

# Rezoning Transportation Analysis

Petition Number: 2020-028

General Location Identifier: Tax ID 19103101

**From: Felix Obregon, PE**  
[fobregon@charlottenc.gov](mailto:fobregon@charlottenc.gov)  
704-432-5729

**Reviewer:** Walta Blackmon, PE  
[walta.brumschine@ci.charlotte.nc.us](mailto:walta.brumschine@ci.charlotte.nc.us)  
704-432-1556

## Revision Log:

Date	Description
03-25-2020	First Review

## General Review Information

The Nyesha Weaver site is located on Monroe Road (major thoroughfare, State maintained) and Wallace Road (minor thoroughfare, city maintained) and is outside of Route 4. The site is within the limits of the Eastside Strategy Plan Study Area and the Independence Blvd Area Plan. In reference to the Vision Zero Action Plan, Monroe Road is classified within Charlotte's High Injury Network.

### Active Projects Near the Site:

- South Ped/Bike Blvd-Independence Area
  - This project will create a multi-modal facility south of and roughly paralleling Independence Boulevard from the Briar Creek Greenway to Mason Wallace Park.
- South Pedestrian and Bike Boulevard
  - Create a shared-use path south of and roughly paralleling Independence Boulevard from the Briar Creek Greenway to Mason Wallace Park.
  - The project will implement...Summary of what the project is constructing and its limits. (Make sure to include project details in the working notes, as well as the schedule)
- Wallace Road Extension
  - This project proposes 2 Lane Divided (Median or Center Turn Lane) with Bike Facilities and Sidewalks

---

*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 major thoroughfare road. CDOT will work with the petitioner during the permitting to install the required streetscape along the street frontages and other required City ordinances.

# Rezoning Transportation Analysis

Petition Number: 2020-028

General Location Identifier: Tax ID 19103101

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Religious Institution	8,664 SF	70	Tax Record
Entitlement with Current Zoning	Single Family (R3 – 5.33 acres)	16 DU	195	General Guidance from Planning
Proposed Zoning	INST	Too many uses to determine		No Site Plan

## Outstanding Issues

**Strikeout = Not an outstanding issue**

## 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. The setback for this district is measured from the back of the existing or future curblineline as determined by CDOT and Planning during the permitting process.
2. 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.
  1. 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.
  2. 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.
3. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
5. 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.