

# Rezoning Transportation Analysis

Petition Number: 2020-017

General Location Identifier: Tax ID 11101102

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**Reviewer: Eric Lemieux, PE**  
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## Revision Log:

Date	Description
03-18-20	First Review
04-20-20	Second Review

## General Review Information

The site is on Remount Road (major thoroughfare, city maintained), Baltimore Avenue (local street, city maintained), and Norfolk Avenue (local street, city maintained) and is in a corridor inside Route 4. The site is within the limits of the New Bern Station Area Plan and Center City 2020 Vision Plan. In reference to the Vision Zero Action Plan, Remount Road is classified within Charlotte's High Injury Network.

## Active Projects Near the Site:

- South Tryon Corridor Implementation
  - The project will implement pedestrian hybrid beacons, bulb-outs, and pavement markings at various locations along South Tryon Street between Clanton Road and Carson Boulevard.
  - Construction: TBD; real estate acquisition to finish end Q1 2020
- I-77 Lane Widening (I-5718A STIP)
  - This project will implement additional managed lanes to widen to a 10-lane freeway from the South Carolina state line to I-277/US 74 (Belk Freeway). The project will also reconstruct the I-77/I-277 (Belk Freeway) interchange, and install ramp meters.
  - Construction: 2029; real estate acquisition to start 2025

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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 a minor thoroughfare. With consideration to the Vision Zero Action Plan, the petitioner has committed to construct a pedestrian crossing at the intersection of Baltimore and Remount Road, which is classified within Charlotte's High Injury Network. Charlotte WALKS was also applied by CDOT to request these pedestrian connectivity improvements across from an existing CATS bus stop. In reference to Charlotte BIKES, the petitioner has also committed to extend the buffer bike lane on Remount to the intersection of South Tryon, to provide a continuous bike facility to the Rail Trail. This

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rezoning petition is also located across from rezoning petition 2020-018. CDOT and petitioner have previously discussed that trash handling will occur internal to the site, and CDOT continues to request for a conditional note to be added to the site plan to establish this commitment.

## Trip Generation

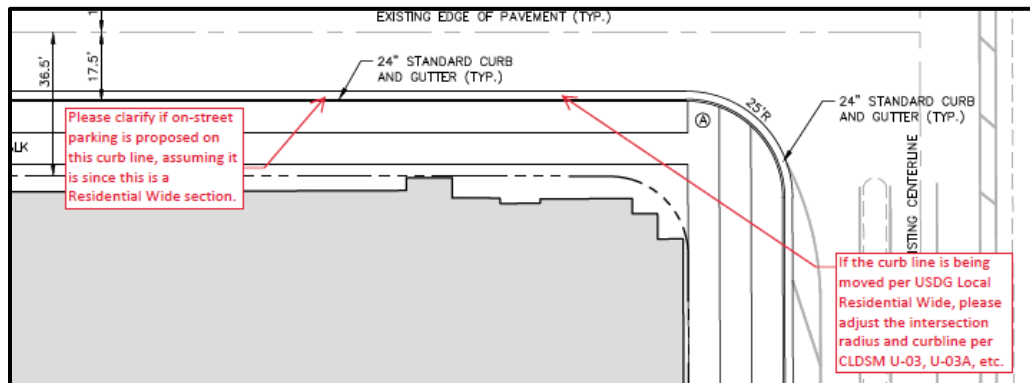
Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Religious Institution	21,878 SF	152	Tax Record
Entitlement with Current Zoning	Apartments (R22 MF – 2.75 acres)	60 DU	325	General Guidance from Planning
Proposed Zoning	Apartments (MUDD-O)	274 DU	1,492	Site Plan: 01-09-20

Please provide responses to comments with plan submittal.

## Outstanding Issues

**Strikeout = Not an outstanding issue**

- ~~**Curblines** The proposed zoning district has a setback measured from back of the existing or proposed future curblines.
 
  - ~~**Remount Road:** The future location of curb and gutter is accurately proposed within the site plan.~~
  - ~~**Baltimore Avenue:** The future location of curb and gutter that is proposed within the site plan is acceptable.~~
  - ~~**Norfolk Avenue:** The future location of curb and gutter is accurately proposed within the site plan.~~~~
- ~~**Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition due to the site generation more than 2500 daily trips. If the during the permitting process the site generates more than 2500 daily trips, then a traffic study will be required.~~
- ~~**Resolved** The petitioner should revise the site plan and conditional note(s) to account for on-street parking curb extensions, if on-street parking is desired by the petitioner. The petitioner should clarify if the on-street parking will be marked or unmarked. If marked, the parking spaces may count toward the Zoning Ordinance parking count requirements but will also require accessible on-street parking per the Charlotte Land Development Standards Manual (CLDSM). The 25' intersection radius is acceptable and is consistent with Urban Street Design Guidelines (USDG) Appendix C.~~

