

Rezoning Transportation Analysis

Petition Number: 2023-027

General Location Identifier: 12506201, 12506202

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Reviewer: Patrick Monroe
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Revision Log:

Date	Description
06-28-23	First Review (PDM)
07-27-23	Second Review (PDM)
8-30-23	Third Review (JP)

General Review Information

The petition is located at the intersection of College Street, a City-maintained major throughfare, and Martin Luther King Jr. Boulevard, a City-maintained major throughfare. The petition is located in an uptown activity center inside of Route 4, within Second Ward Neighborhood Plan.

Active Projects Near the Site:

- Uptown Cycle Link
 - Construct a network of dedicated, separate bike lanes in the center city, linking together other bikeways into and across the center city, making the overall network more continuous and navigable.
 - This segment of the connector will link pedestrians and bicyclists between the Little Sugar Creek Greenway/Cross Charlotte Trail and Irwin Creek Greenway through uptown Charlotte. The project begins at the intersection of Pearl Park Way and Kenilworth Avenue and continues along Baxter Street, in tandem with the Pearl Street Park/Pappas Properties development. The project continues up McDowell Street, under I-277 and ends at the intersection of East Stonewall Street and McDowell Street.

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 College Street, a City-maintained major throughfare, and Martin Luther King Jr. Boulevard, a City-maintained major throughfare. The petitioner committed to doing a Comprehensive Transportation Review (CTR) resulting in making improvements at the intersection of Martin Luther King Boulevard and College Street regarding pedestrian infrastructure and construction of

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the Rail Trail. Site plan and/or conditional note revisions are needed to commit to remove callout and conditional note regarding relocation by others for construction of Rail Trial. Further details are listed below.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	General Office Building Convention Center	242,016 SF	2,505	Tax Record
Entitled Use	UMUD, 2.73 acres	-	Too many uses to determine trip generation	General Guidance from Planning
Proposed Use	UMUD, 2,73 acres	-	Too many uses to determine trip generation	Site Plan: 01/27/2023

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:

- a. ~~**Martin Luther King Boulevard:** The future location of curb and gutter is in its existing location.~~
- b. ~~**College Street:** 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. OUTSTANDING COMMENT FROM 6-28-23:**~~

~~**Traffic Study:**~~

~~More clarification and information on the proposed land use and densities are needed to determine if a Traffic Impact Study (TIS) will be required for the complete review of this petition.~~

~~**3. OUTSTANDING COMMENT FROM 6-28-23:**~~

~~Revise site plan and conditional note(s) to commit to dedicate 40 feet of right-of-way from the road centerline on College Street. The site plan shall label and dimension the right-of-way from the road centerline. In addition label and dimension the right-of-way on Martin Luther King.~~

~~**4. OUTSTANDING COMMENT FROM 6-28-23: Revise encroachment agreement note to the following:**~~

~~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~~

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approved by CDOT prior to construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.”

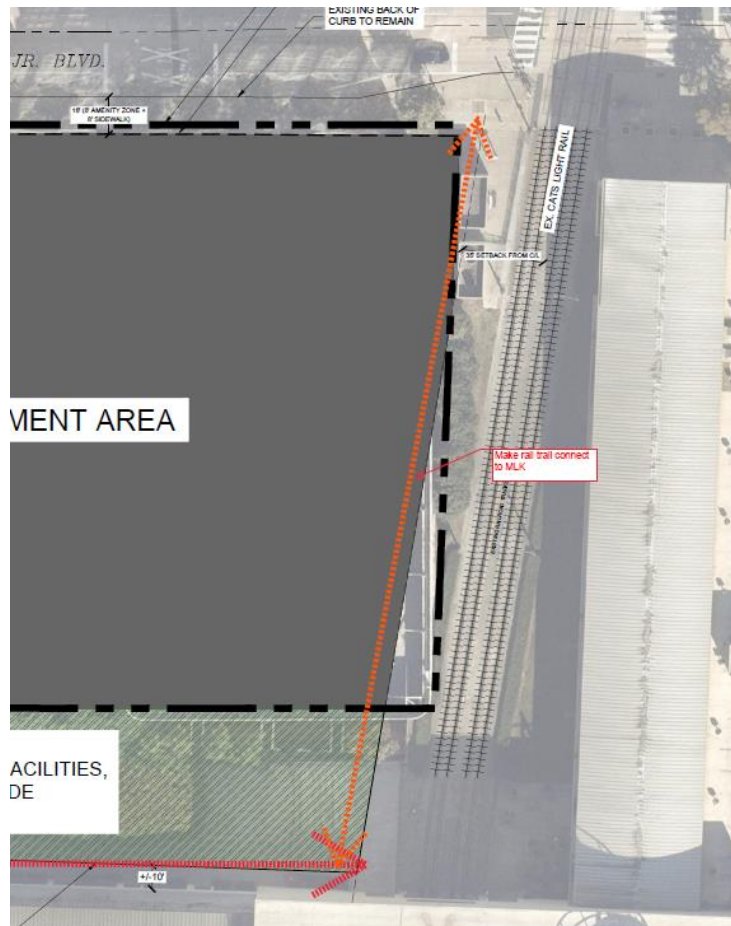
~~5. OUTSTANDING COMMENT FROM 6-28-23:~~

~~Revise site plan to show the proposed sites access locations and types.~~

~~6. OUTSTANDING COMMENT FROM 6-28-23:~~

~~Add a conditional note to commit to coordinating the design with the Uptown Cycle Track team to not preclude the installation of the future Uptown Cycle Track.~~

~~7. Revise site plan and conditional note(s) to commit to installing a Rail Trail connection to Martin Luther King Boulevard.~~



