

Charlotte Streets Manual Comments

Comments Received thru 2/1/2022

Streets Map Section

Date	Section	Comments
1/13/2022	2.2 Policy Background	In section 2.2 of the CSManual, there is specific reference to the Urban Streets Design Guidelines being encompassed in the CSManual. However, I can find no reference to crosswalks at all. I find only one reference to crosswalks in the UDO concerning CATS stops being 1,320 feet from a crosswalk. Have we trashed the design criteria for crosswalks in Charlotte?
11/27/2021	2.9 Arterial Street Type Design and Dimensional Standards Table 2.3 Arterial Street Type & Dimensional Standards	Table 2.3 should indicate that the dimension provided include all striping etc
10/12/2021		I'm wondering what purpose painted bike lanes have in the Charlotte Streets draft in relation to the 2040 Policy map. Given the city's outspoken commitment to Vision Zero, it seems counterintuitive to have non-separated bike lanes (bike facilities 2.8.1, 2.8.2, and 2.8.3) as part of the options when developing future multi-use streets. To not include designs that all but guarantee bicycle/pedestrian safety disheartens me and discourages people who want to travel in another mode besides a car. The above-mentioned designs maintain the status quo and will require pedestrians and bicyclists to be visible to vehicles rather than forcing drivers to drive safely. We are seeing more people speeding, distracting themselves while driving, or not having any regard for those traveling without using a car. I think it's important to have some forethought into future transportation and include modes that do more in protecting non-vehicular traffic. The minimum standard being the separated bike lanes (bike facility 2.8.4). When designing non-vehicular transportation, I'm imploring you to consider cities like: Carmel, Indiana (using shared-use paths along their major roadways); Somerville, Massachusetts (just completed a shared-use path along Somerville Avenue); Utrecht, Netherlands (pioneer of bicycle transportation in Europe). The cities using the shared-use paths (like the separated bike lane but elevated to the sidewalk) not only allow lone bicyclists or a bicycle sports team to travel safely between destinations, but families who bike or walk and disabled pedestrians who only travel by a motorized wheelchair. Given the rising prices of fuel, cars, and the need to reduce fossil-fuel driven pollution, these shared-use paths will completely transform how traffic moves in this city, reduce the need for parking lots (large or small), reduce costs overall in street maintenance, improve physical and mental health (partly through the decrease in pollution, vehicular traffic, and vehicle crashes).

Driveway and Access and Rules Section

Date	Section	Comments
11/27/2021	3.1 Purpose & Use	3.1 Purpose: "Applicable to any & All Land Development activities... but no limited to." you need to say specifically who it applies to. since in 3.4 you say that it applies to building change of use development plan (i don't know what that means) which is NOT a land development activity
11/27/2021	3.5 Design Criteria and Access Management - Place Types	3.5 Place types should be segmented as high & low intensity uses on the list since the concept comes up
11/27/2021	3.5 Design Criteria and Access Management - Streets Type - Table 2.1 Streets Types	table 21- uses the word Limited Access which in not used elsewhere
	3.5 Design Criteria and Access Management - Driveway Selection Guidance	Driveway selection guidance does not define Commercial Driveway review
11/27/2021	3.5 Driveway Selection Guidance - Access Amount	page 4 regarding Access Amount & Access Restrictions is written to be a Property Right Taking. if you prohibit access to the only frontage a property has CLT needs to buy that access right.
11/27/2021	3.5 Driveway Selection Guidance	Also on this page you need to add Driveway TYPE (defined in section 3.6) and define High, High-Med, and Low from 2 Tables labeled 2.2
11/27/2021	3.5 Driveway Selection Guidance - Table 2.2 Selection Guidance (continued)	Page 6 Three of the 5 notes under the second table 2.2 are not referenced in the chart. what are they? what do they apply to?
11/27/2021	3.6 Driveway Design Criteria - General Criteria	Section 3-6 uses Business days but the UDO is calendar days.
