

# Rezoning Transportation Analysis

Petition Number: 2019-071

General Location Identifier: 03704301, 03740104, 03703216

**From: Felix Obregon, PE**  
[fobregon@charlottenc.gov](mailto:fobregon@charlottenc.gov)  
704-432-5729

**Reviewer: Rick Grochoske**  
[rgrochoske@charlottenc.gov](mailto:rgrochoske@charlottenc.gov)  
704-432-1556

## Revision Log:

Date	Description
07-19-2019	First Review
08-12-2019	Second Review
10-30-2019	Third Review

## General Review Information

The site is primarily access from on Sunset Road and Oakdale Road (both streets are minor thoroughfares and state maintained). The site is located in a wedge outside Route 4. The nearest bus stop is located at Sunset and Beatties Ford Rd.

## Active Projects Near the Site:

- **Beatties Ford Rd./Sunset Rd. Pedestrian Improvements:**
  - This CNIP is providing a 5' pedestrian sidewalk on the east side of Sunset Rd. between Kive Dr. and Miranda Rd. The sidewalk project design is 25% complete, construction is schedule for Year 2022.
  - This City project is also contributing funds to a NCDOT spot safety project to implement two (one-lane roundabouts (RABs) at Sunset Rd./Miranda Rd./Oakdale Rd. intersections. The RAB project, was recommend to reduced crashes at this location. The planned RAB project is located approximate 0.5 mile north of the proposed single-family development site.

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*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.*

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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 on a major and minor thoroughfare street. The site is bisected by stream creating two separate developments. The petitioner has agreed to provide and implement all transportation improvements required by CDOT to implement its traffic mitigation improvements, along the public streets. The petitioner needs to revised Conditional Access Note 3.d to remove all language referring to the petitioner contributing to the cost of the required left turn transportation improvements and the City charged with implementing these improvements. The petitioner is required to obtain the needed right-of-way and implementing these required improvements at his costs.

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## Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Single Family	4 dwellings	40	Tax Record
Entitlement with Current Zoning	Single Family (54.99 acres of R-3)	164 dwellings	1,640	General Guidance from Planning
Proposed Zoning	Single Family	310 dwellings	2,940	Site Plan: 04-11-19
	Single Family Apartments	211 dwellings 72 dwellings	2,570	Site Plan: 10-28-19

## 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.~~
  - a. ~~**Road Name:** Sunset Rd. future back of curb is 24.0' as measured for the road's existing centerline. The City's Subdivision Ordinance (Chapter 20) requires the implementation of curb and gutter on Sunset Rd.~~
  - b. ~~**Road Name:** Oakdale Rd. future back of curb is 24.0' as measured for the road's existing centerline. The City's Subdivision Ordinance (Chapter 20) requires the implementation of curb and gutter on Sunset Rd.~~
  
2. ~~**Traffic Study** A Traffic Impact Study (TIS) is necessary for the complete review of this petition. The proposed development's trip generation exceeds CDOT's TIS threshold. Please call Rick Grochoske with CDOT to schedule a TIS scoping meeting at 704-995-0059. Staff will receive the petition and begin work on it, but the public hearing will not be scheduled until the TIS is received. This will allow for the minimum time necessary for CDOT to review and approve the study and reach agreement with the petitioner on the required transportation commitments and *have them included on the last site plan submitted no fewer than 4 weeks prior to the public hearing.* Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT and NCDOT.~~
  
3. ~~The petitioner should revise the site plan and conditional note(s) to commit to dedicate 35' right-of-way in fee simple as measure from the road centerline along the site's Sunset Rd. and Oakdale Rd. frontages. The site plan should label and dimension the right-of-way from the road centerline.~~
  
4. ~~The petitioner should revise the site plan and conditional note(s) to commit to construct 2.5' curb/gutter, a 5-foot bike lane, an 8-foot planting strip, a 6-foot sidewalk, and pavement widening along the site's Sunset Rd. and Oakdale Rd. frontage, per the *City's Subdivision Ordinance and Charlotte Bikes*. The site plan should label and dimension both items from the back of proposed and/or road centerline.~~
  
5. The petitioner should revise the site plan and conditional note(s) to implement a northbound Sunset Rd. left turn with 150' of storage with an appropriate bay taper at local Street "A" (i.e. Woodlands Pointe Dr.).
  - a. **New comment based on revised site plan dated 10/30/19:** The petitioner needs to revised Conditional Access Note 3.d to remove all language referring to the petitioner contributing to the cost of the required left turn transportation improvement and the City charged with implementing these improvements. The petitioner is required to obtain the needed right-of-way and implementing these required improvements at his costs.

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6. The petitioner should revise the site plan and conditional note(s) to implement a southbound Oakdale Rd. left turn lane with 150' of storage with an appropriate bay taper at local Street "E".
  - a. **New comment based on revised site plan dated 10/30/19:** The petitioner needs to revised Conditional Access Note 3.d to remove all language referring to the petitioner contributing to the cost of the required left turn transportation improvement and the City charged with implementing these improvements. The petitioner is required to obtain the needed right-of-way and implementing these required improvements at his costs.
7. ~~The petitioner should revise the site plan and conditional note(s) to implement two (2) 60' left turn storage pockets on local Street "A" at Sunset and local Street "E" at Oakdale Rd. to facilitate traffic leaving the subdivision at these two minor thoroughfare intersections.~~
8. ~~The petitioner should revise the site plan and conditional note(s) to provide a local street connection across the stream dividing the property, which will provide a continuous (not direct) vehicle, pedestrian, and bike route between Sunset Rd. and Oakdale Rd. through the subdivision. This proposed street connection needs minimize wetland impacts. This street connection is required by the City's Subdivision Ordinance (Chapter 20) see options below.~~



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.~~

## Advisory Information

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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 (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.
3. 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.
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.