

Rezoning Transportation Analysis

Petition Number: #2022-050

General Location Identifier: 16303248

From: Jake Carpenter, PE

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Reviewer:

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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 northeast intersection of two city-maintained local roads, Long Avenue and Connection Point Boulevard, west of state-maintained East Independence Boulevard. The site is in the Southeast Corridor outside Route 4.

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 petition is located at the northeast intersection of two city-maintained local roads, Long Avenue and Connection Point Boulevard, west of state-maintained East Independence Boulevard. A Traffic Impact Study (TIS) is not needed for this site. The development has coordinated to provide and label proposed right-of-way, on-street parking, curb ramps and easements in accordance with the City's ordinances and ADA law. CDOT has no outstanding issues.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	<i>Tax Record</i>
Entitlement with Current Zoning	Retail (MUDD-O, 2.941 acres)	29,410 SF	1,475	<i>RZP# 2019-041 & 2017-016</i>
Proposed Zoning	Multifamily (Mid-Rise) (MUDD-O, 2.941 acres)	270 Dwelling Units	1,245	<i>Site Plan: 03/03/2022</i>

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.~~

~~**Long Avenue:** The future back of curb and gutter (C&G) is to be located 20.5 feet from the road centerline, to accommodate on-street parking per the Local Commercial Wide typical section (CLDSM U-05A). **Comment rescinded 09-21-22, existing U-04 section to remain**~~

a. ~~**Connection Point Boulevard:** The future back of curb and gutter (C&G) is to be located 20.5 feet from the road centerline, to accommodate on-street parking per the Local Commercial Wide typical section (CLDSM U-05A). **Comment rescinded 09-21-22, existing U-04 section to remain**~~

Label and dimension the curb and gutter from the centerline 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.

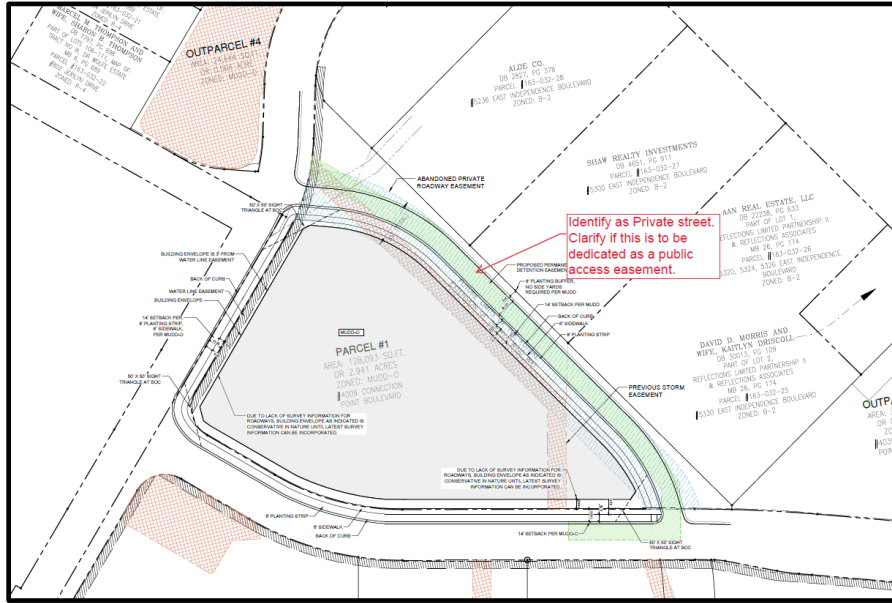
3. ~~Revise site plan to label and dimension the right-of-way from each road centerline.~~

4. ~~Revise site plan to label existing and proposed roads as public or private. Clarify label if the proposed easement is to be dedicated as a public access easement.~~

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- ~~5. Revise site plan to identify proposed ingress and egress points.~~
- ~~6. Revise site plan and conditional notes to commit to providing curb ramps per ADA law and PROWAG requirements.~~

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 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.

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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>