Rezoning Transportation Analysis
Petition Number: 2020-003
General Location Identifier: 08112103, 08112104, 08112105

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Revision Log:

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>02-18-2020</td>
<td>First Review</td>
</tr>
<tr>
<td>03-20-2020</td>
<td>Second Review (WB)</td>
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</tbody>
</table>

General Review Information
This site is located at the unsignalized intersection of Seigle Ave (minor thoroughfare, city maintained) and Van Every Street (local road, city maintained) and is in a corridor inside Route 4. The site is within a wedge and within the limits of the Belmont Area Revitalization and Center City 2020 Visions area plans.

Active Projects Near the Site:
- No transportation projects near the site.

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 at the intersection of a minor thoroughfare and local road. The petitioner should revise the site plan to commit to current streetscape ordinance to provide an improved pedestrian experience along the street.

Trip Generation

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Land Use</th>
<th>Intensity</th>
<th>Trip Generation (vehicle trips/day)</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Use</td>
<td>Vacant</td>
<td>NA</td>
<td>0</td>
<td>Tax Record</td>
</tr>
<tr>
<td>Entitlement with</td>
<td>Warehouse</td>
<td>4,500 sf</td>
<td>50</td>
<td>General Guidance from Planning</td>
</tr>
<tr>
<td>Current Zoning</td>
<td>(0.3 acres of I-2)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposed Zoning</td>
<td>Duplexes</td>
<td>6 dwellings</td>
<td>40</td>
<td>Site Plan: 12-12-19</td>
</tr>
</tbody>
</table>

Outstanding Issues

4. **Curbline**
   The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
   a. **Seigle Ave:** The future location of curb and gutter is in its existing location.

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b. **Van Every 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.

2. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition. If the site genera more than 2500 daily trips, then a traffic study will be required.

3. **Traffic Study** The petitioner should add a conditional note that commits to construct the 8-foot planting strip, and 6-foot on Van Every Street as shown on the site plan. The site plan should label and dimension both items from the back of curb and gutter and road centerline.

4. **Traffic Study** The petitioner should revise the site plan and conditional note(s) to show an area for trash pick up along Van Every Street.

5. **Traffic Study** CDOT request the petitioner to revise the site plan and conditional note(s) to show sidewalk along Cotton Mill Lane to create better pedestrian connectivity to Van Every Street to meet current City policies.

6. **New Comment** The petitioner should revise the site plan and conditional note(s) to show the required sight triangles at the intersection of Seigle Avenue and Van Every Street.
   
   a. In addition, the petitioner should provide an intersection sight distance exhibit to confirm the required intersection sight distance distance.

7. **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 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.