

Rezoning Transportation Analysis

Petition Number	2016-066	Updated	4/22/2016
Location	Approximately 5.32 acres located on the southwest corner at the intersection of Roxborough Road and Rexford Road.		
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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

Located in the Southpark Mixed Use Activity Center, this site on the corner of the unsignalized intersection of an existing major collector street and a local street. Generally, CDOT supports greater density in mixed-use activity centers since the mixture of uses yields shorter vehicle trip lengths that are less impactful than accommodating the same uses spread over greater distances. The primary transportation goals for this site are to a) mitigate impacts of traffic by the development where possible, and b) Improve street connectivity to provide more route choices and improve pedestrian and bicycle access, and c) coordinate the planned improvements with other development improvements in the area.

The additional trips generated by this petition along with new trips from nearby approved rezonings may require installation of a signal at the Roxborough Road and Rexford Road intersection. CDOT has asked for a contribution for the partial cost of a signal at this intersection. This signal will not only manage vehicular traffic but it will also provide a safe pedestrian crossing.

Trip Generation

Scenario	Existing Zoning		
	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Hotel	200 rooms	1630
Entitlement	Hotel	200 rooms	1630

	Proposed Zoning		
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
2/22/2016	Hotel	370 rooms	3020
4/18/2016	No Change	-	-

Curblines

The proposed zoning district has a setback measured from an existing or proposed future curblines. The location of the curblines is depicted correctly on the current site plan with exception for any minor curb modifications needed for the signal implementation.

Resolved Issues

1. CDOT requests that the petitioner change the note on the site plan to state that the alignment of the driveway on Roxborough Road will be coordinated with Southwick Drive during the permitting phase. The intent is to align these connections to minimize conflict points between vehicles. *(Revised note indicates that the petitioner will ensure alignment with Southwick during the permitting process)*

Outstanding Issues

1. CDOT requests that the petitioner add a note to the site plan stating that the Hotel agrees to dedicate any signal utility easements needed for the intersection of Roxborough Road and Rexford Road if signal equipment is needed on this corner of the intersection.
2. CDOT requests that the petitioner contribute \$50,000 to the City of Charlotte to be contributed prior to the issuance of a Certificate of Occupancy for the Hotel. These funds will be used to help fund a future signal at Roxborough Road and Rexford Road.
3. CDOT does not agree with the proposed mid-block crossing included in the revised site plan. The proposed location is not appropriate (i.e. too close to a future signal) and will duplicate midblock crossing commitments already made by the Colony Rezoning.

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) will require a driveway permit(s) to be submitted to CDOT 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.