

Rezoning Transportation Analysis

Petition Number 2016-050 **Updated** 5/20/2016

Location Approximately 2.59 acres located on the west side of Old Concord Road between Suther Road and John Kirk Drive

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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

This site has direct access to an existing minor thoroughfare that parallels Norfolk-Southern Railroad. This plan complies with the general transportation policy goals, including creating a local network street and implementing bicycle and pedestrian facilities. CDOT has not identified any negative impacts to the transportation facilities in the area. The site circulation is acceptable to CDOT and CDOT is working with the petitioner on a minor parking issue that is expected to be resolved.

Trip Generation

Existing Zoning			
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Single Family Residential	2 dwellings	29
Entitlement	INST	2.59 acres	Too many uses to determine

Proposed Zoning			
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
1/25/2016	Townhomes	26 dwellings	200
4/18/2016	No Changes	-	-

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future back of curb along the site's Old Concord frontage needs to be 35.5' as measured from the existing edge of pavement on the east side of Old Concord Rd. This curbline should be constructed with the petition and right-of-way dedicated to include 2' behind the permanent sidewalk location.

Resolved Issues

1. As per the Subdivision Ordinance, we understand that the petitioner needs to revise the site plan to designate a local public street between Old Concord Rd. and the site's western property line. This public street needs to be built to local residential wide street typical section as specified in the *Charlotte Land Development Standards* (see CLDS U-03A and U-03, revision 13) including 8' minimum planting strip and 6' wide sidewalk on both sides. This east/west two-way street needs to provide direct access to Old Concord Rd.
2. The petitioner needs to provide detail survey information along the site's Old Concord Rd. frontage between the site's eastern property line and Norfolk Southern Railroad's existing tracks, so that public right-of-way and Old Concord Rd.'s future back of curb can be verified.
3. The petitioner needs to depict and add a conditional note that dedicates in fee simple all property between the site's eastern property/zoning boundary line and the center of the Norfolk Southern Railroad tracks, including tax parcel no. 05143230 to the City as public right-of-way.
4. The petitioner needs to depict and revise the site plan to show a future back of curb location along the site's Old Concord Rd. frontage located 35.5' from the existing edge of pavement on the east side of Old Concord's Rd.
5. We request the petitioner provide an 8' planting strip and 12' wide asphalt multi-use path along the site's Old Concord Rd. frontage in lieu of bike lanes on Old Concord Road.
6. CDOT does not support the proposed one-way circulation plan that requires drivers to use Old Concord Road to access the site's parking from a certain driveway. The site plan needs to be revised so that the proposed surface parking aisles and angle parking spaces conform to a two-way traffic flow throughout the site.

Outstanding Issues

1. The petitioner should remove head-in parking spaces shown within 25' of the future right of way line to avoid conflicts between parking maneuvers and the multiuse path or incoming (eastbound) vehicles. Additional adjustments to parking may be required during permitting.

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 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 Old Concord Rd. will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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.