

# Rezoning Transportation Analysis

Petition Number: 2016-107

General Location Identifier: 05018126

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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.

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Based on our review of the petition, we offer the following information for your consideration.

## Transportation Summary

This site is located along a major thoroughfare. This current site plan substantially incorporates CDOT's requests for new public streets, greenway dedication, and multiuse path along US 29/N. Tryon. However, CDOT requests that the multi-use path proposed along the site's US 29 frontage is widened to 12' and placed behind an 8' planting strip to create a more comfortable path for bicycles and pedestrians.

## General Description

Site is along a five-lane divided major thoroughfare, US 29/N. Tryon Street, between unsignalized intersections with Caprington, a local street, and Wednesbury, a major collector. NCDOT's long-term US 29 Traffic Access Management Plan may include a super-street design.

Site is in a corridor outside of Route 4 and falls within the Northeast Area Plan.

TIS was completed and reviewed with NCDOT. No offsite improvements related to parcel(s) in this petition.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Virtual Charlotte
Entitlement with Current Zoning	Vacant	N/A	0	RZ 2010-047
Proposed Zoning	Apartments	275 dwellings	1790	Site Plan: 05/23/2016

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## Curblines

The proposed zoning district has a setback measured from an existing or proposed future curblines. The location of the future curblines is as described below:

- 1) US 29 (North Tryon) – The petitioner needs to contact Ms. Wendy Taylor (NCDOT District Engineer) to determine future curblines location. Additional width to curblines may be required to accommodate turn lanes as identified in the TIS.
- 2) Public Street “A” – The future curblines should follow requirements for a Local Office/Commercial Wide street section per CLDSM U-05A (15.5’ from centerline to each curblines). CDOT requests total 77’ right-of-way dedication.
- 3) Public Street “B” – The future curblines should follow requirements for a Local Residential Wide street section per CLDSM U-03A (12.5’ from centerline to each curblines). CDOT requests total 71’ right-of-way dedication.

## Resolved Issues

1. The petitioner should revise the site plan to label and dimension all centerline, curblines, and right-of-way lines for existing and proposed public streets.
2. The petitioner should revise the site plan to depict US 29’s existing access management configuration (i.e. median and directional cross-over at Caprington Ave.).
3. The TIS submitted July 6, 2016 is currently under review by NCDOT and CDOT. Additional transportation comments may be forthcoming once the agencies have completed the review of the most recently submitted TIS review.
  - a. The petitioner should to revise the site plan and Transportation Notes to include mitigation measures to be completed by this petition as recommended in the site’s Traffic Impact Study (i.e. right turns at site drives).
  - b. The petitioner should to revise the site plan or TIS to reflect the desired access connections. The TIS shows a fourth (westernmost) RI/RO site driveway connection to US 29 that is not included in the petitioner’s submitted site plan.
4. CDOT recommends the petitioner consider developing a connection for a north-south greenway along the Mallard Creek tributary through the site. The City/County Cross Charlotte Trail alignment is proposed to approximately follow Mallard Creek south of the wastewater treatment plant.
5. The petition should revise the site plan to reflect the following related to Public Street “B”:
  - a. Remove optional provision 2b and reference to this option in Transportation Note 4. I. a. i.
  - b. Label Public Street “B” as a “Public” Local Residential Wide Street (Typical Section U-03C), and include an 8’ wide planting strip and 6’ sidewalk on both sides.
  - c. Public Street “B” will need to be implemented to the above standards before the site’s first building CO is issued.
6. The petitioner should revise the site plan to reflect the following related to Public Street “A”:
  - a. Label Public Street “A” as a Local Office/Commercial Wide Street (Typical Section (U-05C).
  - b. Public Street “A” will need to be implemented to the above standards before the site’s first building CO is issued.
  - c. The Public Street “A” call out on Sheet RZ-100 needs to be revised to reflect this requirement.
  - d. The petitioner should revise the site plan to include a conditional note recognizing that access coordination and implementation to Charlotte Water satisfaction is required before the site’s first CO is issued.

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7. The petitioner should revise the site plan Transportation Note 4. I. d. to add "only if approved by the City." to the end of the sentence.
8. The petitioner should revise the site plan to add a conditional 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.
9. The petitioner should revise the site plan to add a note specifying all transportation improvements will be constructed and approved before the site's first building certificate of occupancy is issued or phased per the site's development plan.

## Outstanding Issues

1. The petitioner needs to revise the site plan to include a 12' wide multi-use path along the site's US 29 frontage and separated a minimum of 8' from the closest US 29 travel lane. The multiuse path should maintain profile (i.e. not ramped to pavement) at intersections with right-in/right-out site drives.

## 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.

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## Revision Log

Date	Description	By
07-18-2016	First Review	RHG
08-25-2016	Hearing Review – Transportation summary added. Resolved/outstanding issues updated.	RHG