

Rezoning Transportation Analysis

Petition Number: 2018-136

General Location Identifier: 08308408

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Revision Log:

Date	Description
11-16-18	First Review
12-20-18	Second review

General Review Information

The site is on E 36th Street (minor thoroughfare) and is located in a corridor inside Route 4. The site is within the limits of the 36th Street Station Transit Station 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

The site is located on a minor thoroughfare and a local road. The site plan commits to pedestrian and street improvements on 35th Street. The site plan also commits to working with The City of Charlotte to provide continuous pedestrian access from 35th Street to 36th Street within the AC+W Railroad right-of-way. CDOT continues to request the site plan to commit to streetscape along 36th Street to complement the zoning district of TOD-M(O).

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Petition
Entitlement with Current Zoning	1.1 ac of TOD-M (O)	Too many uses to determine		RZ 2016-086
Proposed Zoning	1.1 ac of TOD-M (O) SPA	Too many uses to determine		Site Plan: 12-22-18

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 future back-of-curb for:
 - a. ~~East 36th Street~~: The existing curbline is in the correct future location
 - b. ~~East 35th Street~~: 13.5 feet from centerline of the road

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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 petitioner should revise the site plan and conditional note "b" under Access to show the proposed 2'6" curb and gutter and 11 foot travel lane on East 35th street in the correct future location as described in comment #1.~~
4. As identified in the Council adopted Blue Line Extension Area Plan and TOD Zoning, the proposed land uses are to be more transit, walking and bike oriented and less auto focused. As part of the increased pedestrian and bike traffic, it is the City's goal to minimize the conflicts with vehicles. CDOT continues to request the petitioner coordinate with the adjacent owner of parcel 08308419 to combine the driveway access points to one shared access. This will help support the goals previously stated, minimize the interaction between driveways and the existing railroad crossing, and support the City's initiative of Vision Zero.
5. **New comment:** The site plan and conditional notes shall commit to an 8' planting strip and 8' wide sidewalk along 36th Street. At a minimum, the site plan shall commit to building an 8' wide sidewalk at the back of curb and provide the 16' of the easement/right-of-way for the streetscape.

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.