

# Rezoning Transportation Analysis

Petition Number: #2022-020

General Location Identifier: 14901234,14901233,14901235

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## Revision Log:

Date	Description
7-26-2022	First Review (JT&KP)
08-24-2022	Second Review (KP)

## General Review Information

The petition is located north of Freeland Lane, a City-maintained major collector east of Ellenwood Place, a City-maintained local street and west of Dewitt Lane, a City-maintained minor throughfare. The petition is located in a South corridor inside of Route 4, and within the limits of the Scaleybark Transit Station Area Plan.

## Active Projects Near the Site:

- N/A

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*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.*

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

## Transportation Summary

The petition is located on Freeland Lane, a City-maintained major collector, Ellenwood Place, a City-maintained local street, and Dewitt Lane, a City-maintained minor throughfare. In accordance with City Ordinances, Vision Zero, and Charlotte WALKS and BIKES Policies, the petitioner has committed to provide sidewalks along the site's public street frontages and provide a bike lane along Dewitt Lane. CDOT has no outstanding issues.

## Trip Generation

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Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	3 Dwelling Units	25	Tax Record
Entitled Use	Single Family (R-5, 0.725 acres)	3 Dwelling Units	30	General guidance from Planning
Proposed Use	Multifamily (Mid-Rise) (UR-3, 0.725 acres)	16 Dwelling Units	30	Site Plan: 08/15/2022

Provide comments to the specified comments below.

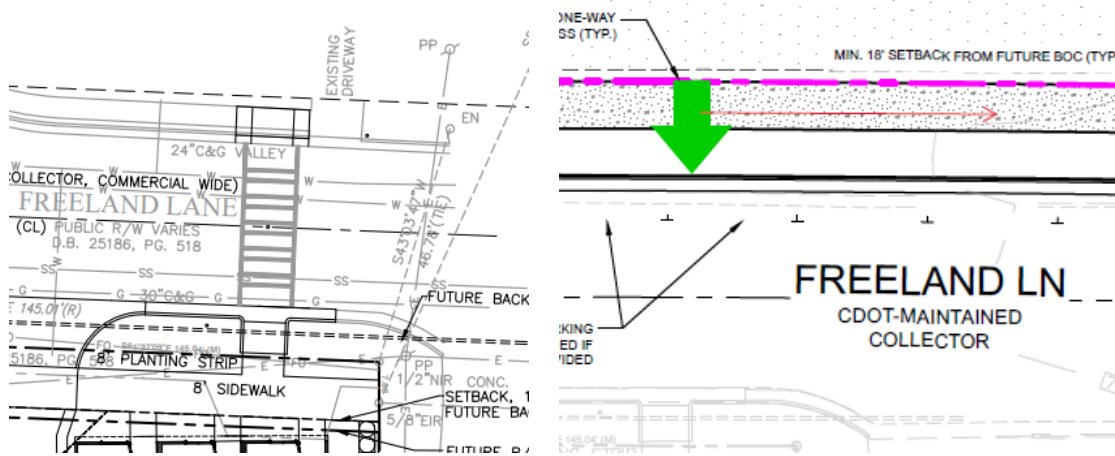
## Outstanding Issues

**Strikethrough = Resolved**

### 1. ~~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.~~

~~2. Revise the site plan and conditional note(s) by shifting the proposed driveway, on Freeland Lane, away from the crosswalk to be constructed by LDUTODTR-2021-00004.~~

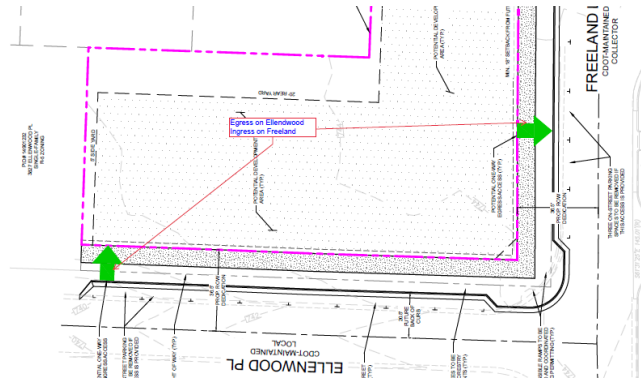


~~3. Revise the site plan and conditional note(s) to reverse the direction of the proposed one-way driveway and internal street network to provide the egress movement on Ellenwood Place and the ingress movement on Freeland Lane.~~

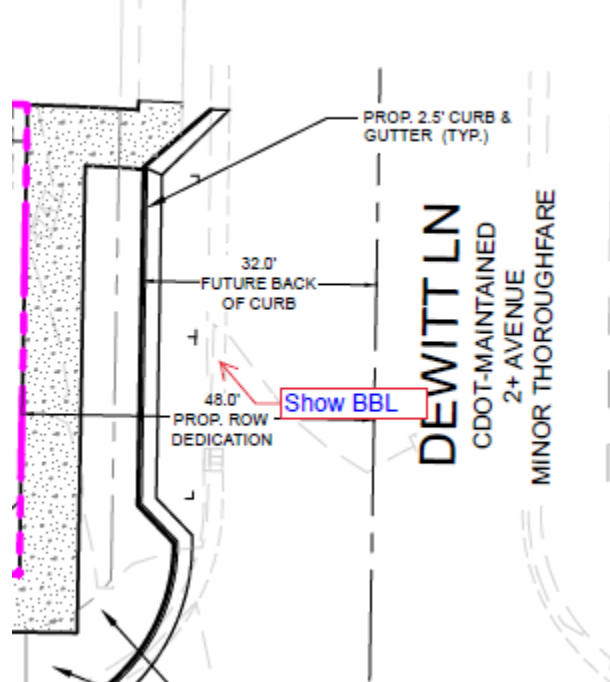
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4. ~~Revise the site plan and conditional notes to commit to provide an 8 foot buffered bike lane along the proposed on-street parking on Dewitt Lane. The 3-foot buffer shall be placed between the on-street parking and the bike lane. Label and dimension each item on the site plan.~~



5. ~~Add conditional note: "All public roadway and pedestrian improvements will be constructed in accordance with the standards and criteria of CDOT. These improvements will be subject to CDOT approval during permitting."~~

## 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 50' x 50' sight triangles (and two 10' x 70' sight triangles on NCDOT-maintained streets) are required for the

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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>