

Rezoning Transportation Analysis

Petition Number: 2016-134

General Location Identifier: 06109202

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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

Site is located on a minor thoroughfare between unsignalized local street intersections. The current site plan incorporates improved planting strip and sidewalk along the site's frontage, reserves right of way to widen the substandard bike lane on Ashley Road, and commits to construction of a left turn lane into the site. The petitioner has declined to extend the sidewalk, which encompasses the majority of a block to nearby corners at Ashley Road that carries the Jackson Park neighborhood shuttle, the Crosstown local, and the Ashley Park local routes. Additional outstanding CDOT issues are related to the timing of transportation improvements and the location and dedication of public right of way.

General Description

Site is located on Ashley Rd (minor thoroughfare) with access on local streets Bullard and Joy.
Site is located in a corridor inside Route 4

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Apartments (5.31 acres of R-12MF) Retail (0.5 acres of B-1)	63 dwellings 5k sf	1475	General Guidance from Planning
Proposed Zoning	Apartments Apartments (Age Restricted)	100 dwellings 80 dwellings	1005	Site Plan: 08-09-16
	Apartments Apartments (Age Restricted)	84 dwellings 80 dwellings	910	Site Plan: 10-24-16

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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 will be determined prior to public hearing.

- Ashley – future curbline is 3 feet behind existing to accommodate future widening to standard bike lane width
- Joy – future curbline should match Local Residential Wide cross section (see CLDSM U-03)
- Bullard – curbline should match Local Residential Wide cross section (see CLDSM U-03)

Resolved Issues

1. The petitioner should revise the site plan to show the connection of Joy St built to “Local Residential Wide” standard. With this connection, CDOT can support the abandonment of the public right of way along the western parcel boundary.
2. The petitioner shall revise the site plan to show 8 foot planting strip and 8 foot sidewalk on Bullard St and Joy St to match streetscape notes.
3. The petitioner shall revise the site plan to show 11-foot planting strip and 8-foot sidewalk on Ashley Rd along the site frontage to accommodate future standard bike lane width.
4. The petitioner should revise the site plan to remove the driveway access on Ashley Rd. CDOT will not support a driveway connection to Ashley Rd.
5. The petitioner should revise the site plan to show Haywood Av connection as a “Local Residential Wide” with parallel parking. CDOT does not support angle parking.
6. The petitioner should revise site plan to show a northbound left turn lane on Ashley Rd to Joy St.
7. The petitioner should revise the site plan to consolidate parking lot driveways on the internal public street (Heywood connection).

Petitioner Declined to Incorporate

1. Extension of Joy St built to “Local Residential Wide” to Wilson Avenue and Ashley is recommended.
2. Extension of 11-foot planting strip and 8-foot sidewalk on Ashley Rd to Bullard and Joy is recommended.

Outstanding Issues

1. The petitioner shall add a note stating Bullard Street be built to “Local Residential Wide” standard half-section along the site frontage. Extension of this half-section to Ashley is recommended.
2. The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all rights of way to the City before the site’s first building certificate of occupancy is issued. CDOT requests right of way set at 2’ behind back of sidewalk.
3. 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 or phased per the site’s development plan.

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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
09-19-16	First Review	CA
11-02-16	Hearing Review	CA