11/27/2021	3.6 Driveway Design Criteria - General Criteria	same paragraph please reword the last sentence.... officially submitted for review to prevent the official permitting schedule.... (it's hard to follow what you're trying to say as written)
11/27/2021	3.6 Driveway Design Criteria - General Criteria - Table 2.3 Standard Driveway Types	table 2.3 why does a 1 car garage home/ townhome have to have a 2-car driveway? this is adding unnecessary cost
11/27/2021	3.8 Channelization & Internal Driveway Access	3.8 200' of channelization is confusing relative to to the standards for driveway connections relative to signalized intersections
11/27/2021	3.10 Access Management - Driveway Placement - Separation from Adjacent Driveways	Section 3.10 Separation of adjacent driveways does not work in the dense urban setting we are trying to achieve. when half the lot classifications are less than 50' wide. Residential driveways are not exempted and should be.
11/27/2021	3.10 Access Management - Driveway Placement - Separation from Property Line	page 10 Urban infill is not defined in any document. And requiring driveways to be off the property line serves no purpose in a residential setting
11/27/2021	3.10 Access Management - Driveway Placement - Left Turn Lanes	page 11 uses the words Thoroughfares twice, but they are no longer in any other document
11/27/2021	3.10 Access Management - Driveway Placement - Right Turn Lanes	under right-turn lanes there is a typo 2nd line..... the potential TO degrade
11/27/2021	3.10 Access Management - Driveway Placement - Access Restrictions	under access restrictions you never say 'prohibits' but Table 2.2 does
11/27/2021	3.12 Residential Driveways	Section 3.12 Residential driveways are unknown & not shown on a Preliminary Plan. so the section needs to correctly state that driveway permits / review are not required for subdivisions (which brings up the issue with subdivisions started & not completed when this passes. property owners should not have to come back for 50 driveway permits in a new community when the previous 200 didn't have /need driveway permits.
11/27/2021	3.13 Sight Distance	3.13 needs to conform to the latest version of Sight Distance Policy & state law (which in 2021 further defined how they are measure & the UDO conflicts with that law)

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Comprehensive Transportation Review (CTR) Guidelines Section

Date	Section	Comments
11/17/2021	General Comment	I'm not seeing any of these assessment or studies with an emphasis on how safety will be improved post-development. It seems to be mostly focused on 1.) having a multi-modal option (which is nice but no one will be inclined to travel between points without the use of a vehicle if there is a high-risk of being on the receiving end of a vehicular crash) and 2.) a reduction in traffic congestion. The latter of which should be an afterthought, or the proverbial "cherry-on-top". I would like to see developers make projects on the current status of vehicular crashes (between other vehicles, bicycles, and pedestrians), and then illustrations which show how they think their design will make it safer for most travelers.
11/27/2021	2.0 Comprehensive Transportation Review - Table 1. Comprehensive Transportation Review Thresholds	Tiers are called thresholds in the UDO. Be consistent in your language
11/27/2021	2.0 Comprehensive Transportation Review - Table 1. Comprehensive Transportation Review Thresholds	Table 1 -how can 35 home be considered High intensity in a TOD (for example). isn't the point of mandating residential in a mixed use to reduce the trips? this is not allowing for that
11/27/2021	2.0 Comprehensive Transportation Review - Table 2. CTR Scoping and Review Process	Table 2 review times doesn't match Article 2 of UDO
11/27/2021	3.0.B Multimodal Assessment - Assessment	City's ADA Transition Plan is not on Charlotte Explorer. Nor is the list of approved ped crossing is unavailable in the Supporting documents
11/27/2021	3.0.C Multimodal Assessment - Table 3. Multimodal Assessment Mitigation Options	Table 3 uses SUP abbreviation which also means Special Use Permit section 4
11/27/2021	4.0 Transportation Demand Management	TDM is a big over reach.
