Rezoning Transportation Analysis
Petition Number: 2020-034
General Location Identifier: Tax ID 08102103

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Revision Log:

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
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<tbody>
<tr>
<td>03-25-20</td>
<td>First Review</td>
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</tbody>
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General Review Information
The site is located on College Street (local road and City maintained). The City is located within Route 4 and within Route 4. The site is located within ½ mile from the Parkwood Lightrail Station.

Active Projects Near the Site:
- Project Name
  - North Tryon Street Gateway - This project will create a gateway between Uptown and the North End through streetscape enhancements along North Tryon Street from 11th Street to Dalton Avenue, with aesthetic improvements at the railroad overcrossings. Streetscape elements
  - 16th Streetscape - This project will provide pedestrian, bicycle facilities and aesthetics on 16th Street.

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 on a local road. The site is located within ½ mile from the Parkwood Lightrail Station. The petitioner should revise the site plan to meet the ordinance requirements and the outstanding items listed below.

Trip Generation

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Land Use</th>
<th>Intensity</th>
<th>Trip Generation (vehicle trips/day)</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Use</td>
<td>Vacant</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Entitlement with Current Zoning</td>
<td>Warehouse (I-2 – 5.07 acres)</td>
<td>76,050 SF</td>
<td>170</td>
<td>General Guidance from Planning</td>
</tr>
</tbody>
</table>
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| Proposed Zoning | Apartments | 375 DU | 2045 | Site Plan: 02-11-20 |

**Outstanding Issues**

1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
   - Road Name College Street: Location of the proposed curb and gutter is in its future location.
   - The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.

2. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition because it doesn’t generate more than 2500 daily trips.

3. Even though the site doesn’t require a traffic impact study, it will generate enough trips that infrastructure improvements should be provided to mitigate for the additional traffic. There are two options to mitigate for the additional traffic by the site:
   - Option A: The petitioner should provide a sidewalk and bicycle connection to 16th Street to provide residents to the Parkwood Light Rail Station.
   - Option B: The petitioner should provide a sidewalk connection from the site to North Tryon. The sidewalk connection can be on one side of the road and can choose between installing the sidewalk on either E. Liddeld Street or Wadsworth Place.

4. The petitioner should revise the site plan and conditional note(s) to commit to have the trash pick-up be from within the site and not the public right-of-way to reduce vehicular and pedestrian conflicts.

5. The petitioner should 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.

6. The petitioner should 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.

7. **Resolved** Sample format for comment that is resolved

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**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.

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.