

Rezoning Transportation Analysis

Petition Number: 2016-113

General Location Identifier: 17706107

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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

To be provided prior to public hearing.

General Description

The site is located along a major collector street between two local street intersections that lead into South Park Mall. The site abuts a signalized intersection at Barclay Downs Drive to the north and the signalized intersection at Fairview Rd, a Class III – Commercial Arterial, is approximately 450' to the south.

Site is located in an activity center outside of Route 4 and falls within the Southpark Small Area Plan.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office	39,383 sf	650	Tax Records
Entitlement with Current Zoning	Office	39,383 sf	650	Tax Records
Proposed Zoning	Apartments Retail	246 dwellings 25,000 sf	4370	Site Plan: 06/20/2016
	No Change			Site Plan: 08/22/2016

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline is the existing curbline on all public streets bordering the site.

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Resolved Issues

1. To support the goals of the Southpark Area Plan to improve the pedestrian environment, the petitioner should revise the site plan as follows:
 - a. Show 12' minimum clear width for sidewalks to set up this segment for a future multi-use path network
 - b. Expand Carnegie / Barclay Downs intersection crossing scope to include all four legs of the intersection. All four approaches should be consistent in their crosswalk treatment and the material should be high visibility thermoplastic material. Non-reflective paver material is not adequate.
2. The petitioner should revise the site plan by removing the note under right-of-way availability and replacing it with language that mirrors our offsite right-of-way acquisition process. Please contact CDOT to request a copy of this policy.
3. To support the goals of the Southpark Area Plan to improve the pedestrian environment, the petitioner should revise the site plan as follows:
 - a. Provide more information on the mini-circle / drop of area. CDOT has concerns with potential vehicle stacking into the sidewalk and possibly the street.
 - b. Define the preservation of the pedestrian connection to the Southpark Mall on the eastern boundary of the site.

Outstanding Issues

1. CDOT has received and provided comments on the TIS.
 - a. The petitioner should revise the site plan and Transportation Notes to include mitigation measures to be completed by this petition consistent with the site's Traffic Impact Study (i.e. Extend the existing eastbound left turn lane on Fairview Rd. from 400' to 650' with a 100' bay taper)
 - b. Additional transportation comments may be forthcoming once the TIS is resubmitted.
8/26/16 Update:
 - i. Provide Saturday peak hour analysis
 - ii. Bulfinch x Barclay Downs analyzed as a signalized intersection. Analyze unsignalized and report relevant results
 - c. Update note 4. I to reflect mitigation commitments.
2. To support the goals of the Southpark Area Plan to improve the pedestrian environment, the petitioner should revise the site plan as follows:
 - a. Revise the entry door configuration to swing into the building or be recessed outside of the 12' sidewalk clear path along Barclay Downs Drive.
 - b. Include a note stating that any sidewalk dining will be located behind and outside of the 12' sidewalk clear path along Barclay Downs Drive.
3. The petitioner should revise the site plan to show the future right of way line at the back of sidewalk and 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.
4. The petitioner revise site plan notes and labels to remove "subject to approval by adjacent owner" and commit to pedestrian connections to the site's property line.
5. CDOT understands that the petitioner is continuing discussions with the Barclay Downs neighborhood about a contribution towards sidewalk improvements along Barclay Downs. CDOT also supports this request and recommends the commitment be included in the conditional zoning plan. Specifically, we recommend the petitioner should provide funding to CDOT to be used towards the construction of sidewalk improvements along Barclay Downs. The funds should be provided before the issuance of a

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certificate of occupancy. These funds could then be used in conjunction with planned Comprehensive Neighborhood Improvements Program (CNIP) funds to implement the project. The note should allow that should a sidewalk project on Barclay Downs not be included with the final CNIP improvements, then the City may use the funds on other pedestrian improvements in the CNIP area.

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.

Revision Log

Date	Description	By
07-18-16	First Review	KH
8-26-16	Hearing Review – Transportation summary added. Resolved/outstanding issues updated.	KLA