

Rezoning Transportation Analysis

Petition Number: 2023-034

General Location Identifier: 04729144, 04729150, 04729151

From: Jake Carpenter, PE

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Reviewer:

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Revision Log:

Date	Description
06-28-23	First Review (TM)
07-28-23	Second Review (TM)
08-21-23	Trip Gen. Update (TP)
10-26-23	Third Review (TM)
11-27-23	Fourth Review (ME)
12-20-23	Fifth Review (TM)

General Review Information

The petition is located on Tryon Street, a State-maintained major throughfare, north of J W Clay Boulevard, a city maintained minor thoroughfare. The petition is located in a north east corridor outside Route 4.

Active Projects Near the Site:

- JW Clay Blvd Streetscape
 - The project will provide sidewalks and bike lanes by widening certain areas of the existing J.W. Clay Boulevard. Sidewalks on the south and east sides of the road from W.T. Harris Boulevard to North Tryon Street.
 - Currently in Bid Phase

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 on Tryon Street a State-maintained, major thoroughfare. A Traffic Impact Study (TIS) is required for this site due to the site generating more than 2500 daily trips. The required TIS has been reviewed and approved on 12-08-2023. All outstanding CDOT issues have been addressed.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Retail	158,439 SF	10,005	Tax Record
Existing Use	Retail	25,650 SF	1,397	Tax Record
Entitled Use	Retail (CC, 4.90 acres)	173,300 SF	10,390	General Guidance from Planning & RZP# 1995-062
Proposed Use	Multifamily (Mid-Rise) Retail (MUDD, 4.90 acres)	450 Dwelling Units 70,000 SF	6,830	Site Plan: 01/31/2023
Proposed Use	Multifamily (Mid-Rise) Retail (MUDD, 4.90 acres)	450 Dwelling Units 91,500 SF	10,510	Site Plan: 07/17/2023
Proposed Use	Multifamily (Mid-Rise) Retail (MUDD, 4.90 acres)	400 Dwelling Units 100,000 SF	10,975	Site Plan: 10/16/2023
Proposed Use	Multifamily (Mid-Rise) Retail (MUDD, 4.90 acres)	400 Dwelling Units 91,500 SF	8,041	Site Plan: 11/13/2023

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

Outstanding Issues

Strikethrough = Resolved

1. ~~Curbline:~~

a. ~~Tryon Street:~~ The future location of curb and gutter is in its existing location.

b. ~~Olmsted Drive:~~ 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 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.

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).

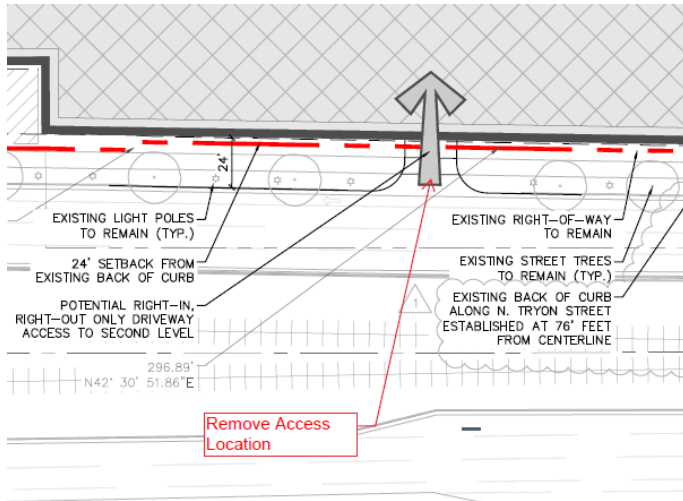
Comment 08-15-2023: A Traffic Impact Study is required for the complete review of this petition due to the site triggering other City TIS requirements such as the site development frontage being a high congestion location ($v/c > 1$), Exacerbating an already difficult situation such as at a railroad crossing, fire station access, school access, etc, N Tryon being a high injury network and/or further City TIS requirements.

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3. ~~NEW COMMENT FROM 10-26-23:~~ Remove Access point that was added to Tryon Street.



4. ~~Revise site plan and conditional note(s) to commit to dedicate a minimum of 34.5 feet of right-of-way from the road centerline of Olmsted Drive. 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 construct an 8-foot planting strip, and 8-foot sidewalk on Olmsted Drive per Chapter 19. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement.~~
6. ~~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 Olmsted Drive. The wider sidewalk also meets the Charlotte WALKS Policy.~~

~~Reference (CLDSM standard detail U-05B1) for street typical.~~

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. ~~Request: Revise site plan and conditional note(s) to commit to extending the 8-foot sidewalk on Olmsted Drive to J W Clay Boulevard CIP project.~~
9. ~~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."~~
10. ~~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."~~
11. ~~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~~

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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.

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>