

# Rezoning Transportation Analysis

Petition Number: 2020-141

General Location Identifier: Tax ID 12708701

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## Revision Log:

Date	Description
10-26-20	First Review
11-30-20	Second Review (WB)
12-28-20	Third Review (WB)
02-08-21	Fourth review (WB)
02-24-21	Fifth Review (WB)
03-24-21	Sixth Review (WB/RB)

## General Review Information

The site abuts three City-maintained streets: Vail Avenue (minor collector), Colonial Avenue (minor collector), and Randolph Road (major thoroughfare) inside Route 4. The project is located within the Southeast Corridor in the Elizabeth Plan Area.

## Active Projects Near the Site:

- Randolph Road at Colonial Avenue Traffic Signal
  - Installation of a pedestrian hybrid beacons, pedestrian refuge islands, and other pedestrian safety improvements in various locations throughout Charlotte
  - 90% Design

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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 abuts three City-maintained streets: Vail Avenue (minor collector), Colonial Avenue (minor collector), and Randolph Road (major thoroughfare). A Traffic Impact Study (TIS) was approved on February 1, 2021. The Petitioner commits to constructing an 8-foot planting strip, and 8-foot sidewalk along the site's frontage per Chapter 19 and Charlotte WALKS and two ADA Curb ramps per intersection quadrant in accordance with the ADA and PROWAG, improving the bicycle and pedestrian connectivity in the City. Additionally, the Petitioner will provide traffic calming improvements via construction or funding, per the approved TIS, to be decided during the permitting process. Lastly, the petitioner is contributing toward a new signal at 7<sup>th</sup> and Bascom St. per coordination with CDOT and the community. All outstanding CDOT comments have been addressed.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Medical Office	19,154 SF	670	Tax Record
Entitlement with Current Zoning	Medical Office (1.34 acres, O-2)	20,100 SF	700	General Guidance from Planning
Proposed Zoning	Medical Office	117,000 SF	4,072	TIS submitted: 8-19-20

Provide comments to the specified comments below.

### Outstanding Issues

**Strikethrough = Resolved**

1. ~~**Curblines:** The proposed zoning district has a setback measured from back of the existing or proposed future curblines.~~

~~a. **Randolph Road:** The future location of curb and gutter is in its existing location.~~

~~b. **Vail Avenue:** The future location of curb and gutter is in its existing location.~~

~~c. **Colonial Avenue:** The future location of curb and gutter is in its existing location.~~

Label and dimension curb and gutter from the centerline for each road on the site plan.

### 2. Traffic Study:

A Traffic Impact Study is necessary for the complete review of this petition due to the site generating more than 2,500 daily trips.

Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. Any agreed upon commitments shall be included on the last site plan submitted no fewer than 4 weeks prior to the public hearing. Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT (and NCDOT).

### 3. ~~New Comment (Based on approved TIS dated February 2021)~~

~~Remove Note 2 and any reference to the construction of a pedestrian refuge at Caswell and Vail per approved TIS.~~

### 4. ~~New Comment (Based on approved TIS dated February 2021)~~

~~Revise site plan and conditional note(s) to commit to providing traffic calming measures on Vail OR commit to providing a contribution of \$15,000 toward pedestrian program per approved TIS.~~

5. ~~Revise site plan and conditional note(s) to commit to constructing an 8-foot planting strip, and 8-foot sidewalk along the site's frontage per Chapter 19. The wider sidewalk also meets the Charlotte WALKS Policy.~~

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6. ~~Revise site plan and conditional note(s) to commit to constructing two ADA Curb ramps per intersection quadrant in accordance with the ADA law and PROWAG. The site plan shall label and dimension these items from the back of curb and gutter.~~
7. ~~A site plan note specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued is needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~

## Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected 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. 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, per the City of Charlotte's Driveway Regulations.
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 NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall 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 NCDOT 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 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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
6. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
7. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:  
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>