

Rezoning Transportation Analysis

Petition Number: 2017-110

General Location Identifier: 18314123, 18314122, 18314121

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Revision Log:

Date	Description
07-12-2017	First Review
08-17-2017	Second Review

General Review Information

The site is on Fairview Rd (major thoroughfare) at the signalized intersection with Cameron Valley (major collector) and is located in a center outside Route 4.

South Park CNIP potential project list is being developed

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 on a major thoroughfare at the signalized intersection with a major collector. The proposed plan does not substantially increase the daily trip generated by this site. However, CDOT continues to request commitments to the Fairview recreational path along the site frontage and preservation for complete connections at Cameron Valley and Broad Street to develop the multimodal connectivity necessary to allow additional intensity in this activity center. CDOT acknowledges that these commitments would only be triggered by significant redevelopment of the buildings and/or site layout and not with incremental revision to existing buildings.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Retail Movie Theater Hotel	80K sf 30K sf 124 rooms	6,890	Tax Record and Site Plan: 06-23-17
Entitlement with Current Zoning	Retail Movie Theater Hotel Apartments	111K sf 30K sf 130 rooms 32 dwellings	8,650	RZ 2011-054
Proposed Zoning	Retail Movie Theater	131K sf 40K sf	9,470	Site Plan: 08-14-17

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	Hotel Apartments	130 rooms 32 dwellings		
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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 location of the future back of curb should be 8' greater than what is there today in order to accommodate buffered bike lanes in the future.~~
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 clarify that optional provision II.B is for reuse only. CDOT does not support this option redevelopment or new building and any such condition should include accommodation for:
 - a. 12ft sidewalk and 8ft planting strip along Fairview Rd. with 8-10 feet of clearance to buildings to for the envisioned South Park recreational trail along Fairview
 - b. 8' planting strip and 8' sidewalk along Cameron Valley Pkwy
4. The petitioner should revise the site plan and add a note preserving Cameron Valley Parkway to be converted to a public street if requested and preserving an east-west connection between Charlton and Board to develop a public street when/if feasible.
5. The petitioner should revise the site plan and add a note to construct or reconstruct curb ramps and crosswalks as needed at Fairview / Cameron Valley intersection, including addition or upgrade of pedestrians signals as needed.
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.

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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.