

# Rezoning Transportation Analysis

Petition Number: 2019-020

General Location Identifier: 17705301, 17705302

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## Revision Log:

Date	Description
03-20-19	First Review

## General Review Information

The site is at the signalized intersection of Park Road (major thoroughfare) and Fairview Road (major thoroughfare) and is located in a wedge outside Route 4. The proposed project includes the possible future acquisition of land currently located in the public right-of-way to allow for up to 115 dwelling units. The petitioner is requesting for the existing approximately 800' long Fairview slip right turn to be removed.

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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

To be provided prior to public hearing.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	3 dwellings	30	Tax Record
Entitlement with Current Zoning	Single Family (4.54 acres of R-3)	13 dwellings	130	General Guidance from Planning
Proposed Zoning	Townhomes Apartments	115 dwellings	630	Site Plan: 01-31-19

## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. **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 will be determined prior to public hearing. The curb line on Park Road and Fairview Road needs to accommodate the future transportation needs at this intersection
  - a. The petitioner should revise the site plan and conditional note(s) to include dual right turns for the westbound approach on Fairview approaching Park Road. One right turn lane needs to

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have a minimum of 500' storage (to match where the west bound rights split out from the west bound throughs today), and the 2nd right turn lane will need a minimum of 250' storage. (CDOT ran simulations that indicated when pedestrians are crossing the north leg of Park Road, the queue in the right turn lane will potentially spill out in to the thru lane if a single westbound right turn lane is provided. This did not occur with a dual right with 500' storage for one lane and 250' storage for the other

- b. The petitioner should include a site plan that overlays the "Future Intersection Needs" to confirm adequate ROW is reserved for future intersection improvements.
2. **Traffic Study** The petitioner is currently doing a Traffic Impact Study, since it is removing a free-flow slip right-turn lane near a high congested intersection. Further comments may arise after the study is complete.
3. The petitioner should revise the site plan and conditional note(s) to extend sidewalk to the intersection of Fairview Road and Park Road. The petitioner should also include 2 ramps at corner.
4. The petitioner should revise the site plan and conditional note(s) to commit to installing a "pork chop" island for the dual rights that will need to be channelized right turn lane(s) on Fairview Road. The pork chop island serves as a pedestrian refuge island for pedestrians crossing Fairview Avenue and Park Road.
5. 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.
6. The petitioner should revise the site plan to add a note specifying all transportation improvements as required by the petitioner, should be constructed by the petitioner 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.
7. ~~Resolved Sample format for comment that is resolved~~

## 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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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.
4. 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.
5. 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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6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.