

Rezoning Transportation Analysis

Petition Number: 2024-029

General Location Identifier: 02506206

From: Jake Carpenter, PE

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Reviewer:

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Revision Log:

Date	Description
04-24-24	First Review (IW)
05-22-24	Second Review (IW)

General Review Information

The petition is located at the intersection of Alexandriana Road, a State-maintained minor arterial, and Statesville Road, a State-maintained major arterial. The petition is located in a north corridor outside of Route 4, within the I-485 Interchanged Study.

Active Projects Near the Site:

- TIP - Statesville Rd (US 21)
 - Project Limits: W. W.T. Harris Blvd. (US 24) to Hambright Rd
 - TIP Number: U-6069(?)
 - Advanced Project Description: Widen from 2 lanes to 4 lanes, with median and multi-use path
 - ROW Year: Undetermined
 - Construction Year: Undetermined

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.

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

Transportation Summary

The site is located at the intersection of Alexandriana Road, a State-maintained minor arterial, and Statesville Road, a State-maintained major arterial. A Traffic Impact Study (TIS) is not required for the site due to the development generating site trips under ordinance thresholds and not meeting additional TIS triggers. Based on the 1,623 daily trips, the petitioner will be required to satisfy Tier 3 Multimodal and Transportation Demand Management (TDM) assessments. Site plan and/or conditional notes are needed to label the dimensions for the curb and gutter in the future location(s). Site plan and/or conditional notes commit to dedicating right of way per UDO, streetscape improvements, and updating conditional notes. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	Vacant	-	0	0	0	<i>Tax Record</i>
Entitlement with Current Zoning	Office (OFC 19.81 acres)	198,100 SF	2,103	301	295	<i>General Guidance from Planning</i>
Proposed Zoning	Multifamily (Mid-Rise) (IMU, 19.81 acres)	350 Dwelling Units	1,623	142	137	<i>Site Plan: 02-26-24</i>

Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

Outstanding Issues

~~Strikethrough~~ = Resolved

1. ~~Curblines:~~

- a. **Alexandriana Road:** Location of future back of curb and gutter to be constructed 30' from centerline.

4+ Avenue, Shared Use Path per Charlotte Streets Map

- b. **Statesville Road:** Location of future back of curb and gutter to be constructed 30' from centerline.

4+ Avenue, Shared Use Path per Charlotte Streets Map

- c. **Twin Lakes Pkwy:** Location of future back of curb and gutter to be 17.5' from centerline..

Based on the Place Type on Table 33-2 and the U-06 CLDSM standard

Label and dimension the curb and gutter from the centerline for each road on the site plan.

Clarifying Comment: Site plan shows dimensions but still needs to label the centerline to curb dimension along Alexandriana Rd as "Centerline to future curb location"

2. ~~Comprehensive Transportation Review (CTR):~~

~~A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating site trips under ordinance thresholds found in the Charlotte Streets manual Table 3.1 and/or not triggering any other City TIS requirements.~~

~~The petition's zoning falls within the medium to high intensity development which based on the 1,623 daily trips will trigger Tier 3 (14 mitigation points) for multimodal assessment and Tier 3 (6 mitigation points) for transportation demand management assessment. The petitioner shall review and assess the publicly accessible pedestrian network within ¼ mile walking distance of the site to identify multimodal infrastructure to meet the Tier 3 (14 mitigation points) for multimodal assessment. Petitioner shall also provide transportation demand management strategies to meet Tier 3 (6 mitigation points) to reduce vehicle trips and encourage alternative modes of transportation.~~

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3. ~~Revise site plan and conditional note(s) to commit to dedicate 50' of right-of way from the Alexandriana road centerline. The site plan shall label and dimension the right-of way from the road centerline.~~
4. ~~Revise site plan and conditional note(s) to commit to dedicate 50' of right-of way from the Statesville road centerline. The site plan shall label and dimension the right-of way from the road centerline~~

~~Existing Right-of-Way is adequate.~~

5. ~~Revise site plan and conditional note(s) to commit to dedicate 31.5' of right-of way from the Twin Lakes Pkwy road centerline. The site plan shall label and dimension the right-of way from the road centerline~~
6. ~~Revise site plan and conditional note(s) to commit to construct bicycle facilities on Alexadriana Road by installing a 12' multi-use path behind the 8' Planting Strip in accordance with the council-adopted Charlotte Streets Map. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements.~~
7. ~~Revise site plan and conditional note(s) to commit to construct bicycle facilities on Statesville Road by installing a 12' multi-use path behind the 8' Planting Strip in accordance with the council-adopted Charlotte Streets Map. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements.~~
8. ~~Add a conditional note specifying "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."~~
9. ~~NCDOT REQUIREMENT: Revise site plan and conditional note(s) to commit to removing access from Alexanderana road. NCDOT is only allowing access for this site to come off of Twin Lakes Pkwy.~~
10. ~~Revise site plan and conditional note(s) to commit to updating Transportation Note 3H to delete the fee-in-lieu option as ped program would be unable to spend funds and construct in the ETJ.~~

~~h. The Petitioner shall provide an eight (8) foot sidewalk extension from the site along Alexanderana to North Lake Auto Plaza Boulevard within the existing right of way. Such connection will fill in a current sidewalk gap on adjacent parcels. In a current right of way is not available, the Petitioner shall contribute an amount equal to the cost of the sidewalk construction to the City of Charlotte for multi-modal improvements in the area.~~

11. ~~Add a conditional note specifying "the Petitioner shall dedicate and convey in fee simple all rights-of-way to the City before the site's first building certificate of occupancy is issued. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible."~~
12. ~~Add a conditional 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 approved by CDOT and explicitly described in site plan notes.~~

13. ~~Add conditional note specifying "All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad north eastern Mecklenburg area, by way of a private/public partnership effort or other public sector project support."~~

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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 Unified Development Ordinance.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 50' x 50' 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 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 to comply with City of Charlotte Unified Development Ordinance regulations.
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. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link: <https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>