

# Rezoning Transportation Analysis

Petition Number: 2024-024

General Location Identifier: 05142112

**From:** Jake Carpenter, PE

Jacob.Carpenter@charlottenc.gov

980-221-5675

**Reviewer:**

Travis Miller

Travis.Miller@charlottenc.gov

980-221-5778

**Revision Log:**

Date	Description
3-27-24	First Review (TM)

## General Review Information

The petition is located at end of Abercromby Street, a private-maintained major collector, west of Houldsworth Drive, a private-maintained major collector. The petition is located in an east wedge outside of Route 4, within the I-485 Interchange Study.

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 end of Abercromby Street, a private-maintained major collector, west of Houldsworth Drive, a private-maintained major collector. 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 street network connection in accordance with all applicable UDO standards. 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	Vacant	-	-	-	-	<i>Tax Record</i>
Entitlement with Current Zoning	MX-2*, 9.13 acres	-	-	-	-	<i>General Guidance from Planning</i>
Proposed Zoning	Single Family Attached (N2-A, 9.13 acres)	76 Dwelling Units	529	34	42	<i>Site Plan: 02-20-24</i>

\*Trip generation not provided for this zoning district.

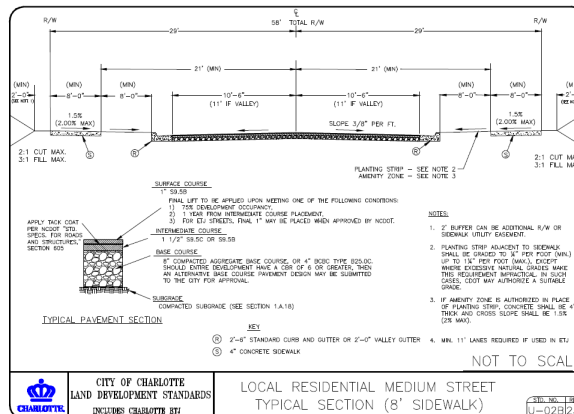
**Petitioner to provide responses to the staff comments below as well as specify other changes to the site plan.**

## Outstanding Issues

**Strikethrough = Resolved**

### 1. Curblines:

- a. **Abercromby Street:** Location of future back of curb and gutter is to be located at 15 feet from roadway centerline per CLDSM U-02B.



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 29 feet of 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 notes to commit to connecting Abercromby Street stub to adjacent development in coordination with CDOT and NCDOT.

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5. N-2 requires that the roadway be constructed to a residential wide roadway cross section (CLDSM U-03) Per UDO. To remain consistent, CDOT request that this roadway remains as proposed, a residential medium (CLDSM U-02) matching the cross section of approved rezoning 2023-030 and that additional onsite parking stalls are added to the southeastern portion of the site in lieu of providing the on street parking that is provided with a U-03 roadway cross section. Revise site plan and conditional notes to commit to installing parking stalls.
6. 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."
7. 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 approved by CDOT and NCDOT and explicitly described in site plan notes.

8. Revise site plan and conditional note(s) to construct 8-foot planting strips and 8-foot sidewalks Road and Abercromby Street extension. The site plan shall label and dimension both items from the back of curb and gutter or edge of pavement. Add conditional note The entire facility must be outside of the right of way and within a public access easement. Add conditional note committing to construction and maintenance of the 8-foot sidewalks/multi-use paths on Abercromby Street extension.

## 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-y 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>