

# Rezoning Transportation Analysis

Petition Number: 2018-134

General Location Identifier: 11311124, 11311119

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## Revision Log:

Date	Description
11-19-2018	First Review
12-20-2018	Second Review (MH)
01-22-2018	Third Review

## General Review Information

The site is on Old Statesville Road (major thoroughfare) and is located in a corridor outside Route 4, near I-485. The site is within both the Eastfield Transit Station Area Plan and Northlake Area Plan.

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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

This site is located off a major thoroughfare near I-485. The site plan agrees to dedicate right-of-way for the future NCDOT widening project, and a 12-foot multi-use path. In addition, the site plan commits to several public streets to improve the street network connectivity.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Single Family (19.61 acres of R-4)	78 dwellings	840	General Guidance from Planning
Proposed Zoning	Apartments	335 dwellings	2,150	Site Plan: 01-14-19

## Outstanding Issues

Strikeout = Not an outstanding issue

1. ~~Curblin~~: ~~The proposed zoning district has a setback measured from back of the existing or proposed future curblin as follows:~~
  - a. ~~Old Statesville Rd.'s future back of curb location will be determined NCDOT funded TIP project U-5772. Petitioner needs to coordinate with Mr. Travis Preslar, NCDOT's project manager re: this project.~~

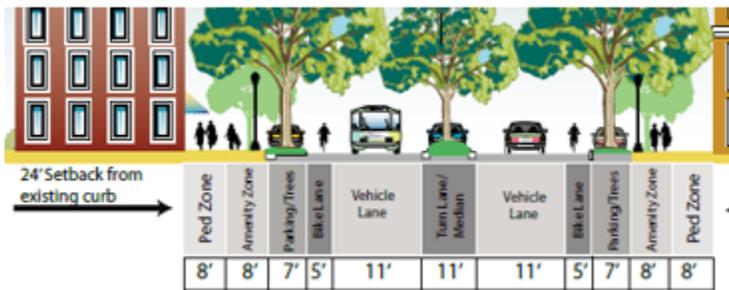
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- b. Independence Hill Rd.'s future back-of-curb location is 28'5" as measured for the street's existing centerline.
- 2. **Traffic Study:** ~~A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.~~
- 3. ~~The petitioner should revise the site plan and conditional note(s) to provide all necessary public right-of-way and temporary construction easements required to implement NCDOT's funded TIP project U-5772. **Technical correction:** The site plan should label, dimension and commit on the conditional notes the dedication of right-of-way.~~
- 4. ~~The petitioner should revise the site plan and conditional note(s) to depict, label and commit to a 12' multi-use (MUP) path and 8' planting strip along the site's Old Statesville Rd. frontage. The petitioner may want to contribute to NCDOT's Old Statesville Rd.'s widening project and have NCDOT construct the 12' MUP.~~
- 5. ~~The petitioner should revise the site plan and conditional note(s) to modify the proposed full access site driveway on Old Statesville Rd. to a right-in/right-out driveway. The proposed full access driveway may be too close to a proposed Old Statesville SB U-turn movement and the SB left turn lane taper at Independence Hill Rd.~~
- 6. ~~The petitioner should revise the site plan and conditional note(s) to depict and label the following items along the site's Independence Hill Rd. frontage, see 2-lane divided typical street cross section for Independence Hill Rd. below (Source: Eastfield Transit Station Area Plan):~~
  - a. Existing and proposed right-of-way lines
  - b. Proposed future back-of-curb line
  - c. 5' separated bike lane
  - d. 8' planting strip
  - e. 6' sidewalk

o 2-lane divided Avenue cross section for Independence Hill Rd.



- 7. **NEW NOTE:** The petitioner should revise the conditional note(s) to remove the elimination of bike lanes if NCDOT does not require a bike lane.
- 8. ~~The petitioner should revise the site plan and conditional note(s) to provide 45' of public right-of-way along the site's Independence Hill Rd.'s frontage as measured for the street's existing centerline (see typical street cross section above).~~
- 9. ~~The petitioner should revise the site plan and conditional note(s) to design and implement a continuous 2-way left turn lane along the site's Independence Hill Rd. frontage, which will tie into NCDOT's Old Statesville Rd. TIP project.~~

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10. ~~The petitioner should revise the site plan to relocate the proposed internal 1-lane roundabout outside the existing Plantation Pipe Easement.~~
11. ~~Comment Rescinded: The petitioner should revise the site plan to depict and label a minimum 150' internal driveway throat (stem) for each Independence Hill Rd. site access driveway location.~~
12. ~~The petitioner should revise the site plan to depict and label the proposed road "C" will align with church's existing driveway on the east side of Independence Hill Rd.~~
13. ~~The petitioner should revise the site plan and conditional note to extend proposed road "B" to the site's western property line to provide future access to parcel no. 01933106. This parcel is mostly land-locked due to Old Statesville Rd.'s existing control of access conditions.~~
14. ~~The petitioner should revise the site plan and conditional note to provide a 200' left turn storage lane with appropriate bay tapers for southbound Old Statesville Rd. at Independence Hill Rd.~~
15. ~~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 where feasible.~~
16. ~~The petitioner should 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.~~

## 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.