

Rezoning Transportation Analysis

Petition Number: 2018-130

General Location Identifier: 12104201

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Reviewer:

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Revision Log:

Date	Description
11-16-18	First Review (IW)
12-20-18	Second Review (MH)

General Review Information

The site is at the unsignalized intersection of Distribution Street (local) and Dunavant Street (local). Located in a corridor inside Route 4, the site is within the limits of the New Bern Transit Station Area Plan.

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 at the unsignalized intersection of two local streets. The petitioner shall update the conditional notes to match the site plan of 8' planting strip and 8' sidewalk. To bring the proposed on-street parking into compliance with ADA standards, the petitioner shall construct at least one ADA parking spot on either Dunavant Street or Distribution Street.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse	11,060 sf	40	Tax Record
Entitlement with Current Zoning	Warehouse (0.97 acres of I-2)	14,550 sf	50	General Guidance from Planning
Proposed Zoning	0.97 acres of TOD-M	Too many uses to determine		Site Plan: 12-14-18

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

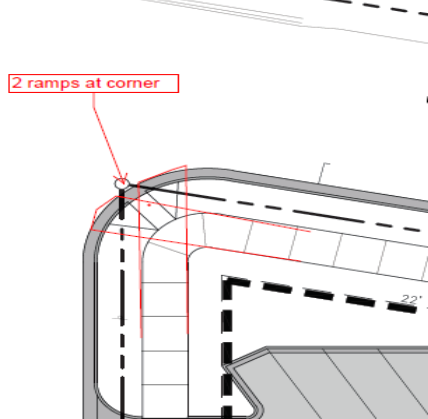
- Curbline** The proposed zoning district of TOD has a setback measured from back of the existing or proposed future curbline.
 - Dunavan Street** - The location of the future back of curb is 17.5' from centerline of road. The site plan needs to label and dimension from the centerline this dimension. The site plan and conditional needs to be commit to constructing the curb and gutter at this location.
 - Distribution Street** – The curb and gutter location is at its future back of curb.

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2. ~~Traffic Study~~ A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.
3. **New Note:** The petitioner should revise the conditional note(s) committing to construct the 8' planting strip and 8' sidewalk.
4. **New Note:** The petitioner should revise the site plan and conditional note(s) committing to include one ADA parking space for the on street parking that has been pavement marked on Dunavant Street and Distribution Street.
5. ~~The petitioner should revise the site plan and conditional note(s) to show Right of way to be dedicated 2' behind proposed sidewalk.~~
6. The petitioner should revise the site plan to show two ramps at the corner of Distribution Street and Dunavant Street. **Technical correction:** The site plan and conditional notes should commit the construction of the wheel chair accessible ramps.



7. ~~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.~~
8. 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. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.
9. ~~The site plan needs to modify the on street parking layout based on the City's Land Development Standards. Parking should not be located within 25' from the radius on an intersection or driveway.~~
10. **Resolved** ~~Sample format for comment that is resolved~~

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

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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.