

Rezoning Transportation Analysis

Petition Number 2016-094 **Updated** 6/23/2016

Location Approximately 0.82 acres located on the east side of Johnston Road between Pineville-Matthews Road and Walsh Boulevard.

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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

This site is located in a mixed use activity center at the unsignalized intersection of a major thoroughfare and a local street. The current site plan replaces existing, narrow back of curb sidewalk with wider, buffered sidewalk and maintains the standard right of way reservation for a major thoroughfare.

Trip Generation

Existing Zoning			
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Fitness Club	5490 sf	180
Entitlement	Office (0.82 acres of O-1)	8.2k sf	200

Proposed Zoning			
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
4/13/2016	Office	1.2k sf	310
	Self-Storage	105k sf	
6/20/2016	Office	1k sf	1140
	Retail	4k sf	
	Self-Storage	105k sf	

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline is as depicted on the site plan.

Resolved Issues

1. The petitioner should revise the site plan to reflect driveway layout that will likely be required in permitting - type II modified per Charlotte Land Development Standard 10.25E. (We will address during permitting).
2. The petitioner should revise the site plan to extend the loading zone area for extra truck stacking.

Outstanding Issues

1. The petitioner should revise the site plan to show right-of-way dedication 2' behind back of sidewalk or at back of sidewalk in areas where the building is located at back of walkway.

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 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.