

Rezoning Transportation Analysis

Petition Number: 2019-126

General Location Identifier: 08107206, 08107202, 08107207

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Reviewer:

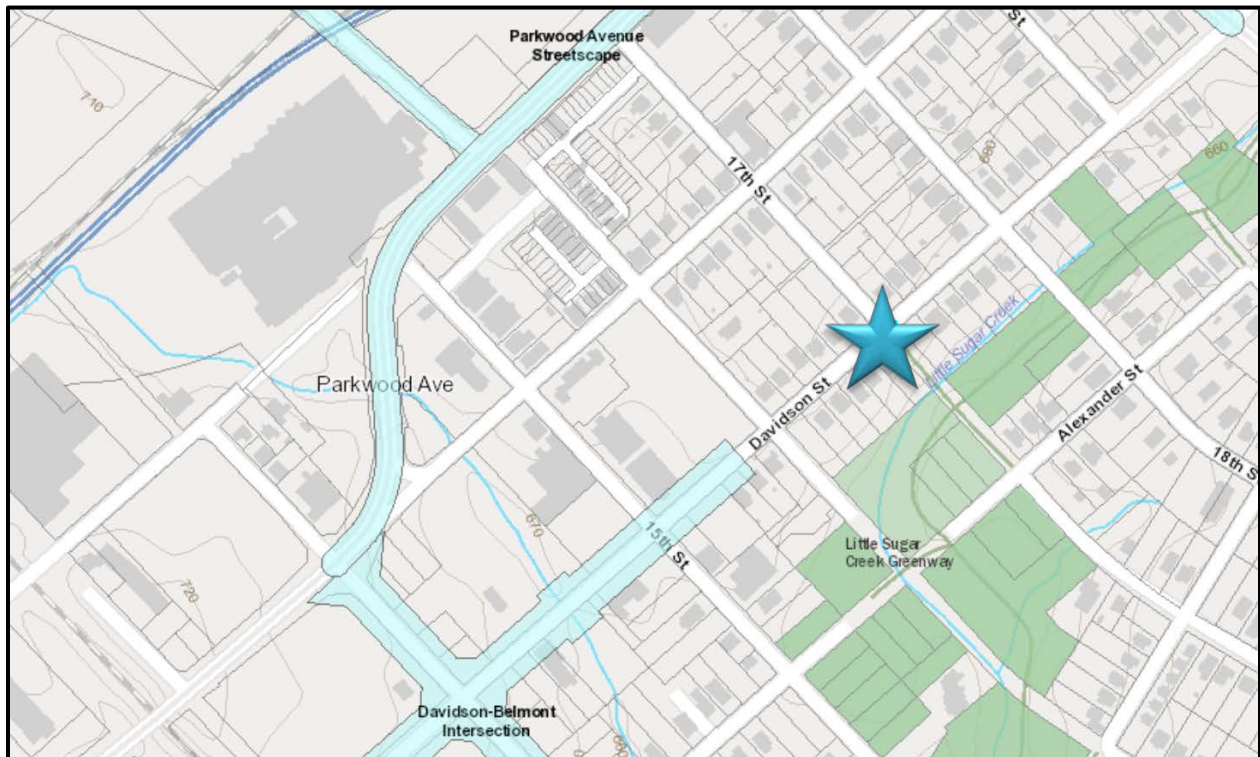
Revision Log:

Date	Description
10-17-19	First Review
12-23-19	Second Review
03-25-2020	Third Review

General Review Information

The site is at the unsignalized intersection of N Davidson Street (minor thoroughfare, city maintained) and 17th Street (local, city maintained) and is in a corridor inside Route 4. The site is within the limits of the Parkwood Transit Station Area Plan.

Active Projects Near the Site:



- Parkwood Avenue Streetscape
 - This project originated from the North East Corridor Infrastructure Improvement program (NECI). The project will add median/refuge, street/vehicular lights, pedestrian lights, add/modify sidewalks, add bike lanes, and street trees.
- Davidson-Belmont Intersection
 - This project was derived from the Northeast Corridor Infrastructure Improvement Program (NECI) planning study. The purpose of the project is to improve the North Davidson/Belmont Intersection and enhance multimodal transportation choices for users.

