

# Rezoning Transportation Analysis

Petition Number: 2018-135

General Location Identifier: 16901110

**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
1-23-18	Third Review

## General Review Information

The site is on Old Pineville Road (minor thoroughfare) and is located in a corridor outside Route 4. The site is within the limits of the Woodlawn Road Transit Station Area Plan.

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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 minor thoroughfare. The petitioner commits to building a planting strip and sidewalk on the northern boundary of the site, to be consistent with the proposed site rezoning of TOD-R(O).

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Warehouse	8,270 sf	30	Tax Record
Entitlement with Current Zoning	Warehouse (1.49 acres of I-2)	22,350 sf	80	General Guidance from Planning
Proposed Zoning	Townhomes Retail	39 dwellings 10,000 sf	1,800	Site Plan: 1-14-19

## 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 existing curbline on Old Pineville Road is in the correct future location.~~
- ~~**Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.~~

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- ~~3. The petitioner should revise the site plan and conditional note(s) to show the proposed sidewalks to be 8 feet wide as required by TOD zoning.~~
- ~~4. The petitioner shall revise the site plan and conditional notes to show the dedication of right of way, fee simple, 2 feet behind back of sidewalk for the northern boundary line as this is part of the future street connection identified in the Council adopted Woodlawn Station Area Plan.~~

## 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 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.