

Rezoning Transportation Analysis

Petition Number: 2017-068

General Location Identifier: 08306821, 08306820, 08306816

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Revision Log:

Date	Description
04-13-17	First Review
05-18-2017	Second Review

General Review Information

The site is on Faison Ave (local) and is in a corridor inside of Route 4.
The site is within the limits of the 36th Street Transit Station Area Plan.

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 along a local street and does not substantially increase the number of daily trips. The site plan commits to streetscape improvements along the site's disconnected frontage.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	4 dwellings	50	Tax Record
Entitlement with Current Zoning	Single Family	4 dwellings	50	Tax Record
Proposed Zoning	Townhomes	12 dwellings	100	Site Plan: 03-21-17

Outstanding Issues

- ~~1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The proposed back of curb is 13' as measured from the street's existing centerline to accommodate a local residential medium street section (CLDSM U-02).~~
- ~~2. A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.~~
3. The petitioner should revise the site plan to provide 28' of public right-of-way as measured from the street's existing centerline. If the petitioner desires to place the proposed 6' sidewalk in a SUE, the petitioner should provide 21' of public right-of-way (i.e. from the existing right-of-way existing

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centerline to the front edge of the sidewalk). The petitioner needs to revise the site plan to clearly label and dimension the dedicated public right-of-way and/or SUE.

4. ~~The petitioner should revise the site plan to minimize the shared driveway width. CDOT recommends 10-12'.~~
5. ~~The petitioner needs to revise the site plan and add a note to label and call the implementation of a 6' sidewalk, 8' planting strip and 2.5' curb and gutter along the two (2) site's Faison Ave. frontages.~~
6. 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 if feasible.
7. 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 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.