

# Rezoning Transportation Analysis

Petition Number: 2023-165

General Location Identifier: 08015603, 08015604, 08015605, 08015606, 08015607, 08015608, 08015609

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**Reviewer:**

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## Revision Log:

Date	Description
01-24-24	First Review (NK)
04-24-24	Second Review (NK)
05-23-24	Third Review (DR)
7-24-24	Fourth Review (NK)

## General Review Information

The petition is located at the intersection of Central Avenue, a City-maintained major arterial, and Piedmont Street, 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:

- N/A

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*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.*

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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 at the intersection of Central Avenue, a City-maintained major arterial, and Piedmont Street, a City-maintained local street. Based on the 2,136 daily trips, the petitioner will be required to satisfy Tier 3 Multimodal and Transportation Demand Management (TDM) assessments. The project has committed to construction of pedestrian and bicycle facilities along Central Avenue, a multi-use path along the future CATS Silver Line frontage, and site access exclusive to Piedmont Street. All outstanding CDOT issues 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	Walk-In Bank Single Family General Office	18,976 SF 1 Dwelling Unit 2,513 SF	1,967	197	408	Tax Record
Entitlement with Current Zoning	NC, O-6, & N1-D, 2.839 acres	-	Too many uses to determine trip generation			General Guidance from Planning
Proposed Zoning	Multifamily (Mid-Rise) Strip Retail (CAC-1, 2.839 acres)	365 Dwelling Units 5,000 SF	2,136	167	191	Site Plan: 11-21-23
Proposed Zoning	Multifamily (Mid-Rise) Strip Retail (CAC-1, 2.839 acres)	315 Dwelling Units 5,000 SF	1,897	145	171	Site Plan: 04-15-24

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. ~~**Central Avenue:** Location of future curb and gutter is 32.5' from centerline. The existing curb and gutter and cannot remain and must be relocated.~~

~~Required cross section is 4 avenue with buffered/separated bike lanes and an 8' planting strip with an 8' sidewalk.~~

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

**2. ~~Curbline:~~**

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

~~Required cross section is an 8' planting strip with an 8' sidewalk.~~

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

**3. ~~Curbline:~~**

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

~~Required cross section is an 8' planting strip with an 8' sidewalk.~~

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

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## 4. ~~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.~~

~~The petition's zoning falls within the medium to high intensity development which based on the 2,136 daily trips will trigger Tier 3 (14 mitigation points) for multimodal assessment and Tier 3 (6 mitigation points) for transportation demand management assessment. The petitioner shall review and assess the publicly accessible pedestrian network within ¼ mile walking distance of the site to identify multimodal infrastructure to meet the Tier 3 (14 mitigation points) for multimodal assessment. Petitioner shall also provide transportation demand management strategies to meet Tier 3 (6 mitigation points) to reduce vehicle trips and encourage alternative modes of transportation.~~

**Clarifying Comment 4.25.2024:** ~~Frontage sidewalk and curb ramps will not count towards the required multimodal points except for physical improvements for bicycle or transit modes required by the UDO. Remove the frontage curb ramps and sidewalk along Sunnyside Avenue and Piedmont Street that are being counted towards the required 14 mitigation points.~~

~~Bike facilities along Central Avenue and construction of shared use path long western side of property will meet the required 14 mitigation points.~~

Mitigations			
Assessments	Tier	Required Points	Mitigation (Total Points)
MA	3	14	1) 1,370 feet of substandard/missing sidewalk/path to be replaced - 27.4 Points 2) Two substandard accessible ramps to be replaced - 1 Point Total Multimodal Mitigation: 28.4 Points
TDM	3	6	1) TDM Point of Contact & TDM Coordinator - 1 Point 2) Multimodal Infrastructure - Construct all Multimodal Assessment improvements 1 Point 3) Bicycle Facilities - Construct buffered bike lanes along Central Avenue and 16-foot wide off-street path along western property line - 3 Points 4) Unbundled Parking: Parking costs will be unbundled from leasing and tenant agreement, to encourage use of alternative transportation options - 3 Points 3) Secure Bicycle Parking - Secure, long-term bicycle parking on site at a ratio of 1 space per 20 DU - 1 Point Total TDM Mitigation: 9 Points
TIS Required? (Yes/No)		If yes, a full CTR TIS Scope and Report are required by TIS mitigations should be included below:	
		1) N/A	
		2)	
		3)	

Frontage sidewalk along Sunnyside, Piedmont, and frontage curb ramps do not count. Please revise.

- ~~5. Revise site plan and conditional note(s) to commit to dedicate 50.5' of right-of-way from the road centerline. The site plan shall label and dimension the right-of-way from the Central Avenue road centerline.~~
- ~~6. Revise site plan and conditional note(s) to commit to dedicate 33.3' of right-of-way from the road centerline. The site plan shall label and dimension the right-of-way from the Piedmont Street centerline.~~
- ~~7. Revise site plan and conditional note(s) to commit to dedicate 18' of right-of-way from back of curb. Please dimension and label the existing centerline to the existing back of curb that will remain along Sunnyside Ave.~~
- ~~8. Revise site plan and conditional note(s) to commit to construct bicycle facilities by locating the curb and gutter 32.5' from the center line.~~
- ~~9. 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~~

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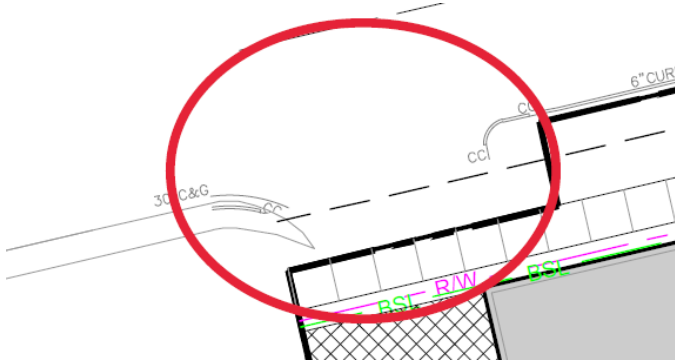
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~~approved by CDOT prior to construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements."~~

~~10. If abandonment required:~~

~~Add a conditional note specifying "The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The Right of Way Abandonment process is controlled by North Carolina General Statutes and is independent of this rezoning process."~~

~~11. Revise site plan to commit to removing existing driveway where pedestrian access is shown.~~



~~12. Revise site plan to commit to installing ramps at the intersection of Central Avenue and Piedmont Street and Piedmont Street and Sunnyside Avenue.~~

~~13. Revise site plan to remove or relocate one of the proposed driveways off of Piedmont Street and align the remaining driveway with parcel across Piedmont Street.~~

~~14. Revise site plan and conditional note(s) to commit to constructing the public path along the western property frontage as a 16' path to match standards for the future Rail Trail.~~

~~15. 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."~~

~~16. Add a conditional 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 approved by CDOT and explicitly described in site plan notes.~~

## 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.

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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>