

Rezoning Transportation Analysis

Petition Number: 2023-023

General Location Identifier: 18736102

From: Jake Carpenter, PE

Jacob.carpenter@charlottenc.gov

980-221-5675

Reviewer:

Isaiah Washington

Isaiah.Washington@charlottenc.gov

980-275-2494

Revision Log:

Date	Description
7-26-23	First Review (IW)

General Review Information

The petition is located at the intersection of Providence Road, a State-maintained major arterial, and International Drive, a City-maintained local street. The petition is located in a south wedge outside of Route 4.

Active Projects Near the Site:

- Active Rezoning 2023-038 Levine Properties
- Active Rezoning 2023-039 Northwood Raven

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 site is located at the intersection of Providence Road, a State-maintained major arterial, and International Drive, a City-maintained local street. A Traffic Impact Study (TIS) is being conducted for this site in conjunction with other ongoing projects in the immediate vicinity. The scope for the TIS has been approved on June 8, 2023. Site plan and/or conditional note revisions are needed to commit to relocating curb and gutter to future location, dedicating right of way, installing streetscape along Old Providence Road and Providence Road, committing to conditional notes, and adding mitigations that come out of the traffic study. Further details are listed below.

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Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Affordable Housing	49 Dwelling Units	325	<i>Tax Record</i>
Entitlement with Current Zoning	Multifamily (R-20MF, 8.55 acres)	188 Dwelling Units	855	<i>General Guidance from Planning</i>
Proposed Zoning	Multifamily (Mid-Rise) (UR-2, 8.55 acres)	225 Dwelling Units	1,030	<i>Site Plan: 01-31-23</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. Curblines:

- a. **Providence Road:** Location of back of curb and gutter to be moved to 33 feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway typical section of 4+ Boulevard, shared use path.
 - i. This dimension could change depending on mitigations that come out of the Traffic Study.
- b. **Old Providence Road:** Location of curb and gutter to be moved to 27 feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway typical section of 2+ Avenue Buffered/Separated Bike Lanes.
 - i. This dimension could change depending on mitigations that come out of the Traffic Study.

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 on its own but is coordinating to study the roadway network in conjunction with other ongoing projects in the immediate vicinity. The overall study may have impacts on the improvements this project may be required to complete.

Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach agreement with the petitioner on the required transportation commitments. Any agreed upon commitments shall be included on the last site plan submitted no fewer than 4 weeks prior to the public hearing. Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT (and NCDOT).

3. Additional comments to be provided by CDOT once traffic study is approved.

4. Revise site plan and conditional note(s) to commit to dedicate 55' of right-of-way from the Providence road centerline. The site plan shall label and dimension the right-of-way from the road centerline.
 - a. This dimension could change depending on mitigations that come out of the Traffic Study.

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5. Revise site plan and conditional note(s) to commit to dedicate 43' of right-of-way from the Old Providence road centerline. The site plan shall label and dimension the right-of-way from the road centerline.
 - a. This dimension could change depending on mitigations that come out of the Traffic Study
6. Revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 12-foot sidewalk on Old Providence Road per the Council-adopted Charlotte Streets map and the Council-adopted Charlotte BIKES Policy. Multi-use paths maintained by the City shall meet ADA/PROWAG requirements. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement.
7. The proposed dwelling units exceeds 12 per acre. Per Chapter 20 Subdivision ordinance, revise site plan and conditional note(s) to commit to construct an 8-foot planting strip, and 8-foot sidewalk along Old Providence Road. The wider sidewalk also meets the Charlotte WALKS Policy.

Reference (CLDSM standard detail U-04.16) for street typical.

8. 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."
9. If abandonment required due to a TIS mitigation:
Add a conditional note specifying "The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The Right of Way Abandonment process is controlled by North Carolina General Statutes and is independent of this rezoning process."
10. 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."
11. 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."
12. Add conditional note specifying "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 its own or in conjunction with other development or roadway projects taking place within the broad South Mecklenburg area, by way of a private/public partnership effort or other public sector project support."

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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>