

Rezoning Transportation Analysis

Petition Number: 2017-003

General Location Identifier: 07904204

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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

To be provided prior to public hearing.

General Description

The current site plan has a primary access on Woodard Ave. a major collector and a secondary site access on Carter Ave. a local residential street. The site is located in a corridor, inside Route 4, and falls within the City's community Investment Plan (i.e.: North End-Applied Innovation Corridor) and the Statesville Avenue Corridor Area Plan. Several paper streets near the site were abandoned when the Double Oaks (now Bright Walk) area was rezoned. CAT's bus routes 13 and 21 operate on nearby Statesville Ave. CDOT is aware and coordinating with an adjacent potential development called New Camp located on the south side of Woodard Ave. across from this site.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse	22.62k sf	80	Tax Record
Entitlement with Current Zoning	Warehouse (2.27 acres of I-2)	34.0k sf	120	General Guidance from Planning
Proposed Zoning	Warehouse Office Retail	13,634 sf 767 sf 7,296 sf	1320	Site Plan: 09-27-16

Curblines

The proposed zoning district has a setback measured from an existing or proposed future curblines. The location of the existing curblines on Carter and Woodward can remain as is.

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Resolved Issues

1. The petitioner should revise the site plan to remove the existing loading dock ramps and replace the existing sidewalk along the site's Woodard Ave. frontage with 8' planting strip and 6' sidewalk.
2. The petitioner should revise the site plan to indicate on-street parking on Woodward Ave will only be allowed if recessed to accommodate future bike lane.

Outstanding Issues

1. The petitioner should revise the site plan to construct the following pedestrian/bike connections within a proposed public sidewalk utility easements (SUE) and/or existing public right-of-way:
 - A 10' "ADA accessible" multi-use path directly connecting Woodard Ave. through the site to Carter Ave. (i.e. no stairs).
 - An 8' planting strip and 10' multi-use path along the site's northern property frontage and connecting Carter Ave. to Mecklenburg County's new community pool site located in the northeast quadrant of Statesville Ave. and Woodard Ave. (upon approval by Mecklenburg County).
 - A 6' sidewalk connection to the existing 6' sidewalk along parcel 07904401 eastern property line to provide for a continuous pedestrian path between Woodard Ave. and Kohler Ave. (upon approval by parcel 07904401 property owner).
2. The petitioner should revise the site plan and add a conditional note to prohibit site deliveries using Carter Ave., a local residential street.
3. Update 12/20/16: The petitioner should revise the site plan to label and add a conditional note specifying dedication and fee simple conveyance of 14' of right-of-way to the City along the site's Woodard frontage as measured from the street's existing back of curb before the site's first building certificate of occupancy is issued.
4. The petitioner should revise the site plan to add a conditional note specifying all transportation improvements will be approved and constructed 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.

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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
11-22-16	First Review	RHG
12-21-16	Second Review	RHG