

Rezoning Transportation Analysis

Petition Number: #2022-037

General Location Identifier: 15302513, 15302514, 15302510, 15302519, 15302512

From: **Jake Carpenter, PE**

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Revision Log:

Date	Description
07-28-22	First Review (KP)
08-23-22	First Review (WB)

General Review Information

This site is located on the east corner of Scott Avenue and East Boulevard, two City-maintained major thoroughfares. Additionally, this site is located inside the South Wedge and inside of Route 4. Lastly, this site is located within the limits of the Center City 2020 Vision Plan and the East Boulevard Pedscape Plan.

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

This site is located on the east corner of Scott Avenue and East Boulevard, two City-maintained major thoroughfares. A Traffic Impact Study (TIS) was required, submitted, and is currently under review by CDOT. In accordance with City Ordinances, The Vision Zero Action Plan, and the Charlotte WALKS Plan, the petitioner commits to provide pedestrian facilities along the site's frontages of East Boulevard and Scott Avenue. The site plan also commits to improving the existing bus stops on the site's frontages of Scott Avenue and East Boulevard.

Site plan and conditional note revisions are needed, and the outstanding items include, but are not limited to, completion of the TIS, committing to the bicycle improvements on Scott Avenue, and labeling and dimensioning rights-of-way and curb lines. 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	Coffee without Drive-Thru Office Retail	2,802 SF 29,536 SF 3,419 SF	2,280	Tax Record
Entitlement with Current Zoning	Coffee without Drive-Thru Office Retail (NS, O-2, & B-1, 1.64 acres)	2,802 SF 6,000 SF 7,600 SF	2,390	General Guidance from Planning
Proposed Zoning	Multifamily (Mid-Rise) General Office High Turnover Sit-Down Coffee without Drive-Through (MUDD-O, 1.64 acres)	300 Dwelling Units 20,000 SF 12,500 SF 2,500 SF	4,460	Per TIS Scope

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. **East Boulevard:** The curb and gutter shall be relocated to 24-feet from the existing centerline to back of curb
 - Scott Avenue:** The curb and gutter shall be relocated to 17.5-feet from the existing centerline to back of curb. **Comment correction (8/23/22) offset changed from 24-ft to 17.5-ft based on the draft streets map. This represents a full typical section with 2-11-ft lanes, 2-2.5 C&G, a 3' buffer and a 5' bike lane.**

Label and dimension the curb and gutter from the centerline for each road on the site plan. Please note that curb line(s) may be shifted further from the centerline upon completion of the TIS.

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. **Right-of-Way:**

- a. **East Boulevard:** Revise site plan and conditional note(s) to commit to dedicate 42-feet of right-of-way from the road centerline.
- b. **Scott Avenue:** Revise site plan and conditional note(s) to commit to dedicate 35.5-feet of right-of-way from the road centerline.

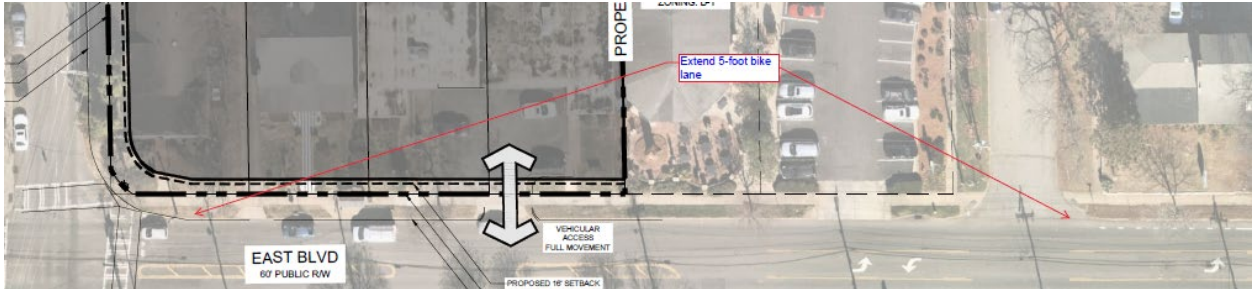
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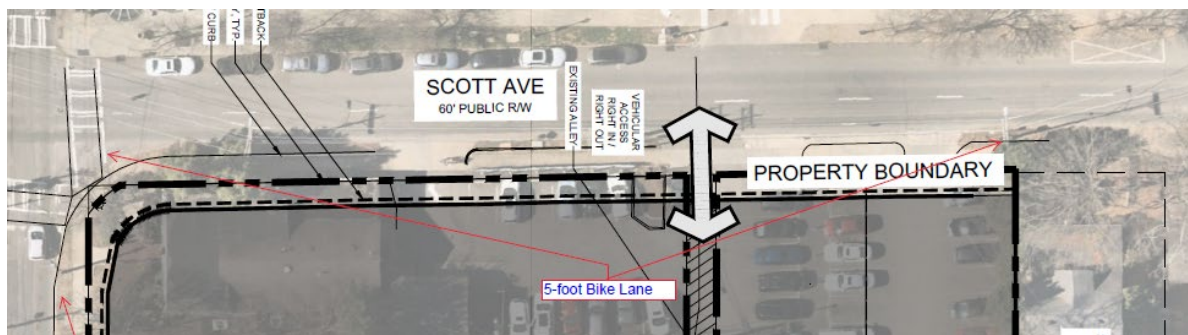
The site plan shall label and dimension the right-of-way from the road centerline.

- ~~4. Revise site plan and conditional note(s) to commit to construct an 8-foot amenity zone, and an 8-foot sidewalk along the site's frontages of Scott Avenue and East Boulevard. The site plan shall label and dimension both items from the back of curb and gutter.~~
- ~~5. Revise site plan and conditional note(s) to commit to widen East Boulevard, from Fountain View to Scott Boulevard, and provide a 5-foot bike lane that extends from the existing bike lane at Fountain View.~~



6. Revise site plan and conditional note(s) to commit to widen Scott Avenue and provide a 5-foot bike lane across the site's frontage.

Note added (8/23/22) The petitioner has requested to restripe the existing travelway to match the Scott Avenue typical section south of East Blvd (5-ft bike lane without a buffer) if the existing travelway can geometrically accommodate the existing on-street parking, 2-thru lanes and a 5' bike lane. Comment to remain until addressed or until CDOT evaluates and approves request.



- ~~7. Revise the site plan and conditional notes to commit to coordinate with CATS, during permitting, to improve the existing bus stops located on the site's frontage of East Boulevard and Scott Avenue.~~

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8. ~~Revise the site plan and conditional notes by clarifying access points along the existing alleys. Additionally, commit to improve the existing alleys to CLDSM Private Street Section (11.13), with curb and gutter, and improve each driveway on Scott Avenue and Fountain View to CLDSM Type II Modified (10.25E) standard.~~



9. ~~Revise the site plan to indicate site access on East Boulevard to be restricted to right-in/right-out only.~~
10. ~~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 as needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.~~
11. ~~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 as needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~
12. ~~Add conditional note: "All public roadway and pedestrian improvements will be constructed in accordance with the standards and criteria of CDOT. These improvements will be subject to CDOT approval during permitting."~~

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 curb line 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.

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3. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 50' x 50' 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>