

Rezoning Transportation Analysis

Petition Number: 2019-052

General Location Identifier: 13111110, 13111111

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Revision Log:	Date	Description
	05-15-19	First Review
	05-22-19	Second Review

General Review Information

The site is bounded by Independence Blvd (freeway), Wilshire Pl (local), Bamboo St (local), and Pierson Dr (minor collector). The site is in a corridor outside of Route 4 and is within the study limits of the Independence Blvd Area Plan. This petition is for a site plan amendment (SPA), referring to prior rezoning 2017-167. Bordering local streets carry bus route 221 (East Harris Neighborhood Shuttle). City’s north ped/bike improvement project is a block north of the site. This SPA is proposing 1,850 trips/day, versus 2,080 trips/day as proposed within rezoning petition 2017-167.

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 proposes access from a local road – Bamboo Street. The site plan and note(s) should provide for the CATS bus stop pad on Bamboo Street to be replaced. This site plan amendment is for rezoning petition 2017-167. For reference, the rezoning petition required 8’ planting strip and 8’ sidewalk on Wilshire Place and Bamboo Street, a potential left-turn lane from Pierson Drive onto Bamboo Street, a pedestrian refuge at the monolithic concrete island at the intersection of Bamboo Street and Pierson Drive, and a Technical Transportation Memo submission to NCDOT and CDOT.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant buildings	N/A	0	Tax Record
Entitlement with Current Zoning	Hotel	56 rooms	1,850	RZ 2017-064
	Health Club	4,580 sf		
	Recreation Center	15,900 sf		
	Office	8,140 sf		
	Supermarket	2,300 sf		

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	Restaurant	2,140 sf		
	Coffee Shop	1,500 sf		
	Donut Shop	2,500 sf		
Proposed Zoning	Hotel	56 rooms	1,850	Site Plan: 05-13-19
	Health Club	4,580 sf		
	Recreation Center	15,900 sf		
	Office	8,140 sf		
	Supermarket	2,300 sf		
	Restaurant	2,140 sf		
	Coffee Shop	1,500 sf		
	Donut Shop	2,500 sf		

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. The location of the future back of curb does not change for Wilshire Street, Bamboo Street, or Pierson Street. The petitioner should contact NCDOT to determine the future curbline of US 74. Informational but may impact site permitting. (Site Plan: 05-13-19)
2. **Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition for a site plan amendment; however, per conditional note (4.g on sheet RZ-3), the Technical Transportation Memo (TTM) should be completed as requested by Rezoning Petition # 2017-167. (Site Plan: 05-13-19)
3. 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. (Site Plan: 05-13-19)
4. 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. (Site Plan: 05-13-19)
5. The petitioner should add a conditional note specifying to replace the existing CATS bus stop pad. (Site Plan: 05-13-19)
6. The petitioner should revise the site plan (RZ-2) to show the existing stairs that are shown in the sidewalk area along Bamboo St to be removed from the right of way. In addition, please propose to install a safety rail or a gated system to prevent pedestrians, within in the right of way, from falling into the drop off. (Site Plan: 05-13-19)
7. The petitioner should revise the site plan (Sht. RZ-2) to clarify whether the existing driveways on Bamboo Street will remain or be replaced. Sheet RZ-2 calls for the existing driveways to remain, but the site plan shows the existing Commercial Type II Driveway to be replaced with a Type II Modified Driveway at the access west of the existing Ervin building. (Site Plan: 05-13-19)
8. The petitioner should revise the site plan (RZ-2) to include proposed and existing sidewalk labels. (Site Plan: 05-13-19)

Advisory Information

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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 (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.
4. 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.
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.