

Rezoning Transportation Analysis

Petition Number: 2017-203

General Location Identifier: 11907623, 11907624, 11907622

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Revision Log:

Date	Description
01-12-2018	First Review
02-16-2018	Second Review

General Review Information

The site is at the unsignalized intersection of S Tryon St (major thoroughfare) and W Worthington Ave (local) and is located in a corridor inside Route 4. A portion of the site is within the limits of the South End Transit Station Area Plan. S Tryon carries local bus routes 16 (S. Tryon) and 25 (Clanton-Midtown). Recent CDOT South Tryon Corridor Study revised cross section and identifies Doggett or Worthington as an intersection for a signalized pedestrian crossing.

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 a major thoroughfare at the unsignalized intersection with local streets. The current site plan commits to improvements to the intersection Woodcrest Avenue and South Tryon Street and dedication of right of way for the future cross section of South Tryon St as envisioned in the South Tryon Corridor Study.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Retail Church	3,100 sf 4,250 sf	730	Tax Record
Entitlement with Current Zoning	Retail (0.54 ac of B-1) Single Family (0.21 ac of R-8)	5,400 sf 1 dwelling	980	General Guidance from Planning
Proposed Zoning	Condominiums Retail	45 dwellings 7,500 sf	4,530	Site Plan: 12-18-17
	Condominiums Retail	45 dwellings 3,500 sf	1,090	Site Plan: 02-12-18

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Outstanding Issues

Strikeout = Not an outstanding issue

- Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
 - South Tryon St:** The long-term future curb line is located 32 feet from centerline as envisioned by the recent CDOT South Tryon Corridor Study. **The interim curb line is 25 feet from centerline.**
 - Worthington Ave:** Existing curb is in the correct future location. The petitioner should revise the site plan and conditional note 4b to specify on-street parking, if desired and allowed by CDOT, would be recessed and comply with local residential wide standard cross section from centerline and could not be within the intersection area of influence as determined by CDOT.
 - Woodcrest Ave:** Existing curb is in the correct future location. See comment 3.
- Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.
- The petitioner should revise the site plan and conditional note(s) to show extending the curb and gutter to create standard intersection and the removal of the slip right lane on Woodcrest Av. The improved intersection will create safe interaction between motorists and pedestrians crossing Woodcrest Av or South Tryon St.
Technical Correction: The petitioner should revise the site plan to add a note committing to construction of the proposed change to the intersection of South Tryon and Woodcrest Av as shown on the site plan.
- The recent South Tryon Corridor Study proposed a future cross-section that includes 7 foot raised bike lane. The petitioner should revise the site plan to show the future curbline as noted in Comment 1a for zoning purposes but **construct the interim curbline at 25' from centerline** and remove the future recessed parking on South Tryon St.



Below are the future cross-sections of South Tryon St:

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Figure 7: South Tryon Segment 1 Proposed Section (Near term)

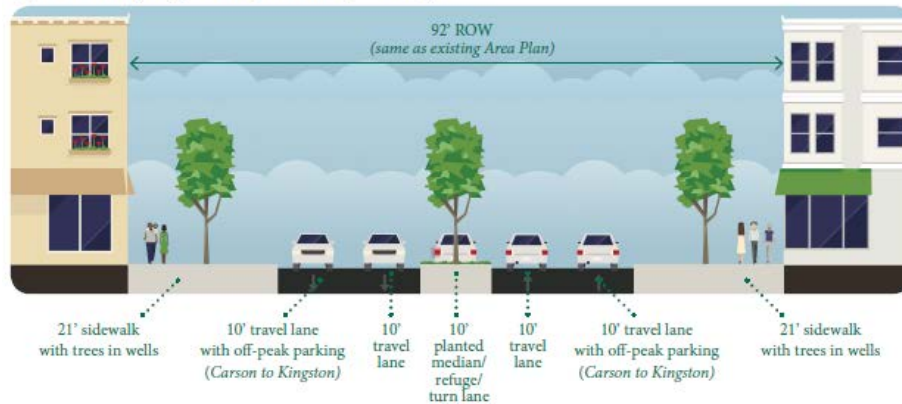
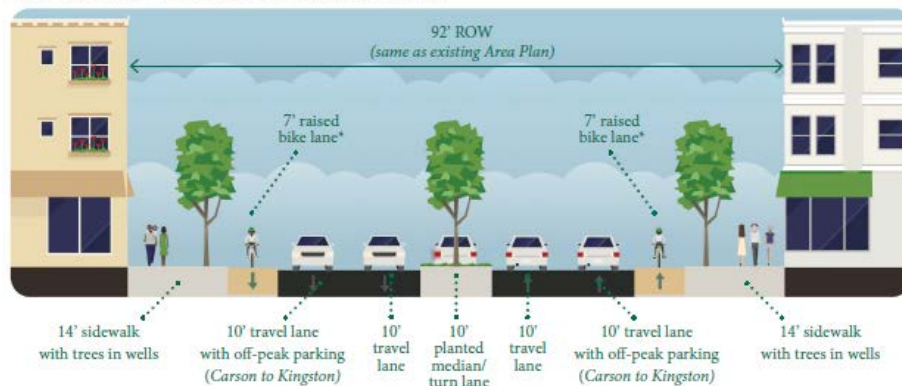


Figure 7a: South Tryon Segment 1 Proposed Section (Long term)



5. West Worthington Av or Doggett and South Tryon St intersection have been identified for a future pedestrian crossing improvement. CDOT requests the petitioner contribute to future pedestrian crossing improvements on South Tryon St.
6. ~~South Tryon St has a future right of way of 92 feet. The petitioner should revise the site plan and conditional notes stating dedication of right of way, fee simple, 46 feet from centerline of the road.~~
7. ~~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. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~

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

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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.