

# Rezoning Transportation Analysis

Petition Number: 2018-003

General Location Identifier: 12103308, 12103309, 12103310

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## Revision Log:

Date	Description
02-15-18	First Review

## General Review Information

The site is along West Tremont St (major collector) approximately 1000' from S Tryon to the west and CATS' Blue Line to the east. The site is in a corridor inside Route 4 and falls within the South End Transit Station Area Plan. This plan calls for a proposed north-south street connection at the eastern boundary of the parcels being rezoned. The South End Transit Station Area Plan calls for West Tremont St. to have an eight foot planting strip and an eight foot sidewalk.

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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.*

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*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.*

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Based on our review of the petition, we offer the following information for your consideration.

## Transportation Summary

The site is along a major collector street, approximately 1000' from a major thoroughfare to the west and CATS' Blue Line to the east. The previously approved site plan for Rezoning #2016-146 committed to construction of a new public street connection. CDOT requests that the current petitioner submit a site plan committing to the construction of this street along the eastern boundary of the parcels being rezoned. This street supports the vision of the area plan to provide a more dense transportation network to support the overall intensification of the area as envisioned by the area plan.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse	27,170 sf	100	Tax Record
Entitlement with Current Zoning	Townhomes	16 dwellings	130	RZ 2016-146
Proposed Zoning	0.74 ac of TOD-M	Too many uses to determine		General Guidance from Planning

## Outstanding Issues

Strikeout = Not an outstanding issue

- ~~**Curbline** The proposed zoning district has a setback measured from back of the existing curbline. The existing curbline on West Tremont is in the future location.~~

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2. ~~Traffic Study~~ A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.
3. The petitioner should submit a conditional site plan and conditional note(s) to commit to construction of a local residential narrow typical street section along the eastern boundary of the parcels being rezoned. The petitioner may choose to add recessed on-street parking if desired.
4. The petitioner should submit a conditional site plan and conditional note(s) to commit to development access to the new street (see Comment 3) and no access from West Tremont.
5. The petitioner should submit a conditional site plan and conditional note(s) to commit to 8' planting strip and 8' sidewalk along West Tremont frontage.
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 where 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. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.

## 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. The setback for this district is measured from the back of the existing curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.