

Rezoning Transportation Analysis

Petition Number: 2023-013

General Location Identifier: 21917287

From: Jake Carpenter, PE
Jacob.carpenter@charlottenc.gov
980-221-5675

Reviewer: Patrick Monroe
Patrick.Monroe@charlottenc.gov
704-301-1411

Revision Log:

Date	Description
05-24-2023	First Review (PDM)
07-28-2023	Second Review (PDM)

General Review Information

The petition is located along Choate Circle, a City-maintained minor thoroughfare near Walkers Creek Drive a City-maintained local street. The petition is located in the Lake Wylie Wedge and is located outside of Route 4.

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 along Choate Circle, a City-maintained minor thoroughfare near Walkers Creek Drive a City-maintained local street. A Traffic Impact Study (TIS) is not required due to the site generating less than 2,500 trips. The Comprehensive Transportation Review was recently approved by City Council under the new UDO. CDOT requested the petitioner complete a CTR for the site, and the petitioner provided a CTR with multimodal mitigation. CDOT has coordinated with the petitioner to provide a roundabout at the site entrance, a multi-use path along the property frontage, and completion of an offsite sidewalk gap along the south side of Choate Circle. Site plan and/or conditional note revisions are needed to commit to provide internal public streets. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse Single Family	21,600 SF 1 Dwelling Unit	85	Tax Record
Entitlement with Current Zoning	Single Family (R-3, 19.75 acres)	59 Dwelling Units	625	General Guidance from Planning
Proposed Zoning	Multifamily (Low-Rise) Multifamily (Mid-Rise) (UR-2, 19.75 acres)	250 Dwelling Units 125 Dwelling Units	2,230	Per TTM

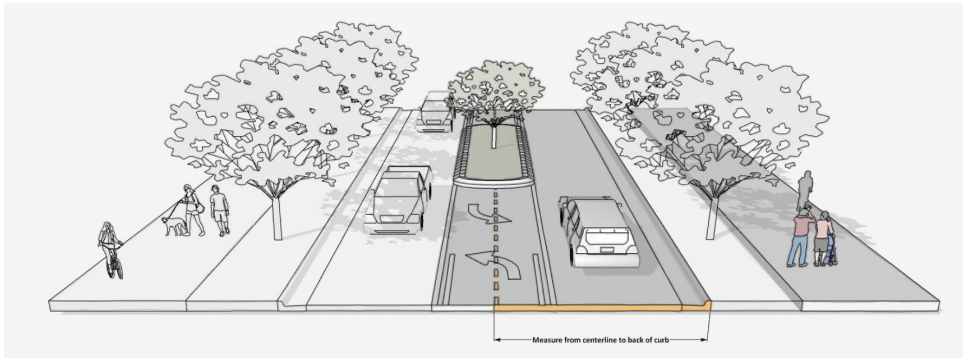
Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

Outstanding Issues

Strikethrough = Resolved

1. ~~Curbline:~~

~~**Choate Circle:** Location of curb and gutter to be installed a minimum of 19 feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway typical section of a 2+ Avenue.~~



~~NOTE: Additional distance from center line to back of curb may be required in locations where a median is present or around intersections and interchanges.~~

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

2. ~~Traffic Study:~~

~~A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating less than 2,500 daily trips and/or not triggering any other City TIS requirements.~~

3. ~~Comprehensive Transportation Review (CTR):~~

~~The Comprehensive Transportation Review was recently approved by City Council under the new UDO. CDOT is **requesting** the petitioner complete a CTR for the site. The petition's zoning falls within the medium to high intensity development which based on the 2,230 daily trips will trigger Tier 3 (9 mitigation points) for multimodal assessment, as found in the Charlotte Streets Manual.~~

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As part of this request, the petitioner shall review and assess the publicly accessible pedestrian network within ¼ mile walking distance of the site to identify multimodal infrastructure to meet the Tier 3 (9 mitigation points) for multimodal assessment.

4. ~~Revise site plan and conditional note(s) to commit to dedicate a minimum of 35 feet of right of way from the road centerline on Choate Circle. The site plan shall label and dimension the right-of-way from the road centerline. Provide SUE for multi-use path if located outside of the ROW.~~
5. **Outstanding Comment from 7.28.2023:** Revise site plan and conditional notes(s) to convert the proposed private streets to public streets.
6. ~~Revise site plan and conditional note(s) to commit to construct bicycle facilities installing a 12' multi-use path and 8' planting strip to meet the Council-adopted Charlotte BIKES Policy. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements.~~
7. ~~Revisit site plan to remove the left turn lane stop bar shown on Choate Circle.~~



8. ~~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 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."~~

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.

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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>