

Rezoning Transportation Analysis
Petition Number: Insert Zoning Petition #2021-213
General Location Identifier: 22706130

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Revision Log:	Date	Revision Log:
	01/21/2022	First Review (WB)
	02/21/2022	Second Review (WB)
	04/19/2022	Third Review (WB)

General Review Information

The petition is located adjacent to Pineville-Matthews Road (NC 51), a State-maintained major thoroughfare, between Hugh Forest Road, a City-maintained Minor Collector, and Echo Forest Drive, a Private Local Road. The site is within the South Wedge outside Route 4. This site was previously rezoned in 1990, RZP-1990-008(C).

Active Projects Near the Site:

- NC-51 Sidewalk Project (Echo Forest Drive to Alexander Road)
 - The Project scope includes the construction of sidewalk along NC 51 from Echo Forest Drive (Providence High School) to Alexander Road, and on Alexander Road between NC 51 and Woodshed Court. The project will include the installation of accessible Curb Ramps at all quadrants of the Echo Forest intersection. Other improvements include a right turn lane and a second left turn lane on Alexander Road at NC 51.
 - Design Phase
 - Anticipated Construction Completion Mid 2023
 - Contact Project Manager: Jonathan Hamrick (Jonathan.Hamrick@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 petition is located adjacent to Pineville-Matthews Road (NC 51), a State-maintained major thoroughfare, between Hugh Forest Road, a City-maintained Minor Collector, and Echo Forest Drive, a Private Local Road. A Traffic Technical Memorandum (TTM) is needed for this site. The traffic study was submitted on March 23rd and is currently under review.

The site plan proposes to reconfigure the Echo Forest Drive intersection and to install bicycle facilities along the site’s Providence Road frontage in accordance with Charlotte BIKES Council-adopted policy. CDOT requires that the petitioner provide intersection sight distance and turning movement analysis to ensure safe ingress and egress. Additional traffic mitigation comments may be forthcoming once the TTM is approved by CDOT and NCDOT. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Multifamily (R-12MF)	266 Units	1,450	Tax Record
Entitlement with Current Zoning	Multifamily (R-12MF)	266 Units	1,450	RZ 1990-008
Proposed Zoning	Multifamily (R-12MF SPA)	500 Units	2,725	Site Plan: 08-18-21

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. **Traffic Memo:**

~~A Traffic Technical Memorandum (TTM) is necessary for the complete review of this petition due to the site being in a high congestion area and additional site traffic utilizing the traffic signal at Pineville Matthews Road and Echo Forest Drive.~~

~~2. Revise site plan and conditional notes to commit to dedicate 50-foot right-of-way from the Pineville-Matthews Road centerline. The site plan shall label and dimension the right-of-way from the road centerline.~~

~~3. Revise site plan and conditional notes to commit to dedicate 36-foot right-of-way from the Hugh Forest Road centerline. The site plan shall label and dimension the right-of-way from the road centerline.~~

4. Site plan and conditional note revisions are needed to commit to constructing two accessible curb ramps on the southeast corner of the Hugh Forest Road intersection per PROWAG and ADA law. Commitments to include all necessary works to bring the pedestrian crossing into ADA and PROWAG compliance, including crosswalk restriping.

5. **Comment Clarification (Site plan reviewed on 2/21/22):** Site plan and conditional notes revisions are needed to commit to construct bicycle facilities by installing a 12-foot multi-use path along the site's entire Pineville-Matthews Road frontage in accordance with the Charlotte BIKES Policy. The site's frontage includes both Area's A and B.

