

Rezoning Transportation Analysis

Petition Number: 2017-074

General Location Identifier: 08314303

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Revision Log:

Date	Description
04-03-17	First Review

General Review Information

The site is at the unsignalized intersection of The Plaza (major thoroughfare) and Duncan Ave (local) and also bordered by Drummond (minor collector).

The site is in a wedge inside of Route 4 and is within the limits of the Center City 2020 Vision Plan. CDOT is finalizing the Parkwood Avenue & The Plaza Corridor Study.

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

To be provided prior to public hearing.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Retail	23,000 sf	2,610	Tax Record
Entitlement with Current Zoning	Retail	23,000 sf	2,610	Tax Record
Proposed Zoning	1.36 acres of MUDD-O	Too many uses to determine		Site Plan: 03-27-17

Outstanding Issues

- Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the future back of curb on Duncan Avenue and Drummond Avenue will remain the same unless the petitioner requests on-street parking which must be recessed due to existing roadway widths. The future back of curb on The Plaza is 8 feet behind existing to account for a future buffered bike lane.
- Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.

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3. The petitioner should revise the site plan to reflect replacing both driveways on Duncan Avenue to type II modified driveways. The existing driveways should not remain.
4. The petitioner should revise the site plan to show 8' sidewalk and 8' planting strip along the entire frontage for all streets behind future back of curb.
5. The proposed parking lot that fronts on Duncan Ave is not currently designed in a way that CDOT would support. The current parking lot design would allow for maneuvering in the setback as well as possible maneuvers over top of sidewalk. CDOT will only allow this driveway access to remain if the pedestrian / vehicle conflict is eliminated by redesign of this parking layout.
6. The petitioner should revise the site plan to show relocation of the dumpster that is located along Duncan Ave.
7. CDOT is requesting that the petitioner contribute \$20,000 towards a pedestrian hawk signal near this site as identified in the Parkwood Avenue and The Plaza Corridor Study. The exact location of the signal would need to be worked out during permitting.
8. 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.
9. If on-street parking is desired, it must be recessed on-street parking per Charlotte Land Development Standards. CDOT is not comfortable with striped on-street parking on Drummond Avenue or Duncan Avenue and this should be removed from the site plan.
10. 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.
11. The petitioner should revise the site plan to install a concrete island with pedestrian refuge at Duncan and The Plaza.

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.