

Rezoning Transportation Analysis

Petition Number: 2016-112

General Location Identifier: 07111401, 07111402, 07111403...

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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

The site is located a minor collector south of a major thoroughfare. The site plan is committing to improvements identified in the traffic impact study. CDOT continues to request the outstanding items be addressed.

General Description

State Street and Turner Avenue are two-lane minor collectors with limited sidewalks. The nearest thoroughfares are Tuckaseegee Road (major) to the south and Rozzelles Ferry Road (minor) to the north. Turner Avenue is a signed bike route that connects to the existing bike lanes on Rozzelles Ferry Road.

Site is located in a wedge inside of Route 4.

Site is within Westside Strategic Area Plan and West Trade / Rozzelles Ferry Area Comprehensive Neighborhood Improvement Program (CNIP).

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Industrial Mix	30 acres	Unknown	Petition
Entitlement with Current Zoning	Industrial Mix (30 acres of I-2)	450k sf (Office)	4,120	General Guidance from Planning
Proposed Zoning	Retail/Office/ Residential Mix (30 acres of MUDD)	Too many uses to determine trip generation		General Guidance from Planning
	Retail Condo/Townhomes Apartments Hotel	100k-sf 800-dwellings 1000-dwellings 100-rooms	17,720	Site Plan: 8-22-16
	Retail Office Apartments	15K-sf 65K-sf 390-dwellings	5,490	Site Plan: 08-13-18

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	Warehouse	23K sf		
	Retail Office Apartments Warehouse	45K sf 230K sf 390 dwellings 23K sf	9070	Site Plan: 10-15-18
	Retail Office Apartments	45K sf 215K sf 240 dwellings	6,890	Site Plan: 01-14-19
	Retail Office Apartments	45K sf 245K sf 240 dwellings	7,330	Site Plan: 05-13-19

Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future back-of-curb for:

1. Chamberlain Avenue (west of South Gardener Avenue): 19.5 feet from centerline of the road
2. Chamberlain Avenue (east of South Gardener Avenue): existing back-of-curb is in the correct future location
3. South Gardener Avenue: 14.5 feet from centerline of the road (without on-street parking)
17 feet from centerline of the road (with on-street parking)
4. South Turner Avenue: existing back-of-curb is in the correct future location

The future back of curbs and the setbacks measured from them need to be shown clearly on the site plan and on the street cross-sections.

Traffic Study: The updated traffic study was submitted by the developer on 4/29/19. CDOT sent comments back on 5/23/19.

Outstanding Issues

1. ~~Based on the proposed land uses, a traffic impact study (TIS) is required. Contact CDOT staff reviewer for scoping. In particular, CDOT will be looking to define~~
 - a. ~~Right of way reservation and/or implementation of envisioned streetscape and parallel greenway projects~~
 - b. ~~Impact of and mitigation for additional vehicle trips generated by this site that may disturb the shared-use/multimodal character of the surrounding local streets (e.g. Turner Avenue, a signed bicycle route) thereby removing existing bicycle connectivity.~~
 - c. ~~Turn lane and pedestrian crossing improvements at study intersections that lead directly to the site. It is anticipated that the current configuration of Turner Avenue at Rozzelles Ferry Road and at State Street are likely not adequate to support the development intensity of the proposed district.~~
2. The petitioner should revise the site plan to add "upon CDOT approval" to the end of transportation note (b) 4.
3. ~~CDOT does not agree with a blanket deviation from MUDD-O streetscape provisions for existing structures (MUDD-O optional provisions note (a)) but can commit to considered case-by-case requests during the permitting phase. Without specific commitment to MUDD streetscape requirements along existing streets, reuse of existing buildings can preclude identified and committed streetscape projects.~~
 - a. ~~CDOT does not agree with the proposed phasing of the streetscape for existing Chamberlain Avenue, South Gardener Avenue, and South Turner Avenue. The existing streets do not have the infrastructure in place to support the proposed intensification of the site. The~~

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~~petitioner should revise the site plan and conditional notes to provide the streetscape necessary for either re-use of existing buildings or redevelopment.~~

4. ~~CDOT does not agree with MUDD-O Optional Provision "d". Doors for proposed buildings cannot encroach into the sidewalk or pedestrian path.~~
5. The petitioner should revise the site plan to show the extension of Chamberlain Avenue to Stewart Avenue.
 - a. Show the extension of Chamberlain Avenue to the proposed non-vehicular connection