11/27/2021	4.0.C.2 TDM Plan Monitoring	TDM Monitoring would go on for How Long? Forever? Don't tax dollars pay for anything. People move, people grow older & change their patterns, jobs go remote & come back to the campus. what you are trying to achieve is not achievable. I also question how CDOT can comply with General Statutes & Case law in the requirement of offsite improvements
12/16/2021	2.0.C Comprehensive Transportation Review - Professional Requirements	Landscape Designer - who would that be? Engineer - civil?
12/16/2021	2.0 Comprehensive Transportation Review - Table 1. Comprehensive Transportation Review Thresholds	School study disclosure?
12/16/2021	2.0 Comprehensive Transportation Review - Table 1. Comprehensive Transportation Review Thresholds	Define land use thresholds to trigger?
12/16/2021	2.0 Comprehensive Transportation Review - Table 1. Comprehensive Transportation Review Thresholds	Who makes the final call on CTR requirements? Can it be over-ruled? If so why who? CRITICAL
12/16/2021	2.0 Comprehensive Transportation Review - Table 1. Comprehensive Transportation Review Thresholds	Based on suburban or urban Trip Generation numbers?
12/16/2021	2.0 Comprehensive Transportation Review - Table 2. CTR Scoping and Review Process	Should there be something within the CTR that will specify when a TIS must be submitted in regards to the overall rezoning timeline. This is something that has changed multiple times.
12/16/2021	3.0.B Multimodal Assessment - Assessment	City's ADA Transition Plan ? Examples of pre-approved mitigation opportunities?
12/16/2021	3.0.B Multimodal Assessment - Assessment	Is the 1/4 mile distance measured from the boundary line?
12/16/2021	3.0.B.4 Multimodal Assessment - Assessment - Street Lighting	Who provides street lighting information? Who do you coordinate with?
12/16/2021	3.0.C Multimodal Assessment - Documentation - Table 3. Multimodal Assessment Mitigation Options	As discussed, CDOT is not expecting any right-of-way acquisition?
12/16/2021	3.0.C Multimodal Assessment - Documentation - Table 3. Multimodal Assessment Mitigation Options	If right-of-way doesn't exist? What are the options?
12/16/2021	3.0.C Multimodal Assessment - Documentation - Table 3. Multimodal Assessment Mitigation Options	Minimum width of SUP?
12/16/2021	3.0.C Multimodal Assessment - Documentation - Table 3. Multimodal Assessment Mitigation Options	List of approved "Pedestrian Refuge Islands" locations?
12/16/2021	3.0.C Multimodal Assessment - Documentation - Table 3. Multimodal Assessment Mitigation Options	What is the spacing and number of street lighting and pedestrian lighting?

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Date	Section	Comments
12/16/2021	3.0.C Multimodal Assessment - Documentation - Table 3. Multimodal Assessment Mitigation Options Notes	List of other "Multimodal mitigation options" CDOT will consider?
12/16/2021	4.0.C.1.c Transportation Demand Management (TDM) Assessment - TDM Mitigation ("TDM Plan")	"incorporated into submitted land development construction plans" ?
12/16/2021	4.0.C.2 Transportation Demand Management (TDM) Assessment - TDM Plan Monitoring	"TDM Coordinator" - TDM Point of contact?
12/16/2021	4.0.C.2 Transportation Demand Management (TDM) Assessment - TDM Plan Monitoring	Will every development require a TDM coordinator? Contact?
12/16/2021	4.0.C.2 Transportation Demand Management (TDM) Assessment - Table 4. TDM Mitigation Options	Joy Ride?
12/16/2021	5.0B.1 Traffic Impact Study - Assessment - TIS Study Area	"study area intersections" - Area of Influence (AOI)?
12/16/2021	5.0B.1 Traffic Impact Study - Assessment - TIS Study Area	"lie within 1/2 mile of proposed development" - All intersections within 1/2 mile? As determined by CDOT?
12/16/2021	5.0B.1 Traffic Impact Study - Assessment - TIS Study Area	What if under 5,000 daily / 500 peak hour trips and not within 1/2 mile?
12/16/2021	5.0.B.1.c Traffic Impact Study - Assessment - TIS Study Area	How will this be determined?
