

Rezoning Transportation Analysis

Petition Number: 2017-121

General Location Identifier: 09105125, 09105112, 09105159

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Revision Log:

Date	Description
08-28-2017	First Review

General Review Information

The site is at the dead end of Raleigh St (local) and is located in a corridor outside Route 4. The site is within the study limits of the Sugar Creek Transit Station Area Plan. Recent alignment workshop outcomes show the City's Cross Charlotte Trail project alignment through this site.

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

To be provided prior to public hearing.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Intermodal Truck Terminal	19 acres	1,560	Tax Record
Entitlement with Current Zoning	Intermodal Truck Terminal	19 acres	1,560	Tax Record
Proposed Zoning	19 acres of TOD-M(O)	Too many uses to determine		General Guidance from Planning

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. **Curblin** The proposed zoning district has a setback measured from back of the existing or proposed future curblin.
 - a. Raleigh
 - i. Western site boundary to N/S Street 1 - The location of future back of curb is 20.5' as measured for the street's existing centerline to accommodate a 10' travel lane and an 8' buffered bike lane. Should the petitioner desire on-street public parking along the site's frontage the above back of curb location will need to be increased by 5'.
 - ii. East of N/S Street 1 - The location of future back of curb is 17.5' as measured for the street's existing centerline to accommodate a 10' travel lane and an 5' bike lane. The

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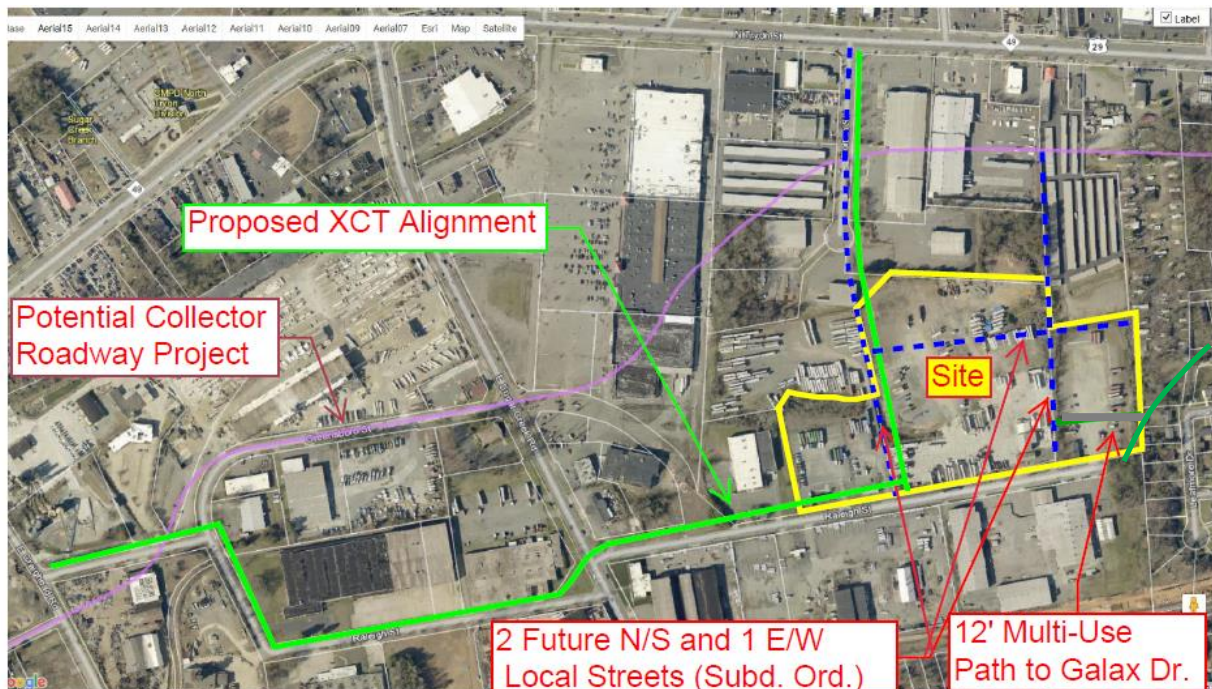
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petitioner may maintain the 20.5' dimension if desired for consistency along Raleigh. (see conceptual street/multi-use/bike lane network below). Should the petitioner desire on-street public parking along the site's frontage the above back of curb location will need to be increased by 5'.

- b. N/S Street 1 (westernmost, aligned toward Dorton) - The location of future back of curb is 20.5' as measured for the street's existing centerline to accommodate a 10' travel lane and an 8' buffered bike lane. Should the petitioner desire on-street public parking along the site's frontage the above back of curb location will need to be increased by 5'.

- ~~2. **Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not need for the complete review of this petition.~~
3. The petitioner should revise the site plan and conditional note(s) to show the N/S Street 1 aligned toward Dorton St and the E/W Street aligned toward Curtiswood Dr. (see conceptual street/multi-use/bike lane network below) and Greensboro. CDOT understands that two (2) N/S and one (1) E/W local commercial/office street will be required. (see conceptual street/multi-use/bike lane network below)
4. The petitioner should revise the site plan and conditional note(s) to show construction of a 16' shared use path on the north side of Raleigh turning onto the east side of the N/S Street 1 to accommodate the pedestrian portion of the Cross Charlotte Trail (XCLT) alignment. A raised crossing across the westernmost N/S street leg at Raleigh intersection is desired. The in-street buffered bike lanes serve the bicycle portion of the XCLT alignment. (see conceptual street/multi-use/bike lane network below)
5. The petitioner should remove conditional note 2b and revise conditional note 5 since XCLT alignment is defined through this section.
6. The petitioner should revise the site plan and conditional note(s) to provide a 12' wide multi-use path connecting Raleigh St. bike lanes the site's eastern property line aligning with Galax Dr. CDOT requests the petitioner contact the adjacent property owner and attempt to provide the connection to Galax. (see conceptual street/multi-use/bike lane network below)



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7. 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.
 - a. Raleigh St.'s total right of way need at 85' from centerline. The right of way on the north side of Raleigh St. needs to be 46.5' and 38.5' on the south side as measured from the street's existing centerline.
 - b. N/S Street 1 (westernmost, aligned toward Dorton) total right of way need at 85' from centerline. The right of way on the north side of Raleigh St. needs to be 46.5' and 38.5' on the south side as measured from the street's existing centerline.
8. 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 or phased per the site's development plan.

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.