

Rezoning Transportation Analysis

Petition Number: 2020-094

General Location Identifier: 14306126

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Revision Log:

Date	Description
08-12-2020	First Review (KP)
09-21-2020	Second Review (KP)

General Review Information

This site is located within Route 4, at the corner of Glen Lake Drive and Perimeter Pointe Parkway, both of which are city-maintained local streets. Additionally, this site is located inside a The Old Coliseum Mixed-Use Activity Center within the limits of Westside Strategy Plan Study Area.

Active Projects Near the Site:

- There are no active projects within the immediate project vicinity.

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.

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 on a local road. Revise the site plan to address outstanding issues and updated comments related to planting strip, sidewalk, turning movements, and conditional note(s) on requiring transportation improvements being complete before the first building's certificate of occupancy being released.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	-
Entitlement with Current Zoning	Warehouse (I-1, 8.25 acres) Apartments (R-22MF, 1.29 acres)	82,500 SF 28 units	325	General Guidance from Planning

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Proposed Zoning	Warehouse (I-1, 9.54 acres)	95,400 SF	200	Site Plan: 09-14-20
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Please provide responses to our comments.

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. ~~Curbline~~

a. ~~Perimeter Pointe Parkway: The future location of curb and gutter is in its existing location.~~

2. ~~Traffic Study: A Traffic Impact Study is not necessary for the complete review of this petition.~~

3. Revise the site plan and conditional note(s) to commit to construct an 8-ft planting strip, and 6-ft sidewalk on Perimeter Pointe Parkway as per Charlotte WALKS. This sidewalk needs to tie into the existing network at the adjacent parcel, 14306125, and extend to the curb ramp at Tyvola Road. Label and dimension both items from the back of curb and gutter and road centerline.

4. ~~The petitioner should revise the site plan and conditional note(s) to incorporate, during the permitting process, coordination with CATS regarding bus stop ridership to consider a possible pedestrian refuge island at Tyvola Road and Cascade Pointe Boulevard. If CATS determines ridership is sufficient, the petitioner should commit to the construction of this pedestrian refuge, in accordance with Charlotte WALKS.~~

5. Revise the site plan and conditional note(s) to clarify access point(s). The petitioner should have at least one access point that stems off the roundabout, creating the third leg. Turning movements should be performed to ensure the roundabout may function for the petitioner's design vehicles.
Updated to comment: Add a conditional note to clarify these turning movements will be shown during the permitting process.

6. ~~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 foot behind back of sidewalk where feasible.~~

7. 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.

8. ~~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.

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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.