

Rezoning Transportation Analysis

Petition Number: 2022-095

General Location Identifier: 08501107, 08501108, 08501109, 08501110

From: Jake Carpenter, PE

Jacob.Carpenter@charlottenc.gov
980-221-5675

Reviewer:

Travis Miller

Travis.Miller@charlottenc.gov
980-221-5778

Revision Log:

Date	Description
11-27-22	First Review (JT)

General Review Information

The petition is located on the east side of North Church Street, a City-maintained local street north of West 30th Street, a City-maintained minor throughfare. The petition is located in a north corridor inside of Route 4, and within the North Tryon Area Plan.

Active Projects Near the Site:

- Dillehay Court Apartments Subdivision
 - North of West 30th Street between Catalina Avenue and North Church Street
- The Henry Apartments Subdivision
 - West of North Poplar Street between West 26th Street and West 28th Street
- HTU Charlotte Commercial
 - 117 West 29th Street
- Prose NoDa Commercial
 - 2600 North Tryon 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 petition is located on the east side of North Church Street, a City-maintained local street north of West 30th Street, a City-maintained minor throughfare. 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. A traffic impact study will be required during permitting if the site generates more than 2,500 daily trips. CDOT will work with the petitioner during the permitting process to ensure all required streetscape and transportation related ordinance requirements are complied with for adequate access and connectivity to the site and surrounding network. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family Detached Warehouse	2 Dwelling Units 3,850 SF	65	<i>Tax Record</i>
Entitlement with Current Zoning	Industrial (I-2, 0.92 acres)	40,075 SF	105	<i>General Guidance from Planning</i>
Proposed Zoning	TOD-NC, 0.92 acres	-	Too many uses to determine trip generation	<i>No Site Plan</i>

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. 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. A traffic impact study will be required during permitting if the site generates more than 2,500 daily trips

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 curblines 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.
 1. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 50' x 50' 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.
 2. 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.
 3. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
 4. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
 5. 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.

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Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

6. 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.
7. 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>