

# Rezoning Transportation Analysis

Petition Number: 2017-161

General Location Identifier: 08019401, 08019403, 08019404

**From: Kelsie Anderson, PE**  
[Kelsie.Anderson@charlottenc.gov](mailto:Kelsie.Anderson@charlottenc.gov)  
 704-432-5492

**Reviewer:** Isaiah Washington  
 Isaiah.washington@charlottenc.gov  
 704-432-6511

**Revision Log:**

Date	Description
11-16-2017	First Review
12-15-2017	Second Review

**General Review Information**

The site is at the signalized intersection of Elizabeth Ave (major thoroughfare) & Charlottetowne Ave (minor thoroughfare). The site is located in a corridor inside Route 4 and is within the study boundaries of the Elizabeth Area Plan. Elizabeth Avenue carries the CityLynx Gold line streetcar and is signed Bike Route 9. Silver line study includes this segment of Charlottetown.

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*CDOT's review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP) which seeks 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.*

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

**Transportation Summary**

To be provided prior to public hearing.

**Trip Generation**

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office	4,050 sf	40	Tax Record
Entitlement with Current Zoning	Retail (0.26 acres of B-2 & 1.34 acres of NS)	17,300 sf	2,210	General Guidance from Planning and RZ 1997-086
	Office (0.16 acres of O-2)	2,400 sf		
Proposed Zoning	<del>Community College</del>	<del>306,000 sf</del>	<del>8,410</del>	<del>Site Plan: 10-16-17</del>
	Community College	250,000 sf	6,870	Site Plan: 12-11-17

**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. **Elizabeth** - The location of the existing curbline is in the future location.

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- b. **Charlottetown** – The future curblineline is 8' behind existing to accommodate a future bike facility. CDOT would prefer that the petitioner incorporate comment 3; then the existing curblineline can remain.
- c. **5<sup>th</sup>** – The existing curblineline is in the future location.

The curblineline(s) must be recessed if the petitioner desires on-street parking along any street frontage.

2. **Traffic Study** This proposal meets the CDOT threshold for a traffic study. CDOT is reviewing the potential study intersections for this site to determine if a Traffic Impact Study/Transportation Technical Memorandum is needed for the complete review of this petition.
3. The petitioner should revise the site plan and conditional note(s) to widen the sidewalk to 16' to accommodate a multiuse path connection envisioned between Elizabeth bike lanes and signed bike route that will be realigned up 5<sup>th</sup> Street street.
4. The petitioner should revise the site plan and conditional notes to construct a pedestrian refuge at the Charlottetown and 5<sup>th</sup> Street intersection to accommodate the high pedestrian movements generated by the site.
5. The petitioner should revise the site plan and conditional notes to commit to striping and signal modifications at Charlottetown and Elizabeth intersection to improve bike/ped crossing. This includes installation of dual-message blank-out signs at the signal for pedestrians.
6. ~~The petitioner should revise the site plan and conditional note(s) to remove the optional provision (note g) to not construct streetscape requirements along the site frontage.~~
7. 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.
8. The petitioner should inquire with CATS to determine if there is information about the Silver Line alternative through this segment.

## 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.

1. 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.
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 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.
3. 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

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5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. 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.