

Rezoning Transportation Analysis

Petition Number: 2019-167

General Location Identifier: 07107214, 07107215

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Reviewer:

Revision Log:

Date	Description
12-17-2019	First Review
01-15-2020	Second Review
05-22-2020	Third Review

General Review Information

The site is at the unsignalized intersection of State Street (minor collector, city maintained) and Turner Avenue (minor collector, city maintained). The site is in a wedge inside Route 4.

Active Projects Near the Site:

- [State Street Pedestrian Improvements](#)
 - This project will transform State Street into a pedestrian-friendly street. It will be a connection between major trip generators at each end of the corridor, as well as Johnson C. Smith University and the private development of Old Savona Mills.
- [State Street Pedestrian Crossing](#)
 - This project will connect the current greenway within the Wesley Heights neighborhood and the proposed Stewart Creek greenway managed by County Parks and Recreation.
- [West Trade Street and Rozzelles Ferry Connectivity Project](#)
 - The [West Trade/Rozzelles Ferry Community Neighborhood Investment Plan](#) (CNIP) area includes the neighborhoods northwest of Uptown Charlotte. The area, bounded by Beatties Ford Road, Morehead Street, Wilkinson Boulevard, Ashley Road and I-85 has a unique blend of historic landmarks, commercial nodes, residential wedges, schools, universities, parks and a greenway system.
- [CityLYNX Gold Line Phase 2](#)
 - Gold Line Phase 2 extends the current streetcar segment by 2.5 miles on the east and west ends of the line, creating an interim system of 4 miles. CityLYNX Gold Line Phase 2 will extend west 2 miles from the Charlotte Transportation Center to French Street, and east one-half mile along Hawthorne Lane from Novant Presbyterian Hospital to Sunnyside Avenue.

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is 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.

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Transportation Summary

The site is located at an unsignalized intersection of State Street and Turner Avenue. The petitioner has committed to increasing pedestrian connectivity in the area by constructing an 8-foot planting strip and 6-foot sidewalk along the property frontage as well as continuing the connection to the Stewart Creek Greenway.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Office	1,170 sf	20	Tax Record
	Auto Care Center	1,340 sf		
Entitlement with Current Zoning	Warehouse (0.48 ac of I-2)	7,200 sf	70	General Guidance from Planning
	Single Family (0.23 ac of R-8)	1 dwelling		
Proposed Zoning	Apartments	140 dwellings	760	Site Plan: 11-01-19
	Apartments	125 dwellings	680	Site Plan: 01-13-20
	Apartments	104 dwellings	570	Site Plan: 05-11-20

Please provide a response to our comments with your resubmittal.

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.~~
 - a. ~~State Street:~~ ~~The curb and gutter should be constructed 15-foot from the centerline.~~
 - b. ~~Katonah Avenue:~~ ~~The future location of curb and gutter is in its existing location.~~

~~The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.~~
2. ~~Traffic Study~~ ~~A Traffic Impact Study is not necessary for the complete review of this petition.~~
3. ~~The proposed Urban Residential zoning requires an updated streetscape along State Street. The petitioner should update the site plan and conditional note(s) to commit to construct an 8-foot planting strip and 6-foot sidewalk, to comply with the council adopted [Charlotte WALKS](#) policy and provide connectivity to the Stewart Creek Greenway.~~
4. ~~To comply with the council adopted [Charlotte WALKS](#) policy and support the Capital Investment Plan, the petitioner should revise the site plan and conditional note(s) to commit to extend the proposed sidewalk beyond the property frontage of State Street to connect to the Stewart Creek Greenway.~~

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5. ~~The petitioner should revise the site plan to provide additional details about the driveway isle and parking within the site.~~
~~**New Comment based on revised site (Site Plan 01-14-2020):** Due to the density and number of daily trips this development will generate, the petitioner should revise the site plan and conditional notes to commit to two points of ingress and egress, including access on State Street and Katonah Avenue.~~
6. ~~The petitioner should revise the site plan and conditional note(s) to show trash and recycle will be within the site to avoid maneuvering within the public right-of-way.~~
7. ~~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.~~
8. ~~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.~~
9. **Resolved** ~~Sample format for comment that is resolved~~

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

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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.