

Rezoning Transportation Analysis

Petition Number: 2023-067

General Location Identifier: 18313108, 18313103

From: Jake Carpenter, PE

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Reviewer:

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Revision Log:

Date	Description
8-24-23	First Review (NK)

General Review Information

The petition is located at the intersection of Coltsgate Road, a City-maintained local street, and Apex Drive, a privately-maintained local street. The petition is located in the southpark mixed use activity center outside of Route 4, within the Southpark Small Area Plan.

Active Projects Near the Site:

- Capital Improvement Project - Sidewalk Gaps and Ramps on Coltsgate Rd
 - Project ID: PM51215040
 - Project Description: This project will install sidewalks in small gaps as well as accessible ramps throughout Charlotte in locations identified by CDOT.
 - Project Type: Pedestrian and Bike
 - Project Phase: Active
 - PM: Brooke England brooke.England@charlottenc.gov
 - Project Impact: Advances Vision Zero Strategy

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 Coltsgate Road, a City-maintained local street, and Apex Drive, a privately-maintained local street. A Comprehensive Transportation Review (CTR) is required for this site due to the site falling within the medium to high intensity development. Based on the 805 daily trips (subject to 30% reduction per CDOT Streets Manual), this will trigger Tier 1 Multimodal and Transportation Demand Management (TDM) assessments. Site plan and/or conditional note revisions are needed to commit to dedicating ROW and updating conditional notes. Site plan commits to installing 8' sidewalk along Coltsgate Rd. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	Vacant	--	0	0	0	<i>Tax Record</i>
Entitlement with Current Zoning	(MUDD-O & R-3, 2.2821 acres)	Too many uses to determine	N/A	N/A	N/A	<i>General Guidance from Planning</i>
Proposed Zoning	Multifamily (High-Rise) (RAC, 2.281 acres)	425 Dwelling Units	805*	115*	85*	<i>Site Plan: 5/26/2023</i>

*Trips subject to 30% reduction based on zoning per CTR in CDOT Streets Manual.

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:

Coltsgate Road Future back of curb is in its existing location.

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

2. Comprehensive Transportation Review (CTR):

A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating site trips under ordinance thresholds found in the Charlotte Streets manual Table 3.1 and/or not triggering any other City TIS requirements.

The petition's zoning falls within the medium to high intensity development which based on the 805 daily trips (subject to 30% reduction per CTR guidelines in CDOT Streets Manual) will trigger Tier 1 (5 mitigation points) for multimodal assessment and Tier 1 (2 mitigation points) for transportation demand management assessment. 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 1 (5 mitigation points) for multimodal assessment. Petitioner shall also provide transportation demand management strategies to meet Tier 1 (2 mitigation points) to reduce vehicle trips and encourage alternative modes of transportation.

3. Revise site plan and conditional note(s) to commit to dedicate 36' 6" right-of-way from the road centerline. The site plan shall label and dimension the right-of-way from the road centerline.

4. 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."

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5. 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.”
6. 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 approved by CDOT and 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 Unified Development Ordinance.
2. 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.
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 of Charlotte Unified Development Ordinance regulations.
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>