

Rezoning Transportation Analysis

Petition Number: 2017-101

General Location Identifier: 08106109, 08106110, 08106111

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Revision Log:

Date	Description
07-24-17	First Review
09-18-17	Second Review

General Review Information

The site is bisected by 16th St (local) between Parkwood (major thoroughfare) and N. Caldwell (local) and is in a corridor inside of Route 4. The site is within the limits of the Parkwood Station Area Plan. City-funded NECI and AIC project areas - Parkwood road conversion and 16th Street realignment with future signal.

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 local street and a major thoroughfare. The site plan commits to extending 16th street to Parkwood Ave. CDOT is requesting that the petitioner provide a partial contribution to the future signal at the Parkwood/16th intersection that will be installed with the City's Parkwood improvement project and in conjunction with the 16th Street realignment by others.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Apartments Single Family Retail	12 dwellings 7 dwellings 1,908 sf	800	Tax Record
Entitlement with Current Zoning	Apartments (0.83 acres of R-22MF) Single Family (0.65 acres of R-8) Retail (0.33 acres of B-1 and 0.33 acres of B-2)	18 dwellings 5 dwellings 8,250 sf	1,640	General Guidance from Planning

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Proposed Zoning	Townhomes	60 dwellings	410	Site Plan: 09-11-17
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Outstanding Issues

Strikeout = Not an outstanding issue

- ~~1. **Curblin** The proposed zoning district has a setback measured from back of the existing or proposed future curblin. The existing curblines on Parkwood Ave, North Caldwell St, and East 16th St are in the correct future location.~~
- ~~2. **Traffic Study** 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 and conditional note to show the extension of East 16th St and connection to Parkwood Av and commit to contribution to costs for signaling this fourth leg of the 16th street realigned intersection. Coordination with 16th Street realignment team is needed. The proposed intersection of Parkwood Av and E. 16th St will have a future signal. The petitioner should revise the site plan with a conditional note committing to contribute to the future cost of the signal, in the amount of \$62,500, with a 5 year sunset.~~
- ~~4. The petitioner should revise the site plan to show how the planting strip/tree requirements for street trees will be met. The proposed plan only shows recessed parking and back of curb sidewalk. The required trees should be considered as this may effect on street parking availability.~~
- ~~5. 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 where feasible.~~
- ~~6. 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.