

Rezoning Transportation Analysis

Petition Number: 2017-177

General Location Identifier: 12511804, 12511801

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Revision Log:

Date	Description
12-12-17	First Review

General Review Information

The site is bound by 3rd St (major thoroughfare), Baldwin Ave (minor collector), 4th St (major thoroughfare), and Queens Rd (major thoroughfare). The site is located in a corridor inside Route 4 and is within the Midtown/Cherry Area Plan. 3rd/4th carry five local bus routes and three express 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

To be provided prior to public hearing.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office Retail	64,710 sf 18,690 sf	3,160	Tax Record
Entitlement with Current Zoning	Office (3.92 acres of O-2) Retail	58,800 sf 25,000 sf	3,640	General Guidance from Planning and RZ 2002-066
Proposed Zoning	Office Retail Hotel	512,500 sf 16,800 sf 240 rooms	8,570	Traffic Study: 12-12-16 And Site Plan: 11-20-17

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 on 3rd and 4th is 8 feet behind existing curb for a future bike facility. The existing curbline on Baldwin is in the future location. These curbline definitions do not include mitigations to be identified by the traffic impact study.

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2. **Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is needed for the complete review of this petition. CDOT received the Traffic Impact Analysis and Signal Warrant Analysis on December 7th, 2017.
 - a. Intersection improvements likely needed to support this project include
 - i. Left turn lane from Fourth Street at proposed driveway(s) and onto Baldwin
 - ii. Signal at 3rd and Baldwin
 - iii. Signal at 4th and Baldwin
 - iv. Potential turn restrictions at Torrence
 - b. 10' minimum lane widths on 3rd and 4th street frontages
 - c. 10' minimum lane widths on Charlottetown between 3rd and 4th and reserve space for buffered bike lanes
 - d. Construction/reconstruction of bike facilities, planting strip, and sidewalk is expected with any/all lane improvements and curblines relocations.
 - e. CDOT and NCDOT are currently reviewing this TIA, more improvements potentially to be added
3. The petitioner should revise the site plan to remove driveway on Third Street. Access from Baldwin should accommodate any movements provided by 3rd street access.
4. The petitioner should revise the site plan and conditional note(s) to provide internal circulation within parking deck to each public street access point (e.g. can enter on 4th and exit on Baldwin).
5. The petitioner should revise the site plan and conditional note(s) to show future curblines around entire site.
6. The petitioner should revise the site plan and conditional note(s) to include provide a minimum 8' planting strip, 8' sidewalk, and 8' buffer to building behind the future curblines.
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.
8. 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.

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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.