

# Rezoning Transportation Analysis

Petition Number: #2022-069

General Location Identifier: 12302102, 12302103, 12302104A

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**Reviewer:**

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## Revision Log:

Date	Description
09-29-2022	First Review (KP)

## General Review Information

The petition is located on the east side of South Boulevard, a City-maintained major throughfare north of Rensselaer Avenue, a City-maintained local street. The petition is located in a south corridor inside of Route 4, and within the limits of the Center City 2020 Vision Plan.

Active Projects Near the Site:

- N/A

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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 on the east side of South Boulevard, a City-maintained major throughfare north of Rensselaer Avenue, a City-maintained local street. A Traffic Impact Study (TIS) is needed for this site, and the first submittal was provided to CDOT on 08/16/2022. In accordance with City Ordinances and Charlotte WALKS and BIKES Policies, CDOT is coordinating with the petitioner to improve South Boulevard to provide bicycle and pedestrian infrastructure, in accordance with the CDOT Streets Map.

Site plan revisions are needed to meet ordinance requirements and/or the outstanding items including, but not limited to completion of the TIS, labeling and dimensions the proposed internal public and private street network, amending the phasing of the transportation improvements, and incorporating some clarifying conditional notes. Further details are listed below.

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## Trip Generation

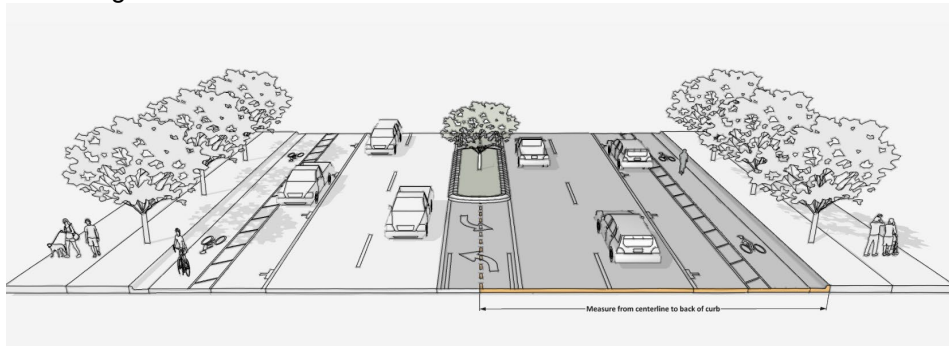
Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family Detached	3 Dwelling Units	25	Tax Record
Entitlement with Current Zoning	TOD-MO & TOD-RO 16.6985 acres	-	Too many uses to determine trip generation	General Guidance from Planning & RZP# 2010-022
Proposed Zoning	<p style="text-align: center;"><i>Phase 1</i></p> Multifamily (Mid-Rise) General Office Retail	325 Dwelling Units 375,000 SF 20,000 SF	9,165	Per TIS
	<p style="text-align: center;"><i>Phase 2</i></p> Multifamily (Mid-Rise) Hotel	650 Dwelling Units 180 Rooms		
	<p style="text-align: center;"><i>Phase 3</i></p> Multifamily (Low-Rise) General Office Retail	21 Dwelling Units 30,000 SF 16,000 SF		
	(TOD-UC & TOD-NC, 16.6985 acres)			

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. **South Boulevard:** The location of curb and gutter shall be relocated to 42.5-feet measured from the existing road centerline to back of curb.



