

# Rezoning Transportation Analysis

Petition Number: 2019-092

General Location Identifier: 07823101

**From:** Felix Obregon, PE  
[fobregon@charlottenc.gov](mailto:fobregon@charlottenc.gov)  
704-432-5729

**Reviewer:** Rick Grochoske, PE  
[rgrochoske@charlottenc.gov](mailto:rgrochoske@charlottenc.gov)  
704-432-1556

## Revision Log:

Date	Description
08-22-2019	First Review
09-24-2019	Second Review

## General Review Information

The site is on Smith Street (local, city maintained), approximately 100' from the unsignalized intersection with 10<sup>th</sup> Street (local, city maintained), and is located in a center inside Route 4. An existing CATS bus route on North Graham Street is near the site. The site is also located approximately 0.7 miles from Lynx's BLE 9<sup>th</sup> Street Station. The proposed petition is requesting to change the site's zoning from residential to industrial uses.

## Active Projects Near the Site:

- I-277/I-77 express lanes project is currently under construction by NCDOT and is scheduled to be completed in 2020.

---

CDOT's review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP) which seeks 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

A full transportation summary will be provided after the site plan is revised. Due to this petition was submitted as a conditional rezoning request and significant increase in trips generated for the proposed rezoning, CDOT encourages the petitioner to update the proposed site plans to address the Outstanding Issues below. This site has very "limited site access"; therefore, a *Traffic Impact Study* (TIS) is required. The revised site plan for the upcoming public hearing needs to include all NCDOT and CDOT's TIS traffic mitigation requirements.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse	11,500 sf	60	Tax Record
Entitlement with Current Zoning	Warehouse	11,500 sf	60	Tax Record
Proposed Zoning	Apartments	320 dwellings	2,260	Site Plan: 06-07-19

# Rezoning Transportation Analysis

Petition Number: 2019-092

General Location Identifier: 07823101

	Retail	5,000-sf	
	Apartments Retail	350 dwellings 5,000 sf	2,380
			Site Plan: 09-16-19

**Outstanding Issues**

Strikeout = Not an outstanding issue

1. **Curblines:** The proposed zoning district has a setback measured from back of the existing or proposed future curblines.
  - Smith Street:** The location of future back of curb shall be determined by the Traffic Impact Study. ~~On-street parking is required by the Uptown Street Enhancement Standards Map to support the site's proposed retail use along the site's Smith Street frontage. The revised site plan needs to depict the back of curb location, labeled and dimensioned from Smith Street's existing centerline.~~
2. **Traffic Study:** A Traffic Impact Study is necessary for the complete review of this petition. This site has very "limited site access"; therefore, a Traffic Impact Study (TIS) is required. The revised site plan for the upcoming public hearing needs to include all the TIS traffic mitigation requirements. CDOT has met with the petitioner's traffic consultant and have identified the TIS study intersections.

Staff will receive the petition and begin work on it, but the public hearing will not be scheduled until the TIS is received. This will allow for the minimum time necessary for CDOT to review and approve the study and reach agreement with the petitioner on the required transportation commitments, and have them included on the last site plan submitted no fewer than 4 weeks prior to the public hearing. Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT and NCDOT.

3. ~~Revised Comment 9/24/2019:~~ The petitioner should revise the site plan and conditional note(s) to commit to dedicate 38.5' ~~34'~~ right of way along the site's Smith Street frontage, based upon a local office/commercial wide street section (see CLDSM U-05C.16). The Uptown Street Enhancement Standards Map specifies recessed on-street needs to be implemented on Smith Street. The revised site plan should label and dimension the proposed right of way from the road's existing centerline.
4. ~~Revised Comment 9/24/2019:~~ The petitioner should revise the site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk along the site's Smith St. frontage, as required by Chapter 19<sup>th</sup> of the City's Zoning Ordinance. The site plan should label and dimension both items from the back of curb and road centerline. **Both CDOT and Planning have agreed to allow a 16' wide concrete streetscape improvements with street trees located in tree grates along the site's Smith St. frontage.**
5. The petitioner should revise the site plan and conditional note(s) to commit and implement a vehicle turnaround designed to accommodate a SU-30 vehicle near the site's northern property line, where Smith St. currently ends.
6. The petitioner should revise the site plan and conditional note(s) to commit and implement the proper parking deck "clearance height" to accommodate both moving in/out vehicles and trash pickup (i.e. a SU-30 design vehicle) within the proposed parking deck, so that on-street parking spaces are not utilized for these services.
7. 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.
8. 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

# Rezoning Transportation Analysis

Petition Number: 2019-092

General Location Identifier: 07823101

~~petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~

## 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.