

Rezoning Transportation Analysis

Petition Number: 2021-100

General Location Identifier: 02761107

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Reviewer:

David Smith, PE

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Revision Log:

Date	Description
8-20-2021	First Review (DBS)
9-22-2021	Second Review (BKB)
10-18-2021	Third Review (AO)
11-22-2021	Fourth Review (PDM)

General Review Information

The petition is located adjacent to Eastfield Road, a State-maintained minor thoroughfare and Independence Hill Road, a State-maintained minor thoroughfare. The petition is located in the Northeast Wedge outside Route 4. Applicable area plans include the I-485 Interchange Analysis.

Active Projects Near the Site:

- N/A

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 Eastfield Road and Independence Hill Road, both State-maintained minor thoroughfares. A Traffic Impact Study (TIS) is not needed for this site. Site plan revisions are needed to meet ordinance requirements and the outstanding items including, but not limited to labeling and dimension right-of-way and existing and proposed streetscape elements. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	None	-	Tax Record
Entitled Use	Single Family (R-3 3.85 acres)	11 Dwellings	140	RZ 1987-084
Proposed Use	Apartments	185 Units	1,010	Site Plan: 04/09/2021
Proposed Use	Apartments	160 Units	875	Site Plan: 9/10/2021

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

- Outstanding Comment from 9-22-21:** The curbline along Eastfield Road shall be shown at 30' from centerline to back of curb. Revise site plan to reflect this condition and label and dimension the right-of-way and curb and gutter from the Eastfield Road centerline.

Outstanding Comment from 11-22-21: Add labels/callouts for the ROW and the proposed curb and gutter. Dimension the ROW on Eastfield Road from the centerline.
- ~~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.~~
- Outstanding Comment from 9-22-21:** Revise site plan and conditional notes to label and describe location of the existing curb location and right-of-way along Independence Hill Road. The site plan shall label and dimension the curb and right-of-way from the road centerline.
- Revise site plan to construct 8-foot planting strips and 12-foot multi-use paths on Eastfield Road and Independence Hill Road. The site plan shall label and dimension both items from the back of curb and gutter and road centerline. Add conditional note committing to construction and maintenance of the 8-foot planting strips and 12-foot multi-use paths on Eastfield Road and Independence Hill Road since property is in the ETJ. A maintenance agreement will be required for these facilities.

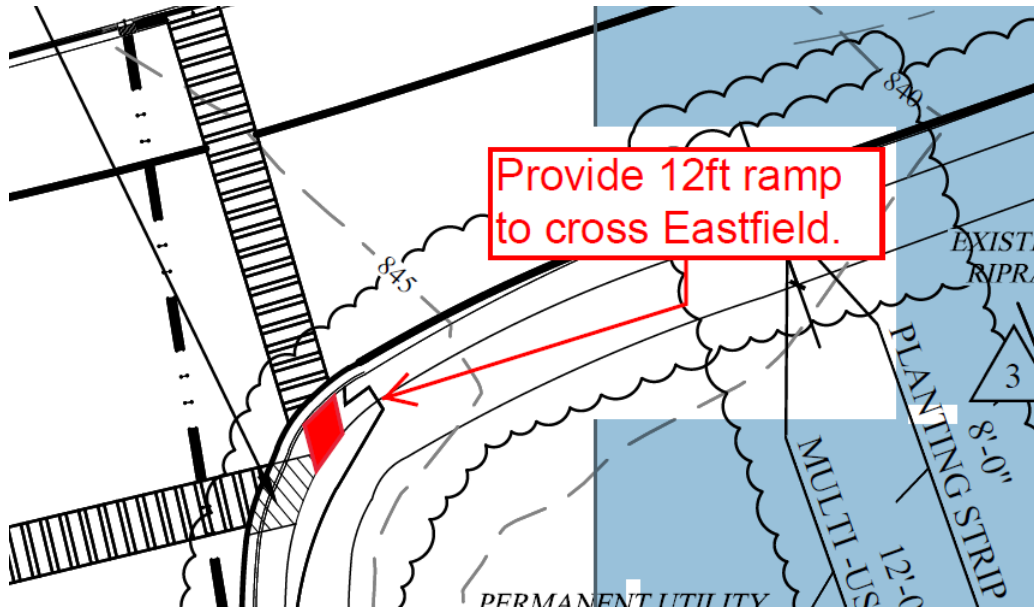
Clarifying Comment from 9-22-21: Current plan shows 6' back of curb sidewalk along Eastfield and Independence Hill Roads. Revise site plan and add conditional note to construct 8-foot planting strips and 12-foot multi-use paths on Eastfield and Independence Hill Road frontages. Two new curb ramps will be need to be constructed on the southeastern corner of Independence Hill Road and Eastfield Road at a width of 12' for each to match the MUP's. Add conditional note committing to construction and maintenance of these facilities.

Outstanding Comment from 11-22-21: Label and dimension MUP along Independence Hill Road. Add conditional note(s) committing to construction and maintenance the MUP facilities along Eastfield Road and Independence Hill Road. In addition, revise site plan to show additional ADA ramp to cross Eastfield Road on the southeastern corner of the Independence Hill Road and Eastfield Road intersection.

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5. **Outstanding Comment from 9-22-21:** A site plan note specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued is needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.
6. Revise site plan and add conditional notes showing access points off Eastfield Road and Independence Hill Road to be right in-right out only.
Clarifying Comment from 9-22-21: Per email dated 09-28-2021 from Wendy Taylor, a 100' RTL and 150' LTL were added for the access point off Eastfield Road. Show existing striping on Eastfield Road and show the existing LTL taper shortened from Eastfield Road to Independence Hill Road and create a striped section separating the two LTLs.
Outstanding Comment from 11-22-21: Add conditional note(s) committing to the 100' RTL and 150' LTL.

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7. ~~If the access point on Independence Hill Road is within the limits of the I-485 controlled access, NCDOT will need to be consulted about the feasibility of the access point location.~~
~~Outstanding Comment from 8-20-21: If this cannot be confirmed prior to public hearing, provide conditional note under Transportation that the petitioner will coordinate Control of Access impacts from I-485 along Independence Hill Road during permitting.~~
8. ~~Outstanding Comment from 9-22-21: Provide conditional note under Transportation: 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 central Mecklenburg area, by way of a private/public partnership effort or other public sector project support.~~

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.
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>