

Rezoning Transportation Analysis

Petition Number: 2016-131

General Location Identifier: 02931201

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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 is located at the signalized intersection of a minor and a major thoroughfare. While the proposed parcel does not conform to the street network as envisioned by the area plan and existing conditional plan, the current site plan commits to conforming to the future condition as further development occurs on the adjacent site. The current site plan also commits to the envisioned cross sections for Ridge Road and Prosperity Church Road. However, CDOT does not support and continues to request the removal of the proposed site driveway on Prosperity Church Road because this driveway does not support Village Center goals for uninterrupted pedestrian and bicycle environment along the thoroughfare and can cause congestion for the nearby signalized intersection.

General Description

The site is located at the intersection of Prosperity Church Road, a minor thoroughfare, and Ridge Road, a major thoroughfare.

The property was originally rezoned as a portion of petition 2008-081.

The site is located in a center outside of Route 4 and falls within the Prosperity Hucks Area Plan.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Records
Entitlement with Current Zoning	Drug Store Bank w/ Drive Thru (Only possible if Old Ridge Road is abandoned)	14,820 sf 4,500 sf	2,130	RZ 2008-081
Proposed Zoning	Fast Food w/ Drive Thru (Possible if Old Ridge Road is abandoned or if it remains)	5,000 sf	2,480	Site Plan: 03/13/17

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Outstanding Issues

1. ~~Resolved~~ The petitioner should confirm the land use and intensity shown on the site plan. Approximation of the proposed building footprint is less than 5,000 sf but the site plan shows entitlements for 15,000 square feet. Based on the trips generated by the proposed land use, CDOT requires a Traffic Impact Analysis for this rezoning.
2. ~~Resolved~~ The petitioner should submit a Transportation Technical Memorandum (TTM) to describe the anticipated internal vehicle circulation and stacking patterns – to confirm that there is no spill-out on to the public streets – and to describe the internal pedestrian path connections to the public sidewalks. The current site plan configuration seems to require the driver to perform a U-turn maneuver.
3. ~~Resolved~~ The proposed site is located in the center of the Prosperity Hucks Activity Center. The current site plan maintains Old Ridge Road in its existing alignment and form which does not conform to the Prosperity Hucks Area Plan street alignment or the adjacent approved rezoning (2008-081). Maintaining Old Ridge Road in its current form for this petition can be considered if the petitioner revises the site plan as follows to develop the street connections as envisioned in the Prosperity Hucks Area Plan:
 - a. ~~CDOT Rescinds~~ Add a RI/RO on Ridge Road in a location generally conforming to the previous rezoning 2008-081.
 - b. Add a note and label that identifies the proposed driveway on Old Ridge Road as temporary use that will be abandoned upon request. CDOT recommends the petitioner consider the placement of this temporary driveway for interconnectivity with approved plan 2008-081.
 - c. Add a conditional note that the petitioner agrees to abandonment of existing Old Ridge Road as future development occurs.
 - d. Add a conditional note agreeing to forego their rights to their half of the current Old Ridge Road right of way once abandonment is requested by CDOT.
4. The petitioner should revise the site plan to remove the site's proposed driveway on Prosperity Church Road. CDOT does not support this driveway or adding a raised median on Prosperity Church Rd. and creating a "kink" in the street's northbound alignment.
5. ~~Resolved~~ The petitioner should revise the site plan to include a 150' southbound left turn lane on Prosperity Church Road serving Old Ridge Road.
6. The petitioner should revise the site plan to show and label the proposed back of curb at 57' from the opposite back of curb of Prosperity Church Road set by approved rezoning 2013-094.
7. ~~Resolved~~ The petitioner should revise the site plan to show and label the proposed back of curb at 70' from opposite back of curb on Ridge Road to match the curblines set across the intersection of Ridge Road.
8. ~~Resolved~~ The petitioner should revise the site plan to show mill and restripe Prosperity Church Road and Ridge Road along their property front for the full width of the roadway. CDOT would like to coordinate the striping pattern prior to the next submittal after analysis of the TIS or a meeting with CDOT.
9. The petitioner should revise the site plan to add a note 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. CDOT prefers right of way dedication from street's centerline to 2' behind back of sidewalk. Alternatively, CDOT will accept right of way at back of walk or sidewalk utility easement 2' behind back of walk. Revision to Note 3H needed.

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10. ~~Resolved~~ ~~The petitioner should revise the site plan to add a note specifying all transportation improvements will be implemented 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. The setback for this district is measured from the back of the existing or future curblines as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be 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 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
08-22-16	First Review	WTG
03-21-2017	Second Review	RHG