

Rezoning Transportation Analysis

Petition Number: 2018-018

General Location Identifier: 09506101, 09506102, 09506126

From: CDOT Land Development Section **Reviewer:** Carlos Alzate
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 704-432-0672

| Revision Log: | Date | Description |
|---------------|----------|--------------|
| | 03-26-18 | First Review |

General Review Information

The site is on a block bounded by The Plaza (minor thoroughfare), Belvedere Ave (local), Thurmond PI (local), and Nassau Blvd (local). There is a traffic signal at the intersection of The Plaza and Belvedere Ave and the site is located in a wedge inside Route 4. Belvedere Ave serves Bike Route 7 and CATS bus route 4.

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.

Comment [KLA1]:
 Format of summary:
 •Where is it located (thoroughfare, local, signal, etc.).
 •What is the site plan committing to that that meets CDOT goals.
 •What is still outstanding and why do we want that incorporated.
 •Any other pertinent info.

Trip Generation

| Scenario | Land Use | Intensity | Trip Generation (vehicle trips/day) | Source |
|---------------------------------|---|-------------------------|-------------------------------------|--|
| Existing Use | Hotel Single Family | 5 rooms 2 dwellings | 70 | Tax Record |
| Entitlement with Current Zoning | Hotel Single Family (0.43 acres of R-5) | 9 rooms 2 dwellings | 100 | General Guidance from Planning and RZ 2000-017 |
| Proposed Zoning | Hotel Townhomes | 5 rooms 22 dwellings | 210 | Site Plan: 02-26-18 |

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

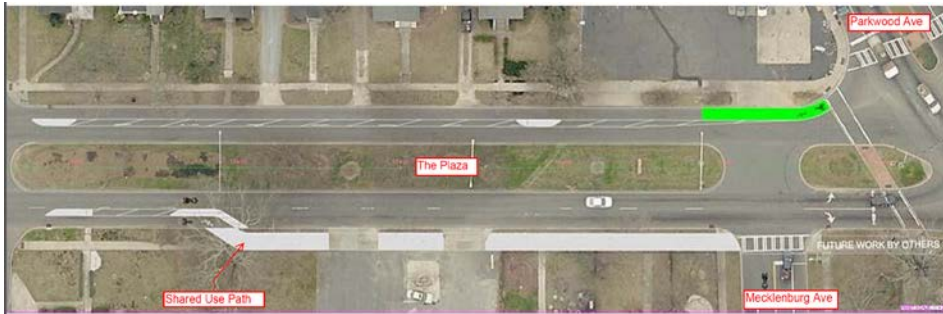
1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the future back of curb:
 - a. **The Plaza:** Existing back of curb is in the correct location
 - b. **Belvedere Av:** Existing back of curb is in the correct location
 - c. **Thurmond PI:** Existing back of curb is in the correct location

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- ~~2. Traffic Study A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.~~
3. The Plaza is part of a transportation project to add bike lanes and improve intersection crossing. CDOT is requesting the petitioner contribute to the project by building a portion of the improvements. The petitioner should revise the site plan and conditional note to show a 10 foot wide shared use path (approx. 320 feet long) connecting the end of the future bike lane on The Plaza to Mecklenburg Ave intersection.



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 where 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. 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. 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.

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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.