

Rezoning Transportation Analysis

Petition Number: 2018-106

General Location Identifier: 17706305

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Revision Log:	Date	Description
	09-20-18	First Review
	10-23-18	Second Review
	11-19-18	Third Review

General Review Information

The site is on Carnegie Boulevard (major collector) and is located in a center 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

This site is located along a major collector. The site commits to plantings strip and sidewalk along Carnegie Boulevard. CDOT is requesting planting strip and sidewalks to be installed along Chadwick Palisades Drive and Torp Landing Boulevard. CDOT and petitioner are still working on TIS and further comments related to pedestrian and road improvements may follow.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	2.58 ac of MUDD-O	Too many uses to determine		General Guidance from Planning
Proposed Zoning	Office Retail	340K sf 16K sf	5,390	Site Plan: 11-09-18

Outstanding Issues

Strikeout = Not an outstanding issue

- ~~**Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the future back of curb will be determined prior to public hearing.~~

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2. **Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition. CDOT is currently awaiting the resubmittal of the TIS. Further comments may follow after resubmittal.
3. The petitioner should update the site plan and conditional note(s) to show a 5' sidewalk along Charneck Palisades Dr. to mirror the current existing opposite side of road and an 8' planting strip and 6' sidewalk along Top Landing Boulevard to mirror the current existing opposite side of road. **Partial Comment Rescind:** Charneck Palisades Drive will have future loop as street scape.
4. The site plan and note(s) need to clarify the petitioner commits to constructing the cultural loop along Charneck Palisades Drive.
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 is issued. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~
7. **NEW COMMENT:** Petitioner should remove conditional note V. c. until CDOT and developer work out the agreement of what improvements can be substituted for contributions and agree on a contribution. **Comment change based on site plan change**
8. **NEW COMMENT:** The petitioner should revise the site plan to show 2' easement behind sidewalk outside of Right-of-Way along Carnegie Boulevard.
9. **Resolved** Sample format for comment that is resolved

Commented [W11]: Petitioner changed where this note was located.

Commented [W12]: Petitioner added a note under optional provisions 1. II. f.

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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.