

Rezoning Transportation Analysis

Petition Number: #2022-086

General Location Identifier: 02962101

From: Jake Carpenter, PE

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Reviewer:

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Revision Log:

Date	Description
11-28-22	First Review (TM)
01-25-23	Second Review (TM)
02-28-23	Third Review (DR)

General Review Information

The petition is located on the north side of Johnston Oehler Road, a city-maintained major throughfare north of Johnston Oehler Private Drive, a privately-maintained roadway. The petition is located in a north east corridor outside Route 4, and within the limits of the Prosperity Hucks Area Plan.

Active Projects Near the Site:

- Rezoning 2022-018
 - Subdivision with public roadways
 - Reconstructing Johnston Oehler Private Drive as a public roadway CLDSM U-07.
 - Currently being rezoned.

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.

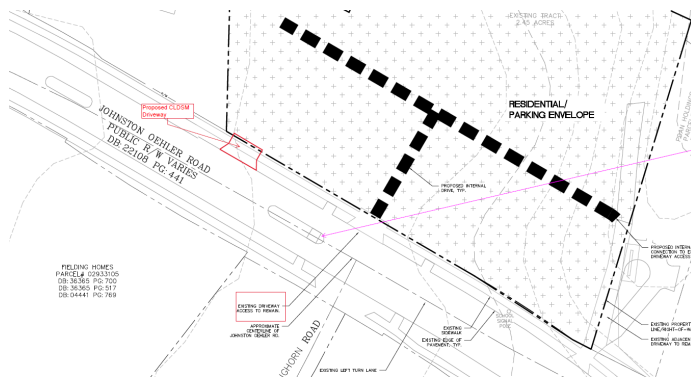
Transportation Summary

The petition is located on the north side of Johnston Oehler Road, a city-maintained major throughfare north of Johnstone Oehler Private Drive, a privately-maintained roadway. A Traffic Impact Study (TIS) is not needed for this site. CDOT has coordinated with the petitioner to dedicate ROW to accommodate roadway infrastructure. All outstanding CDOT comments have been addressed.

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Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family Detached	1 Dwelling Unit	10	<i>Tax Record</i>
Entitlement with Current Zoning	Single Family (R-3, 2.47 acres)	7 Dwelling Units	90	<i>General Guidance from Planning</i>
Proposed Zoning	Single Family Detached (R-8 MF, 2.47 acres)	19 Dwelling Units	220	<i>Site Plan: 5/16/2022</i>

~~4. Revise site plan and conditional note(s) to relocate site access to the west side of the property to the west of the existing pedestrian refuge. Revise callout that states the existing driveway is to remain to say that the existing driveway is to be closed. If proposed driveway cannot be relocated west of existing median, the existing median will be required to be removed to provide a left turn lane. In this access scenario, a potential pedestrian hybrid beacon proposed at this location will be required to be maintained or will be required to be installed if not constructed by the time of permitting. Document these conditions within the conditional notes.~~



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- ~~5. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 6-foot sidewalk along Johnston Oehler Road Chapter 19. The site plan shall label and dimension both items from the back of curb and gutter and road centerline.~~
- ~~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. 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.~~
- ~~8. 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. 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>