

Rezoning Transportation Analysis

Petition Number: 2019-183

General Location Identifier: 08117628

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Reviewer: Walta Blackmon, PE
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Revision Log:

| Date | Description |
|----------|--------------------|
| 01-15-20 | First Review |
| 02-18-20 | Second Review (WB) |

General Review Information

The site is at the unsignalized intersection of The Plaza (major collector, city maintained) and McClintock Road (minor collector, city maintained). The site is in a corridor inside Route 4 and 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

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 on a minor collector and has an existing driveway. The site is proposing a 10' planting strip, and 10' sidewalk along its frontage.

Trip Generation

| Scenario | Land Use | Intensity | Trip Generation (vehicle trips/day) | Source |
|----------|----------|-----------|-------------------------------------|--------|
|----------|----------|-----------|-------------------------------------|--------|

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|---------------------------------|------------------------|----------|-----|---------------------|
| Existing Use | Hi-turnover Restaurant | 3,660 sf | 410 | Tax Record |
| Entitlement with Current Zoning | Hi-turnover Restaurant | 3,660 sf | 410 | Tax Record |
| Proposed Zoning | Hi-turnover Restaurant | 3,930 sf | 440 | Site Plan: 02-10-20 |

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 location of the future back or curb is in its existing location.~~
2. ~~**Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.~~
3. ~~The petitioner should revise the site plan's call outs for the sidewalk and planting strip along The Plaza frontage to clarify that both are existing.~~
4. ~~**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 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.