

Rezoning Transportation Analysis

Petition Number: 2023-178

General Location Identifier: 20322114 and 20322131

From: Jake Carpenter, PE

Jacob.Carpenter@charlottenc.gov

980-221-5675

Reviewer:

Jacob Peeters

Jacob.Peeters@charlottenc.gov

980-250-0772

Revision Log:

Date	Description
1-24-24	First Review (JP)
2-28-24	Second Review (JP)

General Review Information

The petition is located at the intersection of Microsoft Way, a City-maintained local street, and Hanson Road, a City-maintained local street. The petition is located in a south corridor outside of Route 4, within the I-485 Interchange Analysis Study.

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 at the intersection of Microsoft Way, a City-maintained local street, and Hanson Road, a City-maintained local street. The site's RC zoning falls within the medium to high intensity development which based on the 716 daily trips will trigger Tier 1 (5 mitigation points) for multimodal assessment and Tier 1 (2 mitigation points) for transportation demand management assessment. Site plan and/or conditional note revisions are needed to commit to dedicating 34' right-of-way on Hanson Road and 56' right-of-way from the road centerline. Further details are listed below.

Rezoning Transportation Analysis

Petition Number: 2023-178

General Location Identifier: 20322114 and 20322131

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	Office (OFC, 2.962 acres)	44,400 SF	480	83	85	General Guidance from Planning & RZP# 2020-020
Proposed Zoning	Multifamily (Low-Rise) (RC-EX, 2.962 acres)	100 Dwelling Units	716	54	64	Site Plan: 12-21-23

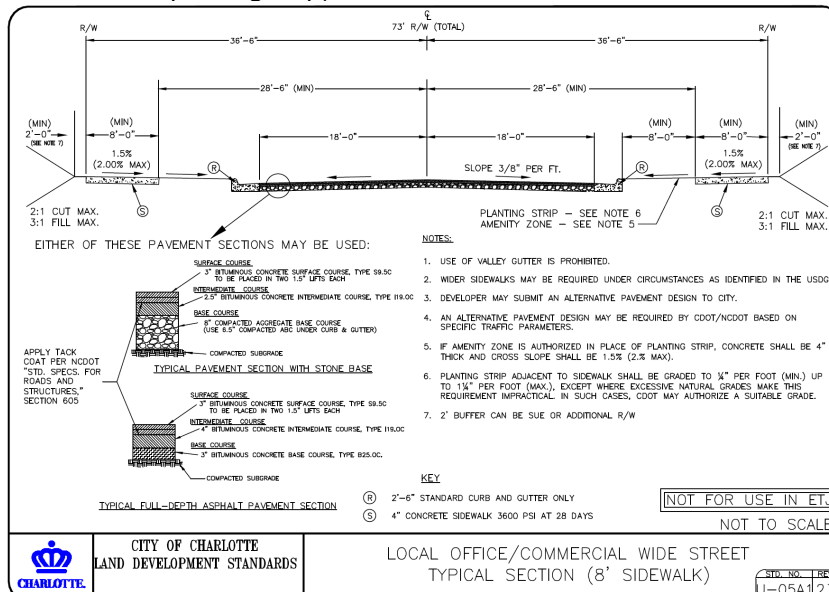
Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

Outstanding Issues

Strikethrough = Resolved

1. Curblines:

- a. ~~Arrowood Road: Location of curb and gutter to be installed 33' from the centerline for a 4+ boulevard with an 8' planting strip and 12' shared use path.~~
- b. ~~Microsoft Way: The future location of curb and gutter is in its existing location.~~
- c. ~~Hanson Road: Location of curb and gutter to be installed 18' from the centerline for a Local Office /Commercial Wide typical section with 8' sidewalk and 8' planting strip (CLDSM U-05 details with 8' planting strip)~~



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

Rezoning Transportation Analysis

Petition Number: 2023-178

General Location Identifier: 20322114 and 20322131

2. Comprehensive Transportation Review (CTR):

Density needed to determine potential CTR requirements. Additional comments or requirements may arise once land use and density are provided.

Updated Comment 2.28.24: The site's RC zoning falls within the medium to high intensity development which based on the 716 daily trips will trigger Tier 1 (5 mitigation points) for multimodal assessment and Tier 1 (2 mitigation points) for transportation demand management assessment. 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. 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 upgrading the streetscape on Microsoft Way to an 8' planting strip and 8' sidewalk (UDO 32.7 D(2)(b)).~~

~~4. Revise site plan to label and dimension the right-of-way from the centerline.~~

5. **New Comment 2.28.24:** Revise site plan and conditional note(s) to commit to dedicate 34' right-of-way on Hanson Road, and 56' right-of-way from the road centerline. The site plan shall label and dimension the right-of-way from the road centerline.

6. **CDOT REQUEST:** CDOT request that the petitioner installs a channelized island for the right turns on Microsoft Way, including realigning the pedestrian crossings to the site.



~~7. 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."~~

Rezoning Transportation Analysis

Petition Number: 2023-178

General Location Identifier: 20322114 and 20322131

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

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>