

# Rezoning Transportation Analysis

Petition Number: 2016-147

General Location Identifier: 18312110, 18312114

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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.

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Based on our review of the petition, we offer the following information for your consideration.

## Transportation Summary

This site is located at the northwest corner of the signalized intersection of two major thoroughfares. Transportation improvements for this site were thoroughly studied and discussed through a traffic impact study for rezoning 2015-046. The current site plan maintains the commitment to all transportation improvements required by that study. While the petition increases the total daily trips beyond the threshold of the existing rezoning, CDOT has determined that the transportation mitigations should be adequate to maintain the operations of the transportation system.

## General Description

This site is located at the northwest corner of the signalized intersection of Providence Rd. and Fairview Rd, two major thoroughfares.

The site was part of prior rezoning case 2015-046. The current site plan is generally the same as the prior approved rezoning.

Revised TIS not required by CDOT because the additional trips (for self-storage use) usually don't generate high peak hour volumes and the peak hour is the biggest concerns at this intersection.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Apartments Clubhouse (Office) Warehouse Convenience Store	109 dwellings 1,344 sf 798 sf 3640 sf	3920	<i>Tax Record</i>
Entitlement with Current Zoning	Retail Apartments	95,000 sf 195 dwellings	7870	<i>RZ 2015-046</i>
Proposed Zoning	Retail Apartments Self-Storage	95,000 sf 201 dwellings 135,000 sf	8250	<i>Site Plan: 09-25-16</i>

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## 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

N/A

## Outstanding Issues

None

## 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
10-25-16	First Review	KMH
11-30-16	Second Review	KMH