

# Rezoning Transportation Analysis

Petition Number: #2022-045

General Location Identifier: 15704104, 15704127, 15704126, 15703417

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## Revision Log:

Date	Description
08-11-2022	First Review (WB)
09-21-2022	Second Review (JC)

## General Review Information

The petition is located at the southwest intersection of city-maintained local roads, Wheatley Avenue and Ellington Street. The site is in the South Wedge outside Route 4.

Active Projects Near the Site:

- None

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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 petition is located at the southwest intersection of city-maintained local roads, Wheatley Avenue and Ellington Street. A Traffic Impact Study (TIS) is not needed for this site.

Site plan revisions are needed to meet ordinance requirements and/or the outstanding items including, but not limited to, removing proposed private driveway access points off Ellington Street and to accommodate alley-fed townhomes. Site plan revisions are also needed to install curb ramps per ADA law, to construct curb and gutter per Chapter 20 of the City's Ordinances, and to dedicate and dimension the right-of-way. Further details are listed below.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Medical-Dental Office	273,564 SF	9,850	Tax Record
Entitlement with Current Zoning	Office Single Family Detached (O-1 & R-5, 14 acres)	138,040 SF 1 Dwelling Unit	1,550	General Guidance from Planning
<del>Proposed Zoning</del>	<del>Multifamily (Mid-Rise) Congregate Care Facility Medical-Dental Office Single Family Detached Single Family Attached (UR-2 &amp; UR-1, 14 acres)</del>	<del>160 Dwelling Units 80 Dwelling Units 2,000 SF 30 Dwelling Units 30 Dwelling Units</del>	1,485	<del>Site Plan: 03-04-22</del>
Proposed Zoning	Multifamily (Mid-Rise) Congregate Care Facility Medical-Dental Office Single Family Detached Single Family Attached (UR-2 & UR-1, 14 acres)	160 Dwelling Units 80 Dwelling Units 2,000 SF 30 Dwelling Units 38 Dwelling Units	1,540	Site Plan: 09-12-22

Provide comments to the specified comments below.

### Outstanding Issues

**Strikethrough = Resolved**

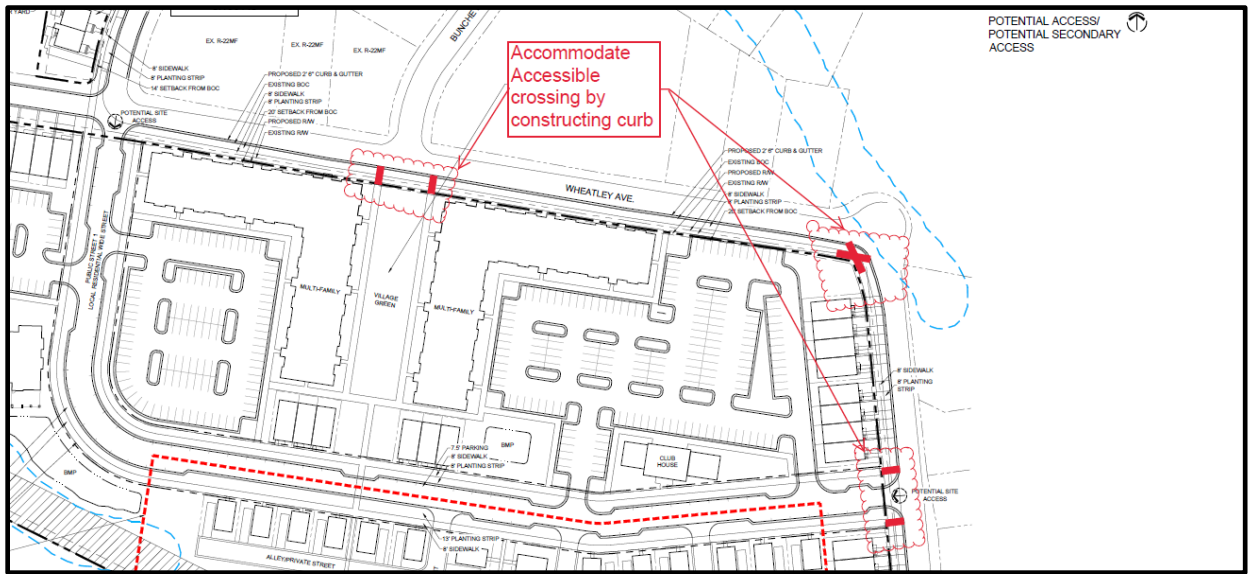
1. **Curbline:** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
  - a. **Wheatley Avenue:** The curb and gutter needs to be constructed 17.5-ft from the road centerline.
  - b. **Ellington Street:** ~~The curb and gutter needs to be constructed 20.5 ft from the road centerline.~~  
**Comment Update 09-21-22:** back of C&G to be constructed at 17.5-ft from road centerline except where driveways require utilization of CLDSM U-03C, where back of curb is to be located at 12.5-ft from road centerline.  
  
~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~  
**Comment Update 09-21-22:** Label and dimension the curb and gutter from the centerline along Ellington St. where U-03C to be used.
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 notes to commit to dedicate 28.5 ft right-of-way from each public road centerline. The site plan shall label and dimension the right-of-way from each road centerline.~~



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6. ~~Add 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 as needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.~~
7. ~~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 as needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~
8. **New Comment 09-21-22:** Remove conditional note 3f.

f. The Site's frontage on Wheatley Ave. and Ellington St. is improved with existing curb and gutter. The Petitioner will measure the proposed setbacks from a future back of curb based on a residential wide street cross-section (17.5 feet from the center line). The Petitioner is not required to improve either of these streets to implement this proposed cross-section.

9. **New Comment 09-21-22:** Update conditional note 3h to call for dedication of 35.5' from center line.

h. The Petitioner will dedicate and convey to the City of Charlotte a minimum of 25.5 feet of right-of-way as measure from the existing center line of Wheatley Ave. and Ellington St. prior the issuance of the first certificate of occupancy.

## 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 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

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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>