

# 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.*

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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 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.

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.

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## 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	Convenience Market w/ Gas Pumps Fast Food w/ Drive Thru Bank w/ Drive Thru Supermarket Drugstore w/ Drive Thru	20 fuel pumps 3,589 sf 5,980 sf 48,000 sf 14,000 sf	19,661	<i>Traffic Study</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 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 curbline 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

N/A

## 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

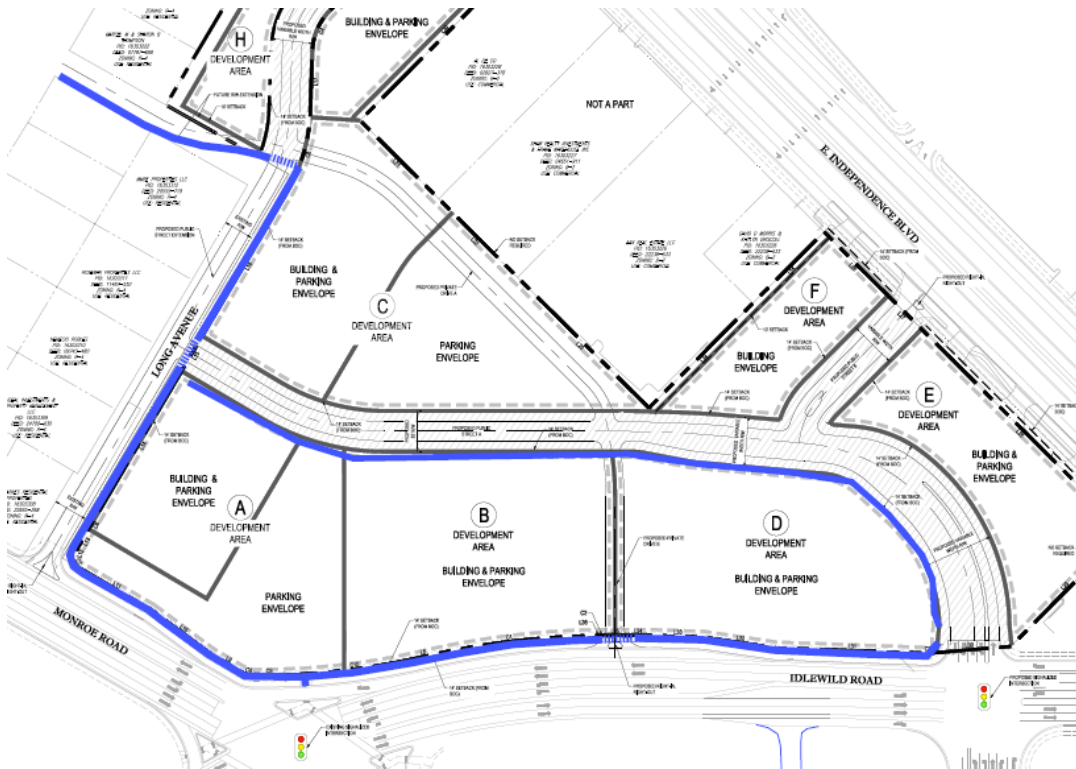
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generally depicted on the proposed site plan). This will incidentally include pavement widening, utility relocation, and other miscellaneous items related to relocating the curb to its future location.

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 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).
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:



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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 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 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.
7. 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.
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.

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## 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
11/18/16	First Review	KMH