

Rezoning Transportation Analysis

Petition Number: 2017-167

General Location Identifier: 131211112, 13111110

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Revision Log:

Date	Description
11-15-17	First Review

General Review Information

The site is bounded by Independence Blvd (freeway), Wilshire Pl (local), Bamboo St (local), and Pierson Dr (minor collector). The site is in a corridor outside of Route 4 and is within the study limits of the Independence Blvd Area Plan. Prior rezoning 2017-064. Bordering local streets carry bus route 221 (East Harris Neighborhood Shuttle). City's north ped/bike improvement project is a block north of the site.

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

To be provided prior to public hearing.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Retail (2.11 acres of B-2)	31,650 sf	3,220	General Guidance from Planning
Proposed Zoning	Retail	100,000 sf	6,790	Site Plan: 10-23-17

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 location of the future back of curb does not change for Wilshire Street, Bamboo Street, or Pierson Street. The petitioner should contact NCDOT to determine the future curbline of US 74.
- Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is needed for the complete review of this petition. The petitioner should submit a scoping document to CDOT and NCDOT for review.

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3. The petitioner should revise the site plan and conditional note(s) to include street lighting along Bamboo Street.
4. The petitioner should contact CATS to relocate the existing bus stop closer to the site's driveway access.
5. The petitioner should revise the site plan and conditional note(s) to include add a left turn lane from Pierson onto Bamboo or other intersection treatment (e.g. roundabout) to address additional turning movements anticipated from site.
6. The petitioner should revise the site plan to show removing the existing stairs that are shown in the sidewalk area along Bamboo St. They must also be removed from the right of way. In addition, please show installing safety rail or some sort of gated system to prevent the potential of people in the right of way falling into the drop off.
7. The petitioner should revise the site plan and the transportation notes to commit to rebuilding the monolithic concrete island at the intersection of Bamboo Street and Pierson Street. The intent would be to convert this to a pedestrian refuge island while still channelizing traffic. The conversion would also include relocating and installing new accessible ramps on each side of Bamboo Street. All work will be able to be performed without acquiring right of way. Please add a note reflecting this commitment and stating that the specific details will be finalized during the permitting phase.
8. The petitioner should revise the site plan to show better sidewalk alignment across the eastern driveway on Bamboo (i.e. relocating existing sidewalk and ramp at eastern curb return).
9. 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.
10. 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.

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.

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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.