

Rezoning Transportation Analysis

Petition Number: 2019-163

General Location Identifier: 04744102

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Revision Log:

Date	Description
12-17-19	First Review

General Review Information

The site is at the signalized intersection of N Tryon Street (major thoroughfare, state maintained) and Mallard Creek Church Road (major thoroughfare, state maintained). The site is in a corridor outside Route 4.

Active Projects Near the Site:

- There are no active transportation improvements in the vicinity of this rezoning.

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

The site is located on major thoroughfares. The petitioner should revise the site plan to meet the ordinance requirements and the outstanding items listed below. A traffic impact study is needed for the review of the site because it will generate more than 2500 vehicle trips per day.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Office Medical Office Retail Restaurant	1,000,000 sf	9,000	CDOT Memo for RZ 2009-042
Proposed Zoning	Hospital Medical Office	44,000 sf 100,000 sf	6,460	TIS scope: 11-25-19

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

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1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
 - a. **North Tryon Street:** The future location of back of curb and gutter is 44' from centerline.
 - b. **Mallard Creek Church Road:** The future location of back of curb and gutter is 33' from centerline.

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 due to the site generating more than 2,500 daily trips.

Staff will receive the petition and begin work on it, but the public hearing will not be scheduled until the TIS is received. This will allow for the minimum time necessary for CDOT to review and approve the study and reach agreement with the petitioner on the required transportation commitments, and have them included on the last site plan submitted no fewer than 4 weeks prior to the public hearing. Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT and NCDOT. All transportation improvements as required by the TIS shall be included in the site plan conditional notes.

3. CDOT is requesting the petitioner to revise the site plan and conditional note(s) to install an 8' planting strip and 12' multi-use path along North Tryon Street to better align with the city council adopted Charlotte Bikes Policy which calls for a separated bike lane. Also, due to this project being an urban rezoning this will also help with pedestrian walkability. The site plan should label and dimension both items from the back of curb and gutter and road centerline.
4. The petitioner should revise the site plan and conditional note(s) to narrow street scape along Mallard Creek Church Road to install an 8' Planting Strip and a 12' Multi-Use Path to better align with the city council adopted Charlotte Bikes Policy which calls for a separated bike lane. Also, due to this project being an urban rezoning this will also help with pedestrian walkability. The site plan should label and dimension both items from the back of curb and gutter and road centerline.
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. CDOT requests right of way set at 2' behind back of sidewalk where feasible.
6. The petitioner should revise conditional note 4.f. to specify 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.

- ~~7. **Resolved** Sample format for comment that is resolved~~

Please provide a response to our comments with your resubmittal.

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

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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.