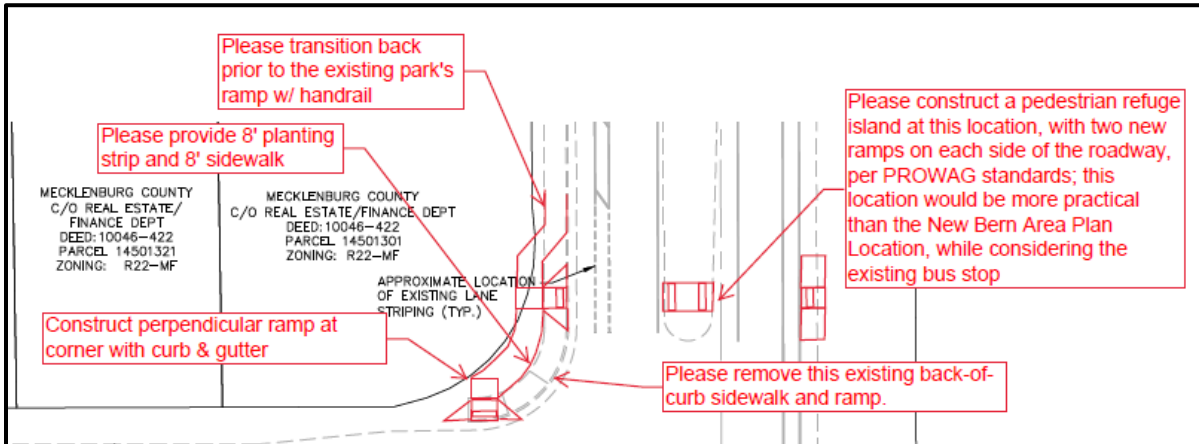


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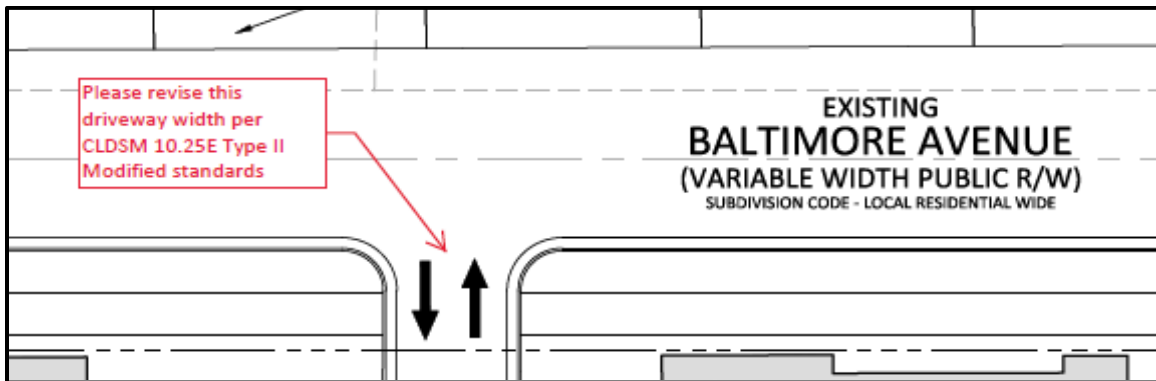
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4. ~~Resolved~~ We request the petitioner to revise the site plan and conditional note(s) to construct a pedestrian refuge island across Remount Road, in reference to the Vision Zero Action Plan and enhanced intersection crossing included within the New Bern Area Plan. CDOT has notified Mecklenburg County of the possibility of the petitioner possibly attaining public utility and construction easements to improve the streetscape at this intersection. Please contact Jacqueline McNeil at ([Jacqueline.McNeil@mecklenburgcountync.gov](mailto:Jacqueline.McNeil@mecklenburgcountync.gov)) or (980-314-2511) and Bert Lynn at ([Bert.Lynn@mecklenburgcountync.gov](mailto:Bert.Lynn@mecklenburgcountync.gov)) or (704-589-7491). The pedestrian refuge may be unsignalized, but should still include MUTCD pedestrian crossing signage with a marked crosswalk. Please provide CDOT with an exhibit to review.



5. ~~Resolved~~ The petitioner is required to revise the site plan and conditional note(s) to widen the proposed access on Baltimore Avenue to a CLDSM standard for two-way traffic.

