

Rezoning Transportation Analysis

Petition Number: 2017-140

General Location Identifier: 12902109, 12902107

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Revision Log:

Date	Description
09-14-17	First Review
10-20-17	Second Review

General Review Information

The site has frontage on Central Ave (major thoroughfare) and Iris Dr (minor collector) and is located in a corridor inside Route 4. Site is along the City Lynx Gold Line future alignment and two existing local bus routes.

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 rezoning petition is located at the unsignalized intersection of a major thoroughfare and a local street. The petitioner has committed to improving a portion of the streetscape on Central Av, adding planting strip and sidewalk on Iris Dr, limiting driveways along Iris following CDOT walkability goals; and committing to future cross access to adjacent parcels.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Retail	5,800 sf	1,070	Tax Record
Entitlement with Current Zoning	Retail	5,800 sf	1,070	Tax Record
Proposed Zoning	Retail	8,000 sf	1,320	Site Plan: 10-16-17

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 back of curbs on Central Av and Iris Dr are in the correct future location.~~
- ~~**Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.~~

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3. ~~The petitioner should revise the site plan and note 7b to show 8 foot planting strip and 6 foot sidewalk on Central Av.~~
4. ~~The petitioner should revise the site plan to remove the 24 foot dimension and note 5c for the proposed driveway on Central Av. Size and type of driveway will be determined during permitting.~~
5. ~~The petitioner should revise the site plan to remove one of the proposed driveways on Iris Dr. CDOT will not permit 2 driveways for a parking area of this size. The proposed MUDD zoning promotes walkability, and the 2 driveways would be counterintuitive to this goal.~~
6. ~~The petitioner should add a conditional note stating cross access will be allowed between the driveway on Central Av and the adjacent parcel when/if parcel develops in the future.~~
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. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~
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 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.