

Rezoning Transportation Analysis

Petition Number: #2022-183

General Location Identifier: 20520202

From: Jake Carpenter, PE

Jacob.carpenter@charlottenc.gov

980-221-5675

Reviewer:

Patrick Monroe

Patrick.Monroe@charlottenc.gov

704-301-1411

Revision Log:

Date	Description
03-23-23	First Review (PDM)

General Review Information

The petition is located on the north side of Ervin Lane, a City-maintained local street and south Blu Central Road privately-maintained local street. The petition is located in the south corridor wedge outside of Route 4.

Active Projects Near the Site:

- I-485 Express Lanes (NCDOT STIP I-5507)
 - The project will add one express lane in each direction on I-485 between I-77 and U.S. 74 (Independence Boulevard), providing travel time reliability and improving traffic flows on this critical transportation corridor. This project will also add one general purpose lane in each direction between Rea Road and Providence Road, and a new interchange at Weddington Road. In coordination with other projects in south/southeastern Mecklenburg County, this project would serve as part of a larger network of express lanes offering drivers the option of more reliable travel times.
 - The project is in construction and is expected to be complete by Winter 2024.

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 petition is located on the north side of Ervin Lane, a City-maintained local street and south Blu Central Road privately-maintained local street. A Traffic Impact Study (TIS) is not required for this site due to the site generating less than 2,500 daily trips. Site plan and/or conditional note revisions are needed to commit to provide 6-foot sidewalks on all public streets, provide a north/south public street, and label and dimension all public rights-of-way. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	Tax Record
Entitlement with Current Zoning	Industrial (I-1, 32.428 acres)	324,280 SF	555	General Guidance from Planning
Proposed Zoning	Single Family Attached (UR-2, 32.428 acres)	220 Dwelling Units	1,630	Site Plan: 09-26-22

Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

Outstanding Issues

Strikethrough = Resolved

1. Traffic Study:

A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating less than 2,500 daily trips and/or not triggering any other City TIS requirements.

2. Comprehensive Transportation Review (CTR):

The Comprehensive Transportation Review was recently approved by City Council under the new UDO. CDOT is **REQUESTING** the petitioner complete a CTR for the site. The petition's zoning falls within the low intensity development which based on the 1,630 daily trips will trigger Tier 2 (6 mitigation points) for multimodal assessment.

CDOT requests the petitioner shall review and assess the publicly accessible pedestrian network within ¼ mile walking distance of the site to identify multimodal infrastructure to meet the Tier 2 (6 mitigation points) for multimodal assessment.

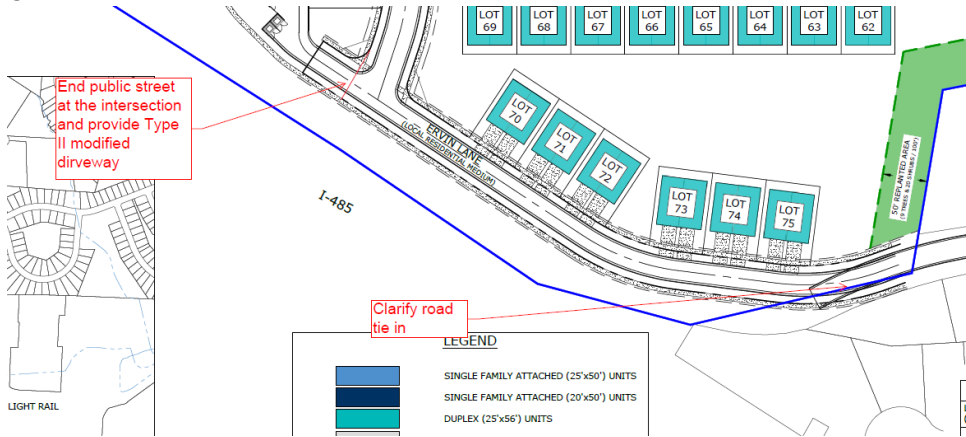
3. Revise site plan to clarify Ervin Lane and Blu Central Road as public roads.
4. Revise site plan to dimension all public rights-of-way from the public road centerlines.
5. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 6-foot sidewalk on all public roads per Chapter 20. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement.
6. Add a conditional note specifying "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."
7. Revise site plan to clarify the limits of Ervin Lane and I-485 right-of-way. If right-of-way abandonment is required for Ervin Lane add a conditional note specifying "The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The Right of Way Abandonment process is controlled by North Carolina General Statutes and is independent of this rezoning process."

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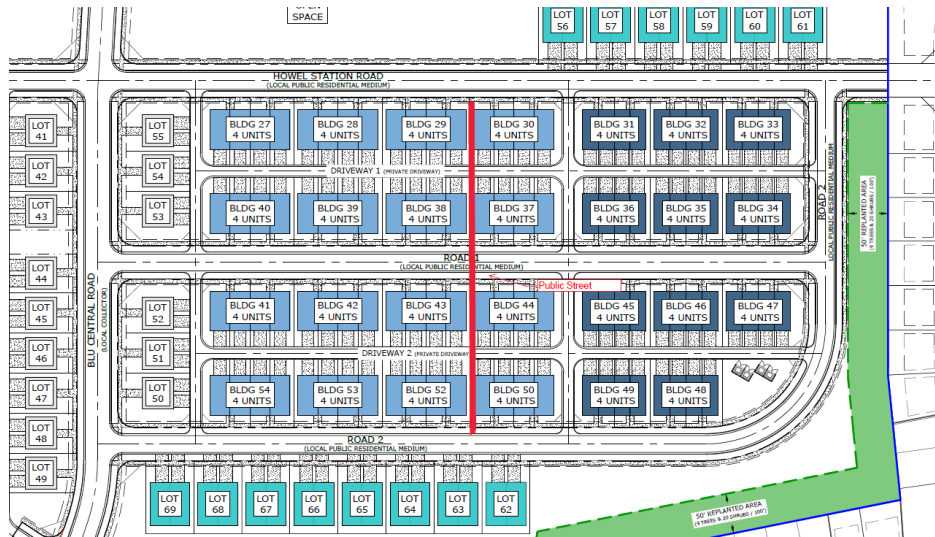
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- Revise site plan to clarify Ervin Lane roadway tie in and end the public portion of the street at Blu Central Road



- Per coordination with Subdivision, revise site plan to provide a public north/south street in the location below.



- Revise conditional note regarding transportation improvements and CO's to match the proposed petition.

This note does not match development phasing

- Internal sidewalks and pedestrian connections shall be provided on the Site as generally depicted on the Rezoning Plan. The internal sidewalks may meander to save existing trees.
- Petitioner will dedicate via fee simple conveyance any additional right-of-way indicated on the Rezoning Plan as right-of-way to be dedicated, and the additional right-of-way will be dedicated prior to the issuance of the first certificate of occupancy for a new dwelling unit constructed on Development Area 3 or Development Area 4. Petitioner will provide a permanent sidewalk easement for any of the proposed sidewalks located along the public streets located outside of the right-of-way. The permanent sidewalk easement will be located a minimum of two (2) feet behind the sidewalk where feasible.
- All transportation improvements set out in this Section C of the Development Standards shall be constructed and approved prior to the issuance of the first certificate of occupancy for a new dwelling unit constructed on Development Area 3 or Development Area 4.
- 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 Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad southwestern 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.

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1. 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.
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 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.
3. 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit 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. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link: <https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>