

Rezoning Transportation Analysis

Petition Number	2016-079	Updated	4/27/2016
Location	Approximately 18.3 Acres located on the west side of East Craighead Road between North Davidson Street and North Tryon Street		
Staff Resource	Kory Hedrick	khedrick@charlottenc.gov	704.432.6511

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 public hearing.

Trip Generation

Existing Zoning			
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Industrial Mix		
Entitlement	Industrial 3.33 acres of I-2 (CD) 1995-050	271.6k	967

Proposed Zoning			
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
3/25/2016	TOD-M (CD)	18.3 acres	Too many uses to determine trip generation.

Curbline

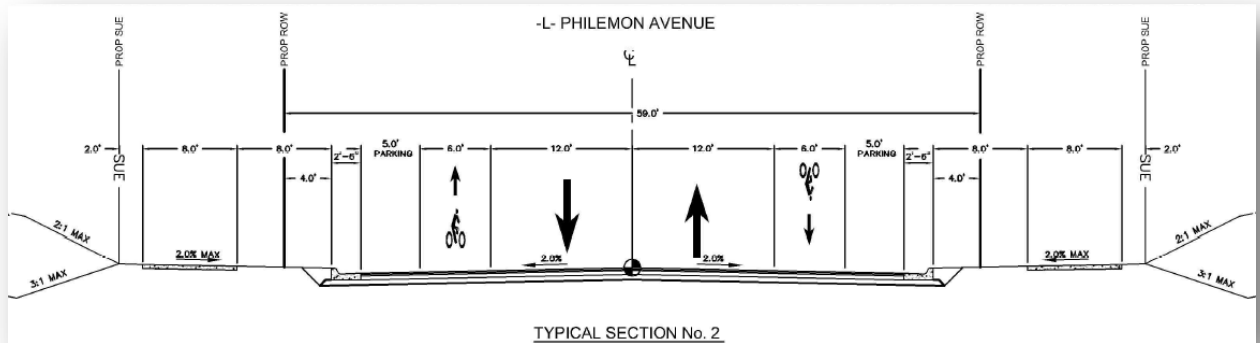
The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline is TBD (to be determined prior to public hearing).

Resolved Issues

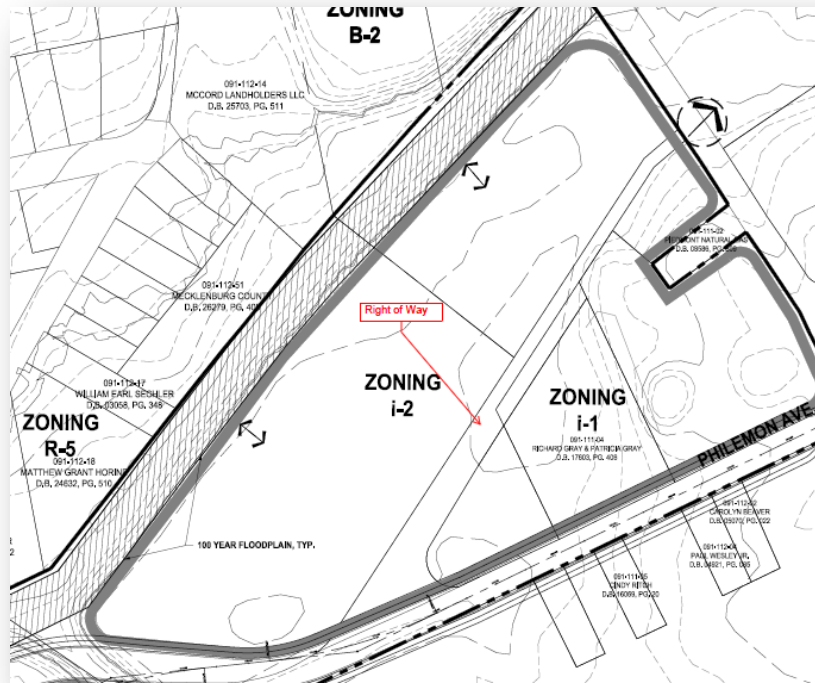
None

Outstanding Issues

1. CDOT request that the petitioner revise the proposed typical section shown on sheet RZ-2 to include on-street parallel parking and bike lane. This matches the proposed cross section for the future CIP project that could extend Philemon Ave below:

