07 and provide a public roadway connection street stub towards Sir Anthony Drive. Site plan revisions are needed to meet ordinance requirements and/or the outstanding items including, but not limited to completion of the Traffic Impact Study. 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	Single Family Detached (R-3, 182.71 acres)	548 Dwelling Units	4,830	<i>General Guidance from Planning</i>
Proposed Zoning	Multifamily (Low-Rise) Single Family Attached Elementary School (MX-2, 182.71 acres)	975 Dwelling Units 975 Dwelling Units 900 Students	14,815	<i>Per TIS Scope</i>

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. **Traffic Study:**

Outstanding Comment from 08-25-22:

A Traffic Impact Study (TIS) is necessary for the complete review of this petition due to the site generating more than 2,500 daily trips. The petitioner submitted the Draft TIS Scoping Package on February 15, 2022, and CDOT provided comments on the Scoping Package on March 1, 2022. The Draft TIS was submitted to CDOT on 9/20/22, and is currently under review by CDOT.

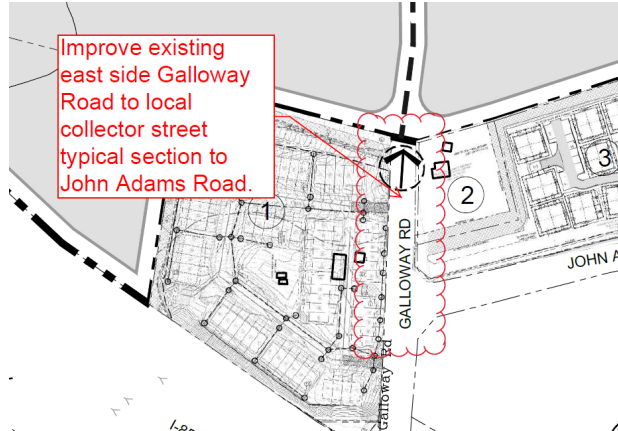
Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. Any agreed upon commitments 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).

~~2. **Outstanding Comment from 08-25-22:** Revise site plan and conditional note(s) to commit to improving the existing Galloway Road stub to John Adams to the local collector street typical section per U-07.~~

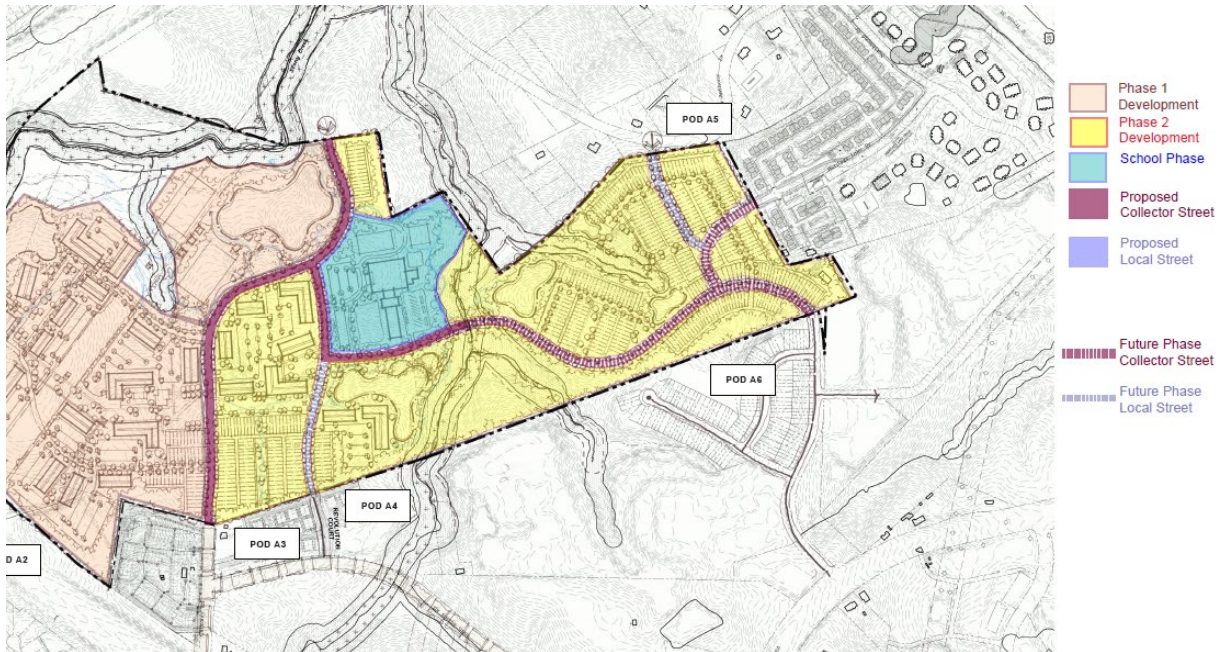
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- ~~3. Revise site plan and conditional note(s) to commit to the proposed roadway network typical sections and proposed phasing outlined in the Traffic Impact Study. Provide typical sections per CLDSM for all proposed public and private streets. Provide 8 foot sidewalk and 8 foot planting strip on all public streets.~~

