

Rezoning Transportation Analysis

Petition Number: 2016-136

General Location Identifier: 083-031-45

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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.

General Description

The site access is from North Brevard St, a major collector, and bordered to the south by a potential cross charlotte trail spur

The site is in a corridor inside Route 4 and falls within the North End Smart District

The petition proposes to develop a short public street within existing city right-of-way that currently provides access to CATS/Duke Power propoerty across CATS BLE tracks

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Records
Entitlement with Current Zoning	Warehouse (0.677 acres of I-2)	10.2k sf	40	General Guidance from Planning
Proposed Zoning	Apartments	40 dwellings	370	Site Plan: 08-22-16

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline.

- North Brevard Street - future curbline is existing curbline.
- New Public Street – curb to curb width of 22 feet traveled way

Resolved Issues

N/A

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Outstanding Issues

1. The petitioner shall revise the site plan and transportation note 4d to call out a specific pavement structure that is different than the standard commercial wide standard. The proposed pavement structure for the proposed local public street shall be 8" B25.0C, 4" of I19.0C, and 3" of S9.5C and should be placed on a proof rolled and 100% compacted subgrade to accommodate maintenance vehicles.
2. The petitioner should revise the site plan to depict, label and add a note to include an 8' planting strip and 6' sidewalk along the site's Brevard St. frontage – from western public street right of way to existing driveway to the east of the property.
3. The petitioner should revise the site plan to depict, label and add a note to include an 8' planting strip and 6' sidewalk along the proposed local public street's western right-of-way line from the northernmost parking space to North Brevard.
4. The petitioner should revise the site plan to show and label accessible ramps on both sides of the proposed local public street's sidewalks at the crosswalk location.
5. The petitioner should revise the site plan to depict and label an access configuration acceptable to CATS and Duke Power for their property access on the north side of the proposed cul-de-sac.
6. The petitioner should revise the site plan to depict and label "head-in" angle parking on the west side of the proposed public street.
7. The petitioner should revise the site plan to remove the brick pattern from the public sidewalk. This should be concrete.
8. The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all rights-of-way associated with the proposed local public street to the City before the site's first building certificate of occupancy is issued.
9. The petitioner should revise the site plan to add a note specifying all transportation improvements will be constructed and approved before the site's first building certificate of occupancy is issued or phased per the site's development plan.

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)

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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.

Revision Log

Date	Description	By
09/21/2016	First Review	RHG