

# Rezoning Transportation Analysis

Petition Number: 2016-117

General Location Identifier: 04721125, 04721113

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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.

## General Description

Site is located between North Tryon Street, a major thoroughfare, and University Executive Park Drive, an existing private street envisioned to transition to a public street. The nearest signalized intersection is approximately 500' to the south at McCollough Drive, a major collector.

CATS-proposed McCullough BLE Station is adjacent to the site.

Site is in a corridor outside Route 4 and falls within the University City-McCullough Transit Station Area Plan.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office	44.8k sf	715	Tax Record
Entitlement with Current Zoning	Office	44.8k sf	715	Tax Record
Proposed Zoning	Apartments Retail	280 dwellings 10k sf	3340	Site Plan: 06-27-16

## Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline is as described below:

- 1) North Tryon (US 29) – Existing curbline to remain as recently constructed by CATS BLE project.
- 2) University Executive Park Drive - Future back of curb is 25.5' from existing centerline to accommodate a 12' travel lane, 6' bike lane, and 7' on-street parking.

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## Resolved Issues

N/A

## Outstanding Issues

1. The petitioner should revise the site plan to call out and depict a multiuse path connection along south side of the parcel to create a walkable block length consistent with preferred transit station area block lengths.
2. The petitioner should revise the site plan and associated notes to include and depict all proposed site sidewalks to be 8' wide, since the site is adjacent to a BLE transit station and reflect CATS' recently constructed 8' wide sidewalks along the site's N. Tryon St. frontage.
3. The petitioner should revise the site plan to call out and depict the University Executive Park Dr. half cross section with a 12' travel lane, 6' bike lane, and 7' on-street parking, including dedication in fee simple of r/w as measured from the existing University Executive Park Dr.'s centerline to the back of sidewalk (41.5' from existing centerline) with the expectation that University Executive Park Dr. will transition from a private to a public street as adjacent properties redevelop.
4. The petitioner should revise the site plan to call out and depict the east-west connection between N. Tryon and University Executive Park to a local office/commercial narrow street section (see CLDSM typical section U-04), including dedication in fee simple of the 55' r/w for this section as measured from the existing University Executive Park Dr.'s northern property line. The petitioner may expand the cross section to include on-street parallel parking spaces if desired.
5. The petitioner should revise the site plan to include a conditional note and depict on the site plan the petitioner will coordinate with the property owner of parcel 04721119 to permanently close the existing joint access driveway near N. Tryon Street and create a new cross-access easement driveway to align with the site's proposed deck entrance driveway.
6. The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of additional rights of way to the City before the site's first building certificate of occupancy is issued.
7. The petitioner should revise the site plan to add a note specifying all transportation improvements will be constructed and approved before the site's first building certificate of occupancy is issued.

## 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

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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.

## Revision Log

Date	Description	By
07-19-2016	First Review	RHG