

Rezoning Transportation Analysis

Petition Number: 2022-210

General Location Identifier: 14506122, 14506121, 14506128, 14506120, 14606126

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Revision Log:

Date	Description
05-24-2023	First Review (PDM)
06-21-2023	Second Review (DR)
08-23-2023	Third Review (PDM)
09-20-2023	Fourth Review (JP)
10-26-2023	Fifth Review (JP)
11-27-2023	Sixth Review (DR)
12-20-23	Seventh Review (JP)
01-24-24	Eighth Review (JP)
02-26-24	Ninth Review (DR)

General Review Information

The petition is located along Clanton Road, a City-maintained major thoroughfare and South Tryon Street, a State-maintained major thoroughfare. The petition is located in the South Corridor inside Route 4.

Active Projects Near the Site:

- I-77/US 21 Widening
 - Project limits: I-277/US 74 (Belk Freeway) Interchange to South Carolina State Line
 - TIP Number: I-5718A
 - ROW year: 2029
 - Formal NEPA analysis just began

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.

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Transportation Summary

The petition is located on Clanton Road, a City-maintained major thoroughfare and South Tryon Street, a State-maintained major thoroughfare. A Traffic Impact Study (TIS) is required for this site due to the site generating more than 2,500 daily trips. The TIS Scoping package was submitted by the petitioner and approved by CDOT and NCDOT on 04.14.2023. The TIS was submitted to CDOT and NCDOT for review on 08-24-2023, with comments provided on 09-25-2023. The TIS was resubmitted on January 26, 2024 and approved on February 2, 2024. NCDOT approved the TIS on February 5, 2024. All outstanding CDOT issues have been resolved.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse	425,968 SF	715	Tax Record
Entitlement with Current Zoning	Retail Warehouse (B-1, B-2, & B-D, 46.8 acres)	63,330 SF 418,250 SF	3,835	General Guidance from Planning
Proposed Zoning	<p><i>Phase 1A</i></p> <p>Multifamily (Mid-Rise) Fast Casual Restaurant High Turnover Sit Down Restaurant Strip Retail</p> <p><i>Phase 1B</i></p> <p>Multifamily (Mid-Rise) Hotel General Office Strip Retail Sporting Goods Superstore Fast Casual Restaurant Fine Dining Restaurant High Turnover Sit Down Restaurant Brewery Tap Room Drinking Place</p> <p><i>Phase 2</i></p> <p>Multifamily (Mid-Rise) General Office Strip Retail Supermarket</p> <p><i>Phase 3</i></p> <p>Free Standing Discount Store Sporting Goods Superstore Hotel General Office Fast Casual Restaurant</p>	<p>360 Dwelling Units 40,000 SF 12,000 SF 40,000 SF</p> <p>250 Dwelling Units 150 Rooms 260,000 SF 45,151 SF 25,000 SF 15,000 SF 15,000 SF 20,000 SF 12,000 SF 40,000 SF</p> <p>350 Dwelling Units 100,000 SF 10,000 SF 50,000 SF</p> <p>148,000 SF 50,000 SF 140 Rooms 200,000 SF 7,500 SF 5,000 SF</p>	44,185	Per TIS Scope

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	<p>Fine Dining Restaurant</p> <p>Phase 4</p> <p>Multifamily (Mid-Rise)</p> <p>General Office</p> <p>Strip Retail</p> <p>Fine Dining Restaurant</p> <p>Drinking Place</p> <p>(TOD-CC-EX, 46.8 acres)</p>	<p>600 Dwelling Units</p> <p>400,000 SF</p> <p>250,000 SF</p> <p>40,000 SF</p> <p>5,000 SF</p>		
Proposed Zoning	<p><i>Phase 1A</i></p> <p>Multifamily (Mid-Rise)</p> <p>Fast Casual Restaurant</p> <p>High-Turnover Sit-Down Restaurant</p> <p>Strip Retail</p> <p><i>Phase 1B</i></p> <p>Multifamily (Mid-Rise)</p> <p>Hotel</p> <p>General Office</p> <p>Strip Retail</p> <p>Sporting Goods Superstore</p> <p>Fast Casual Restaurant</p> <p>Fine Dining Restaurant</p> <p>High-Turnover Sit-Down Restaurant</p> <p>Brewery Tap Room</p> <p>Drinking Place</p> <p><i>Phase 2</i></p> <p>Multifamily (Mid-Rise)</p> <p>General Office</p> <p>Strip Retail</p> <p>Supermarket</p> <p><i>Phase 3</i></p> <p>Multifamily (Mid-Rise)</p> <p>Hotel</p> <p>General Office</p> <p>Strip Retail</p> <p>Sporting Goods Superstore</p> <p>Fast Casual Restaurant</p> <p>Fine Dining Restaurant</p> <p>Drinking Place</p>	<p>360 Dwelling Units</p> <p>10,000 SF</p> <p>12,000 SF</p> <p>10,000 SF</p> <p>250 Dwelling Units</p> <p>150 Rooms</p> <p>260,000 SF</p> <p>45,151 SF</p> <p>25,000 SF</p> <p>15,000 SF</p> <p>15,000 SF</p> <p>20,000 SF</p> <p>12,000 SF</p> <p>10,000 SF</p> <p>350 Dwelling Units</p> <p>100,000 SF</p> <p>10,000 SF</p> <p>50,000 SF</p> <p>600 Dwelling Units</p> <p>140 Rooms</p> <p>400,000 SF</p> <p>15,000 SF</p> <p>50,000 SF</p> <p>7,500 SF</p> <p>15,000 SF</p> <p>5,000 SF</p>	34,890	<i>Per TIS Scope</i>

