

Rezoning Transportation Analysis

Petition Number: 2017-057

General Location Identifier: 22725186, 22725185, 22725183

From: Kelsie Anderson, PE
Kelsie.Anderson@charlottenc.gov
704-432-5492

Reviewer: Carlos Alzate
calzate@charlottenc.gov
704-432-0672

Revision Log:

Date	Description
03-17-17	First Review
05-19-17	Second Review
06-14-17	Third Review
07-20-17	Fourth Review
08-15-17	Fifth Review
09-06-17	Fifth Review Update

General Review Information

The site is at the signalized intersection of Providence Rd (major thoroughfare) and Pineville-Matthews Rd (major thoroughfare). The site is in a mixed use activity center outside of Route 4.

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 at the signalized intersection of major thoroughfares. The site plan commits to turn lanes as identified in the traffic impact study but CDOT continues to request a multiuse path to accommodate bicycle and pedestrian traffic along the site frontage on Providence Rd and Pineville-Matthews Rd/Hwy51.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Drive-in Bank Office	14,390 sf 13,200 sf	2,410	Tax Record
Entitlement with Current Zoning	Drive-in Bank Office	14,390 sf 13,200 sf	2,410	Tax Record
Proposed Zoning	Office Retail Grocery Bank w/ Drive-Thru	14,500 sf 15,100 sf 50,800 sf 5,000 sf	8,225	Traffic Study

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Outstanding Issues ~~Strikeout = Not an outstanding issue~~

- ~~1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The future back of curb on Providence Road is 18 feet from the existing back of curb.~~
- ~~2. **Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is needed for the complete review of this petition. The Traffic Study was submitted 1/25/17 and NCDOT/CDOT Combined comments were provided on 3/14/17.~~

The petitioner should revise the site plan to show the mitigations identified from the review of the Traffic Impact Study by CDOT and NCDOT for the traffic generated by the proposed development:

- ~~200-foot NB right turn on Providence Rd at Arboretum Shopping Center Dr (to adjust to site constraints, an extension of the 12' path (see comment 4 below) may be installed in lieu of this vehicle improvement)~~
 - ~~300-foot SB right turn lane on Providence Rd at Arboretum Shopping Center Dr (Petitioner will build 200 foot right turn lane)~~
 - ~~275-foot (each) dual WB left turn lanes on Arboretum Shopping center at Providence Rd~~
 - ~~175-foot (each) dual EB left turn lanes on Arboretum Shopping Center at Providence Rd (Petitioner will not build EB left turn lanes due to site restrictions)~~
- ~~3. The petitioner should revise the site plan to show reservation of right of way, 65 feet from the center of the road to accommodate future Providence Rd widening. The right of way should extend across Arboretum Shopping Center Dr.~~
 - ~~4. The petitioner should revise the site plan to show a 12 foot shared use path along the site frontage with the 8 foot planting strip in lieu of reserving right of way for buffer bike lane. Only shown on Providence Rd in the site plan. Path should extend along the Pineville Matthews Rd (Hwy 51) frontage too. Additionally, the Petitioner should revise Note "g" under "Streetscape, Buffer, Landscaping Open Space and Screening" to remove the portion stating the 12 foot path may narrow to preserve trees. The path may meander to help preserve trees, but should not be reduced in width.~~
 - ~~5. The petitioner should revise the site plan to remove the paver crosswalk shown on sheet RZ-01, located on Arboretum Shopping Center Dr at Providence Rd. The marked crosswalk must meet City of Charlotte standards and be located in the right of way at the signalized intersection.~~
 - ~~6. The Petitioner should revise the site plan to remove lane shift for the WB thru lane transition on Arboretum Shopping Center Dr at Providence Rd as shown on sheet RZ-02. The exiting thru lane and receiving must line up without a shift through the signalized intersection.~~
 - ~~7. The petitioner should revise the site plan to provide a standard 8' planting strip and 6' sidewalk along the site's Arboretum Shopping Center Drive frontage.~~
 - ~~8. 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.~~
 - ~~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.

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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.