

Rezoning Transportation Analysis

Petition Number: 2017-127

General Location Identifier: 09105140

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Revision Log:

Date	Description
09-18-2017	First Review

General Review Information

The site is at the unsignalized intersection of Raleigh St (local) and Greensboro St (local). The site is located in a corridor outside Route 4 and is within the limits of the Sugar Creek Transit Station Area Plan. City's Cross Charlotte Trail project alignment follows Raleigh Street 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	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Warehouse (1.49 acres of I-2)	22,350 sf	80	General Guidance from Planning
Proposed Zoning	Retail	23,360 sf	2,640	Site Plan: 07-27-17

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- Curblines** The proposed zoning district has a setback measured from back of the existing or proposed future curblines.
 - Raleigh St. -- The location of future back of curb is 20.5' as measured for the street's existing centerline to accommodate a 10' travel lane, an 8' buffered bike lane, and 2.5' curb and gutter. 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 6'.
 - Greensboro St. -- The location of future back of curb can remain as is.
- ~~**Traffic Study:** A Traffic Impact Study/Transportation Technical Memorandum is not need for the complete review of this petition.~~

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3. The petitioner should revise the site plan and conditional note(s) to show construction of a 16' shared use path alignment and an 8' planting strip on the north side of Raleigh Street to accommodate the pedestrian portion of the Cross Charlotte Trail (XCT). The in-street buffered bike lanes serve the bicycle portion of the XCLT alignment.
4. The petitioner should revise the site plan and conditional note(s) so that Optional Provision A is limited only to the re-use of the existing building and not for new construction (i.e. the existing building is torn down).
5. The petitioner should revise the site plan and conditional note(s) to straighten out the 16' path along the Raleigh frontage. A meandering path is not desirable.
6. The petitioner should revise conditional note 4D to remove "or phased per the site's development plan" unless the petitioner shows/describes detailed phasing in rezoning document.
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. The right of way on the north side of Raleigh St. would be 46.5' as measured from the street's existing centerline.
8. The petitioner should revise the site plan to depict and dimension the layout and typical street section along the site's Raleigh and network required street frontage. The street sections should include elements as described above and in conditional notes including proposed building setback lines, future back of curb, proposed street right-of-way, XCLT, buffered bike lanes, travel lanes, planting strips and sidewalks. CDOT requests a condition transportation note be added to the revised site plan committing the petitioner to construct the future street sections as development occurs.

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.