

# Rezoning Transportation Analysis

**Petition Number: 2017-027**

General Location Identifier: 075-113-06, 075-113-02, 075-113-08  
075-123-04

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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 at the unsignalized intersection of a major collector and a major thoroughfare. The current site plan commits to relocation of the adjacent intersection including realignment and a new turn lane on Norris Avenue. Additionally, the site plan provides street and pedestrian connectivity features that create complete streets and a walkable place. CDOT requests that the petitioner clarify the conditional notes to commit to the design and construction costs of a future traffic signal, when warranted, at the intersection of Statesville and Norris.

## General Description

The site is within the I-77 corridor and inside Route 4 and in the City's Applied Innovation Corridor (AIC). The site is accessed by an extensive street grid network developed by the Brightwalk Master Plan, including good pedestrian and bike facilities. The site is at the unsignalized intersection of Norris, a major collector, and Statesville Ave., a major thoroughfare that was converted (i.e. road diet) from a 4 lane undivided street section to 3 travel lanes and bike lanes several years ago.

The original Brightwalk rezoning petition (no. 2008-073) required transportation improvements to realign and signalize the Newland Ave./Norris Ave./Statesville intersection.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	Tax Record
Entitlement with Current Zoning	Age Restricted Apartments	76 dwellings	610	General Guidance from Planning and RZ 2013-032
	Apartments (1.701 acres of R-22MF)	37 dwellings		
Proposed Zoning	Retail Townhomes	20,000-sf 6 dwellings	2450	Site Plan: 11-28-16
	Retail Townhomes	20,000 sf 7 dwellings	2460	Site Plan: 01-23-17

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## Curblines

The proposed zoning district has a setback measured from an existing or proposed future curblines as follows:

- Statesville Ave. existing curbline can remain as is.
- Double Oaks Rd. existing curbline can remain as is.
- Samuel St. existing curbline can remain as is.
- Tranquil Oaks Place extension needs to be constructed as a local residential wide section (see CLDSM U-03, back of curb is located 17.5 from the street's centerline)
- Newland Ave. proposed realignment needs to be constructed as a local residential wide section, west of Tranquil Oaks Place (see CLDSM U-03, back of curb is located 17.5 from the street's centerline. However as Newland Ave. approaches Statesville Ave. a dedicated 11' left turn needs to be added to the eastbound approach.

## Resolved Issues

1. The petitioner should revise the site plan to add a conditional note stating the following: The petitioner shall be responsible and provide additional right-of-way if needed to properly align Newland Ave. with Norris Ave. at Statesville Ave. Statesville Ave. needs to be approximately 90 degrees to the cross street and travel lanes are not substantially offset. The final intersection geometry will need to accommodate east/westbound Newland Ave. 11' left turn lanes, a future traffic signal, and pedestrian signals.
2. The petitioner should revise the site plan to add a conditional note stating the following: The petitioner will conduct a *Traffic Signal Warrant Analysis* using Brightwalk's development's full-build-out traffic volume projections plus Statesville Ave.'s yearly historic traffic growth factor to determine when the Statesville Ave./Newland Ave./Norris Ave. intersection needs to be signalized. The *Traffic Signal Warrant Analysis* will be submitted to CDOT/NCDOT when Development Area 2 or 3 permitting plans are submitted for City review.
3. 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.
4. The petitioner should revise the site plan and conditional note 3.b. to read: The roadway improvements, including Newland Ave realignment will be completed or bonded prior to the first building's certificate of occupancy is issued in either Development Area 2 or 3.

## Outstanding Issues

1. The petitioner should revise the site plan's conditional note 3.f. to state: The petitioner shall be responsible to enter into a Developer Signal Agreement with CDOT to fund the design and construction costs of a future traffic signal at the Statesville Ave./Newland Ave./Norris Ave. intersection, when warranted.

## 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.

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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
12/13/2016	First Review	RHG
1/27/2017	Second Review	RHG