

# Rezoning Transportation Analysis

Petition Number: 2019-012

General Location Identifier: 21901105

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## Revision Log:

Date	Description
02-14-2019	First Review

## General Review Information

The site is at the signalized intersection of S Tryon Street (major thoroughfare) and Moss Road (major collector) and is located in a wedge outside Route 4. The site is within the limits of the Steele Creek Area Plan.

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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.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record
Entitlement with Current Zoning	Office Auto Care Center	30,000 sf 6,000 sf	530	RZ 2014-042
Proposed Zoning	Supermarket	30,500 sf	3,200	Site Plan: 01-11-19

## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

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 for:
  - a. **Moss Road** – 21 feet from centerline of the road to accommodate a 5-foot bike lane. This does not include turn lanes that may be required.
    - i. The petitioner shall revise the site plan and conditional note to show the commitment to build 2'-6" curb and gutter in the correct location on Moss Road.
    - ii. The site plan should label and dimension the curb line from the centerline of the road.
    - iii. The curb location may change based on the Traffic Impact requirements.
  - b. **South Tryon Street** – 44 feet from centerline of the road.
    - i. The curb location may change based on the Traffic Impact Study requirements.

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2. **Traffic Study** A Traffic Impact Study Memorandum is necessary for the complete review of this petition. CDOT is currently reviewing the traffic impact study in conjunction with NCDOT and will have further comments. Additional transportation may be forthcoming based on the study results.
3. The petitioner shall revise the site plan and conditional notes to show dedication of right-of-way, fee simple, of 66 feet from centerline of South Tryon Street. This does not include existing or proposed right turn lanes which will require larger right-of-way to accommodate them.
4. The petitioner shall revise the site plan and conditional notes to show commitment to building an 8-foot planting strip and 12-foot multi-use path on South Tryon Street across the site frontage.
5. The petitioner shall add a conditional note stating the commitment to building an 8-foot planting strip and 6-foot sidewalk on Moss Road.
6. 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.
- ~~7. 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.~~

## 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.
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.