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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

The site is located on a minor thoroughfare. The petitioner should revise the site plan to meet the ordinance requirements and the outstanding items listed below. The petitioner should revise the site plan to install the required 8-foot planting strip between the back of curb and required 8-foot sidewalk along 17th Street to meet the City's ordinance and Charlotte WALKS policy adopted by Council. In addition, CDOT should meet the minimum required Charlotte Land Development Standards for the driveway on 17th Street.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Peak Trips (vehicles/hour)	Source
Existing Use	Vacant	NA	0	0	Tax Record
Entitlement with Current Zoning	Single Family (0.45 ac of R-8)	3 dwellings	30		General Guidance from Planning
Proposed Zoning	Apartments	16 dwellings	90	8 AM 9 PM	Site Plan: 12-17-19
Peak hour trips are generated by a 1-hour weighted average vehicle trip generation rate at a site between 7:00 a.m. and 9:00 a.m. as the AM and between 4:00 p.m. and 6:00 p.m. as the PM.					

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
 - a. **North Davidson St:** 21.5 feet from centerline
 - b. ~~E. 17th St.~~ The future location of curb and gutter is in its existing location.

~~The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.~~

Rezoning Transportation Analysis

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2. ~~Traffic Study~~ A Traffic Impact Study is not necessary for the complete review of this petition. If the during the permitting process the site generates more than 2500 daily trips, then a traffic study will be required.
3. The site is located within a ¼ mile of the Parkwood Transit Station. The petitioner should revise the site plan to show:
 - a. 8-foot planting strip behind the existing curb and 8-foot sidewalk on E. 17th St
 - b. 16.5-foot planting strip behind the existing curb and 8 foot sidewalk on N. Davidson.
 - i. ~~Comment Rescinded: CDOT is comfortable with 8' PS and 8' SW~~
4. The petitioner should revise the site plan and conditional note(s) to have ally abandoned prior to plan submittal. The submittal should be to CDOT Right-of-Way to first determine, if the City wants to abandon the alley right-of-way.
5. 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.
6. 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.
7. **New Comment based on Revised Site Plan (03-25-2020)** The petitioner should revise the site plan conditional note(s) under STREETSCAPE AND LANDSCAPING, Note "A, and "B" to state that the modification of the streetscape had to be approved by CDOT and Planning.

