

Rezoning Transportation Analysis

Petition Number: 2018-148

General Location Identifier: 12306217, 12306215, 12306201

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Revision Log:

Date	Description
12-19-18	First Review
1-23-19	Second Review
03-15-19	Third Review

General Review Information

The site is at the signalized intersection of S Tryon Street (major thoroughfare) and West Boulevard (major thoroughfare), abuts an alley and Hawkins Street. The site is within the limits of the South End Transit Station Area Plan.

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

The site is located at the intersection of two major thoroughfares. The site plan commits to transportation improvements including left turn lanes for the proposed access points, pedestrian streetscape as identified in the South Boulevard Corridor Study and the South End Transit Station Area Plan. The site plan also commits to pedestrian improvements at the intersection of South Tryon Street and West Boulevard.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	High-turn restaurant Hair Salon Apparel Store Office	1.63K sf 1.62K sf 1.6K sf 1.3K sf	330	Tax Record
Entitlement with Current Zoning	Retail (1.84 acres of B-1)	10.84K sf	1,600	General Guidance from Planning
Proposed Zoning	Apartments Hotel Office Retail	45 dwellings 120 rooms 120K sf 19K sf	4,010	Traffic Impact Study: 01-29-19

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Outstanding Issues

Strikeout = Not an outstanding issue

- ~~1. **Curblin** The proposed zoning district has a setback measured from back of the existing or proposed future curblin. The location of the future back-of-curb for:
a. **South Tryon Street:** 25 feet from centerline of the road.
b. **West Boulevard:** is shown correctly on the site plan.
c. **Hawkins Street:** is shown correctly on the site plan.~~
- ~~2. **Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition. CDOT may have further comments once the memo is submitted by the petitioner and reviewed in conjunction with NCDOT.~~
- ~~3. The petitioner should revise the site plan and conditional note(s) to showing and committing to on-street parking on West Boulevard to be 8 feet wide, as it is adjacent to a bike lane.~~
- ~~4. **Rescinded:** The petitioner should revise the site plan and conditional notes committing to stripe the bike lane on West Boulevard from Camden Road to South Tryon Street.~~
- ~~5. The petition shall construct the 10' sidewalk and 6' planting strip as shown on the site plan along Hawkins Street.~~
- ~~6. 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.~~
- ~~7. The petitioner should revise the site plan and note 6e, 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.~~
8. **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.

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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.