

Rezoning Transportation Analysis

Petition Number: 2022-192

General Location Identifier: 07901506, 07901501, 07901502, 07901503

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Revision Log:

Date	Description
3-22-23	First Review (TM)

General Review Information

The petition is located at the intersection of North Tryon Street, a State-maintained major throughfare, and Sylvania Avenue, a City-maintained minor collector. The petition is a north corridor inside Route 4, within the Center City 2020 Vision 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

The site is located at the intersection of North Tryon Street, a State-maintained major throughfare, and Sylvania Avenue, a City-maintained minor collector. A Traffic Impact Study (TIS) is /not required for this site due to the site due to the site generating less than 2500 daily trips. Site plan and/or conditional note revisions are needed to commit to installing sufficient streetscape to match density of development and 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	Vacant	-	-	<i>Tax Record</i>
Entitlement with Current Zoning	Industrial (I-2, 2 acres)	87,120 SF	180	<i>General Guidance from Planning</i>
Proposed Zoning	Multifamily (Mid-Rise) Retail (MUDD, 2 acres)	270 Dwelling Units 6,000 SF	1,725	<i>Site Plan: 10-14-22</i>

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

Outstanding Issues

Strikethrough = Resolved

1. Curblines:

- Tryon Street:** location of future curb and gutter to be moved 38-feet from roadway centerline or 8-feet from back of existing bike lane to accommodate the Charlotte Streets Map with a roadway section of 4+ Avenue and Buffered/Separated Bike Lanes. Add conditional note that the curb line location is to be finalized during permitting in coordination with CDOT to accommodate Charlotte Streets Map.
- Dalton Street:** location of future curb and gutter to be moved 35-feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway section of 4+ Avenue and Bike Lanes. Add conditional note that the curb line location is to be finalized during permitting in coordination with CDOT to accommodate Charlotte Streets Map.
- Dunloe Street:** The future location of curb and gutter is in its existing location.
- Sylvania Avenue:** The future location of curb and gutter is in its existing location.

NOTE: Additional distance from center line to back of curb may be required in locations where a median is present or around intersections and interchanges.

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 required for the complete review of this petition due to the site generating less than 2,500 daily trips and/or not triggering any other City TIS requirements.

3. Comprehensive Transportation Review (CTR):

The Comprehensive Transportation Review was recently approved by City Council under the new UDO. CDOT **REQUESTS** the petitioner complete a CTR for the site. The petition's zoning falls within the medium to high intensity development which based on the 1,725 daily trips will trigger Tier 1 (5 mitigation points) for multimodal assessment.

The petitioner shall review and assess the publicly accessible pedestrian network within ¼ mile walking distance of the site to identify multimodal infrastructure to meet the Tier 1 (5 mitigation points) for multimodal assessment.

Rezoning Transportation Analysis

Petition Number: 2022-192

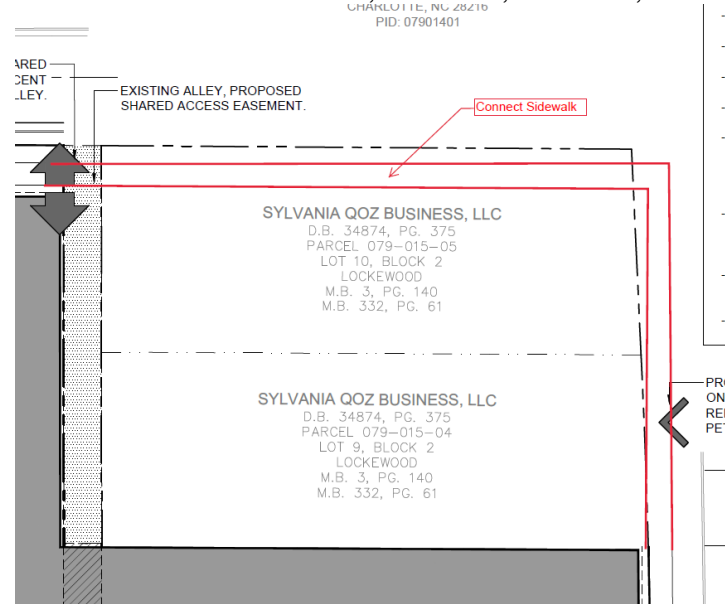
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4. Revise site plan and conditional note(s) to commit to dedicate a minimum of 40-feet of right-of-way from the Tryon roadway centerline. The site plan shall label and dimension the right-of-way from the road centerline.
5. Revise site plan and conditional note(s) to commit to dedicate a minimum of 40-feet of right-of-way from the Dalton Street roadway centerline. The site plan shall label and dimension the right-of-way from the road centerline.
6. Revise site plan and conditional note(s) to commit to dedicate a minimum of 28-feet of right-of-way from the Dunloe Street roadway centerline. The site plan shall label and dimension the right-of-way from the road centerline.
7. Revise site plan and conditional note(s) to commit to dedicate a minimum of 36-feet of right-of-way from the Sylvania Avenue roadway centerline. The site plan shall label and dimension the right-of-way from the road centerline.
8. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk on all frontages per Chapter 19. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement.
9. The proposed dwelling units exceeds 12 per acre. Per Chapter 20 Subdivision ordinance, revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk along all public roadway frontages. The wider sidewalk also meets the Charlotte WALKS Policy.
10. Revise site plan and conditional note(s) to commit to construct bicycle facilities by locating the curb and gutter 38-feet from the Tryon Street center line and installing buffered bike lanes on Tryon Street to meet the Council-adopted Charlotte BIKES Policy.
11. Revise site plan and conditional note(s) to commit to construct bicycle facilities by locating the curb and gutter 35-feet from the Dalton Street center line and installing bike lanes on Dalton Street to meet the Council-adopted Charlotte BIKES Policy.
12. Revise site plan and conditional notes to commit to relocating the site access 20-feet from the property line in coordination with CDOT in the event that the neighboring property does not agree to a shared access agreement.
13. Revise site plan and conditional notes to state that final location of shared access alley to be coordinated during permitting.
14. Revise site plan by placing the 50x50 CDOT sight triangle and 10x70 NCDOT sight triangle in the proper location on the site plan.
15. Revise site plan and conditional notes to commit to revising existing curb ramps along site frontage to meet current standards. Landing strip/Truncated dome width must match width of sidewalk being installed.
16. **CDOT REQUEST from 03-23-23: CDOT request that the petitioner connects the proposed sidewalk to the intersection of Sylvania Avenue and Dunloe Street.**

Rezoning Transportation Analysis

Petition Number: 2022-192

General Location Identifier: 07901506, 07901501, 07901502, 07901503



17. Add a conditional note specifying "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."
18. Add a conditional note specifying "the Petitioner shall dedicate and convey in fee simple all rights-of-way to the City before the site's first building certificate of occupancy is issued. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible."
19. Add a conditional note specifying "All transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes."
20. Add conditional note specifying "All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad north eastern Mecklenburg area, by way of a private/public partnership effort or other public sector project support."

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.

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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>