

# Rezoning Transportation Analysis

Petition Number: 2019-177

General Location Identifier: 02941109

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## Revision Log:

Date	Description
01-15-2020	First Review
02-17-2020	Second Review
04-23-2020	Third Review

## General Review Information

The site is on Prosperity Church Road (minor thoroughfare, city maintained) and is in a center outside Route 4. The site is within the limits of the Prosperity Hucks Area Plan.

## Active Projects Near the Site:

- Prosp.Ch Rd (Old Ridge-Benfield) Improvements
  - This project proposes to widen Prosperity Church Road from Old Ridge Road northward to Benfield Road. Improvements could include curb & gutter, sidewalk, storm drainage, bicycle lanes, on-street parking and a roundabout at Prosperity Church Road and Prosperity Ridge Road.

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*CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is 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.*

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*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 road. The site is providing streets to meet the Prosperity Church Area Plan intent of connectivity. The streets will have 8-foot planting strips, and wide sidewalks to promote multi-modal transportation options for the area. The development is providing roadway improvements based on the traffic impact study.

## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	NA	0	Tax Record
Entitlement with	Townhomes	43 dwellings	730	RZ 2008-081

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Current Zoning	Drive-In Bank	4,500 sf		
Proposed Zoning	Townhomes Retail	79 dwellings 15,000 sf	2,210	Site Plan: 02-10-20

**Please provide responses to our comments as part of your resubmittal.**

## 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.~~
  - a. ~~**Prosperity Church Road:** Location of future back of curb and gutter needs to be installed 18.5' from centerline.~~
  - b. ~~**Ridge Road:** The future location of curb and gutter is in its existing location.~~

~~The site plan should show the curb and gutter labeled and dimensioned from the centerline for each road.~~

2. **Traffic Study** A Traffic Impact Study is necessary for the complete review of this petition.
3. ~~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.~~
4. ~~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.~~
5. **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.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.

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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.