

# Rezoning Transportation Analysis

Petition Number: 2018-133

General Location Identifier: 22313208

**From:** Felix Obregon, PE  
[fobregon@charlottenc.gov](mailto:fobregon@charlottenc.gov)  
704-432-5729

**Reviewer:** Carlos Alzate  
calzate@charlottenc.gov  
704-432-0672

## Revision Log:

Date	Description
11-16-18	First Review
12-20-18	Second Review

## General Review Information

The site is at the unsignalized intersection of Providence Rd West and Ballancroft Parkway (local) and is located in a wedge outside Route 4.

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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

The site is located on a major thoroughfare. The site plan commits a future connection from existing Ballancroft Parkway to Tract B development. CDOT requests the petitioner add conditional notes committing to pedestrian and roadway improvements identified in the transportation memo.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with Current Zoning	Single Family (7.51 acres of R-3)	22 dwellings	260	General Guidance from Planning
Proposed Zoning	Government Office	16,950 sf	2,685	Site Plan: 10-16-18
	Apartments	230 dwellings		
	Government Office	22,500 sf	1,550	Site Plan: 12-14-18

## Outstanding Issues

Strikeout = Not an outstanding issue

- ~~**Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the future back of curb for Providence Road West is 27 feet from centerline of the road.~~

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2. ~~**Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition. Under the proposed NS zoning, the site can build up to 230k sf of apartments which combined with the proposed CMPD building will generate over 2500 trips to require a traffic study. The petitioner should revise the site plan and specify the number of apartments proposed and show a study is not needed or submit a traffic study to be reviewed by CDOT.~~
3. ~~The petitioner should revise the site plan and conditional notes to show clearly the future road connection between the proposed multi-family residential and existing Ballancroft Parkway on the southern portion of the property.~~
4. The petitioner should revise the site plan and conditional notes to show the 2'6" curb and gutter be installed in the correct future location on Providence Road West as identified in comment number 1.
  - a. **Technical Correction: add a conditional note stating the petitioner commits to building the 2'-6" curb and gutter.**
5. The petitioner should revise the site plan and conditional notes to show curb ramps, 2 per corner, at the proposed driveway connection to Providence Road West and the addition of receiving curb ramps on the existing driveway across Providence Road West.
  - a. **Technical Correction: add a conditional note stating the petitioner commits to building the curb ramps listed above and shown on the site plan.**
6. ~~Providence Road West is a major thoroughfare requiring a 100 foot right of way. The petitioner should revise the site plan and conditional notes to show dedication of right of way, fee simple, 50 feet from centerline of the road.~~
7. ~~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. CDOT requests right of way set at 2' behind back of sidewalk where feasible.~~
8. ~~The petitioner should revise the site plan to add a 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 explicitly described in site plan notes.~~

## 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.

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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 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.