

# Rezoning Transportation Analysis

Petition Number: 2022-149

General Location Identifier: 08502210, 08502304, 08502305, 08502303

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## Revision Log:

Date	Description
2-22-23	First Review (JT)

## General Review Information

The petition is located on the west side of North Tryon Street, a State-maintained major throughfare north of Atando Avenue, a City-maintained minor throughfare. The petition is located in a Northeast Corridor inside of Route 4, within the North Tryon Area Plan.

### Active Projects Near the Site:

- North Tryon Street to 36<sup>th</sup> Street Streetscape Project
  - Provide infrastructure improvements including sidewalk, curb and gutter, paving, pedestrian refuge islands, signals, crosswalks, street trees, lighting, bike lanes, and on-street parking, creating a connection to the Blue Line Extension at 36<sup>th</sup> street. The project is located from North Tryon Street to Davidson Street.
  - The project is scheduled to be completed in early 2025.
- Embrey NODA Multifamily
  - Commercial multifamily project at 3035 North Tryon Street
  - Currently in the review process
- Avery Hall
  - Commercial mixed-use development at 3100 North Tryon Street
  - Construction Phase
- Aura NoDa
  - Commercial multifamily project at 3000 North Tryon Street
  - Currently in the review process

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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.

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## Transportation Summary

The petition is located on the west side of North Tryon Street, a State-maintained major throughfare north of Atando Avenue, a City-maintained minor throughfare. 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. The site will be subject to transportation improvements in accordance with the TOD Ordinance and the adopted CDOT Streets Map. CDOT will work with the petitioner during the permitting process to pursue all options to provide additional forms of connectivity that reflect the types of development associated with the TOD-zoned areas.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehousing	8,411 SF	240	Tax Record
	Warehousing	11,200 SF		
	Warehousing	4,180 SF		
	Warehousing	3,420 SF		
	Warehousing	1,108 SF		
Entitled Use	Warehouse (I-1 .1 acres)	1,000 SF	410	General Guidance from Planning
	Warehouse (I-1 2.72 acres)	27,200 SF		
	Warehouse (I-2 1.8 acres)	78,408 SF		
	Warehouse (I-2 1.25 acres)	54,450 SF		
Proposed Use	TOD-NC	Too many uses to determine	N/A	General Guidance from Planning

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**Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.**

## Outstanding Issues

**Strikethrough = Resolved**

### 1. **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.

## 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. 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.
2. 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.
3. 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link: <https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>