

Rezoning Transportation Analysis

Petition Number: 2019-030

General Location Identifier: 20122117, 20122103

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Revision Log:

Date	Description
03-21-19	First Review

General Review Information

The site has frontage on S Tryon Street (major thoroughfare) and Erwin Road (minor thoroughfare) and is located in a wedge outside Route 4. The site is within the limits of the Steele Creek Area Plan.

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.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Single Family (30.73 ac of R-3)	92 dwellings	960	General Guidance from Planning
Proposed Zoning	Apartments	324 dwellings	2,410	Site Plan: 02-14-19

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- 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:
 - South Tryon Street/NC49:** is 44 feet from centerline of the road. The petitioner should revise the site plan and label and dimension the future curb and gutter along NC 49. The site plan needs to label and dimension the curb and gutter from the road centerline.
- Erwin Road:** 24 feet from centerline of the road. The petitioner should revise the site plan and commit to constructing the curb and gutter at its ultimate location.
 - The petitioner should revise the site plan and conditional note(s) to show and commit to building the curb and gutter for Erwin Road.
 - The site plan should revise the site plan to label and dimension the curb and gutter from the road centerline.

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3. **Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition. CDOT may have further comments once the traffic impact study is submitted by the petitioner and reviewed in conjunction with NCDOT.
4. The petitioner should revise the site plan and conditional notes to show a left turn lane on Erwin Road at the site's proposed access with 150 feet of storage.
5. The petitioner should revise the site plan and conditional notes by removing the proposed driveway access on Public Road A closest to South Tryon Street. CDOT and NCDOT do not support the access point due to the proximity to the intersection.
6. The petitioner should revise the site plan and conditional notes to show and commit to building a multi-use path on South Tryon Street across the site frontage. The back of the multi-use path is located 64 feet from centerline of the road.
7. The petitioner should revise the site and conditional notes to show the right of way for proposed "Public Road A" to extend to the eastern property line and remove the gaps currently shown on the site plan.
8. The petitioner should revise the site plan showing the dedication of right of way, fee simple, for South Tryon Street. The right of way is 66 feet from centerline of the road.
9. 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

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construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.