

Rezoning Transportation Analysis

Petition Number: 2020-046

General Location Identifier: Tax ID 20103128

From: Felix Obregon, PE
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Reviewer: Eric Lemieux, PE
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Revision Log:

Date	Description
04-21-20	First Review
05-20-20	Second Review (FO)

General Review Information

The site is on South Tryon Street (major thoroughfare, state maintained) and Whitehall Park Drive (minor thoroughfare, city maintained), and is in a wedge outside Route 4. The applicable area plan is the Steele Creek Area Plan.

Active Projects Near the Site:

- Whitehall Park Dr. Bike Improvements
 - Scope: add pavement markings and wayfinding to create bike lanes between Tryon St. and Arrowood Rd.
 - Phase: Initiation
 - Construction: TBD
 - PM: CDOT Design Section, TBD

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is 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 and minor thoroughfare roads, nearby an existing high congested signalized intersection (South Tryon Street & Westinghouse Boulevard). Pedestrian crossing improvements were just completed (spring 2019) at this intersection within the Ayrley Town Boulevard Improvements CIP, as both corridors are listed on the Vision Zero high injury network. This site recently obtained approved plans for a right-turn lane on South Tryon, under the Accela Project: LDC-2019-00062 - Leon Whitehall.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	-

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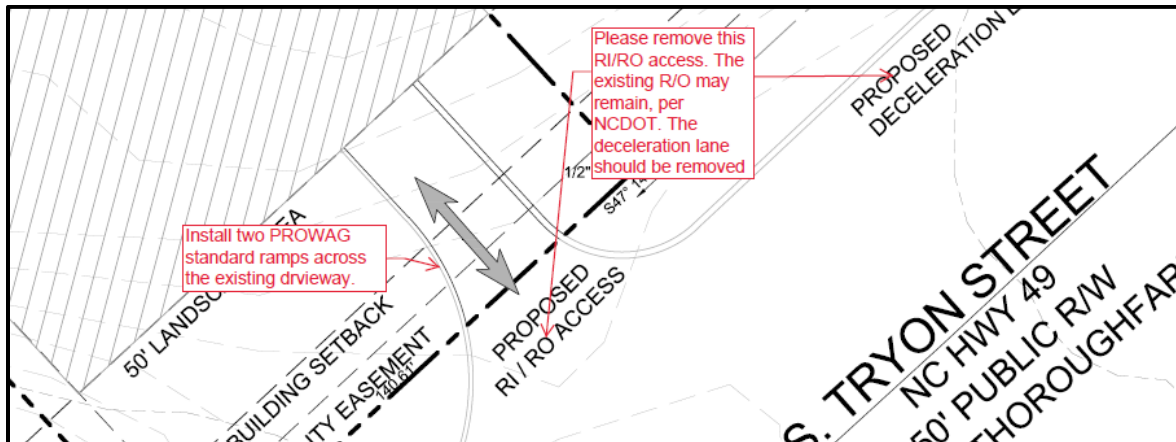
Entitlement with Current Zoning	Warehouse (I-1, 1.09 acres)	10,900 SF	65	General Guidance from Planning
Proposed Zoning	Warehouse	1,700 SF	48	Site Plan: 02-27-20
	Warehouse	2,500 SF	50	Site Plan: 05-06-20

Please provide responses to our comments.

Outstanding Issues

Strikeout = Not an outstanding issue

- ~~1. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition.~~
- ~~2. The petitioner should revise the site plan and conditional note(s) to commit to dedicate a minimum of 35 feet of right-of-way from the Whitehall Park Drive road centerline, per the Chapter 12 Zoning Ordinance requirements for a minor thoroughfare. The site plan should label and dimension the right-of-way from the road centerline.~~
- 3. Technical Correction Site Plan (5/28/2020)** The petitioner should revise the site plan and conditional note(s) to preserve the existing driveway as **right-out only**. Per NCDOT, a right-in/right-out driveway will affect the functionality of the intersection. Please provide CDOT with any other correspondence that the petitioner has had with NCDOT, since plans to convert this access to right-in/right-out were already submitted to the city for permitting review within Accela: LDC-2019-00062 - Leon Whitehall.

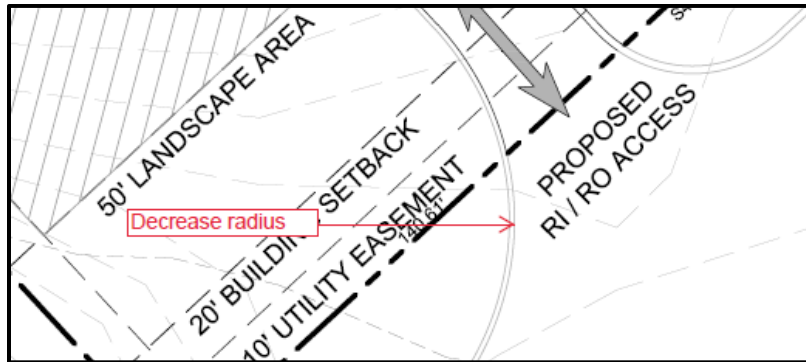


- ~~4. In reference to the Urban Street Design Guidelines (USDG), CDOT recommends the petitioner to revise the site plan and conditional note(s) to decrease the Tryon right-out only radius for a SU-30 vehicle only, using Condition D of Appendix C of the USDG.~~

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5. ~~Resolved~~ Sample format for comment that is resolved

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.