

# Rezoning Transportation Analysis

Petition Number: 2023-038

General Location Identifier: 18722133, 18722134, 18722118, 18734201, 18735106, 18733101

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**Reviewer: Isaiah Washington**  
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## Revision Log:

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

## General Review Information

The petition is located adjacent to Providence Road, a State-maintained major arterial, south of Folger Drive, a City-maintained minor collector. The petition is located in a south wedge outside of Route 4.

## Active Projects Near the Site:

- Active Rezoning 2023-023 Horizon Old Providence
- Active Rezoning 2023-039 Northwood Raven
- CIP: Sardis Lane Bridge Replacement (further down Sardis Lane, not touching the property lines)
  - Project ID: PM51215036
  - Project Description: This project will replace the bridge on Sardis Lane over the creek, between Carosan Lane and Valleybrook Road.
  - Project Type: Road Construction
  - Project Phase: Complete in 2022

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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 adjacent to Providence Road, a State-maintained major arterial, south of Folger Drive, a City-maintained minor collector. A Traffic Impact Study (TIS) is required due to the site exceeding 2,500 trips. The scope for the TIS has been approved on June 8, 2023 and CDOT is awaiting the submittal of the TIS. Site plan and/or conditional note revisions are needed to commit to relocating curb and gutter to future location, dedicating right of way, installing a MUP along Providence Road per city council adopted Charlotte Streets Map, committing to conditional notes, creating a connection to the McAlpine Creek Greenway, and adding mitigations that result from 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	Tennis and Pickleball Club Single Family Detached Apartments General Office Retail	12 Courts 1 Dwelling Unit 473 Dwelling Units 26,400 SF 48,670 SF	7,135	<i>Tax Record</i>
Entitlement with Current Zoning	Single Family Apartments Retail (R-3, R-12MF, B-1SCD, & R-20MF, 84.16 acres)	29 Dwelling Units 310 Dwelling Units 80,500 SF	5,385	<i>General Guidance from Planning</i>
Proposed Zoning	Multifamily (Mid-Rise) Retail Supermarket Single Family Attached Recreational Community Center General Office (UR-2 & MUDD-O, 84.16 acres)	725 Dwelling Units 80,000 SF 100,000 SF 28,000 SF 30,000 SF	20,060	<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 resulting from the Traffic Study.
- b. **Sardis Lane:** Location of back of curb and gutter to be moved to 24 feet from roadway centerline to accommodate the Charlotte Streets Map with a roadway typical section of 2+ Avenue, Bike lanes
  - i. This dimension could change depending on mitigations resulting from the Traffic Study
- c. **International Drive:** The future location of curb and gutter is in its existing location
  - i. This could change depending on mitigations resulting from 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:



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9. If abandonment required:  
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.”

## 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>