

Rezoning Transportation Analysis

Petition Number: 2017-196

General Location Identifier: 04721104

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Reviewer:

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Revision Log:

Date	Description
01-22-2018	First Review

General Review Information

The site is on N Tryon St (major thoroughfare) at the signalized intersection with Ken Hoffman (local). The site is in a corridor outside Route 4 and is within the study limits of the University City Area Plan / LYNX Blue Line Extension Transit Station Area Plans Update.

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 on a major thoroughfare approximately 1,000 ft. north of the McCullough Blue Line station. The current site plan does not propose any changes to the existing development. When the property redevelops in the future, CDOT will work with the petitioner to implement the streetscape outlined in the University City Area Plan/LYNX Blue Line Extension Transit Station Area Plans Update.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Hotel	91 rooms	740	Tax Record
Entitlement with Current Zoning	Hotel	91 rooms	740	Tax Record
Proposed Zoning	Hotel	91 rooms	740	Tax Record

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 is the existing N. Tryon curb; therefore the curbline can remain as is.~~
- ~~2. **Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.~~

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3. The petitioner should revise the site plan and conditional note(s) to allow a cross-access easement along the site's northern property line, aligning with the existing parking lot drive aisle and connecting to tax parcel 0472120, which would provide a connection between N. Tryon Street and University Executive Park Drive to support the transit station that is approximately 1000 feet from the site.

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.