

Rezoning Transportation Analysis

Petition Number: 2021-096

General Location Identifier: 09110401

From: Brandon Brezeale, PE

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Reviewer:

David Smith, PE

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Revision Log:

Date	Description
8-20-2021	First Review (DBS)
9-17-2021	Second Review (WB)
10-19-2021	Third Review (PDM)
11-22-2021	Fourth Review (AO)
12-29-2021	Fifth Review (PDM)
1-12-2022	Sixth Review (PDM)

General Review Information

The petition is located adjacent to East 36th Street, a City-maintained minor thoroughfare, with other frontages on North Alexander Street and North McDowell Street, both City-maintained local streets. The petition is located in the East Wedge inside Route 4. Applicable area plans include the 36th Street Station Area Plan.

Active Projects Near the Site:

- N/A

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.

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

Transportation Summary

The petition is located adjacent to East 36th Street, a City-maintained minor thoroughfare, with other frontages on North Alexander Street and North McDowell Street, both City-maintained local streets. A Traffic Impact Study (TIS) is not needed for this site. The petitioner is committing to additional transportation improvements not required by ordinance that will contribute towards the connectivity and safety of pedestrians, cyclists, and vehicles. These improvements include constructing curb bulb-outs on all corners of East 36th Street at North Alexander Street to shorten pedestrian crossing distances and installing Rapid Rectangular Flashing Beacons to cross East 36th Street at this intersection. In addition, the petitioner is also committing to installing Rapid Rectangular Flashing Beacons at the intersection of 36th Street and Spencer Street. These additional improvements are consistent with the council adopted Charlotte WALKS and Charlotte BIKES policies, and further the City's goals outlined in the Vision Zero Policy. All outstanding CDOT comments have been addressed.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Church Single Family	6,548 SF 1 Dwelling	35	Tax Record
Entitled Use	Single Family (R-5 1.89 acres)	9 Dwellings	115	General guidance from planning
Proposed Use	Apartments Retail	225 Units 15,000 SF	2,880	Site Plan: 03/31/2021
Proposed Use	Apartments Retail	205 Units 12,200 SF	2,555	Site Plan: 09/13/2021
Proposed Use	Apartments Retail	211 Units 11,100 SF	2,497	Site Plan: 10/11/2021

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

- ~~1. A Traffic Impact Study is necessary for the complete review of this petition due to the site generating more than 2,500 daily trips.~~

~~Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. Any agreed upon commitments shall be included on the last site plan submitted no fewer than 4 weeks prior to the public hearing. Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT.~~

RESCINDED (10-19-2021)

~~Site plan has been revised to limit the amount of retail space. A traffic study is no longer required for this petition, because the proposed site plan falls under the 2,500 daily trip threshold.~~

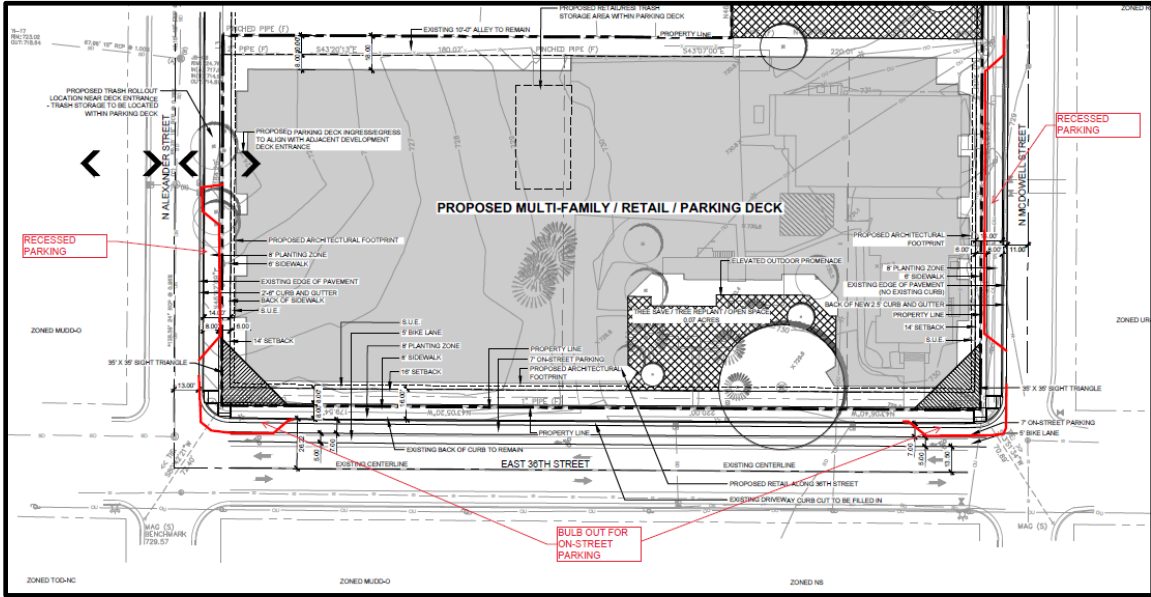
- ~~2. Revise site plan to reflect 10' x 10' sight triangles at the intersections of East 36th Street with North Alexander Street and North McDowell Street.~~
- ~~3. Revise site plan to indicate two curb ramps at the intersections of East 36th Street with North Alexander Street and North McDowell Street.~~
- ~~4. Revise site plan to indicate proposed access point(s).~~
- ~~5. Revise site plan to include dimensions of bike lane and on-street parking. Cross-section needs to be symmetrical from centerline street (bike lane and on-street parking on both sides)~~
- ~~6. The unused alley in the northwest corner of the site is for the benefit of all adjoining property owners and may not be planted unless it is formally abandoned.~~
- ~~7. Revise site plan to show replacing valley gutter on the North Alexander Street frontage with standard 2'6" curb and gutter to match the curb on the opposite side of North Alexander Street.~~