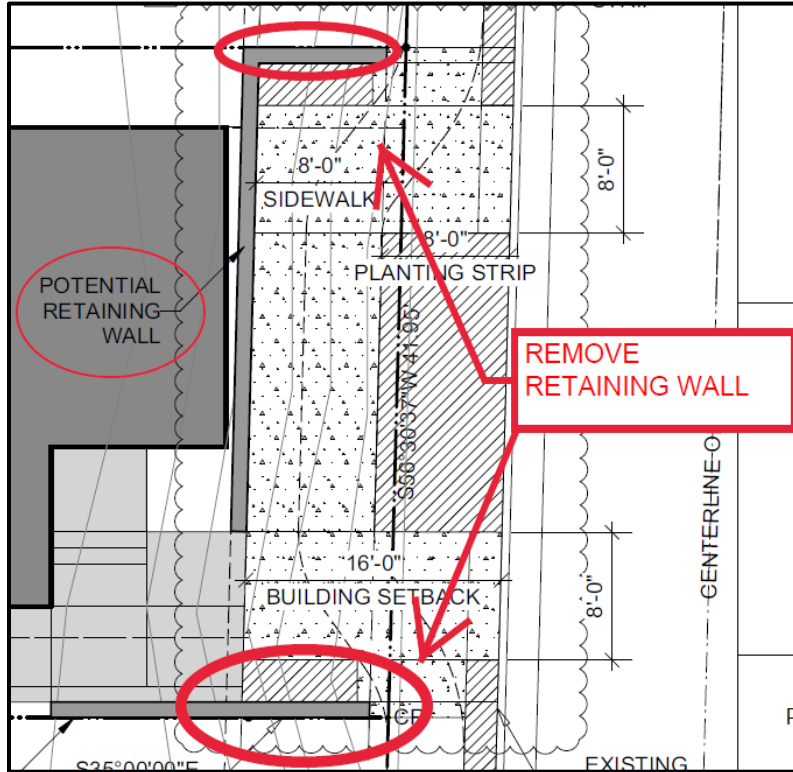
STREETSCAPE AND LANDSCAPING	
A.	PETITIONER SHALL PROVIDE A MINIMUM 8 FOOT WIDE SIDEWALK AND 8 FOOT WIDE PLANTING STRIP ALONG EAST 17TH STREET BETWEEN THE BUILDINGS AND THE CURB AS GENERALLY SHOWN ON THE SITE PLAN. THE 17TH STREET SIDEWALK AND PLANTING STRIP MAY MEANDER AS GENERALLY SHOWN ON THE SITE PLAN IN ORDER TO ACCOMMODATE THE CONNECTIONS TO ADJACENT EXISTING SIDEWALKS, PRESERVE EXISTING TREES OR IMPROVE PEDESTRIAN SAFETY, PROVIDED THAT PETITIONER MAY ELECT TO MODIFY THE STREETSCAPE AS NEEDED TO COMPLY WITH THE CODE OR ITS EXCEPTIONS FOR NATURAL GRADE, SAFETY AND/OR TREE PRESERVATION.
B.	PETITIONER SHALL PROVIDE A MINIMUM 8 FOOT WIDE PLANTING STRIP SET ALONG THE BACK OF THE EXISTING CURB ALONG NORTH DAVIDSON STREET AND A MINIMUM 8 FOOT WIDE SIDEWALK IMMEDIATELY ADJACENT TO THE PLANTING STRIP AS GENERALLY SHOWN ON THE SITE PLAN. THE NORTH DAVIDSON STREET SIDEWALK AND PLANTING STRIP MAY MEANDER AS GENERALLY SHOWN ON THE SITE PLAN IN ORDER TO ACCOMMODATE THE NATURAL GRADE, CONNECTIONS TO ADJACENT EXISTING SIDEWALKS, OR IMPROVE PEDESTRIAN SAFETY, PROVIDED THAT PETITIONER MAY ELECT TO MODIFY THE STREETSCAPE AS NEEDED TO COMPLY WITH THE CODE OR ITS EXCEPTIONS FOR NATURAL GRADE, SAFETY AND/OR TREE PRESERVATION.

