# **Rezoning Transportation Analysis**

Petition Number	2016-098	Updated	11/15/2016	
Location	Approximately 5.1 acres located on the west side of Old Pineville Road between Yancey Road and Southside Drive.			
Staff Resource	Kory Hedrick	khedrick@cha	rlottenc.gov	704.432.6511

CDOT's Review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte'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 to be used in the overall City staff analysis of the rezoning petition and includes information on trip generation, outstanding site plan concerns, and an overall summary of the case from a transportation perspective.

Based on our review of the petition, we offer the following information for your consideration.

#### **Transportation Summary**

The Scaleybark Transit Station Area Plan's stated transportation goal is to provide new street network connections and improve the pedestrian and bicycle environment. Additional street connections are needed to support high density development desired in the transit station area, to provide additional travel routes for vehicular congestion relief, and block spacing better suited for pedestrian-friendly walking routes.

The area plan recommends a public street connecting through this site. Since the petition proposes reuse of existing buildings, it is not possible to implement this specific area plan recommendation. It does appear possible to break the block into two smaller blocks by incorporating a street connection through the area depicted for surface parking. This would support the City's policy goal for block sizes in a transit station area.

# **Trip Generation**

	Existing Zoning			
Scenario	Land Use	Intensity	Trip Generation (Vehicle	
			trips/day)	
Existing Use	Warehouse	112,317 sf	400	
Entitlement	Retail	25k sf	3300	
	Office	30k sf		
	(19k unused space due to lack of required parking)			

Proposed Zoning

Site Plan	Land Use	Intensity	Trip Generation
Date			(Vehicle
			trips/day)
04/25/2016	Retail	74,877 sf	5630

### Curbline

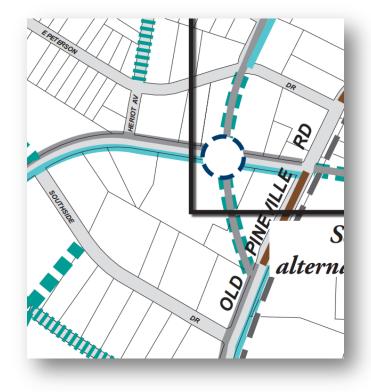
The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline is TBD (to be determined prior to public hearing and after TIS is reviewed). The TIS has not been submitted. Therefor CDOT is unable to determine the exact location of the future curb.

#### **Resolved Issues**

N/A

# **Outstanding Issues**

1. The petitioner should revise the site plan to incorporate a future street alignment section that mimics the intent of the future street alignment between Ole Pineville Road and Dewitt Lane as shown in the Scaleybark Transit Station Area Plan (snapshot below). Per this area plan, street connections in the transit station area are the highest priority as these connections are needed to support high density development and to provide additional travel routes to relieve vehicular congestion and provide additional pedestrian friendly walking routes. CDOT can work with the petitioner find an alignment that fulfills the intent of the area plan alignment without affecting the existing buildings that the petitioner shows as existing to remain/reuse.



2. CDOT is seeking additional information from the petitioner regarding the possible intensity of the site if it were developed under existing conditions.

#### **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.
- Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles 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) will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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.