~~8. OUTSTANDING COMMENT FROM 6-28-23:~~

~~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.”~~

~~9. OUTSTANDING COMMENT FROM 6-28-23: Phasing plan needs to be clarified so CDOT can review how the infrastructure will be phased during construction.~~

~~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.”~~

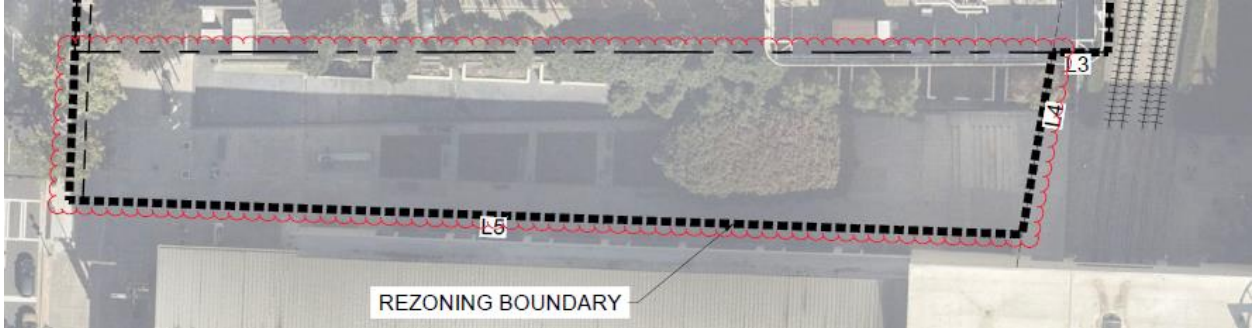
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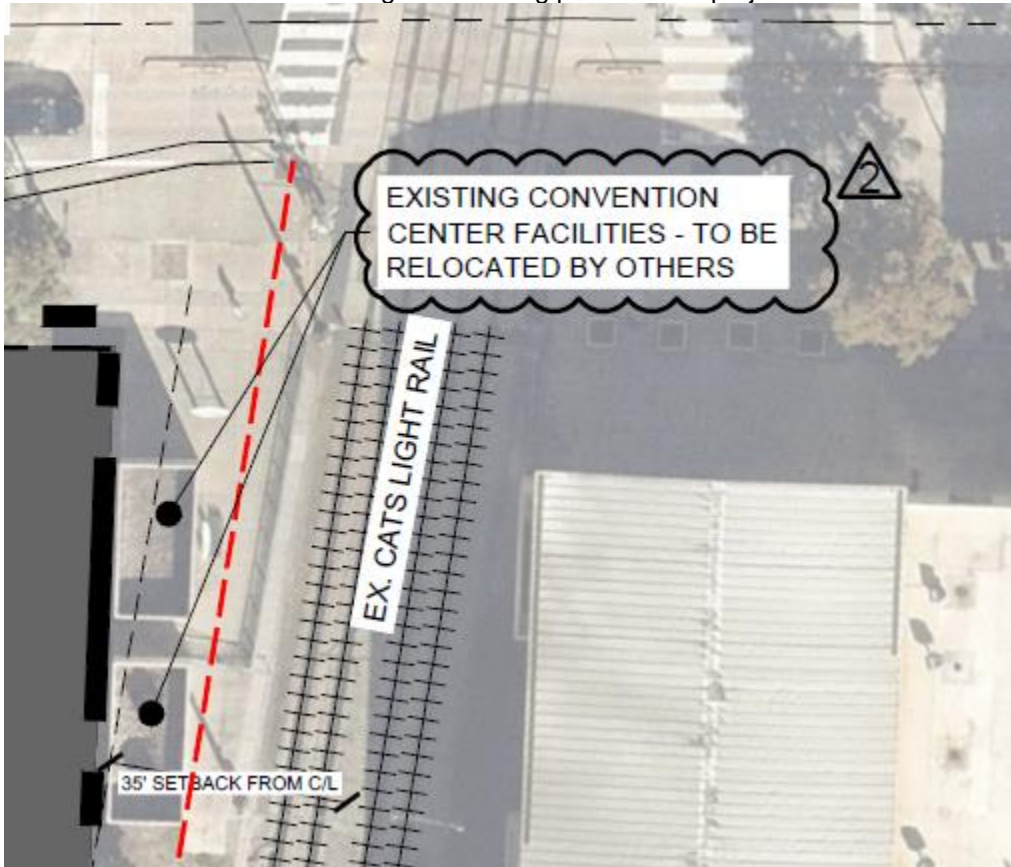
10. ~~OUTSTANDING COMMENT FROM 6-28-23:~~

Revise site plan to add more clarity to the area below that is outside of the property line but part of the rezoning. Is this public ROW?



11. **OUTSTANDING COMMENT FROM 7-27-23:**

Remove callout and conditional note regarding relocation by others for construction of Rail Trail. This should be coordinated during the rezoning phase of the project.



4. Rail Trail:

- a. The Petitioner will construct the Rail Trail contingent upon the Convention Center removing the utility boxes from the corridor and the Convention Center constructing the

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Clarifying Comment FROM 8-30-23:

Remove callout on site plan referencing relocation of convention center facilities by others.

~~12. NEW COMMENT FROM 7-27-23:~~

~~Show proposed locations of Valet Parking. Valet Parking locations should be reviewed by CDOT during the rezoning phase of the project.~~

- a. To allow maneuvering in the setback along public streets, ~~including but not limited to~~ for valet services. One valet parking service shall be allowed per street frontage. The design will be determined with CDOT during the land development permitting process. (2)

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>