

Rezoning Transportation Analysis

Petition Number: 2018-120

General Location Identifier: 05527201, 05527202, 05527203

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Revision Log:

Date	Description
10-18-2018	First Review
11-19-2018	Second Review

General Review Information

The site is on Tuskaseegee Road (minor thoroughfare) adjacent to Interstate 85. It is located in a wedge 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

The site's near-term site access will only be from Tuskaseegee Rd., a minor thoroughfare. CDOT is requesting land to be preserved within the site so that a future public street can be constructed by others in the future. This future street will provide future connectivity to undeveloped parcels northwest or the site. The petitioner is providing Tuskaseegee Rd. widening and streetscape improvements from Amazon's widening project limits to Westwood Dr. The site is located along CATS existing bus route #8.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 dwelling	10	Tax Record
Entitlement with Current Zoning	Single Family (34.63 ac of R-3)	103 dwellings	1,080	General Guidance from Planning
Proposed Zoning	Warehouse	450K sf	1,600	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 on Tuskaseegee Rd. needs to be located 27' as measured from its existing centerline. This width will accommodate an 8' buffered bike lane.~~

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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. **CDOT Revised Comment:** The petitioner should revise the site plan and conditional note(s) to preserve land (i.e. 65' total width) to implement a public local industrial street typical section (see CLDSM U-06) between Tuskaseegee Rd. and the site's western property line in the future by others. This land is being preserved so that a future street could be extended to the northwest and connect to Ellingford Rd. when tax parcel 05522124 is developed. The preservation area should be adjacent to the I-85 northern right-of-way line and connect to the site's proposed Tuskaseegee's access drive, a minimum of 150' from Tuskaseegee Rd. This proposed street will provide needed street network in this area. (see below a conceptual industrial street alignment along the site's southern property line and future street network). CDOT suggests the below conditional note wording to be used to preserve the land.

FUTURE EAST/WEST STREET RESERVATION

1. THE AREA BOUNDED AND DEPICTED ON THE REVISED SITE PLAN IS A LAND RESERVATION SET ASIDE FOR A FUTURE POTENTIAL PUBLIC ROADWAY EXTENSION.

2. THIS LAND IS PRESERVED IN FAVOR OF THE CITY OF CHARLOTTE AND WILL NOT BE DEVELOPED IN THIS PROJECT.

3. ALL DEVELOPMENT RIGHTS, PROCESSES, PERMITS, LAND PREPARATION ETC. WILL BE THE RESPONSIBILITY OF THE CITY OF CHARLOTTE.

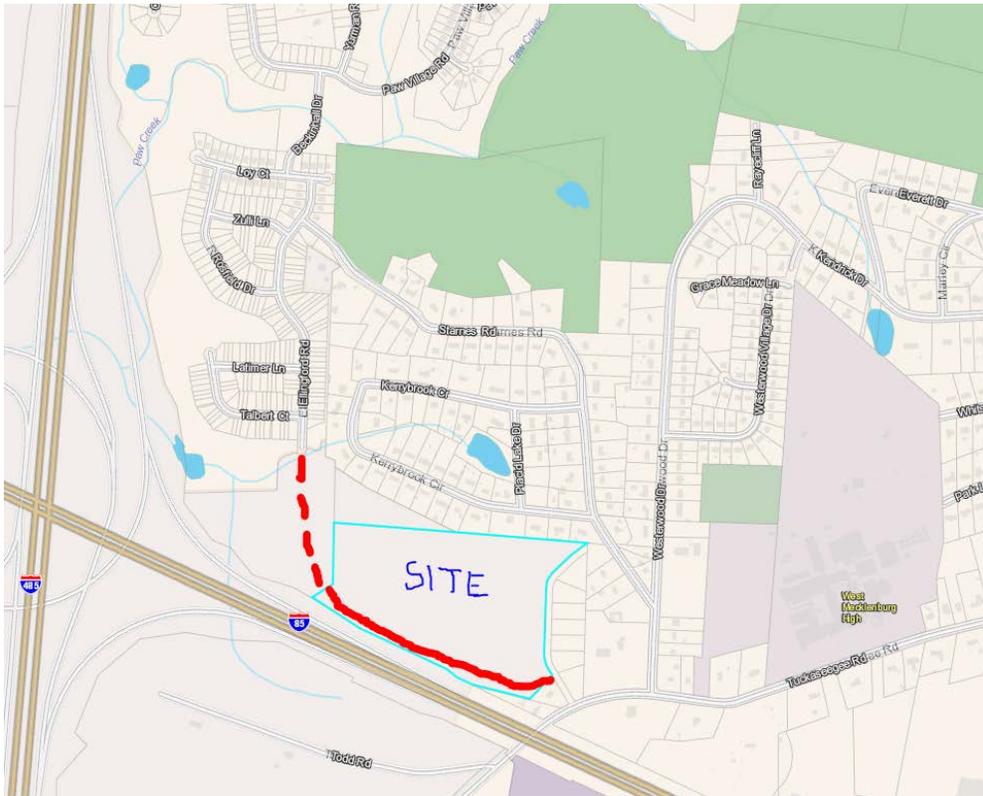
4. IT IS FURTHER UNDERSTOOD AND AGREED THAT THE DEVELOPMENT OF THIS ROAD WILL NOT TAKE PROPOSED LOT OUT OF STANDARD OR CAUSE IT TO FALL INTO NON-COMPLIANCE WITH THE ADOPTED REZONING PLAN.

5. ONCE THE CITY OF CHARLOTTE HAS SECURED ALL THE NECESSARY RIGHT OF WAY, PERMITS, ETC TO CONSTRUCT THE PROPOSED ROADWAY, THE DEVELOPER AND/OR PROPERTY OWNER SHALL DEDICATE THE DESCRIBED RIGHT-OF-WAY FEE SIMPLE TO THE CITY OF CHARLOTTE AT NO COST TO THE CITY OF CHARLOTTE.

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- ~~4. The petitioner should revise the site plan and conditional note(s) to provide 41' of public right-of-way in fee simple along the site's Tuskaseegee Rd. frontage, as measured from its existing centerline.~~
- ~~5. The petitioner should revise the site plan and conditional note(s) to provide a minimum 150' site access driveway throat length to accommodate three (3) travel lanes (i.e. 1-13' receiving lane, 1-11' 100' left turn lane, and a 11' right turn lane.~~
- ~~6. The petitioner should revise the site plan and conditional note(s) to provide a 150' eastbound left turn storage lane with an appropriate bay taper length on Tuskaseegee Rd. The required left turn lane needs to be designed and implemented as continuous two-way left turn lane along the site's Tuskaseegee Rd's frontage; including an 8' buffered bike lane, 8' planting strip, and 6' sidewalk. The petitioner will need to tie into the planned widening project at station no. 226+50 and extend this typical section east of the site's eastern property line to "shadow" out the required eastbound left turn lane into the site. (see Tuskaseegee Rd's. typical street section and an approved construction plan sheet for planned Tuskaseegee widening underneath I-85). The petitioner needs to contact Rick Grochoske at 704-995-0059 to discuss the opportunity to pay into the current Tuskaseegee Rd. widening project in-lieu of the petitioner designing and implementing the required transportation improvements along Tuskaseegee Rd.~~
- ~~7. The petitioner should revise the site plan and conditional note(s) to provide a 6' wide sidewalk along the north side of Tuskaseegee Rd. between Westwood Dr. and to connect to Tuskaseegee Rd.'s existing widening project (station no. 226+50) underneath the existing I-85 bridge.~~

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- ~~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.
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.