

Rezoning Transportation Analysis

Petition Number: 2018-047

General Location Identifier: 04931111, 04931102, 01931106

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Reviewer: Rick Grochoske, PE
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Revision Log:

Date	Description
04-23-2018	First Review
05-21-2018	Second Review

General Review Information

The site is at the signalized intersection of N Tryon St. (major thoroughfare) and JW Clay Blvd. (major collector) and is located in a corridor outside Route 4. The site is within the limits of the University City Area Plan and located adjacent to CATS JW Clay Transit Station, including a raised pedestrian walkway connecting the site to the transit station and across N Tryon.

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 N Tryon Street and J.W. Clay Blvd across CATS JW Clay Transit Station. The site plan commits to a 10' multiuse path along the JW Clay Blvd frontage and a 16' wide sidewalk along N. Tryon Street frontage.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	4.42 acres of Inst	Too many uses to determine		General Guidance from Planning
Proposed Zoning	Hotel	230 rooms	1,880	Site Plan: 05-14-18

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- ~~1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the existing back-of-curb along the site's N Tryon St., JW Clay Blvd. and Robert Snyder Rd. can remain as is.~~
2. ~~**Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.~~

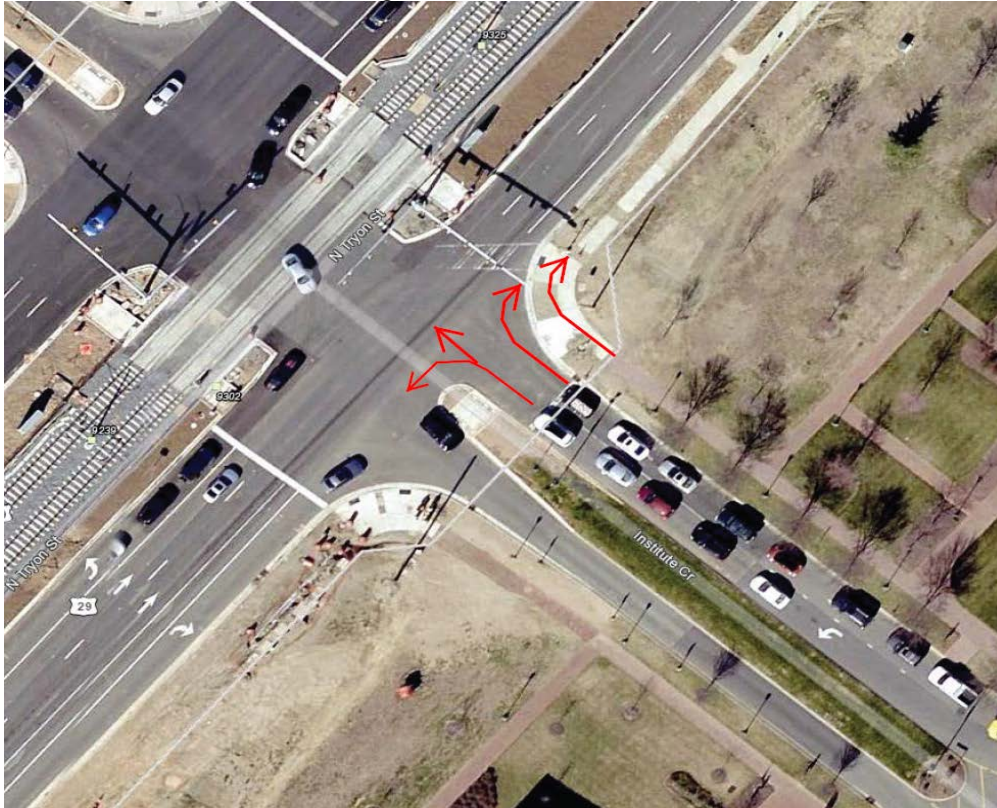
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- ~~3. The petitioner should revise the site plan and conditional note(s) to accommodate a 15' multi-use path (MUP) along the site's JW Clay Blvd. frontage. This MUP will connect to the City's planned 10' sidewalk and 12' cycle track street scape project along the north side of JW Clay Blvd. from North Tryon Street to WT Harris Blvd.~~
- ~~4. The petitioner should revise the site plan and conditional note(s) to implement an additional UNCC campus right-in/right-out access on North Tryon St, north of Institute Circle that would connect to the street network on campus. CDOT has previously seen this planned street network and new campus driveway on UNCC's Master Transportation Plan. This transportation improvement would distribute some traffic away from the North Tryon Street & Institute Circle signal and make the intersection safer for pedestrians and operate better for traffic.~~
- ~~5. The petitioner should revise the site plan and conditional note(s) to add a third lane travel lane to the Institute Circle westbound approach (i.e. a single left/thru lane and dual right turn lanes). The dual rights should be channelized, and the pork-chop island should be large enough to serve as a pedestrian refuge with pedestrian signals and pushbuttons to accommodate the pedestrian traffic (see conceptual transportation improvements below).~~

CDOT has recently remarked and signed the westbound Institute Circle approach to provide a left turn/thru lane and a dedicated right turn lane to help mitigate right turn queuing issues which sometimes stack into the existing roundabout at Robert D. Snyder Road.



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6. 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 and/or a sidewalk utility easement set at 2' behind back of sidewalk where feasible.
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 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.