12/16/2021	5.0.B.1.d Traffic Impact Study - Assessment - TIS Study Area	"area of influence" - 1/2 mile?
12/16/2021	5.0.B.1.e Traffic Impact Study - Assessment - TIS Study Area	"area of influence" - 1/2 mile?
12/16/2021	5.0.B.2.d.4 Traffic Impact Study - Assessment - Roadway Capacity Analysis	Synchro or SimTraffic Equivalent? Maximum? NCDOT Guidelines
12/16/2021	5.0.C.1 Traffic Impact Study - Documentation - Mitigation Identification	Future without build to build?
12/16/2021	5.0.C.1 Traffic Impact Study - Documentation - Mitigation Identification	NCDOT states mitigation must only be identified for LOS F where a 25% is not exceeded
12/16/2021	5.0.C.1.d Traffic Impact Study - Documentation - Mitigation Identification	In the Build when compared to no build? What if no build already exceeds and we make it no worse?
12/16/2021	5.0.C.2 Traffic Impact Study - Documentation - Mitigation Determination	Typical
12/16/2021	5.0.C.3 Traffic Impact Study - Documentation - CTR Documentation	Format Change
12/16/2021	5.0.C.3 Traffic Impact Study - Documentation - CTR Documentation	Appendix - List of tables and figures in Appendix
12/16/2021	5.0.C.3 Traffic Impact Study - Documentation - CTR Documentation	if the CTR Report only includes an MA or TDM, do they intend for that to be in a memo format? Or will we need to develop a new report format?
12/16/2021	5.0.C Traffic Impact Study - Table 5. Trip Calculation Assumptions & TIS Data Requirements - Internal Capture	What is considered "large" mixed-use development for internal capture?
12/16/2021	5.0.C Traffic Impact Study - Table 5. Trip Calculation Assumptions & TIS Data Requirements - Pass-By Trips	Determining pass-by for other uses than shopping center/retail based on R vs E. spreadsheet?
12/16/2021	5.0.C Traffic Impact Study - Table 5. Trip Calculation Assumptions & TIS Data Requirements - Trip Distribution	So a 2-4 year buildout is not allowed?
12/16/2021	5.0.C Traffic Impact Study - Table 5. Trip Calculation Assumptions & TIS Data Requirements - Turning Movement Counts (TMC)	Why 7pm?
12/16/2021	5.0.C Traffic Impact Study - Table 5. Trip Calculation Assumptions & TIS Data Requirements - Turning Movement Counts (TMC)	"For TMCs more than one (1) year old, but less than two (2) years old, apply a growth rate, to be determined by CDOT." - Good
12/16/2021	5.0.C Traffic Impact Study - Table 5. Trip Calculation Assumptions & TIS Data Requirements - Other	NCDOT Spreadsheet
12/16/2021	6.0 CTR Scoping Form	Will this be only for CDOT only studies, or will both need to be filled out for CDOT/NCDOT projects?

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Date	Section	Comments
12/16/2021	6.0 CTR Scoping Form - Contact Information	NC PE #?
12/16/2021	6.0 CTR Scoping Form - Study Intersections	Will need lot more rows!
12/16/2021	6.0 CTR Scoping Form - Signature	"NCDOT Approval of Scope" - NCDOT already has their own detailed format.
12/6/2021	2.0 Comprehensive Transportation Review - Table 1. Comprehensive Transportation Review Thresholds	TDM Tiers don't list Mitigation Points or say that they are 0
12/6/2021	2.0 Comprehensive Transportation Review - Table 1. Comprehensive Transportation Review Thresholds	For Medium to High Intensity Development, is the table implying that all development that needs a MA will also need a TDM?
12/6/2021	2.0 Comprehensive Transportation Review - Table 2. CTR Scoping and Review Process	How will the CDOT Scoping form work with NCDOT's scoping form? Will they start requiring that both forms be completed?
