

Rezoning Transportation Analysis

Petition Number: 2019-156

General Location Identifier: 08114708, 08114709

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Reviewer: Eric Lemieux, PE
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Revision Log:

Date	Description
12-19-2019	First Review
02-18-2020	Second Review (WB)
05-14-2020	Third Review

General Review Information

The site is at the unsignalized intersection of Parkwood Avenue (major thoroughfare, city maintained) and Pegram Street (minor collector, city maintained). The site is in a wedge inside Route 4 and is within the limits of the Belmont Area Revitalization Plan.

Active Projects Near the Site:

- Parkwood (N. Davidson -The Plaza) Improvements
 - This road diet project will implement pavement markings to create buffered bike lanes on Parkwood Avenue from Belmont Avenue to The Plaza.
 - Construction: Start 2nd Q 2020/End 2nd Q 2021
- Parkwood Avenue Streetscape
 - The project will implement median/refuge, street/vehicular lights, pedestrian lights, add/modify sidewalks, add bike lanes, and street trees. This project will improve accessibility for pedestrian, bicycle, and vehicular connections to the Parkwood Avenue light rail station. The project limits are from the CSX Railroad bridge to N. Davidson Street. It will also promote economic development by providing infrastructure to support and encourage transit supportive development.
 - Construction: Start 1st Q 2021/End 3rd Q 2021
- The Plaza Street Conversion
 - The project will implement increased pedestrian and bicycle connectivity to the LYNX Blue Line Parkwood Avenue Station, via the Parkwood Avenue project. The limits of the street conversion for buffered bike lanes are along The Plaza; from Central Avenue to Mecklenburg Avenue.
 - Construction: in-progress
- XCLT Bike Boulevard
 - This project will improve bike accessibility and safety along a route approximately seven miles in length extending from the Davidson Street / Sugar Creek Road intersection to the Rocky River Road / Rockland Drive intersection. Improvements will include pavement markings and wayfinding signage.
 - Construction: TBD

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is 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.

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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. The petitioner committed to providing an 8-foot planting strip and a 6-foot sidewalk on Pegram Street and Parkwood Avenue. The petitioner will construct two ramps at the corner of Pegram Street and Parkwood Avenue for *The Parkwood (N. Davidson – The Plaza) Improvements* Capital Improvement Project.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Single Family (0.52 ac of R-5)	2 dwellings	20	General Guidance from Planning
Proposed Zoning	Apartments	17 dwellings	90	Site Plan: 05-12-20

Outstanding Issues

Strikeout = Not an outstanding issue

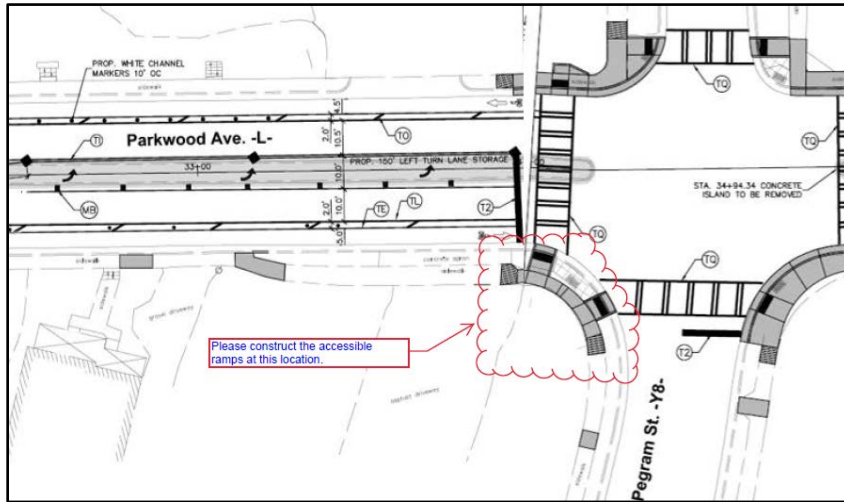
- ~~**Curblines**~~ The proposed zoning district has a setback measured from back of the existing or proposed future curblines.
 - ~~**Parkwood Avenue:**~~ The future location of curb and gutter is in its existing location.
 - ~~**Pegram Street:**~~ The future location of curb and gutter is in its existing location.

The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.
- ~~**Traffic Study**~~ A Traffic Impact Study is not necessary for the complete review of this petition.
- ~~The petitioner should revise the site plan and conditional note(s) to commit to construct two directional ramps at the intersection of Parkwood Avenue and Pegram Street, per the *Parkwood (N. Davidson – The Plaza) Improvements* construction plans. Please refer to these plans within the rezoning site plan and conditional note(s). The *Parkwood (N. Davidson – The Plaza)* plans are available upon request.~~

