

Rezoning Transportation Analysis

Petition Number: 2016-144

General Location Identifier: 08304408 through 08304410
08304415 through 08304417

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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

To be provided prior to public hearing.

General Description

The site is between unsignalized local street intersections along North Davidson St., a minor thoroughfare with existing bike lanes.

The site is in a corridor inside Route 4 and falls within the Parkwood Station Area Plan and the North End Smart District (AIC).

This site is within a ¼ mile of the CATS' Blue line Extension Parkwood Station and is across the street from the Cross Charlotte Trail. The City's Parkwood Avenue streetscape project is within one block of this development.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office Warehouse	3,231 sf 35,560 sf	225	<i>Tax Record</i>
Entitlement with Current Zoning	Warehouse (3.058 acres of I-2)	45,870 sf	160	<i>General Guidance from Planning</i>
Proposed Zoning	3.058 acres of TOD-M	Too many uses to determine trip generation.		<i>Site Plan: 09-23-16</i>

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline.

- North Davidson St. should be constructed as the USDG Avenue Street Section shown in the *Parkwood Station Area Plan*. The future back of curb and right of way lines should be located 23.5' and 40', respectively, as measured from the existing centerline.

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- 21st Street should be constructed as a residential wide street cross section. The future back of curb and right-of-way lines should be located 17.5' and 33.5', respectively, as measured from the existing centerline.
- 22nd Street should be constructed as a residential wide street cross section. The future back of curb and right-of-way lines should be located 17.5' and 33.5', respectively, as measured from the existing centerline

Resolved Issues

N/A

Outstanding Issues

1. The petitioner should revise the site plan and conditional note 5.b. to indicate 7' on-street recessed parking, and 6' wide on-street bike lane along the site's North Davidson St. frontage. A one foot white stripe needs to separate the parking area from the 5' wide bike lane.
2. The petitioner should revise the site plan to extend hardscape to back of curb along the site's Davidson frontage. Generally, this requires tree wells with grates and/or planters in lieu of the traditional 8' planting strip. The petitioner should coordinate and discuss this request with the City's Urban Design and Urban Forestry reviewers.
3. The petitioner should revise the site plan to depict and label existing/proposed right-way, proposed back of curb and recessed parking along the site's 21st and 22nd Street frontages to accommodate a local residential wide street section (see CLDSM U-03). Future curblines and right-of-way dimensions as measured the existing streets centerline are documented in Curblines section (above).
4. The petitioner should revise the site plan to provide a 42' x 8' bike share pad/station, located along the site's North Davidson St. frontage near 21st Street. The specific bike share station location will be determined during the project's permitting process, and may be split between street trees (see photo below).



5. The petitioner should revise the site plan to provide an ADA compliant pedestrian crossing across N. Davidson at 21st to access the Cross Charlotte Trail. The specific type and location of the subject pedestrian crossing shall be determined during the project's permitting process.
6. The petitioner should revise the site plan to add a conditional 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.

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7. The petitioner should revise the site plan to add a conditional note specifying all transportation improvements, including the bike share station, will be constructed and approved before the *site's first* (not final as shown in note 4c) building certificate of occupancy is issued or phased per the site's development plan.

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
10-17-2016	First Review	RHG