

Rezoning Transportation Analysis

Petition Number: 2018-149

General Location Identifier: 07101911, 07101919, 07101920

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Revision Log:	Date	Description
	12-19-2018	First Review

General Review Information

The site is on W Trade Street (major thoroughfare) and abuts Duckworth Avenue and Bruns Avenue and is located in a wedge inside Route 4. Auten St terminates into the western portion of the site. The site is within the limits of the West End Land Use & Pedscape 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

To be provided prior to public hearing.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Apartments Retail Single Family University	80 dwellings 7,780 sf 3 dwellings 13,820 sf	1,940	Tax Record
Entitlement with Current Zoning	Retail (3.68 acres of B-1) Single Family (0.77 acres of R-8)	36,800 sf 6 dwellings	3,630	General Guidance from Planning
Proposed Zoning	Community Center Performing Arts Center Retail Apartments (MUDD)	5,000 sf 20,000 sf 190,000 sf 80 dwellings	11,080	Site Plan: 11-21-18

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Outstanding Issues

Strikeout = Not an outstanding issue

1. **Curblines:** The proposed zoning district has a setback measured from back of the existing or proposed future curblines. The location Duckworth Ave.'s future back of curb can remain as is. The location of West Trade St.'s future back of curb is to be determined by CATS Gold Line Streetcar Project.
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(s) to specifically state the petitioner will implement an 8' planting strip and 6' sidewalk along the site's Duckworth Avenue frontage.
4. The petitioner should revise the site plan and conditional note(s) to align the proposed southern Duckworth Avenue driveway with Auten Street to provide safer vehicular and pedestrian mobility.
5. The petitioner should revise the site plan and conditional note(s) to specifically state the petitioner will implement an 8' planting strip and 8' sidewalk along West Trade Street frontage.
6. The petitioner should revise the site plan and conditional note(s) to remove steps within the 24' setback along West Trade Street. At a minimum, the proposed steps should not protrude into the 16' from the back of curb to provide obstructed space for the 8' planting strip and 8' sidewalk to comply with the West End Land Use and Pedscape Plan.
7. The petitioner should revise the site plan and conditional note(s) to provide and implement one (1) accessible on-street parking space along the site's West Trade St. frontage, complying to PROWAG Guidelines and West End Land Use and Pedscape Plan
8. 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.
9. 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.

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.

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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.