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

Outstanding Issues

Strikethrough = Resolved

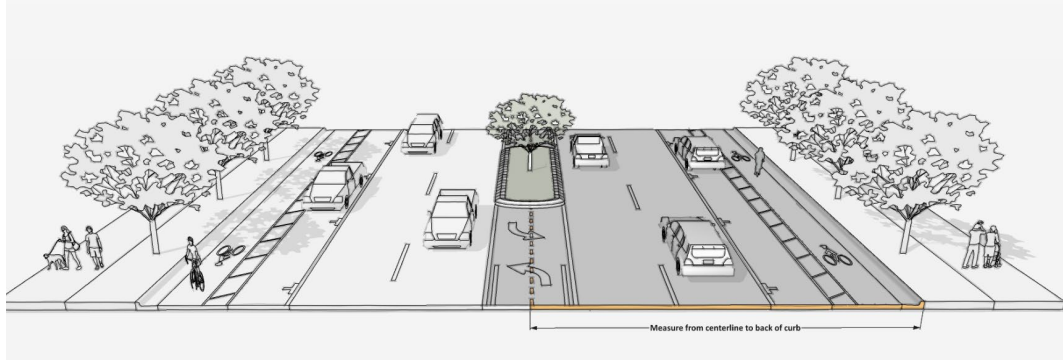
1. ~~Curbline:~~

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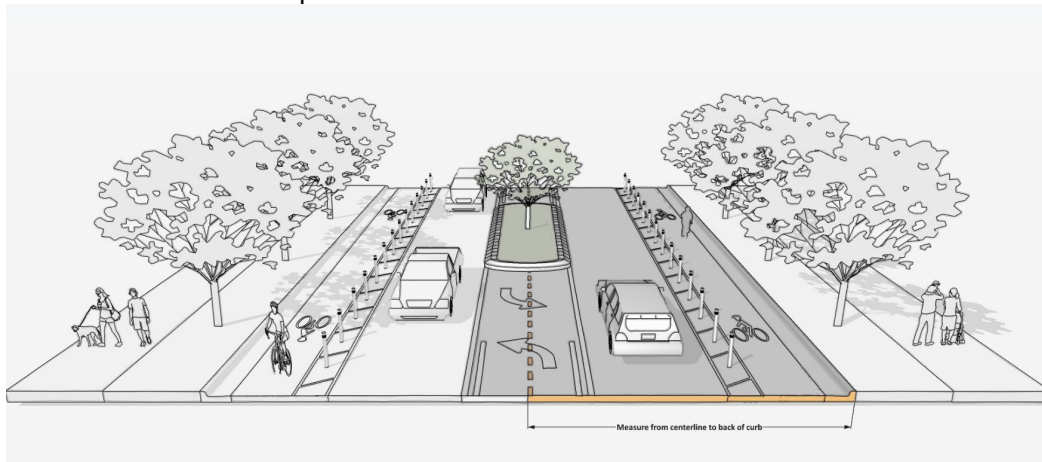
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- a. ~~South Tryon Street: Location of curb and gutter to be moved a minimum of 42.5 feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway typical section of a 4+ Avenue with Buffered/Separated Bike Lanes and On-Street Parking.~~



- b. ~~Clanton Road: Location of curb and gutter to be moved a minimum of 27 feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway typical section of a 2+ Avenue with Buffered/Separated Bike Lanes.~~



NOTE: Additional distance from center line to back of curb may be required in locations where a median and turn lanes are required. Final curblines to be reviewed by CDOT once TIS is approved.

