

Rezoning Transportation Analysis
Petition Number: Insert Zoning Petition #2021-025
General Location Identifier: Tax ID 16511318

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Reviewer: Lynda Jensen
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Revision Log:	Date	Description
	02-25-21	First Review (LJ)
	03-25-21	Second Review (WB)
	04-16-21	Third Review (KP)

General Review Information

The site is located on Wallace Lane (City-maintained, Local Street). The site is in the East Wedge and the South East Corridor and is outside Route 4. Applicable area plans include the Independence Boulevard Plan.

Active Projects Near the Site:

- TIP Project - Independence Boulevard (US 74) Widening/Express Lanes
 - Upgrade to expressway with 3 general purpose lanes, 2 express lanes, and 1 auxiliary lane in each direction; remove at-grade crossings and traffic signals
 - TIP# U-2509B
 - Construction – 2023
 - [Link to NCDOT project website](#)
- Silver Line Light Rail
 - Construct new light rail line from Union County to Gaston County
 - Schedule and funding not determined
 - Station locations not finalized; nearest station tentatively proposed for Conference Dr./Idlewild Rd.

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 on a City-maintained local road (Wallace Lane) and at the dead-ends of two City-maintained local roads (Thompson Brook Lane and Marino Court). The petitioner has complied with site plan design, providing the appropriate streetscape improvements, and providing an alley access for Emmons Lane townhomes to provide pedestrian safety and compliant pedestrian sight distance.

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In response to community concerns, CDOT has added two new site plan comments to construct left turn lanes, on Wallace Lane into the proposed development and onto Briardale Lane to minimize impacts at existing intersections, per CDOT standards. Additionally, the site plan shall also commit to providing adequate Intersection Sight Distance (ISD) at all proposed public street connections to existing Wallace Lane per CDOT Sight Distance Policy and to ensure safe ingress and egress into the development. CDOT continues to request site plan revisions to construct private streets, in lieu of alleys 1 and 2, to allow for better connection to the existing public road street stubs. Further details are listed below.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1	10	Tax Record
Entitlement with Current Zoning	Townhomes Single Family (R-4 3.9 acres)	119 Units 15 Dwellings	1,045	General Guidance from Planning and RZ 2018-056
Proposed Zoning	Townhomes	157 Units	1,150	Site Plan: 11-12-20

Provide comments to the specified comments below.

