

Rezoning Transportation Analysis

Petition Number: 2017-204

General Location Identifier: 14903406

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Revision Log:

Date	Description
01-19-18	First Review
03-19-18	Second Review

General Review Information

The site is on Nations Ford Rd (major collector) and is located in a corridor inside Route 4. The site is within the limits of the Woodlawn Transit Station Area Plan.

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 and is within the Woodlawn Transit Station Area Plan. CDOT requests the Petitioner address the outstanding issues including the dedication of right of way for Nations Crossing Rd as envisioned by the area plan.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse	15,260 sf	50	Tax Record
Entitlement with Current Zoning	Warehouse	15,260 sf	50	Tax Record
Proposed Zoning	0.95 ac of MUDD-O	Too many uses to determine		Site Plan: 12-18-17
	Hi-Turn Restaurant	12,740 sf		Site Plan: 03-12-18
	Warehouse	6,500 sf		
	Office Space	7,350 sf		
	Condominiums	2 dwellings	1,850	

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 future back of curb is located 18.5 feet from centerline of the road to accommodate the cross section as envisioned by the area plan.~~

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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 to remove the driveway type label. This will be determined during permitting.~~
4. The petitioner should revise the site plan and conditional notes stating dedication of right of way, fee simple, 42.5 feet from centerline of the road to accommodate the Nations Crossing has a future right of way of 85 feet as envisioned by the area plan.
5. The petitioner should revise the site plan and conditional notes to show a 16' clear area for amenity zone and sidewalk as shown in the area plan. This space cannot be broken up with retaining walls ~~or ramps~~. CDOT is available to discuss options that will work with the reuse of the building while still maintaining the intent of the area plan streetscape.
6. The petitioner should revise the site plan and conditional notes to show grouped parking spaces or eliminate on street parking for a continuous planter or hardscape area. There are operational issues with a single space between trees as proposed in the current site plan.
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.

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.