

Rezoning Transportation Analysis

Petition Number: 2019-094

General Location Identifier: 08307301

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Reviewer: Isaiah Washington
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Revision Log:

Date	Description
08-14-19	First Review
09-24-19	Second Review

General Review Information

The site is on N Davidson Street (minor thoroughfare, city maintained) and is in a wedge inside Route 4. The site is within the limits of the 36th Street Station Transit Station Area Plan.

Active Projects Near the Site:

- XCLT Bike Boulevard- Matheson Avenue to East Craighead Road
 - This project will improve bike accessibility and safety along a route approximately seven miles in length extending from the Davidson Street / Sugar Creek Road intersection to the Rocky River Road / Rockland Drive intersection.
- Davidson -Jordan Place intersection
 - This project was derived from the Northeast Corridor Infrastructure Improvement Program (NECI) planning study. The purpose of the project is to improve the North Davidson Street/Jordan Place Intersection and enhance multimodal transportation choices
- XCLT Davidson to Matheson
 - This project will create the portion of the Cross Charlotte Trail between Davidson Street and the Matheson Avenue bridge (also referred to as the Optimist Park segment of XCLT)
- Matheson Bridge Streetscape
 - Incorporate pedestrian, bicycle and aesthetic improvements from North Tryon to Jordan Place

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 minor thoroughfare. CDOT is requesting the petitioner to update the site plan to show an 8' Planting strip followed by an 8' sidewalk as shown in the "Blue Line Extension Transit Area Plan" and required by the chapter 9 zoning ordinance.

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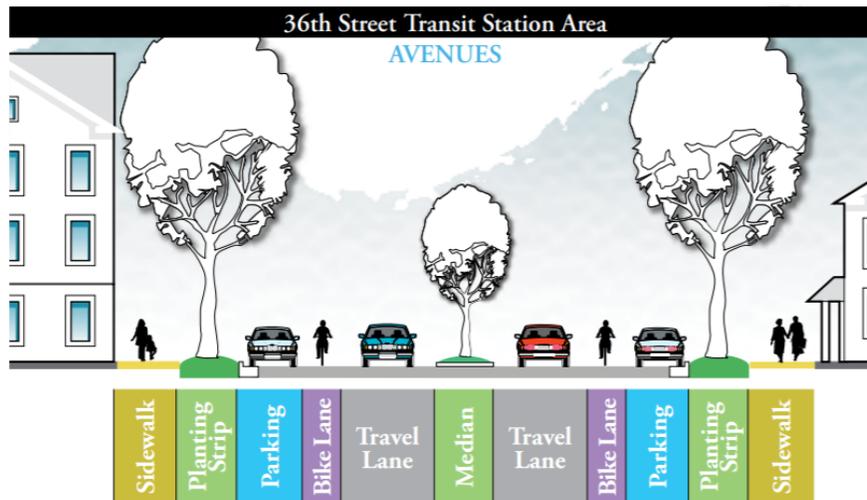
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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Single Family (0.41 ac of R-5)	2 dwellings	20	General Guidance from Planning
Proposed Zoning	Townhomes	6 dwellings	30	Site Plan: 09-12-19

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.
 - ~~**North Davidson Street:**~~ The future location of curb and gutter is in its existing location.
- ~~**Traffic Study**~~ A Traffic Impact Study is not necessary for the complete review of this petition.
- The petitioner should update the site plan and conditional note(s) to show a pad along North Davidson Street for trash pick-up. **Comment Rescinded:** Showing proposed pick up in enclosed location within site.
- Per Chapter 9 Zoning Ordinance, the proposed Urban Zoning requires the petitioner to update the streetscape according to the Blue Line Extension Transit Area Plan. The petitioner should revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk along North Davidson Street frontage.



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A5: North Davidson Street (Matheson Bridge to East 33rd Street)											
8'	8'	n/a	4.5'	10'	n/a	10'	4.5'	n/a	8'	8'	
16' setback			Retain existing curb						16' setback		

Technical Correction: Site plan shows 8' Sidewalk followed by 8' Planting strip. Street scape should be in accordance with area plan which has 8' planting strip behind curb followed by 8' sidewalk.

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.
6. 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.
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.