

Rezoning Transportation Analysis
Petition Number: Insert Zoning Petition #2021-018
General Location Identifier: Tax ID 07908301

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Revision Log:

Date	Description
02-25-21	First Review (EL)
03-25-21	Second Review (KP)
04-27-21	Third Review (EL)

General Review Information

The petition is located adjacent to North Pine Street (City-maintained, Local Street) and West 27th Street (City-maintained, Local Street). The petition is in the North Corridor and is inside Route 4. Applicable area plans include the North Tryon Area Plan.

Active Projects Near the Site:

- None

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 City-maintained local roads (North Pine Street, North Poplar Street, West 26th, 27th, and 28th Streets). There is already an existing road network within this site that will be largely preserved to serve connectivity goals for the area. The project commits to installing an 8-foot planting strip and 8-foot sidewalk, which supports the Charlotte WALKS policy. The petitioner has committed to providing on-street parking along all public streets, with exception to segments along Pine Street to preserve existing trees. All outstanding CDOT items are addressed.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	Tax Record
Entitlement with Current Zoning	Apartments (R-22 10.81 acres)	237 Units	1,290	General Guidance from Planning

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Proposed Zoning	Apartment	323 Units	1,760	Site Plan: 12-14-21
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Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. ~~**Curblines:** The proposed zoning district has a setback measured from back of the existing or proposed future curblines.~~
 - a. ~~**West 26th Street:** The future location of curb and gutter is in its existing location but shall be recessed to where on-street parking is proposed, in accordance with the Charlotte Land Development Standards Manual (CLDSM).~~
 - b. ~~**West 27th Street:** The future location of curb and gutter is in its existing location but shall be recessed to where on-street parking is proposed, in accordance with the Charlotte Land Development Standards Manual (CLDSM).~~
 - c. ~~**West 28th Street:** The future location of curb and gutter is in its existing location but shall be recessed to where on-street parking is proposed, in accordance with the Charlotte Land Development Standards Manual (CLDSM).~~
 - d. ~~**North Pine Street:** The future location of curb and gutter is in its existing location but shall be recessed to where on-street parking is proposed, in accordance with the Charlotte Land Development Standards Manual (CLDSM).~~

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

Update to Comment as a Result of 03/16/2021 Site Plan: Add a conditional note that recessed on-street parking will be provided along all street frontages in accordance with CLDSM.

2. ~~Traffic Study:~~

A Traffic Impact Study (TIS) 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 the future right-of-way from all road centerlines. The site plan shall label and dimension the right-of-way from the road centerline.~~

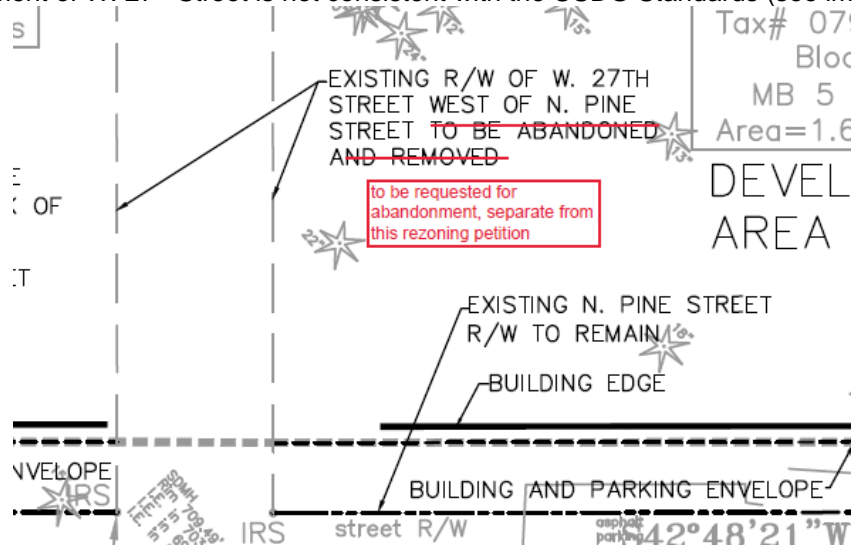
4. ~~Revise the site plan to reflect the commitment within conditional note (Section 3.d.) to include an 8-foot planting strip and 8-foot sidewalk along all road frontages. Two accessible ramps will be required to provide accessible street crossings across each road per CLDSM standards and Public Right-of-Way Accessibility Guidelines (PROWAG).~~

Reference (CLDSM standard detail I-01) for typical ramp placement.

5. ~~A site plan notespecifying 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.~~
6. ~~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.~~

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7. On sheets RZ-1 and RZ-2, remove call-out to abandon and remove W. 27th Street. Also, remove the site conditional note 3. Access, Buffers, Screening, Open Space and Pedestrian Circulation, Note I. The abandonment of W. 27th Street is not consistent with the USDG Standards (see image below).



Update to Comment as a Result of 03/16/2021 Site Plan: Remove note 3.K. This is covered in the site plan call-out, and is a separate process from the rezoning.

k. The Petitioner will be seeking to abandon the portion of W. 27th Street located between N. Pine Street and the western property boundary as generally depicted on the Rezoning Plan.

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.

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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>