

Rezoning Transportation Analysis

Petition Number: 2023-091

General Location Identifier: 08002303, 08002204, 08002205, 08002206, 08002208, 08002311, 08002312, 08002313, 08002308, 08002309

From: Jake Carpenter, PE

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Reviewer:

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Revision Log:

Date	Description
9-28-23	First Review (NK)

General Review Information

The petition is located adjacent to College Street, a City-maintained major arterial, north of Sixth Street, a City-maintained major arterial. The petition is located in an uptown activity center inside of Route 4, within the First Ward Master Plan.

Active Projects Near the Site:

- CIP: Uptown Cycletrack (**COMPLETE**)
 - Project ID: PMES181550
 - Location: Portions of 5th Street and 6th Street
 - Description: Create a two-way separated cycle track in Uptown Charlotte along portions of 5th and 6th streets to provide an east-west bicycle connection between Little Sugar Creek Greenway and Irwin Creek Greenway.
 - Project Type: Pedestrian and Bike
 - Completion Date: Late 2021
 - Project Manager: Kristie Kennedy kkennedy@charlottenc.gov

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 adjacent to College Street, a City-maintained major arterial, north of Sixth Street, a City-maintained major arterial. A Traffic Impact Study (TIS) is not required for the site due to the development generating site trips under ordinance thresholds and not meeting additional TIS triggers. Site plan and/or conditional note revisions are needed to commit to dedicating ROW, and including conditional notes in the project plans. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	0	<i>Tax Record</i>
Entitlement with Current Zoning	UMUD-O, 3.23 acres	-	Too many uses to determine	<i>General Guidance from Planning</i>
Proposed Zoning	UMUD SPA, 3.23 acres	-	Too many uses to determine trip generation	<i>Site Plan: 05-23-23</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:

- a. **East 6th Street:** The future location of curb and gutter is in its existing location.

This street is an uptown primary street, and the cross section requires a 10' shared use path with an 8' amenity zone.

Label and dimension the curb and gutter from the centerline for each road on the site plan.

- b. **North Tryon Street:** The future location of curb and gutter is in its existing location.

This street is an uptown signature street, and the cross section requires a 12' shared use path with a 9.5' amenity zone.

Label and dimension the curb and gutter from the centerline for each road on the site plan.

- c. **North College Street:** The future location of curb and gutter is in its existing location.

This street is an uptown primary street, and the cross section requires a 10' shared use path with an 8' amenity zone.

Label and dimension the curb and gutter from the centerline for each road on the site plan.

- d. **East 7th Street:** The future location of curb and gutter is in its existing location.

This street is an uptown primary street, and the cross section requires a 10' shared use path with an 8' amenity zone.

Label and dimension the curb and gutter from the centerline for each road on the site plan.

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2. Comprehensive Transportation Review (CTR):

A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating site trips under ordinance thresholds found in the Charlotte Streets manual Table 3.1 and/or not triggering any other City TIS requirements.

3. Revise site plan and conditional note(s) to commit to dedicate right-of-way from the road centerline to 2' behind the shared use path. The site plan shall label and dimension the right-of-way from the road centerline.
4. Revise site plan and conditional note(s) to commit to construct bicycle facilities by installing a 10' multi-use path along East 6th street, North College Street, and East 7th Street. in accordance with the council-adopted Charlotte Streets Map. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements.
5. Revise site plan and conditional note(s) to commit to construct bicycle facilities by installing a 12' multi-use path along North Tryon Street in accordance with the council-adopted Charlotte Streets Map. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements.
6. Per City of Charlotte Sight Distance Policy and Charlotte UDO, 10' x 10' pedestrian sight triangles will be required at all connections to the public roadway system.
7. 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."

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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 Unified Development Ordinance.
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 to comply with City of Charlotte Unified Development Ordinance regulations.
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>