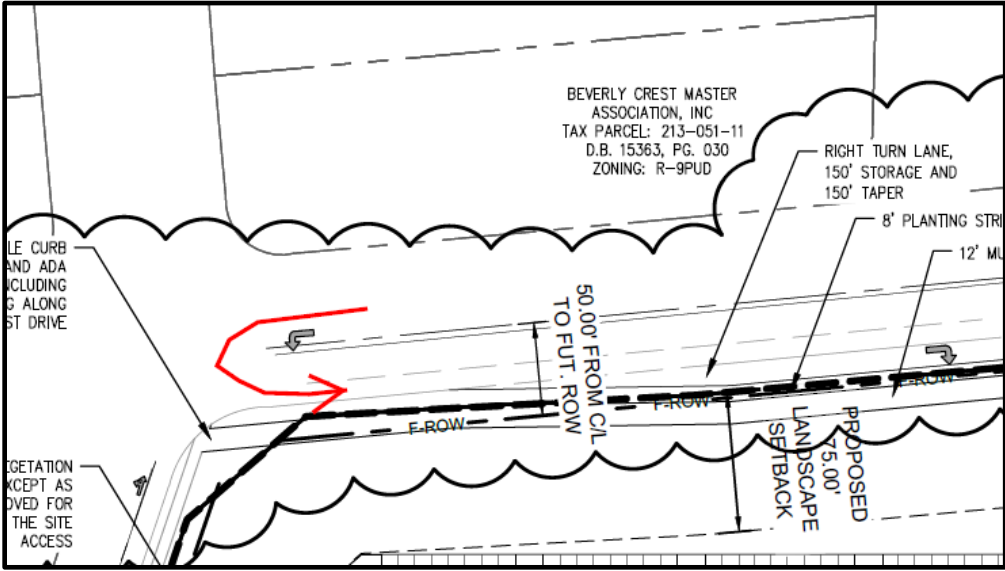
6. The proposed dwelling units exceeds 12 per acre. Per Chapter 20 Subdivision ordinance, site plan and conditional note revisions are needed to commit to construct an 8-foot sidewalk with an 8-foot planting strip along Hugh Forest Road. The wider sidewalk also meets the Charlotte WALKS Policy. *(Comment rescinded based on 2/21/22 based on the existing 6-foot sidewalk, planting strip, and berm to remain)*

~~7. Revise site plan and conditional notes to commit to constructing a right turn lane on Pineville-Matthews Road into the proposed driveway per NCDOT standards.~~

~~Revise site plan and conditional notes to commit to constructing a right turn lane on Pineville-Matthews Road into the Echo Forest Drive per NCDOT standards.~~

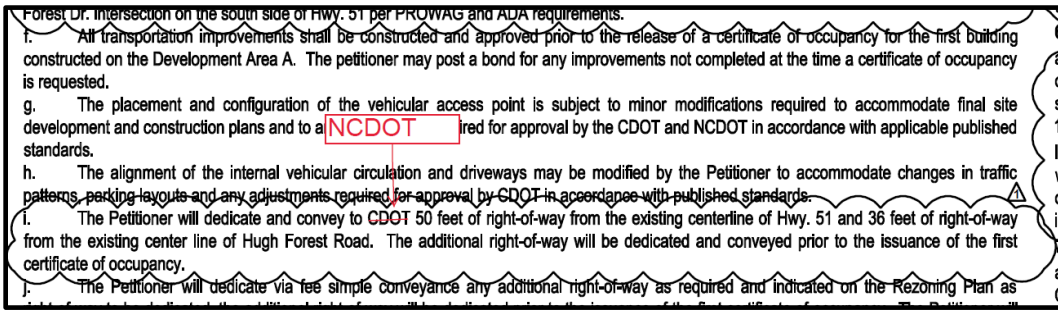
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- 8. ~~Revise site plan to adequately depict and label existing facilities, including the Echo Forest Drive, the signalized intersection at Echo Forest Drive, and the existing School Driveway.~~
- 9. ~~The egress movement at Echo Forest Drive shall be limited to 'left out and right out' only to mitigate the increase in traffic at the existing signalized intersection. No northbound through movements will be encouraged. Petitioner to install a concrete channelization island per NCDOT standards to enforce the restricted movement.~~
NCDOT will require a concrete island installation during permitting.
- 10. ~~Site plan and conditional note revisions are needed to include the construction of two ADA Curb ramps on each corner of the Echo Forest Drive intersection on the south side of Pineville-Matthews Road per PROWAG and ADA law. Petitioner to coordinate with CIP Project on the construction of ADA facilities.~~
- 11. **New Comment** (added on 2/21/22 to address sight distance concerns): Petitioner to provide Intersection Sight Distance (ISD) at proposed driveway access points. ISD must be shown in both horizontal and vertical dimensions (plan/profile) along the sight line, not the roadway centerline. The horizontal dimensions (plan) shall include contours corresponding with the vertical dimensions (profile).
- 12. **New Comment** (added on 2/21/22 to address traffic concerns): Petitioner to provide passenger car and truck turning movements for U-turns movements made on Pineville-Matthews Road at the Hugh Forest Road intersection.



- 13. ~~Add a site plan note specifying dedication and fee simple conveyance of all rights-of-way to the City before the site's first building certificate of occupancy is issued as needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.~~
- 14. **New Comment** (based on site plan reviewed on 2/21/22):
~~Correct Conditional Transportation Note 3.i to dedicate 50-foot of right of way to NCDOT.~~

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- ~~15. Add a site plan note specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued as needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~
- ~~16. Add conditional note "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's Driveway Regulations.
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 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. 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.
7. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible

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abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.

8. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:

<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>