

Rezoning Transportation Analysis

Petition Number: 2017-029

General Location Identifier: 057-081-04

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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 site is located in an industrial center outside Route 4 with access from Toddville Rd., a minor thoroughfare planned to be three (3) travel lanes with 5' bike lanes. Bike lanes are recommended on all major and minor thoroughfares, including Toddville Road, per the City's adopted 2008 Bike Plan.

CDOT is requesting that the site accommodate an extension of Tar Heel Rd. to the east as a local commercial/office narrow street as property redevelops and possible connect to Toddville Rd. The extension of Tar Heel Rd. will provide needed east/west street network in this area.

The site was last rezoned per petition no. 1994-077.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Records
Entitlement with Current Zoning	Staging/Storage Area	N/A	0	RZ 1994-077
Proposed Zoning	Warehouse Office	25,500 sf 4,500 sf	215	Site Plan: 11-28-16

Resolved Issues

N/A

Outstanding Issues

1. Toddville Road is designated as a minor thoroughfare on the City's Thoroughfare Plan, requiring 70' of total right-of-way. Therefore the site plan needs to be revised to depict existing/ proposed right-of-

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way lines and 35' of right-of-way needs to be dedicated in fee simple as measured from Toddville Rd.'s existing centerline.

2. The future Toddville cross section is a USDG Avenue - three 11' travel lanes, 5' bike lanes, 2.5' curb and gutter, 8' planting strip, 6' sidewalk + 2' maintenance behind sidewalk. Bike lanes are designated on all major and minor thoroughfares, including Toddville Road as approved by City Council's 2008 Bike Plan.
 - a. The petitioner should revise the site plan and add a conditional transportation note to construct the envisioned USDG Avenue typical section, including pavement widening (21' from centerline), curb and gutter, 8' planting strip and 6' sidewalk along the site's Toddville Rd. frontage.
 - b. 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 additional right of way or sidewalk easement for any portion of the described cross section that falls outside of the required public right of way (35' from existing centerline).
3. The petitioner should revise the site plan and add a conditional note to construct a projection of Tar Heel Road to the east along the site's northern property line and stub to parcel no. 05708108 with a local commercial/office narrow cross section (see CLDSM U-04) to provide needed east/west street network in this area in the future when tax parcel 05708108 redevelops. The petitioner needs to depict and label 55' or 41' minimum of public right of way and/or sidewalk utility easements to construct this street. With the addition of this local street, the proposed site driveway needs to be moved to this street (i.e. no site access from Toddville Rd.).
4. The petitioner should revise the site plan to align its Toddville Rd. site driveways with FedEx Expansion's proposed site driveways as shown on their current construction plans on tax parcels 05713137 and 05713121.
5. 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. CDOT requests right of way set at 2' behind back of sidewalk.
6. 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

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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
12/19/2016	First Review	rhg