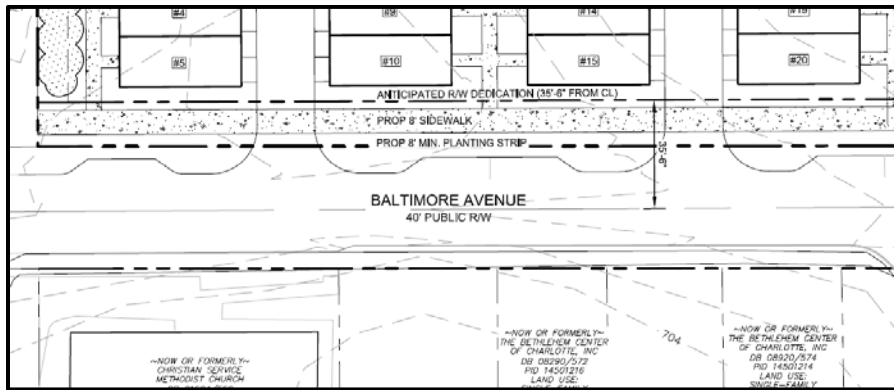
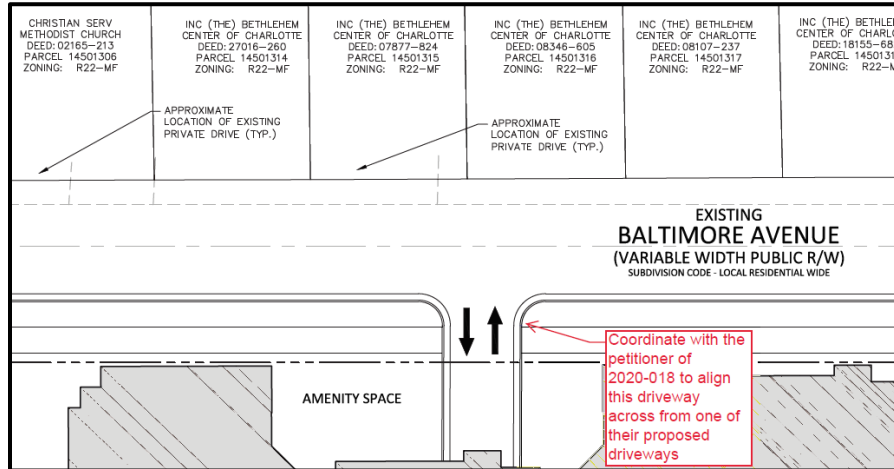


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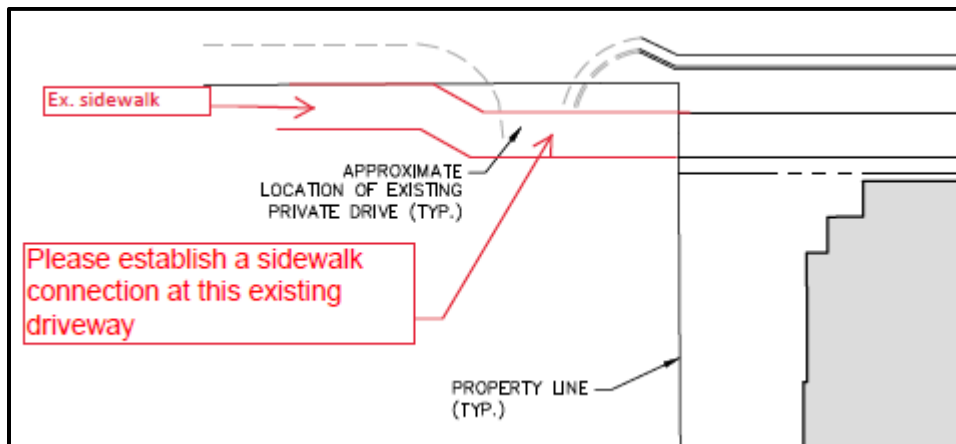
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6. ~~Rescinded, adequate driveway spacing is provided. The petitioner is required to revise the site plan and conditional note(s) to coordinate with the petitioner of 2020-018 to align the proposed access with one of the two proposed driveways with within rezoning petition 2020-018's proposed site plan, or vice-versa.~~



7. ~~Rescinded In reference to the Charlotte WALKS adopted plan, the petitioner should revise the site and plan and conditional note(s) to replace the existing driveway to a CLDSM standard, to the extent possible within the public right of way, to properly connect the proposed sidewalk into the existing sidewalk to improve accessibility.~~

