

Rezoning Transportation Analysis

Petition Number: 2016-135

General Location Identifier: 167-042-46

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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.

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 at the corner of Tyvola Rd and South Tryon St, both major thoroughfares. Intersection is signalized.

Prior rezoning 2007-052

Site is located in a wedge outside of Route 4

Within project limits of Tryon Sidewalk Project (PM Sonji Mosley)

NCDOT is requiring a TIS

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 Gas Station	38k sf 16 fueling pumps	6225	RZ 2007-052
Proposed Zoning	Convenience Market w/ Gas Pumps	16 fueling pumps	8680	Site Plan: 08-01-16

Resolved Issues

N/A

Outstanding Issues

1. The petitioner shall remove the proposed right in driveway on South Tryon St. and the full access driveway closest to South Tryon St. CDOT does not support these driveways.

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2. The petitioner should revise site plan to show improved pedestrian crossings to city standards on all 4 legs of the intersection of Tyvola Rd and South Tryon St. This will include marked crosswalks, PROWAG compliant ramps at all 4 corners of intersection (2 ramps per corner), and pedestrian signals. Pedestrian refuge islands may also be needed if signal operations required two-stage crossing.
3. CDOT requests the dedication of 8 feet of right of way on South Tryon St and Tyvola Rd for future buffered bike lane.
4. The petitioner should revise the site plan to show a 4 foot wide by 340 feet long (minimums) median on Tyvola Rd starting at South Tryon St and heading south to enforce right-in access. NCDOT has indicated that they do not support this right-in access and may not allow within the area of influence of the signalized intersection. Existing full access is available south of the parcel that could sufficiently satisfy the access needs of the development.
5. 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.
6. 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 or phased per the site's development plan.
7. CDOT may have further comments once the traffic impact study, required by NCDOT, is submitted by the petitioner.

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.

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- 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
09-19-16	First Review	CA