

Rezoning Transportation Analysis

Petition Number: 2018-013

General Location Identifier: 04733106, 04733107

From: Kelsie Anderson, PE
Kelsie.Anderson@charlottenc.gov
704-432-5492

Reviewer: Rick Grochoske
rgrochoske@charlottenc.gov
704-432-1556

Revision Log:

Date	Description
02-20-2018	First Review

General Review Information

The site is on Penninger Circle (local) and is located in a wedge outside Route 4. Graham Street extension and Mallard Creek improvement nearly completed. 1000' from local bus route 22 on Mallard Creek Road. Prior RZ 2010-069.

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	Single Family	1 dwellings	15	Tax Record
Entitlement with Current Zoning	Congregate Care Facility	118 units	240	RZ 2010-069
Proposed Zoning	Parking lot	N/A	0	Site Plan: 01-22-18

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- ~~1. **Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.~~
2. The petitioner should revise the site plan and conditional note(s) to remove transportation note B and call out two (2) new site access driveways along the proposed parking lot's Penninger Circle frontage. While the rezoning site land use does not generate trips on its own, the expansion of the parking lot indicates additional vehicle trips are anticipated from nearby buildings (perhaps reuse). These access driveways are necessary to provide adequate traffic access/distribution entering/exiting to support the land use.

Rezoning Transportation Analysis

Petition Number: 2018-013

General Location Identifier: 04733106, 04733107

3. The petitioner should revise the site plan and conditional note(s) to located Penninger Circle's future back of curb at 27.5' from the street's existing centerline, using a local office/commercial narrow typical section (see CLDSM U-04).
4. The petitioner should revise the site plan and conditional note(s) to provide 8' planting strip and 6' sidewalk along the site's Penninger Circle frontage and extending north to connecting to the existing sidewalk at Mallard Creek Rd. This proposed sidewalk connection will provide pedestrian access to existing CATS bus stops located at Mallard Creek Rd. and Penninger Circle.
5. The petitioner should revise the site plan and conditional note(s) to connect the proposed parking lot to the adjacent site's service drive located along the building western side.



6. The petitioner should revise the site plan and conditional note(s) to provide a conditional note that would dedicate 92' of right in fee simple for the construction of the Nevin Road extension to IBM Dr., by others, when requested by the City.
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.

Rezoning Transportation Analysis

Petition Number: 2018-013

General Location Identifier: 04733106, 04733107

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.