

# Rezoning Transportation Analysis

Petition Number: 2021-104

General Location Identifier: 18110412

**From: Brandon Brezeale, PE.**

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**Reviewer:**

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## Revision Log:

Date	Description
08-20-2021	First Review (KP)
09-17-2021	Second Review (WB)

## General Review Information

The petition is located adjacent to Providence Road, a State-maintained major thoroughfare and Ferncliff Road, a City-maintained local street. Additionally, this site is located in the South Wedge outside Route 4.

Active Projects Near the Site:

- N/A

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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.*

*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 at the corner of Providence Road, a State-maintained major thoroughfare, and Ferncliff Road, a City-maintained local street. In accordance with the City Ordinances and WALKS Policy, the Petitioner has committed to providing and improving pedestrian infrastructure along the site's frontage of Ferncliff Road and Providence Road. CDOT will continue to work with the petitioner during the permitting phase to ensure that proposed transportation infrastructure meet CDOT and NCDOT standards. CDOT continues to request the inclusion of a conditional note. Further details are listed below.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	1 Dwelling	10	Tax Record
Entitled Use	Single Family (R-3 0.69 acres)	2 Dwellings	20	General guidance from planning
Proposed Use	Townhomes	6 Units	30	Site Plan: 04/12/2021
Proposed Use	Townhomes	5 Units	25	Site Plan: 09/12/2021

Provide comments to the specified comments below.

### Outstanding Issues

**Strikethrough = Resolved**

1. ~~**Curb line:** The proposed zoning district has a setback measured from back of the existing or proposed future curblines.~~
  - a. ~~**Ferncliff Road:** Location of curb and gutter may remain in it's existing location.~~
  - b. ~~**Providence Road:** The location of the future back of curb will be 41 feet from the existing centerline.~~

~~Label and dimension the existing and future back of curb from the centerline for each road on the site plan.~~
  
2. ~~**Traffic Study:**~~

~~A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.~~
  
3. ~~**Right-of-way:**~~
  - a. ~~**Ferncliff Road:** Revise site plan and conditional note(s) to commit to dedicate 28 feet of right-of-way from the road centerline~~
  - b. ~~**Providence Road:** Revise site plan and conditional note(s) to commit to dedicate 59 feet of right-of-way from the road centerline.~~

~~The site plan shall label and dimension the right-of-way from the existing centerline of each road.~~
  
4. ~~Revise the site plan by placing the 8-foot sidewalk, along the site's frontage of Providence Road, relative to the future curb line located 41 feet from the existing centerline of Providence Road.~~
  
5. ~~Revise the site plan by realigning the internal private alley(s) to form a T intersection and construct a street stub at the site's northwest property boundary.~~ **COMMENT RESCINDED (09-07-2021)**
  
6. ~~Revise the site plan and conditional notes by committing to construct an ADA-compliant curb ramp, to cross Ferncliff Road, at the corner of Ferncliff Road and Providence Road.~~
  
7. ~~A site plan note(s) specifying dedication and fee simple conveyance of all rights-of-way to the City and/or NCDOT before the site's first building certificate of occupancy is issued is needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.~~

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- ~~8. A site plan note specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued is needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~
9. Revise the conditional notes by including the following note:  
All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on it's own or in conjunction with other development or roadway projects taking place within the broad south Mecklenburg area, by way of private/public partnership efforts or other public sector project support.

## Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected 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. 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, per the City of Charlotte's Driveway Regulations.
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 NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall 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 NCDOT 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 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 construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
8. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
9. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:  
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>