Rezoning Transportation Analysis

Petition Number 2016-074 Updated 8/25/2016

Location Approximately 15 acres located on the east side of N Tryon Rd between

Sandy Av and Rocky River Rd.

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CDOT's Review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte'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 to be used in the overall City staff analysis of the rezoning petition and includes information on trip generation, outstanding site plan concerns, and an overall summary of the case from a transportation perspective.

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

Transportation Summary

This site is on the east side of North Tryon Street, a major thoroughfare that carries the LYNX Blue Line Extension. The current site plan shows the connections and parallel routes of the future transportation network, as envisioned in the University City Boulevard Transit Station Area Plan, that must be in place to support transit oriented development. Additionally, the current site plan commits to donation of permanent and temporary easements along the site's Rocky River frontage to accommodate the City's active CNIP project scope.

Trip Generation

	Existing Zoning		
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Vacant	-	0
Entitlement	Retail (15 acres of B-2)	100k sf	6,800

	Proposed Zoning		
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
N/A	TOD-M	15 acres	Too many uses to determine trip generation.

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline.

- 1) North Tryon (US 29) Existing curbline to remain as recently constructed by CATS BLE project.
- 2) Rocky River Rocky River is an active CNIP project. Please contact Keith Bryant with the City's Engineering & Property Management Department (kbryant@ci.charlotte.nc.us, 704.336.4250) to determine future curbline location.
- 3) New Streets within the Site The future curbline on new streets will follow the cross sections as noted on the conditional plan.

Resolved Issues

- CDOT is concerned that the envisioned future transportation network (as shown below) cannot be
 accomplished with conventional zoning and recommends consideration of a conditional zoning
 district. In particular, it cannot be confirmed that the internal site layout will recognize and align
 with existing and committed (but not constructed) street network tie-in locations. The large size of
 the proposed rezoning and potential for a significant volume of new trips could be problematic
 without greater certainty in the local street network.
 - The network in the plan is comprised of these future facilities (i.e. the local network including this site) in addition to the other capital projects that have been completed or are committed (e.g. weave project and LYNX blue line).
- 2. The petitioner should revise the current site plan to show, label, and dedicate the future right of way, sidewalk utility easement, and temporary construction easement needed to accommodate the Rocky River Road CNIP project. Please contact Keith Bryant with the City's Engineering & Property Management Department (kbryant@ci.charlotte.nc.us, 704.336.4250)

Outstanding Issues

None

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. 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.

- 3. 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.
- 4. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles 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.
- 5. The proposed driveway connection(s) will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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.
- 6. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
- 7. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
- 8. 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.