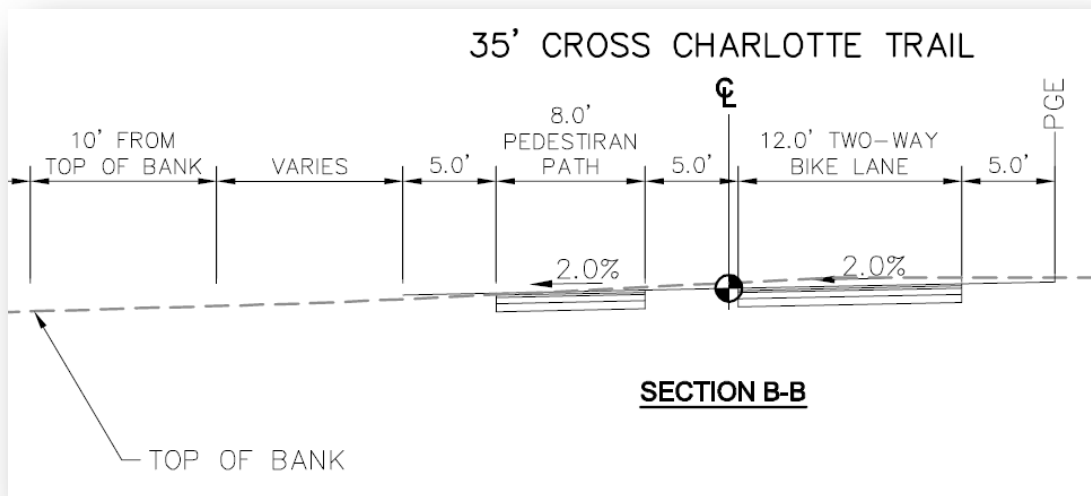


2. CDOT requests that the petitioner revise a portion of their proposed alignment for Philemon Ave. to match the proposed centerline alignment that has been studied by Engineering and Property Management. Contact Sharon Buchanan, Project Manager in Engineering & Property Management, to obtain the most up to date CAD file containing the proper alignment. The studied alignment keeps the roadway embankments outside of the FEMA Floodway.
3. CDOT requests that the petitioner install the back of curb along Craighead Rd. in a location that adds a 6' bike lane, on-street parallel parking, 8' planting strip, 8' sidewalk while maintaining existing centerline and travel lane width.
4. CDOT requests that the petitioner clarify their intent for the use of existing unused right of way (see below). The site plan proposes this right of way for site access. If that is the case what are the improvement plans for this right of way? In addition, how will it function with Philemon Ave., Craighead Rd., and the Cross Charlotte Trail?

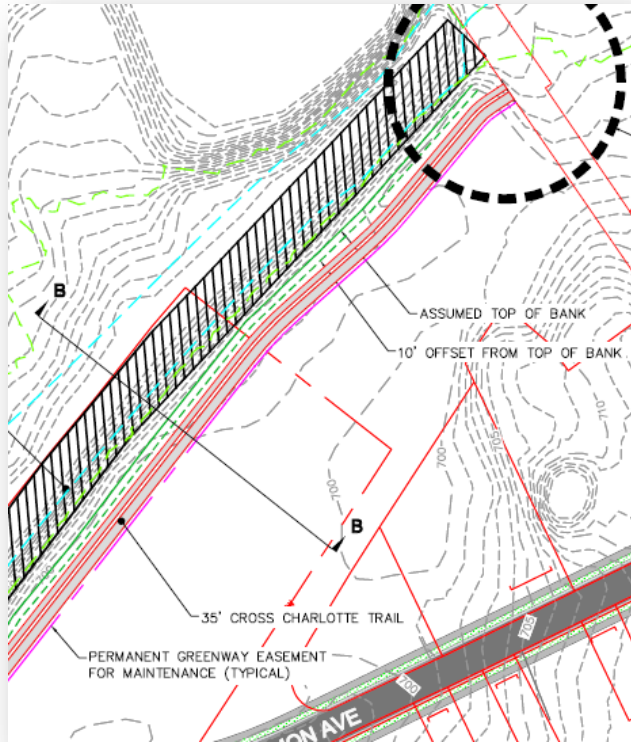


- The location on the current site plan called out for greenway preservation is not a feasible location to construct a greenway due to various environmental and physical constraints. CDOT recommends that the petitioner construct the Cross Charlotte Trail per the cross section and along the alignment shown below, including a permanent 35' easement be dedicated for future maintenance of this trail. The cross section and alignment feasibility have been studied by the Cross Charlotte Trail design team for feasibility to construct.

Cross Section



Alignment



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 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.