

Rezoning Transportation Analysis

Petition Number: 2023-031

General Location Identifier: 07305302, 07305303, 07305304, 07305305

From: Jake Carpenter, PE

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Revision Log:

| Date | Description |
|---------|---------------------|
| 7-26-23 | First Review (PDM) |
| 8-23-23 | Second Review (PDM) |

General Review Information

The petition is located on the intersection of South Tryon Street, a State-maintained major arterial, and East Carson Boulevard, a City-maintained minor arterial. The petition is located in a south corridor inside of Route 4, within the Center City 2020 Vision Plan.

Active Projects Near the Site:

- o 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 petition is located on the intersection of South Tryon Street, a State-maintained major arterial, and East Carson Boulevard, a City-maintained minor arterial. A Traffic Impact Study (TIS) was previously completed for this site. Additional clarification should be provided on the proposed land uses to determine if the TIS needs to be updated for this rezoning petition. Site plan and/or conditional note revisions include but are not limited to labeling and dimensioning the back of curb, clarifying the proposed phasing plan, clarifying the proposed access plan, and clarifying the proposed land uses and densities. Further details are listed below.

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Trip Generation

| Scenario | Land Use | Intensity | Trip Generation (vehicle trips/day) | Source |
|---------------------------------|---|--|--|--------------------------------|
| Existing Use | Office | 2,100 SF | 40 | Tax Record |
| Entitlement with Current Zoning | UC, 2.766 acres | - | Too many uses to determine trip generation | General Guidance from Planning |
| Proposed Zoning | Multifamily (High-Rise) Hotel General Office Retail (UMUD-O, 2.766 acres) | 122 Dwelling Units 204 Rooms 568,008 SF 11,532 SF | 6,655 | Site Plan: 01-31-23 |

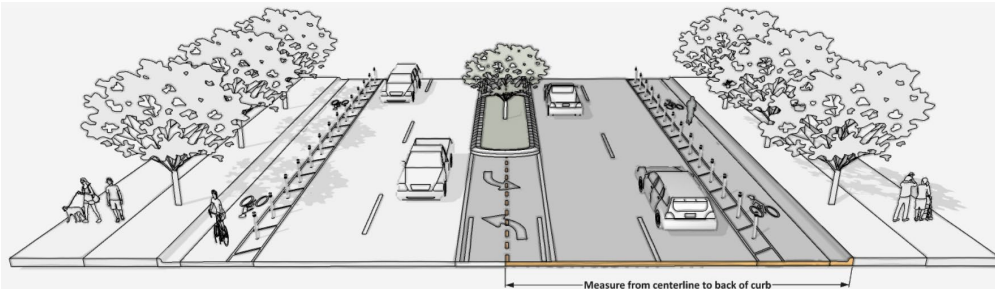
Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

Outstanding Issues

Strikethrough = Resolved

1. ~~Curblines:~~

- a. ~~**South Tryon Street:** The future location of curb and gutter is located at 34.5 feet from the roadway centerline to accommodate a roadway typical section with 4+ avenue with buffered bike lanes.~~



- b. ~~**East Carson Boulevard** The future location of curb and gutter is located at 24 feet from the roadway centerline to accommodate a roadway typical section with 2+ avenue with buffered bike lanes.~~
- c. ~~**Winnifred Street:** The future location of curb and gutter is located at 20.5 feet from the roadway centerline to accommodate a roadway typical section for the local office/commercial wide street.~~

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.

New Comment from 8.23.23: Curb lines need to be dimensioned on the site plan for each public road. Previously coordinated back of curb locations will be used.

2. Traffic Study:

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A Traffic Impact Study (TIS) was previously completed for this site and clarification is needed on the land uses proposed as part of this petition. Provide documentation that the TIS covers the worst case from a land use standpoint. Include TIS offsite improvements in conditional notes of development standards.

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).

Clarifying Comment from 8.23.23: Conditional rezoning petitions require assessment traffic impacts according to maximum development densities. Clarify development density and land use for purposes of traffic assessment. Provide transportation improvements from previously approved TIS on the rezoning plan if TIS assumptions capture proposed development buildout.

- ~~3. Revise site plan to dimension the curb lines and right-of-way for each public road from the roadway centerline.~~
4. Revise site plan to restrict access South Tryon Street and East Carson Boulevard to right-in / right-out.
- ~~5. Revise site plan and conditional notes to show how and where the proposed maneuvering within the setback will occur. Additional comments may be provided by CDOT based on proposed maneuvering plan once more information is provided.~~
- ~~6. Revise site plan and conditional notes to provide clarity to the proposed phasing plan. Site plan should show the limits of each phase.~~

Phasing. Streetscape and roadway improvements shall be implemented as development occurs within the limits and/or frontage of the associated building construction. Each building's certificate of occupancy will not be issued until completion of transportation improvements along building's frontage or as approved by CDOT during permitting.

7. **Outstanding Comment from 7.26.23: Revise Encroachment agreement note to the following:** "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. 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. 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."~~

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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>