

**Rezoning Transportation Analysis**  
**Petition Number: Insert Zoning Petition #2021-032**  
*General Location Identifier: Tax ID 06912627*

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Revision Log:	Date	Description
	02-25-21	First Review (EL)
	03-24-21	Second Review (EL)

**General Review Information**

The petition is located adjacent to LaSalle Street (City-maintained, Major Collector) and Taylor Avenue (City-maintained, Local Street). The petition is in the Northwest Wedge and is outside Route 4. Applicable area plans include the Westend Land Use & Pedestrian Plan.

**Active Projects Near the Site:**

- Beatties Ford Road Corridor of Opportunity
  - Beatties Ford Road Parallel Bike Boulevard
    - This project will provide bicycle connectivity through the neighborhoods along the east and west sides of Beatties Ford Road from Oaklawn Avenue to Gilbert Street. Improvements will include traffic-calming measures, wayfinding signage and pavement markings, etc.
    - Project start date: Early 2021
  - LaSalle Street and Beatties Ford Road Intersection Improvements
    - This project will construct improvements compliant with the Americans with Disabilities Act (ADA), add leading pedestrian interval signals and truck aprons, mount traffic signals to mast arms, and realign crosswalks to shorten pedestrian crossing times.
    - Project start date: Early 2021

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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 is located on a City-maintained collector road (LaSalle Street). There are two active projects near the site: Beatties Ford Road Parallel Bike Boulevard and LaSalle Street and Beatties Ford Road Intersection Improvements. Both projects are planned to start in early 2021. The petitioner will install curb and gutter, 8-foot planting strip, 6-foot sidewalk, and accessible ramps along Taylor Avenue, in accordance with the Charlotte Land Development Standards Manual (CLDSM) and Public Right-of Way Accessibility Guidelines

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(PROWAG). CDOT is requesting minor technical clarifications to the proposed streetscape improvements along Taylor Avenue to further meet CLDSM standards. Further details are listed below.

**Trip Generation**

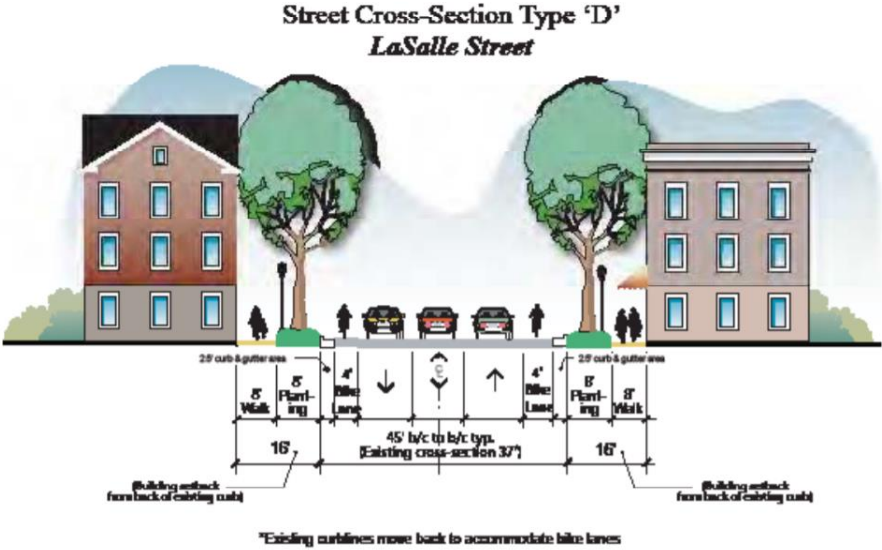
Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	Tax Record
Entitlement with Current Zoning	Office (O-2 0.3 acres)	4,500 SF	55	General Guidance from Planning
Proposed Zoning	Parking Lot	-	-	Site Plan: 01-14-21

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. ~~**LaSalle Street:** The future location of curb and gutter needs to be moved 5 feet from its existing location to accommodate a 5-foot bike lane, per the West End Land Use & Pedestrian Plan (see cross-section below).~~



- b. ~~**Taylor Avenue:** Location of proposed curb and gutter needs to be installed at the existing edge of pavement, per Chapter 19-173 of the City Code.~~

