

Rezoning Transportation Analysis

Petition Number: 2020-178

General Location Identifier: Tax ID 08108503

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Revision Log:

Date	Description
12-28-20	First Review (WB)
01-21-21	Second Review (WB)

General Review Information

The site is located on Seigle Avenue (City-maintained, minor thoroughfare) near Belmont Avenue (City-maintained minor collector) inside Route 4. The project is in the East Wedge within the Belmont Area Revitalization Plan.

Active Projects Near the Site:

- There are no active projects 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 a City-maintained, minor thoroughfare road (Seigle Avenue). The site also abuts a 50' wide unimproved right-of-way (Mcaden Street). The proposed project will maintain the same number of daily vehicle trips as provided under the entitlement for the adaptive reuse project. The petitioner commits to dedicating 30-foot right-of-way from the Seigle Avenue centerline. Further details are listed below.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office	4,500 SF	55	Tax Record
Entitlement with Current Zoning	Office	15,000 SF	170	RZ 2004-079
Proposed Zoning	Office	15,000 SF	170	Site Plan: 10-21-20

Provide comments to the specified comments below.

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Outstanding Issues

Strikethrough = Resolved

1. ~~**Curbline:** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
 - a. ~~**Seigle Avenue:** The future location of curb and gutter is in its existing location.

Label and dimension the curb and gutter from the centerline on the site plan.~~~~

2. **Traffic Study:**
In order to evaluate traffic impacts of the project, a Traffic Impact Study (TIS) may be required depending on the size and location of the project.

A Traffic Impact Study is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.

3. ~~Revise site plan and conditional note(s) to commit to dedicating 30-foot right-of-way from the Seigle Avenue centerline. Label and dimension the right-of-way from the road centerline.~~

4. **Rescinded (new site plan, 1/19/2021)** ~~Under the site development data shown on the site plan, approximately 25 parking spaces will be required. Per site conditional note Transportation 2, if off-site parking is to be considered as part of this petition, please state the location of where said off-site parking spaces would be provided. If there is a request to use on-street parking spaces, please specify in this conditional note.~~

5. ~~A site plan note(s) 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 is needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.~~

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.
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 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit 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

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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.

8. 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.
9. 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>