# **Rezoning Transportation Analysis**

**Petition Number** 2016-086 **Updated** 05/24/2016

**Location** Approximately 1.123 acres located south of the Norfolk Southern Railroad and

north of North Davidson Street, off of North Davidson Street between East 33rd

Street and East 36th Street.

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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 site is on a local street between the proposed Cross Charlotte Trail Loop/Norfolk Southern Rail right of way and a minor thoroughfare. Currently 35<sup>th</sup> Street dead ends into an industrial site but that site has been recently rezoned and will provide transportation facilities that connect 35<sup>th</sup> Street to the 36<sup>th</sup> Street Station of the LYNX Blue Line Extension. The current site plan provides adequate pedestrian facilities but CDOT recommends that the petitioner repair 35<sup>th</sup> Street's pavement section and provide a consistent curbline along 35<sup>th</sup> Street to adequately accommodate the additional intensity allowed by the requested zoning district.

### **Trip Generation**

	Existing Zoning		
Scenario	Land Use	Intensity	Trip Generation
			(Vehicle
			trips/day)
Existing Use	Warehouse	21k sf	75
Entitlement	Warehouse (0.43 acres of I-2)	6,450 sf	520
	Retail (0.18 acres of B-1)	1,800 sf	
	0.51 acres of MUDD	N/A	+ Too many
			uses to
			determine

	Proposed Zoning		
Site Plan	Land Use	Intensity	Trip Generation

Date			(Vehicle
			trips/day)
<del>Undated</del>	<del>Apartments</del>	160 dwellings	<del>4525</del>
	Retail (Converted 20 apartments to 20k retail)	<del>35k sf</del>	
5/23/2016	TOD-M		Too many uses
			to determine

## Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline will be determined by planning.

### **Resolved Issues**

N/A

### **Outstanding Issues**

- 1. The petitioner should revise the site plan to construct the proposed streetscape, as determined by planning, on both sides of 35<sup>th</sup> Street as a part of this project.
- 2. The petitioner should revise the site plan to remove the "jog" in the curbline through the site frontage on 35<sup>th</sup> Street.
- 3. The petitioner should revise the site plan to show base repair, milling, and paving on 35<sup>th</sup> St. to accommodate the potential increased trips created by this petition.



### **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.

- 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 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) will require a driveway permit(s) to be submitted to CDOT 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.