

# Rezoning Transportation Analysis

Petition Number: 2016-150

General Location Identifier: 18727142, 18727136

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CDOT's review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP) which seeks 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

Site is located on a minor thoroughfare. The current site plan commits to dedication of public right of way to accommodate the future cross section of Old Providence Road and future cross connection to an adjacent parcel if developed with similar uses. The petitioner has declined to incorporate a sidewalk connection along Old Providence lane (approximately 340') that would complete a pedestrian loop connecting the site's two entrances.

## General Description

Site is on Old Providence Road, a minor thoroughfare, and Old Providence Lane, a local street.

Site is located in a wedge outside Route 4

Old Providence has been identified for Farm to Market upgrade but a project has not been developed

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	2 dwellings	20	Tax Record
Entitlement with Current Zoning	Single Family (4.13 acres of R-3)	12 dwellings	150	General Guidance from Planning
Proposed Zoning	Townhomes	20 dwellings	160	Site Plan: 09-26-16

## Curbline

The proposed zoning district has a setback measured from an existing or proposed future curbline. The future curbline on Old Providence Road is 27' from existing centerline.

## Resolved Issues

1. The petitioner should revise the site plan to show dedication of 35 feet of right of way from existing centerline of Old Providence Rd. This represents half of the required 70' right of way on a minor thoroughfare.

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2. The petitioner should remove the portion of note "b." in the transportation notes stating petitioner request existing sidewalk to remain. Petitioner should revise site plan to show 8 foot planting strip and 6 foot sidewalk on all site frontage on Old Providence Rd.
3. The petitioner should revise site plan to show 6 foot sidewalk on both sides of private road A.
4. The petitioner should revise the site plan to add a note 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.
5. The petitioner should revise the site plan to add a note specifying all transportation improvements will be constructed and approved before the site's first building certificate of occupancy is issued or phased per the site's development plan.

## Petitioner Declined to Incorporate

1. The petitioner should revise the site plan to show 8 foot planting strip and 6 foot sidewalk on Old Providence Ln connecting to existing sidewalk on Old Providence Rd.

## Outstanding Issues

1. The petitioner should revise the site plan to show future back of curb 27' from existing centerline on Old Providence Road.

## Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. According to the City of Charlotte's Driveway Regulations, 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.
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 North Carolina Department of Transportation on NCDOT maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance(s). Such items should 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 the North Carolina Department of Transportation 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 to be 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. 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

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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 the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

## Revision Log

Date	Description	By
10/19/16	First Review	CA
11-30-2016	Second Review	CA