12/6/2021	2.0 Comprehensive Transportation Review - Table 2. CTR Scoping and Review Process	Having a 5 day review timeline feels like it could create some tension with NCDOT's 10 day review timeline
12/6/2021	3.0.B Multimodal Assessment - Assessment	The MA says it will "review and assess the publicly accessible pedestrian network within ¼ mile walking distance of the site". I'd assume this means we'll need to measure walking distances along pedestrian facilities, but that could get tedious in areas where there is a grid network. Not sure that a straight-line distance is appropriate, but this could create some gray areas in denser regions.
12/6/2021	3.0.C.1.c Multimodal Assessment - Documentation - MA Summary	It says that MA Summary should include "Plans, descriptions, and locations of physical MA mitigations, incorporated into submitted lane development construction plans". Does this mean that improvements need to be incorporated into plans at the time of the MA? Or are they saying that after the MA is approved, the improvements will need to be incorporated in the plans? If the former, then it might need an interim step where improvements are approved before anyone starts designing.
12/6/2021	5.0.B.1 Traffic Impact Study - Assessment - TIS Study Area	5.B.1. & 5.B.2.a - Reference a scoping meeting but say that a scoping meeting is voluntary on page 1
12/6/2021	5.0.B.1 Traffic Impact Study - Assessment - TIS Study Area	Are there thresholds for measuring the "likely to reduce LOS" and "area of influence"
12/6/2021	5.0.B.2.d Traffic Impact Study - Assessment - TIS Analysis	Why include v/c as a metric to report if it's no longer a threshold for mitigation? Why ask by individual movement
12/6/2021	5.0.C.3 Traffic Impact Study - Documentation - CTR Documentation	If the CTR Report only includes an MA or TDM, do they intend for that to be in a memo format? Or will we need to develop a new report format?
12/6/2021	5.0.C.3.g.3 Traffic Impact Study - Documentation - CTR Documentation	Does this mean that a concept will eb required for all identified mitigation in a TIS?
12/6/2021	5.0.C Traffic Impact Study - Table 5. Trip Calculation Assumptions & TIS Data Requirements - Pass-by	Add restaurants to uses that can have pass-by (or clarify that that is included in retail). Why is pass-by only limited in the PM? Is there a technical basis for this or just a carryover from the old code?
12/6/2021	5.0.C Traffic Impact Study - Table 5. Trip Calculation Assumptions & TIS Data Requirements - Turning Movement Counts	There's a typo of TCM in the last bullet of the counts section
12/6/2021	6.0 CTR Scoping Form	Will form be provided separately after CTR is finalized?
12/6/2021	6.0 CTR Scoping Form - Study Parameters	Does it need to be 16 hours?
12/6/2021	2.0 Comprehensive Transportation Review - Table 1. Comprehensive Transportation Review Thresholds	Suburban or urban Trip Gen
12/6/2021	2.0 Comprehensive Transportation Review - Table 1. Comprehensive Transportation Review Thresholds	Thresholds seem relatively close to each other
12/6/2021	2.0 Comprehensive Transportation Review - Table 2. CTR Scoping and Review Process	If scope/CTR approved if review deadline is not met?
12/6/2021	3.0.C Multimodal Assessment - Documentation - Table 3. Multimodal Assessment Mitigation Options	Can there be a payment in lieu for MA mitigations?
12/6/2021	5.0.B.1 Traffic Impact Study - Assessment - TIS Study Area	Is meeting optional or case-by-case?
12/7/2021	2.0 Comprehensive Transportation Review - Table 1. Comprehensive Transportation Review Thresholds	Table 1. CTR Review Thresholds Will this be determined on the unadjusted trip generation rates/equations using the general suburban information?

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Date	Section	Comments
12/7/2021	2.0 Comprehensive Transportation Review - Table 1. Comprehensive Transportation Review Thresholds	Consider including TDM Mitigation for low density development but make the point thresholds lower. Maybe something like: Tier 1 = 1 point; Tier 2 = 2 points; Tier 3 = 3 points
12/7/2021	4.0.A Transportation Demand Management (TDM) Assessment	This is the metric for success that should be measured as part of TDM Plan Monitoring. Biannual mode split surveys would be a way to measure this
12/7/2021	4.0.C.2 Transportation Demand Management (TDM) Assessment - TDM Plan Monitoring	Consider being more specific so that developers/owners know what to expect. Maybe it's annually for the first 3 years and every 3 or 5 years thereafter. Require an annual monitoring report.
