Rezoning Transportation Analysis

Petition Number 2016-045 Updated 4/11/2016

Location Approximately 1.37 acres located on the southwest corner at the

intersection of East 10th Street and Seigle Avenue.

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CDOT's Review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte'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 to be used in the overall City staff analysis of the rezoning petition and includes information on trip generation, outstanding site plan concerns, and an overall summary of the case from a transportation perspective.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

This proposed rezoning achieves some transportation goals through the implementation of streetscape improvements. However, this proposal requires the abandonment of the Stevens Street right-of-way, which will be needed for possible cross-charlotte trail use, and the proposed parking configuration along 10th Street is not supported by CDOT. Also, the expected trip generation would typically require a traffic impact study based on the proposed uses.

Trip Generation

	Existing Zoning		
Scenario	Land Use	Intensity	Trip Generation
			(Vehicle
			trips/day)
Existing Use	Vacant Gas Station/Convenience Station		
Entitlement	Apartments	22 dwellings	1070
	Retail	3.8k ft ²	

	Proposed Zoning		
Site Plan	Land Use	Intensity	Trip Generation
Date			(Vehicle
			trips/day)
1/25/2016	Retail	150k ft ²	8850
1/25/2016	Retail	10k ft ²	1870
(updated)	Self-Storage	140k ft ²	

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline for E. 10th Street is the same as what is being proposed by the current site plan. The future curbline on Seigle Ave. needs to take into account a 6' bike lane and parallel on-street parking. Currently the proposed curb line (with angled parking) exceeds this future curbline. CDOT requests that the site plan be updated to reflect this future curbline as described above and according to outstanding issue two below.

Resolved Issues

None

Outstanding Issues

- 1. CDOT does not support the abandonment of the Stevens St. Right of Way. This Right of Way is planned to be used by the cross charlotte trail in the future.
- 2. CDOT does not support the reverse angle parking in this location along Seigle Ave. CDOT would support parallel on-street parking.

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 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 Central Ave. will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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.