

## Rezoning Transportation Analysis

Petition Number: 2018-043

General Location Identifier: 02756111

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**Revision Log:**

Date	Description
04-23-2018	First Review

**General Review Information**

The site is on McKay Rd (local), Graven Thomas Rd. (a one-way service road) and the planned extension of Highland Shoppes Dr. a local commercial/industrial wide street section. The site is located in a corridor outside Route 4.

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*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.*

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Based on our review of the petition, we offer the following information for your consideration.

**Transportation Summary**

To be provided prior to public hearing.

**Comment [KLA1]:**

Format of summary:

- Where is it located (thoroughfare, local, signal, etc.).
- What is the site plan committing to that that meets CDOT goals.
- What is still outstanding and why do we want that incorporated.
- Any other pertinent info.

**Trip Generation**

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Apartments Single Family	4 dwellings 1 dwelling	160	Tax Record
Entitlement with Current Zoning	Waiting on Planning			<b>General Guidance from Planning or RZ YYYY-###</b>
Proposed Zoning	Nursery Retail	12,000 sf 11,000 sf	2,430	Site Plan: 03/21/18

**Outstanding Issues**

~~Strikeout~~ = Not an outstanding issue

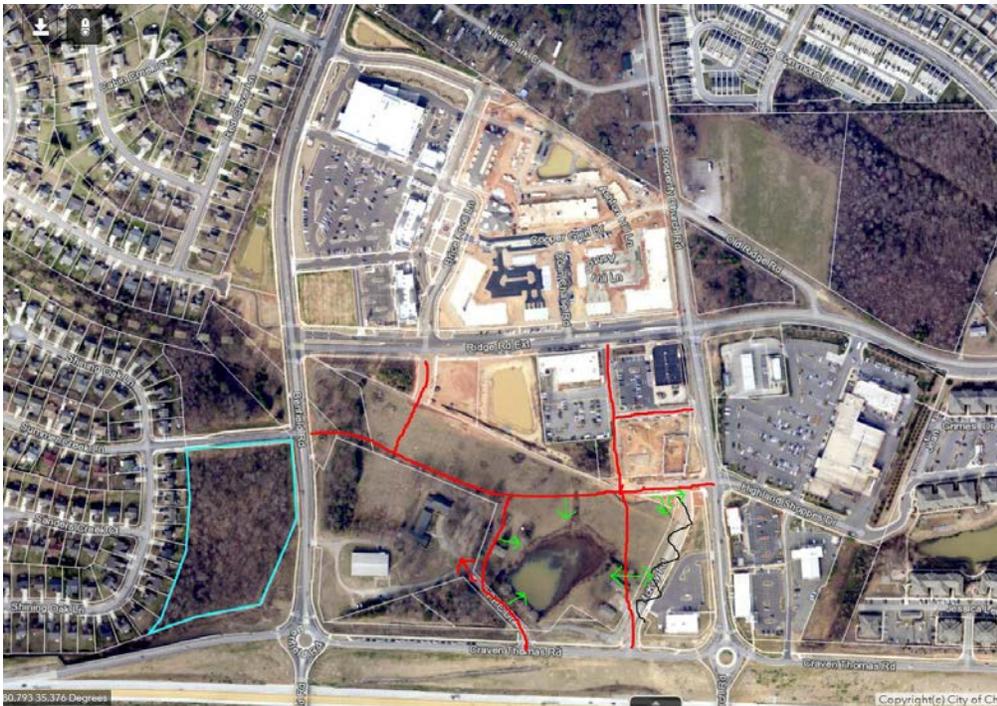
1. **Curbline:** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the future back-of-curb for each adjacent street is as follows:
  - a. Craven Thomas Rd. = existing back of curb can be remain as is.
  - b. McKay Rd. = 15.5' as measured for the street's existing centerline.
  - c. Highland Shoppes Dr. extension = 20.5' as measured for the street's proposed centerline.

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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 a new local commercial/industrial street connection along the site's western property line connecting Craven Thomas Road to Highland Shoppes Drive extension. CDOT suggest discussing this new street connection with Prosperity Church to utilize the existing PPC Drive as part of this new street's alignment. Site access along this new street will be allowed. (See the potential street network below).
4. The petitioner should revise the site plan and conditional note(s) to realign existing McKay Road between Craven Thomas and Highland Shoppes as a local public commercial narrow street section. This realignment would create a continuous North/South street connection between Ridge Road and Craven Thomas Road. Pike's proposed retail "out parcel" could be located east of the realigned McKay Road. The existing McKay Road right-of-way would be abandoned providing more property to Pike's proposed out parcel's site. Realigning McKay Rd. to the west improves an existing traffic operational problem, due to McKay's current close spacing to Prosperity Church Road. (See the potential street network below).



5. 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.

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6. 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.
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.