

Rezoning Transportation Analysis

Petition Number: 2019-102

General Location Identifier: 04720148, 04721110, 04721114

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

Reviewer: Joe Mangum, AICP
jmangum@charlottenc.gov
704-336-2098

Revision Log:

Date	Description
08-21-19	First Review

General Review Information

The rezoning encompasses 2,642 parcels along the LYNX Blue Line.

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

CDOT worked closely with Planning, Design, & Development in the writing of the TOD ordinance (Chapter 15 of the City Code). The ordinance supports CDOT's commitment to plan, build, and maintain a transportation system that provides multimodal options for residents and visitors. More specifically, the TOD ordinance enhances the City's investment in transit by connecting streets, sidewalks, and bike facilities to transit stations.

CDOT supports this proposed rezoning of parcels along the LYNX Blue Line. Following this rezoning, the stage will be set to construct a robust transportation network to serve residents, businesses, and new development in the Blue Line corridor.

As individual parcels are developed CDOT will work with the developer to upgrade the street network and streetscape in accordance with TOD standards. As outlined in the TOD ordinance, a Traffic Impact Study may be required for any proposed development that is expected to create 2,500 or more daily vehicle trips or as determined by the CDOT Director.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Multiple Sites	NA	NA	Petition
Entitlement with Current Zoning	Multiple Sites	NA	NA	Petition
Proposed Zoning	1,915 ac of TOD	Too many uses to determine		Petition

Rezoning Transportation Analysis

Petition Number: 2019-102

General Location Identifier: 04720148, 04721110, 04721114

Outstanding Issues

Strikeout = Not an outstanding issue

Traffic Study A Traffic Impact Study is not necessary for the complete review of this petition. Chapter. If during the permitting process an individual site generates more than 2,500 daily trips, then a traffic study will be required.

4. ~~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 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.