

Rezoning Transportation Analysis

Petition Number: 2021-154

General Location Identifier: 14325102

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Reviewer:

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Revision Log:

Date	Description
12-28-2021	First Review (KP)

General Review Information

The petition is located adjacent to Price Lane, a City-maintained local street and Parkway Plaza Boulevard, a City-maintained local street. The petition is located in the Old Coliseum Center outside Route 4. Lastly, this petition is located within the limits of the Westside Strategy Plan Study Area.

Active Projects Near the Site:

- N/A

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 in between Price Lane and Parkway Plaza Boulevard, two City-maintained local streets. A Traffic Impact Study (TIS) is not required for this site. The proposed site will generate less vehicular trips than what is currently entitled.

In accordance with City Ordinances and Charlotte WALKS Policy, the petitioner has committed to provide an internal vehicular and pedestrian network providing connectivity to Price Lane and Parkway Plaza Boulevard.

Site plan revisions are needed to meet ordinance requirements and the outstanding items including, but not limited to modifying the internal street network, modifying the pedestrian infrastructure along the site's public street frontages, providing recessed on-street parking along Parkway Plaza Boulevard, and including clarifying conditional notes. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	0	Tax Record
Entitled Use	General Office	141,787 SF	1,490	RZ 1998-050
Proposed Use	Townhomes	90 Units	640	Site Plan: 10/19/2021

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. **Curb line:** The proposed zoning district has a setback measured from back of the existing or proposed future curb line.
 - a. **Price Lane:** Location of curb and gutter may remain in it's current location.
 - b. **Parkway Plaza Boulevard:** Location of curb and gutter may remain in it's current location.

Label and dimension the curb and gutter from the existing centerline to the back-of-curb 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 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.

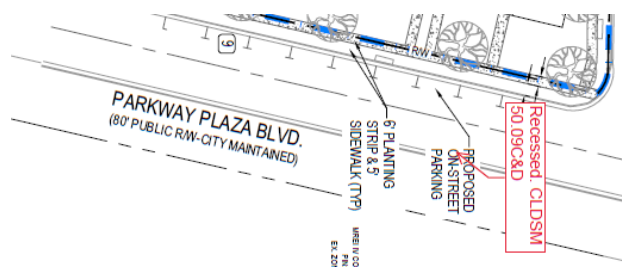
3. Revise site plan and conditional note III.d to commit to construct an 8-foot planting strip and 6-foot sidewalk along the site's frontage of Price Lane and Parkway Plaza Boulevard. The site plan shall label and dimension both items from the back of curb and gutter and road centerline.

c. Parking for each unit will be provided via internal garage and driveway area.

d. The Petitioner shall construct a minimum of six (6) foot wide planting strip and five (5) foot wide sidewalk along the Site's frontage of Price Lane as generally depicted on the Rezoning Plan.

e. Where necessary, the Petitioner shall dedicate and convey in fee simple all rights-of-way to the City of Charlotte before the Site's first building certificate of occupancy is issued.

4. Revise the site plan and conditional notes to commit to provide recessed on-street parking, in accordance with CLDSM details 50.09C and 50.09D, along the site's frontage of Parkway Plaza Boulevard.



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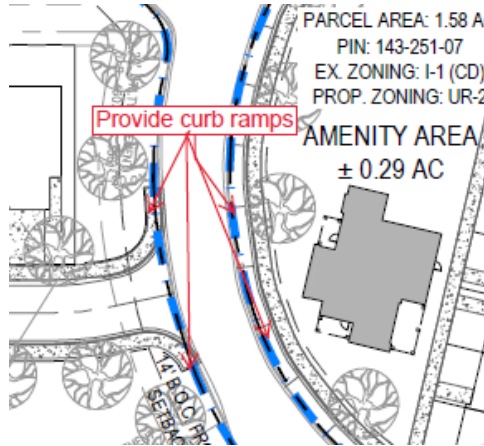
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5. Revise the site plan by showing the missing 8 townhomes.

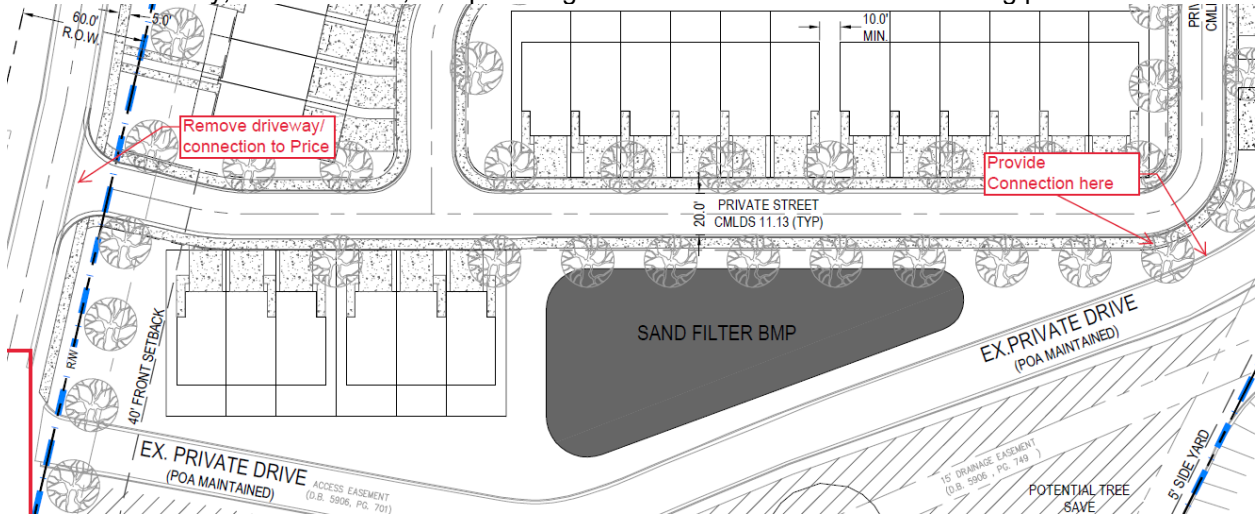
PROPOSED ZONING:	UR-2
EXISTING USES:	NT
PROPOSED USES:	E-FAMILY ATTACHED (TOWNHOMES)
PROPOSED DEVELOPMENT:	90 UNITS (82 SHOWN)
MAX. BUILDING HEIGHT:	45 FT PER ORDINANCE STANDARDS
OPEN SPACE:	AS REQUIRED PER ORDINANCE STANDARDS
PARKING:	AS REQUIRED PER ORDINANCE STANDARDS

Please show the 8 units on the site plan

6. Revise the site plan to commit to provide four ADA curb ramps at the proposed private street intersection near the amenity area.



7. Revise the site plan by modifying the proposed internal private street network by removing the proposed southern driveway, on Price Lane, and providing an internal connection to the existing private street.



8. 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.

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9. 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.

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. 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>