

Rezoning Transportation Analysis

Petition Number: 2016-109

General Location Identifier: 06125112

From: **Kelsie Anderson, PE**

Kelsie.Anderson@charlottenc.gov

704-432-5492

Staff Reviewer: **Rick Grochoske, PE**

rgrochoske@charlottenc.gov

704-432-1556

CDOT's review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP) which seeks 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 frontage is along major collector between two interchanges with I-85. The current site plan commits to an internal street that advances CDOT's goal for additional network and commits to construction of the future cross section of Queen City Drive along the site frontage. However, a Traffic Impact Study may be needed for CDOT to complete its review of this petition.

General Description

Queen City Drive is a two-lane undivided major collector with no sidewalk or bicycle facilities. Site is located in a corridor outside of Route 4 and falls within the Westside Strategic Area Plan.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 dwelling	10	Tax Records
Entitlement with Current Zoning	Apartments (20.1 acres R17-MF)	341 dwellings	2,200	General Guidance from Planning
Proposed Zoning	Retail (20.1 acres B-2)	100k sf	6,800	General Guidance from Planning

Outstanding Issues

1. ~~Conventional application of the requested zoning district may not accomplish CDOT's transportation goals. The following are specific concerns:~~
 - a. Based on the potential uses identified for this zoning district, the trip generation reaches the CDOT threshold to require a traffic impact study (TIS) and mitigation may be needed. More information on proposed land uses is needed to make this determination. The existing conditional note 4.C. is unacceptable. The petition should submit a detailed breakdown of potential uses.
 - b. ~~It cannot be confirmed that north-south and east-west street connections will be implemented to achieve the desired street network envisioned for a Corridor.~~

Rezoning Transportation Analysis

Petition Number: 2016-109

General Location Identifier: 06125112

2. NCDOT will need to review and comment regarding the subject petition. The petitioner should contact Ms. Wendy Taylor with NCDOT at 704-523-0000 to determine if a traffic impact study (TIS) will be required as a condition of the driveway permit to access this State maintained facility.
3. The petitioner needs to revise the site plan and add a conditional note for the internal streets
 - a. Specify when the street will be constructed (see comment 6)
 - b. Revise to office/commercial wide street typical section (i.e. CLDSM U-05B) for all proposed office/commercial streets serving Parcels No. 1, 2, 3.
4. The petitioner needs to revise the site plan and add a conditional note for Queen City Drive
 - a. The curb along the site's frontage needs to be generally 17.5' as measured from the street's existing centerline to accommodate the half-section for the collector street designation.
 - b. A 150' eastbound left turn lane with appropriate bay taper is needed at Grand Lake Dr.; therefore an additional 11' is need in this area, due to asymmetric widening to the north.
5. The petitioner should revise the site plan to add a conditional note specifying dedication and fee simple conveyance of all rights-of-way to the City/NCDOT before the site's first building certificate of occupancy is issued. CDOT requests right of way set at 2' behind back of sidewalk.
6. The petitioner should revise the site plan to add a note specifying all transportation improvements will be constructed and approved before the site's first building certificate of occupancy is issued or phased per the site's development plan.

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 (and two 10' x 70' sight triangles on North Carolina Department of Transportation on NCDOT maintained streets) 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 public streets will require a driveway permit(s) to be submitted to CDOT (and the North Carolina Department of Transportation 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 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.

Revision Log

Date	Description	By
07-18-2016	First Review	RHG
05-03-2017	Second Review	RHG