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

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## 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. Revise site plan and conditional note(s) to commit to dedicate 60-feet of right-of-way, along the site's frontage of South Boulevard, from the existing road centerline. The site plan shall label and dimension the right-of-way from the road centerline.
4. Revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip/amenity zone and an 8-foot pedestrian zone, in accordance with the TOD Ordinance, along each public street frontage. The site plan shall label and dimension each item from the back of curb and gutter.
5. Revise the site plan and conditional notes by clearly defining the public and private street network by labeling and dimensioning each proposed street accordingly. For public streets, label the appropriate CLDSM USDG Cross Section each street will be constructed to, and label and dimension the right(s)-of-way, amenity zone(s), and pedestrian zone(s). For private streets, label and dimension the edge of pavement to edge of pavement and the pedestrian infrastructure, if applicable.
6. Revise the conditional notes by removing note 3.e.II.

ii. TOWNHOMES FACING ALONG EUCLID AVE. WITHIN DEVELOPMENT AREA A MAY BE IMPLEMENTED WITHOUT ANY TRANSPORTATION IMPROVEMENTS.

7. 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.
8. Note that the following conditional note revision is a placeholder as the phasing of the roadway and pedestrian improvements/connections will be coordinated during the TIS. The final agreed upon phasing will be appropriately reflected in the final rezoning submittal:  
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.

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I. ALL PRIVATE STREETS' CONSTRUCTION MAINTENANCE RESPONSIBILITY WILL BE THE RESPONSIBILITY OF THE PETITIONER. PROPOSED INTERNAL PRIVATE STREETS WILL BE LOCATED WITHIN A PUBLIC EASEMENT AND WILL REMAIN OPEN TO THE PUBLIC, SUBJECT TO CUSTOMARY MAINTENANCE/REPAIR AND STREET FESTIVAL TYPE OF ACTIVITIES.

II. TOWNHOMES FACING ALONG EUCLID AVE. WITHIN DEVELOPMENT AREA A MAY BE IMPLEMENTED WITHOUT ANY TRANSPORTATION IMPROVEMENTS.

III. BEFORE ISSUANCE OF THE FIRST C.O. FOR A BUILDING(S) LOCATED WITHIN DEVELOPMENT AREA D (I.E. BETWEEN THE PROPOSED CLEVELAND AVENUE EXTENSION AND TOWNHOMES FACING EUCLID AVENUE), THE PETITIONER SHALL:

- o IMPLEMENT THE CLEVELAND AVENUE EXTENSION FROM THE BLAND STREET EXTENSION TO TEMPLETON AVENUE;
- o IMPLEMENT THE STREET CONNECTION FROM CLEVELAND AVENUE EXTENSION TO EUCLID AVENUE; AND
- o IMPLEMENT THE BLAND STREET EXTENSION INCLUDING SIGNALIZATION AND PEDESTRIAN IMPROVEMENTS FROM SOUTH BLVD. TO THE PROPOSED CLEVELAND AVENUE EXTENSION.

IV. BEFORE THE ISSUANCE OF THE C.O. FOR THE FIRST BUILDING(S) LOCATED WITHIN DEVELOPMENT AREA E1 OR DEVELOPMENT AREA E2 (I.E. BETWEEN SOUTH BLVD. AND THE PROPOSED CLEVELAND AVENUE EXTENSION) THE PETITIONER SHALL:

- o IMPLEMENT BLAND STREET EXTENSION INCLUDING SIGNALIZATION AND PEDESTRIAN IMPROVEMENTS FROM SOUTH BLVD. TO CLEVELAND AVENUE EXTENSION;
- o IMPLEMENT THE CLEVELAND AVENUE EXTENSION FROM BLAND STREET EXTENSION TO TEMPLETON AVE.; AND
- o IMPLEMENT THE CALDWELL STREET IMPROVEMENTS AND 4-WAY INTERSECTION CONNECTION TO THE PROPOSED CLEVELAND AVENUE EXTENSION.

V. BEFORE THE ISSUANCE OF THE C.O. FOR THE FIRST BUILDING(S) WITHIN DEVELOPMENT AREA B1 OR DEVELOPMENT AREA B2, THE PETITIONER SHALL IMPLEMENT THE CLEVELAND AVENUE EXTENSION FROM RENSSELAER AVENUE TO THE BLAND STREET EXTENSION.

*TBD During TIS Coordination*

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Issued 1

## 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.
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

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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>