

Rezoning Transportation Analysis

Petition Number: 2017-041

General Location Identifier: 079-095-10 through 079-095-13, 079-092-09.....

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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 in an area where short gaps exist in the streets network. The current site plan commits to closing the gaps within the development area and public right of way to create a strong street network and improve collector street connectivity. However, the current site plan proposes to incrementally construct these critical gap closures. It is important to CDPT that both envisioned street connections are constructed with the initial development on this site to adequately carry the development's pedestrian, bike, and vehicular demands on the transportation system. Additionally, CDOT continues to request that the petitioner commits to an adjacent, offsite sidewalk extension (125') along 24th Street to close a sidewalk gap created between this development and existing sidewalk that leads to North Graham Street, which carries local bus route 22 between Uptown and the Prosperity Village area.

General Description

This site is bounded by 24th St (major collector), 26th St (minor collector), Catalina Ave (local), Pine St (local), and Poplar St (local). The site is located in a corridor inside Route 4 and is within the North Tryon Area Plan. City street improvement project along Church and Tryon.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single family	6 dwellings	80	Tax Record
Entitlement with Current Zoning	Warehouse (0.5 acres of I-1)	5k sf	1,530	General Guidance from Planning
	Apartments (9.9 acres of R-22MF)	217 dwellings		
	Single Family (1.0 acre of R-5)	5 dwellings		
Proposed Zoning	Townhomes	19 dwellings	2,060	Site Plan: 03-13-17
	Apartments	295 dwellings		

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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 back of curb is as follows:

- 24th Street – 17.5' as measured from 24th Street's existing centerline to accommodate a major collector cross section (see Local Collector Street Typical Section CLDSM U-07, rev. 16).
- Catalina Avenue - 17.5' from the street's existing centerline to accommodate a minor collector. The full collector cross section should be implemented for the extension of Catalina to 24th Street.
- All other public streets should be designed and constructed to a Local Residential Wide cross section (see Local Residential Wide Street Typical Section CLDSM U-03, rev. 16) with the exception of Pine.

Resolved Issues

1. *CDOT rescinds this comment.* The petitioner may consider revising the site plan to provide the proposed linear park in the center of Pine Street instead of to the outside. This concept would provide better tree protection and would allow the opportunity of on-street parallel parking along the two one-way streets. A good example of this idea is 9th Street in uptown (First Ward).
2. The petitioner should revise the site plan to show future curblines and label all the internal and external proposed street cross sections on sheet RZ-2.
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 or the City's subdivision regulations. CDOT requests right of way set at 2' behind back of sidewalk.

Outstanding Issues

1. CDOT requests that the petitioner revise the site plan to extend 2.5' curb/gutter and a 7' wide back of curb sidewalk along 24th St. (across tax parcels 07909904 and 07909905, approximately 125'). This improvement would fill the existing sidewalk gap on the north side of 24th St. and provide a contiguous sidewalk to North Graham Street.
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.
 - a. The petitioner needs to revise conditional note 3.g. to state 25th Street will be extended to Catalina Ave. prior to the site's first building CO is issued.
 - b. The petitioner needs to revise conditional note 3.h. to state Catalina Ave. will be extended and connect to 24th Street prior to the site's first building CO is issued within development areas B or C.

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

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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
02-20-2016	First Review	RHG
03-21-2017	Second Review	RHG