

Rezoning Transportation Analysis

Petition Number: 2017-116

General Location Identifier: 17514503

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

Reviewer: Isaiah Washington
 Isaiah.Washington@charlottenc.gov
 704-432-6511

Revision Log:

Date	Description
08-16-2017	First Review, KLA
09-14-2017	Second Review

General Review Information

The site is on Montford Dr (local) near the unsignalized intersection with Park Road (major thoroughfare). It is in a center outside Route 4. The site is within the limits of the Park Woodlawn Area Plan. City's Park Road-Woodlawn Road pedestrian safety project and Cross Charlotte Trail alignment are nearby.

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

This site is located near the unsignalized intersection of local streets. The site plan commits to the Montford crosssection as envisioned by the City's Montford Streetscape project. CDOT requests that the site plan provide adequate sidewalk width along the unnamed street frontage and cross connectivity to the adjacent parcel to comply with the area plan recommendations.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Quality Restaurant	7,400 sf	670	Tax Record
Entitlement with Current Zoning	Retail (0.82 acres of B-1)	8,200 sf	1,430	General Guidance from Planning
Proposed Zoning	0.82 acres of MUDD-O	Too many uses to determine		Site Plan: 09-08-17
	Retail	26,500 sf	2870	Site Plan: 09-25-17

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- ~~**Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The existing curbline is the future location on Montford and on the side street.~~

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2. ~~Traffic Study~~ A Traffic Impact Study/Transportation Technical Memorandum is not need for the complete review of this petition.
3. ~~The petitioner should revise the site plan and conditional notes to show 8' hardscape amenity zone, 10' sidewalk and 2' buffer to building envelope on Montford to accommodate the 20' setback and streetscape envisioned by the Park Woodlawn Area Plan.~~
4. The petitioner should revise the site plan and conditional notes to provide an 8' hardscape amenity zone behind the curblin on the side street and provide 8' sidewalk per the local streets cross section in the Park Woodlawn Area Plan. CDOT requests 2' buffer between back of sidewalk and building envelope. If back of curb sidewalk is maintained (not preferred by CDOT and needs confirmation from Urban Forestry reviewer), sidewalk width should be increase to 9' to accommodate shy distance/door swing from parking spaces.
5. The petitioner should revise the site plan and conditional notes to stub a cross access drive to the adjacent parcel (PID 17514501) per Transportation Policy T-4 in the Park Woodlawn Area Plan.
6. The petitioner should revise the conditional notes to include a \$25,000 contribution (prior to the first certificate of occupancy) for the Montford Streetscape project being developed by the City.
7. 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.

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.