

Rezoning Transportation Analysis

Petition Number: Zoning Petition #2021-004

General Location Identifier: Tax ID 08117410

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Revision Log:

Date	Description
02-25-2021	First Review (WB)
03-25-2021	Second Review (WB)

General Review Information

The site is located on Central Avenue (City-maintained, Major Thoroughfare) and Pecan Avenue (City-maintained, Local Street). The petition is in the Pedestrian Overlay in the Southeast Corridor inside Route 4. Applicable area plans include the Plaza-Central Pedscape Plan.

Active Projects Near the Site:

- None

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 major thoroughfare (Central Avenue) and a City-maintained local road (Pecan Avenue). The petitioner commits to constructing a 15-foot sidewalk at the back of curb on Central Avenue and an 8-foot sidewalk with an 8-foot planting strip on Pecan Street, per the Council-Approved Plaza-Central Pedscape Plan. A recently approved TIS, associated with a development west of the Petitioner's site, included queuing analysis and recommended pedestrian facilities along Central Avenue improving pedestrian connectivity in this area. A Traffic Impact Study (TIS) is now required for this site due to the added condition to increase retail by 30,000 SF, as noted in the revised site plan submitted on March 16, 2021. Site plan revisions are needed to meet ordinance requirements and/or the outstanding items including, but not limited to, dedicating 40 feet of right-of-way from the Central Avenue road centerline. Additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Restaurant	3,912 SF	440	Tax Record
Entitlement with Current Zoning	Retail (B-2 0.91 acres)	13,650 SF	1,555	General Guidance from Planning
Proposed Zoning	Retail (B-2 0.91 acres)	13,650 SF	1,555	Site Plan: Nova's Rezoning, no date
Proposed Zoning	Retail	44,676 SF	3,480	Site Plan: 3-15-21

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. Curblines:

a. ~~Central Avenue: The existing curb and gutter is at its future location. The curb does not need to be relocated with this project.~~

b. ~~Pecan Avenue: The existing curb and gutter is at its future location. The curb does not need to be relocated with this project.~~

~~Label and dimension the existing curb and gutter from the centerline for each road on the site plan.~~ **Resolved (3/15/2021)**

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. Revise Site Conditional Note, II. Optional Provisions, to include how additional parking will be accommodated off-site, since on-street parking spaces are limited in this area. This will ensure that the existing community is not adversely impacted by parking spilling over into Pecan Avenue and adjacent streets.~~

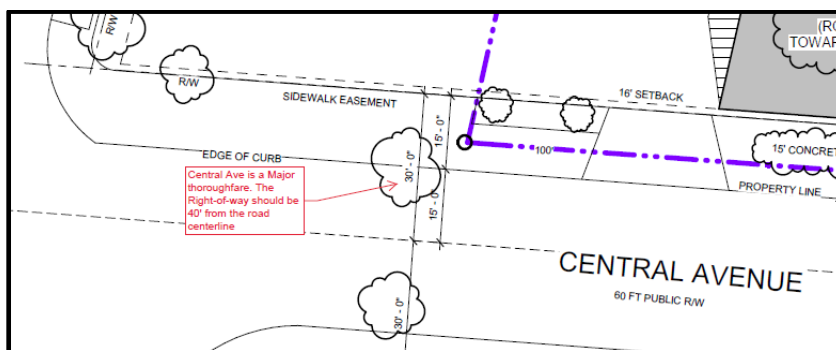
4. Revise site plan and conditional note(s) to commit to dedicating 40' right-of-way from the Central Avenue road centerline. The site plan shall label and dimension the right-of-way from the road centerline.

Revised based on site plan dated 03/15/2021.

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5. ~~Revise site plan and conditional note(s) to commit to providing a 15' sidewalk at the back of curb on Central Avenue, per Chapter 19 and the Plaza-Central Pedscape Plan. The site plan shall label and dimension the sidewalk from the back of curb and gutter. Resolved (3/15/2021)~~
6. ~~Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and an 8-foot sidewalk on Pecan Street per Chapter 19, CLDSM U-05A and the Plaza-Central Pedscape Plan. The site plan shall label and dimension both items from the back of curb and gutter. Resolved (3/15/2021)~~
7. ~~Revise site plan Conditional Note II.d. to the following: "To not require the installation of streetscape improvements along Central Avenue when change of uses or building expansions occur if Chapter 19 is not triggered. Should a future building expansion trigger Chapter 19 requirements, pedestrian and drainage facilities will be required." Resolved (3/15/2021)~~
8. ~~Add a site plan note 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. Resolved (3/15/2021)~~
9. ~~Add 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. Resolved (3/15/2021)~~

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. 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.
2. 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.
3. 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.

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5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. 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.
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>