

Rezoning Transportation Analysis

Petition Number: 2017-088

General Location Identifier: 05108126

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Reviewer:

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Revision Log:

Date	Description
05-22-2017	First Review

General Review Information

The site is on N Tryon St (major thoroughfare), is in a corridor outside Route 4, and falls within the Northeast Area Plan. 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. TIS reviewed as part of prior RZ - 2016-107.

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 was previously rezoned in 2016. Mecklenburg County Parks and Recreation recently requested the petitioner to provide a Greenway Trailhead including parking to connect to the City's XCT, just south of the site. The site is located on a major thoroughfare (US 29) between I-485 and Lowes Motor Speedway. The petitioner is providing shared use paths between the proposed development and the Greenway Path.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	N/A	Petition
Entitlement with Current Zoning	Apartments	275 dwellings	1,790	RZ 2016-107
Proposed Zoning	Apartments Greenway Parking Lot	275 dwellings 70 spaces	1,790	Site Plan: 04-24-17

Outstanding Issues

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1. **Curblines:** The proposed zoning district has a setback measured from back of the existing or proposed future curblines. Proposed Public Street "A" future curblines were previously determined in the approved Administrative Amendment Rezoning Petition No. 2016-047.
2. **Traffic Study:** A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.
3. The petitioner should revise the site plan and conditional note(s) to provide two (2) 10' wide landscaped shared-use paths between Public Street "A" and the proposed Greenway path. Both of these shared-use paths need to be platted as accessible "public access easements" to the proposed Greenway path.
 - a. Across from the northernmost site street at Public Street "A" to the Greenway Trailhead parking area. This shared use path should be a defined path and not meander through the site's apartment parking lot.
 - b. Across from the southernmost site street at Public Street "A" to the Greenway path (outside and west of the proposed Class C buffer along the site's eastern property line).
4. The petitioner should revise the site plan and add a conditional note to provide a 10' wide landscaped shared-use path between the proposed Greenway path and stubbed to site's western property line. This path will provide a future connection to an existing subdivision by others to access the proposed Greenway path.
5. The petitioner should revise the site plan and add a conditional note to provide an 8' wide planting strip from the edge of pavement along the site's North Tryon frontage. The proposed multi-use path on Tryon St. must be separated by a full-size 8' wide planting strip along the site's frontage due to the 55 MPH posted speed limit.
6. For the petitioner's information, NCDOT has indicated that westbound the left-over across from Wednesbury Boulevard will not be permitted. The petitioner may contact Wendy Taylor (980-523-0000) for further information if desired.
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.
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 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

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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.