

Rezoning Transportation Analysis

Petition Number: 2018-052

General Location Identifier: 11907137

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Revision Log:

Date	Description
05-24-18	First Review
06-14-18	Second Review

General Review Information

The site is at the unsignalized intersection of S Mint Street (minor thoroughfare) and Spruce Street (local) and is located in a corridor inside 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

The site is located at the intersection of a minor thoroughfare and a local street. CDOT requests the petitioner address outstanding issues including improvements to the pedestrian infrastructure to help support the proposed development.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Retail	3,200 sf	730	Site Plan: 03-23-18
Entitlement with Current Zoning	Retail	3,200 sf	730	Site Plan: 03-23-18
Proposed Zoning	Retail	4,000 sf	840	Site Plan: 06-11-18

Outstanding Issues

Strikeout = Not an outstanding issue

- ~~**Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The existing back-of-curbs are in the correct future location for South Mint Street and Spruce Street.~~
- ~~**Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.~~

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3. ~~The petitioner should revise the site plan by removing the proposed low wall and stairs at the site's corner. Walls in the right-of-way require encroachment agreements and need to meet design and safety standards. Furthermore, stairs are not permitted in the right-of-way. The petitioner should revise the conditional notes to say proposed paved area for outdoor seating may require a retaining wall due to grades. The Petitioner will coordinate with CDOT during the permitting phase regarding location, design and encroachment agreement.~~
4. The petitioner should revise the site plan and conditional note "b" under Optional Provisions to show 8 foot back of curb sidewalk on Spruce St and South Mint St where 8 foot planting strip and 5 foot sidewalk is not achievable.
5. ~~The petitioner should revise the site plan and remove proposed accessible ramp on Spruce St. Ramps for trash and recycling are not permitted.~~
 - a. The petitioner should find an alternative location for the trash and recycling enclosure in the parking lot area and use the driveway to access the street or show how the trash and recycling will function without blocking the sidewalk.
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.~~

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.