

# Rezoning Transportation Analysis

Petition Number: 2017-026

General Location Identifier: 177-053-35

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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

The proposed site is located along a major thoroughfare at the unsignalized intersection with a local street. The proposed rezoning will decrease the daily trip generation compared to the existing entitlements. CDOT requests that the petitioner show right of way from future back of curb to accommodate a possible recreational trail along Fairview and add a coordination note for an approved pedestrian refuge.

## General Description

The proposed site is located along Fairview Rd, a major thoroughfare, at the unsignalized intersection with Closeburn Rd, a local street. It is approximately 1000' east of the signalized intersection of Park Rd. and Fairview Rd.

The site is located in the South Park Activity Center outside Route 4.

The site plan calls out only one right in-right out driveway in the same location as the current access point. Prior rezoning case 2007-053.

Recent rezoning across the street committed to a pedestrian refuge. Southpark CNIP projects are being identified.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office	4698 sf	130	Tax Record
Entitlement with Current Zoning	Condos	65 dwellings	440	RZ 2007-053
Proposed Zoning	Office	5800 sf	150	Site Plan: 11-21-16
	Office	7000 sf	180	Site Plan: 1-23-17

## Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline is 5' from existing back of curb to accommodate a future bike lane.

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## Resolved Issues

1. CDOT requests that the petitioner add a note to the site plan that states they are willing to dedicate more right of way and / or easements for the future multi-use path connector that will run along Fairview Rd. at such time it is needed. The amount of right of way that will be needed is not known at this point but it will not affect setbacks or any other requirements of this rezoning. CDOT requests that the petitioner revise the plan to show 28' from future back of curb, if possible.

## Outstanding Issues

1. CDOT requests that the petitioner add a note to the site plan stating that the proposed driveway location will be adjusted as needed during the permitting phase to accommodate a pedestrian refuge island that is currently under construction in the same general location as the driveway.

## 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
12-15-16	First Review	KMH
01-24-17	Second Review	KMH