

Rezoning Transportation Analysis

Petition Number: 2020-052

General Location Identifier: Tax ID 15101603

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Revision Log:

Date	Description
4/20/20	First Review (MMagnasco)
08/25/20	Second Review (L Jensen)
09/22/20	Third Review (LJensen)

General Review Information

The petition is located at the intersection of Scott Ave. and East Blvd. in the commercial core of Dilworth. Both streets are major thoroughfares that are City-maintained. The petition is in a Wedge area inside Route 4, with an applicable pedestrian overlay district (East Blvd. Pedscape, 2002). Comments from the previous rezoning on this site, 1997-88, indicated the need to have 5 vehicle lanes and bike lanes on East Blvd.

Active Projects Near the Site:

- No active project near the site.

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 the southwest corner of the signalized intersection of East Blvd./Scott Ave. in the commercial core of Dilworth. The petitioner needs to revise the site plan to the curbline as required by City ordinance.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant (sales of seasonal items like pumpkins and Christmas trees occur)	n/a	0	-

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Entitlement with Current Zoning	Restaurant Office Retail	8,000 SF 11,000 SF 8,800 SF	1,400	Rezoning 97-88
Proposed Zoning	Office Retail	80,000 SF 10,000 SF	1,240	Site Plan: 8/17/20
Proposed Zoning	Office Multifamily	80,000 SF 170 Units	1,305	Site Plan Submitted: 9/14/20

Please provide responses to our comments.

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. **Scott Ave.:** The future location of curb and gutter is in its existing location.
 - b. **East Blvd.:** The proposed curbline and setback need to be revised from what is shown on the site plan. ~~The East Blvd. Pedscap Plan (2002) prescribes a 54-foot back-of-curb (BOC) to back-of-curb dimension with a 12-foot setback. However, this plan predates the East Blvd. Road Diet (circa 2005), the Urban Street Design Guidelines, Charlotte WALKS, and Charlotte BIKES. After considering all of these plans, the future curbline should be 55-foot BOC-BOC (27.5-foot centerline to BOC) with a 14-foot setback:~~
 - ~~Four 10-foot vehicle lanes~~
 - ~~Two 5-foot standard bike lanes~~
 - ~~Two 2.5-foot curbs and gutters~~
 - ~~Two 14-foot hardscape setbacks~~

~~The petitioner should revise the site plan should show the curb and gutter labeled and dimensioned from the centerline for each road. The petitioner may move the curbline as described or provide additional hardscape (with trees in tree pits corresponding to their future 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 2500 daily trips, then a traffic study will be required.~~
3. ~~The proposed driveway to East Blvd. needs to be a one-way in-only driveway, matching what has been built at the site across East Blvd. The parking deck needs to accommodate the on-site servicing of dumpsters and circulation of SU-30 vehicles to Scott Ave.~~
4. ~~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, or to face of building, as appropriate.~~
5. **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.

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2. Adequate sight triangles must be reserved at the proposed street entrance on Scott Ave. Two 10' x 10' pedestrian sight triangles are required for the entrance to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance. 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 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.