

# Rezoning Transportation Analysis

Petition Number: 2020-013

General Location Identifier: 14902504, 14902503

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## Revision Log:

Date	Description
02-24-20	First Review (EL)
08-19-20	Second Review (KP)
09-17-20	Third Review (KP)

## General Review Information

The site is at the unsignalized intersection of South Tryon Street (major thoroughfare, State-maintained road) and Cama Street (minor thoroughfare, City-maintained road) and is located along a corridor inside Route 4. The subject property is located within the Scaleybark Transit Station Area Plan.

### Active Projects Near the Site:

- There are no active projects in the immediate area.

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*CDOT's review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP) which seeks 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.*

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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 South Tryon Street and Cama Street, respectfully, major and minor thoroughfare roads. The proposed site plan includes a requesting Urban Residential zoning, within the Scaleybark Transit Station Area Plan. The subject property is approximately ½ mile distance from the Scaleybark Light Rail station. As shown below for the third review, the majority of CDOT comments were not addressed with the most recent submittal, and substantial revisions per previous CDOT outstanding issues are still required to be met.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	2 dwellings	20	Tax Record
Entitlement with Current Zoning	Single Family (0.61 ac of R-8)	4 dwellings	40	General Guidance from Planning

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Proposed Zoning	0.61 ac of UR-2 (CD)	Need clarification from petitioner	Site Plan: 12-23-19
Proposed Zoning	0.61 ac of UR-2 (CD)	Need clarification from petitioner	Site Plan: 7-10-20 (submitted on 8/17/2020)
Proposed Zoning	0.61 ac of UR-2 (CD)	Need clarification from petitioner	Site Plan: 7-14-20 (submitted on 9/14/2020)

**Outstanding Issues**

~~Strikeout~~ = Not an outstanding issue

1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
  - a. ~~**South Tryon Street:** The future location of curb and gutter is 41 feet from road centerline, per the council adopted CDOT Streets Map.~~
  - b. **East Cama Street:** The future location of curb and gutter is 21.5 feet from road centerline, per the council adopted CDOT Streets Map.

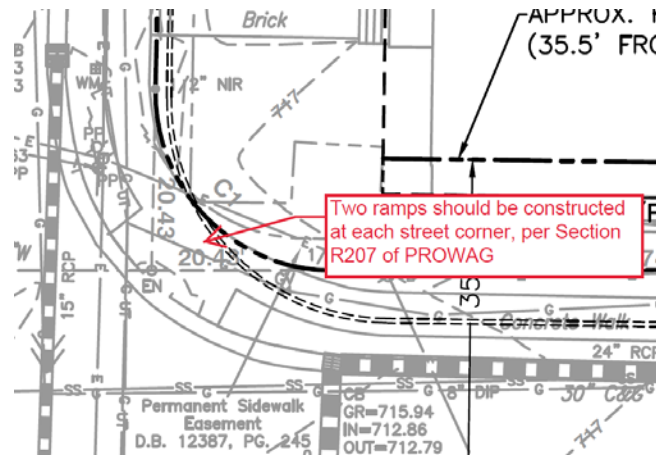
Label and dimension the curb and gutter from the centerline for each road.

2. ~~**Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition. If the during the permitting process the site generates more than 2500 daily trips, then a traffic study will be required.~~
3. Revise the site plan and conditional note(s) to show the East Cama Street future right-of-way that is proposed 35.5 feet from the road centerline and to dedicate 36.5 feet of right of way from centerline, per the CDOT Streets Map and the Charlotte Land Development Standards Manual (CLDSM), Standard Detail U-05-D – Commercial Wide Street Typical Section (TOD only). For clarification, the future curbline is that within the CDOT Streets Map, instead of the Scaleybark Transit Station Area Plan. Label and dimension the right-of-way from the road centerline.
4. Revise the site plan and conditional note(s) to show the South Tryon Street future right-of-way that is proposed 65 feet from road centerline to dedicate 57 feet of Right-of-Way from centerline, per the CDOT Streets Map. Label and dimension the right-of-way from the road centerline.
5. Revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip and 8-foot sidewalk, per the Scaleybark Transit Station Area Plan, with respect to the future curbline, along both South Tryon Street and East Cama Street. The Scaleybark Transit Station Area Plan remains as the reference for the streetscape requirements for this proposed rezoning.  
**Updated Comment:** Will need to update FBOC along Cama Street to approve this comment.
6. Revise the site plan and conditional note(s) to provide two curb ramps at the intersection of South Tryon Street & East Cama Street.

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7. Revise the site plan and conditional note of Section (C.Transportation.1.) to provide one access off of East Cama Street, via a CLDSM standard detail 1025.E - Type II Modified Driveway. NCDOT will not permit access off South Tryon Street.  
**Updated Comment:** Driveway type should be included in the site plan and conditional notes.
8. Revise the site plan to add a note 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. CDOT requests right of way set at 2' behind back of sidewalk where feasible.
9. Revise the site plan to show/propose a location for trash receptacles/pick-up.
10. Revise the site plan to add a 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. ~~Resolved-Sample format for comment that is resolved~~

## Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. According to the City of Charlotte's Driveway Regulations, 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.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles (and two 10' x 70' sight triangles on North Carolina Department of Transportation on NCDOT maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance(s). Such items should 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 the North Carolina Department of Transportation 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 to be submitted to CDOT for review and approval.

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5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. 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 the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.