

Rezoning Transportation Analysis

Petition Number: 2018-042

General Location Identifier: 07811103

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Revision Log:

Date	Description
04-25-2018	First Review

General Review Information

The site is at the signalized intersection of North Graham Street (major thoroughfare) & Dalton Avenue (major thoroughfare) and is located in a corridor inside Route 4. The subject property is within the limits of the North Tryon 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

To be provided prior to public hearing.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse	47,970 sf	170	<i>Tax Record</i>
Entitlement with Current Zoning	Warehouse	47,970 sf	170	<i>Tax Record</i>
Proposed Zoning	3.08 ac of MUDD-O	Too many uses to determine		<i>General Guidance from Planning</i>

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 location of the future back-of-curb will be determined prior to public hearing.
- Traffic Study:** A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition. However, the Petitioner has agreed to prepare a planning study of the triangular intersection near the site in lieu of a traditional Traffic Impact Analysis. The purpose of this planning study is to analyze long-term transportation alternatives near the site to improve traffic congestion caused by two major thoroughfares funneling into one. The petitioner will fund the

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planning study but will not be responsible to design or build the resulting improvements of the study as this will be a future CIP (or other publicly funded) type project. The planning study will be completed 15 days before the petition's scheduled public hearing.

3. The petitioner should revise the site plan and conditional note(s) to replace and implement 8' planting strips and 8' sidewalks along the site's Dalton Avenue, North Graham Street, and W. Liddell Street frontages.
4. The petitioner should revise the site plan and conditional note(s) to specify closing all existing site driveways along North Graham Street and restoring 2.5' curb and gutter. One (1) site driveway on Dalton Avenue and W. Liddell Street will be allowed and approved during the site's permitting process.
5. The petitioner should revise the site plan and conditional note(s) to show and dimension the following items:
 - a. existing driveways on the opposite side of the site's street frontages (including a proposed QT convenience store on parcel no. 07901732),
 - b. existing raised medians,
 - c. existing streets right-of-way lines
6. The petitioner should revise the site plan and conditional note(s) to obtain a cross access agreement with parcel no. 07811102 property owner to allow site/cross access rights from an existing Dalton Avenue driveway, just east of the site's eastern property line.
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.

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.