

Rezoning Transportation Analysis

Petition Number: #2022-096

General Location Identifier: 02902277, 02902211, 02902212, 02902213, 02902214, 02902207, 02902208, 02902209, 02902210, 02902203, 02902205, 02902206

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Revision Log:

Date	Description
11-28-22	First Review (TM)
6-21-23	Second Review (DR)
7-28-23	Third Review (ME)
8-23-23	Fourth Review (ME)
10-26-23	Fifth Review (TM)

General Review Information

The petition is located on the west side of John Adams Road, a City-maintained local street south of Galloway Road, a Privately-maintained local street. The petition is located in a northeast corridor outside of Route 4, and within the I-485 Interchange Analysis.

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

The petition is located on the west side of John Adams Road, a City-maintained local street south of Galloway Road, a Privately-maintained local street. A Traffic Impact Study (TIS) is not needed for this site. CDOT has coordinated with the petitioner to provide an 8-foot planting strip and 8-foot sidewalk along all public street frontages. All outstanding CDOT issues have been addressed.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family Detached	4 Dwelling Units	35	<i>Tax Record</i>
Existing Use	Single Family Detached	5 Dwelling Units	55	<i>Tax Record</i>
Entitlement with Current Zoning	Retail Single Family Office (R-3, RE-3, B-1, O-1, 19.55 acres)	46,800 SF 27 Dwelling Units 57,500 SF	3,220	<i>General Guidance from Planning</i>
Entitlement with Current Zoning	Retail Single Family Office (N1-A, RE-3, OFC, CG, and B-1, 33.03 acres)	64,700 SF 29 Dwelling Units 32,500 SF	3,720	<i>General Guidance from Planning</i>
Proposed Zoning	Multifamily (Low-Rise) Multifamily (Mid-Rise) (MUDD-O, 19.55 acres)	55 Dwelling Units 506 Dwelling Units	2,795	<i>Site Plan: 8/9/2022</i>
Proposed Zoning	Single Family Attached (UR-2, 19.55 acres)	250 Dwelling Units	1,855	<i>Site Plan: 5/16/2023</i>
Proposed Zoning	Multifamily (Low-Rise) (UR-2, 33.03 acres)	345 Dwelling Units	2,290	<i>Site Plan: 7/17/2023</i>

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.~~

- a. ~~**John Adams Road:** curb and gutter is located 20.5 feet from the roadway centerline to the future back of curb.~~

~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

- ~~**Traffic Study:**~~

~~A Traffic Impact Study is not necessary for the complete review of this petition due to the site generating more than 2,500 daily trips.~~

~~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).~~

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3. ~~New Comment 07.28.2023:~~ Due to the increase in unit count and trip generation for the site along with additional development in the direct vicinity of the site, CDOT is **REQUESTING** that the development complete a Comprehensive Transportation Review (CTR) as outlined in Article 32.1 of the UDO and the Charlotte Streets Manual.
4. ~~Revise site plan and conditional note(s) to commit to dedicate 38.5 feet of right-of-way from the road centerline. The site plan shall label and dimension the right-of-way from the road centerline.~~
5. ~~Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk on John Adams Road and Galloway Road per Chapter 19. The site plan shall label and dimension both items from the back of curb and gutter and road centerline.~~

~~Clarifying comment 6.21.2023: Label and dimension 8-foot planting strip and 8-foot sidewalk on John Adams Road.~~

6. ~~The proposed dwelling units exceeds 12 per acre. Per Chapter 20 Subdivision ordinance, site plan and conditional note(s) revisions are needed to commit to construct an 8-foot planting strip, and 8-foot sidewalk along John Adams Road, Galloway Road and all internal network required public Streets. The wider sidewalk also meets the Charlotte WALKS Policy.~~

~~Reference (GLDSM standard detail U-05A and U-03A) for street typical.~~

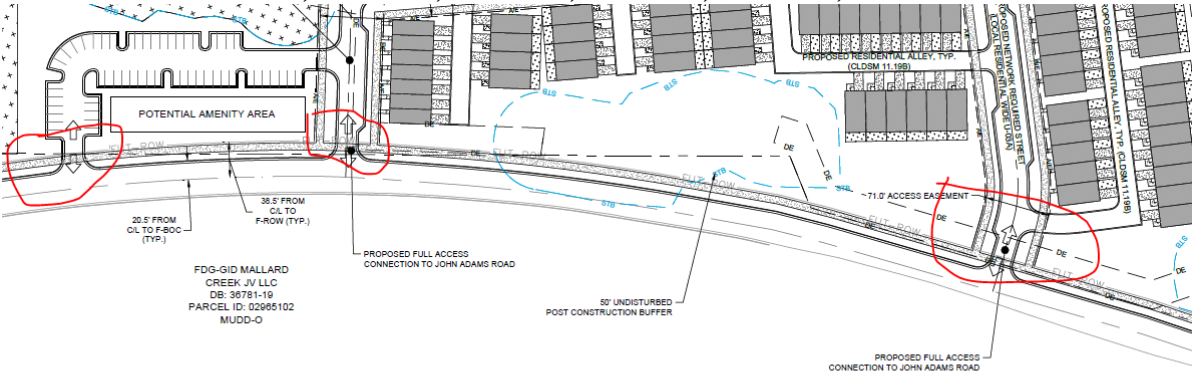
~~Clarifying comment 6.21.2023: Label and dimension 8-foot planting strip and 8-foot sidewalk on all internal public streets.~~

7. ~~Conditional note(s) revisions are needed to commit to correcting grade break issues along John Adams Road. Add conditional note to commit to this improvement along John Adams Roadway.~~
8. ~~Site plan and conditional note(s) revisions are needed to commit to dedicating right-of-way along with a slope easement along Galloway Road to allow for a future bridge over I-85 to be constructed. Site plan shall label and dimension each from the roadway centerline.~~
9. ~~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.~~
10. ~~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.~~
11. **New Comment 6.21.2023:** Label and dimension internal channelization (internal protected stem) and ensure that each driveway provides a minimum 50 feet. No parking shall be allowed within the minimum 50 feet of internal channelization.

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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>