

Rezoning Transportation Analysis

Petition Number: 2021-163

General Location Identifier: 08002304

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Reviewer:

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Revision Log:

Date	Description
08-26-21	First Review (LH)
09-23-21	Second Review (BKB)

General Review Information

The petition is located adjacent to North Tryon Street, a City-maintained minor thoroughfare, East 7th Street, a City-maintained minor thoroughfare, and North College Street, a City-maintained major thoroughfare. The petition is located in the Uptown Center inside Route 4. Applicable area plans include the First Ward Master Plan.

Active Projects Near the Site:

- Uptown CycleLink 6th Street Cycle track
 - <https://charlottenc.gov/Projects/Pages/UptownCycleTrack.aspx>

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 adjacent to North Tryon Street, a City-maintained minor thoroughfare, East 7th Street, a City-maintained minor thoroughfare, and North College Street, a City-maintained major thoroughfare. The site is located in the Uptown Center, within a robust multi-modal transportation network, including the Blue and Gold Transit Lines, Charlotte Transit Center and in close proximity to points of interest for multiple transportation network companies.

A Traffic Impact Study (TIS) is not needed for this site. The site is currently zoned Uptown Mixed-Use District (UMUD), which has an intent to strengthen the high-density core of the central area in a mixed-use environment. The proposed site plan of the UMUD-O rezoning district for this site will be implemented through the various streetscape design standards and transportation improvements for enhancing the multi-modal transportation network adjacent to this site, as listed within the referenced plans of the UMUD Zoning districts, including but not limited to, the Center City Charlotte Urban Design Plan, Core Uptown Streetscape Plan, Center City 2010 Vision Plan, Center City Transportation Plan. Additionally, the proposed site plan will incorporate non-standard transportation improvements, such as rideshare pick-up/drop off areas, the Uptown CycleLink 6th Street Cycle track and other streetscape enhancements along 7th Street. Site plan revisions are needed to meet outstanding items including, but not limited to:

Rezoning Transportation Analysis

Petition Number: 2021-163

General Location Identifier: 08002304

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Police Department Theatre Library	20,832 SF 3,418 SF 23,783 SF	Insufficient trip data for each land use	Tax Record
Entitled Use	UMUD-O	N/A	Too many uses to determine	General guidance from planning
Proposed Use	UMUD-O and UMUD-SPA	N/A	Too many uses to determine	Site Plan: 6/15/2021

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. ~~**Curbline:** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.~~
 - a. ~~**6th Street:** See Outstanding Issues #3 and #4~~
 - b. ~~**7th Street:** See Outstanding Issue #3 and #5~~
 - c. ~~**Tryon Street:** The future location of curb and gutter is in its existing location.~~
 - d. ~~**College Street:** The future location of curb and gutter is in its existing location. Reconcile proposed street trees with the potential rideshare/drop off location and driveway access points.~~

2. **Traffic Study:**
A Traffic Impact Study is not necessary for the complete review of this petition. Unless otherwise noted in the Optional Provisions of the site plan and conditional notes, compliance with the streetscape design standards in the specified plans listed in Section 9.906.2 of the City Code of Ordinances is required.

