

Rezoning Transportation Analysis

Petition Number: 2023-032

General Location Identifier: 12703707, 12703702, 12703706, 12703704, 12703705

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Revision Log:

Date	Description
7-26-23	First Review (IW)

General Review Information

The petition is located at the intersection of Fifth Street, a City-maintained major collector, and Lamar Avenue, a City-maintained local street. The petition is located in a southeast corridor inside of Route 4, within the Center City 2020 Vision Plan.

Active Projects Near the Site:

- CIP Elizabeth Bikeway Connection
 - Project ID PMES221723
 - Location: Several different locations In Elizabeth area
 - Project Description: Creating bike facilities in several different locations. To have safer conditions for bicyclists.
 - Project Type: Pedestrian and Bike
 - Project phase: Design
 - Anticipated Completion Date – Early 2025

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 site is located at the intersection of Fifth Street, a City-maintained major collector, and Lamar Avenue, a City-maintained local street. A Traffic Impact Study (TIS) is not required for this site due to the proposed trip generation being consistent with the previously approved traffic study. The proposed site plan will generate the same vehicular trips as what is currently entitled under the existing conditional zoning. Site plan and/or conditional note revisions are needed to commit to updating conditional note 4.d and adding conditional notes related to encroachments and dedication of right of way. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Junior College Office Apartments	19,300 SF 15,060 SF 12 Dwelling Units	650	Tax Record
Entitlement with Current Zoning	Medical Office Townhomes Event Gathering Use	120,000 SF 16 Dwelling Units 3,500 SF (No data)	4,265	General Guidance from Planning & RZ# 2020-083
Proposed Zoning	Medical Office* Townhomes Event Gathering Use	120,000 SF 16 Dwelling Units 3,500 SF (No data)	4,265	Site Plan: 01-30-23

*Allows for health institution use with up to 60 beds.

Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

Outstanding Issues

Strikethrough = Resolved

1. Curblin:

- a. The future location of curb and gutter is in the existing location for all abutting roads and matches previously approved rezoning.

NOTE: Additional distance from center line to back of curb may be required in locations where a median is present or around intersections and interchanges.

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) was previously completed and approved for the original rezoning and the petitioner has included all mitigations from the previously approved rezoning. Due to the lack of increase in trip generation at TIS revision is not required.

- 3. Add a conditional note specifying "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."
- 4. Add a conditional note specifying "the Petitioner shall dedicate and convey in fee simple all rights-of-way to the City before the site's first building certificate of occupancy is issued. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible."
- 5. Update Note 4.d. to state "All transportation improvements that are the responsibility of the Petitioner, shall be approved and constructed prior to the release of the first certificate of occupancy for the Site subject to the Petitioner's ability to post a bond for any improvements not in place at the time of the issuance of the first certificate of occupancy, as approved by CDOT."

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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. 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.
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 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.
3. 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit 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. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link: <https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>