

Rezoning Transportation Analysis

Petition Number: 2017-197

General Location Identifier: 21912403

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

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

Revision Log:

Date	Description
01-18-18	First Review

General Review Information

The site is on S Tryon St (major thoroughfare) and is located in a wedge outside Route 4. The site is within the limits of the Steele Creek Area Plan.

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

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

To be provided prior to public hearing.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Single Family (7.05 acres of R-3)	21 dwellings	250	General Guidance from Planning
Proposed Zoning	Apartments	72 dwellings	560	Site Plan: 12-15-17

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- ~~1. **Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.~~
2. The petitioner should revise the site plan to show Public Street A
 - a. to extended to the southern property line and set up a future connection to existing Generation St.
 - b. to align with or offset to the north of Tamarack which would better set up for left-over or signalized access upon NCDOT approval in the future. The current offset will not allow for future access modification.
3. The petitioner should revise the site plan to show Public Street B

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- a. at preferred block spacing distance from Tryon. The currently proposed location is too narrow.
 - b. with parallel parking. If angled parking is desired, must be reverse angle with 14' wide travel lane adjacent to the angle parking and 10' wide travel lane adjacent to the parallel parking (total 24' travel width). Reverse parking stall depth is 18' (measured perpendicular to the curb), stall width is 10.5' (measured parallel to travel lane).
4. The petitioner should revise the site plan and the conditional notes to provide payment in lieu of Tryon frontage streetscape requirements to City's S. Tryon Sidewalk Phase 2 project. Similar condition to rezoning case 2017-112.

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.