

Rezoning Transportation Analysis

Petition Number: 2018-154

General Location Identifier: 08904202, 08904208, 0890421

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Revision Log:	Date	Description
	01-17-2018	First Review

General Review Information

The site is at the unsignalized intersection of W Sugar Creek Road (major thoroughfare) and Munsee Street (local) and is located in a wedge outside Route 4.

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

To be provided prior to public hearing.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	7 dwellings	70	Tax Record
Entitlement with Current Zoning	Single Family	17 dwellings	170	General Guidance from Planning
Proposed Zoning	Apartments Development Area "C"	50 dwellings Need land-use and density re: Development Area "C" from petitioner to finalize trip gen	340	Site Plan: 12-17-18

Outstanding Issues

~~Strikeout~~ = Not an outstanding issue

- Curbline** The proposed zoning district has a setback measured from back of the existing or proposed future curbline. The petitioner shall revise the site plan and conditional note(s) to commit to construct

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the curblines at the future locations. The future back-of-curb location surrounding the site is as follows:

- a. ~~Sugar Creek Road's existing back-of-curb can remain as is.~~
 - b. Munsee Street's future back-of-curb needs to be located 15' as measured from Munsee St.'s existing centerline. This will allow on-street parking along the site's Munsee St. frontage and match the existing 2.5' curb/gutter back of curb near Sugar Creek Rd. The
 - c. ~~Yuma Street's existing back-of-curb can remain as is.~~
 - d. ~~Argyle Drive's existing back-of-curb can remain as is.~~
2. **Traffic Study:** ~~A Traffic Impact Study/Transportation Technical Memorandum is not necessary for the complete review of this petition.~~
 3. The petitioner shall revise the site plan and conditional note(s) to clearly designate the proposed land-use and density in Development Area "C".
 4. The petitioner shall revise the site plan and conditional note(s) to depict and state Munsee Street's will be constructed with a 2.5' curb/gutter section along the site's Munsee Street frontage.
 5. The petitioner should revise the site plan and conditional note(s) to commit to:
 - a. Provide an 8' planting strip and 6' sidewalk along parcel no. 08904204 (Mayfield Memorial Baptist Church's) Sugar Creek Road frontage. This improvement will provide enhanced walkability to CATS's existing Sugar Creek Road's bus stop.
 - b. Provide an 8' planting strip and 6' sidewalk along parcel no. 08904203 Yuma Street's frontage.
 - c. Provide an 8' planting strip and 6' sidewalk along parcel no. 08904203 Argyle Drive West's frontage and to Mayfield Memorial Baptist Church's existing driveway. This improvement will provide enhanced walkability to CATS's existing Sugar Creek Roa bus stop.
 - d. Add five (5) accessible ramps where needed at public street intersections to be determined in permitting process.
 6. The petitioner should revise the site plan and conditional note(s) to commit to a conditional transportation note to dedicate 50' right-of-way in fee simple along the site's Sugar Creek Road frontage between Munsee Street and Argyle Drive West (including Mayfield Memorial Baptist Church's frontage).
 7. The petitioner should revise the site plan and conditional note(s) to commit to a conditional transportation note to state that if insufficient public right-of-way for the required streetscape improvements is determined, a *Sidewalk Utility Easement* shall be acquired by the petitioner to implement the required streetscape improvements.
 8. The petitioner should revise the site plan and conditional note(s) to depict and provide conditional note(s) to address the two (2) CATS bus stop improvements near the site. Please contact John Howard w/CATS at 704-336-5994 to determine if any bus stop improvements are necessary.
 9. 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.
 10. 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.

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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. 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 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.