12/7/2021	4.0.C.2 Transportation Demand Management (TDM) Assessment - TDM Plan Monitoring	This raises the question about what is "effective". Without a larger metric for determining whether the site is "reduce[ing] single occupant vehicles and encourage[ing] alternative modes of transportation" it will be hard to measure whether the strategies are effective. Utilization of a strategy alone is somewhat arbitrary.
12/7/2021	4.0.C.2 Transportation Demand Management (TDM) Assessment - Table 4. TDM Mitigation Options - TDM Coordinator	If this is required for sites triggering a TIS, consider making this 0 points.
12/7/2021	4.0.C.2 Transportation Demand Management (TDM) Assessment - Table 4. TDM Mitigation Options - Education, Marketing and Outreach	"Education, Marketing and Outreach" - Consider increasing mitigation point value to 2 points. This is critical to making sure all other programs get utilized. Or maybe there are more points if the education is ongoing and proactive, not just a one time move in packet. "Education packets" Hard copy materials are only one means of educating tenants. Consider adding another Programmatic Strategy for "TDM Program Website and/or Building App - Develop a central website as part of the property's website and/or building app to serve as a hub of transportation related information for tenants and visitors of the site." "specific transit and bicycle routes" Also consider calling this a "transportation access guide" rather than an "education packet". It's more focused on the sales value of this strategy.
12/7/2021	4.0.C.2 Transportation Demand Management (TDM) Assessment - Table 4. TDM Mitigation Options - Transit Fare Subsidy	"Transit Fare Subsidy" Consider making this more generic so that it can be used for transportation modes other than transit if that's what's most effective. Maybe make the title "TDM Financial Incentives" "at least once annually" - Is this an ongoing subsidy for all tenants? If so, we may want to consider increasing the subsidy to 100%, but make it a one-time purchase for tenants that move into the property. Maybe even consider limiting to initial lease up.
12/7/2021	4.0.C.2 Transportation Demand Management (TDM) Assessment - Table 4. TDM Mitigation Options - Ride Matching	consider adding "residents" too, since much of the new development could be multifamily.
12/7/2021	4.0.C.2 Transportation Demand Management (TDM) Assessment - Table 4. TDM Mitigation Options - Flexible Work Schedules	This is not something a multi tenant office or residential building have control over. It's something an employer controls. It would be very hard for a property manager to track participation in this.
12/7/2021	4.0.C.2 Transportation Demand Management (TDM) Assessment - Table 4. TDM Mitigation Options - Resident TDM Amenities	These strategies seem very specific. Are there other types of amenities? What outcome is desired with these strategies?
12/7/2021	4.0.C.2 Transportation Demand Management (TDM) Assessment - Table 4. TDM Mitigation Options - Bicycle Facilities	If these are onsite improvements that are conditions of development, consider not including them here as they are already required. Consider moving this to Table 3 as part of Multimodal Assessment
12/7/2021	4.0.C.2 Transportation Demand Management (TDM) Assessment - Table 4. TDM Mitigation Options - On-site Childcare	Although onsite Childcare does reduce the need to drive, it is a very expensive ongoing service. Consider providing more mitigation points for sites that offer it.
12/7/2021	4.0.C.2 Transportation Demand Management (TDM) Assessment - Table 4. TDM Mitigation Options - Transit Stop/Mobility Hub Improvements	Since this is a one time investment, consider moving it to "Physical Strategies" or Table 3.