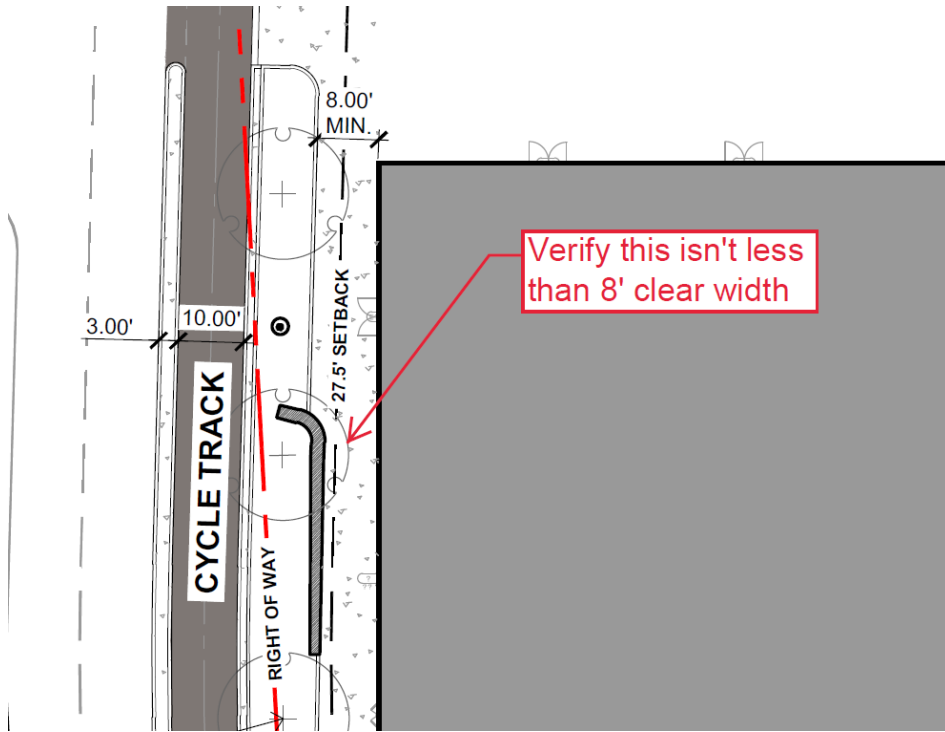
3. ~~**Site Plan (General Comment):**~~
 - a. ~~Clearly show existing and proposed curb and gutter.~~
 - b. Show dimensions for 16' setbacks on 6th Street and 7th Street.
 - c. ~~Clearly show Right of Way Lines on site plans and cross-sections. Reconcile site plans/cross-sections to ensure all building face/footprints do not encroach within the public right-of-way.~~

4. **6th Street Cross-Section:**
 - a. ~~**New Cross-Section:** Include a second cross-section that shows a consistent 10' cycle track width and 11' travel lanes.~~
 - b. ~~**Right of Way:** Show right of way line on cross-section and ensure building face is outside of right of way.~~
 - c. **Pedestrian Pathway:** Update site plan and conditional notes to show minimum 12-foot sidewalk width. **Updated per Site Plan Dated 09-13-2021:** 8-foot minimum sidewalk consistent with all other streetscape improvements in area. Verify that 8-foot sidewalk is achieved as it appears to be less than that in an area below the dimension on the site plan:

Rezoning Transportation Analysis

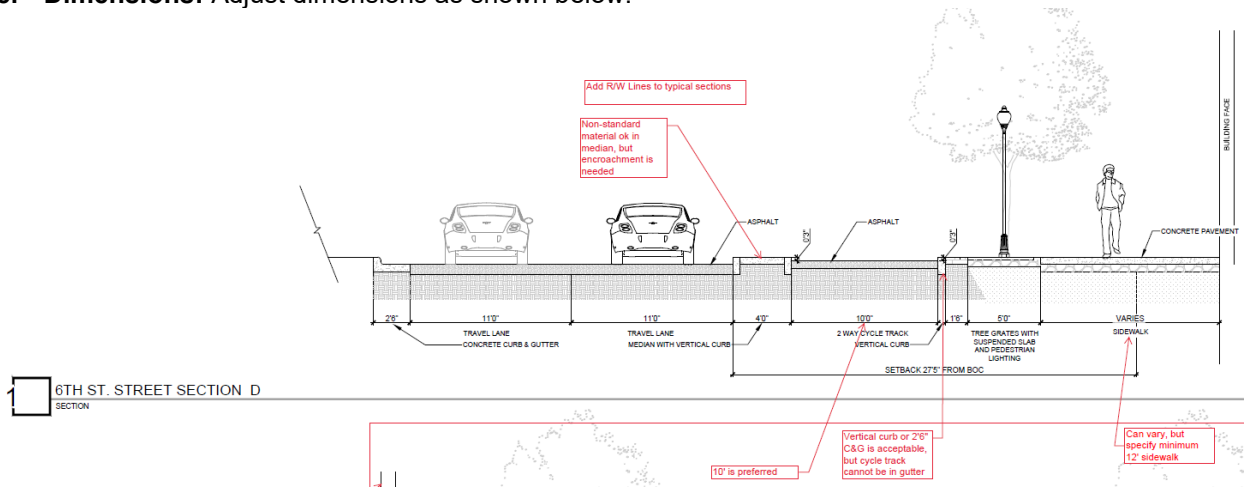
Petition Number: 2021-163

General Location Identifier: 08002304



d. **Cycle Track:** Update site plan and conditional notes to show the correct and varied dimensions, as shown below. Add a conditional note that vertical curb and curb and gutter are both acceptable adjacent to the cycle track, but the gutter width cannot be used to account for the 10' cycle track width. Add a conditional note that nonstandard material is allowed in median between cycle track and vehicle travel lanes, but an encroachment permit will be required. Additionally, provide a conditional note that specifies the commitment of constructing the cycle track on 6th Street.

