

Rezoning Transportation Analysis

Petition Number: 2023-169

General Location Identifier: 11146113

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Reviewer:

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Revision Log:

Date	Description
01-24-24	First Review (ME)
02-21-24	Second Review (ME)

General Review Information

The site is located northwest of the intersection of Albemarle Road and I-485 at the end of Lemmond Farm Drive a city-maintained, local road and Front Porch Avenue a city-maintained local road. The petition is located in the east wedge outside of Route 4, the Rocky River Road Area Plan and is in the neighborhood 2 place type of the 2040 policy map.

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 site is located northwest of the intersection of Albemarle Road and I-485 at the end of Lemmond Farm Drive a city-maintained, local road and Front Porch Avenue a city-maintained local road. Based on the 826 daily trips, the petitioner will be required to satisfy Tier 1 Multimodal assessment (3 points). Completion of a CTR summary table is needed. 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	-	-	-	-	Tax Record
Entitlement with Current Zoning	MX-1*, 33.95 acres	-	-	-	-	-
Proposed Zoning	Single Family Attached (N2-A, 33.95 acres)	115 Dwelling Units	826	54	65	Site Plan: 12-18-23
Proposed Zoning	Single Family Attached (N2-A, 33.95 acres)	124 Dwelling Units	894	59	70	Site Plan: 02-14-24

*Trip generation not provided for this zoning district.

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. ~~**Street A:** Location of curb and gutter to be installed to 17.5 feet from roadway centerline to accommodate the CLDSM Detail U-03.~~
- b. ~~**Street B:** Location of curb and gutter to be installed to 17.5 feet from roadway centerline to accommodate the CLDSM Detail U-03.~~

~~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.~~

~~CLDSM U-03C1 only to be used in areas with frequent driveways that precludes on-street parking.~~

~~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 826 daily trips will trigger Tier 1 (3 mitigation points) for multimodal 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 (3 mitigation points) for multimodal assessment.

Clarifying comment 02.21.24: Proposed mitigation will satisfy CTR but complete CTR summary table and include on the revised plan. CTR table link (use Site Data Table – CTR Summary tab): <https://www.charlottenc.gov/files/sharedassets/city/v2/growth-and-development/documents/dev-center-fees/resources/udo-site-data-tables-curb-ramps-and-ctr.xlsx>

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- ~~3. Revise site plan and conditional note(s) to commit to dedicate 25.5 ft right of way from the road centerline for Street A and Street B. 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."~~
 - ~~5. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk on Street A per CLDSM U-03. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement.~~
 - ~~6. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk on Street B per CLDSM U-03. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement.~~
 - ~~7. Revise site plan and conditional note(s) to commit to alley loaded driveways on Street A where possible.~~
 - ~~8. 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."~~
 - ~~9. 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.~~
- ~~10. 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."~~
 - ~~11. Revise site plan and conditional note(s) to construct 8-foot planting strips and 8-foot sidewalks on Street A and Street B. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement. Add conditional note The entire facility must be outside of the right of way and within a public access easement. Add conditional note committing to construction and maintenance of the 8-foot sidewalks on Street A and Street B.~~

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.

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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>