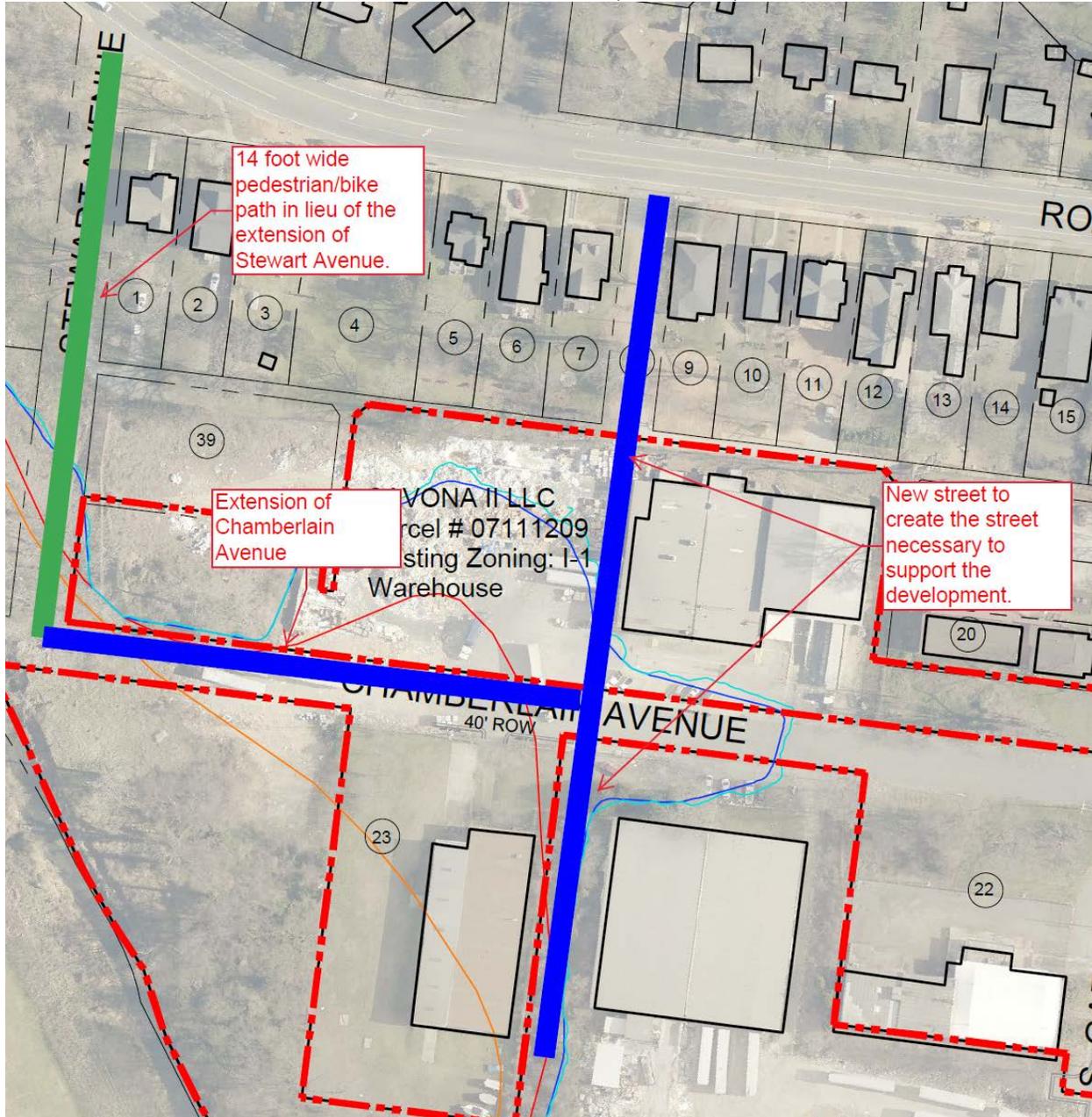
Or

 - b. Update site plan and conditional notes showing the proposed non-vehicular connection from Stewart Avenue connecting to where Chamberlain Avenue terminates.
6. ~~The petitioner should revise the site plan to show the extension of Stewart Avenue from Rozzelles Ferry Road to Chamberlain Avenue.~~
 - a. ~~The current site plan increases the vehicular trips generated which creates a greater need for improvement to the existing street network. In its current form the site plans proposes development on the block of Chamberlain Avenue between South Gardener Avenue and future Stewart Avenue that exceeds 800 feet. This type of block length and lack of road network is not in line with the maximum block lengths of 650 feet envisioned by the City for mixed-use developments located in a wedge. If the extension of Stewart Avenue is not achievable due to site conditions, a pedestrian/bike connection can be built in its place and a north-south street connecting Rozzelles Ferry Road to Chamberlain Avenue and into the site can be built in the location shown below:~~

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7. The petitioner should revise the site plan to reserve right of way and incorporate cross section features as appropriate for West Trade / Rozzelles Ferry Area Comprehensive Neighborhood Improvement Program (CNIP) identified projects adjacent to or within the site.
8. ~~The petitioner should revise the site plan to show all internal streets as public.~~ Furthermore, the petitioner should provide an internal street network that supports the proposed development and increased intensity. CDOT does not think the proposed network can support the development in its current form.
9. The petitioner should revise the site plan and conditional notes to show street cross-sections that meet City standard and the location of the back-of-curbs as noted in the curblines section of this memo. Furthermore, CDOT does not support the proposed cross-section "B" for Chamberlain Avenue.

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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.

Revision Log

Date	Description	By
07-18-16	First Review	CA
08-20-18	Second Review	CA
10-24-18	Third Review	CA
01-22-19	Fourth Review	CA
05-20-19	Fifth Review	CA