

## Rezoning Transportation Analysis

**Petition Number** 2016-095 **Updated** 4/6/2017

**Location** Approximately 0.82 acres located on the east side of Johnston Road between Pineville-Matthews Road and Walsh Boulevard.

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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

The site’s primary access will be served from Piedmont Row Drive South and the site’s parking deck access will be served from South Executive Park Drive (a private street with public access rights). The proposed parking deck will provide internal access to two private streets. The petitioner is also extending, connecting and improving sidewalks along the west side of Piedmont Row South to enhance pedestrian walkability in the area. CDOT continues to request an updated traffic analysis to clarify impact, and determine if offsite mitigations are needed, and reservations to accommodate the envisioned street network.

### Trip Generation

Existing Zoning			
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Parking Structure	N/A	0
Entitlement	Parking Structure (per RZ 1995-017)	N/A	0

Proposed Zoning			
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
12/19/2016	Retail Hotel	7.5k sf 180 rooms	2,700

## Curbline

The proposed zoning district has a setback measured from a proposed future curbline.

- Piedmont Row Drive South existing curbline can remain as is. (Building setback is 30')
- South Executive Park existing curbline can remain as is. (Building setback is 20')

## Resolved Issues

1. The petitioner should revise the site plan to add a note specifying all street construction will be constructed and approved before the site's first building CO is issued.
2. The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all future rights of way to the City before the site's first building CO is issued.
3. The petitioner should revise the site plan to clearly depict and label all property lines, existing and proposed right-of-way, building setback, existing street centerlines, back of future curbline locations, planting strip width, sidewalk widths, etc.

## Outstanding Issues

1. ~~The petitioner needs to update and finalize the *"Draft" Fairview Plaza Traffic Impact Study (TIS)*; dated February 2015 prepared by Kimley-Horn and including a separate section that summarizes the most current site plan indicating hotel use, density and recommended transportation improvements. The TIS needs to graphically show how a future public E/W local commercial/office street section can be implemented on the site's southern property line when the existing parking structure is redeveloped. The petitioner should provide a Technical Traffic Memorandum that includes the revised trip generation, trip distribution, and mitigation measures associated with the revised plan.~~
2. ~~The petitioner should revise the site plan to depict and label the proposed east/west connector road along the site's southern property line as a public street with 2 11' travel lanes mid block, 3 11' travel lanes at Park South Dr. and Piedmont Row Drive South intersections), 8' planting strips, and 8' sidewalks between Park South Drive and Piedmont Row South. In order to support the proposed level of development intensity, the petitioner should incorporate the following to accommodate the below street network concept. This will help reinforce Southpark's evolution towards a walkable center.~~
  - a. Reserve 18'(8' planting strip + 8' sidewalk +2' maintenance buffer ) for future public right-of-way along the site's southern property line from Piedmont Row to Park South. This will provide space for a portion of a planned east-west public connection street along the site's southern property line.
  - b. Reserve a local commercial narrow half-street section along the site's western boundary for a future north-south private street

(For a and b, conditional note(s) should state the petitioner will retain the reserved property until such time the City requests this property for public use. When future right-of-way is requested the petitioner shall dedicate this reservation in fee simple to the City.)

- c. Construct/convert the drive-aisle along the sites northern boundary to a local office commercial wide half-section with recessed parallel on-street parking along the site's northern boundary.



3. Clarify the petitioner's intent to construct an 8' planting strip and 6' sidewalk behind the existing Piedmont Row westerly curbline north of the site to the next drive aisle.
4. The petitioner needs to revise the site plan (cross section A-A) and conditional note 5.C.1 to local office/commercial "**narrow**" street section.

### 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 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. significant

3. The proposed driveway connection(s) will require a driveway permit(s) to be submitted to CDOT 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.