

**Rezoning Transportation Analysis**  
**Petition Number: Insert Zoning Petition #2021-259**  
*General Location Identifier: 07908701, 07908702*

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**Revision Log:**

Date	Description
04-28-22	First Review (PDM)

**General Review Information**

The site is located on 26<sup>th</sup> Street, a City-maintained local street, between the North Tryon St / Church Street one-way pair facility. Church Street is a City-maintained minor thoroughfare, and North Tryon Street is a State-maintained major thoroughfare. The petition is located inside of Route 4 and within the North Tryon Area Plan boundaries.

**Active Projects Near the Site:**

- Rezoning 2021-018
  - The Site may be developed with up to 323 residential dwellings units together with accessory uses allowed in the UR-2 zoning district as generally depicted on the Rezoning Plan.
  - All portions of the existing public streets that abut the Site will be improved with eight (8) foot sidewalks, and a minimum of eight (8) foot planting strips. Two accessible ramps will be provided at each accessible street crossing across each road adjacent to the Site. Accessible ramps will meet CLDSM standards and Public Right-of-way Accessible Guidelines (PROWAG).

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*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.*

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*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.*

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Based on our review of the petition, we offer the following information for your consideration.

**Transportation Summary**

The site is located on 26<sup>th</sup> Street, a City-maintained local street, between the North Tryon St / Church Street one-way pair facility. Church Street is a City-maintained minor thoroughfare, and North Tryon Street is a State-maintained major thoroughfare. A Traffic Impact Study (TIS) is not needed for this site due to the site generating less than 2,500 daily trips. CDOT is coordinating with the petitioner to provide 8-foot sidewalks along all public street frontages per the council-approved Charlotte WALKS policy. There are existing bike facilities along North Tryon Street and Church Street that will be utilized in accordance with the council-approved Charlotte BIKES policy. Site plan revisions are needed to meet ordinance requirements and/or the outstanding items including, but not limited to, identifying the location of the site access point(s) and revising the site plan and conditional notes to commit to installing an 8-foot

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planting strip and 8-foot sidewalk along North Tryon Street and Church Street. Further details are listed below.

**Trip Generation**

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Auto Parts & Service Center	13,848 SF	230	<i>Tax Record</i>
Entitlement with Current Zoning	Industrial (I-2, 3.574 acres)	155,684 SF	295	<i>General Guidance from Planning</i>
Proposed Zoning	Multifamily (Mid-Rise) (MUDD CD, 3.474 acres)	350 Units	1,910	<i>Site Plan: 11-10-21</i>

**Provide comments to the specified comments below.**

**Outstanding Issues**

**~~Strikethrough~~ = Resolved**

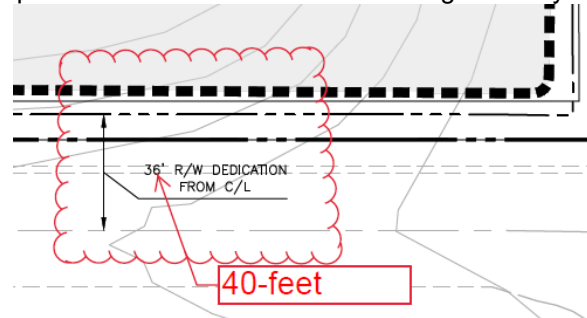
1. **Curblines:** The proposed zoning district has a setback measured from back of the existing or proposed future curblines.
  - a. **North Tryon Street:** The future location of curb and gutter is in its existing location.
  - b. **Church Street:** The future location of curb and gutter is in its existing location.
  - c. **26th Street:** The future location of curb and gutter is in its existing location.
  - d. **27th Street:** The future location of curb and gutter is in its existing location.

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

2. **Traffic Study:**  
 A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.
3. Site plan and conditional note(s) revisions are needed to identify the site access location(s) for the development. CDOT and NCDOT prefer all site access to be located on 26<sup>th</sup> Street or 27<sup>th</sup> Street. Additional comments may be forthcoming based upon the proposed site access location(s) once identified.
4. Revise site plan and conditional note(s) to commit to closing the existing driveways on 27<sup>th</sup> Street if the existing locations will not be utilized by the project. Commit to installing curb and gutter to close the driveway cuts.
5. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk along North Tryon Street and Church Street. The site plan shall label and dimension both items from the back of curb and gutter and road centerline. The Draft Citywide Streets Map identifies 8-feet as the preferred sidewalk width, because there are on-street bike facilities on each roadway.

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6. Revise site plan and conditional note(s) to commit to dedicate 40-feet of right-of-way from North Tryon Street centerline. The site plan shall label and dimension the right-of-way from the road centerline.



7. A site plan note(s) specifying dedication and fee simple conveyance of all rights-of-way to the City before the site's first building certificate of occupancy is issued as needed. CDOT requests rights-of-way set at 2-feet behind back of sidewalk where feasible. Revise conditional transportation note 3.B to include "fee simple conveyance" in the language of the note.
8. Add site plan note specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued as needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.
9. Add conditional note "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 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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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-

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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. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
9. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:  
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>