

Rezoning Transportation Analysis

Petition Number: 2017-035

General Location Identifier: 119-064-22, 119-064-23, 119-064-30, 119-063-13

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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

The site is located at the intersection of a major thoroughfare and a local street that transitions to a major collector across the signalized intersection. While the area plan did not envision bike lanes on this street, this petition's request to transition to residential and current guidance about bike facilities drives CDOT's outstanding request for future back of curb dimension beyond the area plan dimension to accommodate a future bike lane. Additionally, CDOT continues to request and dedication of right of way to back of proposed sidewalk.

General Description

The proposed rezoning is located in the north east quadrant of the signalized intersection of South Tryon Street and Tremont Avenue. South Tryon Street is a major thoroughfare and Tremont Avenue is a local street on this side of Tryon but transitions to a major collector across the intersection.

The site falls within the New Bern Transit Station Area Plan and is in a corridor inside Route 4.

The proposed site will have two access points on Tremont Ave. which lead to two way alleys. CDOT strongly recommends the petitioner reach out to the fire department to see if this alley alone will fulfill fire code.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse	13,700 SF 6,700 SF	130	<i>Tax Record</i>
Entitlement with Current Zoning	Warehouse (4.39 acres of I-1)	43,900 SF	250	<i>General Guidance from Planning</i>
Proposed Zoning	Single Family Attached	74 Units	500	<i>Site Plan: 12-22-16</i>

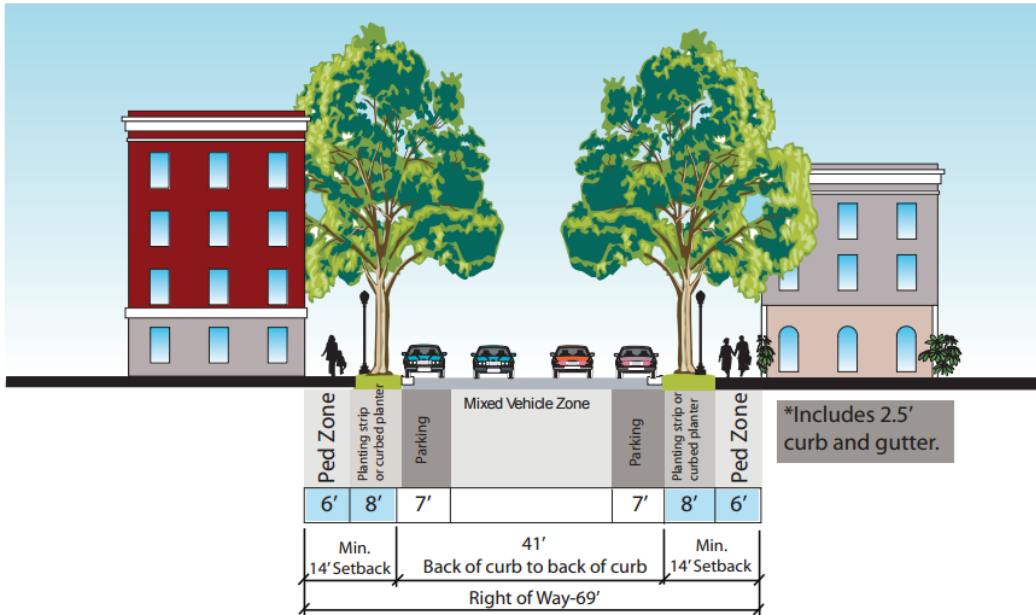
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Curblines

The proposed zoning district has a setback measured from an existing or proposed future curblines. The location of the future curblines per the area plan is 20.50' from existing centerline (see below). However, CDOT is requesting that this curblines take into account a future 7' bike lane. Thus, the future curblines should be placed 27.50' from existing centerline.



New Bern Transit Station Area Plan

TRANSPORTATION AND STREETSCAPE

Resolved Issues

1. 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.
2. CDOT will require 26' type II modified driveways for the two proposed access point to Tremont Ave. Please revise the site plan to show this adjustment. In addition, 26' driveway stems will be required through the setback in order to allow for proper circulation and turning maneuvers.

Outstanding Issues

1. The petitioner should revise the site plan by relocating the proposed curb 27.50' from the existing centerline of road. This will account for the area plan recommendation in addition to the future bike lane.
2. The petitioner should revise the site plan and the transportation notes to depict and state that the petitioner agrees to allow future cross access to be preserved for such time that redevelopment occurs. This should include depicting stubs and access easements on the site plan.
3. 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.

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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
01-23-16	First Review	KMH
02-27-17	Second Review	KMH
03-21-17	Third Review	KMH