

Rezoning Transportation Analysis

Petition Number: 2017-016

General Location Identifier: 16303224

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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

Due to the level of importance and the potential impacts to three capital improvement projects, there has been a lot of discussion on the Cities Priorities for this site beginning prior to the rezoning officially being submitted and up to this point. CDOT Land Development has been involved in some of those discussions. We have been consistent in our message to the petitioner regarding our priorities. Once the rezoning petition was officially submitted, we gathered feedback from our internal project managers for the CIP projects and other stakeholders which resulted in a first round transportation memo that included our priorities and requests. These requests were identified as crucial to the success of the future City Projects and ones we felt were proportional to the size of the development. Other comments, specifically related to traffic, are of extreme importance to CDOT as well as the public and need to be addressed. During the time between CDOT's first memo to planning and the second site plan submittal from the petitioner there was no effort on the part of the petitioner to address CDOT Land Development's documented concerns regarding the traffic patterns and traffic mitigations in the temporary condition. CDOT refers to the temporary condition as the time between the development being built (first building) and the Monroe- Idlewild Intersection Project being fully constructed. The temporary condition is believed to be around 4-5 years min. However, there is not a clear plan in the rezoning on how traffic (both pedestrians and vehicles) will be mitigated and managed during this time period. In addition, none of the outstanding issues in CDOT's memo have been addressed and actually created an additional outstanding issue. CDOT Land Development has reached out to the petitioner as well as planning staff and expressed this concern. We urge the petitioner to reach out directly to CDOT Land Development to coordinate and work through these issues.

General Description

The site is located at the signalized intersection of Monroe Rd. and Idlewild Rd., both major thoroughfares, and bordered on the western boundary by Long Avenue. The parcels in this petition overlap multiple planned Capital Improvement Projects areas and coordination and accommodation with the public investments are of critical importance.

The proposed site has approximately 1300' of road frontage on Idlewild Rd. and Monroe Rd., all of which overlap with the scope of the City's Monroe Road and Idlewild Road Intersection Improvements project. The City's funded project is major reconstruction that will better accommodate pedestrians, bicyclists, and vehicular traffic. Construction of the public project is anticipated in 2021. Curblin location, local street network, and access for the proposed site must coincide with the ongoing design of the public project.

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The proposed site development areas E and F overlap with the preferred alignment for the LYNX Silver Line transit alignment, which runs parallel along the south/west side Independence Blvd. The planned alignment goes through proposed for this rezoning. The planning level LYNX Silver Line design calls for a minimum of 44' cross section. This includes the 32' for the light rail tracks and a 12' for a rail trail.

The proposed site also overlaps with proposed alignments for the Independence Sidewalk and Bikeway Project which contemplates 12' multi use paths from Chantilly Neighborhood Park to Mason Wallace Community Park. This project is funded. CDOT feels it is of high importance to coordinate this proposed development and CIP Project during this rezoning process.

Coordination between the proposed site and NCDOT's on-going Independence Blvd. Project also continues to be factored into the proposed development.

Trip Generation

| Scenario | Land Use | Intensity | Trip Generation (vehicle trips/day) | Source |
|---------------------------------|---|--|--|---|
| Existing Use | Office Retail Tire Store Restaurant Supermarket Barber Shop | 38,000 sf 19,960 sf 9,000 sf 2,000 sf 9,040 sf 1,600 sf | 4,418 | <i>Traffic Study</i> |
| Entitlement with Current Zoning | Office (0.3 acres of O-2) Office (6.7 acres of O-1) Retail (B-1 (CD)) Retail (5.6 acres of B-2) Single Family (0.8 acres of R-4) | 4,920 sf 66,900 sf 22,000 sf 84,000 sf 3 dwellings | 9,750 | <i>General Guidance from Planning and RZ 2000-140</i> |
| Proposed Zoning | Retail | 106,000 sf | 7,053 | <i>Site Plan dated 12-19</i> |

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline.

- Idlewild and Monroe - The current site plan appears to align with available information provided to the petitioner from the CIP preliminary design. The final location of the future curbline is being

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determined by the City's Monroe Road and Idlewild Road Intersection Improvements project team and will be finalized during permitting.

- US 74 - The current site plan appears to align with NCDOT design plans. The final location of the future curblineline will be confirmed by NCDOT during permitting.
- Long Avenue – extension should conform to local office/commercial wide standard cross section
- Proposed Public Streets - should conform to local office/commercial wide standard cross section

Resolved Issues

1. CDOT requests that a 12' wide sidewalk be constructed on one side of proposed public street A. This will serve as an alternate route for the ISB Project and provide pedestrians and bicycles an opportunity to use the multi-use path on the interior of the proposed development. Update: CDOT has agreed to remove this comment if the 12' sidewalk is constructed along Monroe, Idlewild, and Long.

