

Rezoning Transportation Analysis

Petition Number: 2018-150

General Location Identifier: 07844101

From: Felix Obregon, PE

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Reviewer:

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Revision Log:

Date	Description
12-20-2018	First Review
01-23-2019	Second Review Note No Revised Site Plan Submitted to City/CDOT

General Review Information

The site is at the signalized intersection of Oaklawn Avenue (minor thoroughfare) and Statesville Avenue (major thoroughfare), abuts Callahan Street and is in a corridor inside Route 4. The site is served by an existing CATS bus route. The site is located on the west side of Statesville Ave., near a large approved mixed-use development project call Camp North End.

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	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Retail (7.1 acres of B-1)	71,000 sf	5,440	General Guidance from Planning
Proposed Zoning	Retail Apartments	40,000 sf 250 dwellings	5,380	Site Plan: 11-21-18

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Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. **Curblines:** The proposed zoning district has a setback measured from back of the existing or proposed future curblines. The location of the future back of curb as follows:
 - a. Callahan Street – Remain as is
 - b. Spring Street – Remain as is
 - c. Statesville Avenue – Remain as is
 - d. Oaklawn Avenue – The curb line needs to be shifted 16' towards the site from Public Street A to Statesville Avenue to accommodate an 11' right-turn lane and 5' bicycle lane (see note 2, and 4).

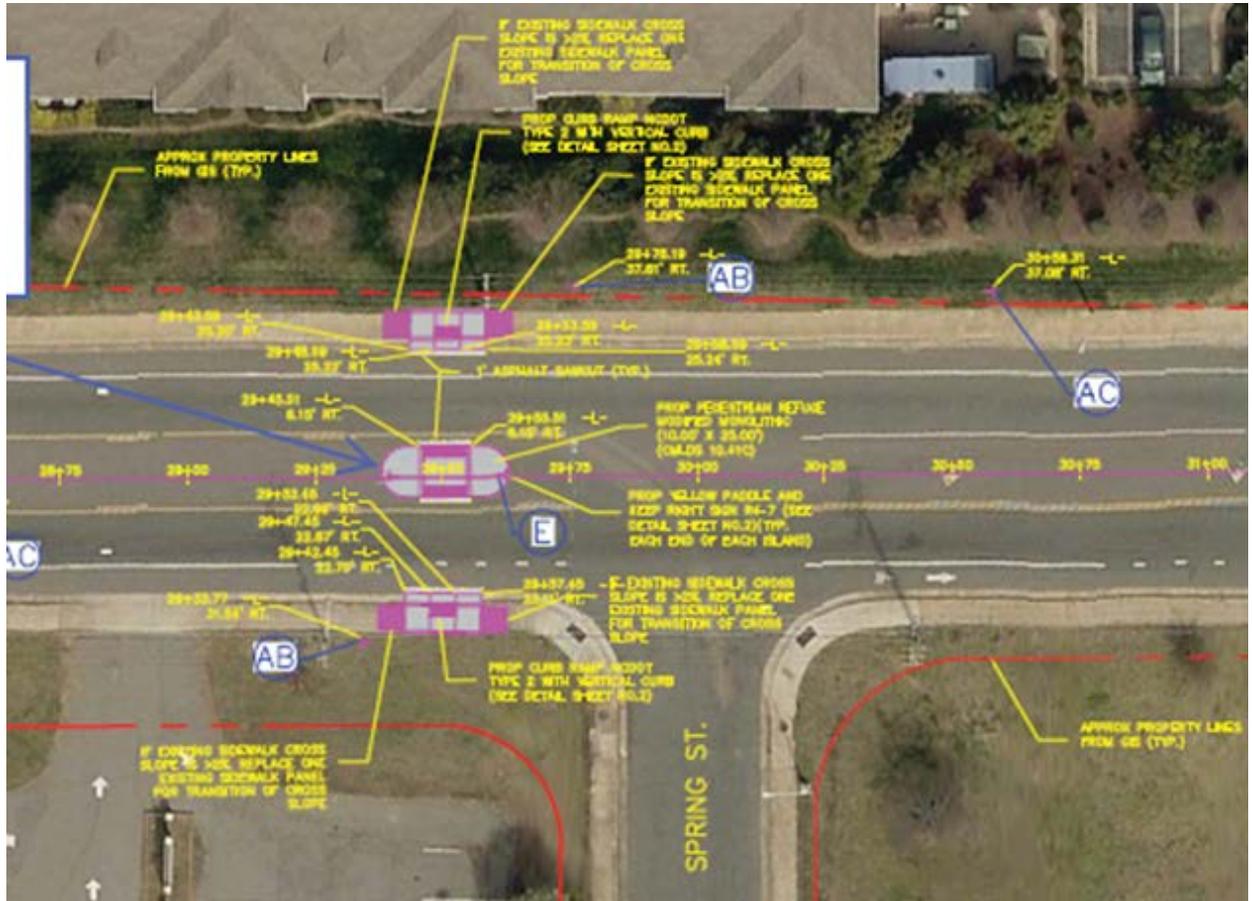
2. **Traffic Study:** A Traffic Impact Study is necessary for the complete review of this petition. However, in lieu of a full traffic impact study (TIS), the implementation of an 11' right-turn lane on Eastbound Oaklawn Avenue, a pedestrian refuge island on Oaklawn Avenue, and a site circulation analysis plan to determine if site access restrictions are necessary would satisfy traffic mitigation requirements.
 - a. The petitioner needs to revise the site plan and conditional note(s) to commit the necessary additional right-of-way along the site's Oaklawn Avenue frontage to accommodate, an 11' right turn lane, a 5' bike lane, 2.5' curb/gutter, 8' planting strip, and 6' sidewalk.
 - b. **New Comment:** CDOT needs additional land-use and density information to determine if site's access plan. A site circulation analysis plan to determine if site access restrictions are necessary.

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- c. The site plan and conditional should be updated to provide and commit to construct a pedestrian refuge island south of Spring Street (see below).



3. The site plan and conditional notes should be updated to commit to an 8' planting strip and 6' sidewalk along all existing and proposed public street frontages (Oaklawn Avenue, Spring Street, Callahan Street).
4. The site plan and conditional notes should be revised to commit and implement a residential wide street section for Public Street "A" (see CLDSM U-03 and U-03A).
5. The site plan and conditional notes should be updated to provide and commit to a local residential wide street section from Polk Street to Public Street "A" (see below).
6. **New Comment:** The petitioner should revise the site plan to incorporate all planned transportation improvements the City's CIP Statesville Ave. project and Oaklawn Ave.'s pedestrian safety projects effecting this site.

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7. The petitioner should contact Leslie Bing at 704.577.8609 to obtain the City's CIP Statesville Road Widening plans and CADD files to show overlay the new intersection layout at Statesville Road and Oaklawn Road. The site plan and notes need to be updated to reference this project.
8. The site plan and conditional notes should be updated to provide and commit two accessible ramps at the following intersections with receiving accessible ramps:
 - a. Polk Street and Callahan Street (north)
 - b. Polk Street and Callahan Street (south)
 - c. Callahan Street and Spring Street
 - d. Spring Street and Oaklawn Avenue
9. The site plan and conditional notes should be revised to specify and commit to all the transportation/access improvements listed above and identified in the required TIS.
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. CDOT requests right of way set at 2' behind back of sidewalk where feasible.
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. 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.

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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.