

# Rezoning Transportation Analysis

Petition Number: 2019-047

General Location Identifier: 18312111

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## Revision Log:

Date	Description
04-18-19	First Review

## General Review Information

The site is at the signalized intersection of Providence Road (major thoroughfare) and Strawberry Hill Drive (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

To be provided prior to public hearing.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Apartments	580 dwellings	3,650	RZ 2016-032
Entitlement with Current Zoning	Apartments	580 dwellings	3,650	RZ 2016-032
Proposed Zoning	Apartments	854 dwellings	4,690	Site Plan: 03-11-19

## Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

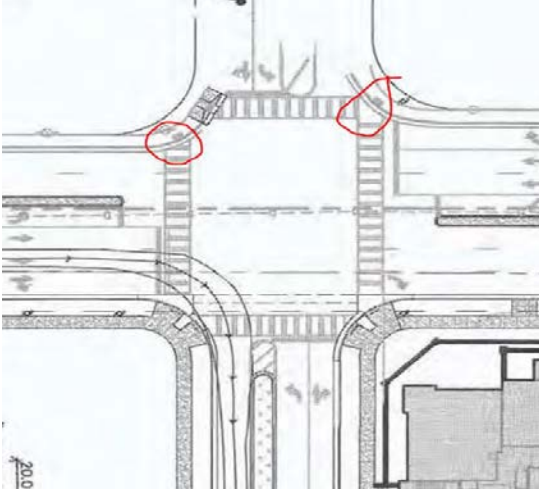
1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the future back of curb has been established per approved Accela permit LDUMUDD-2016-00027.
2. **Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition. CDOT has requested more specific information is given so that we can more accurately generate trip generation for this site and understand if and what further mitigations would be necessary.

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3. The petitioner should revise the site plan and conditional note(s) to commit to reconstructing the ramps at the new signal to meet current standards. The North East corner would need two ramps, the North West corner ramp needs to be reconstructed.



4. The petitioner should revise the site plan and conditional note(s) to commit to extending sidewalk along providence to Cloister Drive.
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 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.
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

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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.
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.

4/24/2019 Pinehurst

Land Use [ITE Code]	Weekday Daily		AM Peak Hour			PM Peak Hour			
			Enter	Exit	Total	Enter	Exit	Total	
<b>Development at Acquisition</b>									
Multifamily Housing (Low Rise) [220]	407	DU	3,036	42	139	181	130	76	206
<b>Existing Development</b>									
Multifamily Housing (Low Rise) [220]	255	DU	1,887	27	89	116	86	50	136
Multifamily Housing (Mid Rise) [221]	327	DU	1,780	28	81	109	84	54	138
<b>Subtotal</b>			<b>3,667</b>	<b>55</b>	<b>170</b>	<b>225</b>	<b>170</b>	<b>104</b>	<b>274</b>
<b>Proposed Development</b>									
Multifamily Housing (Low Rise) [220]	37	DU	239	4	14	18	15	9	24
Multifamily Housing (Mid Rise) [221]	817	DU	4,451	70	198	268	203	130	333
<b>Subtotal</b>			<b>4,690</b>	<b>74</b>	<b>212</b>	<b>286</b>	<b>218</b>	<b>139</b>	<b>357</b>

References:

Trip Generation, 10th Edition, Institute of Transportation Engineers, Washington, DC. 2017.