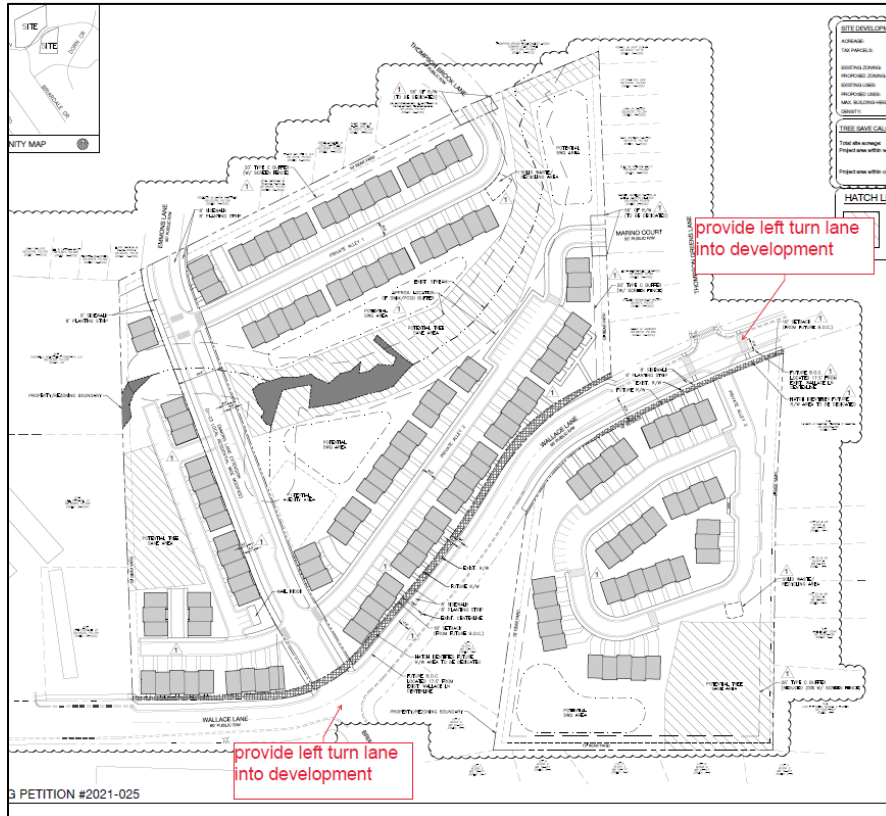
Outstanding Issues

Strikethrough = Resolved

1. ~~**Curblines:** The proposed zoning district has a setback measured from back of the existing or proposed future curblines.~~
 - a. **Resolved (03/18/2021): Wallace Lane:** The future location of back of curb and gutter is 17.5' from the Wallace Lane centerline. The curb and gutter needs to be labeled and dimensioned from the road centerline to the back of curb on the site plan.
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. **Resolved (03/18/2021):** ~~Revise site plan and conditional note(s) to commit to dedicate 35.5' right-of-way from the road centerline. The site plan shall label and dimension the right-of-way from the road centerline.~~
4. **OUTSTANDING (03/18/2021):** ~~Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk on Wallace Lane and Emmon Lane extension per Chapter 19 / Chapter 20. The site plan shall label and dimension both items from the back of curb and gutter and road centerline. CDOT request of rights-of-way set at 2' behind back of sidewalk where feasible.~~
5. **OUTSTANDING (03/18/2021):** ~~Revise site plan to provide for Private Alley 1 and Private Alley 2 to be private streets, as opposed to alleys, to allow for better connection to the existing public road street stubs~~
6. **Resolved (03/18/2021):** ~~Revise site plan and conditional note(s) to provide alley access for Emmon Lane townhome driveways or obtain driveway distance standard for townhomes on Emmon Lane public road as required in City of Charlotte Driveway Regulations.~~

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7. **New Comment (03/25/2021):** Revise site plan and conditional note(s) to commit to constructing left turn lanes into the development per CDOT standards for developments that generate more than 500 trips a day.

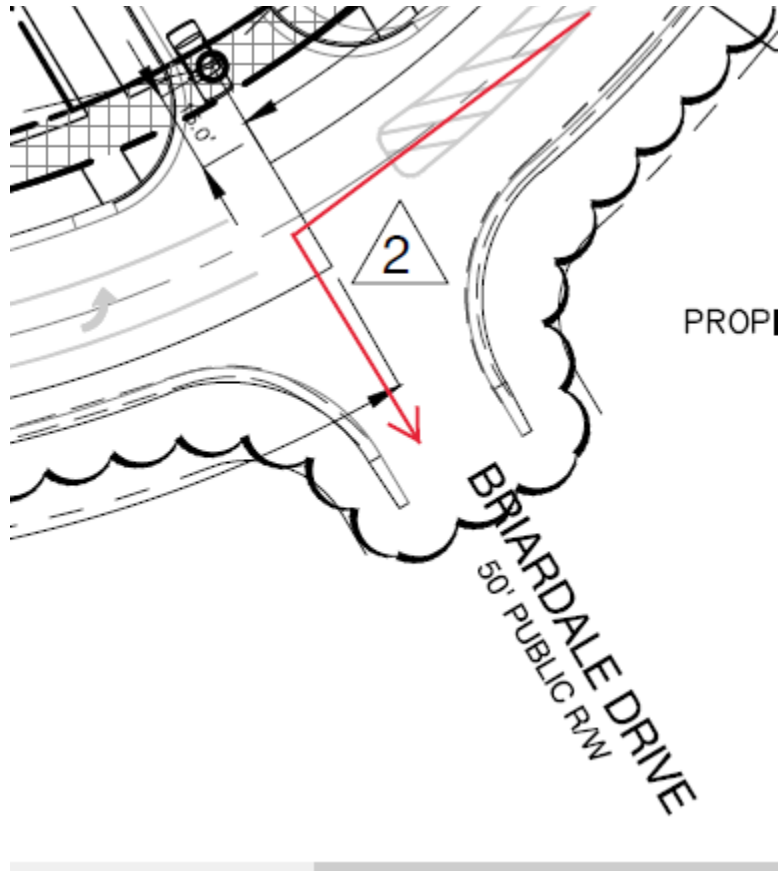


Update to Comment as a Result of the 04-12-2021 Site Plan: Revise the site plan and conditional notes by committing to constructing a westbound left-turn lane, on Wallace Lane, onto Briardale Drive. This will provide a more fluid full-movement intersection.