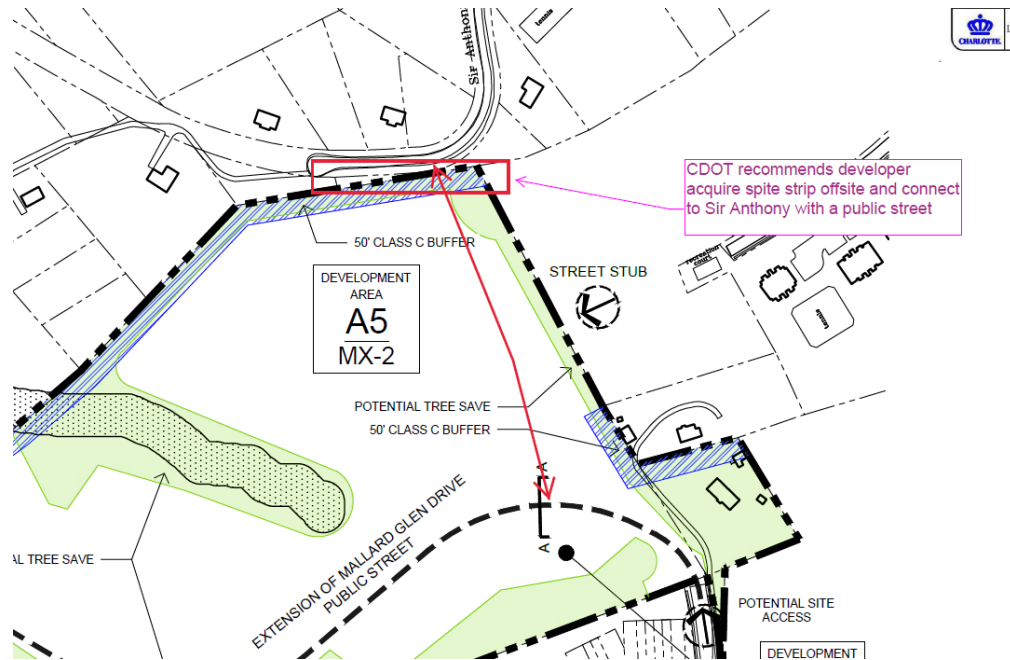


- ~~4. Add conditional Lighting Note for petitioner to coordinate with CDOT Lighting, Bruce Horltd (704-589-5836 or Bruce.Horltd@charlottenc.gov), prior to permitting of lighting fixtures on public roadways.~~
- ~~5. **CDOT RECOMMENDATION:** CDOT recommends the petitioner commit to providing a public street connection to Sir Anthony Drive.~~

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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. 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 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.
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

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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>