

Rezoning Transportation Analysis

Petition Number: 2020-45

General Location Identifier: Parcels 09104101, -02, and -03 on Bearwood Ave.

From: Felix Obregon, PE
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Reviewer:
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Revision Log:

Date	Description
4/16/20	First Review

General Review Information

The site is located on Bearwood Ave. (local street, city-maintained) next to Sugar Creek Road (grade-separated major thoroughfare, NCDOT-maintained). It is located in a Corridor outside Route 4. The applicable plan is the Sugar Creek Transit Station Area plan.

Active Projects Near the Site:

- XCLT Bike Boulevard (petition abuts the project)
 - The project will install bike lanes/sharrows and wayfinding on N. Davidson St. and Bearwood Ave. between Cordelia Park and Howie Acres Park.
 - PM: Andrew Dodds
 - (980) 250-2732
 - andrew.dodds@charlottenc.gov
 - Phase: Design
 - Construction: 2021
- XCLT Craighead-Tryon (petition is near the project)
 - The project will construct the Cross-Charlotte Trail along Raleigh St. and an extension of Dorton St. between Craighead Rd. and N. Tryon St.
 - PM: Stephen Tosco
 - (980) 293-1080
 - Stephen.Tosco@charlottenc.gov
 - Phase: Design
 - Construction: 2022-2023
- Sugar Creek Bridge Y-line sidewalk (petition is near the project)
 - The project will install sidewalk and planting strip along the BLE side of N. Davidson St. between Bearwood Ave. and 37th St.
 - PM: NCDOT
 - TIP #: U-5008
 - Phase: Construction

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.

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.

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Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

The site is located on Bearwood Ave. (local street) and adjacent to the Sugar Creek Rd. (major thoroughfare) bridge over the North Carolina Railroad and CATS Blue Line. The site is within ¼ mile walking distance of the Sugar Creek transit station. The petitioner should revise the site plan to meet the ordinance requirements and the outstanding items listed below.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single-family, Vacant lot	2 DU	20	Tax Record
Entitlement with Current Zoning	Single-family	3 DU	30	General Guidance from Planning
Proposed Zoning	Single-family	3 DU	30	Site plan 2/25/20

Please provide responses to our comments.

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.
 - Bearwood Ave.:** The future location of curb and gutter is in its existing location.
 - Sugar Creek Rd.:** 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. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.
- The right-of-way line for Bearwood Ave. should be revised to be a consistent dimension from centerline.
- The petitioner should revise the site plan and conditional note(s) to adjust the proposed building footprints to ensure that there is a minimum of 20 feet from the garage to the back of sidewalk or back of right-of-way, whichever is greater, as required by the Zoning ordinance. If the railroad right-of-way precludes adjustments to building footprints, suggestions for providing parking include providing shared parking in the rear of Lot 1, and providing recessed parallel parking on Bearwood Ave.
- 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.
- ~~Resolved~~ Sample format for comment that is resolved

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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). 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.