

# Rezoning Transportation Analysis

Petition Number: 2019-077

General Location Identifier: 14902107

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## Revision Log:

Date	Description
07-18-19	First Review

## General Review Information

The site is at the unsignalized intersection of Old Pineville Road (minor thoroughfare, city maintained) and Yancey Road (major collector, city maintained) and is in a corridor inside Route 4. The site is within the limits of the Scaleybank Transit Station Area Plan.

### Active Projects Near the Site:

- South Tryon Corridor Implementation
  - The project will implement pedestrian signals along the South Tryon corridor to improve pedestrian crossings. The project limits are from E. Carson Boulevard to Clanton Road.

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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.*

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*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	Retail	74,880 sf	5,630	RZ 2016-098
Entitlement with Current Zoning	Retail	74,880 sf	5,630	RZ 2016-098
Proposed Zoning	Office Retail Hotel	170,000 sf 24,000 sf 145 rooms	5,265	TIS Scope: 05-23-19

## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. **Curblin** ~~Strikeout~~ The proposed zoning district has a setback measured from back of the existing or proposed future curblin.

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- a. **Yancey Road:** 16 feet from centerline of the road (shown correctly on-site plan)
- b. **Old Pineville Rd:** existing curbline is in the correct future location

The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.

2. **Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition. CDOT received the TIS scope on 7/15/19. CDOT reviewed and returned comments on 7/18/19. CDOT may have further comments once the study is received and reviewed. As part of the review, CDOT will look for multi-modal improvements, including bike and pedestrian, to mitigate the traffic generated by the site. Furthermore, the TIS scope land use and intensities do not match the proposed intensity in the rezoning site plan. The petitioner should revise the site plan and conditional notes addressing the land use and intensity discrepancy. The TIS scope and the rezoning site plan need to match in order to properly evaluate the proposed development.
3. The petitioner should revise the site plan and conditional note(s) stating if parking is installed on Old Pineville Rd the following conditions would need to be met:
  - a. A 3-foot door zone buffer is added between the bike lane and the parking space
  - b. The streetscape meets TOD zoning of 8-foot planting strip or hardscape and 8-foot sidewalk.
4. 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.
5. 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.