

Rezoning Transportation Analysis

Petition Number: 2016-140

General Location Identifier: 10501227

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

To be provided prior to public hearing.

General Description

The site is located at the signalized intersection of Rocky River Road, a major collector, and East WT Harris Boulevard, a limited-access (class II) thoroughfare. WT Harris south of Rocky River is designated Bike Route 3 and there is an unfunded project to widen WT Harris to 6 lanes.

The site was part of prior rezoning case 2003-055. Mitigations were identified and constructed for existing entitlements.

The site is location in a corridor outside of Route 4 and falls within the Newell Small Area Plan.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	Tax Record
Entitlement with Current Zoning	Retail Office	5,632 sf 30,000 sf	1575	RZ 2003-055
Proposed Zoning	Retail Fast Food w/ Drive thru (1) Fast Food w/ Drive thru (2) Self-Storage	27,000 sf 7,000 sf 1,500 sf 100,000 sf	7370	Site Plan: 09-19-16

Resolved Issues

N/A

Outstanding Issues

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1. The subject petition is projected to generate over 7,300 daily trips. This amount of trips exceeds both CDOT's and NCDOT's threshold to require a Traffic Impact Study (TIS) to identify if traffic mitigation measures are necessary based upon the project's projected trip generation. The TIS will need to be submitted, reviewed and approved 90 days in advance of the petition's Public Hearing date. NCDOT will also be involved with this petition, since the streets surrounding the site are state-maintained and they will need to provide the petitioner a NCDOT Driveway Permit, during the development's permit process. Call Rick Grochoske with CDOT's Land Development Section at 704-995-0059 to determine the TIS requirements and process.
2. The petitioner should revise the site plan to include an 8' planting strip and 12' multi-use path (MUP) behind the Control of Access line (C/A) along the site's WT Harris Blvd. frontage and a conditional note that states the petitioner will work with both NCDOT/CDOT during the permitting process to determine the best MUP treatment (i.e. a raised or street level crossing) to cross Harris Station Blvd.
3. The petitioner should revise the site plan to extend the existing internal sidewalks (5' minimum width) as follows:
 - a. on each side of Harris Station to WT Harris and Rocky River
 - b. along Building C to the proposed MUP along WT Harris Blvd
 - c. from signalized intersection curb return to Building B
4. The petitioner should revise the site plan to include one accessible on-street recessed space on each side of Harris Station Blvd. (convert existing parking spaces).
5. The petitioner should revise the site plan to include the addition of pedestrian signalization (all four street approaches) at the intersection of WT Harris Blvd. and Rocky River Rd. The petitioner will need to enter into a Developer Traffic Signal Agreement to modify the existing signal and be responsible for the design and implementation of pedestrian signalization at this intersection, including, if necessary, pedestrian refuge areas in the existing WT Harris median.
6. The petitioner should revise the site plan and note 9b to commit to construction of a 10' non-vehicular connection to across Back Creek as indicated in the original petition (2003-055).
7. The petitioner should revise the site plan to indicate Building "G."
8. The petitioner should restripe the eastbound leg of Rocky River Road to activate the dual lefts as indicated in the original petition (2003-055).
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.
10. 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.

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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
10-18-2016	First Review	RHG