Outstanding Comment 9.20.23: ~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

Clarifying comment 6.21.23: ~~Label and dimension the curb and gutter from the centerline for Clanton Road and South Tryon Street.~~

2. Traffic Study:

~~A Traffic Impact Study is required for the complete review of this petition due to the site generating more than 2,500 daily trips and/or triggering other City TIS requirements.~~

~~The TIS Scoping package was submitted by the petitioner and approved by CDOT and NCDOT on 04.14.2023. The TIS needs to be submitted to CDOT and NCDOT for review and approval. 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,~~

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~~additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT (and NCDOT).~~

~~**Outstanding Comment 10.26.23:** The final TIS still needs to be submitted and additional comments could be forthcoming based on the impacts.~~

~~**Clarifying Comment 11.27.23:** The final TIS needs to be submitted and vetting of I-77/Clanton Road interchange concept will need to tentatively be agreed upon.~~

~~**Clarifying Comment 12.20.23:** The final TIS needs to be submitted and conditional notes updated to provide latest discussed mitigation at Clanton Road/I-77 interchange.~~

- ~~3. Revise site plan and conditional note(s) to commit to dedicate a minimum of 50 feet of right-of-way from the road centerline of South Tryon Street and Clanton Road. The site plan shall label and dimension the right-of-way from the road centerline.~~

~~**Clarifying comment 6.21.23:** Label and dimension a minimum 50 feet of ROW from the road centerline of South Tryon Street and Clanton Road.~~

- ~~4. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk on South Tryon Street and Clanton Road per Chapter 19. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement.~~

~~**Clarifying comment 6.21.23:** Label and dimension 8-foot planting strip and 8-foot sidewalk from the back of curb and gutter or edge of pavement of South Tryon Street and Clanton Road.~~

- ~~5. Revise site plan and conditional note(s) to commit to construct bicycle facilities by locating the curb and gutter on South Tryon Street and Clanton Road per outstanding comment 1 to meet the Council-adopted Charlotte BIKES Policy.~~

- ~~6. **Clarifying Comment 11.27.23:** Add 'reasonable' after 'allow'.~~

Add reasonable

entire rezoning Site rather than within individual development area(s) and/or parcel(s).

6. To allow modifications to the required streetscape along public and network required streets to preserve existing trees as generally depicted on Sheet RZ-03 and RZ-04. Sidewalk may meander to preserve trees within the rights-of-way. In the event the site in Development Area F is redeveloped, the sidewalk shall be moved behind the planting strip.

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7. To allow modifications to the required public and network required street cross

~~**Outstanding Comment 9.20.23:** Revise internal street network to standard public street typical sections per the CLDSM or provide additional information on existing constraints for review and approval of nonstandard typical sections.~~

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network required streets to preserve existing trees.

7.

f. To allow modifications to the required public and network required street cross sections as generally depicted on Sheet RZ.01.

a.

g. To allow encroachments in the public right of way for outdoor dining and amenity areas. It is understood that the Petitioner shall apply for right of way encroachment to the City of Charlotte Department of Transportation.

h. To allow public open space along a block frontage between the building and the public street and/or network required street.

i. To allow a maximum of two (2) retail anchor(s) that:
i. exceeds the maximum building length

Provide additional info on why modifications are necessary

Clarifying comment 6.21.23: Add "as allowed by CDOT"

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f. To allow up to two (2) foot intermittent encroachments into the eight (8) foot pedestrian zone along the required public and network required streets to allow elements that include but are not limited to projecting plant walls, dining, architectural features, split sidewalk conditions, benches, art installations, and other streetscape amenities. Such intermittent encroachment shall not exceed 50% of the block length frontage.

7. ~~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."~~
8. ~~**Outstanding Comment 9.20.23:** Per coordination with NCDOT, confirm ROW and setback requirements for the I-77/US-21 Widening and provide necessary ROW.~~
9. ~~Add a conditional note specifying "The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The Right of Way Abandonment process is controlled by North Carolina General Statutes and is independent of this rezoning process."~~
10. ~~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."~~
11. ~~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."~~
12. ~~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 Mecklenburg area, by way of a private/public partnership effort or other public sector project support."~~
13. ~~**Outstanding Comment 1.24.24:** Add as approved by CDOT/NCDOT at the end of the conditional note.~~

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3. The Petitioner shall dedicate a minimum of fifty (50) feet of right-of-way from the road centerline of South Tryon Street and Clanton Road.

4. The Petitioner shall construct an 8-foot planting strip, and 8-foot sidewalk on South Tryon Street and Clanton Road per Chapter 19.

5. The Petitioner shall construct bike facilities along South Tryon Street and Clanton Road. It is understood, the Petitioner may construct a 12' multi-use path or on street bike lanes on Clanton Road.

6. The Petitioner shall provide new or upgraded sidewalks and street crossings to improve pedestrian safety and create additional connectivity throughout the larger neighborhood.



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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 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.
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>