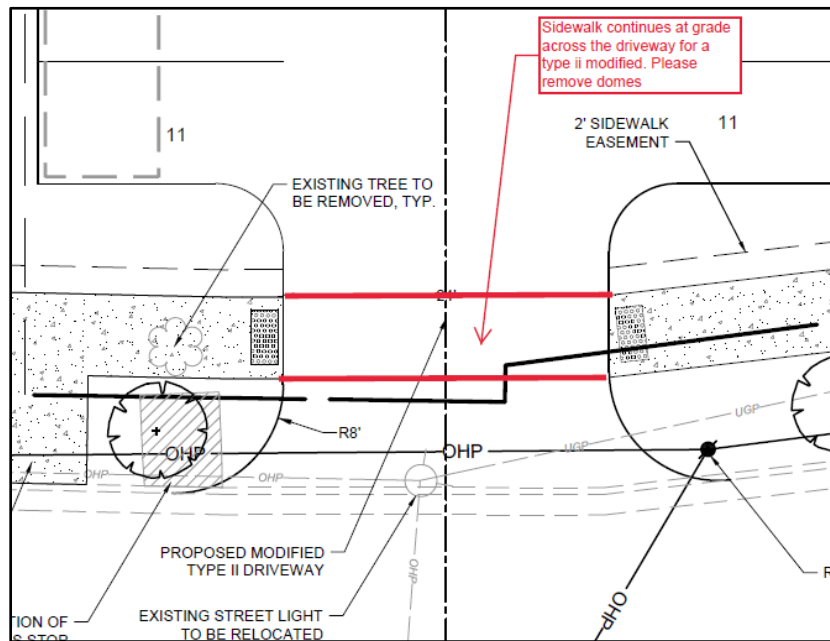
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4. The petitioner should revise the site plan and conditional note(s) to remove the truncated domes and to continue the sidewalk at-grade across the driveway.

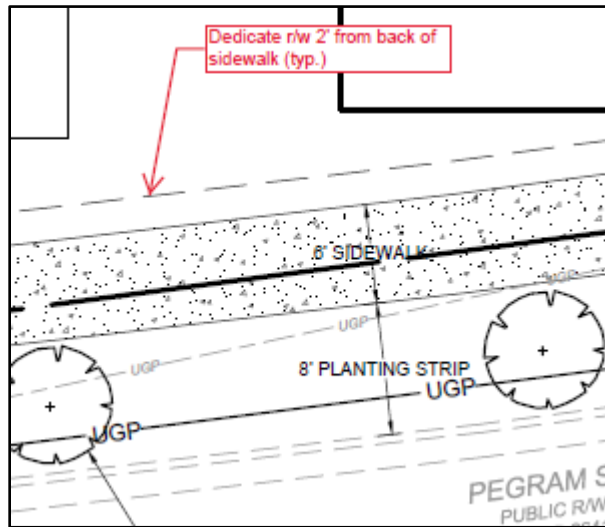


5. The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all rights of way to the City before the site's first building certificate of occupancy is issued. CDOT requests right of way set at 2 feet behind the back of sidewalk where feasible.

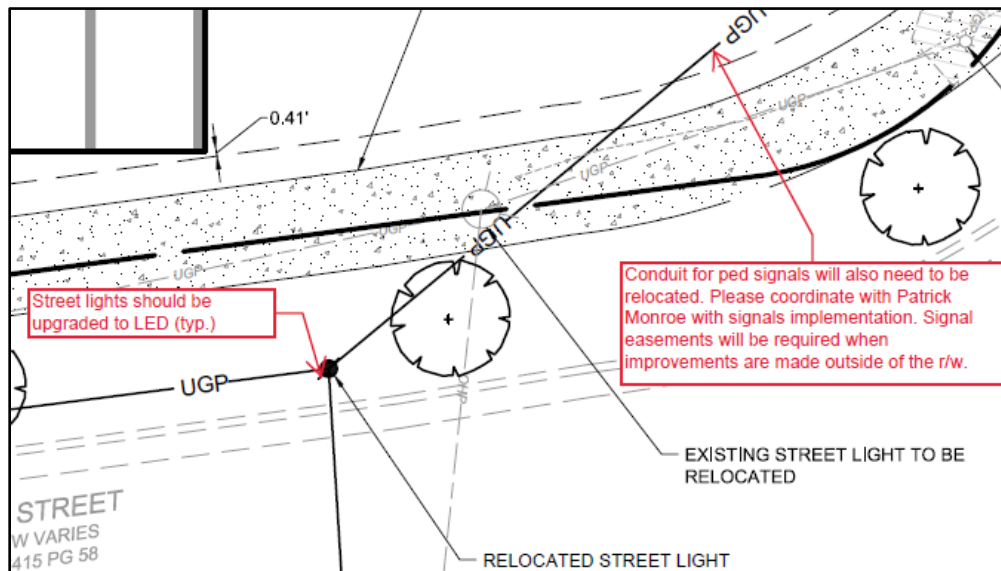
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- The petitioner should revise the site plan and conditional note(s) to include utility easements where underground conduit is placed outside of the public r/w for the relocated street lights. The petitioner should commit to upgrading the street lighting along the site's right-of-way frontage to LED. Coordinate with Patrick Monroe (Patrick.Monroe@ci.charlotte.nc.us at 704-336-3937).



- The petitioner should revise the site plan and conditional note(s) to clearly define the on-site ordinance required bicycle parking.

- Resolved** Sample format for comment that is resolved

Please provide a response to our comments with 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.

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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.