

Rezoning Transportation Analysis
Petition Number: Insert Zoning Petition #2021-263
General Location Identifier: 15717222, 15717233

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Revision Log:	Date	Revision Log:
	04-18-2022	First Review (WB)

General Review Information

The site is located at the northeast quadrant of the intersection of two City-maintained local streets, Colwick Road and Chiswick Road. The site is in the Cotswold Mixed use Activity Center outside of Route 4.

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 northeast quadrant of the intersection of two City-maintained local streets, Colwick Road and Chiswick Road. A Traffic Technical Memorandum (TTM) is necessary for the complete review of this petition due to ingress and egress concerns that are triggered by the site's proximity to a highly congested thoroughfare on the high injury network. A Draft study was submitted to CDOT on 3/29/2022 and is currently under review.

Site plan revisions are needed to meet ordinance requirements and the outstanding items including, but not limited to, relocating the back of curb along the site's frontage to accommodate on-street parking, providing adequate pedestrian infrastructure and dedicating right-of-way along both public streets. Additional traffic mitigation comments may be forthcoming once the TTM is approved by CDOT. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office	10,648 SF	125	<i>Tax Record</i>
Entitlement with Current Zoning	Office (O-2, 2.8 acres)	42,000 SF	460	<i>General Guidance from Planning</i>
Proposed Zoning	Multifamily (Mid-Rise) Office	260 Units 30,000 SF	1,750	<i>Site Plan: 11-5-21</i>

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. **Curblines:** The proposed zoning district has a setback measured from the back of the existing or proposed future curblines.
 - a. **Colwick Road:** The back of curb and gutter needs to be relocated to 20.5-feet from the road centerline.
 - b. **Chiswick Road:** The back of curb and gutter needs to be relocated to 20.5-feet from the road centerline.

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

Traffic Study:

A Traffic Technical Memorandum (TTM) is necessary for the complete review of this petition due to ingress/egress concerns that are triggered by the site's proximity to a highly congested thoroughfare on the high injury network.

Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TTM is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. Any agreed upon commitments shall be included on the last site plan submitted no fewer than 4 weeks prior to the public hearing. Therefore, additional traffic mitigation comments may be forthcoming once the TTM is approved by CDOT

2. Revise site plan and conditional notes to commit to dedicate 28.5-ft (minimum) right-of-way from the road centerline of both Public streets per Chapter 20 of the City's ordinance. 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 reconstruct the curb and gutter 20.5-ft from the road centerline of both Public streets to provide on-street parking per the Local Commercial Wide typical section and Chapter 20 of the City's ordinance. The site plan shall label and dimension the proposed back of curb and gutter from the road centerline.
4. Revise site plan and conditional notes to commit to construct an 8-foot planting strip, and 8-foot sidewalk on Chiswick Road per Chapter 20. The site plan shall label and dimension both items from the back of curb and gutter and road centerline. The wider sidewalk also meets the Charlotte WALKS Policy.

Reference (CLDSM standard detail U-05A) for street typical.

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5. Add a site plan note(s) 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.
6. 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.

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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.
8. 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 abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
9. 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>