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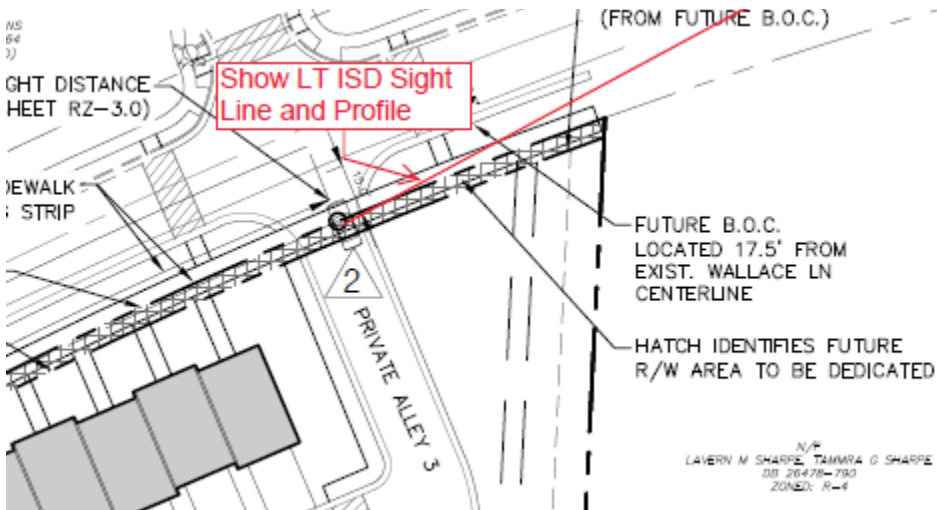
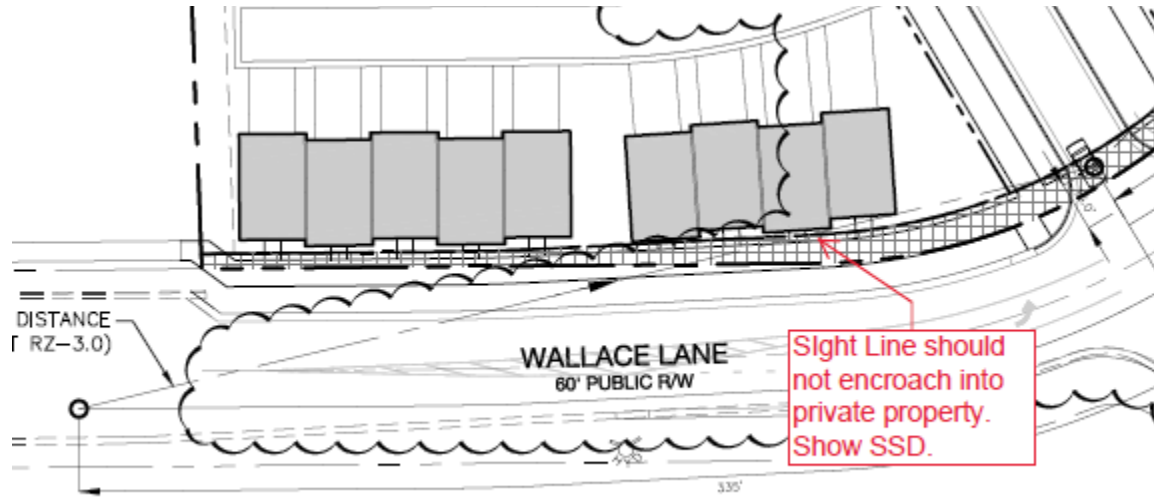
- New Comment (03/25/2021):** Revise site plan to demonstrate adequate Intersection Sight Distance (ISD) at all proposed public street connections to existing Wallace Lane per CDOT Sight Distance Policy and to ensure safe ingress and egress into the development. ISD must be shown in both horizontal and vertical dimensions (plan/profile) along the sight line, not the roadway centerline.

Update to Comment as a Result of the 04-12-2021 Site Plan: Revise the ISD Profile for Emmons Lane Extension and Wallace Lane to depict Stopping Sight Distance Profiles in addition to Intersection Sight Distance Profiles. Additionally, revise the ISD Profile for Private Alley 3 and Wallace Lane to show the left-turn sight line profile.

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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. 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. 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.
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 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.
4. 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 comply with City Driveway Regulations and the City Tree Ordinance.

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5. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
8. 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.
9. 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>