# **Rezoning Transportation Analysis**

Petition Number	2016-091	Updated	6/24/2016		
Location	Approximately 9.22 acres located on the north side of North Davidson Street between East 33rd Street and North Brevard 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 local streets near the LYNX Blue Line Extension and proposed Cross Charlotte Trail Loop. The site plan reflects the curbline and streetscape desired by CDOT to accomplish transportation goals in support of the intensification of development requested by this petition.

## **Trip Generation**

	Existing Zoning		
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Parking Lot	0	0
Entitlement	Parking Lot	0	0

	Proposed Zoning		
Site Plan	Land Use	Intensity	Trip Generation
Date			(Vehicle
			trips/day)
4/22/2016	Townhomes	35 dwellings	350
5/23/2016	No Change	-	-
6/14/16	No Change	-	-

## Curbline

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

<u>North Brevard Street's</u> location of the curbline at 17.5 feet from existing centerline is depicted correctly on the current site plan to accomodate he travel lane and on-street parking. While the area plan calls for bike lanes on North Brevard, CODT has determined that shared use lane is adequate.

East 33<sup>rd</sup> Street's location of the existing curbline is depicted correctly on the current site plan.

## **Resolved Issues**

- 1. CDOT does not support gated access (Per Transportation Note b) at the Development Area 2 entrance drive from North Davidson Street.
- 2. The petitioner should revise the site plan to show and label proposed "back of on-street parking" curbline (as noted in the curbline section above) and proposed right-of-way located 36.5' as measured the street's existing centerline. CDOT requests that right of way is dedicated in fee simple prior to plat approval.
- 3. The petitioner should revise the site plan to show and label an 8' planting strip and 8' sidewalk along all public street frontages. The conditional notes should also be revised this direction.
- 4. The petitioner needs to revise the site plan to conform to CDOT's recessed on-street parking standards as prescribed in CLDSM. CDOT and the petitioner worked together to provide "non-recessed " on-street parking along N. Brevard Street and no on-street parking along 33<sup>rd</sup> Street.

## **Outstanding Issues**

1. The petitioner should revise the site plan to show and label existing/proposed right-of-way, permanent sidewalk utility easement (SUE), back of curblines, and the existing centerline with dimensions on each public street frontage. CDOT requests dedication in fee simple of right-of-way through back of proposed sidewalk.

## **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.
- 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 connections will require a driveway permit to be submitted to CDOT for review and approval. The exact driveway location and type/width of the driveway 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.