

Rezoning Transportation Analysis

Petition Number 2016-044 **Updated** 3/9/2016

Location Approximately 0.9 acres located on the northeast corner at the intersection of South Tyron Street and West Kingston Avenue.

Staff Resource Kory Hedrick khedrick@charlottenc.gov 704.432.6511

CDOT's Review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte'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 to be used in the overall City staff analysis of the rezoning petition and includes information on trip generation, outstanding site plan concerns, and an overall summary of the case from a transportation perspective.

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

Transportation Summary

To be provided prior to public hearing.

Trip Generation

	Existing Zoning		
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Vacant/Single Family		
Entitlement	Retail	9k ft ²	1,420

	Proposed Zoning		
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
1/15/2016	Hotel	200 rooms	1,650

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The future back of curb should match the curb line set for rezoning petition 2015-128

Resolved Issues

Outstanding Issues

1. CDOT is requesting that the petitioner align the proposed driveway on W. Kingston Ave. with Hawkins St.
2. The proposed on-street parking along South Tryon Street will be time restricted parking. The details of this will be worked out during the permitting phase, but CDOT requests that a note be added to the site plan and data sheet to reflect this.
3. CDOT request that the 8' planting strip be replaced with an 8' hardscape amenity zone.
4. CDOT requests that right-of-way be dedicated 2' behind the new back of sidewalk.

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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles 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.
4. The proposed driveway connection(s) to Central Ave. will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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.

5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.