

Rezoning Transportation Analysis

Petition Number: 2022-121

General Location Identifier: 22502106, 22502105, 22502101

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Revision Log:

Date	Description
01-25-23	First Review (PDM)
02-22-23	Second Review (JP)

General Review Information

The petition is located on the east side of Rea Road, a State-maintained major throughfare south of Bevington Place, a City-maintained minor collector. The petition is located in a south wedge outside of Route 4, and within the I-485 Interchange Analysis Study.

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 east side of Rea Road, a State-maintained major throughfare south of Bevington Place, a City-maintained minor collector. A Traffic Impact Study is required for the complete review of this petition due to the site generating more than 2,500 daily trips. Site plan and/or conditional note revisions are needed to complete the TIS and to commit to providing a shared use paths along Rea Road in accordance with the council adopted Charlotte Bikes Policy. 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 (R-3, 53.07 acres)	159 Dwelling Units	1,550	<i>General Guidance from Planning</i>
Proposed Zoning	Multifamily (Mid-Rise) Senior Adult Multifamily Housing (UR-2, 53.07 acres)	864 Dwelling Units 300 Dwelling Units	4,970	<i>Site Plan: 06-24-22 & Per TIS</i>

Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

Outstanding Issues

Strikethrough = Resolved

1. Traffic Study:

A Traffic Impact Study is required for the complete review of this petition due to the site generating more than 2,500 daily trips and/or triggering other City TIS requirements. A TIS was submitted by the petitioner on June 20, 2022, and CDOT provided comments on July 19, 2022. CDOT is awaiting the submittal of the revised TIS.

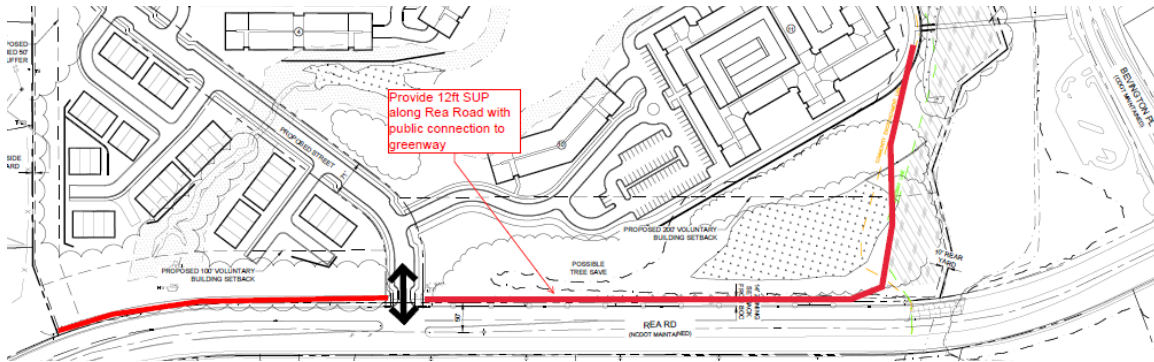
Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. Any agreed upon commitments 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. Revise site plan and conditional note(s) to commit to dedicate 35 feet of right of way from the road centerline of Elm Lane. The site plan shall label and dimension the right of way from the road centerline.~~
3. Revise site plan and conditional note(s) to commit to construct bicycle facilities by installing a 12' multi-use path along Rea Road to meet the Council-adopted Charlotte BIKES Policy. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements. The multi-use path should provide a public onsite connection to the greenway. In addition, commit to providing public access easements for the onsite MUP connections along Rea Road and Elm Lane. For multi-use paths along the public streets, provide sidewalk utility easement located 2ft at back of path if located outside of the right-of-way. Reconcile these improvements with conditional note 6.C

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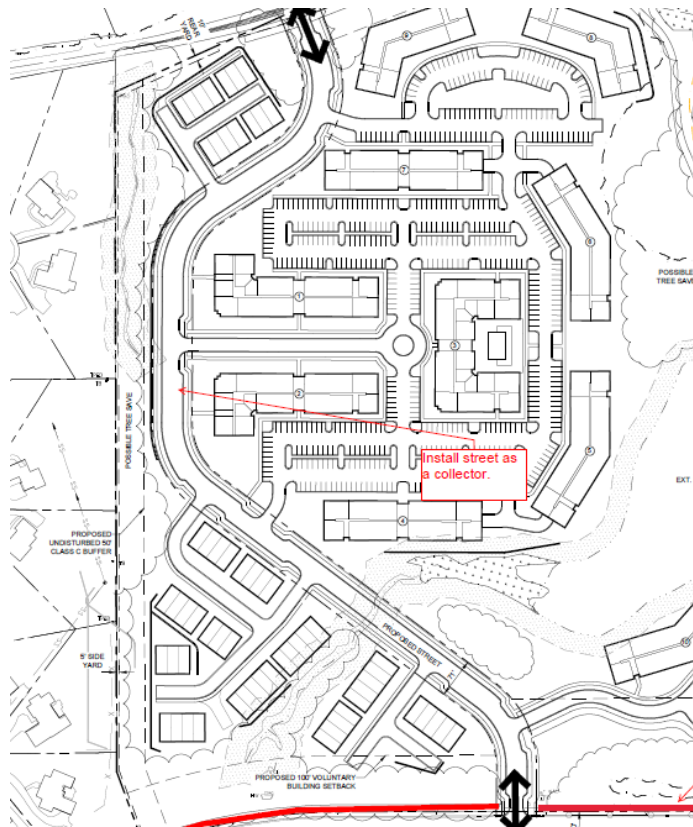


C. In lieu of the installation of an 8 foot wide planting strip and a 12 foot wide multi-use path along portions of the Site's frontages on Rea Road and Elm Lane, Petitioner shall install a 12 foot wide multi-use path within the Site that will traverse the Site from the new internal public street to Elm Lane as generally depicted on Sheet RZ-2 of the Rezoning Plan. This 12 foot wide multi-use path shall be located in a sidewalk utility easement. This 12 foot wide multi-use path shall be installed prior to the issuance of a certificate of occupancy for the 300th multi-family dwelling unit constructed on the Site.

D. An 8 foot wide planting strip and an 8 foot wide sidewalk shall be installed along both sides of the internal public street to be constructed on the Site.

Clarifying Comment from 2/22/2023: Show MUP along Rea Road as shown above. We can work through the technical aspects in permitting as well as any necessary adjustments or exceptions to the required path.

- ~~4. Revise site plan and conditional note(s) to install the new public street as a local collector per CLDSM U-06.~~



Comment rescinded 2-22-23: After coordination, the proposed street will be a local residential wide (U-03).

- ~~5. Add a conditional note specifying "A Right of Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick~~

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~~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."~~

- ~~6. Add a conditional note specifying "the Petitioner shall dedicate and convey in fee simple all rights of way to the City before the site's first building certificate of occupancy is issued. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible."~~
7. Add a conditional note specifying "All transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes."

Clarifying Comment from 2-22-2023: Add conditional note.

- ~~8. Add conditional note specifying "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 Mecklenburg area, by way of a private/public partnership effort or other public sector project support."~~
9. **New Comment 2-22-23:** Revise site plan and conditional note(s) to install curb and gutter along the site's frontage on Elm Lane. Back of curb to be installed at 27' from the centerline along Elm Lane as described in the Charlotte Streets Map.

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 35' x 35' 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. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link: <https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>