

# Rezoning Transportation Analysis

Petition Number: 2020-050

General Location Identifier: Tax ID 14913365

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## Revision Log:

Date	Description
04/22/2020	First Review

## General Review Information

The site is located on Park Road (major thoroughfare, city-maintained). The site is in a wedge and is inside Route 4. The subject site is located in the Park Woodlawn Area Plan, adopted in 2013.

### Planned Projects Near the Site:

- Park Road with existing four lanes and a potential separated bike lane
  - Scope: Not yet identified
  - Phase: Not started

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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.*

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Based on our review of the petition, we offer the following information for your consideration.

## Transportation Summary

The site is located on Park Road, which is a major thoroughfare road. The Park Woodlawn Area Plan promotes transportation infrastructure that safely accommodates pedestrians, bicyclists, transit users and motorists. The petitioner will be required to meet all ordinance requirements for Mixed-Use Development District (MUDD) in Part 8.5 of the Charlotte Code, and the outstanding items listed below.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	YWCA	97,986 SF	No data available	Tax Record
Entitlement with Current Zoning	INST	Too many uses to determine		General Guidance from Planning
Proposed Zoning	Institutional Apartments	93,336SF 115 DU	An additional 625	Site Plan: 3-06-20

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Please provide responses to our comments.

## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

### 1. **Curbline**

- a. **Park Road:** The future location of curb and gutter is in its existing 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 not necessary for the complete review of this petition. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.
3. The petitioner should revise the site plan on Sheet 1 to show the dimensions for the 6-foot sidewalk and 8-foot planting strip and update the conditional note 5.b. to state that the petitioner will commit to construct an 8-foot planting strip, and 6-foot sidewalk on Park Road.
4. The petitioner should revise the site plan and conditional note(s) to indicate the locations of the existing bus stops and pedestrian hybrid beacon in front of the YWCA.
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 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.
7. ~~**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

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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.