

## Rezoning Transportation Analysis

Petition Number	2016-075	Updated	5/24/2016
Location	Approximately 0.55 acres located on the northwest corner at the intersection of Central Avenue and Chatham Avenue.		
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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 at the unsignalized intersection of a major thoroughfare and local street. The current site plan does not conflict with the proposed streetcar alignment on Central Avenue or the potential station location nearby. Additionally, the site plan shows on-street parking along the Central Avenue frontage, which is consistent with other recent rezonings on this segment of Central Avenue. CDOT has not identified any negative impacts to the transportation facilities in the area.

### Trip Generation

Existing Zoning			
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Pool Hall	7.9k sf (per tax record)	90
Entitlement	Retail (~.37 acres of B-1) Office (~.18 acres of O-2)	3700k sf 2700k sf	880

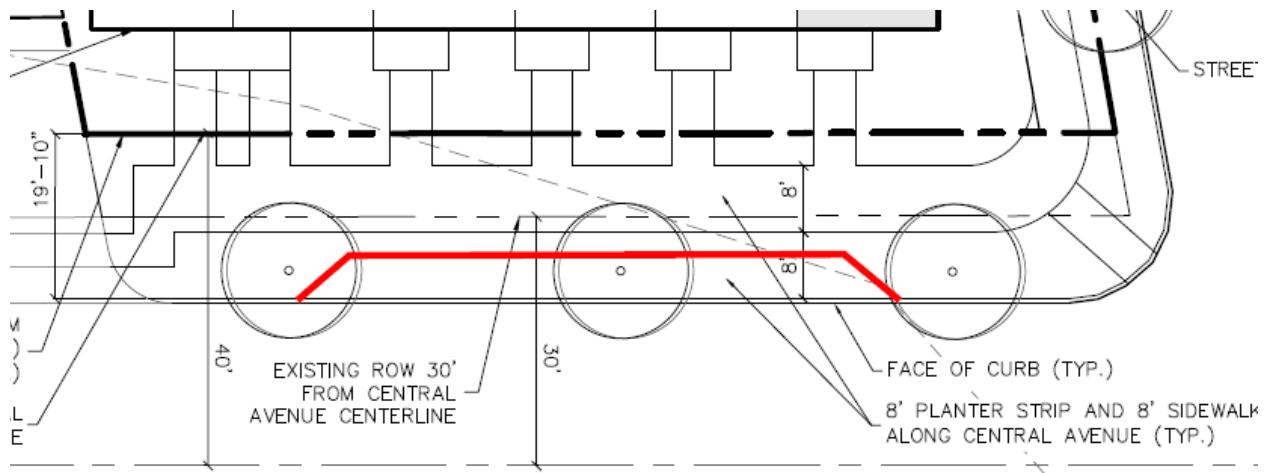
Proposed Zoning			
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
3/28/2016	Townhomes	13 dwellings	110
5/23/2016	Townhomes	12 dwellings	102

## Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the curbline is depicted correctly on the current site plan.

## Resolved Issues

- CDOT requests that the petitioner construct on-street parking along the property frontage as generally depicted below. Based on our calculations we believe 3 parallel parking spaces can work here. This request is consistent with other rezoning requests in this area along Central Ave.



## Outstanding Issues

- CDOT requests that the petitioner dedicate the future 40' of right of way from centerline (as drawn on the site plan) to the City of Charlotte prior to the first certificate of occupancy. Please add a note stating this.

## 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.

- 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.
- 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.
- The proposed driveway connection(s) 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.