

Rezoning Transportation Analysis

Petition Number: 2018-085

General Location Identifier: 07307301, 07307307

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Revision Log:	Date	Description
	08-16-18	First Review

General Review Information

The site is a block bounded by S Tryon Street (major thoroughfare), W Catherine Street (local), Winnifred Street (local), and Carson Boulevard (major collector). Located in a corridor inside Route 4, 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	Office	60K sf	890	TIS scope
Entitlement with Current Zoning	Warehouse (2.36 ac of I-2) (2.58 ac of TOD-M)	Too many uses to determine		General Guidance from Planning
Proposed Zoning	Hotel Office Retail	200 rooms 425K sf 40K sf	8,430	TIS scope

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 for:
 - a. **South Tryon Street** – 32 feet from centerline of the road. This creates a 14 foot setback and implements the 14 foot sidewalk as envisioned in the adopted South End Vision Plan.

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- b. **West Carson Boulevard** – existing back-of-curb is in the correct future location. (shown correctly on site plan)
 - c. **Winnifred Street** – existing back-of-curb is in the correct future location. (shown correctly on site plan)
 - d. **West Catherine** – 17.5 feet from centerline of the road. (shown correctly on site plan)
2. **Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition. The petitioner has not submitted the traffic study. CDOT may have further comments once the study is received and reviewed in conjunction with NCDOT.
 3. The petitioner should revise the site plan and conditional note to show the median on South Tryon Street to be 4 feet wide and 100 feet long.
 4. The petitioner should revise the site plan and conditional notes to show only one access point on West Catherine Street.
 5. The petitioner should revise the site plan and conditional note to show the proposed on-street parking on South Tryon Street as temporary, and will be removed as part of the future raised bike lane envisioned in the adopted South End Vision Plan. The on-street parking should not be part of the overall required parking requirement.
 6. The petitioner should revise the site plan to show the proposed curb radius at the intersection of West Carson Boulevard and South Tryon Street to meet USDG Standards. Two accessible ramps with appropriate pedestrian signals should be provided at corner with appropriate receiving ramps across the street.
 7. The petitioner should revise the site plan to show an accessible ramp at Winnifred Street and West Catherine Street with a receiving accessible ramp across West Catherine Street.
 8. The petitioner should revise the site plan to provide an accessible ramp at Wilcox Street, and near proposed Private Street to cross Winnifred Street.
 9. The petitioner should revise the site plan and conditional notes to show the cross section West Carson Boulevard to have 10.5 foot travel lanes and 6 foot wide bike lane.
 10. 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. The right-of-way for South Tyron Street is 46 feet from centerline of the road. CDOT requests right-of-way set at 2' behind back of sidewalk where feasible or face of building for all other roads.
 11. 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

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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.