

Rezoning Transportation Analysis

Petition Number: 2019-101

General Location Identifier: 08111501

From: Felix Obregon, PE
fobregon@charlottenc.gov
704-432-5729

Reviewer: Isaiah Washington
isaiah.washington@charlottenc.gov
704-432-6511

Revision Log:

Date	Description
08-20-19	First Review

General Review Information

The site is at the unsignalized intersection of Seigle Avenue (minor thoroughfare, city maintained) and Otts Street (local, city maintained) and is in a corridor inside Route 4.

Active Projects Near the Site:

- XCLT 7th St. to 10th St.
 - This project will close the gap in the Little Sugar Creek Greenway at the interchange of US-74 and I-277, by connecting from current trail terminus at 7th Street near Kings Drive to existing trail at Greenway Crescent Green near 12th Street.
- 3rd & 4th St Bike Lanes
 - This project will improve the existing bike lanes and install new bike facilities in segments where they do not exist on 3rd and 4th street (between College Street and Church Street). All work will be done within the roadways

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

A full transportation summary will be provided after the site plan is revised. The proposed project, also known as Innovation Barn, is requesting a rezoning change from Industrial to UMUD. Due to this petition was submitted as a conditional rezoning request, CDOT encourages the petitioner to update the proposed site plans to address the Outstanding Issues below:

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Auto Care Center Government Office	37,270 sf 44,580 sf	1,010	Tax Record
Entitlement with Current Zoning	Auto Care Center Government Office	37,270 sf 44,580 sf	1,010	Tax Record

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Proposed Zoning	4.5 ac of MUDD-O	Too many uses to determine	General Guidance from Planning
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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.
 - a. **Seigle Avenue:** The future location of curb and gutter is in its existing location.
 - b. **Otts Street:** The future location of curb and gutter is in its existing location.

2. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition at this time. If during the permitting process the site generates more than 2500 daily trips, then a traffic study will be required at that time.

3. 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.

4. 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.

5. Conditional Site Plan Note 7 shall be updated that the petitioner shall comply with the City Council recently adopted Noise Ordinance regulations as related to Construction Analysis.

6. ~~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.

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

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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.