

# Rezoning Transportation Analysis

Petition Number: 2020-072

General Location Identifier Tax ID 071050104

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## Revision Log:

Date	Description
07-22-20	First Review
08-26-20	Second Review

## General Review Information

The site is on Freedom Drive (major class III thoroughfare, state maintained) and is in a corridor inside Route 4. The site is within the limits of the Westside Strategy Plan Study Area.

## Active Projects Near the Site:

- None in the immediate project vicinity.

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CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is 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.

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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.

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

## Transportation Summary

The site is located on a major thoroughfare road. The petitioner has committed to dedicating additional right-of-way and will close a median break on Freedom Drive to restrict access to right-in/right-out. CDOT requests the petitioner to revise the site plan and conditional notes to reserve right-of-way for a future 12-ft multi-use path.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse	10,250 sf	60	Tax Record
Entitlement with Current Zoning	Warehouse	10,250 sf	60	Tax Record
Proposed Zoning	Retail Apartments	4,000 sf 24 units	790	Site Plan: 04-10-20

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Proposed Zoning	Retail Apartments	4,000 sf 10 units	730	Site Plan: 08-17-20
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Please provide responses to our comments.

## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. ~~**Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.~~

a. ~~**Freedom Drive:** The future location of curb and gutter is 52 feet from existing road centerline.~~

The site plan should show the future and existing curb and gutter labeled and dimensioned from the centerline for each road.

2. ~~**Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition due to the site generation more than 2500 daily trips. If during the permitting process the site generates more than 2500 daily trips, then a traffic study will be required.~~

3. ~~The petitioner should revise the site plan and conditional note(s) to close the existing median break on Freedom Drive. NCDOT requires the proposed access to become right-in/right-out. Please show the existing travel lanes and median within the revised site plan.~~



4. ~~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.~~

5. ~~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. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~

6. **New Comment (site plan dated 8-17-20)** The petitioner should revise the site plan right-of-way dedication and to add a note specifying dedication of additional right-of-way of sidewalk utility easement to accommodate a future 12-ft multi-use path, in accordance with Charlotte BIKES. CDOT apologizes for not including this comment within the first review memo.

7. **Resolved** Sample format for comment that is resolved

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## 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.