

Rezoning Transportation Analysis

Petition Number: 2017-050

General Location Identifier: 15503307, 15503314

From Felix Obregon, PE

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Revision Log:

Date	Description
03-20-17	First Review
04-12-17	Second Review
06-12-17	Second Review Revision
08-18-17	Trip Gen Update
06-18-18	Third Review

General Review Information

The site is located between Crescent Ave (local) and Laurel Ave (major collector).

The site is in a wedge inside Route 4 and is within the study area of the Elizabeth Area Plan.

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 located between a local street and a major collector. While the current site plan reduces the distance of the site driveway on Crescent to Providence Road intersection from 100' (existing) to approximately 60', less than the preferred separation of driveways to intersections, the one-way proposed circulation alleviates some operational concerns with the closer driveway. CDOT can work with the petitioner during permitting to develop appropriate signing and access restriction (e.g. median, if needed) to preserve operations and safety of the adjacent Providence Road intersections.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office Warehouse	5,644 sf 3,000 sf	160	Tax Record
Entitlement with Current Zoning	Retail (0.53 acres of B-1) Office (0.23 acres of O-2)	5,300 sf 3,450 sf	1,110	General Guidance from Planning
Proposed Zoning	Retail	16,800 sf	2,290	Site Plan: 02-24-17

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	Retail Apartments Office	8,400-sf 6 dwellings 8,400-sf	4,720	Site Plan: 08-14-17
	Retail Apartments Office	4,000 sf 10 dwellings 3,600 sf	1,130	Site Plan: 06-11-18

Outstanding Issues

1. ~~**Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the future back of curb is the same location as the existing back of curb.~~
2. ~~**Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.~~
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. CDOT requests right of way set at back of sidewalk.
4. ~~**Rescinded** 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.~~
5. ~~**Rescinded** CDOT is requesting that the driveway on Crescent Ave. be relocated to the east side of the property. This would require sliding the proposed building to the west side and essentially flipping the site on the north side of the development. CDOT has safety and operational concerns with the proximity of the current driveway location to Providence Rd. The petitioner has indicated that flipping the building on Crescent creates substantial circulation and solid waste handling issues.~~
6. **New Comment: The site plan should revise the access by making Crescent Ave. an entrance only, and Cherokee Rd an exit only.**

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.

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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.