

Rezoning Transportation Analysis

Petition Number: 2018-097

General Location Identifier: 09507103, 09507104

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Revision Log:

Date	Description
09-19-18	First Review
10-22-18	Second Review

General Review Information

The site is on Central Avenue (major thoroughfare) between Landis Avenue (local) and Tippah Park Court (local) and is located in a corridor inside Route 4.

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

The site is located on a major thoroughfare between 2 local roads. The site plan commits to streetscape improvements and coordination with CATS on the future Gold Line platform stop. A technical traffic memo is needed to study the proposed development. CDOT continues to request pedestrian improvement in the form of curb ramps.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Retail (1.04 ac of B-1)	1,040 sf	350	General Guidance from Planning
Proposed Zoning	Retail Apartments	28,000 sf 30 dwellings	3,270	Site Plan: 07-23-18
	Retail	24,000 sf	2690	Site Plan: 10-18-18

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

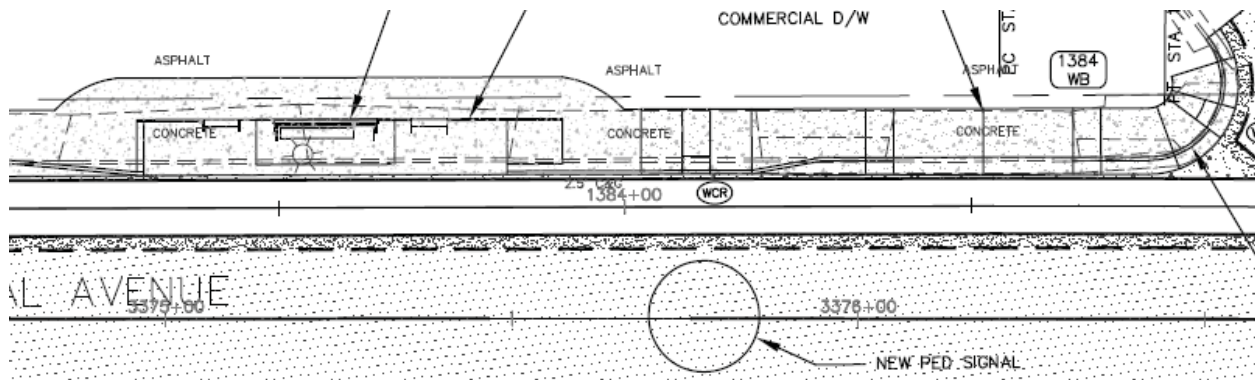
- ~~Curbline~~ The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the future back of curb:
 - ~~Central Avenue:~~ existing curbline is in the correct future location.

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- b. ~~Tippah Park Court:~~ existing curbline is in the correct future location.
 - c. ~~Landis Avenue:~~ existing curbline is in the correct future location.
2. **Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition.
 - a. A technical traffic memo is needed to analyze the effect the proposed development will have on the surrounding intersections and the improvements needed to mitigate them. CDOT may have further comments once the memo is received and reviewed.
 3. The petitioner should revise the site plan and conditional notes to show new curb ramps at the intersections of Tippah Park Court and Central Avenue, Fulton Avenue and Tippah Park Court, and Landis Avenue and Central Avenue.
 - a. CDOT is requesting the curb ramps at all the corners associated with the intersections listed above.
 4. ~~The petitioner should revise the site plan and add a conditional note stating the final location of the mid-block crossing will be determined during the permitting process.~~
 5. ~~The petitioner should revise the site plan to show the proposed north-most driveway on Tippah Part Court to align with Fulton Avenue.~~
 6. ~~The petitioner should revise the site plan and remove the proposed driveway access on Central Avenue. The proposed driveway access does not support City goals of high pedestrian corridor on Central Avenue and the future Gold Line Extension to support it.~~
 7. ~~The petitioner should revise the site plan and conditional notes committing to providing sidewalk utility easement when needed for the construction of the platform stop for the future Gold Line Extension.~~



8. ~~The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all rights of way to the City before the site's first building certificate of occupancy is issued. CDOT requests right of way set at 2' behind back of sidewalk where feasible.~~
9. ~~The petitioner should revise the site plan to add a note specifying all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued.~~

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.

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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.