

Rezoning Transportation Analysis

Petition Number: 2017-013

General Location Identifier: 05710147

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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 accessed from local streets that connect to a major collector and has western frontage along a minor thoroughfare and southern frontage along a rail line. The petitioner has agreed, but has not yet provided, a *Technical Transportation Memorandum* (TTM) to clarify the project trip generation for the full build-out of the proposed cargo storage and warehouse facility. This information is necessary to determine if the proposed access and internal circulation for the site is adequate. Additionally, CDOT requests that the petitioner accommodate the future curblin and streetscape along the site's Toddville frontage.

General Description

The site is accessed from local streets that connect to Old Mount Holly Road, a major collector. The site also has western frontage along Toddville Road, a minor thoroughfare, and southern frontage along a rail line. Toddville Road and Old Mount Holly Road carry local bus route 1. Toddville Road is identified for future farm to market upgrades and Old Mount Holly Road has identified sidewalk gaps. The railroad The site is located outside Route 4 in an industrial activity center and falls within the Westside Strategy Plan area.

The site is planned as a container storage facility park with its primary vehicular site access provide from Aqua Chem Dr. In meetings the petitioner mentioned possible future rail connection via an existing CSX RR line along the site's southern property line. CDOT has requested traffic data from the petitioner to better evaluate the site's buildout condition and traffic impacts.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse	15.37k sf	55	<i>Tax Record</i>
Entitlement with Current Zoning	Warehouse (32.15 acres of I-1) Single Family (6.02 acres of R-3)	321.5k sf 30 dwellings	1500	<i>General Guidance from Planning</i>

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Proposed Zoning	General Industrial	38.17 acres	TBD	Pending TTM
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Resolved Issues

1. The petitioner should revise the site plan and add a conditional transportation note stating: The petitioner will implement a 150' westbound Old Mt. Holly Rd left turn storage lane with appropriate bay tapers at Aqua Chem Dr.

Outstanding Issues

1. The petitioner has agreed, but has not yet provided, a *Technical Transportation Memorandum (TTM)* to clarify the project trip generation for the full build-out of the proposed cargo storage and warehouse facility. This information is necessary to determine if the proposed access and internal circulation for the site is adequate.
2. The petitioner should revise the site plan to dimension and label the proposed future back of curb be located 24' as measured from Toddville Rd.'s existing centerline and provide sidewalk easement for any portion of the described cross section that falls outside of the public right of way (35' from existing centerline). This will accommodate half of the future Avenue cross section - three 11' travel lanes, 5' bike lanes, 2.5' curb and gutter, 8' planting strip, 6' sidewalk + 2' maintenance buffer).
3. 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.
4. The petitioner should revise the site plan to add a 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.
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.

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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
12-22-16	First Review	RHG
1-31-17	Second Review	RHG