

Rezoning Transportation Analysis

Petition Number: 2018-062

General Location Identifier: 12502305, 12502304, 12502303

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Revision Log:

Date	Description
05-24-18	First Review
06-15-18	Second Review

General Review Information

The site is at the signalized intersection of 4th Street (major thoroughfare) and Brevard Street (major thoroughfare) and is located in a center inside Route 4. The site is within the limits of both the 2020 Center City Vision Plan and Brevard Street Urban Design 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

The site is located at the intersection of two major thoroughfares and is within the limits of the Brevard Street Plan. The site plan commits to meeting the intent of the streetscape plan identified in the Brevard Street Plan. CDOT request the petitioner addressed the remaining outstanding issues.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Parking Lot	N/A	0	Tax Record
Entitlement with Current Zoning	0.36 ac of UMUD	Too many uses to determine		General Guidance from Planning
Proposed Zoning	0.36 ac of UMUD-O	Too many uses to determine		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 petitioner should dimension the location of the back of curb on Brevard Street. The existing back of curb on 4th Street is in the correct future location.~~
- ~~**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 and remove the proposed columns and show the 22 foot pedestrian space unobstructed. CDOT does not support the columns in the setback due to the impacts on a Tier 1 signature street as identified in the Center City Transportation Plan and the Brevard Street Plan.~~
 - a. The petitioner has committed to reducing the number of building columns and to maximize the space between the face of building and the back of the columns. The petitioner should revise the site plan and show the changes and dimensions.
4. The petitioner should revise the site plan to show the curb radius at the site's corner to meet USDG guidelines.
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.

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.