

Rezoning Transportation Analysis

Petition Number: Zoning Petition #2021-011

General Location Identifier: Tax ID 10304127

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Revision Log:

Date	Description
02-25-21	First Review (WB)

General Review Information

The petition is located adjacent to Central Avenue (City-maintained, Major Thoroughfare) near Sharon Amity Road (City-maintained, Major Thoroughfare). The petition is in the Eastland Center and is inside Route 4. Applicable area plans include the Eastland Area 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). The site is situated within the Eastland Mall TIS study limits. A Traffic Impact Study is needed for this site as it meets the trip generation threshold due to the proposed restaurant/drive thru use; scoping for the TIS has yet to occur. Site plan revisions are needed to meet ordinance requirements and the outstanding items including, but not limited to constructing 8-foot buffered bicycle lanes by locating the curb and gutter 38' from the centerline to meet the City Charlotte BIKE Policy and constructing an 8-foot sidewalk with an 8-foot planting strip on Central Avenue per Chapter 19. Further details are listed below.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Charter School			Tax Record
Entitlement with Current Zoning	Charter School EDEE	98,000 SF 2,000 SF	1,750	RZ 2019-055
Proposed Zoning	Drive-Thru restaurant	6,000 SF	2,830	Site Plan: 12-07-20

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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. **Central Avenue:** Location of curb and gutter needs to be at 38 feet from the centerline to allow for a 4+ Avenue with an 8-foot buffered bike lane.

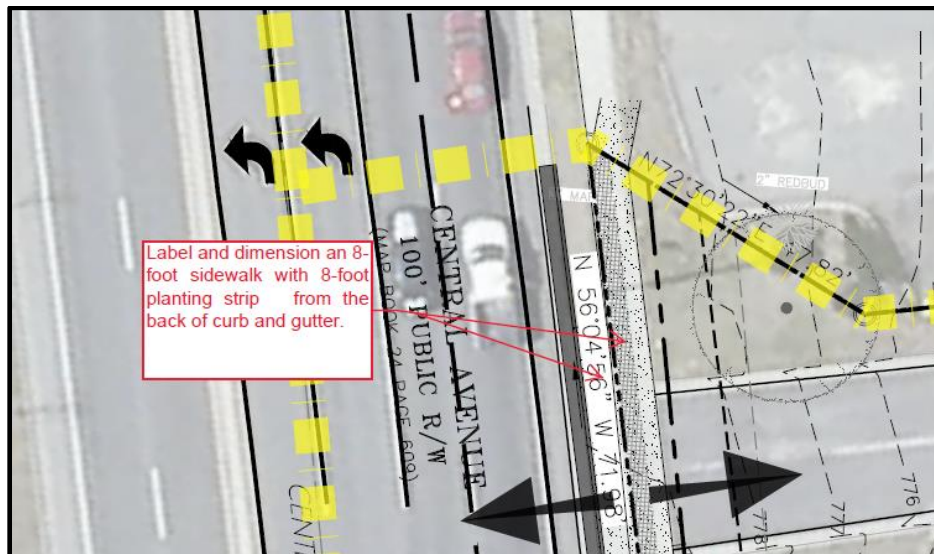
Label and dimension the curb and gutter from the road centerline on the site plan.

2. Traffic Study:

A Traffic Impact Study (TIS) 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 plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk on Central Avenue per Chapter 19. The wider sidewalk also meets the Charlotte WALKS Policy. The site plan shall label and dimension both items from the back of curb and gutter.



4. Site plan and conditional note(s) revisions are needed to commit to construct 8' buffered bicycle lanes by relocating the curb and gutter 38' from the center line to meet the City Charlotte BIKE Policy.
5. Revise or Remove Conditional Note B.1, based on the results of the Traffic Impact Study, which may not allow vehicular circulation or maneuvering to occur in the setback area between Central Avenue and the buildings.

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6. Remove Conditional Note D. 4. and replace it with "The Petitioner commits to constructing an 8-foot planting strip, and 8-foot sidewalk on Central Avenue per Chapter 19."
7. 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.

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 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. 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>