

Rezoning Transportation Analysis

Petition Number: 2020-121

General Location Identifier: Tax ID (07110402)

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Revision Log:

Date	Description
09-14-20	First Review

General Review Information

This site is on Turner Avenue (collector, city-maintained) and Bacon Avenue (local, city-maintained), located in a wedge inside Route 4. This site is within the limits of the Seversville Action Plan. The site is located adjacent to two recently approved rezoning petitions: **2016-112** and **2019-076**. Rezoning petition 2019-076's site has an active land development permit project number: **SDRMF-2020-00028 - Rozzelles Ferry Townhomes**.

Active Projects Near the Site:

- Savona Mill Rezoning Petition 2016-112 Transportation Requirements
 - The petitioner committed to implement a 3-travel lane Rozzelles Ferry street section between Turner Ave. and Gardner Ave., including a Rozzelles Ferry pedestrian refuge island to enhance pedestrian crossings.
 - Construction date: TBD
- Rozzelles Ferry Road Pedscape (West Trade/Rozzelles Ferry CNIP)
 - This project will provide new pedestrian refuge medians, new wheelchair ramps, street resurfacing, landscaping, street trees and drainage improvements along Rozzelles Ferry Road. Project Length is 0.7 Miles
 - Completion date: 2020
- Yellowstone - Zebulon Street Connectivity (West Trade/Rozzelles Ferry CNIP)
 - The project will construct a new street and bridge connecting Coronet Way and Rozzelles Ferry Road. The street will include a wide planting strip, sidewalk and multi-use path connecting the future greenway.
 - Completion date: 2021
- Five Points Public Plaza (West Trade/Rozzelles Ferry CNIP)
 - This project will provide a new public plaza at the Five Points intersection: Landscaping, seating, band shelter, artwork and drainage improvements.
 - Completion date: 2021

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.

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Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

The site is located on Turner Avenue, a collector road. CDOT requests a 16-foot Multi-Use Path, as opposed to the typical 12-foot, to ensure connectivity and gain Powell Bill funding. The site plan should note that all transportation improvements and dedicated right-of-way be completed prior to the first building's certificate of occupancy being released.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	-
Entitlement with Current Zoning	Warehouse (I-1, 1.1 Acres)	11,000 SF	65	General Guidance from Planning
Proposed Zoning	Townhomes	15 Units	75	Site Plan: 7-9-20

Please provide responses to our comments.

Outstanding Issues

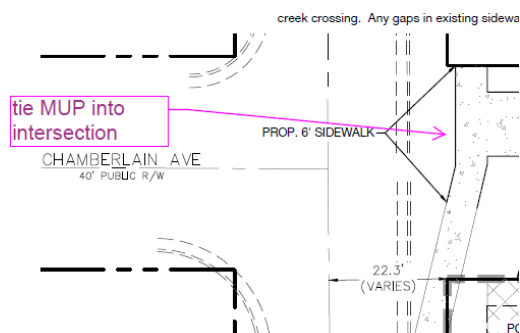
~~Strikeout~~ = Not an outstanding issue

- Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
 - Turner Avenue:** The future location of curb and gutter is in its existing location.
 - Bacon Avenue:** The future location of curb and gutter is in its existing location.
- Traffic Study** A Traffic Impact Study is not necessary for the complete review of this petition. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.
- Revise the site plan and conditional note(s) to commit to dedicate 36-feet of right-of-way from the Turner Avenue road centerline, labeled and dimensioned from the road centerline, in accordance with Charlotte Land Development Standards Manual (CLDSM) Urban Street Design Guidelines (USDG) standard detail number **U-07 – Local Collector Street Typical Section**.
- As per discussions with the Charlotte Planning Subdivision Group, the Chamberlain Rd. connection is required, but due to site constraints, a Multi-Use Path is being substituted for the completed street.
- Revise the site plan and conditional note(s) to provide two PROWAG ramps per intersection corner, at the intersection of Chamberlain Avenue and Bacon Avenue, if roadway is constructed within the Chamberlain Avenue unmaintained right-of-way.
- Revise the site plan and conditional note(s) to tie-in the proposed multi-use path at the Turner Avenue and Chamberlain Avenue intersection.

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7. 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. 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. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>
10. ~~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 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.