

Rezoning Transportation Analysis

Petition Number: 2023-045

General Location Identifier: 17514405

From: Jake Carpenter, PE

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Reviewer:

Natalie King, PE

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Revision Log:

Date	Description
7-26-23	First Review (IW)
8-24-23	Second Review (NK)
9-12-23	Trip Generation Update
12-27-23	Third Review (NK)

General Review Information

The petition is located at the intersection of Park Road, a City-maintained major arterial, and Abbey Place, a City-maintained local street. The petition is located in a Park Road/Woodlawn Road mixed use activity center outside of Route 4, within the Park Woodlawn Area Plan.

Active Projects Near the Site:

- CIP: Montford Drive Extension
 - Project ID: PMES181555
 - Location: From end of existing Montford Drive to Abbey Place
 - Description: Extend Montford Drive to connect to Abbey Place and provide pedestrian crossings and a traffic signal at the Montford Drive/Woodlawn Road intersection.
 - Project Type: Road Construction
 - Anticipated Completion Date Year: Mid 2022
 - PM: Derrel Poole Derrel.Poole@charlottenc.gov

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 Park Road, a City-maintained major arterial, and Abbey Place, a City-maintained local street. A Traffic Impact Study (TIS) is not required for this site due to the site previously completing a traffic study and the minor increase in trips. All outstanding CDOT comments have been addressed.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Multifamily (Mid-Rise) General Office	557 Dwelling Units 233,547 SF	5,040	<i>Tax Record</i>
Entitlement with Current Zoning	Multifamily (High-Rise) Retail General Office (MUDD-O, 10.6 acres)	450 Dwelling Units 371,600 SF 228,300 SF	21,185	<i>General Guidance from Planning & RZP# 2015-120</i>
Proposed Zoning	Multifamily (High-Rise) Retail General Office (MUDD-O SPA, 10.6 acres)	550 Dwelling Units 35,000 SF 565,000 SF	9,390	<i>Site Plan: 01-31-23</i>
Proposed Zoning	Multifamily (High-Rise) Retail General Office (MUDD-O SPA, 10.6 acres)	550 Dwelling Units 35,000 SF 336,676 SF	7,490	<i>Site Plan: 08-14-23</i>
Entitlement with Current Zoning	Multifamily (High-Rise) Retail General Office (MUDD-O SPA, 10.6 acres)	550 Dwelling Units 371,600 SF 228,300 SF	21,815	<i>General Guidance from Planning & RZP# 2015-120</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. ~~Outstanding Comment 7/26/23 Curbline:~~

- ~~a. The future location of curb and gutters are being shown accurately for all abutting roads as specified in the previously approved rezoning.~~

~~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.~~

~~**Clarifying Comment 8/24/23:** Site plan needs to show dimension of future back of curb from centerline.~~

2. ~~Traffic Study:~~

~~A Traffic Impact Study (TIS) was previously completed and approved for the original rezoning and the petitioner has all the mitigations from the previously approved rezoning. Due to the trip generation being less than previous, it is not necessary to complete an additional traffic study.~~

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- ~~3. 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. 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."~~
- ~~5. 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."~~

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>