

Rezoning Transportation Analysis

Petition Number: 2019-149

General Location Identifier: 08304408, 08304409, 08304410, 08304417, 08304415, 08304416

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Revision Log:

Date	Description
11-20-19	First Review

General Review Information

The site is on Davidson Street (minor thoroughfare, city maintained) between 21st Street (local, city maintained) and 22nd Street (local, city maintained). The site is in a corridor inside Route 4 and is within the limits of the Parkwood Transit Station Area Plan.

Active Projects Near the Site:

- **Cross Charlotte Trail Bike Boulevard**
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.
- **Cross Charlotte Trail – 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). Length = 0.7 mile.
- **Parkwood Avenue Streetscape**
This project originated from the North East Corridor Infrastructure Improvement program (NECI). The project will add median/refuge, street/vehicular lights, pedestrian lights, add/modify sidewalks, add bike lanes, and street trees.
- **Parkwood (N. Davidson -The Plaza) Improvements**
This project will install pavement markings to create a buffered bike lane on Parkwood Avenue from Belmont Avenue to The Plaza. Several new signals will be added with the project limits as well.
- **25th Street Connection**
This project will also add curb & gutter, street and pedestrian lights, street trees, sidewalk, planting strips, bike lanes and on-street parking (from the bridge/culvert to N Brevard Street).

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 on a minor thoroughfare and also fronts on two local streets. The Parkwood LYNX Blue Line Station is less than ¼ mile from the site. Davidson Street currently has curb and gutter and 5' back of curb sidewalk. 21st Street has curb and gutter with a 1' planting strip and 5' sidewalk while 22nd Street has curb and gutter but no sidewalk. CDOT will work with the petitioner during permitting to implement an upgraded streetscape in accordance with the TOD ordinance. The streetscape improvements will support the urban zoning district requested and better connect the site with the transit station.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 dwelling	540	Tax Record
	Retail	2,080 sf		
	Warehouse	35,590 sf		
Entitlement with Current Zoning	Apartments	290 dwellings	2,190	RZ 2016-144
	Retail	3,500 sf		
Proposed Zoning	2.8 acres of TOD-UC	Too many uses to determine		General Guidance from Planning

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition. If the during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.
2. ~~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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.