

Rezoning Transportation Analysis

Petition Number: 2018-014

General Location Identifier: 22313217

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Revision Log:

Date	Description
02-15-17	First Review

General Review Information

The site is on Johnston Rd (Class 2 major thoroughfare) and Marvin Road (major collector) surrounding the signalized intersection. The site is located in a wedge outside Route 4. The City has a sidewalk project on Marvin Road from Ardrey Kell to Johnston.

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	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Need additional information from Planning			RZ 99-0008c
Proposed Zoning	Hospital Office	50 beds 100K sf	4,400	Traffic Impact Study: Scoping Document 2-23-18

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- Traffic Study** The petitioner has requested a Control of Access break for a proposed leftover on Johnston Rd and requires a traffic study. CDOT and NCDOT will perform a combined review of the TIS and may have further comments when the study is submitted and reviewed.
- The petitioner should revise the site plan and conditional notes to connect the existing church property to the proposed extension of Ballancroft Pkwy to Kings Crown Way and create a 4-legged intersection. CDOT cannot support the development of a street intersection so close to a full movement driveway. Alternatives may include limiting access of the church driveway to right in/right-out or reconstruction of church driveway to tee in to new street location.

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3. The petitioner should revise the site plan and conditional notes to show the extension of the multiuse path on Johnston Rd across the site frontage to the intersection of Marvin Rd and Johnston Rd. This will complement the City's Marvin Road sidewalk project and nearby Colinayre project's approved streetscape improvements. The future location of the back of the sidewalk is 44' from existing Johnston Road centerline to accommodate half of the future envisioned 2-lane divided cross section. This dimension is for the midblock cross section; additional width may be needed to accommodate turn lanes at the signalized intersection.
4. The petitioner should revise the site plan and conditional notes to show 6 foot sidewalk on Marvin Rd across the site frontage to the intersection of Marvin Rd and Johnston Rd. This will complement the City's Marvin Road sidewalk project. The future location of the back of multiuse path is 66' from existing Johnston Road centerline to accommodate half of the future envisioned 6-lane divided cross section. This dimension is for the midblock cross section; additional width may be needed to accommodate turn lanes at the signalized intersection.
5. The petitioner should revise the site plan to show the proposed Ballancroft Pkwy extension cross section match the existing Ballancroft Pkwy.
6. The petitioner should revise the site plan and conditional notes to develop a left turn lane from Marvin Road into the new street. Effectively completing the three lane section between Dixie Hills and Kingsley View.
7. The petitioner should revise the site plan and conditional notes to allow cross access from church property to proposed public and private streets.

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.