

Rezoning Transportation Analysis

Petition Number: 2017-076

General Location Identifier: 014313301

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Revision Log:

Date	Description
05-19-17	Second Review

General Review Information

The site is located at the signalized intersection of W Tyvola Rd (major thoroughfare) and City Park Dr (local). The site is situated in a wedge outside of Route 4. There have been two prior rezonings on the site: RZ 2007-082 and RZ 2009-057.

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 located on Tyvola Rd, a major thoroughfare, and will create the 4th leg of City Park Dr intersection. The current site plan commits to improve pedestrian crossings across the new leg of the signalized intersection and reservation of right of way for the future extension of Speer Boulevard. The proposed rezoning is anticipated to generate fewer trips than the existing entitlements.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Petition
Entitlement with Current Zoning	Retail	25,000 SF	2,760	RZ 2009-057
Proposed Zoning	Apartments Age-Restricted Apts	120 dwellings 80 Dwellings	1,110	Site Plan: 03-24-17

Outstanding Issues

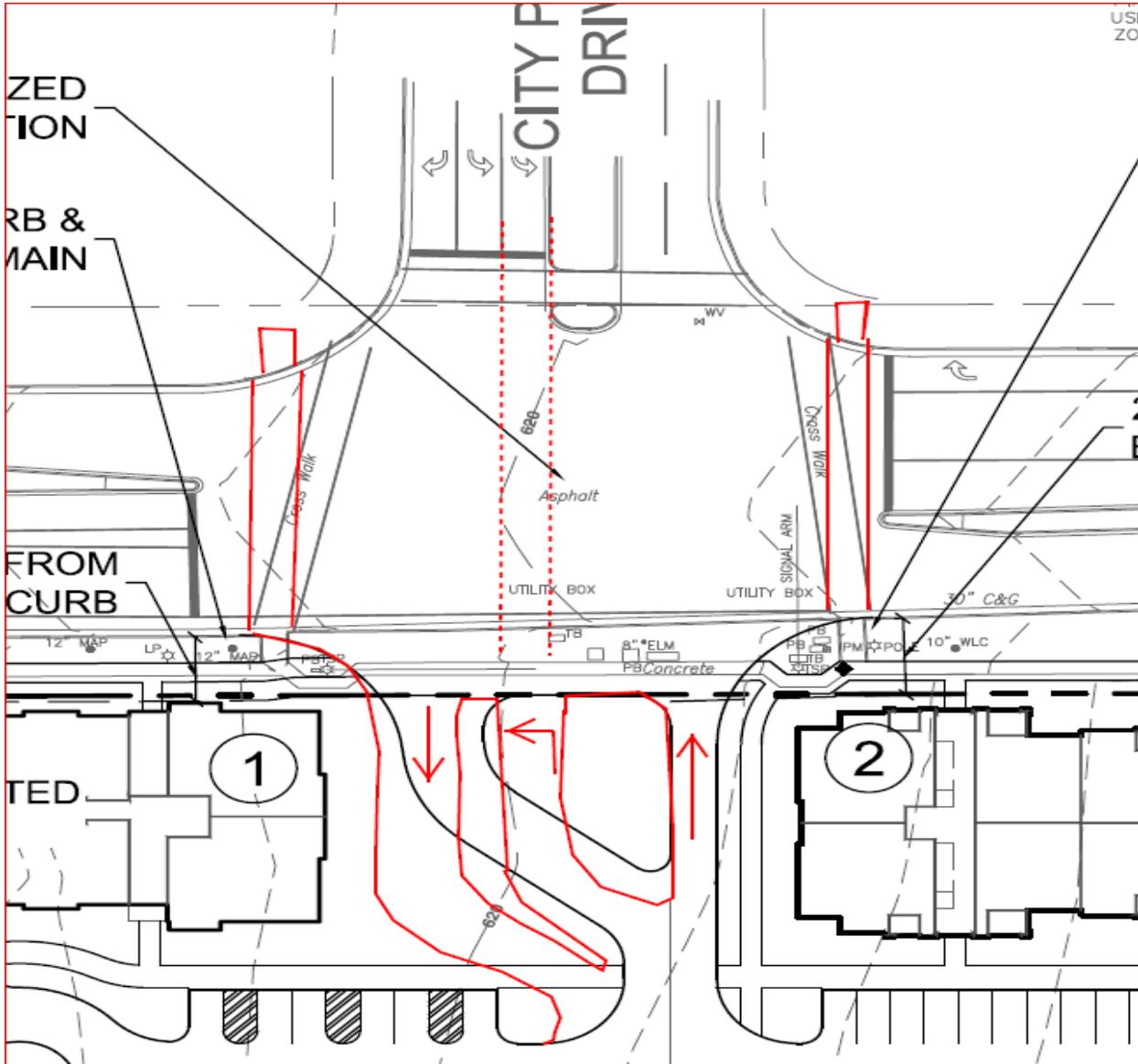
- ~~1. **Curblin** The proposed zoning district has a setback measured from back of the existing or proposed future curblin. The existing curblin is in the correct future location.~~

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- ~~2. Traffic Study A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.~~
- ~~3. CDOT is concerned with the proposed entrance design and how it interacts with the rest of the intersection. The petitioner should revise the site plan to show ingress lane with a longer stem and 2 egress lanes (left and thru-right). The lanes shall align with existing City Park Dr to minimize offset through the intersection. The crosswalks on Tyvola Rd should be realigned to improve the pedestrian crossings as this will be a 4-legged intersection with potentially higher pedestrian traffic. The sketch below illustrates this and can be used as a guide for your proposed design.~~



- ~~4. The petitioner should revise the site plan to show dedication of right of way, fee simple, for the future street connection across from Speer Blvd. The right of way should extend to the rear property line.~~

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- ~~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 2' behind back of sidewalk.~~
- ~~6. 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.~~
- ~~7. The petitioner should revise the site plan to dimension and dedicate the Speer extension for an 82' width.~~

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.