

Rezoning Transportation Analysis

Petition Number: 2016-111

General Location Identifier: 09111203, 09111204, 09111205, 09111207, 09111208

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CDOT's review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP) which seeks to ensure that the City'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 as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

This site is on a collector road approximately 1100 feet from a signalized intersection with a major thoroughfare. The Blue Line Extension, Philemon Avenue, and Craighead Road border this site. The current site plan accommodates the cross sections needed to accomplish the connectivity and multimodal character envisioned in this area.

General Description

Access to North Davidson Street from Craighead Road, a two-lane undivided major collector, will be closed to all modes to accommodate the Blue Line Extension project. Portions of Philemon Avenue are proposed to be constructed by recently approved petition 2016-079.

Site is in a corridor inside Route 4 and falls within the 36th Street Station Area Plan.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	3 dwellings	30	Tax Records
Entitlement with Current Zoning	Warehouse (0.5 acres of I-1)	5069 sf	1960	General Guidance from Planning RZ 2009-006
	Apartments	300 dwellings		
Proposed Zoning	Apartments	300 dwellings	1940	Site Plan: 06-22-16
	9.91 acres of TOD-M	Too many uses to determine trip generation		Site Plan: 08-19-16

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Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline is as described below:

- 1) Philemon – Section A on RZ-2 of the current site plan correctly depicts the future curbline location at 25.5' from proposed centerline.
- 2) Craighead - Section B on RZ-2 of the current site plan correctly depicts the future curbline location at 19.5' from existing centerline.

Resolved Issues

1. The petitioner should revise the site plan to note that the centerline of Philemon Ave shall follow the alignment as directed by the City's Engineering and Property Management department.
2. The petitioner should revise the site plan to include an "Access and Right-of-way Dedication" note stating that the petitioner will be responsible for constructing improvements on the site's side of Philemon Avenue when sufficient pavement existing on the opposite side of the centerline to accommodate an opposing lane of traffic. If insufficient pavement exists on the opposite side the petitioner will construct both sides of Philemon Avenue - a mirrored Section A.

Outstanding Issues

1. The petitioner should revise the site plan Section B on RZ-2 for Craighead Road to reflect a 13' planting strip which would allow for a 5' future bike lane and revise associated note 4e.
8-24-16 Update: The petitioner should revise the site plan to show right of way or sidewalk utility easement dedication to back of walk in cross section and update note 4g accordingly.
2. The petitioner should revise the site plan to add a note specifying all transportation improvements will be constructed and approved before the site's first building certificate of occupancy is issued.
8-24-16 Update: The petitioner should revise note 4h to tie improvements to the first (not the final) certificate of occupancy.

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 (and two 10' x 70' sight triangles on North Carolina Department of Transportation on NCDOT maintained streets) 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 public streets will require a driveway permit(s) to be submitted to CDOT (and the North Carolina Department of Transportation on NCDOT maintained streets) 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.

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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.

Revision Log

Date	Description	By
07-18-16	First Review	KH
08-24-16	Hearing Review – Transportation summary added. Trip generation and resolved/outstanding issues updated.	KLA