

Rezoning Transportation Analysis

Petition Number: 2018-122

General Location Identifier: 12510411, 12510409

From: Felix Obregon, PE
fobregon@charlottenc.gov
704-432-5729

Reviewer: Isaiah Washington
Isaiah.washington@charlottenc.gov
704-432-6511

Revision Log:	Date	Description
	10-17-18	First Review
	11-19-18	Second Review

General Review Information

The site is at the unsignalized intersection of E 4th Street (major thoroughfare) and S Torrence Street (local). It is located in a corridor inside Route 4 and is within the limits of the Midtown/Cherry Area Plan.

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

This site is located along a local and major thoroughfare. MUDD zoning requires a minimum 6' sidewalk to be separated by a planting strip at minimum. CDOT is requesting the petitioner create a 16' amenity zone to create a better relationship for pedestrians and bicyclists in this area. CDOT's goal is to, where possible, minimize conflicts between vehicles and pedestrians, especially in areas with increased pedestrian activity as the city is moving toward its initiative for Vision Zero.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Retail Warehouse	4,400 sf 4,320 sf	910	Tax Record
Entitlement with Current Zoning	Retail Warehouse	4,400 sf 4,320 sf	910	Tax Record
Proposed Zoning	0.24 ac of MUDD-O	Too many uses to determine		Site Plan: 11-09-18

Outstanding Issues

Strikeout = Not an outstanding issue

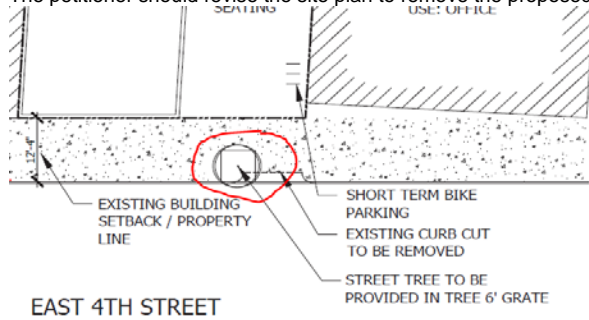
- ~~**Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the future back of curb on East 4th street is 24.5' from centerline and is in its existing location on South Torrence Street.~~

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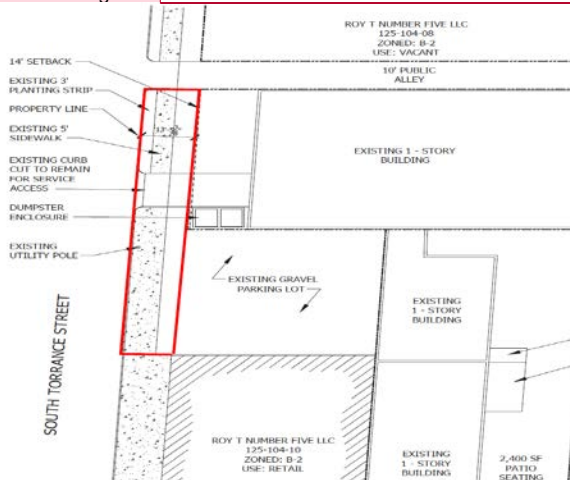
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2. ~~Traffic Study~~ A Traffic Impact Study is not necessary for the complete review of this petition.
3. The petitioner should revise the site plan and conditional note(s) to install 2 ramps at the corner of South Torrance Street and East 4th Street.
4. The petitioner should revise the site plan to remove the proposed street tree.



5. The petitioner should revise the site plan and conditional note(s) to upgrade frontage along South Torrance Street to have an obstructed 16' wide amenity zone at the back of curb to accommodate for sidewalk and tree grates.



Commented [W11]: Petitioner wants to opt out of street scape as it relates to MUDD zoning 9.8506. Petitioner called and stated they do not own gravel parking adjacent but what is being requested should fit in right-of-way. At minimum 6' back of curb sidewalk should not be allowed

6. ~~The petitioner should revise the site plan and remove conditional note 2.c. under "optional provisions".~~
7. **NEW COMMENT:** The petitioner should revise the site plan and remove conditional note 2.b. under "optional provisions".

Commented [W12]: Conditional note was in original site submittal but CDOT made a request (16' amenity zone) that, if adhered to, would have been okay with note staying.

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8. **NEW COMMENT:** The petitioner should revise the site plan to show 10x10 pedestrian sight triangle to be located at back of 16' amenity zone along South Torrance Street at entrance for service access.
9. ~~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.~~

10. Resolved Sample format for comment that is resolved

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.