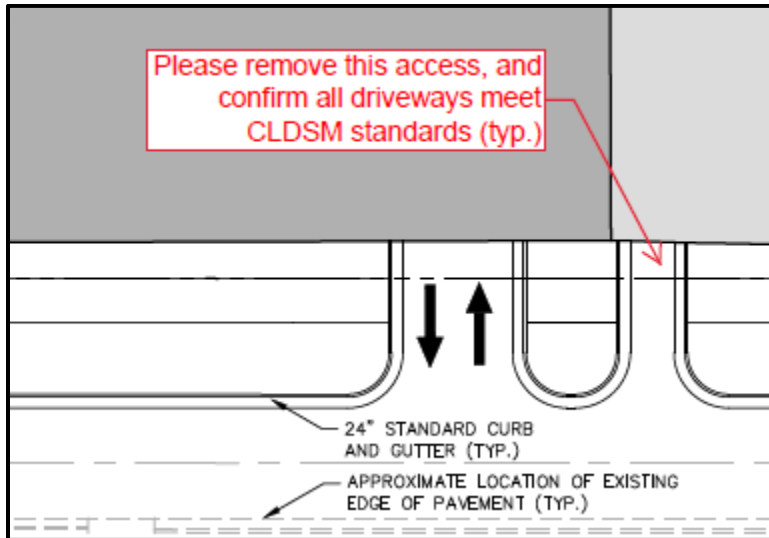


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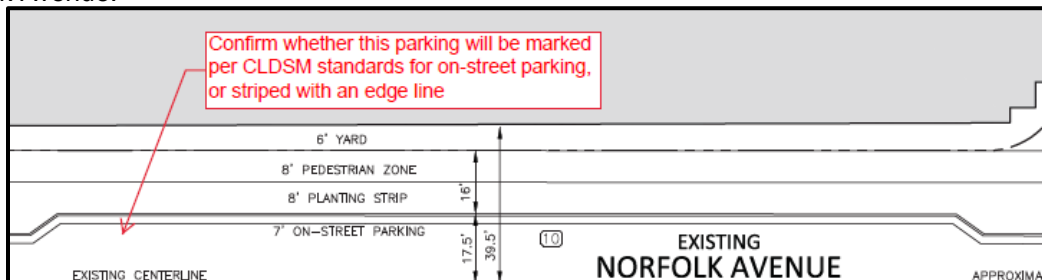
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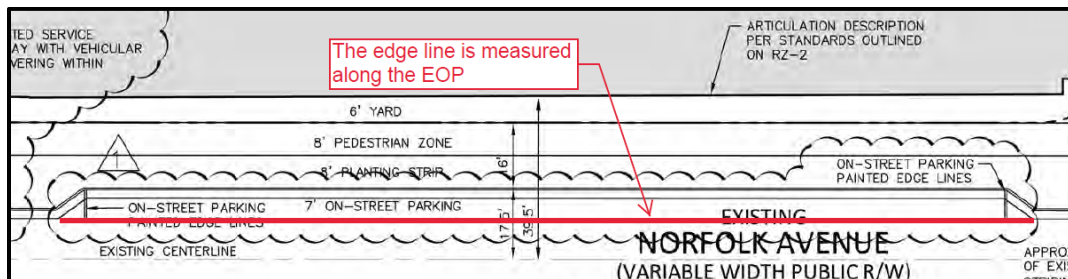
8. **Resolved** The petitioner should revise the site plan and conditional note (Section IV. Transportations, 3) to add specify dedication and fee simple conveyance of **all** rights of way to the City before the site's first building certificate of occupancy is issued. CDOT requests right of way set at 2' behind back of sidewalk where feasible.
9. **Resolved** The petitioner should revise the site plan and conditional note(s) to remove the proposed access on Norfolk Avenue, as shown below.



10. **Resolved** The petitioner should revise the site plan and conditional note(s) to clarify if the Norfolk Avenue on-street parking will be used to count toward Zoning Ordinance parking requirements. If so, one accessible on-street parking space will be required, affecting the proposed streetscape along Norfolk Avenue.



- a. **Technical Clarification** The petitioner should revise the site plan to show the edge line measured parallel to the edge of pavement and curb line.





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11. **Resolved** In reference to the Charlotte BIKES adopted plan and CDOT Streets Map, CDOT requests the petitioner to revise the site plan and conditional note(s) to restripe the area below to replace the existing eastbound right turn lane in favor of extending the buffered bike lane to the intersection of Tryon Street. This request is also supported to establish a constant bike facility connection to the Rail Trail directly into South End.



12. **Outstanding** The petitioner should revise the site plan and conditional note(s) to clarify the trash container locations and how handling will be performed.
13. **Rescinded, bicycle parking is required per Section 12.202 and 12.202A of the Zoning Ordinance.** The petitioner should revise the site plan and conditional note(s) to include the location of Zoning Ordinance required bicycle parking.
14. **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

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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.
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.