

Rezoning Transportation Analysis

Petition Number: 2017-031

General Location Identifier: 083-04-801, 083-04-810

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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 located at the signalized intersection of a minor thoroughfare and a local street. The current site plan incorporates an acceptable variation of the area plan cross section that maintains the existing bike lane, adds parallel parking, and creates a sidewalk across the site's North Davidson frontage. The site plan also commits to new sidewalk and parking along the 24th Street frontage.

General Description

This site is located on North Davidson, a minor thoroughfare, at the unsignalized intersection with 24th St, a local street. North Davidson also carries two local bus routes. The site falls within the 25th Street Transit Station Area Plan and is located in a corridor inside route 4. North Davidson along this segment of roadway is called out to have one lane in each direction along with on-street parking, an 8' planting strip, and 8' sidewalk.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse	18,520 sf	70	Tax Records
Entitlement with Current Zoning	Warehouse	18,520 sf	70	General Guidance from Planning
Proposed Zoning	Retail	16,200 sf	2080	Site Plan: 11-15-16

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline is 21' from centerline of road on North Davidson and as it is proposed on 24th St.

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Resolved Issues

1. The petitioner should revise the site plan to provide future curbline, planting strip, and sidewalk as shown in the area plan and remove all parking in front of the buildings.

CDOT could support parallel on-street parking along the N. Davidson Street, will not support the parking behind the sidewalk as shown on the current plan. If on-street parking is implemented the existing bike lane should be incorporated into the cross section. Additionally, driveways should be reduced to two for one-direction circulation or one that aligns with the entry drive leading to the back of the property.

Compliance with these requests will align with CDOT's goals to improve the pedestrian environment along this Main Street section of N Davidson Street that connects to Cordelia Park and the Cross Charlotte Trail.

2. CDOT requests that petitioner provide back of curb sidewalk along the 24th St. frontage. This would require curb and gutter to be constructed as well. CDOT would support on-street parking along 24th street if design can accommodate it. Any new sidewalk not adjacent to the building should be installed with safety rail behind it to protect from grade change at rear of parcel.

Outstanding Issues

1. 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 (except where buildings abut back of sidewalk).
2. 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.
3. CDOT discourages gated access to parking as shown between buildings on current site plan and requests removal. If gate remains, adequate turn around design will be required during permitting. Vehicle backing out of drive onto North Davidson is not an acceptable condition.

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
12-12-16	First Review	KMH
02-27-17	Second Review	KMH