e. **Dimensions:** Adjust dimensions as shown below:



5. 7th Street Cross-Section:

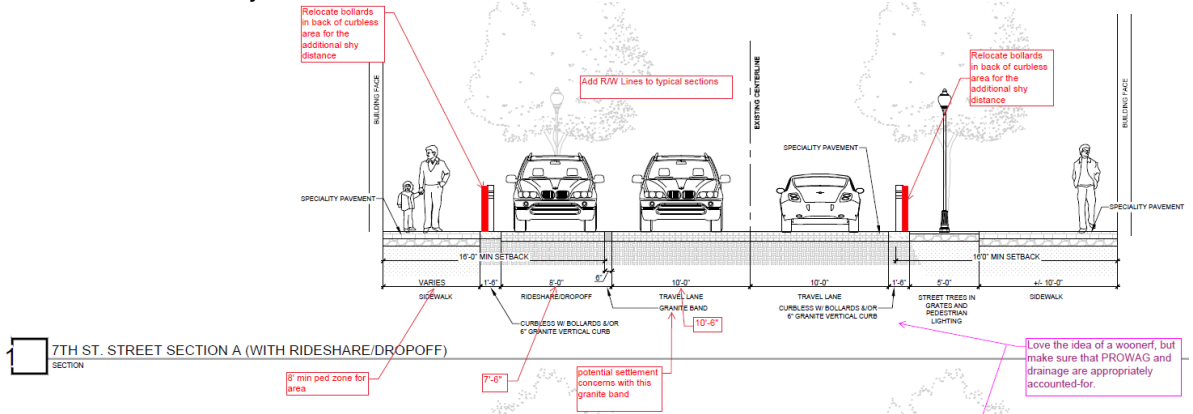
a. **Travel Lanes:** 10-foot travel lanes are not suitable for shuttles that would frequent the hotel or a GATS bus if 7th Street was used as a detour. Update travel lane adjacent to hotel to 10 foot, 6 inches minimum width. If using vertical curb, adjust for 11-foot travel lanes.

Rezoning Transportation Analysis

Petition Number: 2021-163

General Location Identifier: 08002304

- b. ~~Curbless Street w/Bollards~~: Add a conditional note that states to confirm that PROWAG and drainage adjustments are accounted for during permitting. Place bollards as far away from travel lane as possible within the 1 foot, 6-inch flush granite curb. Show limits of bollards on site plan.
- c. ~~Granite Band (proposed setback)~~: Potential settlement concerns with granite band separating travel area and rideshare/dropoff. Specify concrete base below granite, travel lane and paver sections to mitigate differential settlement. **Comment rescinded: specialty pavement areas removed by petitioner and conditional note 1.g. added to plans**
- d. ~~Right of Way~~: Show right of way line on cross-section and ensure building face is outside of right of way
- e. ~~Pedestrian Pathway~~: Update site plan and conditional notes to show minimum 8-foot sidewalk width.
- f. ~~Dimensions~~: Adjust dimensions as shown below:



- 6. ~~Encroachment Agreement~~: Insert a conditional note to include that all non-standard transportation improvements (i.e. granite band, bollards, special pavers, all items not within the CLDSM etc.) proposed within the public/City maintained street right of way will require approval by CDOT through an encroachment agreement. The encroachment agreement shall specify the maintenance responsibility for each non-standard transportation improvement item as proposed on site plans/cross-sections. An encroachment agreement must be approved by CDOT prior to the construction/installation of the non-standard item(s).
- 7. ~~Abandonment Process~~: Include a site plan conditional note that state that the petitioner shall comply with easement requirements as approved under Abandonment Petition 2021-21A during the permitting process.
- 8. ~~C/O Permit Issuance~~: Include 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 as needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes. CDOT and the petitioner shall coordinate on the phasing of off-site improvements if those improvements are impacted by other projects.

Updated per Site Plan Dated 09-13-2021: Update conditional note 1.f. to include: Each building's certificate of occupancy will be not be issued until completion of transportation improvements along building's frontage.

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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.

Rezoning Transportation Analysis

Petition Number: 2021-163

General Location Identifier: 08002304

3. 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.
8. 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.
9. 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>