

Rezoning Transportation Analysis

Petition Number: 2017-103

General Location Identifier: 12304112

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Revision Log:

Date	Description
07-24-17	First Review

General Review Information

The site is on Camden Rd (major collector) between a signalized intersection with S. Tryon (major thoroughfare) and a stop controlled intersection with Park (major collector) at a Blue Line at-grade crossing and is located in a corridor inside Route 4. In addition to Blue Line service, the site is adjacent to bus routes 11 and 16. 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

To be provided prior to public hearing.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Retail	14,381 sf	1,930	Petition
Entitlement with Current Zoning	Warehouse (0.80 acres of I-2)	11,940 sf	40	General Guidance from Planning
Proposed Zoning	0.80 acres of TOD-M(O)	Too many uses to determine		General Guidance from Planning

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

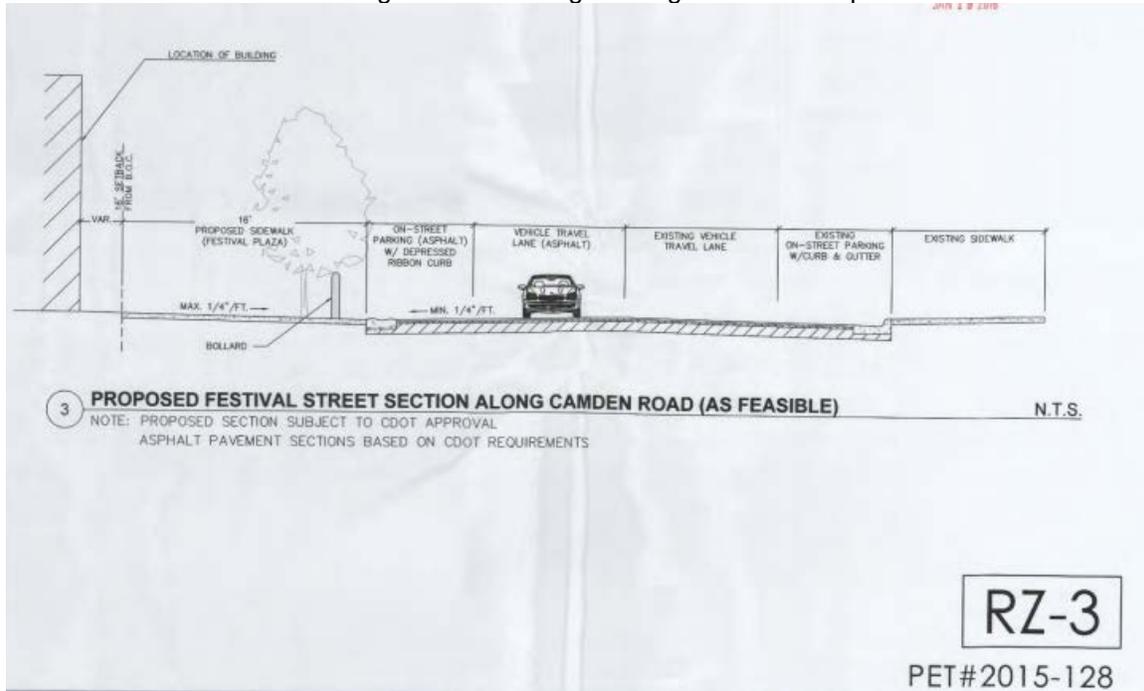
- Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
 - The petitioner should revise the site plan to show the curb and gutter at the corner of Camden Rd and E. Park Av be rebuilt to have a smaller radius and creating a bump out. This would turn the existing on-street parking into recessed parking and would match the parking across the street.
 - The petitioner should revise the site plan to show Camden Rd as the envisioned festival street (woonerf) matching the cross section approved across the street (Rezoning 2015-128) where/as new construction or redevelopment occurs. This section of Camden Rd is

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designated as a Green Space/Plaza for the use of recreation and community events. CDOT does not support notes "d" and "h" under Optional Provisions and improved streetscape should be constructed across the proposed Urban Open Space and proposed parking area and remainder of frontage as the existing buildings are redeveloped or demolished.



- ~~2. Traffic Study A Traffic Impact Study/Transportation Technical Memorandum is not needed for the complete review of this petition.~~
3. CDOT does not support note "i" under Optional Provisions. The petitioner should revise the site plan to show a pedestrian connection from Camden Rd to the Rail Trail between the existing building the proposed parking addition
4. The petitioner should revise the site plan and show only one driveway access from the parking lot to Camden Rd. The Rezoning petition is TOD-M, which promotes walking and biking for access to the transit system. Furthermore, the South End Transit Plan identifies this section of Camden Rd as a Green Space/Plaza. Having two driveways in close proximity to each other for a small parking lot is not conducive to the aforementioned goals.
5. Upon redevelopment (demolition of existing or building new buildings), the petitioner should revise the site plan to commit to the envisioned Rail Trail cross section of 12 feet minimum with a 5' transition/planter zone. Petitioner can contact Center City Partners (Erin Gillespie, 704-332-9588) for additional information about the Rail Trail Framework Plan <http://files.charlottecentercity.org/railtrail/frameworkplan.pdf>
6. The petitioner should revise the site plan to show reconstruction of curb ramps at Park and Camden intersection.
7. 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.

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8. 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 or phased per the site's development plan.

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.