SITE DESIGN STUDIO

Landscape Architecture
Planning
Project Management
Construction Observation

June 7, 2019

Jessica Bernstein
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City of Asheville, NC
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RE: CONDITIONAL ZONING - JETTIE RAE'S I 19-03385PZ
DRAFT TRC REPORT – PLANNING & TRANSPORTATION COMMENT RESPONSES

Dear Ms. Bernstein,

Per the Draft TRC Staff Report dated 6/3/19, this memorandum will serve to provide specific responses to the comments received from Planning and Transportation in order to satisfy the TRC process:

PLANNING:
1. No information provided on how multiple standards are met or if conditions are needed, including how much of the structure complies with the build-to-zone requirement, clarification on uses, duration and intent for the accessory "structures" (airstreams as mobile food vending or "permanent"), compliance with transparency standards, parking setback encroachment, compliance with entrance standards, planting strip / streetscape standards, compliance with ground floor elevation requirements.

Build-To-Zone
Parcel Frontage = 408'
Floodway Frontage = 145'
Driveway Width = 24'
MSD Easement Widths @ ROW = 27'
Unusable Triangle (NE Corner N. of MSD) = 17'
Total Buildable Frontage = 195'
Proposed Building Frontage = 81' or 41.54%

Clarification on uses Jim, Eric
Restaurant
Kiosks
Concessions
Food festivals
Outdoor cooking events
Special Events
Music
Craft and/or Food markets

Duration and intent for the accessory "structures" (airstreams as mobile food vending or "permanent")
We see the airstreams currently shown as permanent structures that would be part of the flood emergency plan. There would potentially be additional airstreams or similar kiosks to serve as accessory concessions on a temporary basis similar to mobile food vending.

Compliance with transparency standards,
25.3% on “upper level” > 20% requirement

Compliance with ground floor elevation requirements.
See River Form Based Code Requirement list
“Upper Level” in compliance of BFE +2’
Ground Floor Level flood proofed

Parking setback encroachment
The required parking setback has been delineated on the plans. Six (6) parking spaces located in the southeast corner of the parking lot encroach within the setback a maximum of 1’ - 6”.

Compliance with entrance standards, planting strip / streetscape standards
Permits and improvements within the New Riverside Drive ROW (including access, drive aprons, sidewalks, street trees, grading, site lighting and utilities) are currently funded and contracted as part of the RADTIP Capital Improvement Project.

2. Front setback would be permitted to be reduced to 0’ due to ROW line location, please correct setback in data block on plans to note 0’ for building and 10’ for parking setback.
The Development Data Block has been updated to reflect the correct setbacks.

3. The parking setback (10’) is not shown on plans - please delineate and note if any spaces encroach into that setback, which would necessitate a condition.
The required parking setback has been delineated on the plans. Six (6) parking spaces located in the southeast corner of the parking lot encroach within the setback a maximum of 1’ - 6”.

4. Sidewalk width appears to comply but needs to be dimensioned on plans for compliance.
Dimensions for the RADTIP related sidewalk width have been added to the plans.

5. Building impact landscaping is exempt in the RAD Form Code and can be removed from the plans if desired.
Although this requirement is exempt, the development team would still like to provide the landscaping as proposed above and beyond the code requirements. Additional landscaping has been added to the west side of the parking lot / river side outside of the Greenway easement per the request of the P&DRC.

6. Signage will be reviewed separately unless there are specific conditions the applicant is requesting related to signage.
Noted.

TRANSPORTATION AND ENGINEERING:

1. Site plan does not clearly indicate what improvements will be constructed by the proposed project or by others (e.g., RADTIP project) and how the proposed project improvements will tie into existing conditions/RADTIP (e.g., driveway access points).
Our Team has been closely coordinating this project with Capital Improvement Staff Member Dustin Clemens regarding improvements related to the New Riverside Drive ROW. Per our conversations, permits and improvements within the New Riverside Drive ROW (including access, drive aprons, sidewalks, street trees, grading, site lighting and utilities) are currently funded and contracted as part of the RADTIP Capital Improvement Project.

