

# Rezoning Transportation Analysis

Petition Number: 2016-112

General Location Identifier: 07111401, 07111402, 07111403...

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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.

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

## Transportation Summary

The site is bordered by minor collector and local streets within unsignalized intersections. The intensification of land use requested by this petition will increase the demands on the existing transportation system. Without greater certainty and coordination of the commitments for future street, pedestrian, bicycle, and greenway facilities, as envisioned in the Westside Strategic Area Plan and West Trade / Rozzelles Ferry Area Comprehensive Neighborhood Improvement Program (CNIP), it is unclear that there will be sufficient transportation infrastructure to support the increases density the proposed rezoning will create.

## General Description

State Street and Turner Avenue are two-lane minor collectors with limited sidewalks. The nearest thoroughfares are Tuckaseegee Road (major) to the south and Rozzelles Ferry Road (minor) to the north. Turner Avenue is a signed bike route that connects to the existing bike lanes on Rozzelles Ferry Road.

Site is located in a wedge inside of Route 4.

Site is within Westside Strategic Area Plan and West Trade / Rozzelles Ferry Area Comprehensive Neighborhood Improvement Program (CNIP).

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Industrial Mix	30 acres	Unknown	<i>Petition</i>
Entitlement with Current Zoning	Industrial Mix (30 acres of I-2)	450k sf (Office)	4120	<i>General Guidance from Planning</i>
Proposed Zoning	Retail/Office/ Residential Mix (30 acres of MUDD)	Too many uses to determine trip generation		<i>General Guidance from Planning</i>

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## Resolved Issues

N/A

## Outstanding Issues

Conventional application of the requested zoning district may not accomplish the transportation goals described in the Westside Strategic Area Plan and West Trade / Rozzelles Ferry Area Comprehensive Neighborhood Improvement Program (CNIP). The following are specific concerns:

1. Without specific commitment to reserve right of way and/or implement envisioned streetscape and parallel greenway projects, the additional vehicle trips potentially generated by this site may disturb the shared-use/multimodal character of the surrounding local streets (e.g. Turner Avenue, a signed bicycle route) thereby removing existing bicycle connectivity.
2. It cannot be confirmed that the internal site layout will recognize and align with identified (but not constructed) street network (e.g. Chamberlain and Stewart).
3. Without specific commitment to MUDD streetscape requirements along existing streets, reuse of existing buildings can preclude identified and committed streetscape projects.
4. Without specific commitment to turn lane and pedestrian crossing improvements, the intersections that lead directly to the site (Turner Avenue at Rozzelles Ferry Road and at State Street) are likely not adequate to support the development intensity of the proposed district.
5. A traffic impact study (TIS) may be required. More information on proposed land uses is needed to make this determination.

## 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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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.
4. 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.
5. 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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6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
  
7. 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
07-18-16	First Review	CA