

Rezoning Transportation Analysis

Petition Number: 2019-021

General Location Identifier: 04914119, 04914120

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Revision Log:

Date	Description
03-21-19	First Review
06-04-19	Second Review

General Review Information

The site is at the signalized intersection of N Tryon Street (major thoroughfare) and Periwinkle Hill Avenue (private) and is located in a corridor outside Route 4. The site is within the limits of the University City – McCullough Transit Station Area Plan.

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

This site is located along a Major Thoroughfare, across the University City Boulevard Light Rail Station. The site commits to extending several public streets to provide better street network within the area, as well as extending Periwinkle Hill avenue across N Tryon Street. Periwinkle Hill Avenue extension will provide direct access for to the light rail station. CDOT is requesting the transportation notes be updated to more clearly state commitment to the "Proposed Lane Configuration" cross-section of the road connection at North Tryon Street as shown on the site plan. Also, CDOT requests the petitioner to construct a 3-lane section on the Eastern leg at intersection "E" to accommodate a left-turn lane.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Retail	1,001,880 sf	28,810	RZ 1989-41C
Proposed Zoning	23.1 acres of TOD-M(CD)	Too many uses to determine		Site Plan: 01-28-19

Outstanding Issues

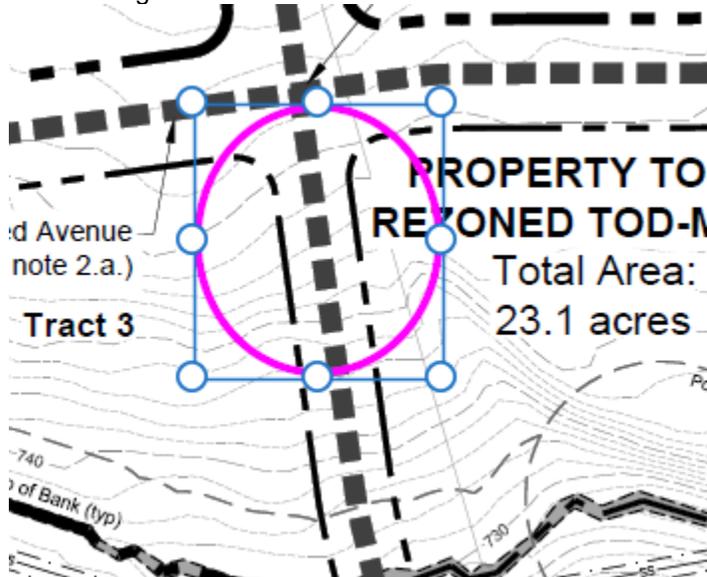
~~Strikeout~~ = Not an outstanding issue

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1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the future back of curb along North Tryon Street is in it's existing location.
2. **Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition in order to better understand when the round a bout at Sandy Avenue is to be activated and to better determine the lane cross section at the intersection of "connection B" and University City Blvd. In addition, the traffic impact study will help determine the future lane configuration of the proposed fourth leg of the signalized intersection. **Comment Rescinded:** Petitioner worked with CDOT to determine the proper cross section for road.
3. The petitioner should revise conditional note 5.b. to state if Tract 2 is developed first and on it's own then the developer will be required to build all connections shown on site plan in order to maintain multiple points of ingress and egress as they have with the other scenarios under conditional note 5.
4. The petitioner should revise the site plan and conditional note 2.b. to state from connection point B to intersection E the road will be built to a commercial wide cross section. **Comment Rescinded:** Petitioner commits to building street to agreed upon cross section as shown on the site plan.
5. The petitioner should revise the site plan and conditional note 2.b. to state at intersection E on eastern portion of site the road is to have a 3 lane section to accommodate at left turn lane. The road can taper down as it gets closer to creek.



Additional information: CDOT is aware that there is a point where the road can be more narrow but would like the petitioner to commit to the 3 lane section at the intersection.

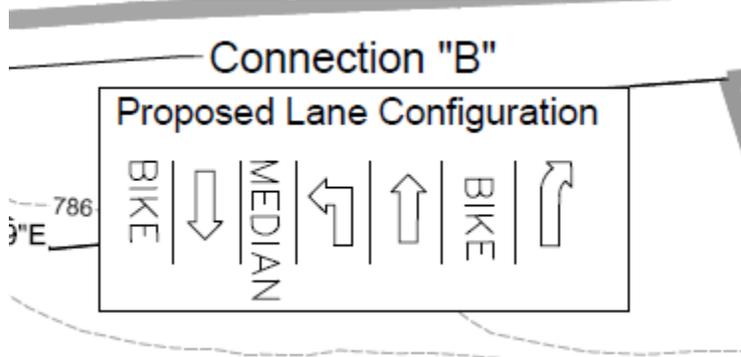
6. The petitioner should revise the site plan and conditional note(s) to better understand the phasing of improvements after whichever tract(s) is developed first. CDOT needs to better understand when the improvements not associated with the tracts being built on their own will be implemented.
7. The 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.
8. 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.

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9. **New comment based on site plan 01/28/2019:** Petitioner should add conditional note(s) to commit to the proposed lane configuration shown on site plan.



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. 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.
2. 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.
3. 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.
4. 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
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.