

Rezoning Transportation Analysis

Petition Number: 2016-130

General Location Identifier: 08106202; 08106216; 08106217

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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

The site is located along two local streets and just south of CATS Blue Line Extension project. The current site plan commits to local street cross section improvements including planting strip and sidewalk with dedication of public right of way for these facilities. CDOT does not support additional public right-of-way abandonment along North Brevard Street beyond what has been agreed to in adjacent petition 2016-029.

General Description

The site is located along two local streets and just south of CATS Blue Line Extension project. The site is adjacent to a planned mixed-use entertainment land use (see Rezoning Petition 2016-029). The site is located in a corridor inside Route 4 and falls within the Parkwood 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	Single Family (0.43 acres of R-8)	3 dwellings	30	General Guidance from Planning
Proposed Zoning	0.437 acres of TOD-MO	Too many uses to determine trip generation		General Guidance from Planning

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. North Brevard Street and Belmont Ave.'s future back of curb line should follow the Local Office /Commercial Wide Street Section (see CLDSM U-05). This does not include additional width for turn lanes at intersections.

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Resolved Issues

1. The petitioner should revise the site plan to remove the proposed Belmont Ave. cross-section. Reference to the required Office/Commercial Wide street section (CLDSM U-05) as specified in conditional note 6C(2)(ii) is adequate.
2. The petitioner should revise the site plan and/or notes to specify *38.5' of right-of-way* will be dedicated in fee simple from the streets existing centerline. Relocation of existing curb lines will be determined in the construction permitting process to implement these transportation improvements before the site's first certificate of occupancy is issued.

Outstanding Issues

1. The petitioner should revise the site plan to remove conditional notes 2(I) and 5(B). CDOT does not support additional North Brevard Street abandonment along the site's frontage between Belmont Ave. and tax parcel 08106216.

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.
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
08-29-2016	First Review	RHG
09-26-2016	Hearing Review	RHG