

# Rezoning Transportation Analysis

Petition Number: 2018-153

General Location Identifier: 07309301

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Revision Log:	Date	Description
	01-17-19	First Review

## General Review Information

The site is on W Summit Avenue (existing major collector) between Winnifred Street (local) and S Tryon Street (major thoroughfare). The site is located in a corridor inside Route 4 and is within the limits of the South End Transit Station Area Plan.

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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	Retail	27,020 sf	2,470	Tax Record
Entitlement with Current Zoning	0.83 ac of TOD-M	Too many uses to determine		General Guidance from Planning
Proposed Zoning	0.83 ac of TOD-M (O)	Too many uses to determine		General Guidance from Planning

## 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. The existing curbline is in the correct future location.~~
2. ~~**Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.~~
3. Transit Oriented Development typically requires streetscape consisting of an 8-foot planting strip and 8-foot sidewalk. However, the rezoning proposes a back-of-curb sidewalk in order to convert the existing parking to an outdoor patio and preserve the existing building. The petitioner shall revise the

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site to show the proposed sidewalk as 10 feet wide and add a conditional note stating the commitment to build the 10-foot wide sidewalk to address the back-of curb condition.

4. The petitioner shall revise the site plan and remove the driveway type. This will be determined during permitting.
5. The petitioner shall revise the site plan and the conditional notes stating the commitment to building curb ramps on the site's corner of West Summit Avenue and Winnifred Street as part of this development.
6. The petitioner shall revise the site plan and remove the proposed accessible parking space. The existing/proposed sidewalk is back of curb and the right-of-way is less than 14 feet from face of curb. Due to these reasons, a full accessible space with a ramp is not required. The petitioner should add a conditional note stating the commitment to converting an existing parking space to an accessible parking space. The design and location would be determined during permitting.
7. The petitioner shall revise the site plan to show and add a conditional stating the removal and relocation of existing dumpster/trash enclosure.
8. The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all rights of way to the City before the site's first building certificate of occupancy is issued. CDOT requests right of way set at 2' behind back of sidewalk where feasible.
9. 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.
10. ~~Resolved Sample format for comment that is resolved~~

## 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.
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

## **Rezoning Transportation Analysis**

**Petition Number: 2018-153**

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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.