

Rezoning Transportation Analysis

Petition Number: 2016-110

General Location Identifier: 08117416, 08117417

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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

Central Avenue is a 4-lane, undivided major thoroughfare with wide sidewalk and no planting strip. The proposed streetcar extension alignment is within Central Avenue and the site is located in between two proposed streetcar stops at The Plaza and at Clement Ave. Thomas Avenue is 2-lane, undivided minor collector with on-street parking and is a signed bike route.

Site is within the Plaza-Central Pedscape Plan, which identifies Central Ave. as a village center street and Thomas Ave. as a village street. Existing curblines have been identified as sufficient and streetscape improvements are recommended to be implemented as opportunities are available.

Site is located in a corridor inside of Route 4.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Restaurant	4,550 sf	410	Site Plan: 06-13-16
Entitlement with Current Zoning	Restaurant	4,550 sf	410	Site Plan: 06-13-16
Proposed Zoning	Restaurant	5,700 sf	515	Site Plan: 06-13-16

Curblines

The proposed zoning district has a setback measured from an existing or proposed future curblines. The location of the future curblines is the same as existing curb for Central and Thomas.

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Resolved Issues

N/A

Outstanding Issues

None

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) 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
07-11-16	First Review	KH