

Rezoning Transportation Analysis

Petition Number: 2020-115

General Location Identifier: Tax ID. 08117722

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Revision Log:

Date	Description
09-03-20	First Review

General Review Information

The site is located on Pecan Avenue (minor thoroughfare, City-maintained) within the Southeast Corridor in the Plaza-Central Pedscape Plan Study Area. This section of Pecan Avenue is located inside Route 4. This site encompasses Approved Rezoning Petition 2020-036.

Active Projects Near the Site:

- Silver Line Rail – alignment and schedule TBD
- Silver Line Rail Trail – alignment and schedule TBD
- Gold Line Streetcar Future Phase

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 thoroughfare within a Transit Oriented Development District. It is less than 1/8 mile from the nearest transit (bus) stop. The Area Plan tentatively identifies Independence Boulevard at Pecan Avenue as a rapid transit station for the CATS southeast transit line. The Future LINX Silver Line Station is planned to be located 80 feet south of the project site. Coordination with CATS is strongly recommended prior to and during the permitting process.

During the Permitting Phase, the petitioner's site plan needs to meet the ordinance requirements. Please note that this rezoning falls within an ongoing Central-Pecan Traffic Impact Study (TIS).

Trip Generation

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

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Entitlement with Current Zoning	Retail (B-2, 2 Acres)	30,000 SF	2,650	General Guidance from Planning
Proposed Zoning	TOD-UC	Too many uses to determine		General Guidance from Planning

Please provide responses to our comments.

Outstanding Issues ~~Strikeout~~ = Not an outstanding issue

- Traffic Study** This site falls within the limits of the ongoing Central-Pecan Traffic Impact Study (TIS). A separate TIS has not been requested for the complete review of this petition; however, a separate traffic study may be required during the permitting process if the site plan generates more than 2,500 trips or more trips than currently reflected in the referenced TIS.



- ~~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.

- The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
- 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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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 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.