2. Please indicate driveway spacing dimensions on site plan. ASSDM Table 3-16 requires minimums of 150' between driveways on same property, 50' from driveway on another property, and 10' from the property line.
Dimensions for RADTIP related driveway access points have been added to the plans.

3. The proposed land use is not clear and how it may impact traffic trip generation estimates. Please provide a peak hour trip generation estimate for the entire site upon completion of the proposed project to evaluate if a traffic impact study is required (UDO 7-11-6-b). A traffic impact study is required if the anticipated trip generation for the proposed project is more than 100 vehicles per peak hour.
The development does not anticipate more than 100 vehicles per peak hour. Per our meeting w/ Andrew Cibor dated 6/4/19, a traffic impact study is not required.

4. It is not clear on the site plan where the parcel boundary, and any existing or proposed easements are located (e.g., greenway).
Existing and proposed easements for the New RADTIP ROW, MSD and Greenway Easement (GE) have been labeled and hatch on the plans.

5. The site plan indicates 6 bicycle racks. Bike rack details will need to be provided to assure compliance with City standards. To see bike rack types accepted, see page 3-26 of the C.O.A Standard Specifications and Details Manual.
It is the developers desire to use the same site furnishings including bike racks that are being used as part of the Capital Improvements for the greenway.

6. Please indicate sidewalk and greenway related dimensions (e.g., width) on site plan.
Dimensions for the RADTIP related sidewalk and greenway widths have been added to the plans.

7. Depict the sight visibility triangle (10 feet by 50 feet) as required for City of Asheville maintained streets at the access point per 7-11-2(h) of the UDO. Area within triangles shall be constructed and maintained by owner such that cross-visibility at a level between 3' and 10' above the street elevation is not obstructed (ASSDM 3C.07)
Site Visibility Triangles have been added to the plans.

8. The submittal did not include any construction staging plans to understand anticipated construction related impacts. The construction staging plans must thoroughly depict all aspects of the construction phases including impacts to adjacent and nearby transit routes/bus stops, roadways, sidewalks, greenway, and streets; identify construction staging areas and parking areas or other transportation plans for construction workers and subcontractors (should be limited to the project site).
The Development and Design Team has discussed with City Staff several options regarding the location for construction staging for the project. We have considered the following options and will continue to coordinate with all departments to identify and approve the most appropriate location to minimize impacts to surrounding improvements and adjacent uses:

1. Construction staging to occur on-site upon existing ±10,000 SF concrete pad
2. Construction staging to occur in identified / temporary on-street parking space closures as approved by the city with an option to exchange off-street parking on the south portion of the project site.
3. Construction staging to occur on adjacent parcel (Pin # 9638-88-9364) per easement agreement with property owner.

9. Site plan does not appear to indicate any existing or proposed street, site, pedestrian, or greenway lighting. Please clarify the lighting plan.

Site lighting associated with the New Riverside Drive Streetscape as well as the Greenway are currently planned for, designed, funded and contracted as part of the RADTIP Capital Improvement Project. Building pack, Ceiling fans and full cut off light fixtures are planned for in covered areas of the restaurant and in pavilion. Any additional site lighting beyond requirements for architecture will be approved string lights.

Standard comments; no specific response necessary

10. The developer is responsible for ensuring that all facilities in the public right-of-way comply with the current draft Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), available on the US Access Board website at http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-ofway/ proposed-rights-of-way-guidelines.
Noted.

11. Any street, lane, or sidewalk closures will require a separate permit. For any temporary street/lane/sidewalk closure(s) during construction/renovation, the closure must follow all MUTCD (Manual on Uniform Traffic Control Devices) requirements for work zone traffic control. Contact David Keitt @ 259-5476 for information on the temporary closure process and obtaining a permit prior to any right of way closures.
Noted.

Sincerely,

Julie N. Gilliland, President
SITE DESIGN STUDIO