

Rezoning Transportation Analysis

Petition Number: 2017-112

General Location Identifier: 21911121, 21911115, 21911130

From: **Kelsie Anderson, PE**
Kelsie.Anderson@charlottenc.gov
704-432-5492

Reviewer: Carlos Alzate
calzate@charlottenc.gov
704-432-0672

Revision Log:

Date	Description
08-22-17	First Review
09-18-17	Second Review

General Review Information

The site is on S Tryon St (major thoroughfare) between Youngblood Rd (local) and Birnamwood Ln (local). The site is located in a wedge outside Route 4 and is within the limits of the Steel Creek Area Plan.

City project to provide sidewalk on both sides of Tryon from Shopton to Steele Creek Road. Future realignment of Youngblood.

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 at the signalized intersection of a major thoroughfare and a local street. The site plan commits to right of way dedication for the future realignment of Youngblood Road and contributing to the City sidewalk project on South Tryon Street. The petitioner has scoped a traffic study with CDOT and NCDOT; additional requests for transportation mitigation may be necessary once the traffic study results are reviewed.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	6 dwellings	80	Tax Record
Entitlement with Current Zoning	Single Family (28 acres of R-3)	84 dwellings	900	General Guidance from Planning
Proposed Zoning	Apartments Retail	280 dwellings 30K sf	4,930	Traffic Study

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. **Curblines** The proposed zoning district has a setback measured from back of the existing or proposed future curblines. South Tryon St future back of curb is 8 feet from existing back of curb. Additional widening and curblines will be defined with TIS mitigation recommendations.

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2. **Traffic Study** A Traffic Impact Study is needed for the complete review of this petition. CDOT and NCDOT will provide a combined review. CDOT will have further comments once the TIA has been submitted and reviewed. A TIS scope has been approved by CDOT and NCDOT; the study is in progress and has not yet been submitted.
3. ~~The petitioner should revise the site plan to add a conditional note to contribute to the City's sidewalk project along Tryon in lieu of construction of the project constructing 6 foot sidewalk on South Tryon St from Youngblood Rd to Brinamwood Ln.~~
4. ~~The petitioner should revise the site plan to show 6 foot sidewalk along the site frontage on existing Youngblood Rd. Back of sidewalk is located 2 feet in front of the existing right of way.~~
5. The petitioner should revise the site plan to show "Private Street 2" as a public street, as it connects Youngblood Rd and Brinamwood Ln, both public roads.
6. The petitioner should revise the site plan to remove or reconfigure the left in from southbound Tryon. It is unlikely that NCDOT will allow a new left-in to reduce the left turn storage for the existing signalized intersection.
7. ~~The petitioner should revise the site plan and add a conditional note to install pedestrian signals and curb ramps at the Shopton Rd West x Tryon signalized intersection.~~
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 where 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.~~

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

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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.