

Rezoning Transportation Analysis

Petition Number: 2023-134

General Location Identifier: 17125615, 17125616

From: Jake Carpenter, PE

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Reviewer:

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Revision Log:

| Date | Description |
|----------|-------------------|
| 11-21-23 | First Review (NK) |

General Review Information

The petition is located adjacent to Park South Drive a City-maintained minor arterial, north of Stokes Avenue, a City-maintained local street. The petition is located in a south wedge outside of Route 4.

Active Projects Near the Site:

- Project Name
 - Cultural Loop Implementation - Funding set aside for public/private partnerships to construct projects within the SouthPark CNIP Area. Potential projects include The LOOP and Symphony Park.

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 adjacent to Park South Drive a City-maintained minor arterial, north of Stokes Avenue, a City-maintained local street. A Traffic Impact Study (TIS) is not required for the site due to the development generating site trips under ordinance thresholds and not meeting additional TIS triggers. Site plan and/or conditional note revisions are needed to commit to dedicating ROW, constructing bicycle facilities, aligning driveways, and including a cross access stub connection. Further details are listed below.

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Trip Generation

| Scenario | Land Use | Intensity | Trip Generation | | | Source |
|---------------------------------|--------------------------------------------|-------------------|-----------------|--------------------|--------------------|---------------------------------------|
| | | | Daily Trips | AM Peak Hour Trips | PM Peak Hour Trips | |
| Existing Use | Single Family Detached | 2 Dwelling Units | 20 | 2 | 3 | <i>Tax Record</i> |
| Entitlement with Current Zoning | Single Family (N1-A, 0.997 acres) | 2 Dwelling Units | 20 | 2 | 3 | <i>General Guidance from Planning</i> |
| Proposed Zoning | Single Family Attached (N1-F, 0.997 acres) | 10 Dwelling Units | 75 | 5 | 6 | <i>Site Plan: 10-16-23</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. ~~Curbline:~~

~~**Park South Drive:** Location of future curb and gutter to be moved 38' from centerline to back of curb.~~

~~Cross Section: 4+ Avenue, Buffered/Separated Bike Lanes according to Streets Map~~

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

2. Comprehensive Transportation Review (CTR):

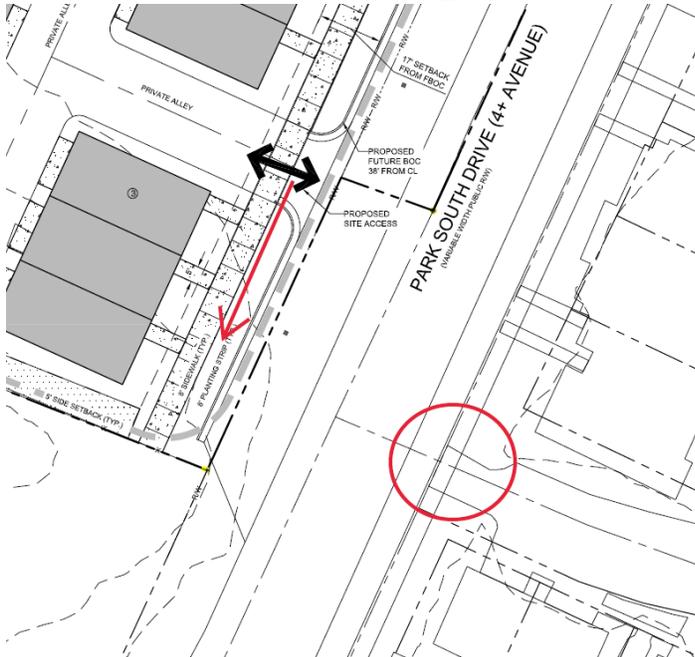
A Traffic Impact Study (TIS) is not required for the complete review of this petition due to the site generating site trips under ordinance thresholds found in the Charlotte Streets manual Table 3.1 and/or not triggering any other City TIS requirements.

3. Revise site plan and conditional note(s) to commit to dedicate 56' right-of-way from the road centerline. The site plan shall label and dimension the right-of-way from the road centerline.
4. Revise site plan and conditional note(s) to commit to construct bicycle facilities by locating the curb and gutter 38' from the center line.
5. Revise site plan and conditional note(s) to commit to aligning driveway with the driveway located on the opposite property

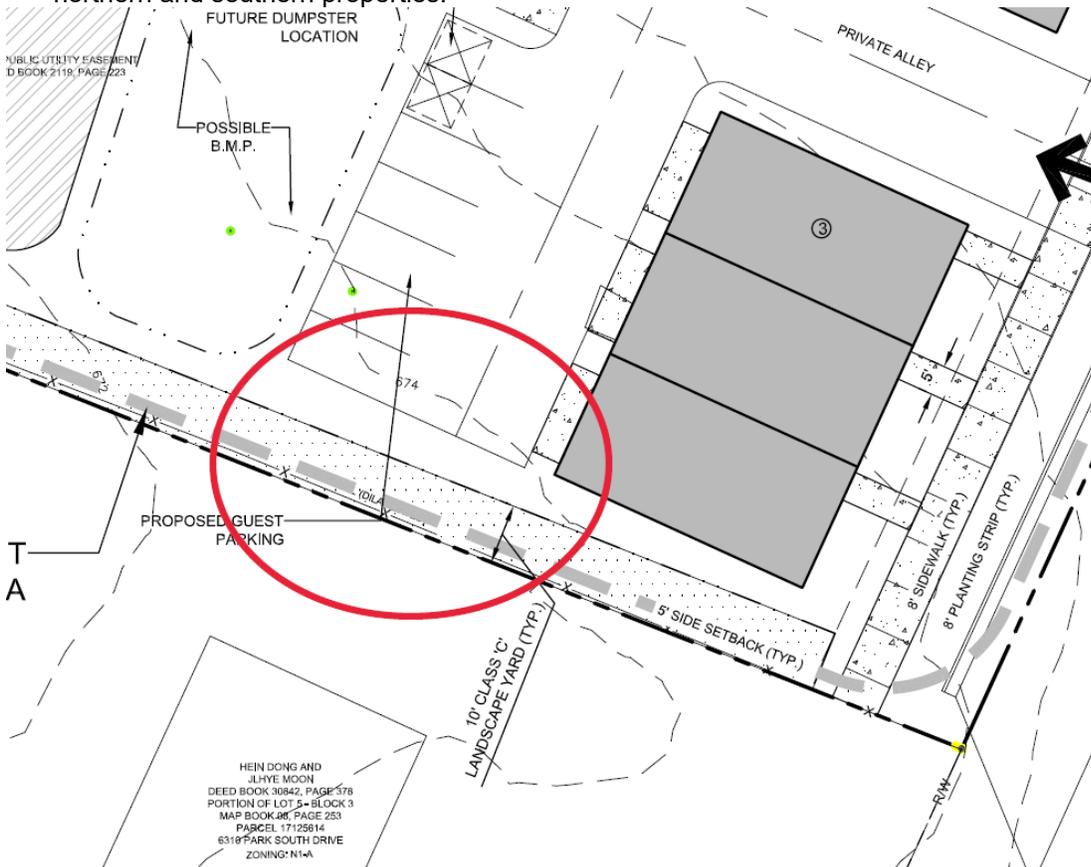
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6. Revise site to commit to a cross access stub connection to the southern abutting property per Article 31 of UDO. Add a conditional note committing to recording a cross-access easement to both the northern and southern properties.



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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 Unified Development Ordinance.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 50' x 50' 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 to comply with City of Charlotte Unified Development Ordinance regulations.
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>