

Rezoning Transportation Analysis

Petition Number: 2018-103

General Location Identifier: 02527109, 02527108

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Revision Log:

Date	Description
09-24-2018	First Review

General Review Information

The site is on Old Statesville Road (major thoroughfare) and is located in a corridor outside Route 4.

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.

The site is currently serviced by CATS Bus Route #53X at Old Statesville Rd. and I-485

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	4 dwellings	40	Tax Record
Entitlement with Current Zoning	Single Family (35.91 ac of R-4)	143 dwellings	1,460	General Guidance from Planning
Proposed Zoning	Warehouse	550,000 sf	1,960	Site Plan: 08-17-18

Outstanding Issues

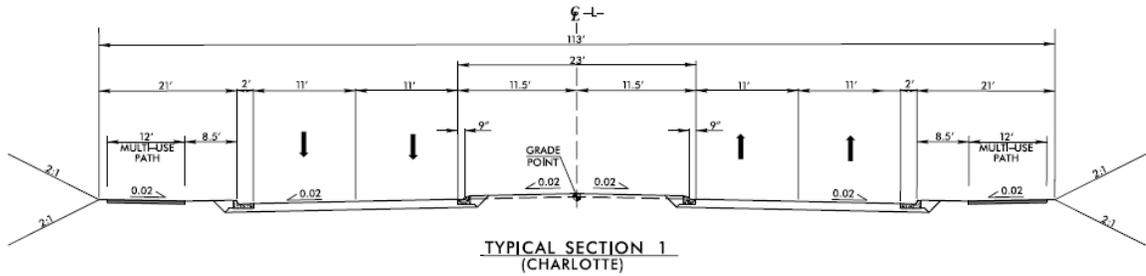
~~Strikeout~~ = Not an outstanding issue

Curbline The proposed zoning district has a setback measured from back of the **existing or proposed future right-of-way**. Old Statesville Rd. future right-of-way is 58' as measured from the roadway's existing centerline. The location of Old Statesville Rd. future back of curb will be determined by NCDOT. Conceptually, the future back of curb is located 36' as measured from the roadway's existing centerline. (See below Typical Section 1).

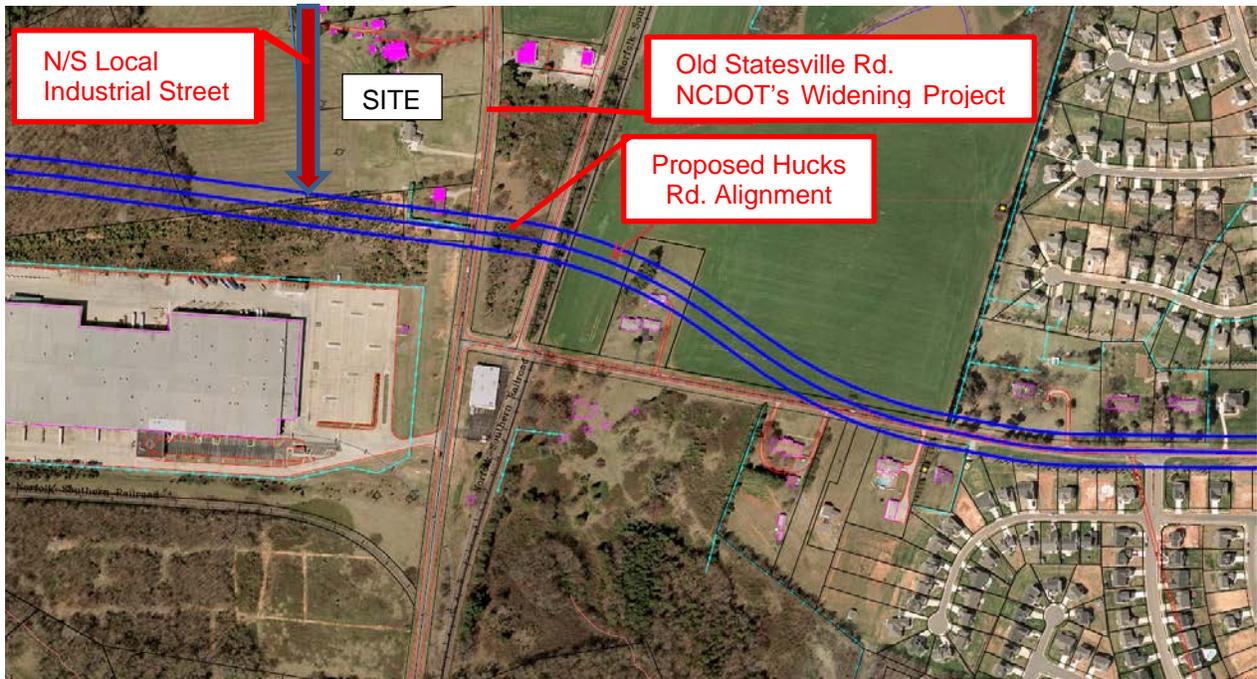
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1. **Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.
2. The petitioner should revise the site plan and conditional note(s) to provide for the following two (2) public streets within the site as specified by the City's Thoroughfare Plan and Subdivision Ordinance:
 - a) Hucks Rd. is designated as a major thoroughfare, requiring 100' right-of-way (see below Charlotte Region Transportation Planning Organization's (CRTPO) approved realignment). The westward Hucks Rd. alignment needs to be directed and connected to Metromont Parkway. CDOT is requesting a meeting with the petitioner to review and revise the current alignment of Hucks Rd., to minimize its impact to the proposed development (i.e. align Hucks Rd. as close to the site's southern property line as possible).
 - b) A north/south 2-lane local industrial street section bisecting the site, from the southern to northern property lines, requiring 55' right-of-way.



3. The petitioner should revise the site plan and conditional note(s) to include tax parcel 02503112 with this rezoning petition to coordinate the alignment of Hucks Rd. to Metromont Parkway.

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4. The petitioner should revise the site plan to add a conditional transportation note to dedicate 58' of right-of-way in fee simple along the site's Old Statesville Rd. frontage for widening improvements by NCDOT. NCDOT's TIP project number is U-5772. (ROW acquisition is planned for 2021 and construction in 2023). The project will widen US 21 to four lane divided through this area, including streetscape improvements and 12' multi-use paths on both sides of the street. CDOT recommends reaching out to Mr. Travis Preslar NCDOT's Project Manager at 704-523-000 to discuss Old Statesville Rd. frontage improvements, location of future back of curb, and right-of-way needs.
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.
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.

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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.