

Rezoning Transportation Analysis

Petition Number: 2017-054

General Location Identifier: 0703101, 07903102, 07903103 to 07903106

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Revision Log:

Date	Description
03-27-2017	First Review
04-24-2017	Second Review

General Review Information

The site is bounded by Statesville Ave (major thoroughfare), Graham St (major thoroughfare), and Woodward Ave (major collector). The site is in a corridor inside Route 4. Applied innovation corridor

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	Light Industrial	1,300,000 sf	9,600	Traffic Study
Entitlement with Current Zoning	Light Industrial Office Retail	850,000 sf 360,000 sf 90,000 sf	16,100	Traffic Study
Proposed Zoning	Light Industrial Office Retail Apartments	65,000 sf 1,500,000 sf 280,000 sf 1,500 dwellings	32,800	Traffic Study

Outstanding Issues

1. The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The future back of curb along the site's street frontage as measured as described below*:

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- a. Statesville Ave. – 47.0' as measured from Statesville's existing western back of curb (will be revised if road diet is not approved).
- b. Woodard Ave. – existing curb is in the future location. If on-street parking is desired it must be recessed from this curblines dimension.
- c. Graham St. – 30.5' as measured from Graham's St.'s existing centerline, to accommodate two travel lanes and buried bike lane.
- d. Sylvania Ave. – new public street back of curb-to-back of curb dimension = 37' to accommodate two travel lanes and 5' bike lanes. If on-street parking is desired it must be recessed from this curblines dimension. Southern back of curb should be inside southern property line.
- e. Internal existing reuse and redevelopment streets – cross section and curblines to be determined as petitioner provides information

** Midblock dimensions noted. The final location of the future back of curb may be revised upon review of the TIS.*

2. A Traffic Impact Study (TIS) is needed for the complete review of this petition. The TIS scope has been approved and CDOT is awaiting the submittal of the report and supporting analysis files. The TIS is anticipated to provide information to help CDOT determine:
 - a. Potential offsite mitigation measures
 - b. Turning lanes into and from major site accesses
 - c. Curblines for four (4) public streets surrounding the site
 - d. Form, density, right of way/easement needs of proposed internal street network
 - e. Consideration for Statesville road diet
 - f. ~~Timing and configuration of 24th Woodard realignment~~
 - g. Locations of new signalized intersections on Graham
3. ~~The petitioner should meet with CDOT to discuss the roadway design for the existing and proposed public streets that border this site.~~
 - a. ~~Realignment of 24th Street/Woodard Ave. intersection to reduce skew~~
 - b. ~~Existing bridge on Woodward is close (6-10 years) to the end of its service life~~
 - c. ~~Sylvania cross section~~
 - d. ~~Statesville road diet limits~~
 - e. ~~Pedestrian crossings on Graham, Statesville, Woodward, and Sylvania~~
 - f. ~~Rail trail concept~~
 - g. ~~Planting strip and sidewalk dimensions~~
4. ~~The petitioner should meet with CDOT and Planning to identify a denser internal street network in the redevelopment areas (Sheet RZ-02) and identify internal street cross sections that conform to City standard U-series.~~
5. The petitioner should revise the site plan to depict and add a note to provide the following cross sections. CDOT can work with the petitioner to reduce dimensions when needed at pinch points.
 - a. ~~Statesville – 8' planting strips and 6'-8' sidewalks along the Statesville street frontage (Sheet RZ-03).~~
 - b. Graham - 16' planting strips (to accommodate an 8' buried buffered bike lane) and 6'-8' sidewalks along the Graham street frontage (Sheet RZ-04).
 - c. New Camp – provide 8' minimum width for pedestrian area directly behind straight curb (i.e. not buffered by parking or planting area) (Sheets RZ-05 and -06)
 - d. Provide cross section(s) for pedestrian/bicycle route (orange) path through site.
 - e. Clarify form of the north-south connection to Woodward through the site.
 - f. Include Sylvania cross section. CDOT's minimum expectation for the midblock cross section is two travel lanes, on-street bike lanes, curb and gutter, 8' planting strip and 6' sidewalk.

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6. ~~The petitioner should revise the site plan to depict and add a note to provide pedestrian/bike connection across Woodard Ave. that aligns with a proposed 10' multi-use path along the western property line of parcel no. 07904204 (see RZ petition 2017-003).~~
7. The petitioner should revise the site plan to better distinguish between activated “woonerf” facilities versus simple alley loading areas.
8. The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all rights-of-way and/or sidewalk utility easements 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.
9. 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.
10. In addition to curblin and cross section comments above and in response to separate offsite street package dated 3/10/17, the petitioner should revise the concept and update site plan and notes as follows:
 - a. Graham
 - i. Install a new traffic signal including pedestrian signalization and signal interconnect cable at Graham and Sylvania, when warranted by NCDOT/CDOT.
 - ii. Provide traffic signal modifications, including pedestrian signalization, signal interconnect cable and all accessible ramps at the existing “offset” signals at Graham/24th/Woodard.
 - iii. Add commitment to signalized pedestrian crossing location(s) on Graham.
 - iv. Remove Woodward/24th intersection realignment.
 - v. Left turn lane storage and new signalization along Graham (Sylvania, New Camp, Woodward/24th) will be determined by TIS
 - b. Statesville
 - i. Remove Statesville northbound right turn lane at Woodard.
 - ii. Extend Statesville Ave.’s existing road diet from Woodard Ave. to Graham St. to provide 3’ travel lanes and 5’ bike lanes with intermittent raised median landscaped islands (some providing pedestrian refuge areas). Final median locations and configurations will be determined during permitting when uses are better understood.
 - iii. City will review request to accommodate ultimate signal pole location for SE quadrant but will not delay installation of warranted, funded signal for this coordination.
 - c. Sylvania
 - i. Back of curb sidewalk is undesirable and should be avoided in design to intersections.
 - ii. Off-street cycle path is an undesirable facility between Statesville and Graham
 - d. Unless otherwise noted, standard 8’ planting strip and 6’ sidewalk is expected. CDOT can work with the petitioner to reduce dimensions when needed at pinch points.

** The revised/additional transportation recommendations may be included upon review of the TIS and determination of traffic mitigations needed for the site.*
11. The petitioner needs to revise the site plan and add conditional note to state: Before development areas “C/D” redevelops the petitioner will work with CDOT/NCDOT to evaluate different 24th/Woodard at Graham realignment alternatives. This evaluation study needs to be funded by the petitioner to determine a mutually preferred 24th/Woodard realignment, which may require necessary right-of-way within these development areas.

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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.