

Rezoning Transportation Analysis

Petition Number: 2018-029

General Location Identifier: 02508122, 02508123, 02510302

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Revision Log:

Date	Description
03-23-2018	First Review
04-23-2018	Second Review
06-14-2018	Third Review

General Review Information

The site is on Northlake Centre Parkway (minor thoroughfare) and is located in a center outside Route 4. CATS bus route 7 runs along Northlake Centre Parkway. The site is within the limits of the *Northlake 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 minor thoroughfare. The site plan commits to pedestrian safety improvements and internal public street for better network connectivity. The site plan commits to provide an easement for a future signal at Northlake Centre Parkway and Tisbury Road.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Single Family (2.77 acres of R-3)	8 dwellings	8,160	General Guidance from Planning
	Retail (13.01 acres of BP)	130,100 sf		
Proposed Zoning	Apartments	300 dwellings	1,940	Site Plan: 06-11-18

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. The location of the future back of curb on Northlake Centre Pkwy. can remain as is.~~

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2. ~~Traffic Study~~ a Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.
3. ~~The petitioner should revise the site plan and conditional note(s) to provide decorative pedestrian handrail to improve pedestrian safety along the site's Northlake Centre Pkwy frontage as it approaches I-485 due to the existing slope conditions.~~
4. **Comment Rescinded** - The petitioner should revise the site plan and conditional note(s) to provide an 8' planting strip and 6' sidewalk along west side of Northlake Centre Pkwy. between Calhoun Street and I-485.
5. **Comment Rescinded** - The petitioner should revise the site plan and conditional note(s) to provide a \$40,000 contribution towards a future wooden pole traffic signal installation located at Northlake Centre Pkwy./ Calhoun Street or Tisbury Road. This contribution amount may include a "sunset" clause specifying that if signal installation is not warranted after 10 years of the petition's city council approval, this obligation is waived.
6. **New comment** - In lieu of monetary signal contribution, petitioner has committed to dedicate a 20' x 20' easement on northwest corner of Northlake Centre Pkwy / Tisbury Road for future signal pole.
7. ~~The petitioner should revise the site plan and conditional note(s) to provide a 150' northbound Northlake Centre Pkwy. left turn storage lane with appropriate bay tapers at the local residential wide street connection (existing median opening).~~
8. ~~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.~~
9. ~~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.

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.

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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.