

Rezoning Transportation Analysis

Petition Number: 2023-043

General Location Identifier: 06111216, 06111210, 06111217, 06111211, 06111219, 06111215, 06111218, 06111212, 06111327, 06111393, 06111328, 06111392, 06111101, 06111102, and 06111103

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
7-26-23	First Review (PM)
9-19-23	Second Review (IW)

General Review Information

The petition is located at the intersection of Alleghany Street, a City-maintained minor arterial and Ashley Road, a City-maintained minor arterial. The petition is located in a west corridor inside of Route 4, within the Westside Strategy Plan Study Area.

Active Projects Near the Site:

- CIP: Alleghany Sidewalk (1609-1335)
- Project ID: PMES231773
- Location: South side of Alleghany Street from Ashley Rd to 1335 Alleghany
- Project description: The project includes 1,250 feet of sidewalk installation along the south side of Alleghany Street from Ashley Rd to 1335 Alleghany.
- Project Type: Pedestrian and Bike
- Project Phase: Design
- Anticipated Start Date: early 2023, anticipate completion date: TBD
- PM: Allison Brickey allison.brickey@charlottenc.gov
- URL: <https://www.charlottenc.gov/Growth-and-Development/Projects/Sidewalks>

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 site is located at the intersection of Alleghany Street, a City-maintained minor arterial and Ashley Road, a City-maintained minor arterial. A Traffic Impact Study (TIS) is not required for this site due to the site generating less than 2,500 daily trips. Site plan and/or conditional note revisions are needed to commit to

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either removing or relocating the proposed fence on the east side of the proposed private alley 3, including the CDOT standard notes, and dimension the future back of curb from the centerline on each public street. Further details are listed below.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	<i>Tax Record</i>
Entitlement with Current Zoning	Apartments (U-2 & N2-B, 7.01 acres)	179 Apartments	915	<i>General Guidance from Planning & RZ# 2021-133</i>
Proposed Zoning	Single Family Attached (UR-2, 7.01 acres)	120 Dwelling Units	865	<i>Site Plan: 01-31-23</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. Curblines:

- a. **Proposed Public Street A:** New local residential medium street, back of curb located 13' from the centerline.
- b. **Alleghany Street:** Future back of curb located 27' from the centerline to accommodate a roadway cross section of a 2+lane avenue with buffered bike lanes.
- c. **Ashley Road:** Future back of curb located 21.5' from the centerline to accommodate a 2 lane avenue with buffered bike lanes.

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.

Clarifying Comment 9-20-23: Label and dimension the future 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.~~

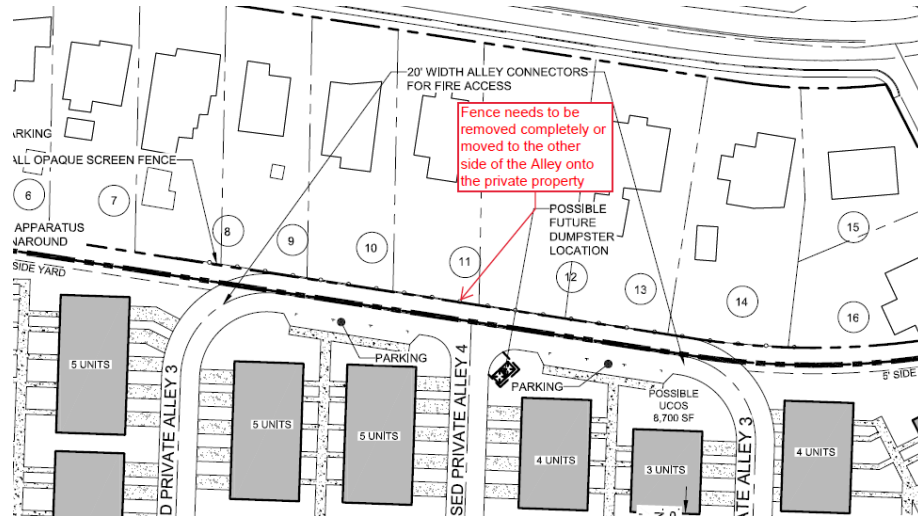
3. **Outstanding Comment from 7-26-23:** Add a conditional note specifying "A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City-maintained street right-of-way 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."
4. **Outstanding Comment from 7-26-23:** 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."

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- ~~5. Revise conditional notes to include all previous Transportation commitments from RZP 2021-133.~~
- 6. Outstanding Comment from 7-26-23:** Revise site plan and conditional note(s) to remove the fence completely from the public alley and onto private property. If fence is to remain along the single family home side it needs to be completely on private property.



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>