

Rezoning Transportation Analysis

Petition Number: #2021-120

General Location Identifier: 09503403

From: Jake Carpenter, PE

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Reviewer:

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Revision Log:

Date	Description
09-28-2022	First Review (AO)

General Review Information

The petition is located on the east side of The Plaza, a City-maintained minor throughfare north of Mimosa Avenue, a City-maintained local street and south of Mecklenburg Avenue, a City-maintained minor collector. The petition is located in an east wedge inside of Route 4, and within the limits of the Center City 2020 Vision Plan.

Active Projects Near the Site:

- No active projects near the site

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 on the east side of The Plaza, a City-maintained minor throughfare north of Mimosa Avenue, a City-maintained local street south of Mecklenburg Avenue, a City-maintained minor collector. A Traffic Impact Study (TIS) is not needed for this site. Site plan revisions are needed to meet ordinance requirements and/or the outstanding items including, but not limited to maintaining the existing curbline along The Plaza, commit to dedicating a minimum of 50 feet of right-of-way along The Plaza, commit to constructing an 8-foot planting strip and 12' multi-use path along the site frontage on The Plaza, committing to consolidating to one access point into the site and committing to relocating existing bike ramp to southern portion of the site. Further details are listed below:

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Convenience Store	2,280 SF	1,740	<i>Tax Record</i>
Entitlement with Current Zoning	Office Retail (B-1 & O-2, 0.446 acres)	3,345 SF 2,230 SF	385	<i>General Guidance from Planning</i>
Proposed Zoning	Retail (NS, 0.446 acres)	2,280 SF	330	<i>Site Plan: 8/19/2022</i>

Provide comments to the specified comments below.

Outstanding Issues

~~Strikethrough~~ = Resolved

1. **Curblin**~~e~~: The proposed zoning district has a setback measured from back of the existing or proposed future curblin~~e~~.
 - a. **The Plaza**: Maintain existing curblin~~e~~.

Label and dimension the curb and gutter from the centerline for each road on the site plan.

2. Traffic Study:

A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.

3. Revise site plan and conditional note(s) to commit to dedicate minimum 50 feet of right-of-way from the road centerline of The Plaza if it does not currently exist. The site plan shall label and dimension the right-of-way from the road centerline.
4. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 12-foot multi-use path on The Plaza. The site plan shall label and dimension both items from the back of curb and gutter.
5. Revise site plan and conditional note(s) to commit to removing existing bike ramp and green pavement markings just north of site. The site plan shall label and dimension both items from the back of curb and gutter.
6. Revise site plan and conditional note(s) to commit to consolidating from two access points to one.

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7. Revise site plan and conditional note(s) to commit to remarking pavement markings and building a bike ramp near south property line to transition bicyclists from separated bike lanes to multi-use path.



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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 50' x 50' 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>