

Rezoning Transportation Analysis

Petition Number: 2017-106

General Location Identifier: 07324215, 07324216

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Revision Log:

| Date | Description |
|------------|---------------|
| 07-12-2017 | First Review |
| 09-14-2017 | Second Review |

General Review Information

The site is at the unsignalized intersection of Cedar St (major collector) and W 1st St (local). The site is located in a center inside Route 4. Cedar is identified as the corridor for the future extension of the Gold Line.

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 unsignalized intersection of a major collector and a local street. The site plan commits to streetscape and access driveways that will preserve and enhance the walkability of this site.

Trip Generation

| Scenario | Land Use | Intensity | Trip Generation (vehicle trips/day) | Source |
|---------------------------------|--------------------|----------------------------|-------------------------------------|--------------------------------|
| Existing Use | Vacant | N/A | N/A | Petition |
| Entitlement with Current Zoning | 1.37 acres of MUDD | Too many uses to determine | | General Guidance from Planning |
| Proposed Zoning | Retail | 8,696 sf | 1,390 | Site Plan: 09-11-17 |

Outstanding Issues

Strikeout = Not an outstanding issue

- ~~1. **Curblin** The proposed zoning district has a setback measured from back of the existing or proposed future curblin. The location of the future back of curb is as shown on the proposed site plan.~~
- ~~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 and conditional note(s) to reflect 8' sidewalks along Cedar St.

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- ~~4. The petitioner should revise the site plan to remove the driveway along Cedar St.~~
- ~~5. CDOT requests that the petitioner consider utility relocation or sidewalk modification to correct sidewalk obstruction by utility pole along 1st Street along existing building.~~
- ~~6. 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 where feasible.~~
- ~~7. 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 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.