

Rezoning Transportation Analysis

Petition Number: 2017-039

General Location Identifier: 073-092-04

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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.

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

Transportation Summary

The site is bordered by a major thoroughfare, major collector and two local streets. The proposed mix use development will likely increase pedestrian and vehicular traffic. The current side plan improves the bordering streets per area plan recommendations. CDOT continues to request adjustment of site's building envelope at Bland at Tryon edge adjustment to accommodate future left turn lane by others.

General Description

The site is bordered by S Tryon (major thoroughfare), Bland (major collector), Winnifred (local), and Winona (local). The intersection of S Tryon & Bland is signalized. The property is located in a corridor inside Route 4 and is within the South End Station Area Plan.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse Office	36,010 sf 7,720 sf	400	Tax Record
Entitlement with Current Zoning	Warehouse Office	36,010 sf 7,720 sf	400	Tax Record
Proposed Zoning	3.5 acres of TOD-MO	Too many uses to determine		General Guidance from Planning

Outstanding Issues

- ~~1. **Resolved** The petitioner should revise the site plan to include bulb-outs at both corners of the development along South Tryon St. similar to recent rezoning's in the area along South Tryon Street.~~
2. The petitioner should remove the valet/loading spaces. The proposed locations are not acceptable to CDOT.

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3. **Curb Line:** The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future back of curb on
 - a. ~~South Tryon is as currently depicted with the exception of the bulb-outs at the intersections.~~
 - b. **Bland St. should account for a south bound left turn lane (100' of storage and 100' taper). We are requesting reservation commitment that the building edge will be located to not be in conflict with the future configuration, not for the project to construct the turn lane.**
 - c. ~~Winona St. and Winnifred St. is the existing location as currently depicted on the site plan.~~
4. **Traffic Study:** A Traffic Impact Study is not needed for the review of this petition.
5. ~~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 back of sidewalk.**
6. **Rescinded** ~~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 or phased per the site's development plan.~~

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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Date	Description	By
02-16-17	First Review	KMH
04-12-17	Second Review	KMH
05-17-17	Third Review	KMH