

Rezoning Transportation Analysis

Petition Number: 2022-139

General Location Identifier: 02703212

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Reviewer:

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Revision Log:

Date	Description
1-25-23	First Review (TM)
2-22-23	Second Review (TM)
03-30-23	Third Review (TM)

General Review Information

The petition is located on the north side of William Ficklen Drive, a City-maintained local street east of Cliff Cameron Drive, a City-maintained local street. The petition is located the University Research Park Mixed Use Activity Center outside of Route 4, and within the University Research Park Area Plan.

Active Projects Near the Site:

- N/A

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.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

The petition is located on the north side of William Ficklen Drive, a City-maintained local street east of Cliff Cameron Drive, a City-maintained local street. A Traffic Impact Study (TIS) is not required for this site due to the site not generating 2500 daily trips. Conditional note revisions are needed to commit to revising the conditional notes to meet standard CDOT notes. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	<i>Tax Record</i>
Entitlement with Current Zoning	RE-1, 6.94 acres	-	Too many uses to determine trip generation	<i>General Guidance from Planning</i>
Proposed Zoning	Single Family Attached (UR-2, 6.94 acres)	82 Dwelling Units	575	<i>Site Plan: 07-15-22</i>

Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.

Outstanding Issues

Strikethrough = Resolved

1. ~~Curbline:~~

- a. ~~William Ficklen Drive: The future location of curb and gutter is in its existing location.~~

~~NOTE: Additional distance from center line to back of curb may be required in locations where a median is present or around intersections and interchanges.~~

~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

2. ~~Traffic Study:~~

~~A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating less than 2,500 daily trips and/or not triggering any other City TIS requirements.~~

3. ~~Revise conditional note(s) to commit to construct an 8-foot planting strip, and 6-foot sidewalk on Road William Ficklen Drive per Chapter 19. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement.~~

4. **Outstanding Comment from 01-25-23:** Add a conditional note specifying "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."

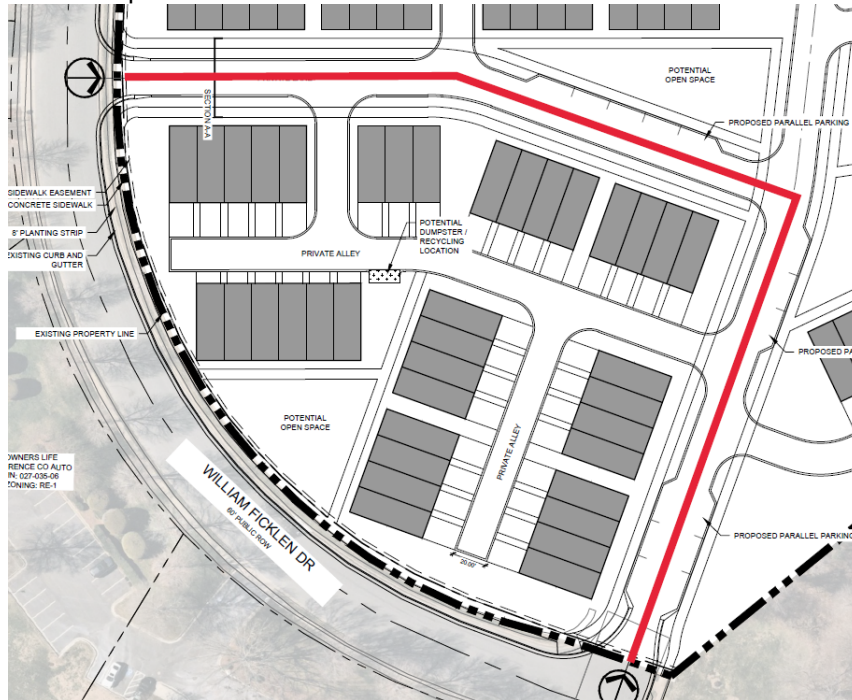
5. ~~Revise conditional notes to commit to meeting all Intersection sight distance requirements along William Ficklen Drive frontage. If ISD cannot be met changes to site access will be required.~~

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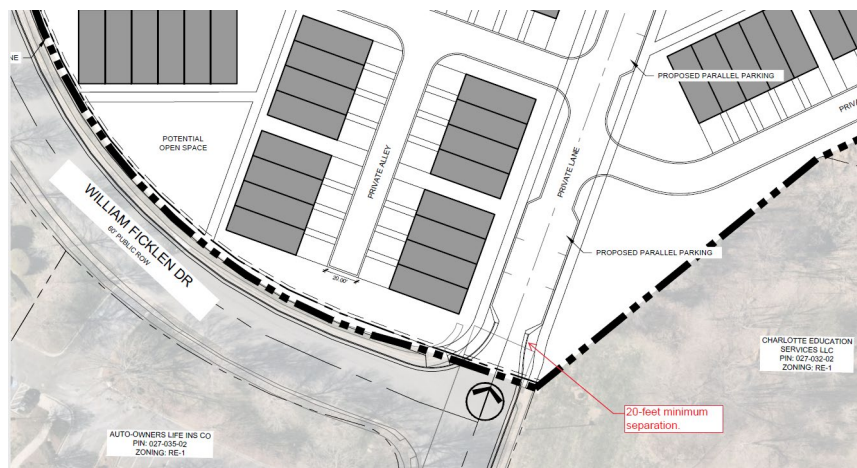
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6. ~~Revise site plan and conditional note(s) to commit to revising the internal private North/South and East/West "private lane" to be constructed to public street standards, with appropriate cross section, as network required streets per coordination with Subdivision.~~



7. ~~Revise conditional note(s) to commit to meeting intersection sight distance requirements. Site entrance locations will be required to meet all ISD requirements.~~

8. ~~Revise site plan to show proper separation between the proposed on-street parking and the intersection. A minimum of 20 feet is required from the curb return to the parking stall.~~



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- ~~9. Add a conditional note specifying "the Petitioner shall dedicate and convey in fee simple all rights-of-way to the City before the site's first building certificate of occupancy is issued. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible."~~
- ~~10. Add a conditional 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."~~

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. 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.
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 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.
3. 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.
4. All proposed commercial driveway connections to a future public street will require a driveway permit 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. To obtain a street and pedestrian lighting recommendation, the petitioner should visit the following link: <https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>