

Rezoning Transportation Analysis

Petition Number: 2023-107

General Location Identifier: 10505203 & 10505201

From: Jake Carpenter, PE

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Reviewer:

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Revision Log:

Date	Description
10-25-23	First Review (ME)
11-27-23	Second Review (ME)
01-03-24	Third Review (TM)

General Review Information

The petition is located at the intersection of Rocky River Road, a State-maintained arterial road and John Russell Road a State-maintained arterial road. The petition is located in the east wedge outside of Route 4, the Rocky River Road Area Plan and is in the manufacturing and logistics place type of the 2040 policy map.

Active Projects Near the Site:

- o 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 site is located on Rocky River Road a State-maintained, arterial road and John Russell Road a State-maintained arterial road. A Comprehensive Transportation Review (CTR) is required for this site due to the site falling within the low intensity development thresholds. Based on the 1,120 daily trips this will trigger Tier 1 (3 points) multimodal assessment. The petitioner has coordinated with CDOT and NCDOT to provide improvements at the intersection of John Russell Road and Rocky River Road, dedicated turn lane improvements into site and frontage improvements. All outstanding CDOT comments have been addressed.

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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	-	-	-	-	<i>Tax Record</i>
Entitlement with Current Zoning	Shopping Center (NS, 12.3 acres)	100,000 SF	9,110	353	886	<i>General Guidance from Planning or RZ# 2005-021</i>
Proposed Zoning	Multifamily (Mid-Rise) Retail (N2-A, 12.3 acres)	116 Dwelling Units 9,000 SF	1,120	66	118	<i>Site Plan: 09-25-23</i>
Proposed Zoning	Multifamily (Mid-Rise) Retail (N2-A, 12.3 acres)	115 Dwelling Units 9,000 SF	1,113	66	117	<i>Site Plan: 11-13-23</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. ~~Rocky River Road: Location of curb and gutter to be installed to 30 feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway typical section of a 4 lanes or more arterial.~~
- b. ~~John Russell Road: Location of curb and gutter to be installed to 19 feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway typical section of a 3 lanes or less arterial.~~

~~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.~~

~~Reference (CLDSM standard detail 11.09) for both street typicals.~~

~~**Comment 11-27-23: Please 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 low intensity development which based on the 1,120 daily trips will trigger Tier 1 (3 mitigation points) for multimodal assessment. The petitioner shall review and assess~~

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~~the publicly accessible pedestrian network within ¼ mile walking distance of the site to identify multimodal infrastructure to meet the Tier 1 (3 mitigation points) for multimodal assessment.~~

- ~~3. Revise site plan and conditional note(s) to commit to dedicate 38 ft right-of-way from the road centerline for Rocky River Road and 27 ft for John Russell Road. The site plan shall label and dimension the right-of-way from the road centerline.~~

~~**Comment 11-27-23:** Please revise site plan to show correct dedicated right of way for each road with proper labeling and dimensioning.~~

- ~~4. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 12 foot shared use path on Rocky River Road per Charlotte Streets Map. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement.~~

- ~~5. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 12 foot shared use path on John Russell Road per Charlotte Streets Map. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement.~~

- ~~6. 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."~~

~~**Comment 11-27-23:** Please add this conditional note.~~

- ~~7. Revise site plan and conditional note(s) to commit to installing ramps, crosswalks, and pedestrian signalization at intersection of Rocky River Road and John Russell Road in coordination with CDOT and NCDOT.~~

~~**Comment 11-27-23:** Please revise conditional note and site plan to show that this will be done for the entire intersection and not just the northeast corner of the intersection.~~

- ~~8. **CDOT REQUEST 10-26-23:** Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip and 12 foot shared use path on Rocky River Road per Charlotte Streets Map between eastern property line and Bailey Run Drive to allow for access for pedestrians in neighboring developments to Reedy Creek Park.~~

- ~~9. Revise site plan and conditional note(s) to commit to making the access right in and right out access only on Rocky River Road, constructing a dedicated right turn lane into the site with 100 feet of storage and installing a 4 foot concrete monolithic island on Rocky River Road in coordination with NCDOT.~~

~~**Comment 11-27-23:** Please revise site plan and conditional notes to commit to the access and roadway improvements mentioned above from NCDOT. Please add labeling on site plan to reflect this access type.~~

- ~~10. Revise site plan and conditional note(s) to commit to making the access full movement on John Russell Road, constructing left and right turn lanes into the site on John Russell Road with 150 feet of storage and the appropriate tapers, and constructing a three lane road section if proposed right turn and existing right turn lane taper onto Rocky River Road are within 100 feet of each other in coordination with NCDOT.~~

~~**Comment 11-27-23:** Please revise site plan and conditional notes to commit to the access and roadway improvements mentioned above from NCDOT. Please add labeling on site plan to reflect this access type.~~

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11. ~~Revise site plan and conditional note(s) to commit to completing intersection sight distance survey in coordination with NCDOT.~~

~~Comment 11-27-23: Please revise site plan and conditional notes to commit to the access and roadway improvements mentioned above from NCDOT.~~

12. ~~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.”~~

13. ~~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.~~

~~Comment 11-27-23: Please add the conditional note mentioned above.~~

14. ~~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 north eastern Mecklenburg area, by way of a private/public partnership effort or other public sector project support.”~~

15. ~~Add conditional note: “If at the time of permitting the site remains in the ETJ, multi-use paths along Rocky River Road and John Russel Road must be constructed outside of the right of way and within a public access easement. Development will both construct and maintain the 12-foot multi-use paths on Rocky River Road and John Russell Road.”~~

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 to 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>