

Rezoning Transportation Analysis

Petition Number: 2017-149

General Location Identifier: 12306406, 12306407

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Revision Log:

Date	Description
10-23-17	First Review

General Review Information

The site is at the unsignalized intersection of South Blvd (major thoroughfare) and E Kingston Ave (local). The site is located in a corridor inside Route 4 and is within the study limits of the South End Transit Station Area Plan and CDOT's more recently completed South Blvd-South Tryon Corridor Study. Site is on local bus route 10 (West Blvd.) and one block from Blue Line East/West Station and 25 (Clanton Park-Midtown).

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.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office	18,950 sf	390	Tax Record
Entitlement with Current Zoning	Retail (0.27 ac of B-1)	2,600 sf	630	Guidance from Planning & RZ 2015-074
Proposed Zoning	0.53 ac of TOD-M(O)	Too many uses to determine		Site Plan: 09-20-17

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.
 - a. Kingston Av – the existing curbline is in the correct location per the area plan
 - b. South Blvd – 42.5' from centerline to accommodate the long-term cross section envisioned by the South Blvd-South Tryon Corridor Study. CDOT recognizes that the proposed reuse of an existing building overlaps with this curbline and will work with the petitioner to determine how to address this in the plan and notes for this project and future development when the existing building may be demolished.

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Petition Number: 2017-149

General Location Identifier: 12306406, 12306407

- ~~2. Traffic Study A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.~~
3. Per the area plan, Kingston (a local street) is envisioned to contain 2-10' travel lanes and parallel on-street parking spaces. If the petitioner desires angled parking as proposed, the petitioner should revise the site plan to show the proposed angle parking as reverse angle parking. CDOT design guidelines specify that each space should be 10.5 feet wide and 18 feet long (measured perpendicular to the curb) with a 15' wide adjacent travel lane in order to accommodate the turning movements for reverse angle parking.
4. The petitioner should revise the site plan to show two curb ramps at the corner of the site and to be built to current standards. The petitioner should be advised that the South Blvd-South Tryon Corridor Study identifies the South and Kingston intersection as a future pedestrian signalized crossing location.
5. CDOT recognizes that the future cross section will not be implemented across the entire site frontage. However, the petitioner should revise the site plan to show the future curbline as described in item 1 and future right of way across the South Blvd frontage as 59' from existing centerline to accommodate the long-term cross section envisioned by the South Blvd-South Tryon Corridor Study. CDOT and the petitioner will determine how the existing, near-term, and/or long-term curbline, streetscape, and right of way dedications will be accommodated for the current project across the outdoor space frontage and future development when the existing building may be demolished.

Figure 13a: South Boulevard Segment 1 Proposed Section (Long term)

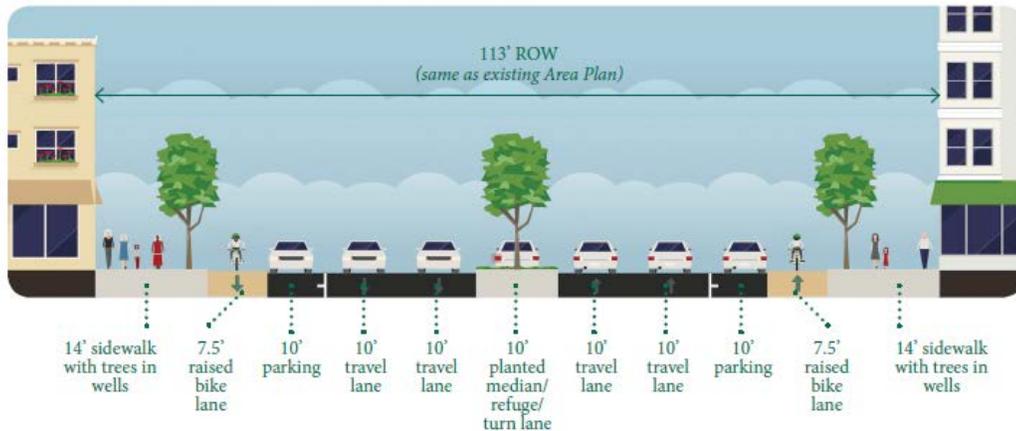
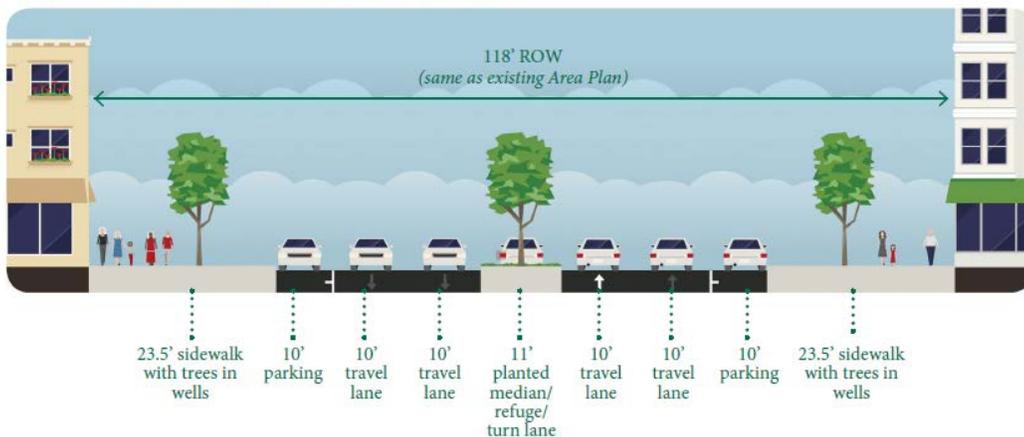


Figure 16: South Boulevard Segment 2 Proposed Section (Near term)



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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. 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.