

Rezoning Transportation Analysis

Petition Number: 2023-069

General Location Identifier: 19312102

From: Jake Carpenter, PE

Jacob.Carpenter@charlottenc.gov

980-221-5675

Reviewer:

Natalie King

Natalie.king@charlottenc.gov

980-417-0206

Revision Log:

Date	Description
10-26-23	First Review (NK)

General Review Information

The petition is located adjacent to Independence Boulevard, a State-maintained expressway, across from Sardis Road North, a City-maintained major arterial. The petition is located in a southeast corridor, outside of Route 4, within the Independence Boulevard Area Plan.

Active Projects Near the Site:

- Capital Improvement Project – Independence Blvd (US-74) Widening
 - Project ID: SP_3
 - Location Description: Independence Boulevard between Sharon Amity Road and I-485
 - Project Type: Extension of Sardis Road
 - Project Phase: Design
 - Anticipated Start Date Year: late 2024
 - Project Manager: NCDOT Division 10, 704-982-0101
- TIP – Independence Boulevard (US 74)
 - Project Limits: Sardis Rd North to West of Idlewild Rd. (Sharon Amity Rd.)
 - TIP Number: U-2509B
 - Project Type: Widening
 - Project Description: Upgrade to 6-lane expressway and construct 2 managed lanes in each direction.
- TIP – Arequipa Drive Extension
 - Project Limits: Northeast Pkwy and Sam Newell Rd; Project Type: New; TOW Year: 2023; Construction Year: 2023
- TIP – Eastern Circumferential – New Street
 - Project Limits: Arequipa Rd. / Independence Blvd. to Sam Newell Rd; TIP Number: U-6166
 - Project Type: New; Project Description: New 4 lane roadway with median and multi-use path
 - ROW Year 2029, Construction Year - Undetermined

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.

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Transportation Summary

The site is located adjacent to Independence Boulevard, a State-maintained expressway, across from Sardis Road North, a City-maintained major arterial A unit count is needed to determine if Comprehensive Transportation Review (CTR) requirements are triggered. Site plan and/or conditional note revisions are needed to commit to dedicating ROW for future roads, constructing buffered bike lanes along Sardis Road North, committing to conditional notes, and revising plans to show all proposed future private roads. Further details are listed below.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation			Source
			Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	
Existing Use	Single Family Detached	1 Dwelling Unit	10	1	1	<i>Tax Record</i>
Entitlement with Current Zoning	Single Family (N1-B, 53 acres) Apartments (N2-B, 27 acres)	212 Dwelling Units 324 Dwelling Units	3,515	279	328	<i>General Guidance from Planning</i>
Proposed Zoning	N1-B, N2-B, and CG, 80 acres	Need Density	-			<i>Site Plan: 10/16/2023</i>

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

Outstanding Issues

~~Strikethrough~~ = Resolved

1. Curblin:

- a. **Independence Boulevard:** The future location of curb and gutter is in its existing location.

Independence Boulevard is a limited access street according to the streets map and does not require streetscape modifications.

Label and dimension the curb and gutter from the centerline for each road on the site plan.

2. Comprehensive Transportation Review (CTR):

Unit count needed to determine potential CTR requirements.

- 3. Revise site plan and conditional note(s) to commit to dedicate 54' right-of-way from the road centerline for Sardis Road North. The site plan shall label and dimension the right-of-way from the road centerline.

Revise site plan and conditional note(s) to commit to dedicate 40' right-of-way from the road centerline for Arequipa Drive. The site plan shall label and dimension the right-of-way from the road centerline.

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4. Revise site plan and conditional note(s) to commit to construct bicycle facilities by locating the curb and gutter 38' from the center line along Sardis Road North.
5. 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."
6. Revise site plan to include cross sections, road classification, and width for proposed public roads.
7. Revise site plan to commit to extending Sardis Road North to edge of property line.
8. Revise site plan and conditional note(s) to commit to installing 6' sidewalk and an 8' planting strip along Sardis Road North and Arequipa Drive.
9. Revise site plan to show any other proposed private streets and provide location of all future buildings.
10. Additional comments may be issued following coordination with NCDOT and other departments.
11. Add a conditional note specifying "the Petitioner shall dedicate and convey in fee simple all rights-of-way to the City before the site's first building certificate of occupancy is issued. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible."
12. Add a conditional note specifying "All transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued."

The petitioner may phase transportation improvements if said improvements and phasing are approved by CDOT and explicitly described in site plan notes.

13. Add conditional note specifying "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 southeastern 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. 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 Unified Development Ordinance.
2. 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.
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

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with driveway(s) on the opposite side of the street and to comply with City of Charlotte Unified Development Ordinance regulations.

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>