Outstanding Issues

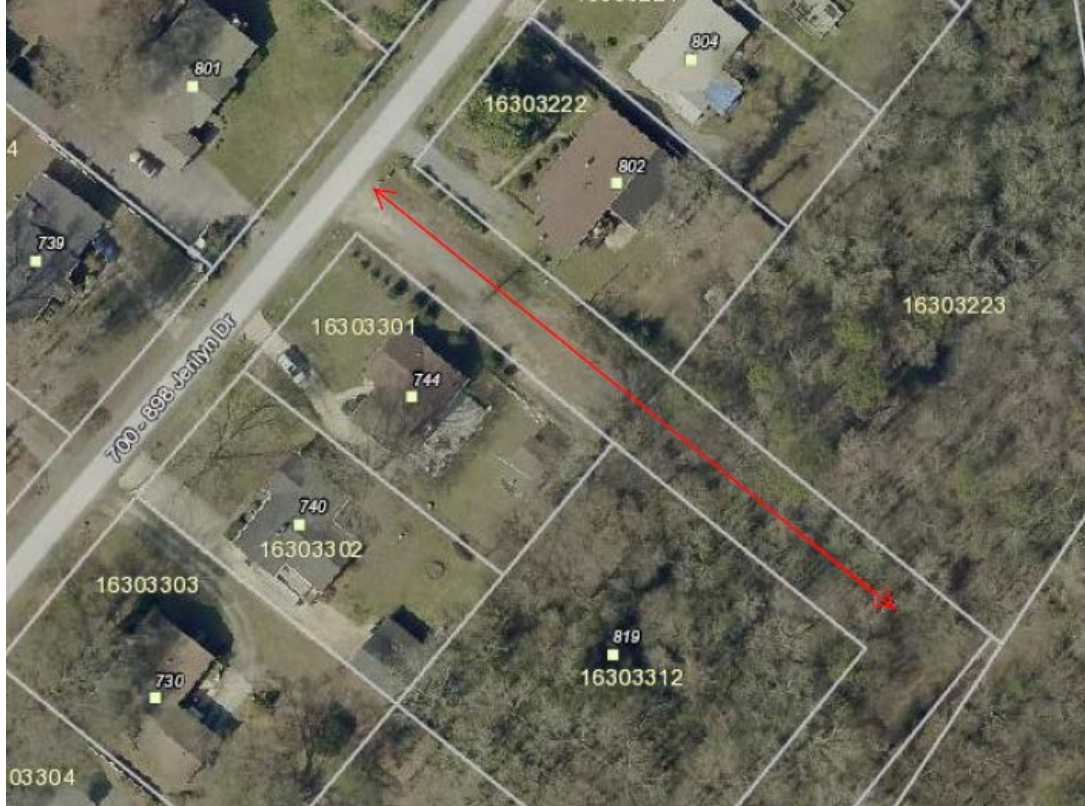
1. The petitioner should revise the site plan and the transportation notes to clearly state that the petitioner agrees to install 2'-6" curb & gutter along their property frontage in the future location (as generally depicted on the proposed site plan). This will incidentally include pavement widening, utility relocation, and other miscellaneous items related to relocating the curb to its future location.
2. The proposed development is expected to be in place years prior to the City's intersection project. The petitioner should prepare a **technical traffic memorandum / geometric transportation study** to determine the interim configuration for intersection configuration and site access for vehicles and pedestrians. The document should include specific phasing plan and detailed roadway concepts addressing the interim traffic patterns and temporary infrastructure needs until such time as the CIP Projects are constructed. CDOT LD requests a **meeting to discuss the scope of the study** and to discuss areas of concern. Accompanying site plan notes and figures should address phased condition(s) and commit to costs associated with interim condition(s). **This was the original request in the first memo.**
3. The petitioner should add a note under the transportation notes to state that the petitioner agrees to pay for any incidental signal modifications that may be incurred by creating the fourth leg of the intersection (Proposed Street A) or by interim condition requirements.
4. The petitioner should revise the site plan and the transportation notes to show installation of 12' wide sidewalk along all property frontages on Long Avenue, Monroe Rd., and Idlewild Rd. In addition, CDOT is requesting 12' wide sidewalk within the existing City right of way that exists between Long Avenue and Jerilyn Dr. Since sidewalks are required in these locations already (with exception to the paper ROW) CDOT is requesting that they be wider in these locations to accommodate the Independence Sidewalk and Bikeway project. CDOT recognizes that this is an added expense. However, CDOT feels that there is value to the developer to have the future multi use path run along the frontage of their property. This segment of 12' wide sidewalk could serve as a key segment to the future multi use path corridor that will be created by the ISB Project. This important multi use path will connect commercial uses in this area to residential neighborhoods for miles. If the wide sidewalk is not constructed with this project there is a good chance that whatever is built will be demolished and reconstructed at a later date by the ISB Project. Therefore CDOT feels it is practical to install the wider sidewalk as a part of this development. CDOT proposed 12' sidewalk as seen below represented by the blue line:
5. CDOT requests the petitioner to design and construct a modified street section in the existing unmaintained right of way shown below. This design should allow for a narrow road section and a 12' wide multi use path on one side. This will accommodate the vehicular connectivity and allow for the future Independence Sidewalk and Bikeway Project to tie into as a part of their design for the larger

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project. CDOT is willing to work with the developer to creatively design a cross section that will hopefully stay within the existing right of way.



6. CDOT requests that the petitioner coordinate with Jason Lawrence with CATS on the potential effects of this proposed development to the LYNX Silver Line and any requirements they may have.
7. CDOT requests the petitioner commit to constructing Long all the way to Independence as originally proposed.
8. CDOT requests that petitioner dedicate right of way at a location 2' behind proposed sidewalk. 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.
9. 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.

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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 |
|----------|---------------|-----|
| 11/18/16 | First Review | KMH |
| 12/22/16 | Second Review | KMH |