

# Rezoning Transportation Analysis

Petition Number: 2020-105

General Location Identifier: 08108415

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## Revision Log:

Date	Description
08-19-20	First Review

## General Review Information

The site is located on Seigle Avenue (Minor thoroughfare) and Van Every Street (Local Road), inside Route 4. Seigle Avenue and Van Every Street are maintained by the City of Charlotte. The project is located within the Center Corridor East Wedge in the Belmont Area Revitalization Plan area.

### Active Projects Near the Site:

- None Identified

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*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.*

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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 a minor thoroughfare and a local road. The petitioner commits to constructing an 8-foot planting strip and an 8-foot sidewalk along Seigle Avenue and Van Every Street in accordance with the Charlotte WALKS Plan.

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	Vacant	-	-	-
Entitlement with Current Zoning	Retail Townhomes	13,800 sf 12 townhomes	1,630	RZ 2019-100
Proposed Zoning	Retail Townhomes	3,900 sf 24 townhomes	280	Site Plan: 6-16-20

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Please provide responses to our comments.

## Outstanding Issues

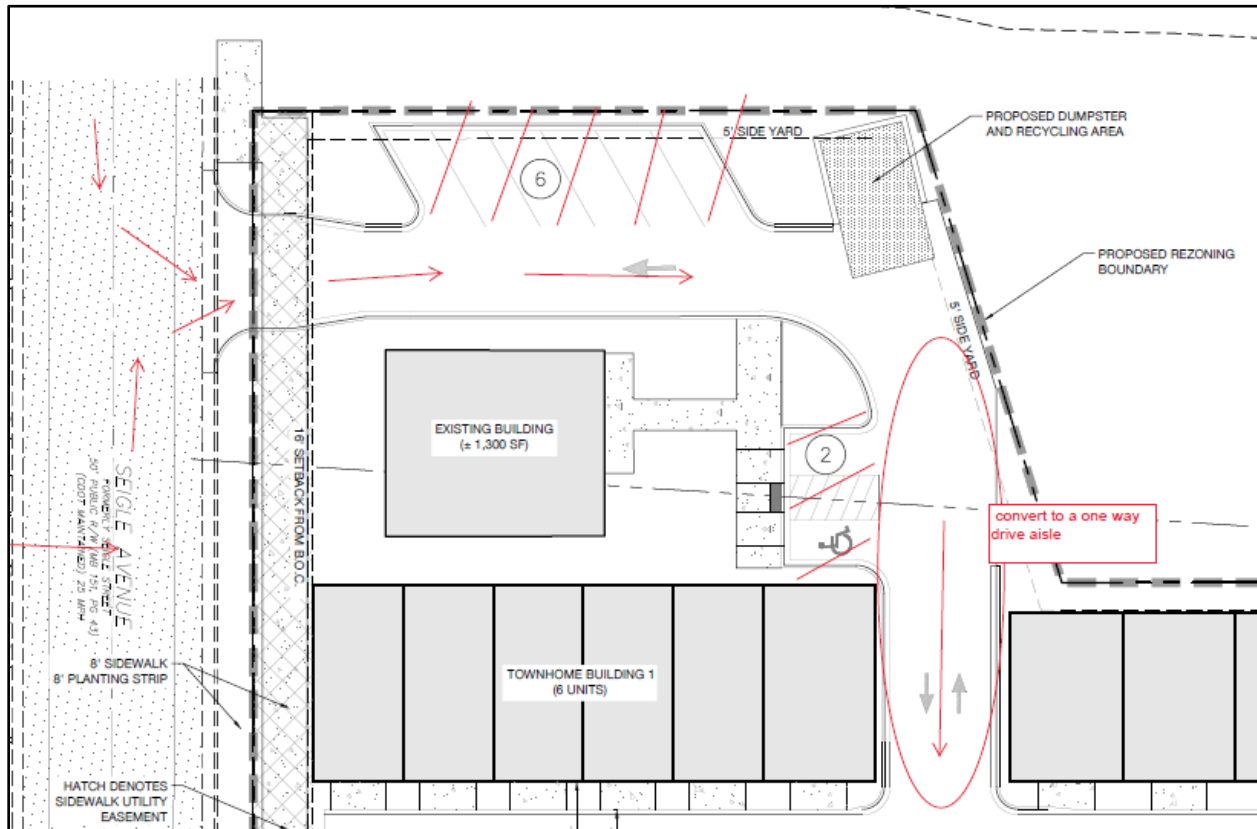
Strikeout = Not an outstanding issue

1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.

