

Rezoning Transportation Analysis

Petition Number: 2017-195

General Location Identifier: 1693212, 16902113

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Revision Log:

Date	Description
01-12-2018	First Review
05-21-18	Second Review
08-20-18	Third Review

General Review Information

The site is on Woodlawn Rd (commercial arterial) between Nations Crossing Rd (local) signalized intersection and Chastain (local) unsignalized intersection. The site is located in a corridor outside Route 4 and is within the limits of the Woodlawn Transit Station Area Plan. Woodlawn carries local bus route 24 (Nations Ford).

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 thoroughfare/commercial arterial and between local streets. Due to the size of the subject property and its location near I-77 interchange and a transit station, CDOT requests the site plan address the outstanding issues and ensure the transportation recommendations of the Woodlawn Transit Station Area Plan are in place to support the transit-oriented developer intensity and mitigate impacts to existing conditions. Additionally, the petitioner should be aware that future I-77 widening concept plan.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office	341,500 sf	3,340	Tax Record
Entitlement with Current Zoning	Office	341,500 sf	3,340	Tax Record
Proposed Zoning	19.78 acres of TOD-MO	Too many uses to determine		General Guidance from Planning

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

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1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. These dimensions do not include a turn lanes that may be identified at access points and intersections.
 - a. **Woodlawn** – 38 feet from centerline as envisioned by the area plan with updates to bike facility width in compliance with recently adopted CharlotteBIKES policy.
 - b. ~~Nations Crossing~~ – 18.5 feet from centerline as envisioned by the area plan
 - c. ~~Chastain~~ – 20.5 feet from centerline as envisioned by the area plan
2. **Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is needed for the complete review of this petition. The petitioner should submit a site plan and scoping document to CDOT and NCDOT.
3. The petitioner should revise the site plan and conditional note(s) to comply with the area plan vision for transportation facilities
 - a. ~~show a street network that complies with the area plan concepts. These streets would support CDOT's goals of creating a multimodal transportation network by connecting the proposed urban land uses to surrounding infrastructure within walkable blocks and enough length to support various needs of multiple users within the public space (e.g. loading, on-street parking, access driveways, etc.) without conflict with the safety of nonmotorized modes.~~
 - b. commit to enhanced pedestrian crossing features at Woodlawn and Nations Crossing
4. Concept plans for long-range project to widen I-77 (NCDOT project numbers I-5718A, I-5718B) indicate that the area between and including Nations Ford may become part of the I-77 corridor. While this may be a future impact that will not determine current zoning considerations, CDOT suggests that the petitioner meet to discuss this concept and possible impacts to the area plan concept.



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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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.