

Rezoning Transportation Analysis

Petition Number: 2019-153

General Location Identifier: 07303206

From: Felix Obregon, PE
fobregon@charlottenc.gov
704-432-5729

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

Revision Log:

Date	Description
11-20-19	First Review

General Review Information

The site is at the intersection of S Tryon Street (minor thoroughfare, city maintained) and Hill Street (local, city maintained). A future project will signalize this intersection. The site is located in a center inside Route 4.

Active Projects Near the Site:

- Belk Trail on Hill Street
 - The project will implement a multi-use path along Hill Street between College Street and Mint Street. This will be part of the Belk Trail project connecting Pearl Parkway to Mint Street and Panthers Stadium. It will also provide pedestrian/bike connectivity to the Stonewall Light Rail Station and the future Rail Trail bridge over I-277.

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 intersections of a major thoroughfare and a local road. The petitioner should revise the site plan to meet the outstanding items listed below.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Site under construction	NA	0	Tax Record
Entitlement with Current Zoning	0.64 ac of UMUD-O	Too many uses to determine		RZ 2018-119
Proposed Zoning	0.64 ac of UMUD-O (SPA)	Too many uses to determine		Site Plan: 10-07-19

Rezoning Transportation Analysis

Petition Number: 2019-153

General Location Identifier: 07303206

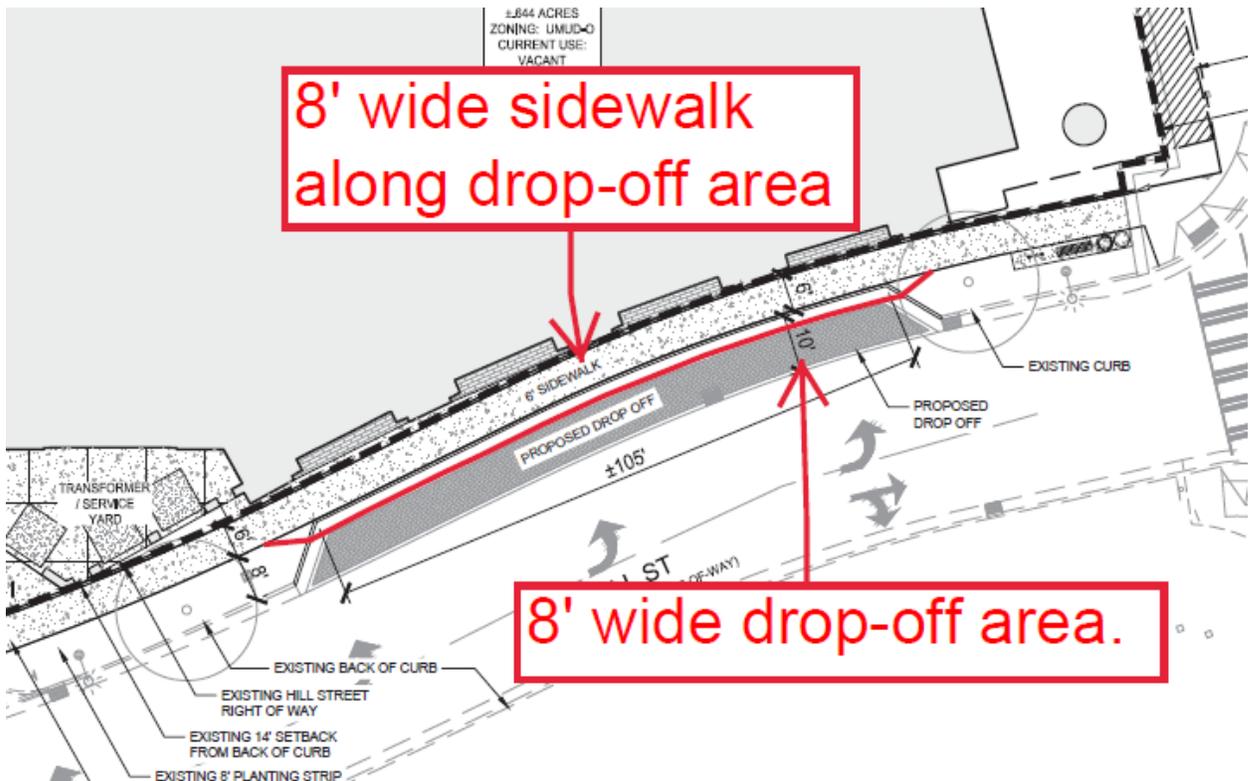
Outstanding Issues

Strikeout = Not an outstanding issue

1. **Curblines** The proposed zoning district has a setback measured from back of the existing or proposed future curblines.
 - a. **South Tryon Street:** The future location of curb and gutter is in its existing location.
 - b. **Hill Street:** The future location of curb and gutter is in its existing location.

The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.

2. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition. If during the permitting process the site generates more than 2500 daily trips, then a traffic study will be required.
3. The petitioner should revise the site plan and conditional note(s) to show an 8-foot-wide drop-off area instead of 10 feet and 8-foot-wide sidewalk along the drop-off area as shown below. This will provide more capacity for pedestrians, valet personal, and patrons accessing their vehicles.



4. The petitioner should revise the site plan and conditional notes to state the valet/drop-off zone will be ADA accessible and meet ADA requirements.
5. **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.

Rezoning Transportation Analysis

Petition Number: 2019-153

General Location Identifier: 07303206

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.