

## Rezoning Transportation Analysis

Petition Number	2016-069	Updated	5/5/2016
Location	Approximately 0.83 acres located on the southeast corner at the intersection of Belmont Avenue and North Caldwell Street.		
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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 is located at the unsignalized intersection of a minor thoroughfare and a major thoroughfare. North Caldwell Street, the site's northern boundary, is within the Northeast Transit Corridor Infrastructure (NECI) Program boundary. CDOT supports intensification of development that accommodates multimodal transportation facilities within this transit station area and has not identified any negative impacts to the transportation facilities in the area.

### Trip Generation

Scenario	Existing Zoning		
	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Industrial Storage	N/A	0
Entitlement	Warehouse (0.83 acres I-2)	12.5k sf	45

Site Plan Date	Proposed Zoning		
	Land Use	Intensity	Trip Generation (Vehicle trips/day)
N/A	TOD-M	0.83 acres	Too many uses to determine

## **Curbline**

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. The following are comments regarding the future curbline locations:

- a) Belmont Avenue
  - i. Standard mid-block: Needs to be constructed to a local office/commercial wide street typical section (see CLDSM U-05, rev. 13) with on-street parallel parking.
  - ii. At intersection with N Caldwell – NB approach needs three (3) travel lanes (i.e.: one 12' departure lane, one 11' left turn lane and one 11' thru/right turn lane) for the planned traffic signal at this intersection. This typical section requires a minimum 57' right-of-way (with the SUE for the public sidewalk) or 77' total right-of-way. Therefore, 18.5' of additional right-of-way needs to be dedicated in fee simple as measured from each side of Belmont Ave. existing centerline.
- b) North Caldwell Street/Parkwood Avenue: This section of Caldwell Street is part of a City's NECI Program. CDOT recommends the petitioner coordinate with Jim Kennan, Program Manager - Engineering & Property Management (704-336-4252), as early as possible in site development for specific future right-of-way, curbline and/or streetscape information.

## **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) 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.