

Rezoning Transportation Analysis

Petition Number: 2018-082

General Location Identifier: 04933601, 04933602

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Revision Log:

Date	Description
08-17-2018	First Review
09-18-2018	Second Review

General Review Information

The site is at the signalized intersection of N Tryon Street (major thoroughfare) and Ken Hoffman Drive (local) and is located in a corridor outside Route 4. The site is within the limits of the University City-McCullough Transit Station 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

Site access is provided from Ken Hoffman Drive and Private Street located on the site's northern property line. The petitioner will need to include accessible ramps along Ken Hoffman between the proposed site and an existing CFD facility meeting PROWAG Guidelines on the revised site plan. All other transportation comments have been addressed by the petitioner.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Government Office	6,080 sf	170	Tax Record
Entitlement with Current Zoning	Government Office Office 0.10 ac of MUDD-O	6,080 sf 27,450 sf	660	General Guidance from Planning
Proposed Zoning	Government Office	21,580 sf	590	Site Plan: 09-10-18

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 for all streets surrounding the site can remain as is.

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2. ~~Traffic Study A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.~~
3. ~~The petitioner should revise the site plan and conditional note(s) to provide a 6' back of curb sidewalk along the private street (on the north side of the site) to the site's proposed site driveway, including an accessible ramps on each side of the private street towards the International House of Pancakes store front's driveway. **CDOT has rescinded this comment.**~~
4. ~~The petitioner should revise the site plan and conditional note(s) to provide "transponder" vs card reader technology at all parking gate access locations. Transponder technology will provide faster vehicle access, so that queuing is reduced entering parking areas. **The petitioner is investigating different card reader technologies to improve parking lot efficiency.**~~
5. The petitioner should revise the site plan and conditional note(s) to provide two (2) accessible ramps to cross between the proposed CMPD facility and Fire Station 27 along Ken Hoffman Drive at the access driveway separating the two facilities. Parking spaces on the Fire Station side may need to be modified to accommodate these accessible ramps.
6. ~~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.~~

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