

## Rezoning Transportation Analysis

**Petition Number** 2016-097 **Updated** 7/22/2016

**Location** Approximately 6.32 acres located on the east side of Sharon Lane between Providence Road and Heathmoor Lane.

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CDOT's Review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP). The TAP seeks to ensure that Charlotte'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 to be used in the overall City staff analysis of the rezoning petition and includes information on trip generation, outstanding site plan concerns, and an overall summary of the case from a transportation perspective.

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

### Transportation Summary

This site is located along a major thoroughfare approximately 1000 feet from a signalized intersection with another major thoroughfare. This petition will replace the existing back of curb sidewalk with new sidewalk behind a wide planting strip, which reserves sufficient area to accommodate a future cross section that includes a bike lane.

### Trip Generation

Existing Zoning			
Scenario	Land Use	Intensity	Trip Generation (Vehicle trips/day)
Existing Use	Single Family	5 dwellings	70
Entitlement	Single Family (6.32 acres of R-3)	18 dwellings	220

Proposed Zoning			
Site Plan Date	Land Use	Intensity	Trip Generation (Vehicle trips/day)
4/25/2016	Townhomes	38 dwellings	280
6/24/2016	Townhomes	31 dwellings	230

## **Curbline**

The proposed zoning district has a setback measured from an existing or proposed future curbline. The location of the future curbline is 16' behind the existing curbline.

## **Resolved Issues**

The petitioner should revise the site plan to show 13 foot planting strip (8 foot planting strip and 5 foot buried bike lane) and 6 foot sidewalk along the public street frontage.

## **Outstanding Issues**

1. The petitioner should remove the "End Private Street" note on RZ-2. CDOT will not accept the driveway stub into public right of way or maintenance.

## **Advisory Information**

The following are requirements of the developer that must be satisfied prior to driveway permit approval. We recommend that the petitioner reflect these on the rezoning plan as-appropriate.

1. According to the City of Charlotte's Driveway Regulations, 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.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs must not interfere with sight distance at the entrance(s). Such items should be identified on the site plan.
3. The proposed driveway connection(s) to Sharon Ln will require a driveway permit(s) to be submitted to CDOT and the North Carolina Department of Transportation 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 to be 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. 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 the construction/installation of the non-standard item(s). Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.