

Rezoning Transportation Analysis

Petition Number: 2018-145

General Location Identifier: 12904141

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

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

Revision Log:

Date	Description
12-19-18	First Review
02-26-19	Second Review

General Review Information

The site is on St George 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

This site is located along a local road. The site commits to installing an 8' planting strip and a 6' sidewalk. CDOT is requesting the petitioner commit to widening St. George Street to a residential wide with an extra 5' on the opposing side of development to allow for on street parking. CDOT is also requesting the petitioner label and dimension the future curblines.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 dwelling	10	Tax Record
Entitlement with Current Zoning	Single Family (1.21 acres of R-4)	4 dwellings	40	General Guidance from Planning
Proposed Zoning	Townhomes	14 dwellings	120	Site Plan: 10-13-18

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- Curblines** The proposed zoning district of UR-2 has a setback measured from back of the existing or proposed future curblines. The location of the future back of curb will be 13' from centerline of proposed road extension. The site plan should label and dimension the curblines from the centerline.
- ~~**Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.~~

Rezoning Transportation Analysis

Petition Number: 2018-145

General Location Identifier: 12904141

3. The petitioner should revise the site plan and conditional note(s) to construct St. George Street to a residential medium and add an extra 5' to the eastern portion for on street parking.
4. The petitioner should revise Conditional note 5B. to state the site commits to building a 8' planting strip and 6' sidewalk along St. George Street to comply with the municipal code.
5. The petitioner should revise the site plan and conditional note(s) to reduce the amount of driveways on St. George Street by combining the driveways at the road.



6. The site plan and conditional notes commit to 25' from the back of sidewalk to the face of the building to provide adequate parking space for a vehicle and not block the sidewalk.
7. 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.
8. 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.
9. ~~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.

Rezoning Transportation Analysis

Petition Number: 2018-145

General Location Identifier: 12904141

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.