

Rezoning Transportation Analysis

Petition Number: 2018-027

General Location Identifier: 17903245, 17903247

From: CDOT Land Development Section

Reviewer:

Isaiah Washington

isaiah.washington@charlottenc.gov

704-432-6511

Revision Log:

Date	Description
03-21-18	First Review
04-23-18	Second Review
05-21-18	Third Review

General Review Information

The site is on Sharon Rd (major thoroughfare) between Eastburn Rd (local) and Hazelton Dr (local). Primary access to the site is through the signalized intersection of Sharon Rd & Sharon View Rd (minor thoroughfare). The site is located in a wedge outside Route 4 and is served by CATS bus route 20 on Sharon Rd.

CDOT's review of this rezoning petition is intended to ensure consistency with the Transportation Action Plan (TAP) which seeks 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

This site is located along a major thoroughfare. The site commits to installing 10' planting strip and 10' sidewalk along Sharon Road frontage and many of the transportation mitigation measures identified the review of the Traffic Impact Analysis. CDOT continues to work with the petitioner to resolve traffic study comments such as verifying trip generation counts as they relate to the necessary improvements. Additionally, the current site plan does not provide the requested extension of the 10' planting strip and 10' sidewalk to Eastburn Road on Sharon, creating a way for bicyclists to enter from Pendleton Avenue, or showing existing streetlights to be upgraded. CDOT is also requesting the storage for lanes to be extended to 150' out of development.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Sr. Attached Homes	4 dwellings	670	TIS
Entitlement with Current Zoning	Single Family (3 acres of R-3)	9 dwellings	580	General Guidance from Planning and RZ 2013-071
	Sr. Attached Homes	132 dwellings		
Proposed Zoning	Sr. Attached Homes	130 dwellings	3,960	TIS

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	Health/Fitness Center	33,925 sf		
	Church/Perf. Venue	4,000 sf		
	Office	7,100 sf		
	Retail	8,450 sf		
	Hi-Turn Restaurant	6,450 sf		

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

1. **Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The location of the future back of curb is 8' behind existing curb on Sharon to accommodate a future buried bike lane.
2. **Traffic Study** A Traffic Impact Study/Transportation Technical Memorandum is necessary for the complete review of this petition. Conditional note 4 addresses many of the comments. Revisions/additions to transportation improvements may be needed upon further review of updated TIA. CDOT is currently working with petitioner to address outstanding comments.
3. The petitioner should revise the site plan and conditional note(s) to extend storage out of development to 150' for both lanes.
4. The petitioner should revise the site plan and conditional note(s) to show existing streetlights to be upgraded.
- ~~5. The petitioner should revise conditional note 3c to include street scape improvements for development Area A prior to first CO issuance.~~
6. The petitioner should revise the site plan and conditional note(s) to extend 10' planting strip and 10' sidewalk on Sharon Road to Eastburn Road.
7. The petitioner should revise the site plan and conditional note(s) to create a way for pedestrians and bicyclists to enter from Pendleton Avenue.
8. The petitioner should revise the site plan to add a note specifying dedication and fee simple conveyance of all rights-of-way to the City before the site's first building certificate of occupancy is issued. CDOT requests right of way set at 2' behind back of sidewalk where feasible.
9. The petitioner should revise the site plan to add a 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.

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. The setback for this district is measured from the back of the existing or future curbline as determined by CDOT and Planning during the permitting process.
2. 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.
3. 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 North Carolina Department of Transportation on NCDOT maintained streets) are required for the entrance(s) to meet requirements. All proposed

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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.

4. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and the North Carolina Department of Transportation 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.
5. All proposed commercial driveway connections to a future public street will require a driveway permit to be submitted to CDOT for review and approval.
6. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
7. 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.