

Rezoning Transportation Analysis

Updated: 1/9/2016

Staff Resource: Rick Grochoske

Petition Number 2016-029

Location Approximately 36.1 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

To be provided prior to hearing.

Trip Generation

	Existing Zoning		
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use			
Entitlement			

	Proposed Zoning		
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)

Outstanding Issues

1. CDOT requests the petitioner implement a 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 revised site plan needs to reflect the above transportation improvements.
2. The petitioner needs to revise the site plan to provide a Sidewalk Utility Easement (SUE) for a proposed northeast/southwest multi-use path connection North Brevard Street to Parkwood Avenue within the site.
3. The petitioner needs to revise the site plan to include a "high visibility" bicycle/pedestrian crossing on Brevard Street where the multi-use path crosses.
4. The petitioner needs to revise the site plan to provide a smooth transition between the dedicated multi-use trail and directing bikes back onto Brevard Street.
5. CDOT requests the petitioner dedicate in fee simple right-of-way to realign 16th Street through parcel numbers 08301125 and 08301143. Others will physically construct and realign 16th Street in the future.
6. The petitioner needs to revise the site plan to reflect that no site driveways will be allowed along 16th Street within 200 feet of Parkwood Avenue. This distance needs to be maintained due to the fact Parkwood Avenue and 16th Street is planned to be signalized in the future.

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 a left-turn lane is 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 a left-turn lane is constructed on west bound Parkwood Avenue at Belmont Avenue (an existing eastbound left turn on Parkwood Avenue is currently in place). 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 Parkwood 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.