- a. **Seigle Avenue:** 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 due to the site generation of less than 2500 daily trips. If during the permitting process, the site generates more than 2500 daily trips, then a traffic study will be required.
3. The petitioner should revise the site plan and conditional note(s) to commit to dedicating a minimum of 30' right-of-way from the road centerline. The site plan should label and dimension the right-of-way from the road centerline.
4. The petitioner should revise the site plan and conditional note(s) to convert the driveway on Seigle Avenue, the drive aisle and the diagonal parking along the drive aisle, to a one-way ingress only.

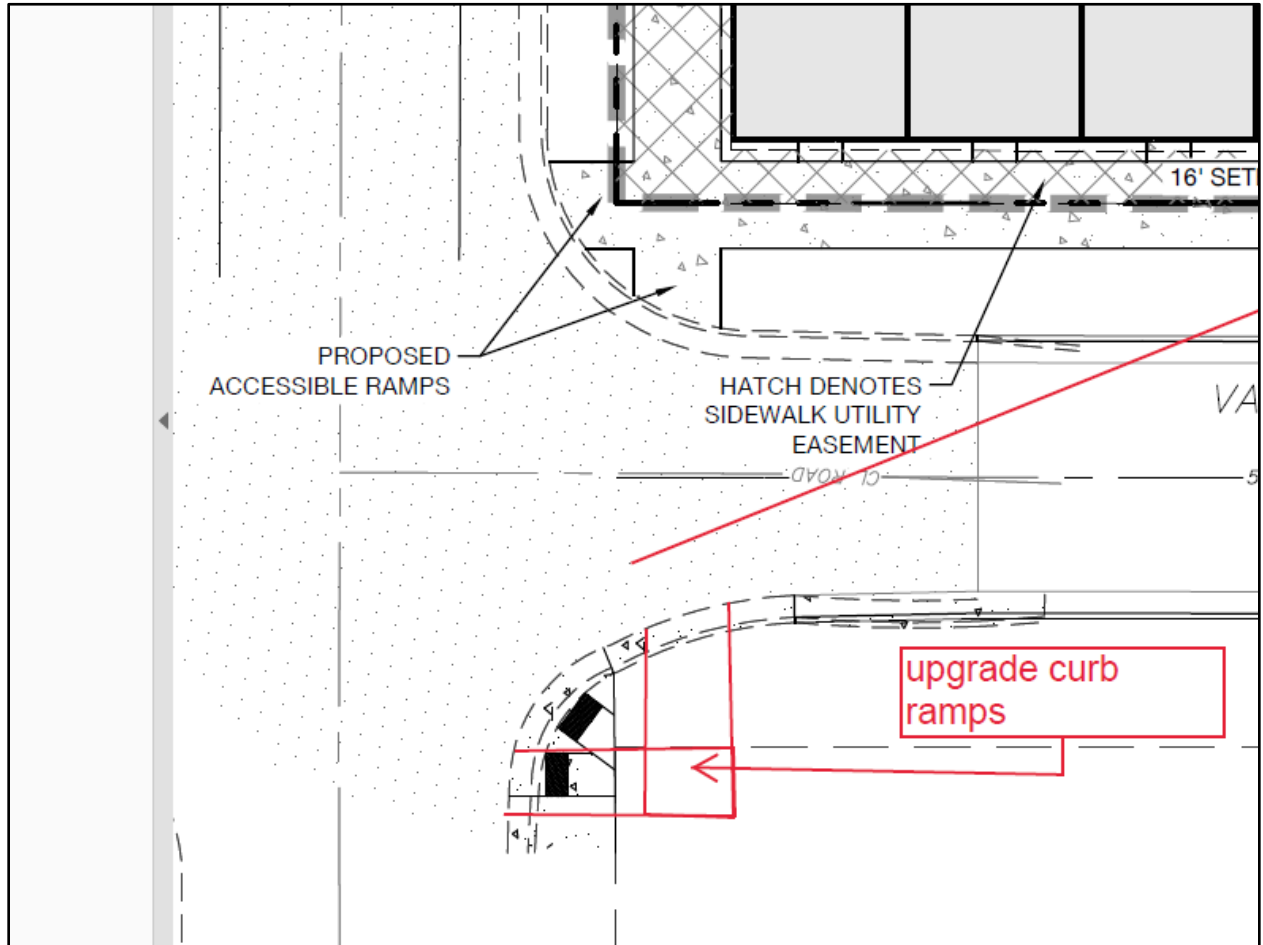


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5. The petitioner should revise the site plan and conditional note(s) to reconstruct two curb ramps on the north quadrant of the Seigle Avenue/Van Every Street Intersection in accordance with PROWAG and the ADA law.



6. The petitioner should revise the site plan and conditional note(s) to provide Intersection Sight Distance at all public access driveways per Charlotte Sight Distance Policy.
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. ~~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.

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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 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.