

Rezoning Transportation Analysis

Petition Number: 2020-167

General Location Identifier: Tax ID 07909935

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Reviewer: Eric Lemieux, PE
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Revision Log:

Date	Description
12-28-20	First Review (EL)
1-21-21	Second Review (EL)

General Review Information

The petition is located adjacent to North Graham Street (State-maintained, major thoroughfare), Bancroft Street (City-maintained, local street), Concordia Avenue (City-maintained, local avenue). The petition is in a corridor and is inside Route 4. The applicable area plan is the North Tryon Area Plan.

Active Projects Near the Site:

- Camp North End CIP - Graham Street Improvements (part of Applied Innovation Corridor)
 - The public improvements will upgrade the streetscape around Camp North End including North Graham Street, Statesville and Woodward Avenues and extend Sylvania Avenue from North Graham Street to Statesville Avenue.
 - Project status: under-construction
 - Senior project manager: Leslie Bing
 - 704-577-8609
 - lbing@charlottenc.gov

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 State-maintained, major thoroughfare road [North Graham Street]. The review of this petition was conducted in partnership with NCDOT to align with their separate permitting process. Site plan revisions are needed to meet ordinance requirements and the outstanding items including, but not limited to clarifying the site plan and conditional notes that refer to relocating the curbline on North Graham Street and Bancroft Street and installing streetscape improvements along all road frontages prior to the first certificate of occupancy. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse	3,360 SF	210	Tax Record
	Warehouse	7,078 SF		
	Warehouse	1,440 SF		
	Single Family	4 Dwellings		
Entitlement with Current Zoning	Single Family (R-5 1.28 acres)	5 Dwellings	175	General Guidance from Planning
	Warehouse (I-2 1.8 acres)	27,000 SF		
Proposed Zoning	Apartments	73 Units	400	Site Plan: 10-07-20

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. **Outstanding (site plan dated 01/11/21) Curblines:** The proposed zoning district has a setback measured from back of the existing or proposed future curblines.
 - a. **North Graham Street:** Location of curb and gutter needs to be moved 32.5-feet from road center to proposed back-of-curb, to accommodate the future 4-lane Avenue road cross section with buffered/separated bike lanes.
 - b. ~~**Concordia Avenue:** Location of curb and gutter needs to be installed at the existing edge of pavement.~~
 - c. **Bancroft Street:** Location of curb and gutter needs to be installed along the property frontage, according to CLDSM standard detail number *U-03A – Local Residential Wide Street Typical Section*, from road centerline.

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

~~2. Traffic Study:~~

~~In order to evaluate traffic impacts of the project, a Traffic Impact Study (TIS) may be required depending on the size and location of the project.~~

~~A Traffic Impact Study 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. Revise site plan and conditional note(s) to commit to dedicate 40 feet of right-of-way from the North Graham Street centerline. Label and dimension the right-of-way from the road centerline.~~
- ~~4. In coordination with NCDOT, revise the site plan and conditional note(s) for the proposed access on North Graham Street to either a right-in/right-out or install a southbound left-turn lane if full movement access is desired. If the option to construct a right-in/right-out access is pursued, the median cannot restrict access to existing driveways on the opposite side of North Graham Street.~~

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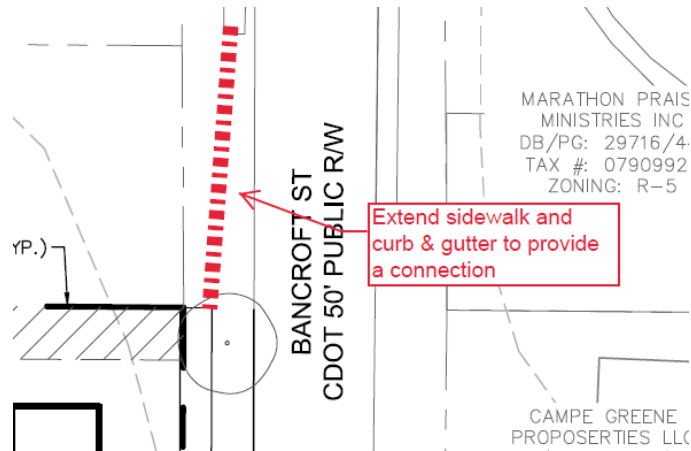
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- ~~5. Site plan and conditional note(s) revisions are needed to commit to construct bicycle facilities by relocating the existing curbline to accommodate an 8-foot wide buffered bike lane along the North Graham Street property frontage, to meet the City Charlotte BIKES Plan and the goal for improved bicycle connectivity within the City, and to connect to the surrounding network.~~
- ~~6. The proposed dwelling units exceeds 12 per acre. Per Chapter 20 Subdivision ordinance, site plan and conditional note(s) revisions are needed to commit to construct an 8-foot planting strip and 8-foot sidewalk along Concordia Avenue and Bancroft Street. The wider sidewalk also meets the Charlotte WALKS Policy.~~

Reference (GLDSM standard detail U-03A and U-02) for street typicals.

- ~~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 is needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.~~
- ~~8. In accordance with the Charlotte WALKS Plan, revise site plan and conditional note(s) to commit to extend the proposed sidewalk and curb and gutter to the existing stub in front of parcel PID (07909936).~~



- ~~9. In accordance with the Charlotte WALKS Plan, revise site plan and conditional note(s) to provide sidewalk for pedestrian circulation to proposed buildings E, F, J, and I.~~
- 10. Outstanding (site plan dated 01/11/21)** A site plan note specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued is needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.
- 11. New Comment (site plan dated 01/11/21)** Conditional note (Section F.2.) needs to be revised to clarify that an 8-foot planting strip and 8-foot sidewalk will be constructed along North Graham Street. The site plan needs to be updated to show the curb line being relocated for a buffered bike lane, rather than a 12-foot shared-use path.

2. A MINIMUM 8 FOOT WIDE PLANTING STRIP AND A MINIMUM 12 FOOT WIDE MULTI-USE PATH SHALL BE INSTALLED ALONG THE SITE'S FRONTAGE ON NORTH GRAHAM STREET.<

- 12. New Comment (site plan dated 01/11/21)** Conditional note (Section D.4.) needs to be updated to reflect that the streetscape improvements listed within (Sections F.1. and F.2.) will also be completed prior to first certificate of occupancy, in reference to outstanding issue 10.

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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. 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.
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 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.
3. 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit 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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
7. 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.
8. 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>