

Rezoning Transportation Analysis

Petition Number: 2017-017

General Location Identifier: 091-106-01

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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 rezoning is located at the unsignalized intersection of a major thoroughfare and a local street. The current site plan ignores area plan recommendations for future curblines location and ordinance required setbacks which are measured from the future curblines as identified in the area plan. While CDOT has had discussions with the petitioner the site plan has not been updated to reflect the appropriate changes. CDOT feels that this is fundamental requirement to develop the multimodal transportation system as envisioned by the area plan to support this type of development.

General Description

This rezoning is located at the unsignalized intersection of N. Davidson Street, a major thoroughfare, and a local street. The site falls within the 36th Street Transit Station Area Plan. The proposed site is located in a wedge inside route 4 and is within walking distance to the 36th St. Light Rail Station. Prior rezoning on this site 2005-160AA.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Retail Apartments	2,400 sf 8 dwellings	775	RZ 2005-160AA
Proposed Zoning	Retail	10,000 sf	1520	Site Plan: 10-24-16

Curblines

The proposed zoning district has a setback measured from an existing or proposed future curblines. The location of the future back of curb per the 36th St. Station Area Plan should be **18.5' from centerline of road** which is not reflected in the current site plan. The current site plan proposes a building in the wrong location per the adopted area plan. This will accommodate 10' travel lanes, 6' bike lanes and 2.5' Curb.

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Resolved Issues

N/A

Outstanding Issues

1. The petitioner should revise the site plan to show installing an accessible ramp on the corner of the proposed development.
2. **The proposed building is located too close to North Davidson and should be moved to meet ordinance required setbacks from the future back of curb.** The proposed zoning district has a setback measured from an existing or proposed future curblane. The location of the future back of curb per the 36th St. Station Area Plan should be 18.5' from centerline of road. This will accommodate 10' travel lanes, 6' bike lanes and 2.5' Curb.
3. CDOT requests the petitioner **construct the curb and gutter in the future location** as described above.
4. 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.**
5. The petitioner should revise the site plan to add a note specifying all transportation improvements will be approved and constructed before the site's first 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

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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
12-06-16	First Review	KMH
01-27-17	Second Review	KMH