

# Rezoning Transportation Analysis

Petition Number: 2018-143

General Location Identifier: 04908103, 14908108

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Revision Log:	Date	Description
	12-17-18	First Review

## General Review Information

The site is on N Tryon Street (major thoroughfare) and is located in a corridor outside Route 4. The site is within the limits of the Tom Hunter 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

To be provided prior to public hearing.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Multipurpose Recreational Facility Parking Lot	3.91 acres NA	350	Tax Record
Entitlement with Current Zoning	Retail (7.1 acres of B-2 and 1.4 acres of B-2 CD)	127,500 sf	7,950	General Guidance from Planning and RZ 1986-024
Proposed Zoning	Apartments	260 dwellings	1,700	Site Plan: 11-15-18

## Outstanding Issues

Strikeout = Not an outstanding issue

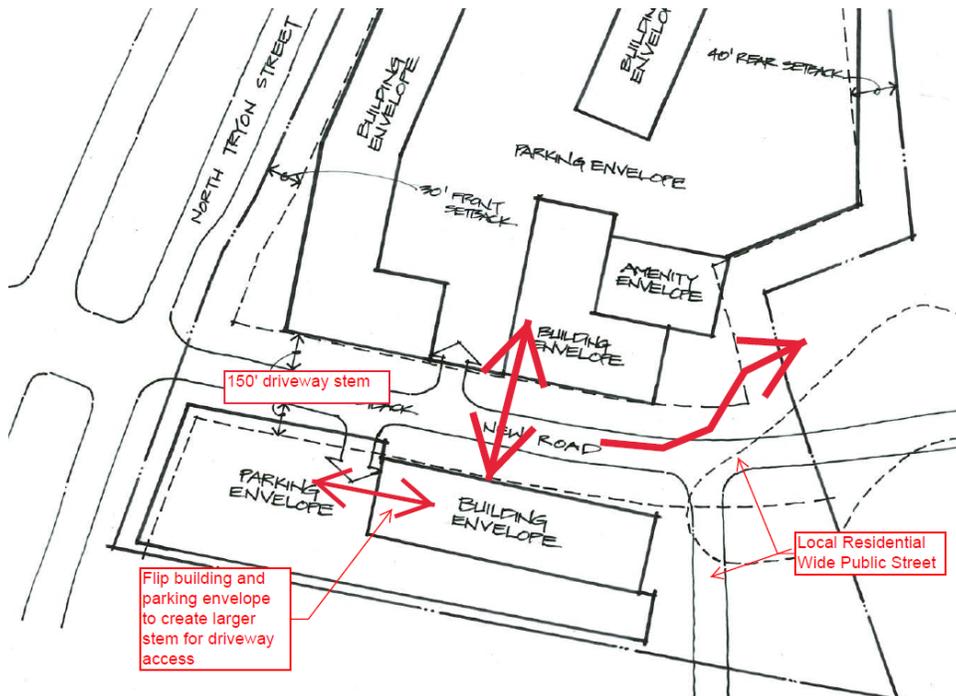
- Curbline** ~~The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The existing curb line is in the correct future location.~~
- Traffic Study** ~~A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.~~

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3. The petitioner should revise the site plan and conditional note(s) to construct an 8' planting strip and 8' sidewalk as required by 9.1209 in the City Ordinance and Blue Line Extension Area Plan along North Tryon Street. (Note language needs to state petitioner is "committing" to the construction.)
4. The petitioner should revise the site plan, and conditional note(s) committing to constructing "New Road" and road intersecting it, as a Local Residential Wide public street.
  - a. The petitioner should revise the site plan and conditional note(s) to realign "new road" off of Tryon to stub to vacant lots 04908325 and 04908324.
  - b. The petitioner should revise the site plan and conditional note(s) to flip the building and parking envelope on the southern portion of site to commit to an 150' driveway stem without any full movement access points within it.
  - c. The site plan and conditional notes should commit to aligning the internal driveways on the New Road.



5. The petitioner should revise the site plan and conditional note(s) to commit to constructing a minimum of a three-lane section at the intersection of New Road with North Tryon Street.
  - a. 3 -11' lanes (2 egress lanes and 1 ingress) for 150'.
  - b. The site plan should be updated to show the alignment of New Road with existing access Orchard Trace Lane to make sure the turning movements will align with each other.
  - c. The site plan and conditional note(s) should commit to entering a signal agreement to modify the existing signal and upgrade the existing signal to accommodate the New Road as the fourth leg of the intersection.



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7. The petitioner should update the site plan to show the following:
  - a. A scale and north arrow
  - b. Existing conditions along North Tryon Street
  - c. Existing conditions of Orchard Trace Lane and North Tryon Street 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. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.
10. ~~Resolved Sample format for comment that is resolved~~

## 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.