

Rezoning Transportation Analysis

Petition Number: 2020-116

General Location Identifier: Tax ID. 08117601

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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) and Gordon Street (Local Road, City Maintained) inside Route 4. The site is located within the Southeast Corridor in the Eastside Strategy Plan Study area. This site overlaps the approved Rezoning Petition 2008-154

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 and a local road less than 200 feet south of 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 500 feet south of the project site.

During the Permitting Phase, the petitioner's site plan needs to meet the ordinance requirements.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Restaurant	15,000 SF	1,260	Tax Record
Entitlement with Current Zoning	Restaurant Retail	9,343 SF 5,400 SF	985	General Guidance from Planning and

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			RZ 2008-154
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~~

1. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition as there are too many uses to determine the trips generated by the site. If the site generates more than 2,500 daily trips, a traffic study will be required during the permitting process.
2. **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 curbline 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 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.