

Rezoning Transportation Analysis

Petition Number: 2017-118

General Location Identifier: 04115106

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Reviewer: Eric Lemieux, PE

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Revision Log:

Date	Description
08-16-17	First Review, KLA
11-30-20	Second Review, EL
01-22-21	Third Review, EL

General Review Information

The site is at the signalized intersection of Cindy Lane (City-maintained, minor thoroughfare) and Statesville Road (State-maintained, major thoroughfare) and is in a Corridor outside Route 4.

Active Projects Near the Site:

- Street Lighting - Statesville Avenue Phase II
 - This project will implement street lighting along the Statesville Avenue corridor
 - Project phase: Design
 - Construction: 2020
 - CDOT PM: Anthony Mendez (anthony.mendez@charlottenc.gov ; 704-336-4971)

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 on a major thoroughfare road [Statesville Road]. The trip generation is the same for the proposed and entitlement land uses (see trip generation table). Site plan revisions are needed to meet ordinance requirements and the outstanding items including, but not limited to installing 8-foot planting strip and 6-foot sidewalk along Statesville Road. CDOT requests additional public right-of-way or a sidewalk-utility-easement to be dedicated behind the relocated sidewalk. Further details are listed below.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	N/A	0	Tax Record

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Entitlement with Current Zoning	Single Family (0.78 acres of R-4)	3 dwellings	40	General Guidance from Planning
Proposed Zoning	Warehouse	11,500 sf	40	Site Plan: 05-11-20

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- ~~1. **Traffic Study** A Traffic Impact Study/ is not needed for the complete review of this petition.~~
- ~~2. **Outstanding Comment (site plan dated 05/11/20)** The petitioner should revise the site plan to show the driveway on Statesville pushed back away from the signalized intersection as far as possible and would need to be reconstructed as a Type II Modified Driveway during permitting. CDOT would like to see closure of Cindy Lane driveway if possible.~~
3. **Outstanding Comment (site plan dated 05/11/20)** If large trees are removed, the petitioner should reconstruct to an 8' planting strip and 6' sidewalk along frontage, as required by Chapter 19 of the City Code. The proposed planting strip must be a minimum of 8' in width. The 6' sidewalk may meander around the existing trees, if contained within a sidewalk-utility-easement, which is to be placed 2' from the proposed back-of-sidewalk. The planting strip must be installed between the existing back of curb and proposed sidewalk.
4. **Outstanding Comment (site plan dated 05/11/20)** Revise the site plan to dimension the proposed right of way dedication from the Statesville Road centerline.
- ~~5. **New Comment (site plan dated 05/11/20)** 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.~~
- ~~6. **New Comment (site plan dated 05/11/20)** Add site plan note specifying that 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. 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.

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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.