

Rezoning Transportation Analysis

Petition Number: 2017-071

General Location Identifier: 09109102

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Revision Log:

Date	Description
04-13-2017	First Review
05-18-2017	Second Review
08-15-2017	Third Review
09-14-2017	Fourth Review

General Review Information

The site is on E. 36th St (minor thoroughfare) and is in a wedge 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 at the unsignalized intersection of a minor thoroughfare and a local street. The proposed development is anticipated to generate fewer trips than the current use. CDOT continues to request that the site plan reflect the cross section for 36th street as shown in the area plan.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Apartments	14 dwellings	210	Tax Record
Entitlement with Current Zoning	Apartments (1.05 ac of R22-MF)	23 dwellings	290	General Guidance from Planning
	Single Family (0.45 acres of R-5)	2 dwellings		
Proposed Zoning	Townhomes	22 dwellings	170	Site Plan: 03-21-17
	Townhomes Single Family	22 dwellings 2 dwellings	200	Site Plan: 08-11-17 Site Plan: 09-11-17

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Outstanding Issues

Strikeout = Not an outstanding issue

- ~~1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the existing back of curb can remain as is.~~
- ~~2. *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 depict and label an 8' planting strip and 8' sidewalk behind the existing back of curb along the site's 36th Street frontage as envisioned by the area plan. Conditional notes states 8' and 8', however site plan only depicts 14' building setback from back of curb. Petitioner needs to revise site plan to depict and dimension 16' building setback 36th St. back of curb. Back of curb sidewalk is not acceptable and conditional note V.1. To state the sidewalk width along the site's 36th Street frontage needs to be 8', as depicted on Sheet RZ-2.
- ~~4. 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.~~
- ~~5. 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.~~
6. The petitioner should revise the site plan and conditional notes to provide an 8' planting strip and 6' sidewalk along the Spencer Street frontage. We recognize there are some large trees along the site frontage and would allow the sidewalk to meander behind these trees as needed if they are preserved. Back of curb sidewalk widened to 7' minimum may be adequate if the petitioner can demonstrate no other viable alternative and Urban Forestry has confirmed preference for existing trees to remain.
7. Technical correction: The petitioner should revise the site plan and conditional notes to better differential driveways and walkways. It is unclear from the notes and site plan that no driveways will be allowed on to 36th street and that lots on Spencer will access from private drive.

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.