

Rezoning Transportation Analysis

Petition Number: 2023-122

General Location Identifier: 15715287

From: Jake Carpenter, PE

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Reviewer:

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Revision Log:

Date	Description
10-25-23	First Review (NK)
11-22-23	Second Review (NK)
1-24-24	Third Review (NK)

General Review Information

The petition is located at the end of Jenkins Avenue, a privately maintained local street, west of Craig Avenue, a City-maintained major collector. The petition is located in a south wedge outside of Route 4.

Active Projects Near the Site:

- None

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 end of Jenkins Avenue, a privately maintained local street, west of Craig Avenue, a City-maintained major collector. A Traffic Impact Study (TIS) is not required for the site due to the development generating site trips under ordinance thresholds and not meeting additional TIS triggers. All outstanding CDOT comments have been addressed.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	Vacant	-	-			<i>Tax Record</i>
Entitlement with Current Zoning	Single Family (N1-A, 9.24 acres)	27 Dwelling Units	305	23	29	<i>General Guidance from Planning</i>
Proposed Zoning	Single Family Attached (N2-A, 1.7246 acres)	Need Density				<i>Site Plan: 08-18-23</i>
Proposed Zoning	Single Family Attached (N2-A, 1.7246 acres)	93 Dwelling Units	658	43	52	<i>Site Plan: 11-13-23</i>

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

Outstanding Issues

Strikethrough = Resolved

1. ~~Curbline:~~

~~a. **Wright Avenue:** The future location of curb and gutter is in its existing location.~~

~~The required cross section is CLDSM U-03A1 Local Residential Wide Street w/ 8' Sidewalk.~~

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

2. ~~Comprehensive Transportation Review (CTR):~~

~~A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating site trips under ordinance thresholds found in the Charlotte Streets manual Table 3.1 and/or not triggering any other City TIS requirements.~~

~~3. **Revise site plan and conditional note(s) to commit to dedicate 35.5 feet of right-of-way from the road centerline of Wright Avenue. The site plan shall label and dimension the right-of-way from the road centerline.**~~

~~4. **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."**~~

~~5. **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."**~~

~~6. **Add a conditional note specifying "All transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued."**~~

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The petitioner may phase transportation improvements if said improvements and phasing are approved by CDOT and explicitly described in site plan notes.

- ~~7. Revise site plan and commit to meeting Public Right of Way Accessibility Guidelines (PROWAG) requirements for on street parking. The required number of spaces can be found in table R211 in PROWAG and design requirements for on street parking can be found in article R310 of PROWAG.~~
- ~~8. Revise site plan to remove crosswalk striping at all unsignalized intersections.~~
- ~~9. Revise site plan to extend Wright Avenue to the property line.~~
- ~~10. **Outstanding Comment from 10-25-23** : Revise site plan to include a temporary turnaround for Street A.~~

~~**Clarifying Comment:** Since "Street A" is a dead end road, this will require a turn around. See CLDSM 11.18A for reference.~~

- ~~11. **New CDOT Request 11-27-23** : CDOT requests that the petitioner commit to upgrading the southern portion of pavement section along Jenkins Avenue east of the proposed development. An existing townhome development is committed to upgrading the northern portion of Jenkins Avenue.~~

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 Unified Development Ordinance.
2. 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.
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 to comply with City of Charlotte Unified Development Ordinance regulations.
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>