

Rezoning Transportation Analysis
Petition Number: Insert Zoning Petition #2020-192
General Location Identifier: Tax ID: 12306409

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Revision Log:	Date	Description
	01-21-2021	First Review (LJ)
	03-25-2021	Second Review (LJ)
	04-19-2021	Third Review (WB)

General Review Information

The site is on Kingston Avenue (Local, City-maintained), and located in a Corridor inside Route 4. The project site is located in a high injury roadway area, as per City records from 2013 – 2019. The site is located less than ¼ mile north of the LYNX East/West Blue Line Station and is located in the South End Transit Station Area Plan that is Transit Oriented-Mixed.

Active Projects Near the Site:

- Charlotte City Pedestrian and Bike project along South Blvd and East Blvd.
 - Chapter 15 – Transit Oriented Development Districts. South End Vision Plan.
 - Construction is estimated for 2018 to 2020 for completion.
 - Monica Holmes with the City of Charlotte; Monica.Holmes@charlottenc.gov

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 local road (Kinston Avenue) and is located less than ¼ mile north of the LYNX East/West Blue Line Station. The Petitioner has changed their rezoning request to include seven (7) additional property parcels that include the full block bound by E. Kingston Ave, South Blvd, East Blvd, and the rail line. The rezoning changed from a request for procurement of a TOD-UC EX to MUDD-O. CDOT will review a Traffic Impact Study (TIS) during permitting since the site is currently entitled as TOD-UC and is coming through as MUDD-O only to accommodate a drive-through use. There are no outstanding CDOT items.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Retail	46,987 SF	3,595	<i>Tax Record</i>
Entitlement with Current Zoning	TOD-UC	-	Too many uses to determine	<i>General Guidance from Planning</i>
Proposed Zoning	MUDD-O	-	Too many uses to determine	<i>General Guidance from Planning</i>

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 curblines.~~
 - a. ~~**Kingston Avenue:** Location of curb and gutter is in its existing location.~~
 - b. ~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

2. **Traffic Study:**

~~A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site having too many uses to determine if the site generates more than or less than 2,500 daily trips at this time. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.~~

3. **Resolved (03/18/21):** ~~Revise the site plan and conditional note(s) to commit to construct a hardscaped amenity zone and an 8-foot sidewalk along Kingston Avenue frontage adjacent to proposed green space, connecting the Rail Trail access/plaza (per TOD ordinance).~~

~~Reference (CLDSM standard detail U-05D.19 [TOD ONLY]) for street typical.~~

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 curblines 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

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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 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>