

# Rezoning Transportation Analysis

Petition Number: 2019-155

General Location Identifier: 08117648

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## Revision Log:

Date	Description
12-19-2019	First Review

## General Review Information

The site is on Central Avenue (major thoroughfare, city maintained) near the signalized intersection with Pecan Avenue (minor thoroughfare, city maintained). The site is within the limits of the Plaza-Central Pedscape Plan.

### Active Projects Near the Site:

- CityLynx Gold Line
  - The project will implement a streetcar service that begins at Rosa Parks Transit Center Beatties Ford Road, then runs through Center City via Trade Street and Elizabeth Avenue, and then continues along Hawthorne Lane and Central Avenue to its terminus.
  - Construction: TBD
- The Plaza Street Conversion
  - The project will implement increased pedestrian and bicycle connectivity to the LYNX Blue Line Parkwood Avenue Station, via the Parkwood Avenue project. The limits of the street conversion for buffered bike lanes are along The Plaza; from Central Avenue to Mecklenburg Avenue.
  - Construction: in-progress

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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

The site is located on a major thoroughfare road. The petitioner should revise the site plan to meet the ordinance requirements and the outstanding items listed below.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Retail	6,590 sf	950	Tax Record
Entitlement with Current Zoning	Retail	6,592 sf	950	Tax Record
Proposed Zoning	Retail	6,850 sf	970	Site Plan: 10-10-19

## 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. **Central Avenue:** The future location of curb and gutter is in its existing location.
 

The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.
2. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition.
3. In order to meet future parking needs for the subject property, the petitioner shall update the conditional notes under 2. Optional Provisions on Sht. RZ.2 as follows:
  - a. Remove conditional notes 2a, 2b, 2c, 2d, 2e, 2f.
  - b. The petitioner should revise the site plan and add conditional note(s) to state it will lease parking in the vicinity of the development to accommodate the required parking for the site or the petitioner should include strategies in reducing parking demands in the area as related to this site.
4. The petitioner should revise the site plan and conditional note(s) to replace the pavement of the rear alleyway access off Gordon Street.
5. The petitioner should revise the site plan and conditional note(s) to provide lighting along the rear alleyway off Gordon Street.
6. 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.
7. ~~Resolved~~ ~~Sample format for comment that is resolved~~

Please provide a response to our comments with your resubmittal.

## 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

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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 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.