

Rezoning Transportation Analysis

Petition Number: 2019-034

General Location Identifier: 04934304

From: Felix Obregon, PE
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Reviewer: Isaiah Washington
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Revision Log:

Date	Description
04-16-19	First Review
05-20-19	Second Review

General Review Information

The site is on Suther Road (major collector) near the unsignalized intersection with Margie Ann Drive (local). The site is 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

This site is located on Suther Road, major collector street. The site will continue to utilize the existing driveway on Suther and will have no impact on the network.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Church School	38,635 sf 23,838 sf	730	Tax Record
Entitlement with Current Zoning	Church	70,888 sf	490	RZ 2014-061
Proposed Zoning	Church School	63,635 sf 27,391 sf	980	Site Plan: 05-01-19

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

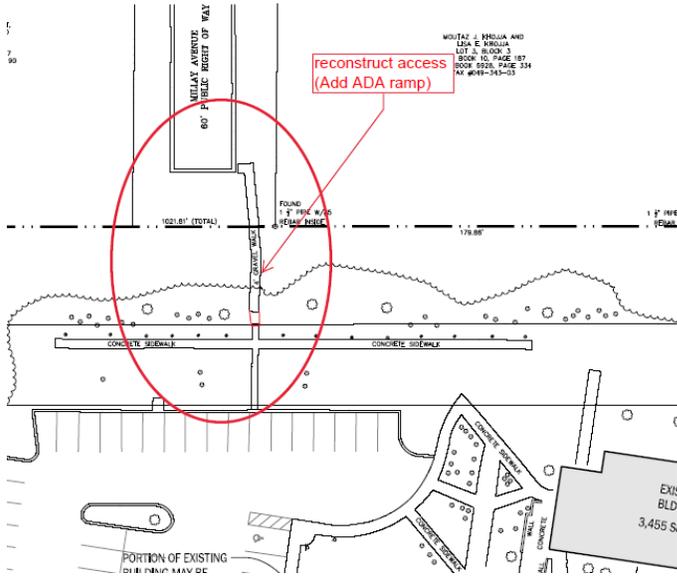
- ~~1. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition.~~
- ~~2. The site plan notes and the building square footage notes do not match. The petitioner should rectify the difference in order to determine the actual proposed square footage for the site.~~

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- ~~The petitioner should revise the site plan and conditional note(s) to commit to formalizing the pedestrian access at Millay Avenue and create an ADA ramp for the pedestrian access leading to "Millay Avenue". This pedestrian accommodation would be beneficial for the adjacent neighborhood to update access so that the gravel walk is upgraded to an ADA compliant surface such as concrete or asphalt and connecting what appears to be a gap between the gravel walk and the concrete sidewalk. The site plan should include notes to commit to the connection. **Comment rescinded**~~



- ~~The petitioner should revise the site plan and conditional note(s) to commit to reconstruct driveway access that will primarily be used by the class portion of the site to a Type II Modified driveway. The site plan should include notes to commit to driveway construction. **Comment rescinded**~~
- ~~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. **Technical Correction:** Petitioner should update site plan to show R/W dimension from road center line and to show 2' easement from back of sidewalk.~~
- ~~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.~~
- Resolved** Sample format for comment that is resolved

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.

- 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.
- 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

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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.