

Rezoning Transportation Analysis

Petition Number: 2016-121

General Location Identifier: 17104315

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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 is located at the unsignalized intersection of a major thoroughfare and a local street. The current site plan replaces existing, narrow back of curb sidewalk with wider, buffered sidewalk and commits to coordination of curb ramps with a nearby approved rezoning (2015-120). Additionally, the wide planting strip along Park Road can accommodate a future bike lane.

General Description

Site is at the unsignalized intersection of a major thoroughfare and a local street. The nearest signalized intersection is 500' north at Park Rd. and Woodlawn Rd.

The proposed site is located in an Activity Center and within the limits of the Park Woodlawn Area Plan.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Medical Office	2475 sf	90	Tax Record
Entitlement with Current Zoning	Office (0.39 acres of O-2)	5726 sf	150	General Guidance from Planning
Proposed Zoning	Retail	2290 sf	580	Site Plan: 06-27-16
	Retail	2500 sf	620	Site Plan: 08-22-16

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline is 5' behind the existing curbline to allow for a future bike lane as depicted on the site plan.

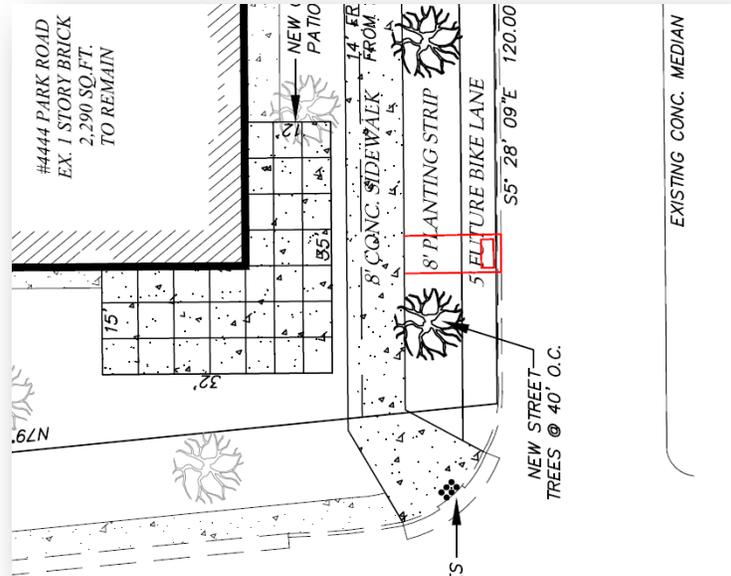
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Resolved Issues

1. The petitioner should revise the site plan to show an accessible ramp in the general location as shown below (exact location to be determined during permitting phase) to align with pedestrian refuge island required of Rezoning Petition# 2015-120.



2. The petitioner should revise the site plan to replace the existing back of curb sidewalk on Montford Road (and remove associated notes for sidewalk to remain in place) and install an 8' planting strip and 8' sidewalk with minimum disturbance the existing trees. This reflects what happened directly across the street with Rezoning Petition 2015-053.
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 that right of way be dedicated at a location 2' behind proposed sidewalk.

Outstanding Issues

1. The petitioner should revise the site plan to add a note specifying all transportation improvements will be constructed and approved before the site's first building certificate of occupancy is issued.

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.

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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.

Revision Log

Date	Description	By
07-11-16	First Review	KH
08-24-16	Hearing Review - Transportation summary added. Trip generation and resolved/outstanding issues updated.	KLA