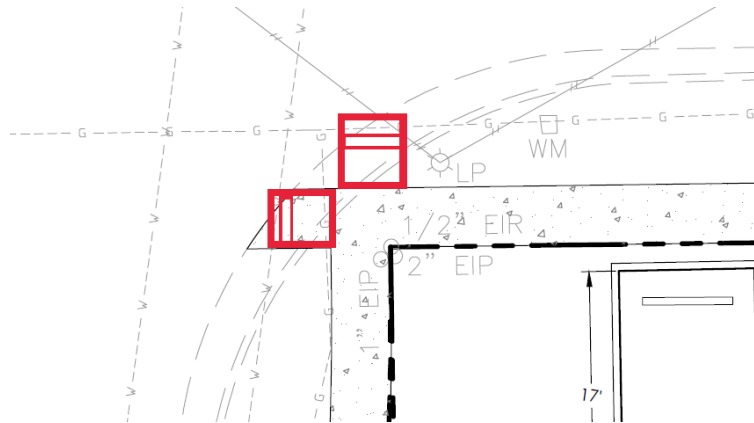
Label and dimension the curb and gutter from the centerline for each road on the site plan.

**2. Traffic Study:**

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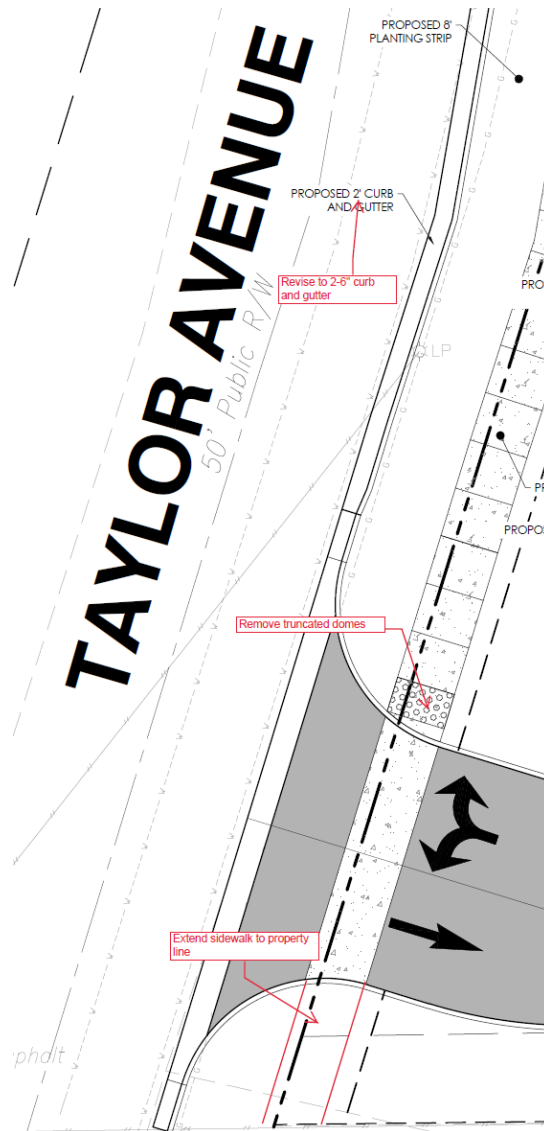
A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.

- 3. ~~Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip and 6-foot sidewalk on Taylor Avenue and an 8-foot planting strip and 8-foot sidewalk on LaSalle Street, per the Westend Land Use & Pedestrian Plan. The site plan shall label and dimension both items from the back of curb and gutter and road centerline.~~
- 4. ~~Site plan and conditional note(s) revisions are needed to provide two accessible ramps in accordance with the Charlotte Land Development Standards Manual (CLDSM) and Public Right-of Way Accessibility Guidelines (PROWAG) at the intersection of LaSalle Street and Taylor Avenue.~~



- 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.~~
- 6. ~~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.~~
- 7. **Technical clarification** (site plan dated 03-19-2021) Site plan revisions are needed to incorporate minor updates along Taylor Avenue, including revising the proposed 2' curb and gutter to 2'-6" curb and gutter per CLDSM and USDG standards, removing the truncated domes on the proposed driveway per CLDSM Type II Modified driveway standards, and extending the proposed sidewalk to the property line.

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**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.

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