

Rezoning Transportation Analysis

Updated: 4/25/2016

Staff Resource: Rick Grochoske (rgrochoske@charlottenc.gov)

Petition Number 2016-029

Location Approximately 11.9 acres located on the east and west side of North Brevard Street and generally surrounded by Parkwood Avenue, Belmont Avenue, East 16th Street, and North Brevard Street.

CDOT’s Review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte’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 to be used in the overall City staff analysis of the rezoning petition and includes information on trip generation, outstanding site plan concerns, and an overall summary of the case from a transportation perspective.

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

Transportation Summary

CDOT, Planning, and Charlotte Storm Water have been working closely with the petitioner for the past several months to determine the necessary transportation, streetscape and multi-use path needs to improve the site plan proposal for pedestrians, bicyclists and vehicles. The site is planned as a mixed-use entertainment land use. CDOT is supportive of the petition and all the outstanding transportation issues have been addressed except the section of North Brevard Street between the City Storm Water project and the site’s proposed access driveway #1. City Staff is currently working on this one outstanding issue, and expects to be resolved by the Zoning Committee’s meeting.

Trip Generation

Existing Zoning			
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Need info from City Planning to determine TG		
Entitlement	Need info from City Planning to determine TG		
Proposed Zoning			
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
2/19/2016	(11.85 ac of TOD-M(O))		Due to a variety of land use proposed trip generation cannot be determined at

			this time
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Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline for Brevard St., Belmont St., Parkwood Ave. and East 16th Street.

Resolved Issues

1. CDOT requests the petitioner implement a mast-arm traffic signal at the intersection of Parkwood Ave./Belmont Street/Caldwell Street including interconnect cable to existing signals along Parkwood Ave. The petitioner will need to enter into a *Traffic Signal Developer Agreement* with CDOT for the cost of the signal. The traffic signal requirements include a westbound a 150' left turn storage lane with appropriate bay taper length on Parkwood Ave. to be constructed by the petitioner. The northbound/southbound approaches of Belmont Ave. need to be widened to accommodate a three lanes in each direction (one 10' wide thru/right lane, one 10' wide left turn lane, and one 13' wide receiving lane. The intersection's geometric improvements and *Traffic Signal Development Agreement*, including receiving traffic signal funding needs to be completed, approved, and funds collected before the site's first building certificate of occupancy is issued. The revised site plan needs to reflect the above transportation improvements and conditional notes.
2. The petitioner needs to revise the site plan to depict and provide a 20' wide Permanent Sidewalk Utility Easement (SUE) for a proposed northeast/southwest 12' wide multi-use path connecting North Brevard Street to 16th Street. The multi-use path needs to be constructed with a 12' wide asphalt surface and include landscaping.
3. CDOT requests the petitioner dedicate in fee simple right-of-way to realign 16th Street through parcel numbers 08301125 and 08301143 when requested by the City at a future time. The appropriate amount of right-of-way needed to be dedicated within the above two (2) parcel numbers will generally be that of a local collector street typical section (see CLDS U-07, revision 13); however the right-of-way will need to need to be wider as it approaches Parkwood Avenue to accommodate turn lanes at the intersection. Therefore, Parkwood Avenue's final right-of-way will be determined during the site's construction permitting process. The physical realignment and construction of 16th Street will be implemented by others. Once the petitioner dedicates right-of-way for the 16th Street realignment and its construction is completed, the Petitioner can request abandonment of the existing 16th Street right-of-way for his use.
4. The petition needs to implement the local office/commercial wide street cross-sections along the site's following street frontages, including 8' planting strips and 8' sidewalks. The petitioner needs to revise the site plan, dedicate 38.5' of right-of-way in fee simple from the streets existing centerline, relocate existing curb lines as determined in the construction permitting process to implement these transportation improvements before the site's first certificate of occupancy is issued. See CLDS U-05, revision 6 to determine the location of future back of curb for the following streets. However the back of curb for NB/SB Belmont Ave. at Parkwood will need to be increased to 20' as measured from Belmont's existing centerline to accommodate required left turn storage lanes, due to a future traffic signal installed at this location.

- a. Brevard Street
 - b. Belmont Avenue
 - c. 16th Street (also see outstanding issue above)
5. The petitioner needs to revise and depict on the revised site plan to include the dedication of 50' right-of-way in fee simple as measured from Parkwood Avenue's existing centerline, a 150' westbound Parkwood Parkway left turn storage lane and appropriate bay taper at Belmont Avenue, 8' planting strip, 8' sidewalk and/or 12' multi-use path along the site's Parkwood Avenue frontage and necessary temporary and permanent construction easements outside of the right-of-way. These improvements need to be completed before the first building's certificate of occupancy is issued or when requested by the City, whichever occurs first.
 6. The Petitioner needs to locate site access #5 10' from development parcel "K's" northern property line. CDOT suggests the Petitioner add a site access to serve development parcel "A".

Outstanding Issues

1. The petitioner will be responsible for the "top" pavement surface treatment associated with the Storm Water project, including two 11' wide travel lanes, a 13' multi-use path (due to the culvert's head wall), including a taller bicycle railing on the multi-use path along North Brevard Street. .

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. CDOT has determined that left-turn lanes are necessary to serve the traffic using the proposed public street/private driveway connection(s) for this site. The engineering design and construction of the left-turn lane is the responsibility of the owner, and shall be performed by a professional engineer registered in the State of North Carolina who has roadway-design experience. CDOT will only approve the proposed public street/private driveway connection(s) provided that left-turn lanes are constructed on west bound Parkwood Avenue at Belmont Avenue and northbound/southbound left turns on Belmont Avenue at Parkwood Parkway. We recommend the rezoning plan reflect the design of this required left-turn lane prior to submittal/approval of the public street/private driveway connection(s). The left-turn lane needs to be designed using NCDOT standards with a minimum 150 feet of storage. This roadway improvement is required to meet the traffic demands of the proposed development.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' and two 10' x 70' sight triangles 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 16th Street, North Brevard Street and Belmont Avenue will require a driveway permit(s) to be submitted to CDOT 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.