

# Rezoning Transportation Analysis

Petition Number: 2020-166

General Location Identifier: Tax ID: 09110504

**From: Robyn Byers, Ph.D.**

Robyn.Byers@ci.charlotte.nc.us

704-336-7404

**Reviewer:**

**Eric Lemieux, PE**

Eric.Lemieux@ci.charlotte.nc.us

704-336-2683

## Revision Log:

Date	Description
11-30-20	First Review (EL)
12-28-20	Second Review (KP)

## General Review Information

The petition is located adjacent to Statesville Road (State-maintained, major thoroughfare) and Keith Drive (City-maintained, local street). The petition is in a corridor and is outside Route 4. The applicable plan for the area is the Westside Strategy Plan.

## Active Projects Near the Site:

- There are no active projects within the immediate vicinity.

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*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 a State-maintained major thoroughfare road [Statesville Road]. Site plan revisions are needed to meet ordinance requirements and the outstanding items including, but not limited to, adding clarifying language associated with the right-of-way and including the right-turn lane design features on the site plan and in conditional note(s). Further details are listed below.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	Tax Record
Entitlement with Current Zoning	Office (O-1(CD) 8.73 acres)	87,300 SF	930	General Guidance from Planning
Proposed Zoning	Apartments	156 Units	850	Site Plan: 10-12-20

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Provide comments to the specified comments below.

## Outstanding Issues

**Strikethrough = Resolved**

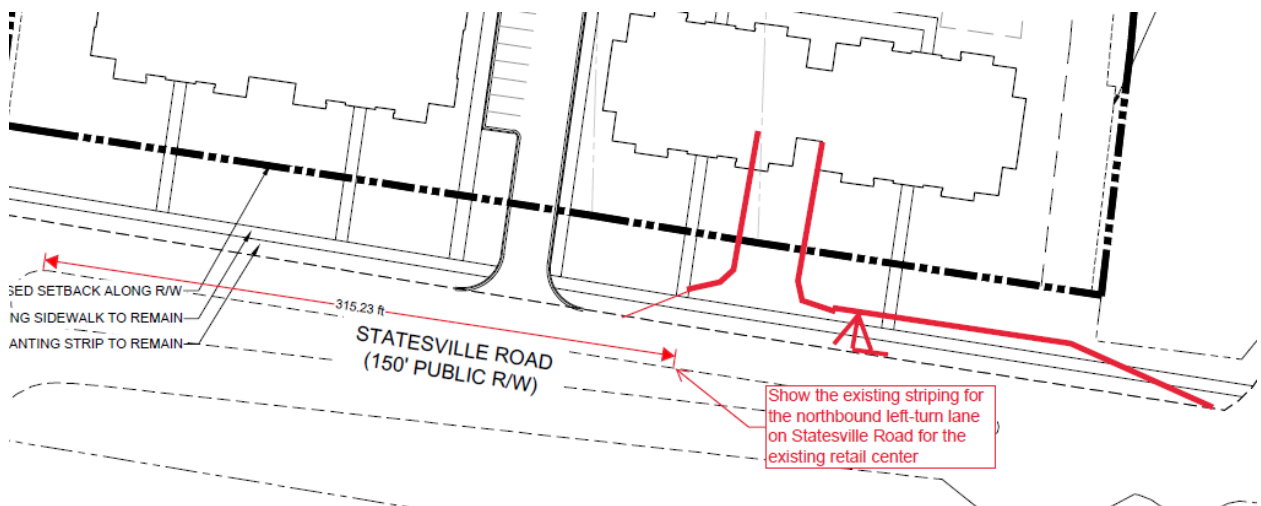
- ~~1. **Curbline:** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.
  - ~~a. **Statesville Road:** The future location of curb and gutter is in its existing location.~~~~

## 2. **Traffic Study:**

~~A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.~~

3. Revise the site plan and conditional note(s) to relocate the proposed access on Statesville Road approximately 315-feet to the existing left-turn lane taper on Statesville Road. Provide a northbound right-turn lane with 100-foot storage and 100-foot taper at the relocated access on Statesville Road, as required by NCDOT.

**Update to Comment as a result of the 12-15-2020 Site Plan:** Please include the taper and storage lengths of the turn lane within a conditional note and on the site plan. Also, please show the striping on Statesville Road.



4. Revise conditional note (**Section 3.d.**) to commit to establish the setback at the dedicated right-of-way limits, to match the call-outs included within the proposed site plan.

## Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. 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, per the City of Charlotte's Driveway Regulations.
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 NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall 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 NCDOT 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

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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 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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
7. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
8. 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>