12/7/2021	4.0.C.2 Transportation Demand Management (TDM) Assessment - Table 4. TDM Mitigation Options - Transit Service Upgrades	Given the level of ongoing cost and cities desire to encourage rather than cannibalize transit service, consider increasing the mitigation points for Transit Service Upgrades
12/7/2021	4.0.C.2 Transportation Demand Management (TDM) Assessment - Table 4. TDM Mitigation Options - Real Time Information	This is for more than Transit. Consider moving it to "Physical Strategies" to be more comprehensive/inclusive.
12/7/2021	4.0.C.2 Transportation Demand Management (TDM) Assessment - Table 4. TDM Mitigation Options - Price Parking	should have a higher value for mitigation points. At least 2 points but could be as high as 3 points if they are charging market rate.
12/7/2021	4.0.C.2 Transportation Demand Management (TDM) Assessment - Table 4. TDM Mitigation Options - Note Section 2	Consider moving to Table 3
12/7/2021	5.0.C.1.b Traffic Impact Study - Documentation - Mitigation Identification	Is there a desirable LOS? If something is an A or B, can mitigation be waived? Potentially higher threshold in the TOD areas
12/7/2021	5.0.C.2 Traffic Impact Study - Documentation - Mitigation Determination	Expand this to describe CDOT's approach to mitigation. Which may include physical or non-physical improvements

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Date	Section	Comments
12/7/2021	5.0.C.2 Traffic Impact Study - Documentation - Mitigation Determination	Can credit be given if you build another development's improvements? "In cases where improvements are implemented in advance....."
12/7/2021	5.0.C Traffic Impact Study - Table 5. Trip Calculation Assumptions & TIS Data Requirements - Background Growth Rate	Clarify whether this is annually, compounded or other? Scoping form states 'Applied Once'
12/7/2021	5.0.C Traffic Impact Study - Table 5. Trip Calculation Assumptions & TIS Data Requirements - Existing Trip Reduction	Include a section with Trip Generation Methodology
12/7/2021	5.0.C Traffic Impact Study - Table 5. Trip Calculation Assumptions & TIS Data Requirements - Pass-by Trips	commercial ?
1/12/2021	1.0.B Purpose and Applicability - Applicability	In Section 1.0.B, how is redevelopment is defined? Is it a percentage of the property getting redeveloped, i.e. 50% of the developable area? This will ensure that the CTR is applied accordingly during the permitting process. Also, this will help to determine how fees can be accessed for review redeveloped property for the CTR.
1/12/2021	2.0.B Comprehensive Transportation Review Process - CTR Scoping and Review Process	In Section 2.0.B., when in the workflow land development process is an application submitted for review under the CTR? Is it prior to a formal submission to the Planning Department for a by-right or rezoning petition
1/12/2021	2.0.B Comprehensive Transportation Review Process - CTR Scoping and Review Process	In Section 2.0.B., How many resubmittals/review cycles are allowed before another fee is applied?
1/12/2021	2.0 Comprehensive Transportation Review - Table 1. Comprehensive Transportation Review Thresholds	For Table 1, fee schedules will have to be created to accommodate the reduced thresholds and increased number of rezoning districts that will now require a traffic analysis.
1/12/2021	2.0 Comprehensive Transportation Review - Table 1. Comprehensive Transportation Review Thresholds	Also, under TIS requirements, shouldn't change of use or increase in trips since previous TIS approval be included as part of the triggers?
1/12/2021	3.0.B Multimodal Assessment - Assessment	In Section 3.0.B, what is the 'CDOT's list of approved pedestrian crossings and signal locations' and where can it be located? How often is the list updated? Please hyperlink the City's ADA Transition Plan to ensure that the correct version is referenced.
1/12/2021	3.0.C Multimodal Assessment - Documentation - Table 3. Multimodal Assessment Mitigation Options - Notes	Under Table 3, Note 1 states that 'CDOT may consider other Multimodal mitigation options.' What do those options include? Are they based on industry standards or manuals published by NACTO?
1/12/2021	4.0.C.2 Transportation Demand Management (TDM) Assessment - TDM Plan Monitoring	In 4.0.C.2, what does periodically include? Is it once a year, every two years? Providing a 'periodical period' provides certainty in the process.