

Rezoning Transportation Analysis

Petition Number: #2022-025

General Location Identifier: 22328114

From: Jake Carpenter, PE

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Reviewer:

Walta Blackmon, PE

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Revision Log:

Date	Description
07-28-2022	First Review (WB)
08-24-2022	Second Review (WB)

General Review Information

The site is located on the west side of Elm Lane, a State-maintained Minor-thoroughfare, north of Bryant Farms Road. The site is located within the South Wedge outside Route 4.

Active Projects Near the Site:

- Bryant Farms Road Extension, Ph1
 - The project will extend Bryant Farms Road from Elm Lane to Rea Road. It will also improve the intersection at Elm Lane and Rea Road. Bryant Farms Road is on the thoroughfare plan to be extended from Elm Lane to Ardrey Kell Road.
 - Current Phase: Design
 - Estimated Construction Completion Date: Late 2024
 - Project Manager contact info
 - Imad Fakhreddin
 - (980)423-8477

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 the west side of Elm Lane, a State-maintained Minor-thoroughfare, north of Bryant Farms Road. 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. The petitioner commits to installing an 8-ft sidewalk and an on-street bike lane, along the site's frontage, in accordance with Charlotte WALKS and Charlotte BIKES Council-adopted policies. Additional site plan commitments include the construction of a left-turn lane on Elm Lane into the site per NCDOT standards, and dedicating right-of-way on Elm Lane. Outstanding issues include labeling and dimensioning proposed bike land and addition of a conditional note committing to installation of bicycle facilities. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family Detached	1 Dwelling Unit	10	Tax Record
Entitlement with Current Zoning	Single Family (R-3, 1.42 acres)	4 Dwelling Units	40	General Guidance from Planning
Proposed Zoning	Single Family Attached (UR-2, 1.42 acres)	17 Dwelling Units	80	Site Plan: 02/18/22

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. ~~**Curbline: Comment clarification (8/9/2022)** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.~~

~~**Elm Lane:** Location of curb and gutter needs to be 24-ft from the road centerline. (CDOT will allow 24-ft to match the bike facilities within the vicinity of the site)~~

~~Label and dimension the curb and gutter from the centerline for each road 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. ~~Revise site plan and conditional note(s) to commit to dedicate 35-ft right of way from the 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 construct an 8-foot planting strip, and 8-foot sidewalk on Elm Lane per Chapter 20. The site plan shall label and dimension both items from the back of curb and gutter and road centerline.~~

5. Site plan and conditional note(s) revisions are needed to commit to construct bicycle facilities by locating the curb and gutter 24-ft from the center line to meet the City Charlotte BIKES Policy, to include a 5' standard bike lane. Developer is strongly encouraged to coordination with the Bryant Farms Road Extension Project to ensure consistency of the typical section on Elm Lane and coordination with the project terminus to the south.

Updated Comment 08-24-22: Label and dimension proposed bike lane on site plan and add conditional note committing to construction of bicycle facilities.

6. ~~A site plan note(s) 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 as needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.~~

7. ~~Revise site plan and conditional note(s) to commit to construct northbound left turn lane on Elm Lane into the site per NCDOT standards. The site plan shall depict, label, and dimension the proposed left turn lane.~~

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- ~~8. Add 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 as needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~
- ~~9. Add conditional note "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 southern 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 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.
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>