

Rezoning Transportation Analysis

Petition Number: 2017-188

General Location Identifier: 14902405, 14902414, 14902416

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Revision Log:

Date	Description
12-15-17	First Review
01-23-17	Second Review

General Review Information

The site has access to Old Pineville Rd (major collector) and E Cama Rd (local) and is located in a corridor inside Route 4. The site is within the limits of the Scaleybark Transit Station Area Plan. Old Pineville carries signed bike route 15.

The Scaleybark Transit Station Area Plan has identified a future extension of Scaleybark Rd to E. Cama St and extension of Dewitt Ln to E. Peterson Dr. in order to improve the safety of the light rail crossing at Scaleybark Rd and improve road network. CDOT has informed the petitioner of this future plan and how it may potentially affect their 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

The site is located on a major collector with additional access to a local street. The Scaleybark Transit Station Area Plan envisions the extension of Scaleybark Rd to the east and E. Cama St to the north to improve street network connectivity and create a safer vehicular movement at the light rail and Old Pineville Rd crossing. However, this conceptual plan disrupts the reuse of the existing building. The current site plan commits to working with CDOT to accommodate the public street network as envisioned in the area plan if the site redevelops.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office Warehouse	5,400 sf 42,800 sf	290	Tax Record
Entitlement with Current Zoning	5.96 ac of TOD-M	Too many uses to determine		General Guidance from Planning
Proposed Zoning	5.96 ac of TOD-M(O)	Too many uses to determine		Site Plan: 01-16-18

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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. Existing curbline is in the current future location for E. Cama St. The area plan envisions a significant reconfiguration of the intersection of Old Pineville, South Boulevard, and the at-grade railroad crossing. The existing curbline on Old Pineville is in an acceptable location for the proposed project to reuse of the existing buildings and make minor parking lot improvements.~~
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 and conditional note to include commitment to the public street network as envisioned by the area plan if the site were to redevelop as described in note 3b.~~

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.