

Rezoning Transportation Analysis

Petition Number: 2017-079

General Location Identifier: 04914120

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Revision Log:

Date	Description
05-18-2017	First Review
06-15-2017	Second Review

General Review Information

The site is on N Tryon St (major thoroughfare) and is located in a corridor outside of Route 4. The site is within the study limits of the University City-McCullough Transit Station Area Plan. A future north/south local avenue street will bisect the site and once completed will provide street connectivity between Sandy Ave. and Rocky River Rd.

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 along a major thoroughfare that carries the LYNX Blue Line Extension. The current site plan shows the connections and parallel routes of the future transportation network, as envisioned in the University City Boulevard Transit Station Area Plan that must be in place to support transit oriented development. Additionally, the current site plan commits to dedication of right of way for an ultimate intersection configuration upon development of adjacent parcels. CDOT requests that the petitioner provide an adequate interim connection to Sandy Avenue and provide a more standard street section to connection D.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	N/A	Petition
Entitlement with Current Zoning	Retail (14 acres of B-2)	210K SF	11,000	General Guidance from Planning
Proposed Zoning	14 acres of TOD-M (CD)	Too many uses to determine		Site Plan: 03-24-17

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Outstanding Issues

1. ~~**Curbline:** The proposed zoning district has a setback measured from back of the proposed future curbline. The location of the future back of curb will be determined during the permitting process, since all the site's required network streets are proposed.~~
2. ~~**Traffic Study:** A Traffic Impact Study/Transportation Technical Memorandum may be needed for the complete review of this petition, since land use and density are currently not provided on the site plan. CDOT is waiting for additional land use and density information from the Petitioner so CDOT can estimate proposed daily trips. The number of proposed trips may also trigger the threshold for an NCDOT Traffic Study requirement. The petitioner should contact Ms. Wendy Taylor with NCDOT directly at 980-523-0000 to verify.~~
3. ~~The petitioner should revise the site plan and add a conditional note(s) to specify the site's proposed land use and density so that daily projected trip generation volumes can be provided to our City Council.~~
4. ~~The petitioner should revise the site plan to provide a local residential wide network street (either public or private) within Parcel 2 (see CLDSM U-03 plan view). This proposed street needs to connect to the proposed N/S Avenue Street between Connection Points "B" and "C" and sub along the site's southeastern rezoning boundary line (see below "red" network required street). This proposed local street network street will provide street connectivity to a future proposed local commercial east-west wide street in Parcel #04918104 connecting to North Tryon Street at Periwinkle Hill Ave. If the petitioner chooses to designate this proposed street as "private" a public access easement will be required. Also all private "network required" streets need to be designed and constructed to public street standards.~~
5. ~~The petitioner needs to revise the site plan to add a conditional transportation note that states: The petitioner will work with CDOT before the public hearing to determine both the short and long term intersection transportation needs (i.e. intersection geometry) at Sandy Ave. and Connection Point "A". CDOT is currently evaluating several intersection alternatives at this location. CDOT has scheduled a meeting with the petitioner's agent to discuss CDOT's proposed intersection recommendations on May 31st and June 2nd.~~
6. ~~The petitioner needs to revise the conditional transportation note 2a vi to indicate that a mutually agreed upon, ultimate Sandy / Connection A / Glenbrown intersection improvement and right of way will be determined and dedicated upon request by the City and that the mutually agreed upon improvements will be located totally within this petition property to reduce or eliminate impact adjacent properties.~~

Additionally, remove note 2a vii. Petitioner should continue the cross section as described in 2a to the intersection with Sandy Avenue unless it becomes apparent during permitting that the future intersection configuration will be implemented prior to permit approval. The temporary condition (especially 5' back of curb sidewalk) proposed is not adequate for mid- or long-term.
7. ~~The petitioner needs to revise the site plan and conditional note that states: The petitioner will provide 8' planting strips and 8' sidewalks along both sides of each proposed public and/or private network required streets.~~
8. ~~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 if feasible.~~
9. ~~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.~~

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10. The petitioner needs to revise the minimum specifications of improvements in conditional transportation note 2.c. (last sentence). 2.5' curb and gutter and 8' planting strip are needed through this connection. Remove or revise conditional notes 2.c.I,II,III, and IV to comply with U-series cross section.
11. The petitioner should update note 3 to include 2c in parenthesis.

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. 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. 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.
3. 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
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.