

# Rezoning Transportation Analysis

Petition Number: 2020-061

General Location Identifier: Tax ID 08104102

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## Revision Log:

Date	Description
05-07-2020	First Review (TVT)

## General Review Information

This site is located on N Brevard Street (local City maintained) in a corridor, located inside Route 4. This site is within the limits of the Parkwood Station Area Plan.

### Active Projects Near the Site:

- Brevard St. Bike Boulevard
  - Scope: add pavement markings and wayfinding signage to Brevard St. and Belmont Ave.
  - Limits: 12<sup>th</sup> St. to Little Sugar Creek/XCLT
  - Phase: Construction
  - PM: Sila Vlachou
    - [avlachou@charlottenc.gov](mailto:avlachou@charlottenc.gov)
    - 980-214-8022
- Parkwood Ave. Streetscape
  - Scope: 4-to-3 road diet of Caldwell St. and Parkwood Ave., with new traffic signals at Belmont Ave. and 16<sup>th</sup> St., pedestrian lighting, and separated bike lanes and multi-use path along Parkwood Ave.
  - Limits: Caldwell St./CSX Railroad bridge to Parkwood Ave./Davidson St. intersection
  - Phase: Real Estate
  - PM: Sharon Buchanan
    - [sdbuchanan@charlottenc.gov](mailto:sdbuchanan@charlottenc.gov)
    - 980-714-7229
- 16<sup>th</sup> St. Streetscape
  - Scope: Add sidewalks, pedestrian lighting to 16<sup>th</sup> St. between Tryon St. and Parkwood Ave.
  - Phase: Construction (incorporated into a Charlotte Water sewer project managed by Matthew Bedford at CW)
  - PM: Leslie Bing
    - [lbings@charlottenc.gov](mailto:lbings@charlottenc.gov)
    - 704-577-8609

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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 within 1/2 mile of both the 9<sup>th</sup> Street Transit Station and the Parkwood Transit Station. There is partial sub-standard existing curb and gutter on N Brevard Street, but no sidewalk. CDOT will work with the petitioner during the permitting to upgrade the streetscape in accordance with city ordinances and to develop a street network to serve the TOD zoning requested.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse Office	64,550 sf 4,550 sf	890	<i>Tax Record</i>
Entitlement with Current Zoning	Warehouse 2.51 ac of TOD-MO	Too many uses to determine		<i>General Guidance from Planning and RZ 2016-029</i>
Proposed Zoning	5.2 ac of TOD-UC	Too many uses to determine		<i>General Guidance from Planning</i>

Please provide responses to our comments.

## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition due to the site generation less than 2500 daily trips. If during the permitting process the site generates more than 2500 daily trips, then a traffic study will be required.

~~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. The setback for this district is measured from the back of the existing or future curblines 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.
3. 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.
4. 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

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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.

5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.