Rezoning Transportation Analysis

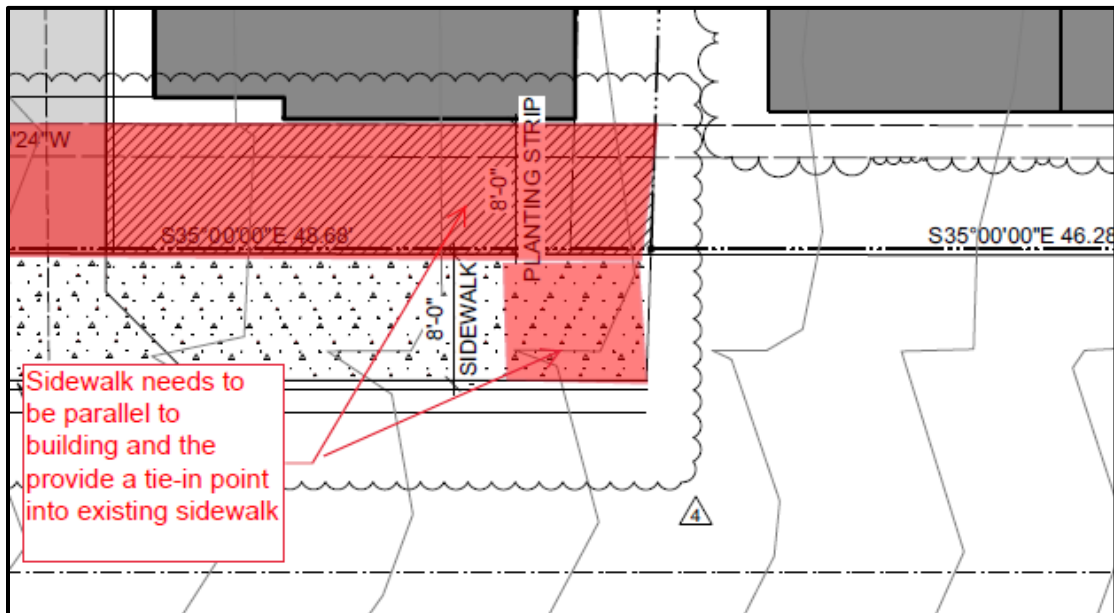
Petition Number: 2019-126

General Location Identifier: 08107206, 08107202, 08107207

8. **New Comment based on Revised Site Plan (03-25-2020)** The petitioner should revise the site plan and conditional note(s) to remove the retaining walls from N. Davidson at the end of the sidewalk as it will create cost for the City to extend the sidewalk in the future.



9. **New Comment based on Revised Site Plan (03-25-2020)** The petitioner should revise the site plan and conditional note(s) to provide sidewalk transition to existing sidewalk on two different location along 17th Street.

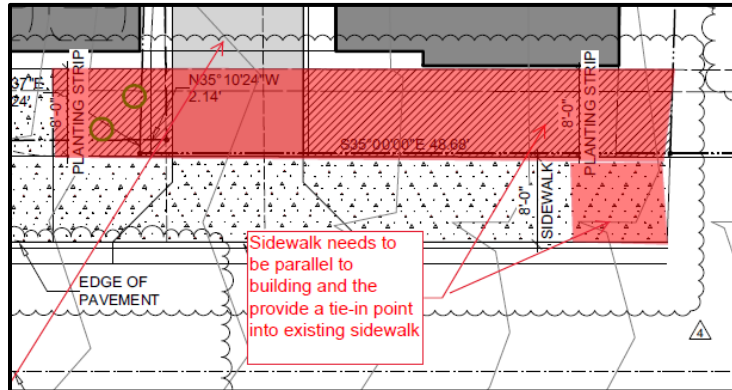


Rezoning Transportation Analysis

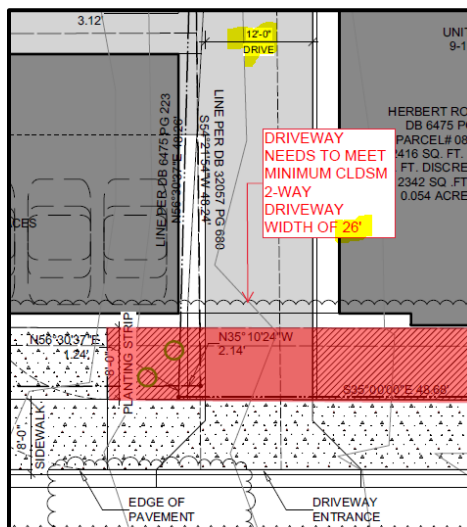
Petition Number: 2019-126

General Location Identifier: 08107206, 08107202, 08107207

10. **New Comment based on Revised Site Plan (03-25-2020)** The petitioner should revise the site plan and conditional note(s) to provide the required 8-foot and 8-foot sidewalk along the entire frontage on 17th Street.



11. **New Comment based on Revised Site Plan (03-25-2020)** The petitioner should revise the site plan and conditional note(s) to provide the required [Charlotte Land Development Standards Manual Driveway](#) detail 10.25A width for a two-way driveway having access to a public street on 17th Street.



12. ~~Resolved~~ Sample format for comment that is resolved

Please provide a response to our comments as part of your resubmittal.

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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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

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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.

4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.