

Rezoning Transportation Analysis

Petition Number: 2017-032

General Location Identifier: 067-021-16, 067-021-08, 067-021-09, 067-021-52

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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 the unsignalized intersection of a Class III major thoroughfare and a local street. The current site plan commits to construction of a local street network as envisioned by the area plan.

General Description

Site is located the intersection of Wilkinson Blvd (Class III Major Thoroughfare) and Suttle Ave, a local street.

Site is locate in a Corridor inside Route 4
Bryant Park Land use and Streetscape Plan

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Warehouse (10.04 acres of I-2)	100K sf	360	General Guidance from Planning
Proposed Zoning	Multi-Family	350 dwellings	2250	Site Plan: 12-16-16

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The existing curb lines on Wilkinson Blvd and Suttle Ave are in the correct location.

Resolved Issues

1. The petitioner should revise the site plan to show parallel on street parking for Public Street 1 and Public Street 2 a "Residential Wide" cross-section. CDOT does not support angle parking for these streets. Furthermore, the proposed cross-section shown on the plans does not meet minimum travel lane of 14 feet required for angle parking.

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2. The petitioner should revise the site plan to label 8 foot planting strip and 6 foot sidewalks on Wilkinson Blvd.
3. The petitioner shall revise the site plan to align the driveway on Public Street 2, west of Suttle Av and facing north, with the internal drive in rezoning case 2017-034 and to provide cross access easement. The current driveway configuration is not compatible with Rezoning case 2017-034 driveway. CDOT suggests the section of property that is would complete the connection between this petition and 2017-034 become part of either rezoning and a cross-access is provided to Isom St and possible connection to Wren St.
4. The petitioner shall revise Morton St extension right of way note to say: "Reserve portion of right of way to be dedicated at time of construction of Morton St extension".
5. 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.
6. 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. Petitioner should be advised that while all public street construction does not have to be completed prior to first CO, CDOT understands that there are provisions in the subdivision ordinance that regulate when construction is require based on development area frontage. These ordinance requirements cannot be overridden by transportation note in this site plan.

Outstanding Issues

1. The petitioner shall revise the site plan to show cross section A-A to have a 10 foot travel lane and 14 foot travel lane. Reduce parallel parking width to 5 feet.

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.

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- 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
01-23-17	First Review	CA
02-28-17	Second Review	CA
03-29-17	Zoning Committee Review	CA