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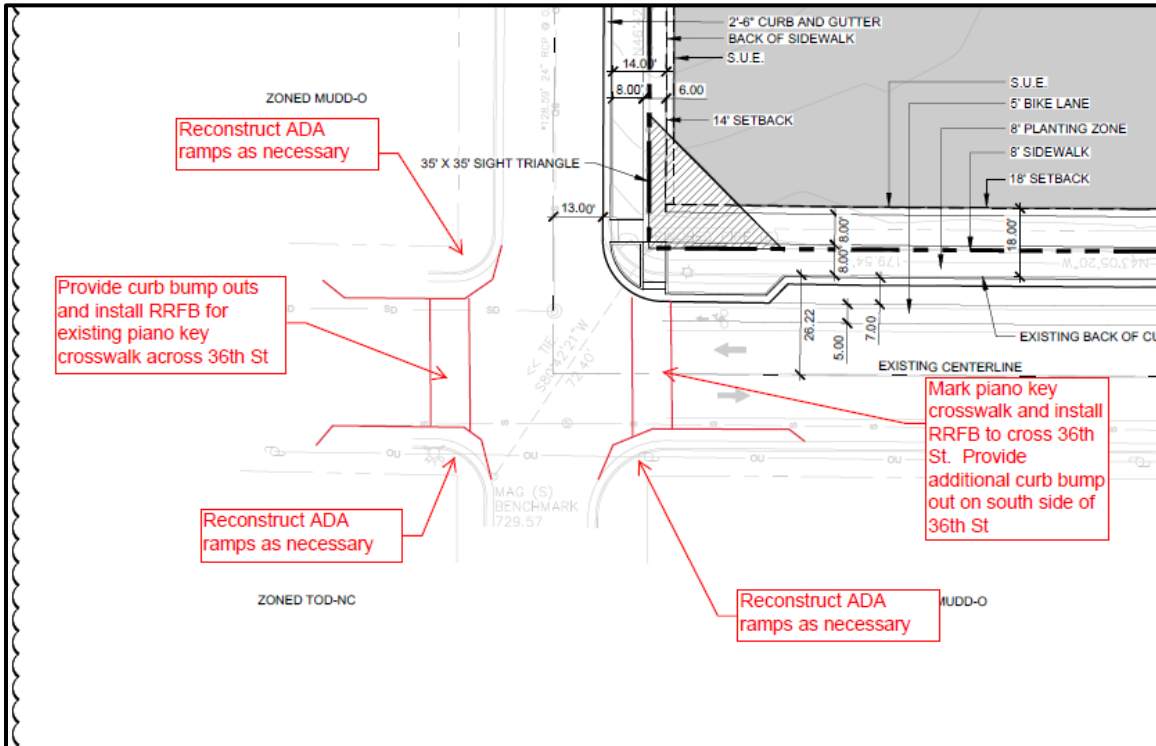
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8. ~~Revise site plan to construct bulb-outs on East 36th Street at the corners of at North Alexander Street and North McDowell Street. Provide recessed on-street parking on North Alexander Street and North McDowell Street as SHOWN in the graphic below. New comment in response to request from Noda Neighborhood Board.~~



Outstanding Comment from 10-19-2021: ~~Revise site plan to construct curb bulb-outs on all corners of East 36th Street and North Alexander Street.~~



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9. ~~NEW COMMENT (10.19.2021)~~

~~Revise conditional notes to commit to installing a pedestrian crossing with a Rapid Rectangular Flashing Beacon across East 36th Street at Spencer Street. Final location of crossing to be coordinate and approved by CDOT during permitting.~~

Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected 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. 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, per the City of Charlotte's Driveway Regulations.
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 NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall 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 NCDOT 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 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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
8. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
9. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>