

# Rezoning Transportation Analysis

Petition Number: 2018-053

General Location Identifier: 14901211, 14901212, 14901241, 14901215

**From:** Felix Obregon, PE  
[fobregon@charlottenc.gov](mailto:fobregon@charlottenc.gov)  
704-432-5729

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

## Revision Log:

Date	Description
05-17-18	First Review
11-16-18	Second Review

## General Review Information

The site is on S Tryon Street (major thoroughfare) between Tryclan Drive (local) and Yorkshire Drive (local). Located in a corridor inside Route 4, the site is within the limits of the Scaleybark Transit Station Area Plan.

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*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.*

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Based on our review of the petition, we offer the following information for your consideration.

## Transportation Summary

The site is located on South Tryon Street near the Scaleybark Transit Station. The site plan and notes should locate the curb and gutter location at the future location. We continue to request the petitioner to provide an East-West street connection within the site to provide street network within the area.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse Retail Office Single Family	12,060 sf 6,660 sf 2,100 sf 1 dwelling	1,250	Tax Record
Entitlement with Current Zoning	Warehouse (0.87 ac of I-2 and 0.8 ac of I-1) Retail (1.12 ac of B-1) Single Family (0.39 ac of R-5)	21,050 sf 11,200 sf 2 dwellings	1,740	General Guidance from Planning

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Proposed Zoning	3.18 ac of TOD-M	Too many uses to determine	General Guidance from Planning
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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. The future back-of-curb for:
  - South Tryon Street:** 41 feet from centerline of the road (includes an 8 foot protected bike lane as identified in the Council adopted Bikes Plan. The Bike plan updates the bike facilities identified in the area plans)
  - ~~**Tryon Drive:** existing curb is in the correct future location.~~
- Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.
- The petitioner should revise the site plan and conditional notes and remove note "G" under Architectural Standards. Sight triangles are and ordinance requirement to meet Safety Standards and provide protection for pedestrians when interacting with vehicles. This also supports the City's initiative of Vision Zero to improve pedestrian safety.
- The petitioner should revise the site plan and conditional notes to show the future 2'6" curb-and-gutter to be installed as part of this development in the location described in comment #1.
- The petitioner should revise the site plan and conditional notes to show commitment to the construction of an east-west street through the site creating the network to connect to existing Ellenwood Place, Dewitt Lane and the future road connection to the Scaleybark Station Development. These new street will contribute to the enhancement of multimodal infrastructure in the Scaleybark Transit Station area.

## 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.

- The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
- 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.
- 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.
- 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.
- All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.

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6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.