

## Rezoning Transportation Analysis

**Petition Number**    2016-057                                **Updated**            5/20/2016  
**Location**            Approximately 16.5 acres located on the west side of Toddville Road  
                               between Freedom Drive and CSX Way  
**Staff Resource**        Rick Grochoske                            [rgrochoske@charlottenc.gov](mailto:rgrochoske@charlottenc.gov)    704.432.1556

CDOT’s Review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte’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 to be used in the overall City staff analysis of the rezoning petition and includes information on trip generation, outstanding site plan concerns, and an overall summary of the case from a transportation perspective.

Based on our review of the petition, we offer the following information for your consideration.

### Transportation Summary

This site has direct access to an existing minor thoroughfare with security gates at each driveway entrance. The petitioner has extended the driveway stem to accommodate large tractor-trailer vehicles at the gated entrance to avoid blocking southbound Toddville Road, a north-south access to the adjacent Mount Holly/Highway 16 Industrial Activity Center. Additionally, the petitioner has revised the site plan to accommodate the desired cross section along Toddville to accommodate the multimodal transportation system envisioned within the Northwest Wedge adjacent to the activity center.

### Trip Generation

Existing Zoning			
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Vacant	N/A	0
Entitlement	Apartments (16.5 acres of R-17MF)	280	1800

Proposed Zoning			
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
2/5/2016	Tractor Trailer Truck Parking	245	1300
	Employee Parking	85	
4/15/2016	No Change	-	-

5/18/2016	No Change	-	-
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*Trip generation for proposed use is approximated from number of spaces as no building use is available.*

**Resolved Issues**

1. The petitioner needs revise the site plan to include 150’ northbound Toddville left turn storage lanes with appropriate bay taper lengths for both proposed site driveways. Since the distance between the site driveways is short the petitioner mostly need to continuous left turn lanes between the two proposed site driveways. *(Petitioner provided acceptable analysis showing left turn lanes are not warranted)*
2. Toddville Road is designated as a minor thoroughfare on the City’s Thoroughfare Plan, requiring 70’ of total right-of-way. Therefore the site plan needs to be revised to depict existing/ proposed right-of-way lines and 35’ of right- of-way needs to be dedicated in fee simple as measured from Toddville Rd.’s existing centerline.
3. The petitioner needs to revise the site plan to provide approximately 70’ of truck storage length between the proposed driveway security gates stop line and the building setback line, so vehicles waiting for the gate to open do not maneuver within the site’s building setback, per the zoning ordinance (i.e. both proposed site driveways).
4. Toddville Rd.’s is planned to be built as an USDG Avenue Typical Section- three 11’ travel lanes, 5’ bike lanes, 2.5’ curb and gutter, 8’ planting strip, 6’ sidewalk + 2’). Therefore CDOT requires the site plan to dimension and label the proposed future back of curb be located 24’ as measured from Toddville Rd.’s existing centerline and provide sidewalk easement for any portion of the described cross section that falls outside of the public right of way (35’ from existing centerline). Conditional Transportation note number 4 is not acceptable. Bike lanes are designated on all major and minor thoroughfares, including Toddville Road as approved by City Council’s 2008 Bike Plan.
5. The petitioner needs to revise the site plan to add a conditional Transportation note stating: *“All proposed transportation improvements shall be implemented before the Phase 1 Parking Lot is operational.”*

**Outstanding Issues**

None

**Advisory Information**

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. According to the City of Charlotte's Driveway Regulations, 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.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35’ x 35’ sight triangles are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance(s). Such items should be identified on the site plan.

3. The proposed driveway connection(s) to Toddville Rd. will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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 to be 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 the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.